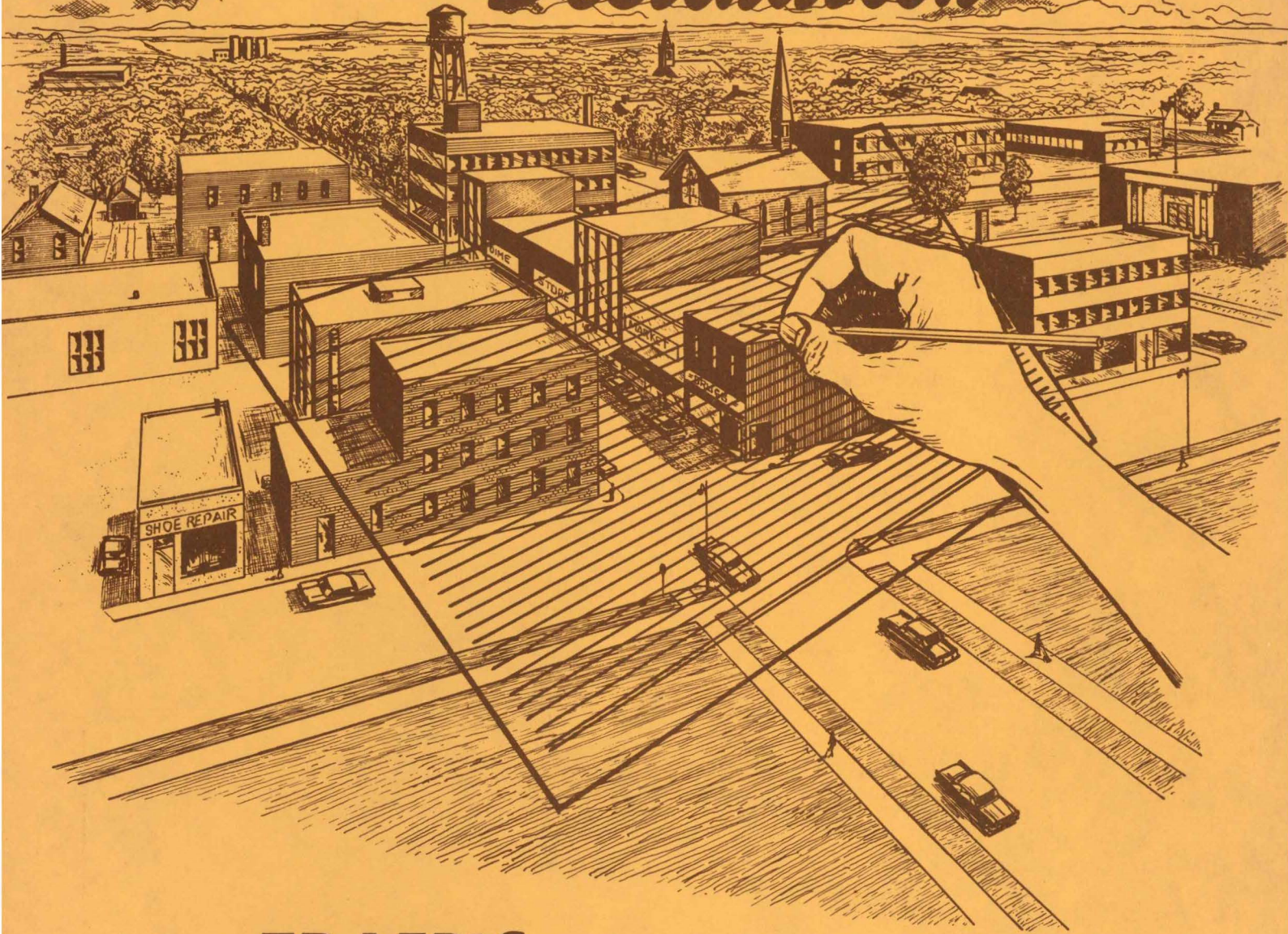


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# MT. PLEASANT

## *Origin and Destination*



**TRAFFIC  
REPORT**

*Iowa*  
**AUGUST 1960**

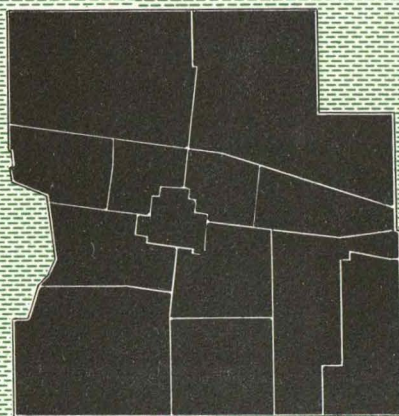
# **State of Iowa**

**Mt. Pleasant Urban Area**

**Origin And Destination**

**Traffic Study**

**July 1962**



**PREPARED BY**

**TRAFFIC AND HIGHWAY PLANNING DEPARTMENT**

**DIVISION OF PLANNING**

**IOWA STATE HIGHWAY COMMISSION**

**IN COOPERATION WITH THE**

**UNITED STATES BUREAU OF PUBLIC ROADS**

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## DEFINITIONS OF TECHNICAL TERMS

Central Business District (C.B.D.)	The major business district of a city.
Cordon Line	The boundry of the area being studied.
Desire Line	A straight line between the point of origin and point of destination without regard to routes of travel.
Destination	The place where a trip ends.
External Trip	A movement having origin, destination, or both outside the study area.
Internal Trip	A movement having both origin and destination within the area under study.
Origin	The location from which the driver started the trip.
Through Trip	A movement with neither origin nor destination within the area under study.
Tract	An area containing one or more city blocks and usually consisting of a more or less homogeneous development.
Trip	The one-way travel between origin and destination.
Urban Area	The area included within and adjacent to a municipality or other urban place of 5,000 or more in population.

## FOREWORD

The purpose of this report is to present data relative to the origin, destination, and number of trips per day passing through the five primary road entrances to the Mount Pleasant urban area. It is not within the scope of this report to make recommendations concerning the revision or construction of routes, but rather to organize and present the findings of the survey in a manner which will be helpful to local officials in determining traffic needs.

A detailed study of individual trips was undertaken to determine the actual travel desires of the public. To obtain this information, it was necessary to interview vehicle drivers.

Interview stations were established on each of the five primary highways entering Mount Pleasant. (U.S. 34 east, U.S. 218 south, Iowa 133 southwest, U.S. 34 west, and U.S. 218 north). The city was divided into thirteen internal tracts, using major streets and highways, in most cases, as the dividing lines between tracts.

Vehicles passing through the interview stations were stopped and drivers were asked the origin, destination, and purpose of their trip. In addition, the interviewer also noted and recorded the type of vehicle, number of occupants, registration of vehicle and direction of travel.

The Mount Pleasant origin-destination survey was conducted on the first four days of August, 1960. Interviews were taken at each station for a sixteen hour period from 6 A.M. to 10 P.M. In addition to the information gathered by means of interviews, portable recorders were in operation at each station for a period of five weekdays. Manual vehicle classification counts were taken at a later date to supplement the information already gathered.

The data obtained from interviews was later coded and punched on tabulating cards. The information gathered by means of manual vehicle classification counts and portable recorders was used to derive expansion factors which were then applied to each card. The resultant data was then tabulated to show traffic movements and volumes for August average weekday traffic 1960.

For this study, traffic movements are divided into two basic groups or types. These groups are as follows:

- (1) External station to external station movements or through trips. The vehicles comprising this group enter through one station, pass through the urban area, and leave by way of another external station. In Mount Pleasant, 37.17 percent of all trips came under this category.

- (2) External station to tract movements or external trips. The vehicles making these trips have one terminus within the urban area and the other outside the urban area. These trips pass through only one station in the external cordon line while enroute to their destination. In Mount Pleasant, trips of this type comprised 41.08 percent of the total traffic.

