

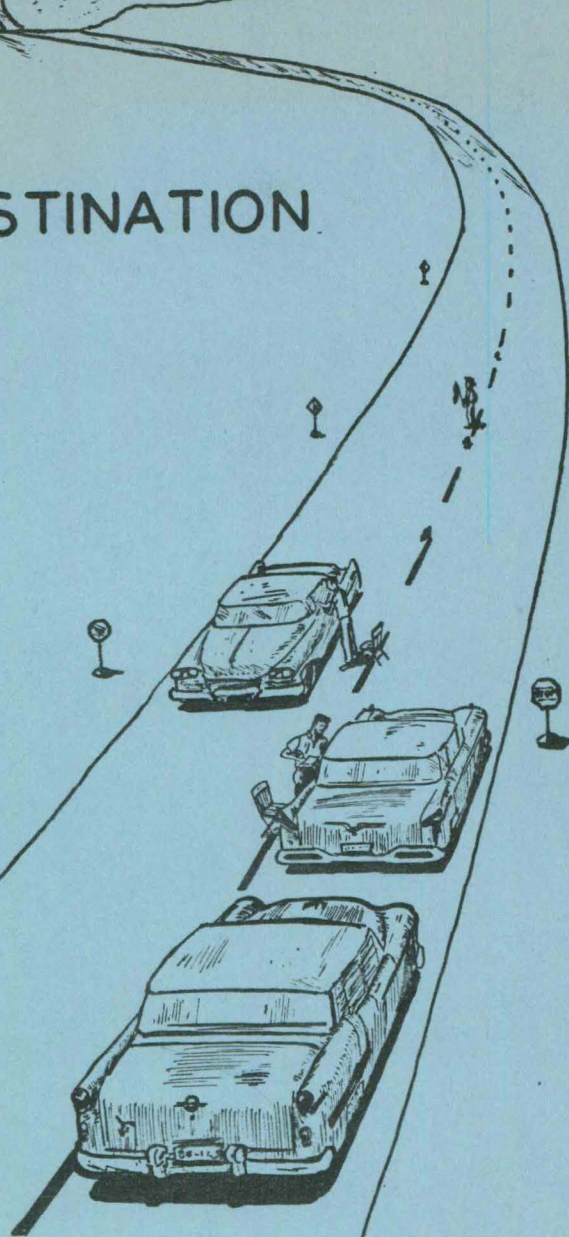
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IOWA GREAT LAKES REGION  
1959

# IOWA GREAT LAKES REGION

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## ORIGIN AND DESTINATION STUDY

INTERVIEW  
STATION



17-H53HP  
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Ia. Great  
Lakes: Reg

Dickinson County and  
Iowa Great Lakes Region  
Origin and Destination  
Traffic Survey

May 1959

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

INDEX

DEFINITIONS . . . . . 1

I. SUMMARY . . . . . 3

II. HISTORY AND CHARACTERISTICS  
IOWA GREAT LAKES REGION . . . . . 5

    A. History . . . . . 6

    B. Characteristic . . . . . 8

III. SURVEY PRESENTATION . . . . . 10

    A. Introduction . . . . . 11

    B. Purposes and Objectives . . . . . 11

    C. Procedures . . . . . 11

    D. Findings . . . . . 12

APPENDIX . . . . . 20

## DEFINITIONS

### Corporation Line

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

### Study Area Traffic Survey

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

### Tract

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

### 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 study area, the performance of which trip involves travel through an interview station.

### External Through Trip

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

Internal Trip

A trip with its point of origin and its point of destination located within the study area.

Duplicated Through Trips (Duplicates)

Trips passing through two interview stations.

Average Weekday

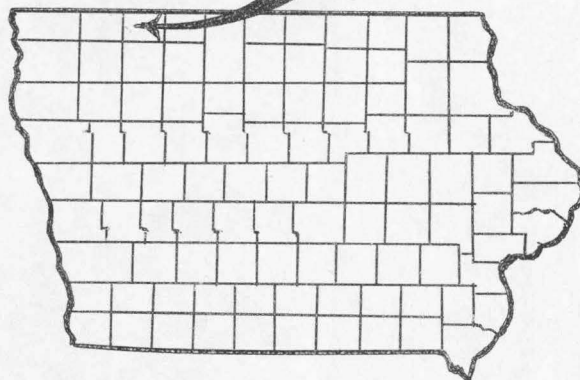
This includes Monday through Friday inclusive.

PART I  
SUMMARY

DICKINSON COUNTY

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IOWA GREAT LAKES  
REGION



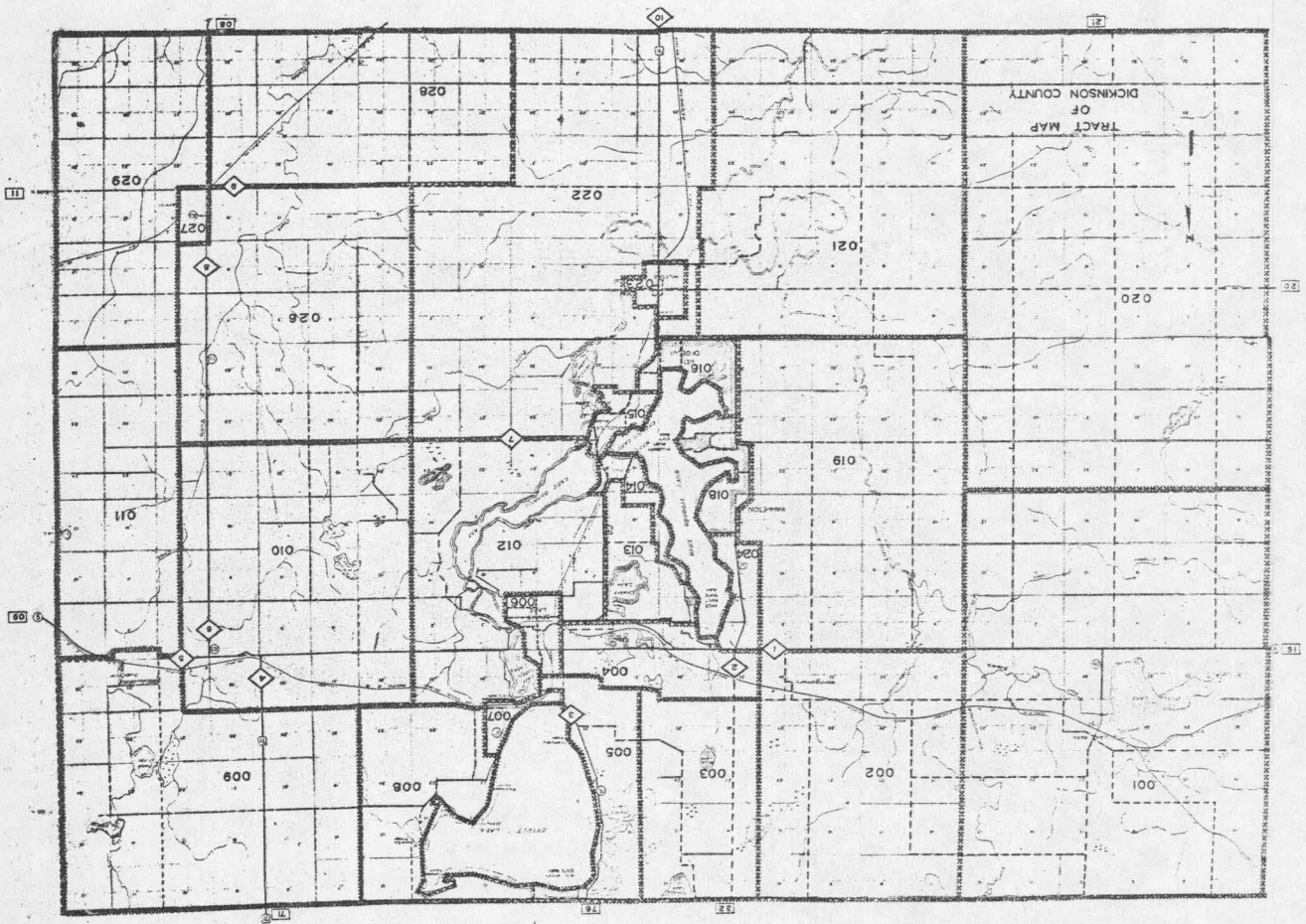
This report of the Dickinson County and Iowa Great Lakes Region Traffic Survey describes briefly the characteristics of the study area pertinent to the local problem of highway transportation and presents and analyzes the data gathered in the survey. All trip data obtained in the survey are presented in terms of the number of trips per day. They are classified by the origins and destinations of these trips and by the areas to which and from which they were made. The information obtained was from all trips traveling through the ten interview stations maintained on the principal rural highways in the region. These trips, for which the data were obtained are explained in the definitions and may be defined as external trips, external local trips and internal trips.

For this particular study, information was gathered by interviewing 86.65 per cent of the average weekday traffic. After the expansion of this information it was found that for an average weekday in June 1958, a total of 11,070 trips passed through the interview stations. Out of this total 16.92 per cent were classified as external through trips which passed via the study area.

Of all trips passing through the interview stations 55.96 per cent had one termini inside the study area and the other termini outside the study area.

In addition to this, 27.12 per cent of the total trips passing through all of the interview stations had both their origin and their destination within the study area.

PART II  
HISTORY AND CHARACTERISTICS  
IOWA GREAT LAKES REGION





## I. History

Iowa's Great Lakes have been an attraction since white men first laid eyes upon them. The Nicollet Exploring Expedition referred to a group of lakes in a report to the government in 1838. The largest was called Min-ne-waukon, or "Spirit Water". Trappers were in the area prior to 1850. On July 16, 1856, Rowland Gardner and Harvey Luce set claims and erected log cabin homes on the west banks of Lake Okoboji. The James Mattock family settled near the present Okoboji Bridge. Other first settlers were Granger, Marble, Noble, Snyder, Markham and a group of youths from Redwing, Minnesota. These hardy pioneers endured unusual hardships due to severe cold, snow and high winds during the winter of 1856-57.

In 1857, the settlement of 40 people was wiped out by an Indian massacre led by Chief Inkpaduta. A relief party was organized and marched from Ft. Dodge and Webster City, but arrived too late to save the community. The Indians were driven west and north.

In spite of the pioneering hardships of these early days, other settlers arrived. Spirit Lake was platted in June 1857 and made the county seat of Dickinson County on August 4, 1857. A trading post was established by M. M. Matheson at Spirit Lake in 1859. R. Kingman built a hotel at Spirit Lake called the Lake View House. The first marriage ceremony in the county occurred at Okoboji in 1859 uniting William E. Root and Addie Ring, both of Okoboji.

In 1866, A. D. Inman from Pennsylvania, homesteaded "Old Milford" and named the place from the flour and saw mills near. He built the Inman Hotel, which was discontinued when the settlers in Milford

moved north to the railway site. Milford was platted in 1870 and a community store established.

From 1868-1873, the communities prospered. School was taught in Arnolds Park as early as 1868 and in Milford in 1872. The Milford Library Association was also founded in 1872. Prosperity ended during the summer of 1873 with a terrible grasshopper scourge. The inhabitants became discouraged and many left the community.

In 1879, Spirit Lake was incorporated and the first newspaper in the county, the Spirit Lake Beacon, was published. By 1880, the population at Spirit Lake was 277 people and with the advent of the railroad, many settlers moved into the area. The first bridges at Okoboji and Spirit Lake were also erected in 1880.

North Milford was platted in 1881 and was incorporated 11 years later on June 11, 1892. By 1885, Spirit Lake included 751 citizens.

On July 25, 1895, a monument on Pillsbury's Point in West Okoboji Lake was dedicated to perpetuate the memories of the settlers massacred by the Indians in 1857. The 25th General Assembly of Iowa appropriated \$5,000 to erect the 55 foot monument at the location of the attack.

By 1900 there were 1955 permanent residents living in Iowa Great Lakes Area communities. The population growth of the Lakes communities is summarized in the table on the following page.

Population of Iowa Great Lakes Communities						
Town or City	1900	1910	1920	1930	1940	1950
Spirit Lake	1219	1162	1701	1778	2161	2467
Milford	485	575	908	1062	1202	1375
Arnolds Park	251	273	478	597	855	1078
Okoboji	---	---	---	176	271	336
Wahpeten	---	---	---	---	73	127
West Okoboji	---	---	---	112	117	158
Total-Lake Area	1955	2010	3087	3725	4679	5541

## II. CHARACTERISTICS

The Iowa Great Lakes are located in the third county east of the northwest corner of the state. Spirit Lake, East Okoboji and West Okoboji Lake are situated in the central and north central parts of Dickinson County.

The region is nationally known and attracts about a half-million vacationists annually. There are six small communities in the region that had a combined permanent population of 5,541 people in 1950. During the peak of the tourist season, there may be as many as 100,000 people living in the area.

Big Spirit Lake is the largest body of water in Iowa. It covers an area of about 10 square miles, is over four miles in length and 17 miles in circumference. The lake is saucer-like in shape and averages about 30 feet deep. West Okoboji Lake is second largest of the 32 state-owned lakes and is claimed to be one of the three blue water lakes in the world. West Okoboji is approximately six miles long, three miles at its greatest width, and covers an area of about 7 square miles. The lake's circumference is 18 miles. The basin of West Okoboji at its deepest point is 132 feet.

In addition to the many private facilities that cater to the tourist trade, there are three state parks that provide additional picnic and camping areas. Pikes's Point Park is located on the east shore of West Okoboji, Gull Point State Park is situated on the west shore of West Okoboji and Minnewaukon State Park is located on the north shore of Big Spirit Lake.

Transportation arteries serving the area include the Chicago, Milwaukee, St. Paul and Pacific and the Chicago, Rock Island and Pacific Railroads.

Highways U.S. 71 and Iowa 9 pass north-south and east-west, respectively, through the Iowa Great Lakes region. Iowa routes 32, 276, and 327 provide additional access to the areas surrounding the lakes.

# PART III SURVEY PRESENTATION

## Municipal Traffic Surveys Origin and Destination Operations

### Section I Procedures for collection of data Instructions to Field Personnel

1. **Purpose and Scope**  
The origin and destination traffic survey operation regarding the travel by motor vehicles in sections of an urban area. Research in traffic this may be done by interviewing motor vehicle locations surrounding the area, whether they the whole urban area. These instructions to field personnel in conducting the interview portion about the survey area.
2. **Location of Stations**  
The origin and destination interview stations are to be placed by the field supervisor in highways entering the area. The exit stations are to be placed by the field supervisor in highways leaving the area.
3. **Operating Schedule**  
Each station will be operated during one or more 3 hour working periods, one or more Friday inclusive.  
All traffic passing the vehicle operators in the field party to personnel will stop.  
Both sides of the street will be surveyed.  
A portable external survey station is required to be used at all stations.

IOWA STATE HIGHWAY COMMISSION  
DEPARTMENT OF SAFETY AND TRAFFIC  
QUESTIONNAIRE AND CODING SHEET FOR EXTERNAL ORIGIN AND DESTINATION DATA  
URBAN AREA TRAFFIC SURVEYS

STATION NO.	DATE	TIME	TYPE OF VEHICLE	REGISTERATION	NUMBER OF OCCUPANTS	GUIDER	ADDRESS OF CITY AND STATE	DESTINATION	ADDRESS OF CITY AND STATE	OLD CITY AND STATE	NEW CITY AND STATE	TRIP TYPE	TRIP PURPOSE	TRIP DISTANCE	TRIP SPEED	TRIP DURATION	TRIP COST	TRIP FUEL CONSUMPTION	TRIP TOLL	TRIP OTHER	

## Urban Area Origin and Destination Traffic Survey

# FINAL REPORT

March 1959

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

A. INTRODUCTION

Part III of this report describes briefly the purposes and objectives, procedures and findings of the Iowa Great Lake Area Traffic Survey. Summaries and illustrations of the significant data classifications are included. All information was collected during the months of June and July 1958. It is reported in terms of the number of trips daily on an average June weekday in 1958 and classified by trips origins and destinations.

B. PURPOSES AND OBJECTIVES

The purposes of this survey were to determine the origin, destination and number of daily trips into, out of and through the study 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 traffic congestion which may be attributed to through highway travelers, and the exact routes by which these travelers enter and exit the study area. It will also assist highway officials and administrators in determining the location and type of highway improvement necessary to alleviate particular traffic problems.

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 ten interview stations located on the rural roads transversing the study area. All vehicles were stopped as they passed through the station and the motor vehicle

operator was asked the purpose, origin and 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.

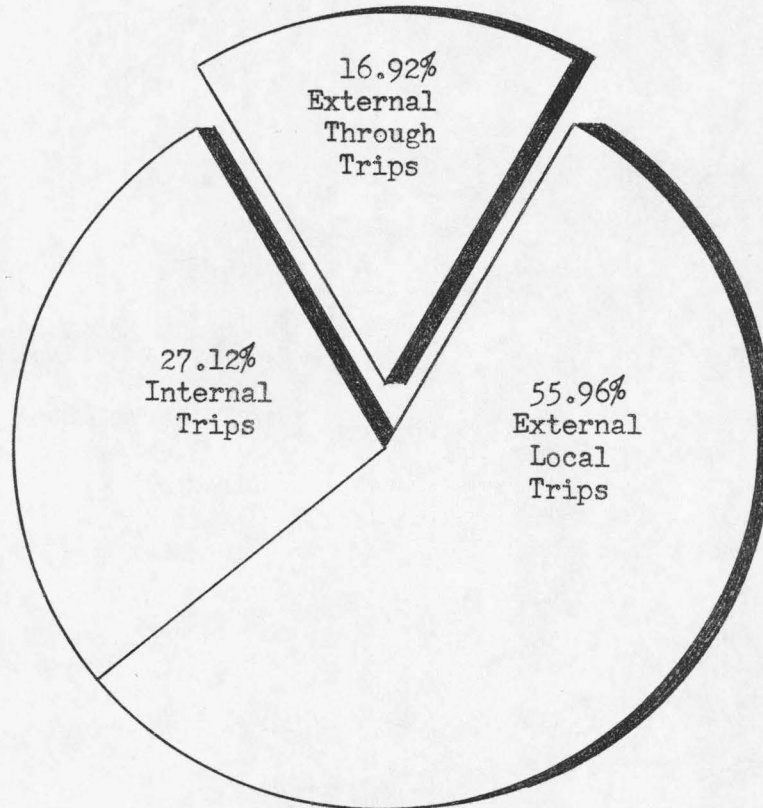
Each interview station was operated for 16 hours starting at 6 AM and ending at 10 PM. This scheme of operation provided for coverage of all but a small portion of the trips passing through each station in the twenty-four hour day. This small portion of traffic was accounted for by portable automatic 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 sheets in the appendix.