Traffic flow charts illustrating the movements of traffic between points of origin and destination are included in this report along with a series of desire line charts showing travel desires in straight lines between trip termini.

It is hoped that this report will be of significant value in determining the location and type of street or highway improvement needed to alleviate local traffic problems.



## HISTORY

Late in 1834, Presley Saunders, Joseph Moore, and Bartlett Williams along with a Mr. Walters and his son came to Iowa from Springfield, Illinois. When they reached the area where Mount Pleasant is now located, Saunders was so impressed by the beauty of the area that he decided to remain here and establish a city. The next spring, in 1835, he began developing his claim and planning for the city which he named Mount Pleasant.

Shortly after Saunders had completed his home, the Rev. John H. Ruble, a Methodist Episcopal minister, arrived and preached the first sermon in this area in Saunders' home. The first marriage in this area was that of Presley Saunders to Diana C. Bowen, and the first birth was that of Mary Saunders. The first store in Mount Pleasant was opened by Joseph Moore in 1835. In 1836, Alvin Saunders was appointed as the first postmaster.

In 1836 Mount Pleasant became the county seat of Henry County. The following year, on February 3, 1837, the city was surveyed and platted to contain an area of forty blocks. Six years later, on January 25, 1842, Mount Pleasant became incorporated, but this incorporation was dissolved in 1844. On February 5, 1851, the city was again incorporated and in 1857 Mount Pleasant became a city of the second class.

The first school was built in Mount Pleasant in 1836 on property owned by a Mr. Van Allen. John P. Grantham was the first school master. In 1851 a larger school was built southwest of the city square to replace the first school building.

During its early days, Mount Pleasant was sometimes called the "Athens of Iowa" due to its extensive educational interests. On March 8, 1842, the Rev. Artistides J. Heustis established the Mount Pleasant Collegiate Institute by authority given him by the trustees and representatives of the Methodist Episcopal Church. It was officially chartered on February 15, 1844, and is today the oldest college west of the Mississippi River to remain in continuous operation since its establishment. The name was changed to Iowa Conference University in 1850, Iowa Wesleyan University in 1854, and to its present name, Iowa Wesleyan College in 1912.

The first liberal arts degree ever granted to a woman in the United States was given to Lucy Byrkit by Iowa Wesleyan in 1859. Many schools permitted women to take courses and attend classes, but Iowa Wesleyan was the first to actually award the liberal arts degree. Mrs. M. J. Kelley, a staff member of the college was the first woman in the United States ever to receive a doctorate degree.

The first state hospital for the insane was authorized in 1858 to be located at Mount Pleasant. The first patient was admitted on February 27, 1861, although the hospital was not fully completed and furnished until 1864. This institution now controls 1500 acres of land and has approximately 1500 patients. Much of the food for the patients is raised on the land controlled by the institution.

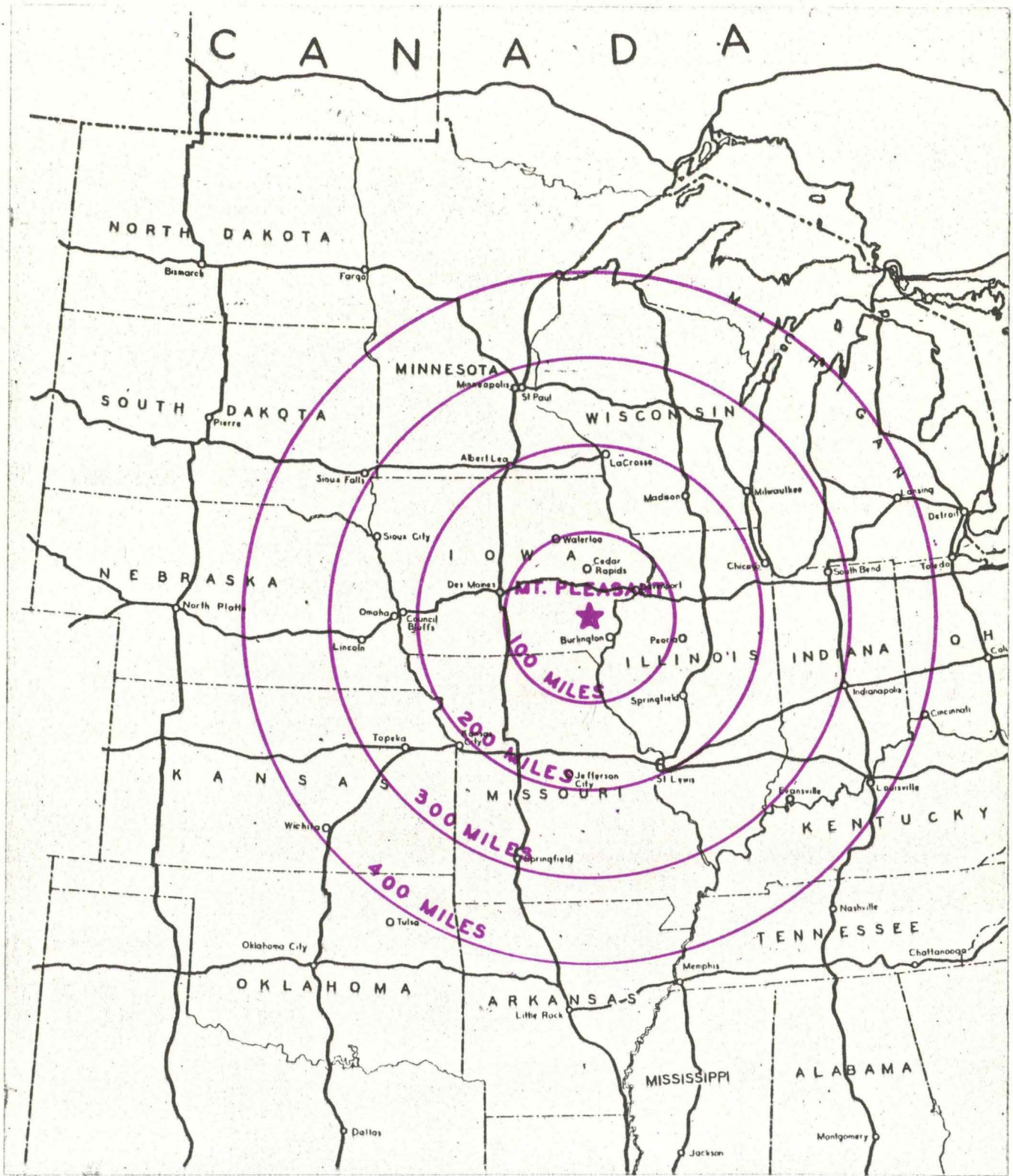
The first county court house in Iowa was built in Mount Pleasant in 1839 and the city acquired its first jail in that same year. The present court house was completed in 1914. The first city hall in Mount Pleasant was built in 1873 and was replaced in 1936.

The early roads in Henry County tended to follow the tops of ridges and indian trails. Later, as improved road building equipment became available, roads were built straight across the plains. Many of the present roads in Henry County still retain their original locations.

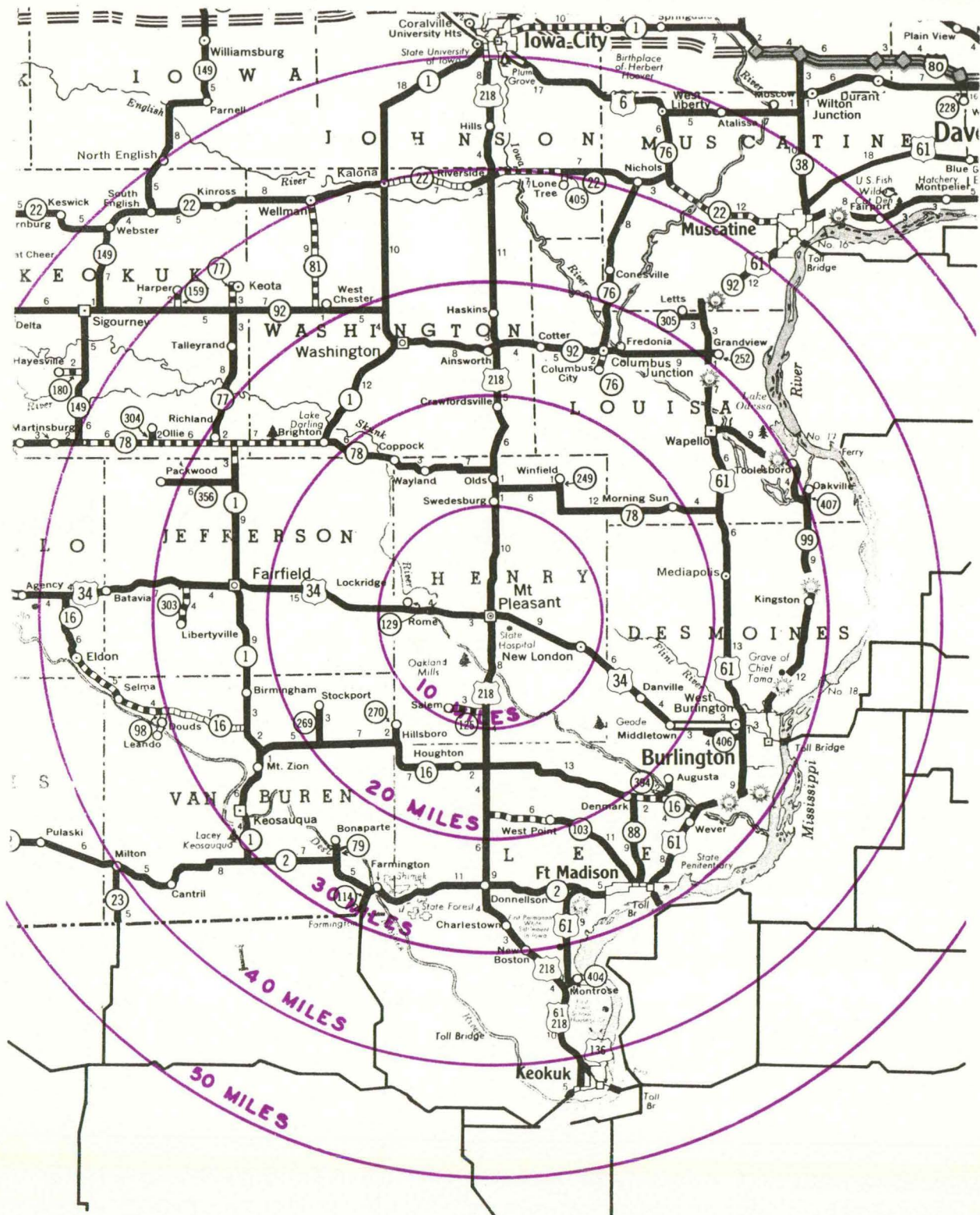
In 1847, the Burlington, Mount Pleasant Plank Road Company was organized. This road was completed in 1851 and ran parallel to the old Territorial Road and present Burlington Railroad. The plank road was abandoned in 1858.

Today Mount Pleasant is a growing community with numerous factories and businesses. A municipally owned airport provides modern facilities for air travel and the main line of the Burlington Railroad provides rail transportation facilities for freight and passenger service. Mount Pleasant is located in southeast Iowa at the junction of U.S. Highway 34 and 218 approximately mid-way between Chicago and Omaha. Iowa 133 connects Mount Pleasant to Oakland Mills State Park four miles southwest of the city.

# STUDY AREA POSITION IN THE MIDWEST



# STUDY AREA IN SOUTHEAST IOWA



Mount Pleasant Population  
By Census Year Since 1860

Census Year	Population	Percent Increase
1860	3530	
1870	4245	20.25
1880	4410	3.89
1890	3907	-11.41
1900	4100	4.94
1910	3874	- 5.51
1920	3987	2.92
1930	3743	- 6.12
1940	4610	23.16
1950	5843	26.75
1960	7339	25.60

The above table illustrates population trends for the city of Mount Pleasant from 1860 to 1960. The greatest increase on a percentage basis occurred between 1940 and 1950.

Henry County Population  
by Census Year Since 1840

Census Year	Population	Percent Increase
1840	3772	
1850	8707	130.83
1860	18701	114.78
1870	21453	14.72
1880	20896	-2.60
1890	18895	-9.58
1900	20020	5.95
1910	18645	-6.87
1920	18298	-1.86
1930	17660	-3.49
1940	17994	1.89
1950	18708	3.97
1960	18187	-2.78

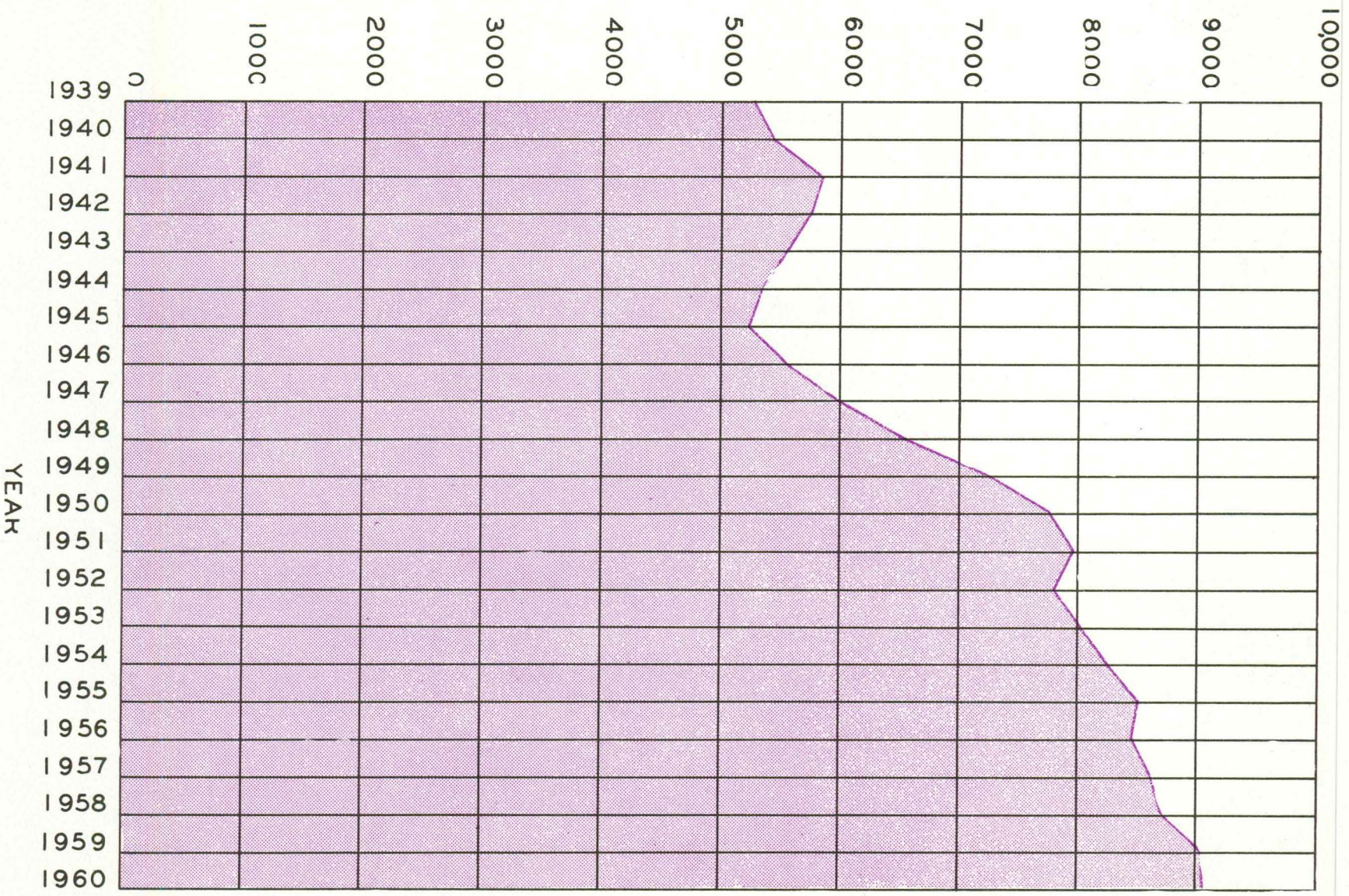
Motor Vehicle Registration in Henry County  
From 1939 to 1960