In addition to these trip tabulation sheets, flow diagrams for each station are also included in the appendix. In the body of the report, under part III, will be found a pie diagram depicting the total trip distribution. Immediately following the diagram and table number 1 is a traffic flow map of all of Dickinson County.

The following illustration represents a net total trip summarization and percentage distribution of the termini for all trips passing through all interview stations on an average weekday in June 1958.





STATION LOCATIONS  
IOWA GREAT LAKES REGION  
(Indicated by Diamonds on tract map)

1. West of Spirit Lake on Ia. 9.
2. On FAS 30, North of the Junction of Ia. 9 and Ia. 32.
3. North of Spirit Lake on Ia 276.
4. On US 71 North of the East Junction at Ia. 9 and US 71.
5. On Ia. 9, East of the East Junction of Ia.9 and US 71.
6. On Ia. 203, South of the Junction of Ia. 9 and Ia. 203.
7. East of Arnolds Park on FAS 59.
8. North of Terrill on Ia. 203.
9. West of Terrill on FAS 54.
10. On US 71, just South of Dickinson County Line.

1. Traffic and Interview Summary:

By using the previously explained procedures, the information in the following table was obtained. The interview 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 June 1958.

Rt. No. & Direction From Urban Area	Average Weekday Traffic-June 1958				No. of Inter- views	Percent Interviewed of 24 Hour Traffic
	Passenger Cars and Pick-Ups	Other Single Unit Tk	Truck Combina- tions	Total		
1.	2,372	178	134	2,684	1,752	65.28
2.	257	23	4	284	364	128.17
3.	1,910	60	-	1,970	1,531	77.72
4.	980	68	116	1,164	946	81.27
5.	2,436	170	146	2,752	2,763	100.40
6.	295	44	19	358	366	102.23
7.	222	13	-	235	148	62.98
8.	513	65	15	593	574	96.80
9.	110	20	2	132	137	103.79
10.	3,820	206	99	4,125	3,807	92.29
Total	12,915	847	535	14,297	12,388	86.65

# DICKINSON COUNTY FLOW MAP 1958 TRAFFIC



2. External Through Trips Via  
the Study Area:

Table 2 presents a very good comparison between the total trips passing through each interview station and the number or per cent of these trips which pass directly through and on out of the Study Area. 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 1,873 trips, or 16.92 per cent of the total trips passing through all interview stations, were external through trips transversing the Study Area.

External Station Location	Total Trips Through Station	External Through Trips	
		Number	Per Cent of Total
1.	2,684	799	29.76
2.	284	50	17.61
3.	1,970	28	1.42
4.	1,164	831	71.39
5.	2,752	1,152	41.86
6.	358	95	26.53
7.	235	8	3.41
8.	593	27	4.55
9.	132	4	3.03
10.	4,125	855	20.73
Less Duplicates	3,227	1,976	61.24
Total	11,070	1,873	16.92

3. External Local Trips Through Each Station with Termini in the Study Area:

Table 3 compares the total trips passing through each station with the percentage of these respective trips having termini with in the Study Area. 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 Study Area. On this comparative basis 55.96 per cent of the total trips passing through all interview stations fall into the above explained category.

Table 3 External Local Trips Traveling in the Iowa Great Lakes Study Area on an Average Weekday in June 1958			
External Station Location	Total Trips Through Station	External Local Trips	
		Number	Per Cent of Total
1.	2,684	1,081	40.28
2.	284	138	48.59
3.	1,970	558	28.33
4.	1,164	283	24.31
5.	2,752	1,403	50.98
6.	358	156	43.58
7.	235	73	31.06
8.	593	207	34.91
9.	132	30	22.73
10.	4,125	3,270	79.27
Less Duplicates	3,227	1,004	31.11
Total	11,070	6,195	55.96

4. Internal Trips Through Each Station with both Termini Within the Study Area:

The information contained in Table 4 reveals a comparison of the total trips passing through each station and the percentage of these trips having termini in the Study Area. In addition to this, the summation of the total trips passing through all of the interview 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, 3,002 trips, or 27.12 per cent of the total trips passing through all of the stations, had termini in the Iowa Great Lakes Study Area.

External Station Location	Total Trips Through Station	Internal Trips	
		Number	Per Cent of Total
1.	2,684	804	29.96
2.	284	96	33.80
3.	1,970	1,384	70.25
4.	1,164	50	4.30
5.	2,752	197	7.16
6.	358	107	29.89
7.	235	154	65.53
8.	593	359	60.54
9.	132	98	74.24
10.	4,125	-	-
Less Duplicates	3,227	247	7.65
Total	11,070	3,002	27.12

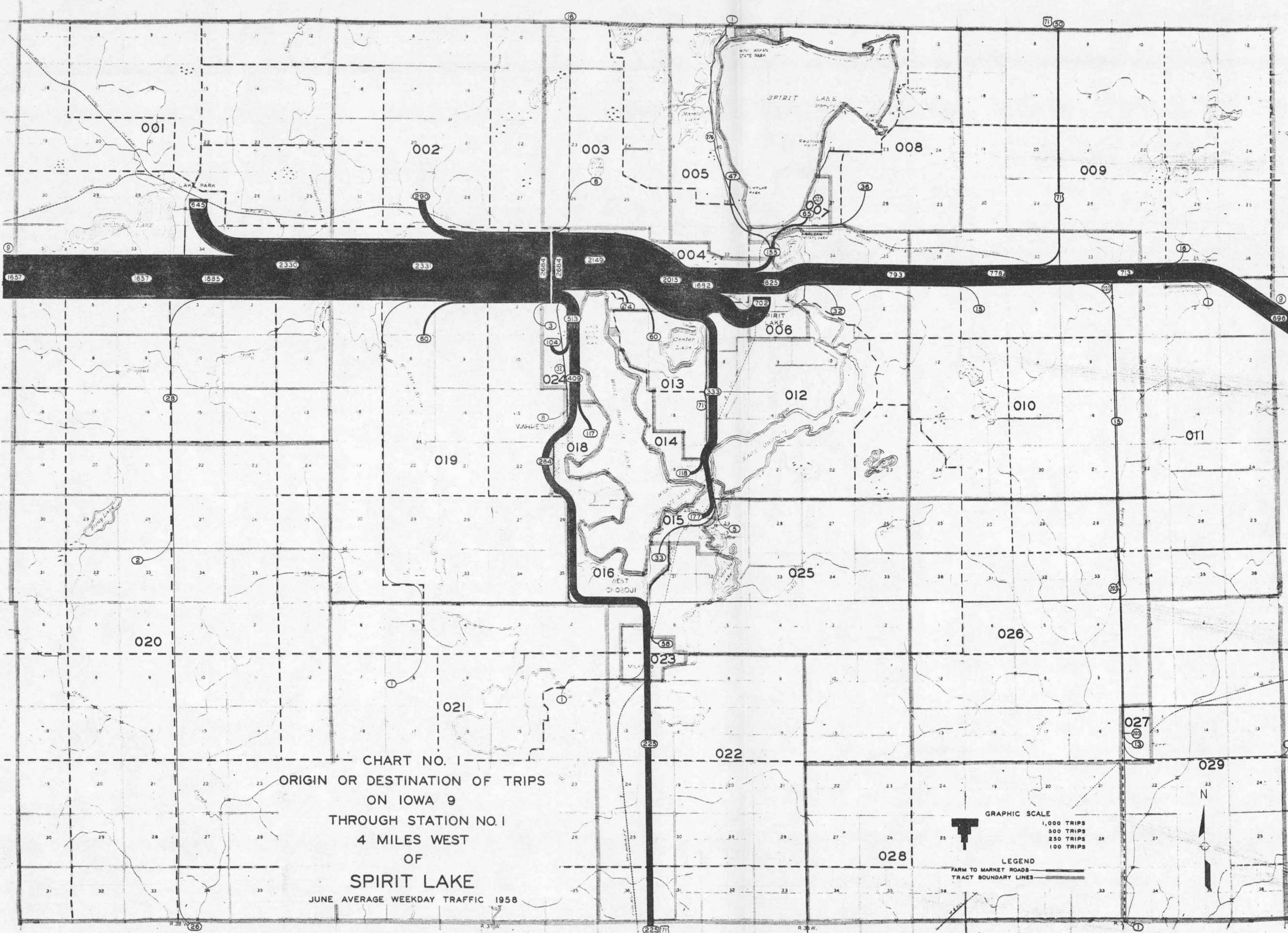


CHART NO. 1  
ORIGIN OR DESTINATION OF TRIPS  
ON IOWA 9  
THROUGH STATION NO. 1  
4 MILES WEST  
OF  
SPIRIT LAKE  
JUNE AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
1,000 TRIPS  
500 TRIPS  
250 TRIPS  
100 TRIPS