Year	Autos	Trucks	Motorcycles	Total	Percent Increase
1939	4630	635	10	5275	
1940	4722	729	12	5463	3.56
1941	5068	786	10	5864	7.34
1942	4978	761	14	5753	-1.89
1943	4797	735	20	5552	-3.49
1944	4568	762	18	5348	-3.67
1945	4408	803	25	5236	-2.09
1946	4578	915	32	5525	5.52
1947	4924	1037	38	5999	8.58
1948	5341	1151	33	6525	8.77
1949	5832	1418	34	7284	11.63
1950	6242	1490	36	7768	6.64
1951	6336	1577	43	7956	2.42
1952	6179	1573	45	7797	-2.00
1953	6314	1644	47	8005	2.67
1954	6487	1734	50	8271	3.32
1955	6644	1800	52	8496	2.72
1956	6622	1794	52	8468	-.33
1957	6693	1857	60	8610	1.68
1958	6705	1927	66	8698	1.02
1959	6980	2021	64	9065	4.22
1960	6968	2034	67	9069	.04

The above table shows motor vehicle registration for Henry County as a whole and does not necessarily reflect registration for Mount Pleasant.

MOTOR VEHICLE REGISTRATIONS IN HENRY COUNTY FROM 1939 — 1960

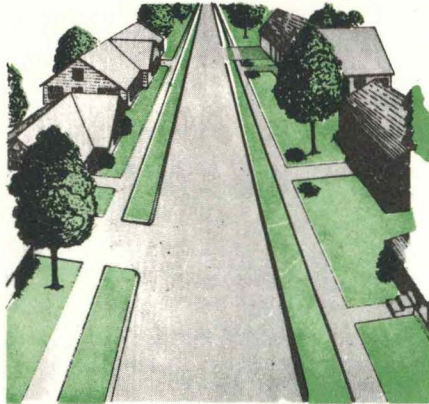
NUMBER OF MOTOR VEHICLE REGISTRATIONS



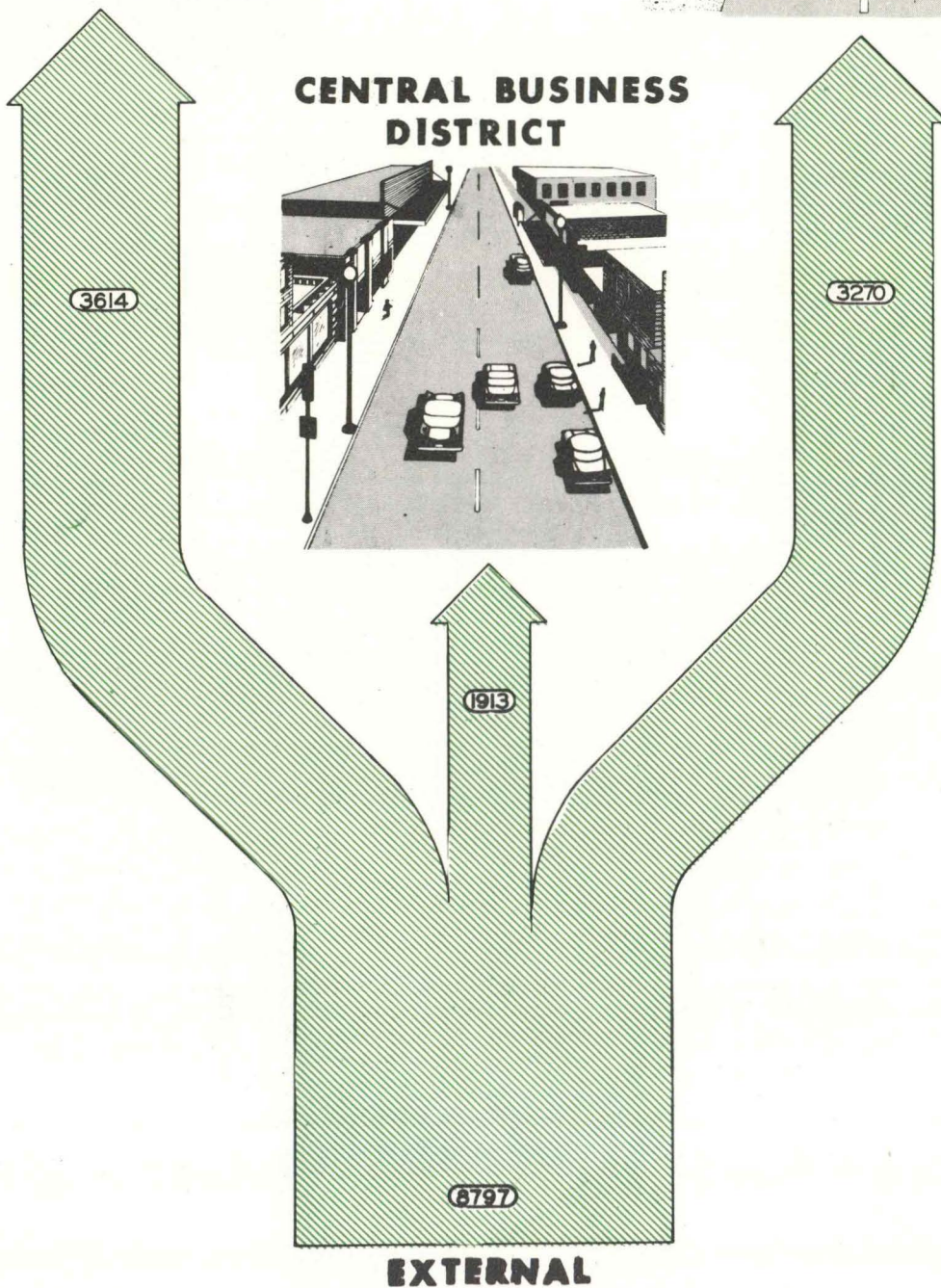
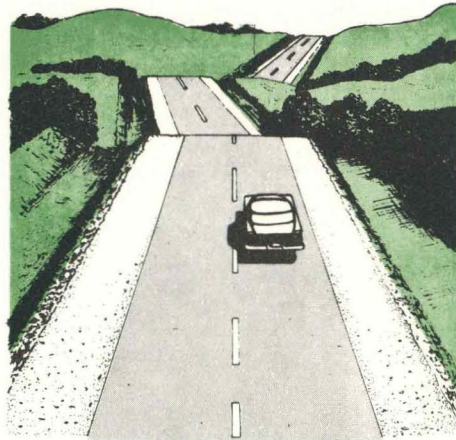


# DISTRIBUTION OF TRIPS

## INTERNAL TRACTS



## THROUGH TRIPS



6797

EXTERNAL

## SUMMARY OF TRIP DISTRIBUTION

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Mount Pleasant origin-destination survey. An average of 8797 trips per day passed through the five primary road entrances of Mount Pleasant during an average August weekday in 1960.

---

1913 trips or 21.75 percent of the total number of trips were between external areas and the C.B.D.

3614 trips or 41.08 percent of the total number of trips were between external and internal areas exclusive of the C.B.D.

3270 trips or 37.17 percent of the total number of trips were through trips which passed through Mount Pleasant enroute to another destination.

TEXT TABLE 1  
 VEHICLE TYPE AND TOTAL NUMBER OF  
 TRIPS PASSING THROUGH ALL PRIMARY ROAD ENTRANCES  
 OF THE MOUNT PLEASANT URBAN AREA

August Average Weekday Traffic 1960

External Station Location	Passenger Cars and Pick-ups	Single Unit Trucks	Truck Combinations	Total	No. of Interviews	Per Cent Interviewed
U.S. 34 E.	2925	186	239	3350	2810	83.88
U.S. 218 S.	1583	134	205	1922	1676	87.20
Ia. 133 S.W.	588	17	4	609	583	95.73
U.S. 34 W.	2650	184	286	3120	2758	88.39
U.S. 218 N.	2669	182	215	3066	2534	82.65
Total	10415	703	949	12067	10361	85.86

Text table 1 above shows the total traffic passing through the five primary road entrances to the Mount Pleasant urban area along with the total number and type of vehicles passing through each primary road entrance.

Text Table 2

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
THE EAST ENTRANCE, U.S. 34, TO THE  
MOUNT PLEASANT URBAN AREA  
(August Average Weekday Traffic 1960)

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	6	6			3	5	3	2	265	297	8.87
Transact Business	3	186	3		1	2				277	472	14.09
During Work	3	1	634			1	1		1	26	667	19.91
Medical or Dental				1						42	43	1.28
School										21	21	.63
Recreation Social or Cultural	1		1	2	1	211	2			297	515	15.37
Eat		2								3	5	.15
Shop								2		131	133	3.97
Serve Passengers						2		1	3	3	9	.27
Home	313	237	55	52	28	391	11	87	14		1188	35.46
Total	327	432	699	55	30	610	19	93	20	1065	3350	100.00
Percent	9.76	12.89	20.86	1.64	.90	18.21	.57	2.78	.60	31.79	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
THE SOUTH ENTRANCE, U.S. 218, TO THE  
MOUNT PLEASANT URBAN AREA  
(August Average Weekday Traffic 1960)

Text Table 3

TRIP PURPOSE - DESTINATION

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	School	Recreation Social or Cultural	Eat	Shop	Serve Passengers	Home	Total	Percent
Work	6	10	103			4	2			87	212	11.03
Transact Business	2	67	3			2			1	163	238	12.38
During Work	5	1	346							3	355	18.47
Medical or Dental					1					36	37	1.93
School					1	1				14	16	.83
Recreation Social or Cultural		2				51				198	251	13.06
Eat	1									1	2	.10
Shop										18	18	.94
Serve Passengers									1	8	9	.47
Home	130	215	7	39	13	334	4	32	10		784	40.79
Total	144	295	459	39	15	392	6	32	12	528	1922	100.00
Percent	7.49	15.35	23.88	2.03	.78	20.40	.31	1.67	.62	27.47	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
THE SOUTHWEST ENTRANCE, IOWA 133, TO THE  
MOUNT PLEASANT URBAN AREA  
(August Average Weekday Traffic 1960)

Text Table 4

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		5	1			5	2			96	109	17.90
Transact Business	1	4				2				49	56	9.20
During Work	2	1	38								41	6.73
Medical or Dental										9	9	1.48
School										3	3	.49
Recreation Social or Cultural	2					13				90	105	17.24
Eat	2										2	.33
Shop						1				24	25	4.10
Serve Passengers										2	2	.33
Home	84	43	1	9	3	85	1	25	6		257	42.20
Total	91	53	40	9	3	106	3	25	6	273	609	100.00
Percent	14.94	8.70	6.57	1.48	.49	17.41	.49	4.10	.99	44.83	100.00	

Text Table 5

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
THE WEST ENTRANCE, U.S. 34, TO THE  
MOUNT PLEASANT URBAN AREA  
(August Average Weekday Traffic 1960)

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	42	10	96			7	4			240	399	12.79
Transact Business	2	121	2			5				157	287	9.20
During Work	8	1	637			1				4	651	20.86
Medical or Dental										20	20	.64
School										13	13	.42
Recreation Social or Cultural	3	3				82				407	495	15.87
Eat	2	1								1	4	.13
Shop		2				2				44	48	1.54
Serve Passengers	1	1						1		8	11	.35
Home	238	186	8	20	12	659	2	51	16		1192	38.20
Total	296	325	743	20	12	756	6	51	17	894	3120	100.00
Percent	9.49	10.42	23.81	.64	.39	24.23	.19	1.63	.55	28.65	100.00	

TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
THE NORTH ENTRANCE, U.S. 218, TO THE  
MOUNT PLEASANT URBAN AREA  
(August Average Weekday Traffic 1960)

Text Table 6

TRIP PURPOSE - DESTINATION

Trip Purpose Origin	Work	Transact Business	During Work	Medical or Dental	Schools	Recreation Social or Cultural	Eat	Shop	Serve Passengers	Home	Total	Percent
Work	3	2		1		4	1			152	163	5.32
Transact Business	6	215	1	1		8	3			234	468	15.26
During Work	4	1	558				1	1		12	577	18.82
Medical or Dental				3				1		60	64	2.09
School										28	28	.91
Recreation Social or Cultural	5	1			1	150		3		297	457	14.91
Eat	2	3				1				8	14	.46
Shop										116	116	3.78
Serve Passengers	1					1			1	10	13	.42
Home	175	266	22	58	44	470	7	119	5		1166	38.03
Total	196	488	581	63	45	634	12	124	6	1917	3066	100.00
Percent	6.39	15.92	18.95	2.05	1.47	20.68	.39	4.04	.20	29.91	100.00	