LEGEND  
FARM TO MARKET ROADS  
TRACT BOUNDARY LINES

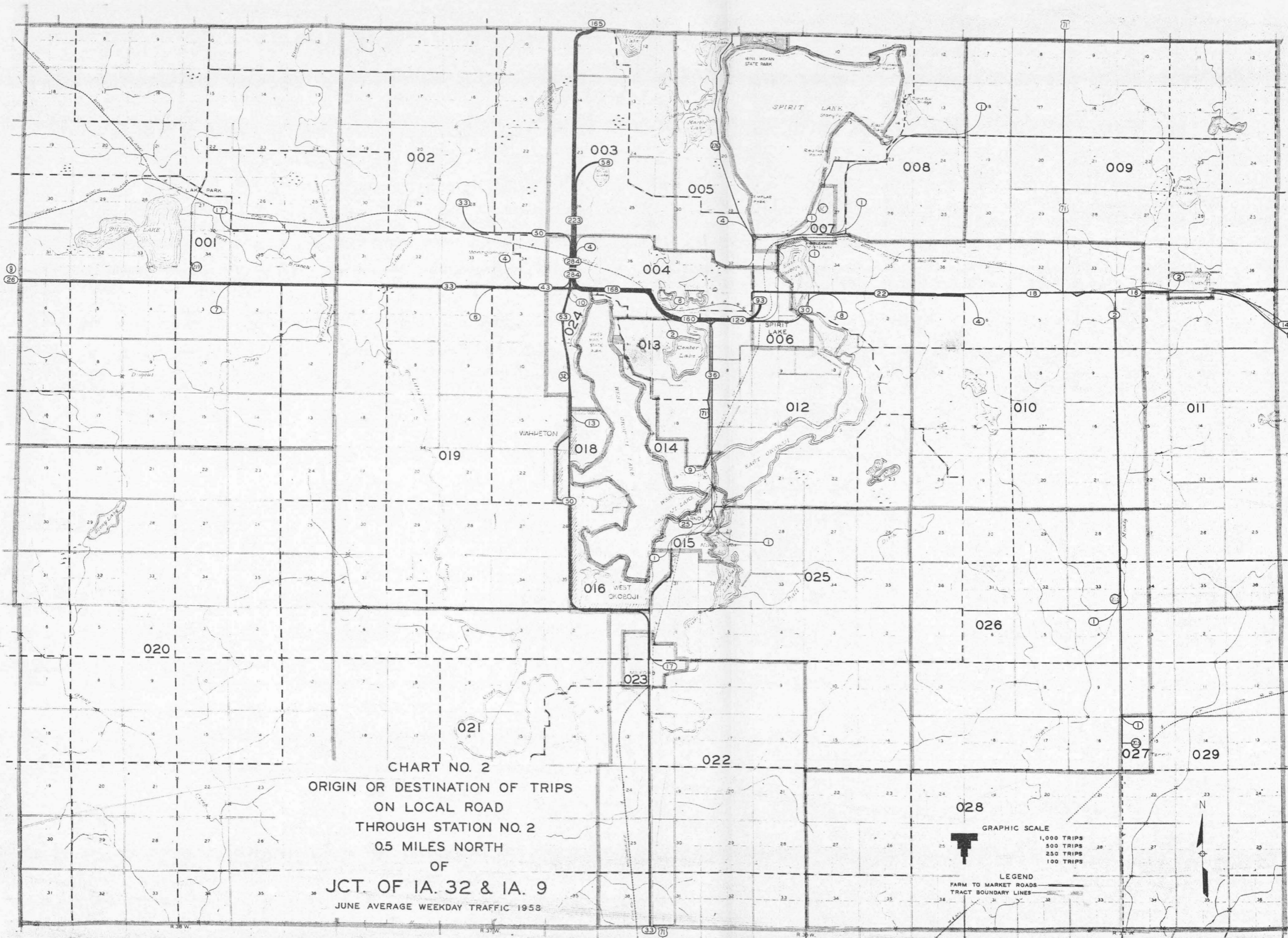
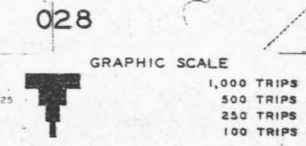


CHART NO. 2  
 ORIGIN OR DESTINATION OF TRIPS  
 ON LOCAL ROAD  
 THROUGH STATION NO. 2  
 0.5 MILES NORTH  
 OF  
 JCT. OF IA. 32 & IA. 9  
 JUNE AVERAGE WEEKDAY TRAFFIC 1953



LEGEND  
 FARM TO MARKET ROADS  
 TRACT BOUNDARY LINES





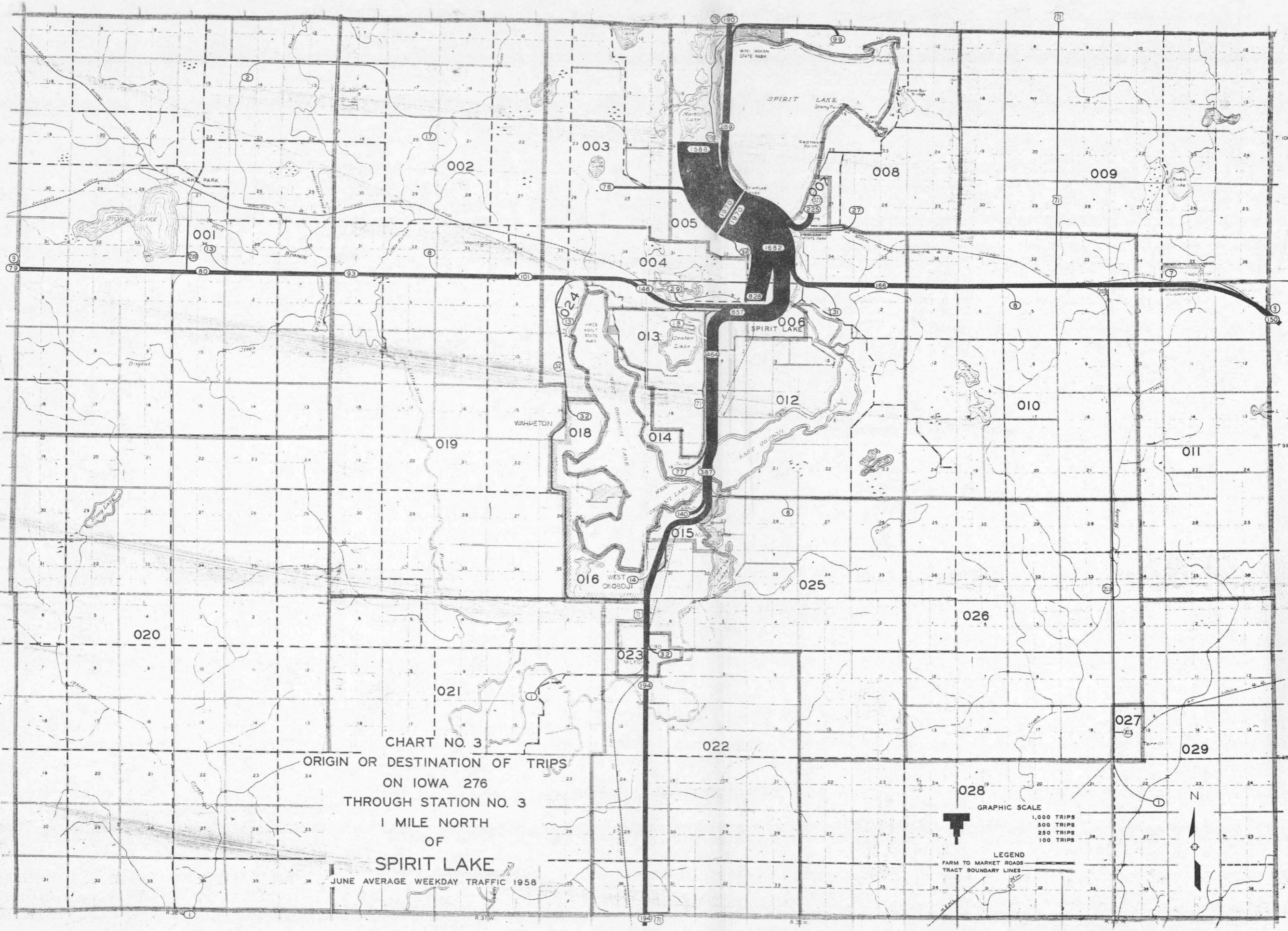


CHART NO. 3  
 ORIGIN OR DESTINATION OF TRIPS  
 ON IOWA 276  
 THROUGH STATION NO. 3  
 1 MILE NORTH  
 OF  
 SPIRIT LAKE  
 JUNE AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
 1,000 TRIPS  
 500 TRIPS  
 250 TRIPS  
 100 TRIPS

LEGEND  
 FARM TO MARKET ROADS  
 TRACT BOUNDARY LINES



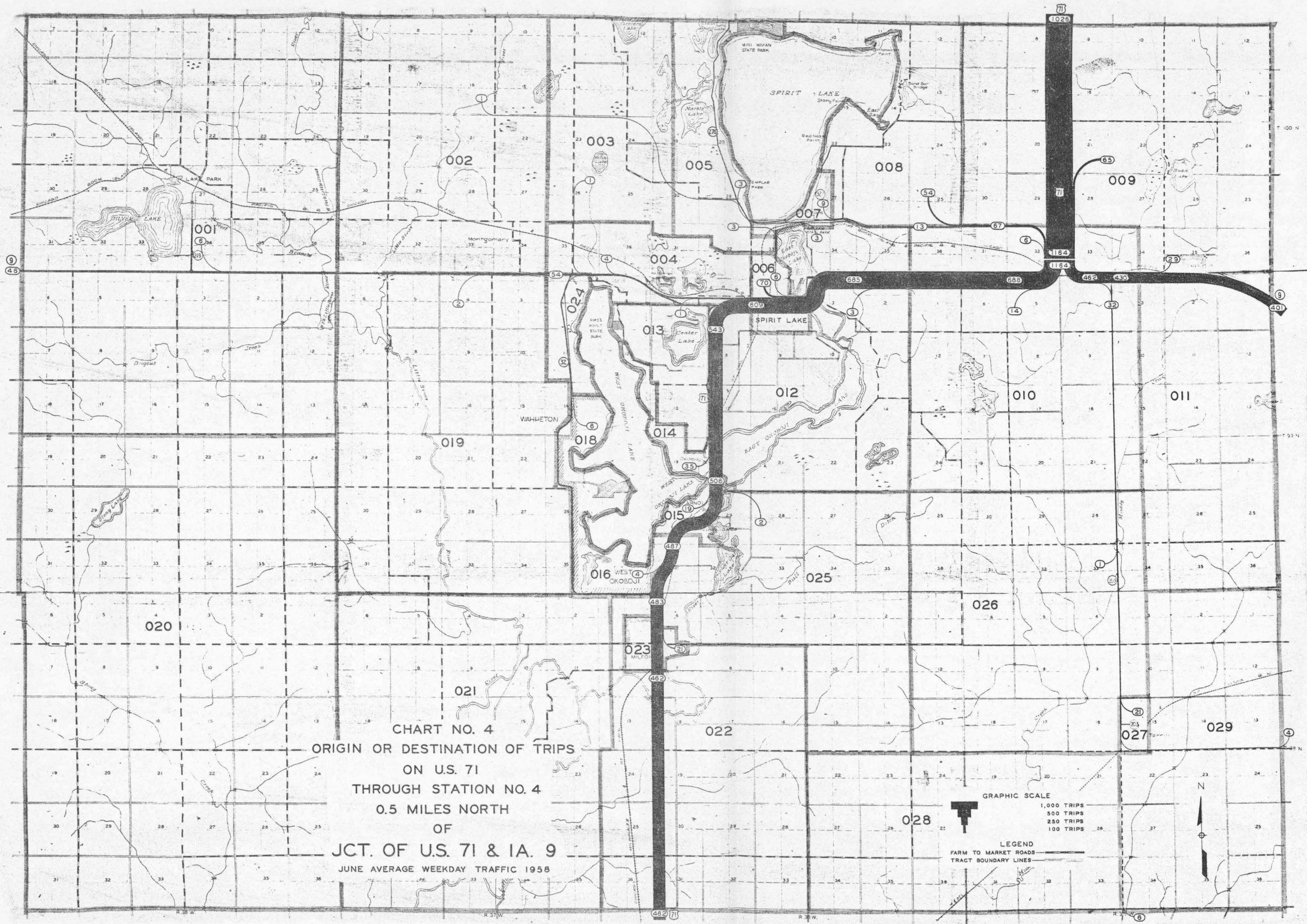
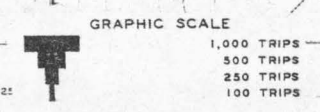


CHART NO. 4  
 ORIGIN OR DESTINATION OF TRIPS  
 ON U.S. 71  
 THROUGH STATION NO. 4  
 0.5 MILES NORTH  
 OF  
 JCT. OF U.S. 71 & IA. 9  
 JUNE AVERAGE WEEKDAY TRAFFIC 1958



LEGEND  
 FARM TO MARKET ROADS  
 TRACT BOUNDARY LINES



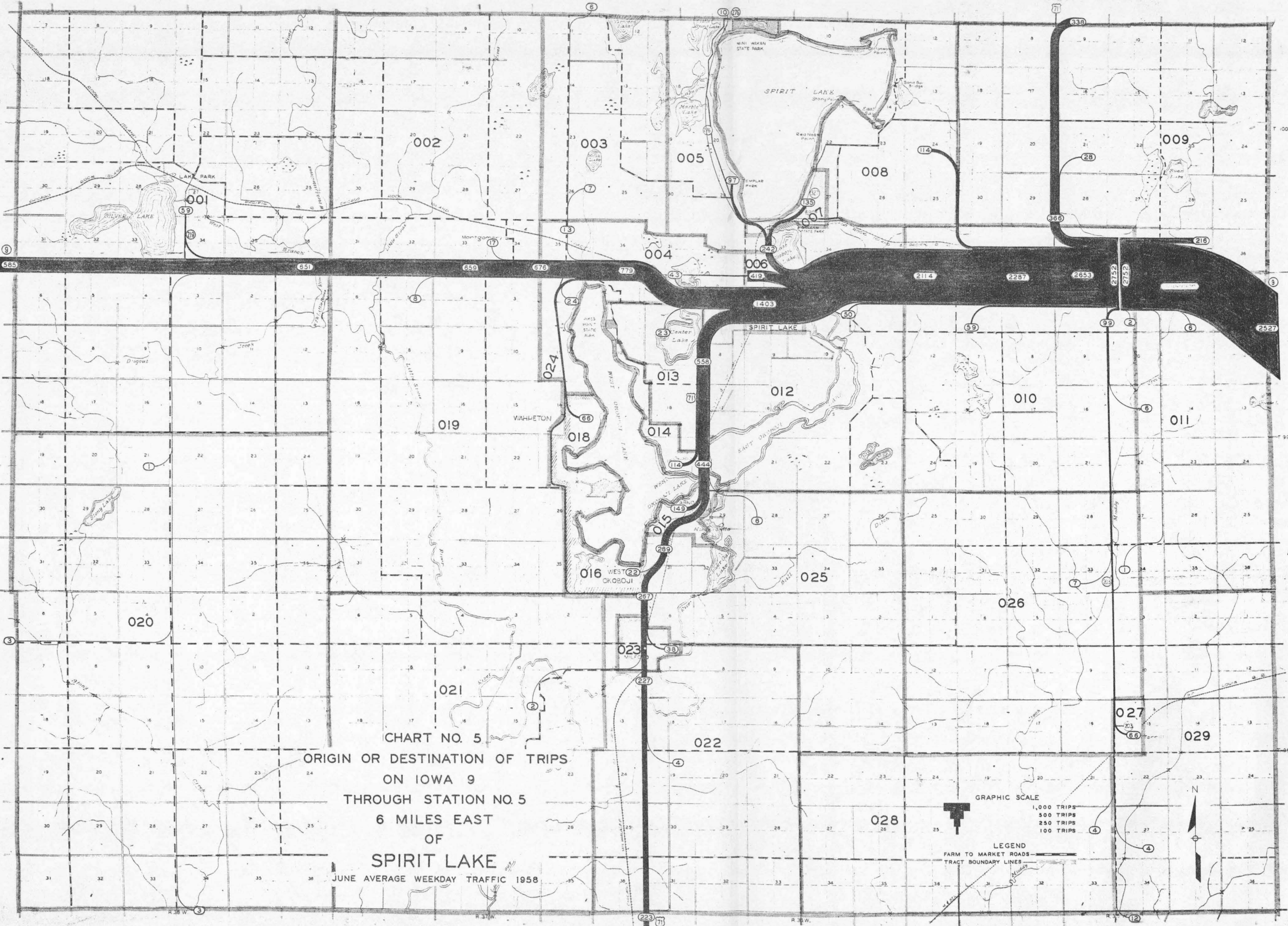


CHART NO. 5  
 ORIGIN OR DESTINATION OF TRIPS  
 ON IOWA 9  
 THROUGH STATION NO. 5  
 6 MILES EAST  
 OF  
 SPIRIT LAKE  
 JUNE AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
 1,000 TRIPS  
 500 TRIPS  
 250 TRIPS  
 100 TRIPS