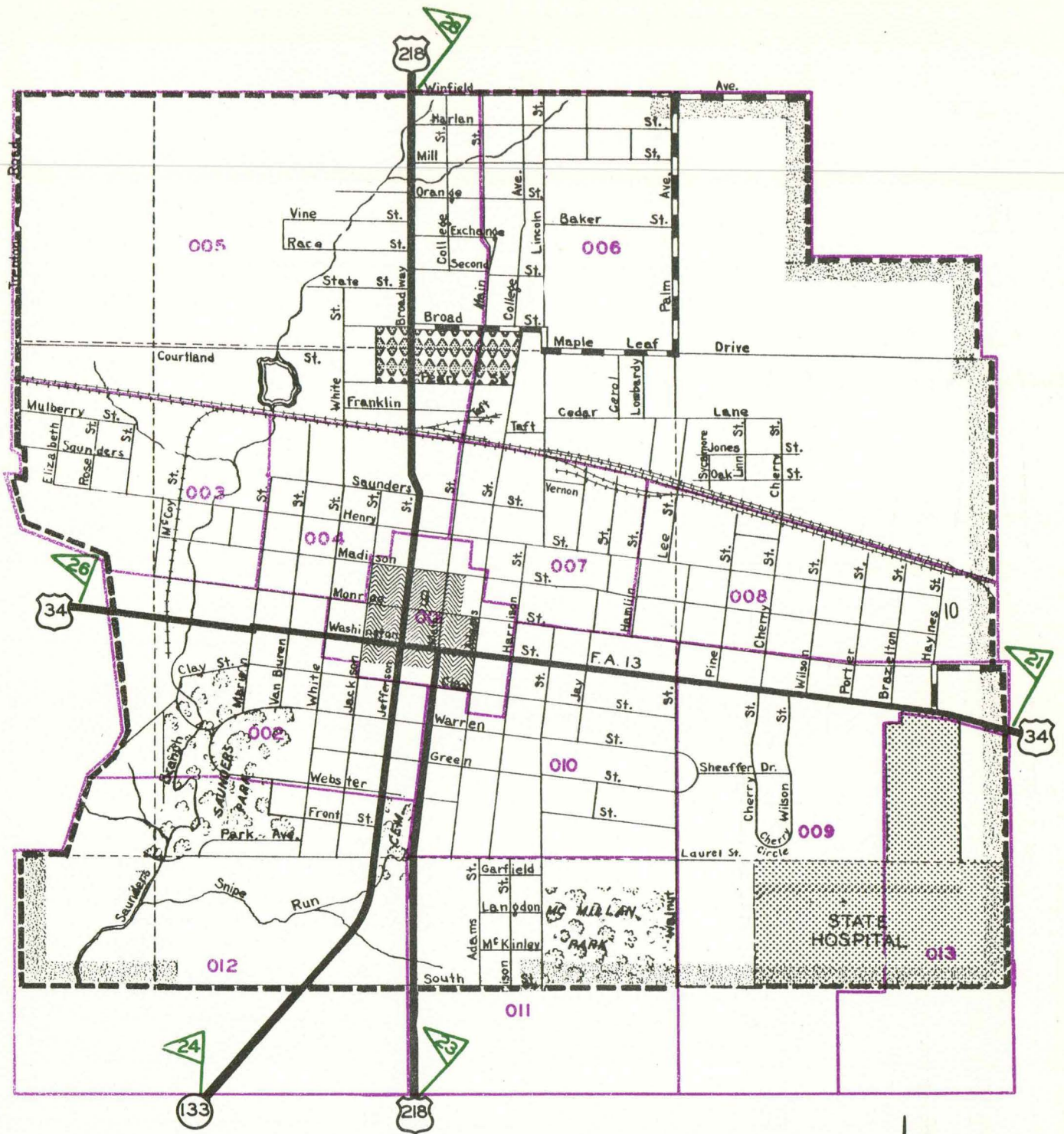
TRIP PURPOSE OF VEHICLE DRIVERS PASSING THROUGH  
ALL PRIMARY ROAD ENTRANCES TO THE  
MOUNT PLEASANT URBAN AREA  
(Duplicate Through Trips Removed)  
(August Average Weekday Traffic 1960)

Text Table 7

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	38	26	129	1		20	13	2	1	621	851	9.67
Transact Business	12	392	6	1	1	15	2		1	696	1126	12.80
During Work	21	4	1437			2	2	1		30	1497	17.02
Medical or Dental				3				1		132	136	1.55
School					1	1				73	75	.85
Recreation Social or Cultural	10	5	1	2	1	308	1	3		863	1194	13.57
Eat	6	4				1				12	23	.26
Shop		2				3			2	319	326	3.71
Serve Passengers	2	1				3		1	2	23	32	.36
Home	788	735	62	151	89	1349	19	303	41		3537	40.21
Total	877	1169	1635	158	92	1702	37	311	47	2769	8797	100.00
Percent	9.97	13.29	18.58	1.79	1.05	19.35	.42	3.54	.53	31.48	100.00	

-21-



LEGEND

- STATION NUMBER AND LOCATION
- TRACT NUMBER
- TRACT BOUNDARY LINES



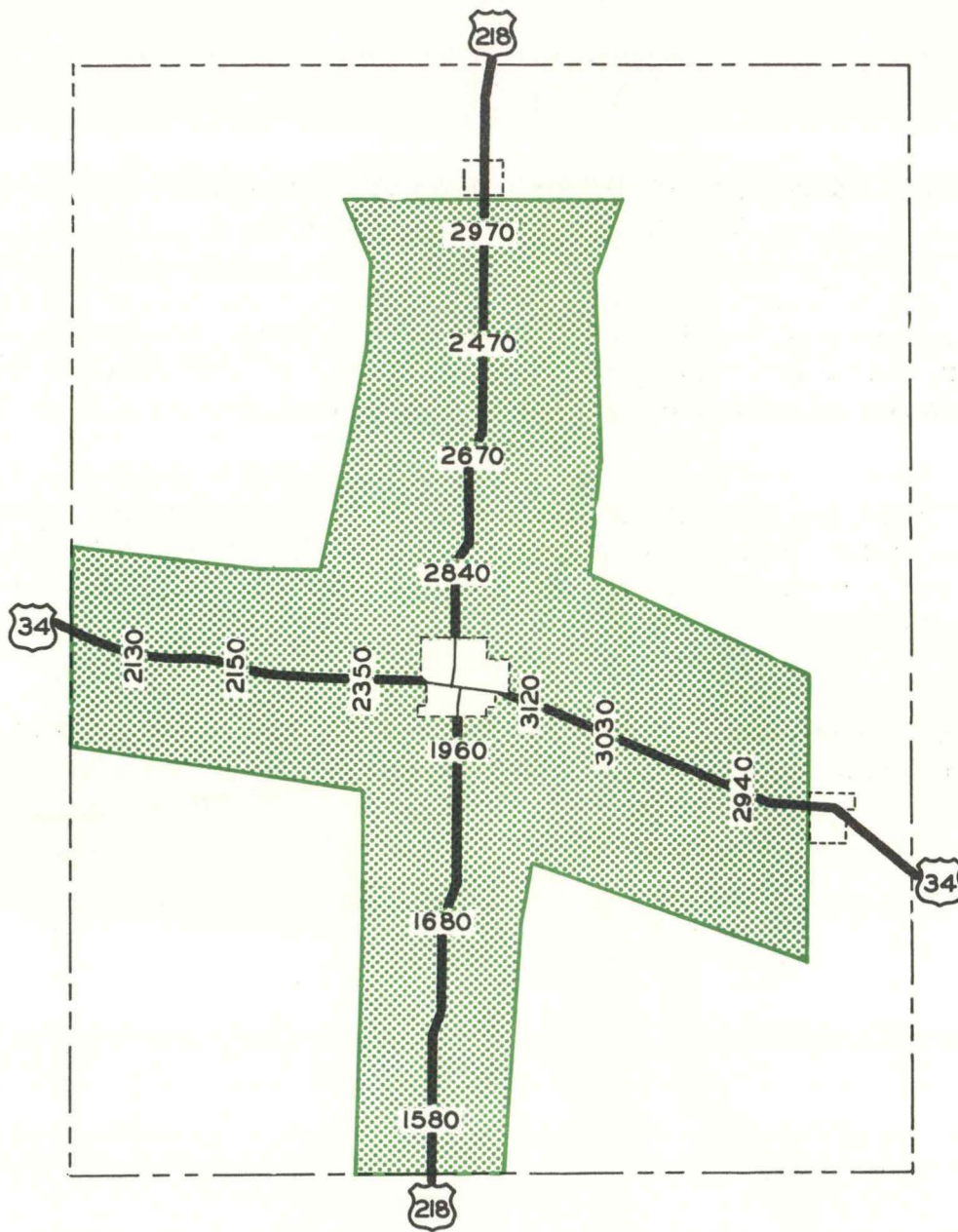
TRACT MAP OF THE  
**MOUNT PLEASANT URBAN AREA**  
 WITH EXTERNAL STATION LOCATIONS

TRAFFIC VOLUMES ON PRIMARY HIGHWAYS  
IN AND NEAR MOUNT PLEASANT

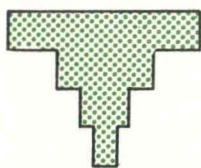
The following charts illustrate the average annual daily traffic on rural primary highways entering or leaving Mt. Pleasant and on primary extensions within the urban area.

The chart on page 25 illustrates the 1960 average annual daily traffic on rural primary highways entering or leaving Mount Pleasant. U.S. 34 east carried the highest volume of traffic, while Iowa 133 southwest carried the least.

The chart on page 26 shows the 1961 average annual daily traffic on primary extensions within Mount Pleasant.



**GRAPHIC SCALE**

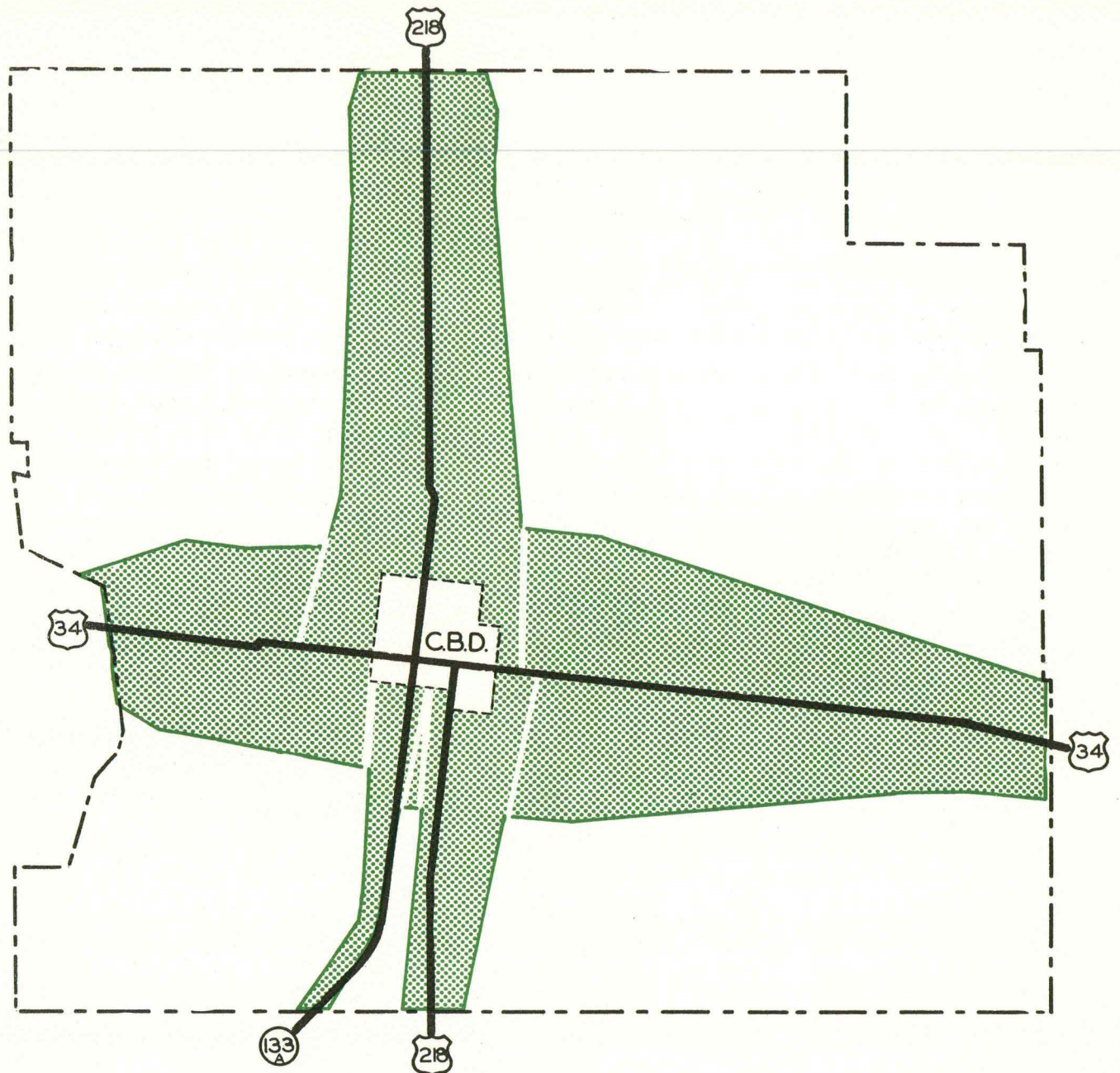


- 2000 VEHICLES
- 1000 VEHICLES
- 500 VEHICLES
- 250 VEHICLES

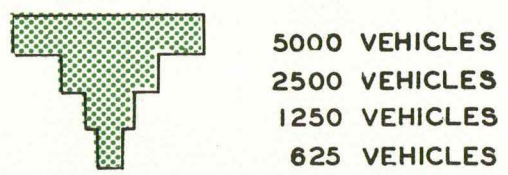
AVERAGE ANNUAL DAILY  
TRAFFIC 1959



**TRAFFIC VOLUMES ON  
RURAL PRIMARY HIGHWAYS ENTERING  
MOUNT PLEASANT URBAN AREA**



**GRAPHIC SCALE**



AVERAGE ANNUAL DAILY  
TRAFFIC 1961



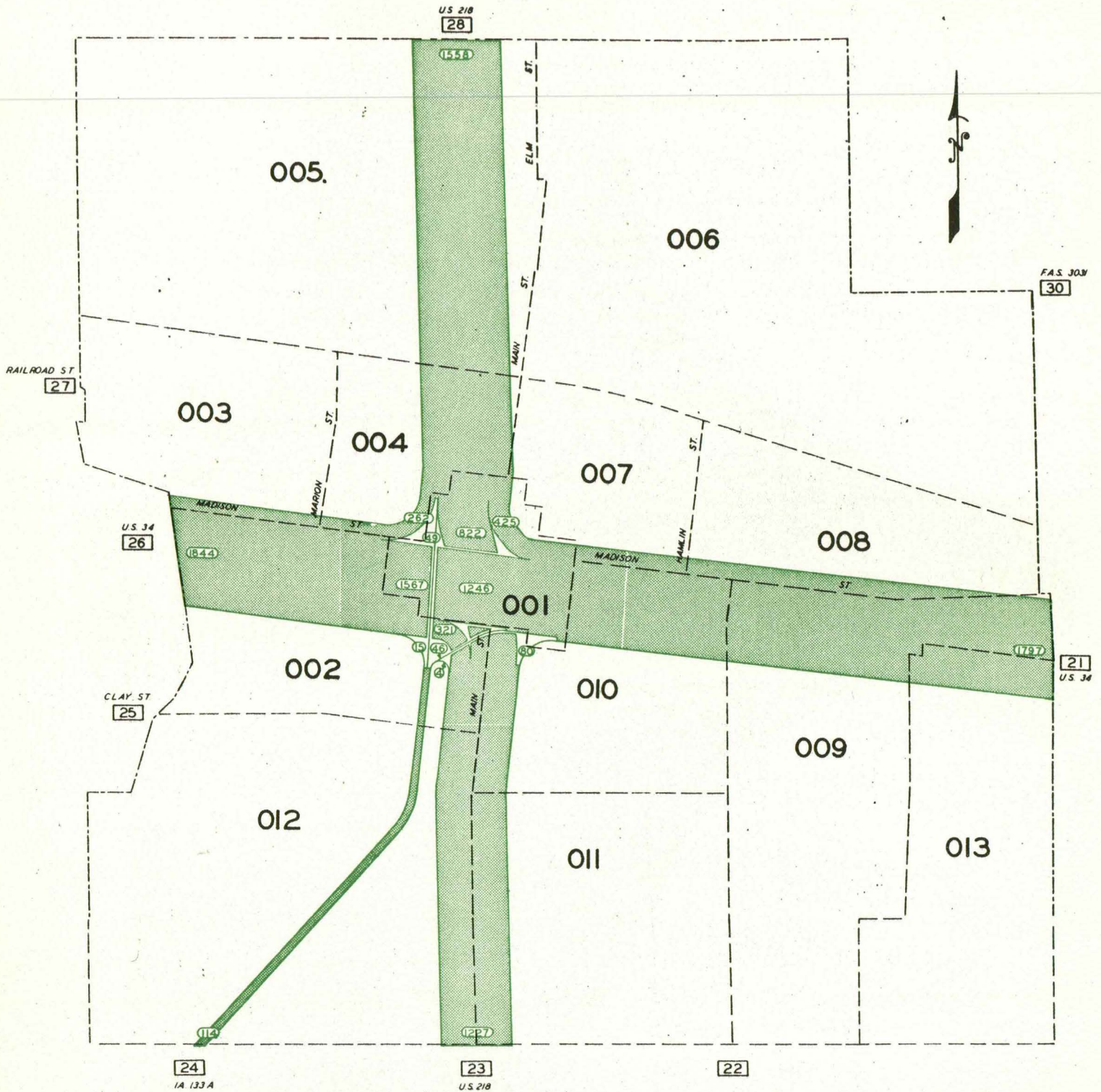
TRAFFIC VOLUMES  
ON PRIMARY ROAD EXTENSIONS  
IN THE  
**MOUNT PLEASANT URBAN AREA**  
-26-1