LEGEND  
 FARM TO MARKET ROADS  
 TRACT BOUNDARY LINES

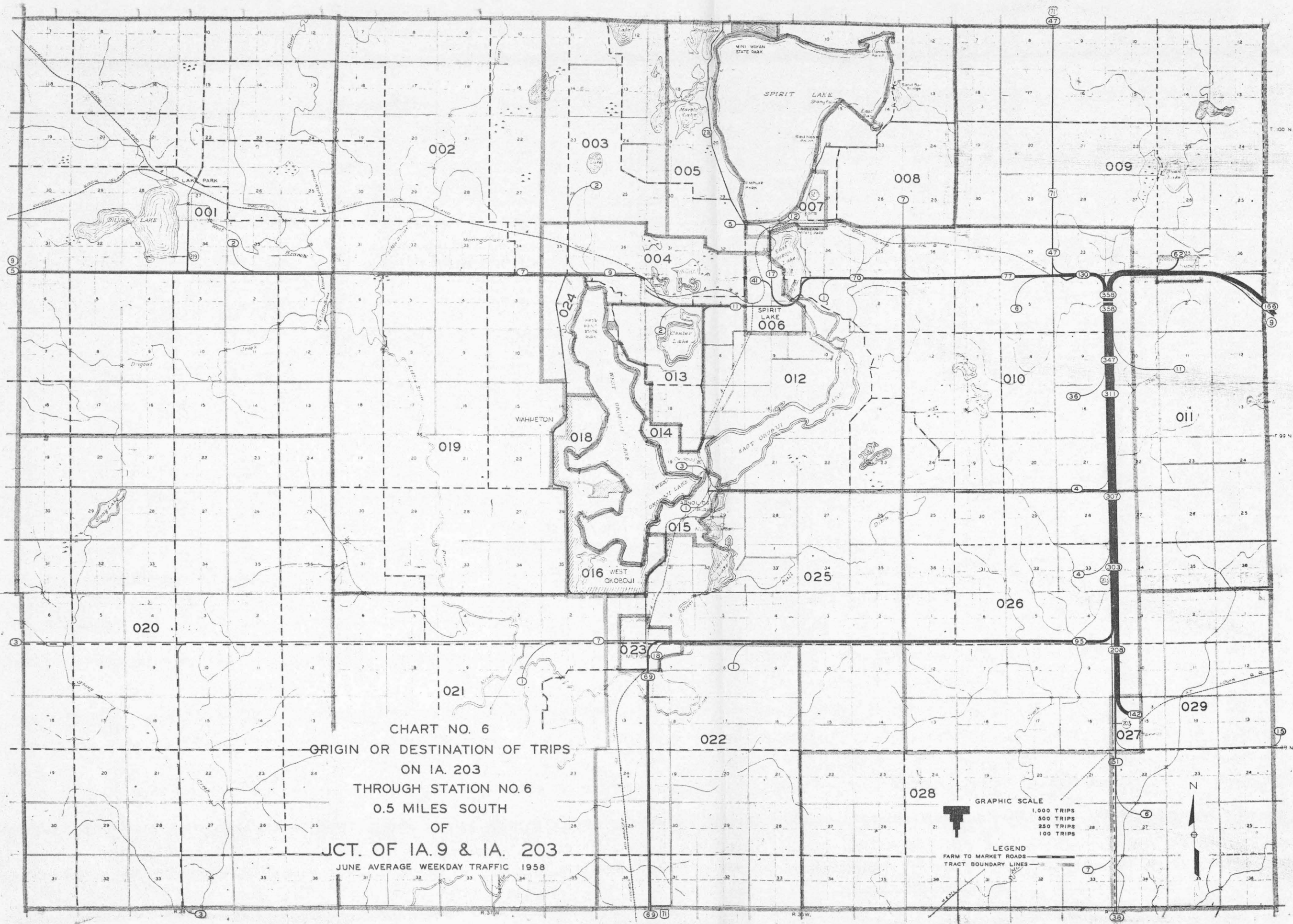


CHART NO. 6  
ORIGIN OR DESTINATION OF TRIPS  
ON IA. 203  
THROUGH STATION NO. 6  
0.5 MILES SOUTH  
OF  
JCT. OF IA. 9 & IA. 203  
JUNE AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
1,000 TRIPS  
500 TRIPS  
250 TRIPS  
100 TRIPS

LEGEND  
FARM TO MARKET ROADS  
TRACT BOUNDARY LINES



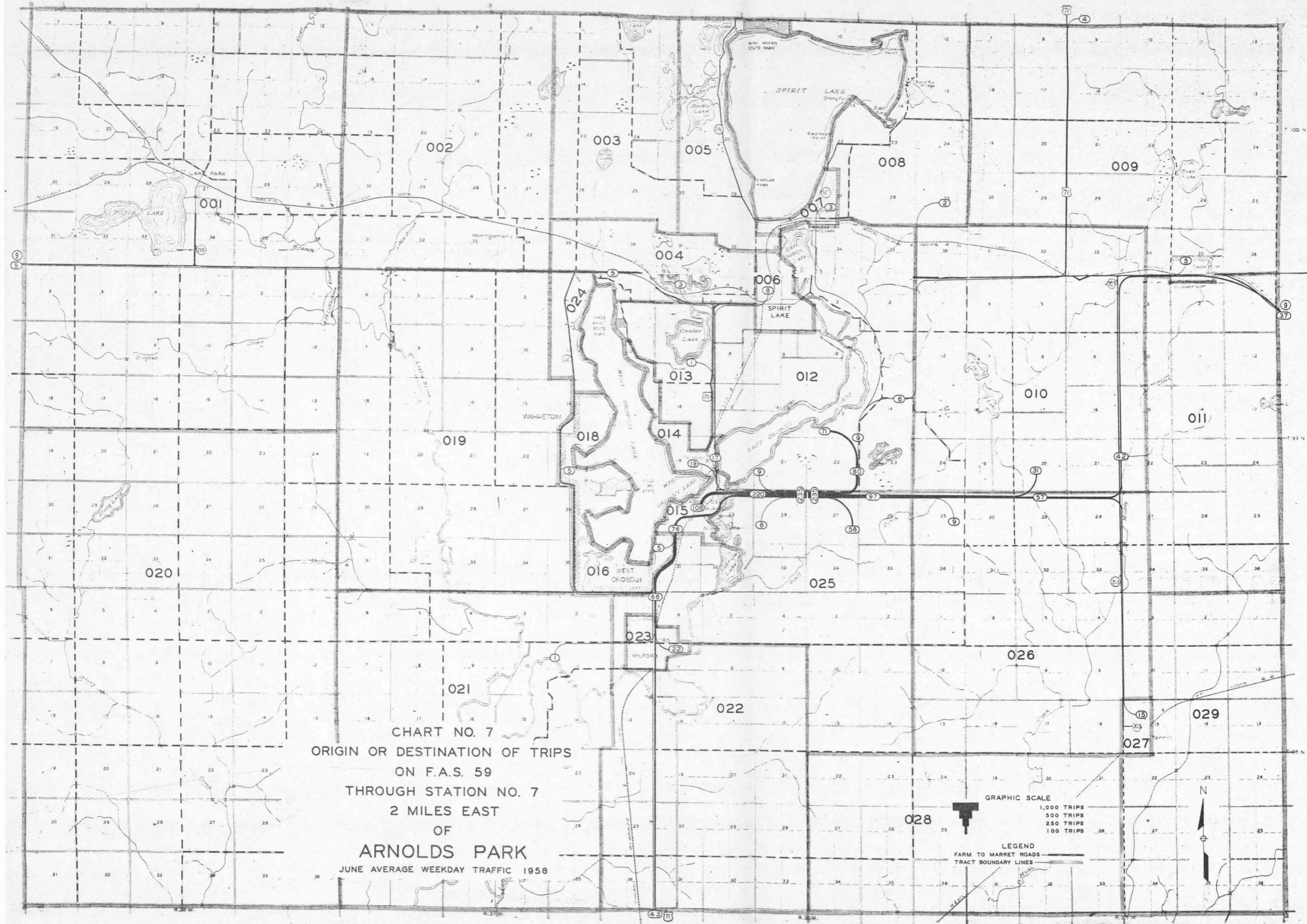


CHART NO. 7  
 ORIGIN OR DESTINATION OF TRIPS  
 ON F.A.S. 59  
 THROUGH STATION NO. 7  
 2 MILES EAST  
 OF  
**ARNOLDS PARK**  
 JUNE AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
 1,000 TRIPS  
 500 TRIPS  
 250 TRIPS  
 100 TRIPS

LEGEND  
 FARM TO MARKET ROADS  
 TRACT BOUNDARY LINES



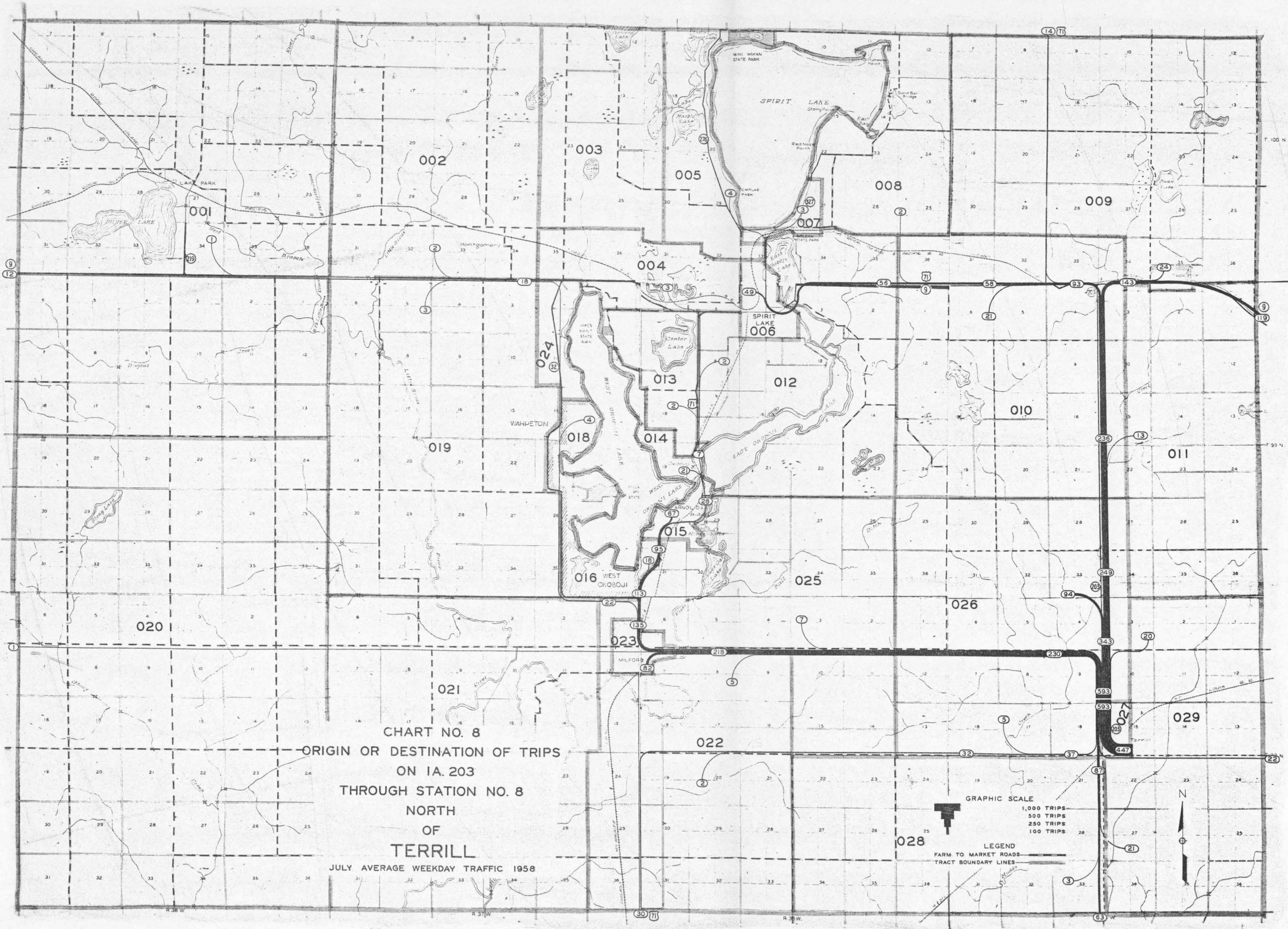


CHART NO. 8  
 ORIGIN OR DESTINATION OF TRIPS  
 ON IA. 203  
 THROUGH STATION NO. 8  
 NORTH  
 OF  
 TERRILL  
 JULY AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
 1,000 TRIPS  
 500 TRIPS  
 250 TRIPS  
 100 TRIPS

LEGEND  
 FARM TO MARKET ROADS  
 TRACT BOUNDARY LINES



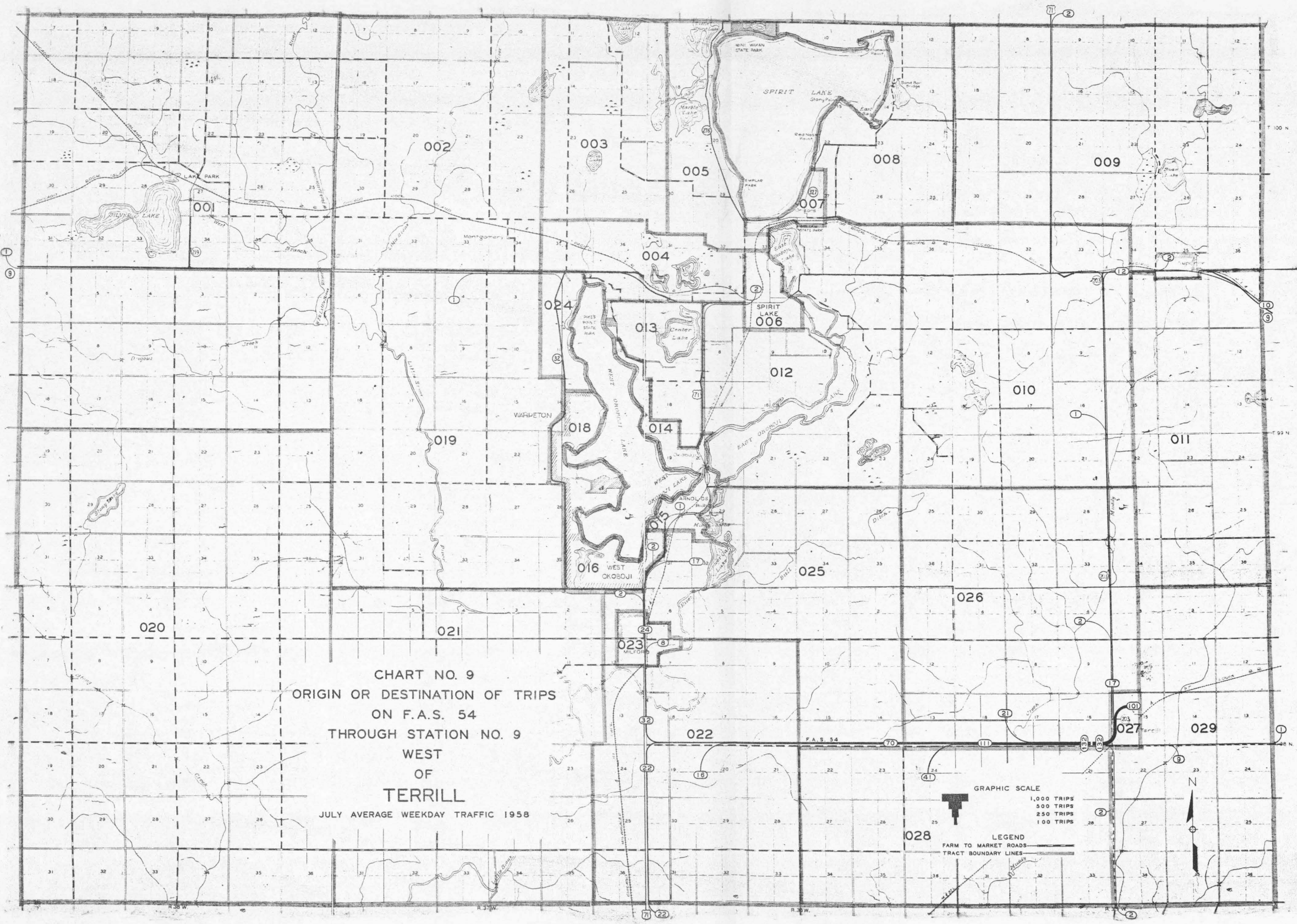


CHART NO. 9  
 ORIGIN OR DESTINATION OF TRIPS  
 ON F.A.S. 54  
 THROUGH STATION NO. 9  
 WEST  
 OF  
 TERRILL  
 JULY AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE

- 1,000 TRIPS
- 500 TRIPS
- 250 TRIPS
- 100 TRIPS

LEGEND

- FARM TO MARKET ROADS
- TRACT BOUNDARY LINES

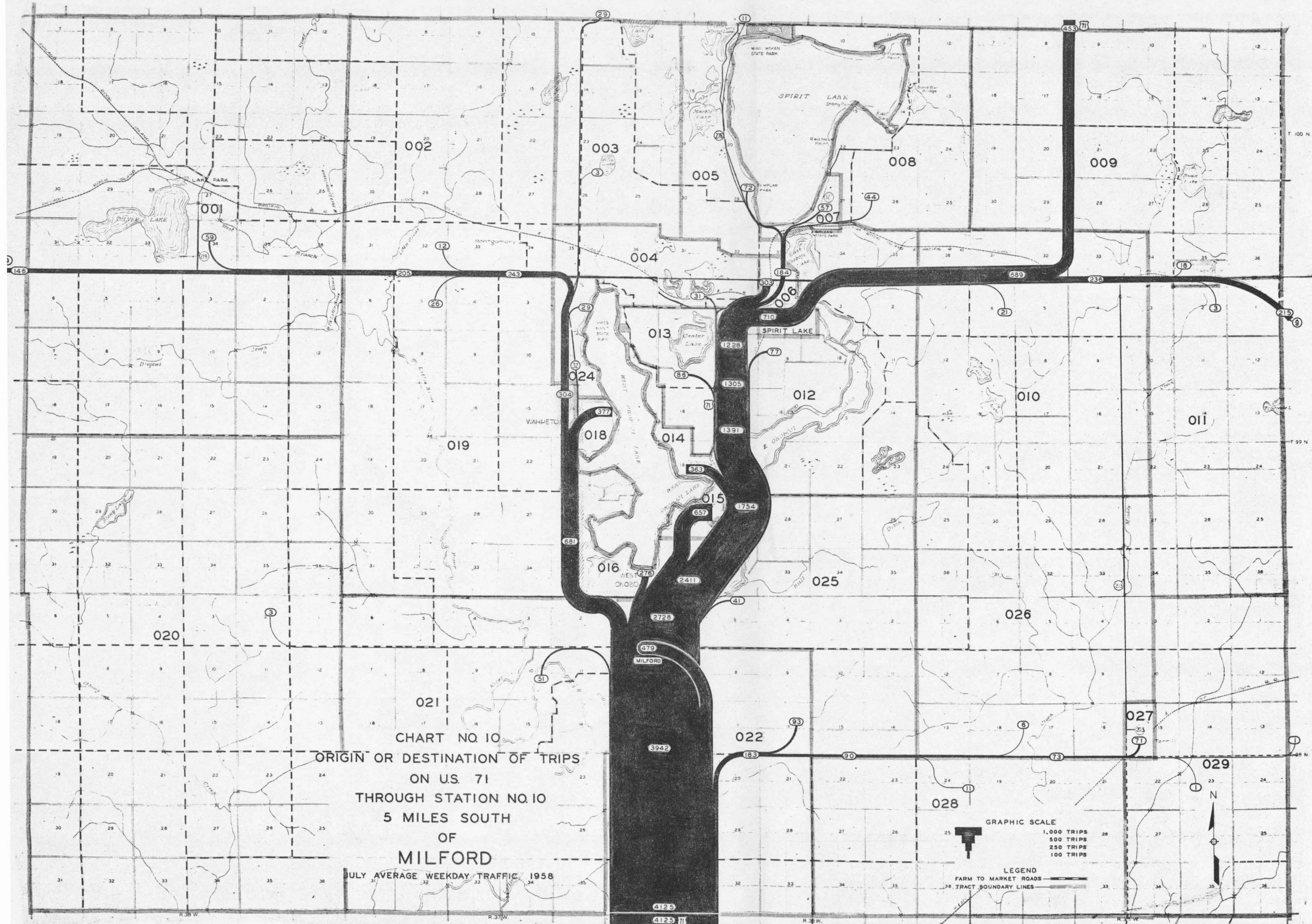
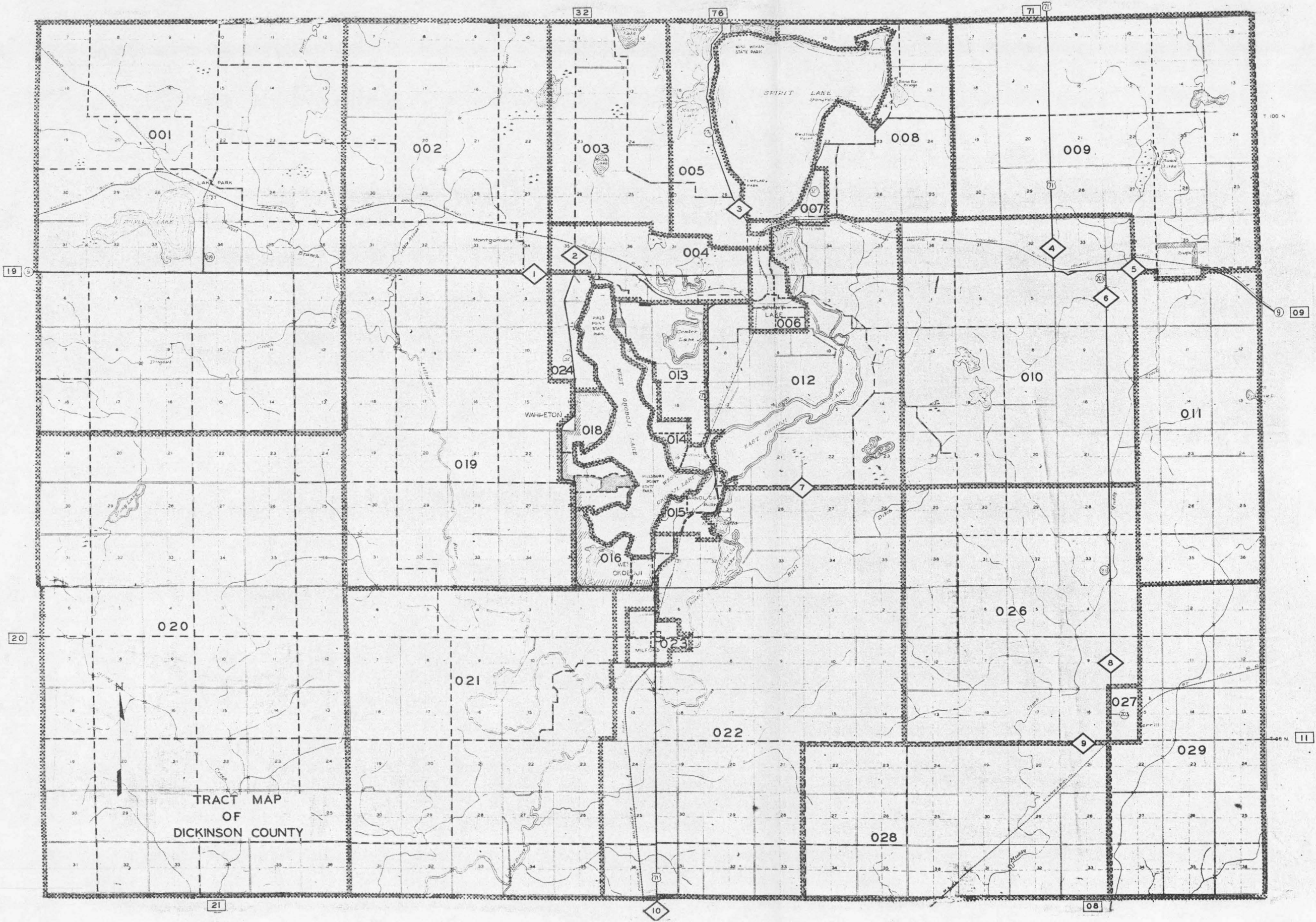


CHART NO. 10  
 ORIGIN OR DESTINATION OF TRIPS  
 ON U.S. 71  
 THROUGH STATION NO. 10  
 5 MILES SOUTH  
 OF  
 MILFORD  
 JULY AVERAGE WEEKDAY TRAFFIC 1958

GRAPHIC SCALE  
 1,000 TRIPS  
 500 TRIPS  
 250 TRIPS  
 100 TRIPS

LEGEND  
 FARM TO MARKET ROADS  
 36 TRACT BOUNDARY LINES





TRACT MAP  
OF  
DICKINSON COUNTY

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A P P E N D I X

## 1958 DICKINSON COUNTY ORIGIN AND DESTINATION

TOTAL TRIPS THROUGH STATIONS LOCATED ON  
 U.S. 71 N.-U.S. 71 S. IA. 9 W.-IA. 9 E.-IA. 276-IA. 203 N.-IA. 203 S.-F.A.S. 30-F.A.S. 54-F.A.S. 59  
 AVERAGE WEEKDAY TRAFFIC IN JUNE & JULY 1958

TRACT	DICKINSON COUNTY																													EXTERNAL AREA								TRACT							
	NORTHWEST	NORTHWEST	NORTH	NORTH	NORTH	SPIRIT LAKE	ORLEANS	NORTHEAST	NORTHEAST	EAST	EAST	EAST CENTRAL	CENTRAL	OKOBOJI	ARNOLDS PARK	WEST OKOBOJI	WAHPETON	WEST CENTRAL	SOUTHWEST	SOUTH	SOUTH	MILFORD	CENTRAL	SOUTH CENTRAL	SOUTHEAST	TERRILL	SOUTHEAST	SOUTHEAST	DICKINSON COUNTY TOTAL	F.A.S. 53 SOUTH	IA. 9 EAST	U.S. 71 SOUTH	F.A.S. 54 EAST	IA. 9 WEST	F.A.S. 33 WEST	F.A.S. 35 SOUTH	F.A.S. 30 NORTH		U.S. 71 NORTH	IA. 276 NORTH	EXTERNAL TOTAL	GRAND TOTAL			
	001	002	003	004	005	006	007	008	009	010	011	012	013	014	015	016	018	019	020	021	022	023	024	025	026	027	028	029	08	09	10	11	19	20	21	32	71		76	EXTERNAL	TOTAL	GRAND TOTAL			
TRIP ORIGIN	TRIP DESTINATION																																												
001 NORTHWEST				7	3	146	12	3	2					9	3	6	28	8	14	2											268	37	28								1	4	2	72	349
002 NORTHWEST			13	4	79	9				1	1	3	1	12	8	2	6													161	6	3					1			2			12	173	
003 NORTH	2					1	43	3		1					5														65	4	3						2					9	74		
<b>DICKINSON CO. TOTAL</b>	<b>251</b>	<b>70</b>	<b>60</b>	<b>41</b>	<b>592</b>	<b>710</b>	<b>125</b>	<b>58</b>	<b>128</b>	<b>49</b>	<b>14</b>	<b>62</b>	<b>14</b>	<b>71</b>	<b>184</b>	<b>31</b>	<b>40</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>9</b>	<b>90</b>	<b>31</b>	<b>52</b>	<b>54</b>	<b>195</b>	<b>20</b>	<b>18</b>	<b>3,002</b>	<b>26</b>	<b>638</b>	<b>1,483</b>	<b>17</b>	<b>386</b>	<b>12</b>	<b>48</b>	<b>104</b>	<b>70</b>	<b>2,784</b>	<b>5,786</b>					
08 F.A.S. 53 SOUTH					2	2	1	4						1	3	12	1	1											38	12												18	56		
09 IA. 9 EAST	36	8	2	23	67	179	74	45	10	13	2	19	13	63	92	15	37	5	1			2	18	12	2	4	48	1	1	793	1	100	288				2	1	2	154	8	556	1,349		
10 U.S. 71 SOUTH	36	6	2	16	68	162	34	23	11	10	2	31	44	215	413	149	206	12	1	24	45	248	9	17	4	28	2	1	1,819	115		1	82					17	207	8	430	2,249			
<b>EXTERNAL TOTAL</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>61</b>	<b>180</b>	<b>563</b>	<b>148</b>	<b>86</b>	<b>39</b>	<b>31</b>	<b>5</b>	<b>69</b>	<b>92</b>	<b>348</b>	<b>622</b>	<b>162</b>	<b>294</b>	<b>21</b>	<b>2</b>	<b>25</b>	<b>47</b>	<b>308</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>89</b>	<b>3</b>	<b>4</b>	<b>3,411</b>	<b>2</b>	<b>597</b>	<b>425</b>	<b>4</b>	<b>396</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>396</b>	<b>21</b>	<b>1,873</b>	<b>5,284</b>				
<b>GRAND TOTAL</b>	<b>325</b>	<b>87</b>	<b>65</b>	<b>102</b>	<b>772</b>	<b>1,273</b>	<b>273</b>	<b>144</b>	<b>167</b>	<b>80</b>	<b>19</b>	<b>131</b>	<b>106</b>	<b>419</b>	<b>806</b>	<b>213</b>	<b>334</b>	<b>50</b>	<b>4</b>	<b>27</b>	<b>56</b>	<b>398</b>	<b>94</b>	<b>73</b>	<b>66</b>	<b>284</b>	<b>23</b>	<b>22</b>	<b>6,413</b>	<b>28</b>	<b>1,235</b>	<b>1,908</b>	<b>21</b>	<b>782</b>	<b>2</b>	<b>13</b>	<b>77</b>	<b>500</b>	<b>91</b>	<b>4,857</b>	<b>11,070</b>				























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