## TRAFFIC FLOW CHARTS

The following traffic flow charts illustrate the dispersion of traffic between points of origin and/or destination through the stations indicated. These charts are not intended to show exact routes, but rather to show approximate routes and the cumulative volume of traffic as it approaches or leaves the station location. Trip origins and destinations are not differentiated and the tract or station totals shown may be considered as either origin or destination.

Chart number 1 illustrates the movement of through trips between all primary road entrances, whereas charts 2 through 6 illustrate the external and internal dispersion of traffic through individual stations.

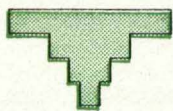
The adjoining page of statistics across them charts 2 through 6 shows the number of external trips to or from each primary road entrance and tracts within the urban area along with the percent of the total number of trips to each area.



**LEGEND**

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

**GRAPHIC SCALE**



2000 TRIPS  
 1000 TRIPS  
 500 TRIPS  
 250 TRIPS

AUGUST AVERAGE WEEKDAY  
 TRAFFIC 1960

**CHART NO. 1**  
 ORIGIN OR DESTINATION OF TRIPS  
 BETWEEN PRIMARY ROAD ENTRANCES  
 OF THE  
**MOUNT PLEASANT URBAN AREA**

DISPERSION OF TRAFFIC TO OR FROM U.S. 34 EAST

	VEHICLES	PERCENT
Trips with internal origin or destination	1553	46.36
Trips with external origin and destination	1797	53.64
Grand total of all trips through station 21	3350	100.00
Trips with origin or destination in C.B.D.	523	15.61
Number of interviews (16 hours)	2810	83.88
Percent of total traffic through all primary road entrances		27.76

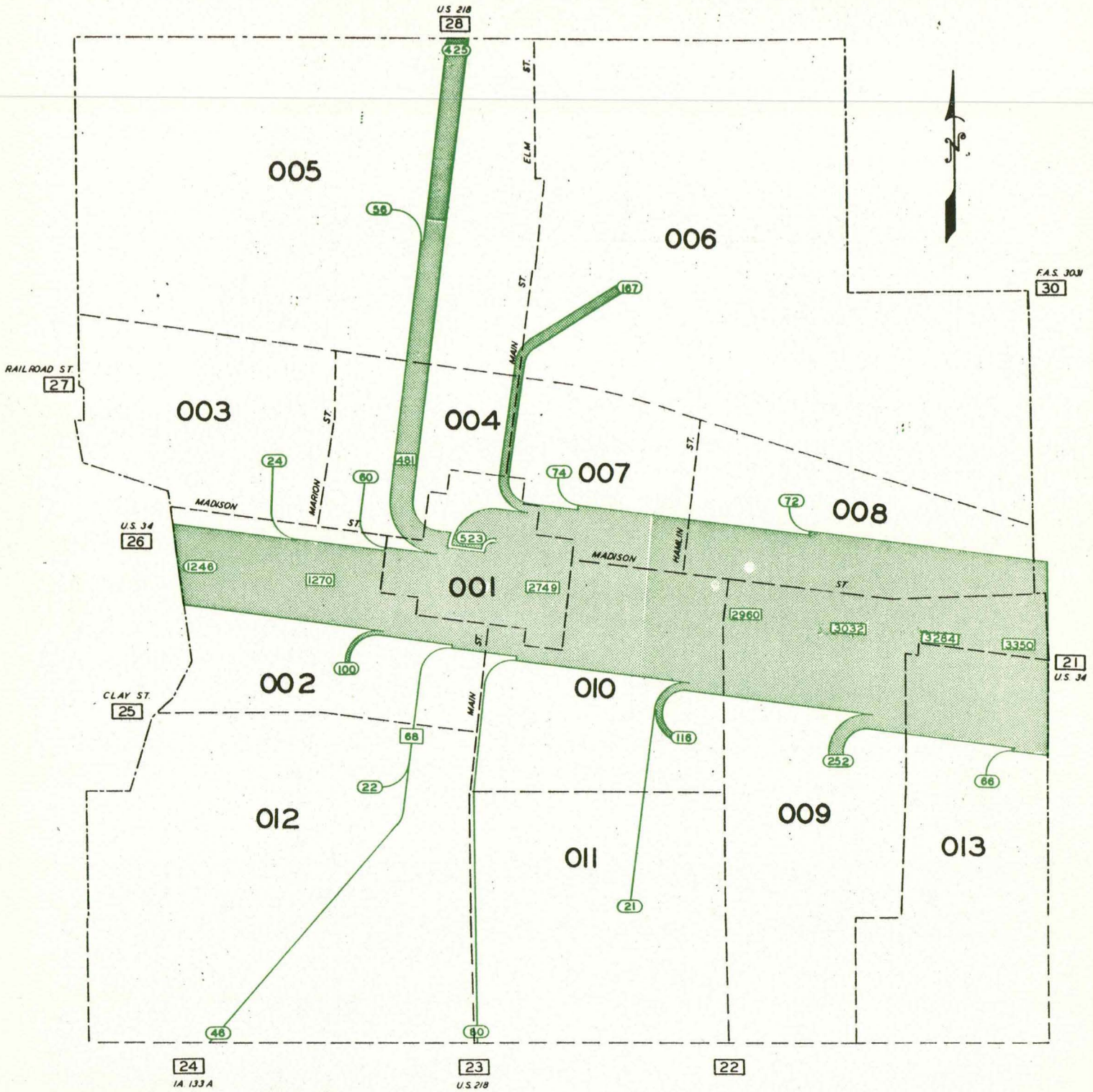
INTERNAL DISPERSION

TRACT	VOLUME	PERCENT	TRACT	VOLUME	PERCENT
001	523	15.61	008	72	2.15
002	100	2.99	009	252	7.52
003	24	.72	010	116	3.46
004	60	1.79	011	21	.63
005	56	1.67	012	22	.66
006	167	4.98	013	66	1.97
007	74	2.21			
			TOTAL	1553	46.36

EXTERNAL DISPERSION

STATION	VOLUME	PERCENT	STATION	VOLUME	PERCENT
21			26	1246	37.19
23	80	2.39	28	425	12.69
24	46	1.37			
			TOTAL	1797	53.64

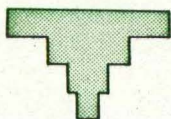




**LEGEND**

TRACT BOUNDARY LINES - - - - -  
 CORPORATION LINE - - - - -

**GRAPHIC SCALE**



2000 TRIPS  
 1000 TRIPS  
 500 TRIPS  
 250 TRIPS

AUGUST AVERAGE WEEKDAY  
 TRAFFIC 1960

CHART NO. 2  
 ORIGIN OR DESTINATION OF TRIPS  
 PASSING THROUGH  
 THE EAST ENTRANCE, U.S. 34,  
 TO THE

**MOUNT PLEASANT URBAN AREA**

DISPERSION OF TRAFFIC TO OR FROM U.S. 218 SOUTH

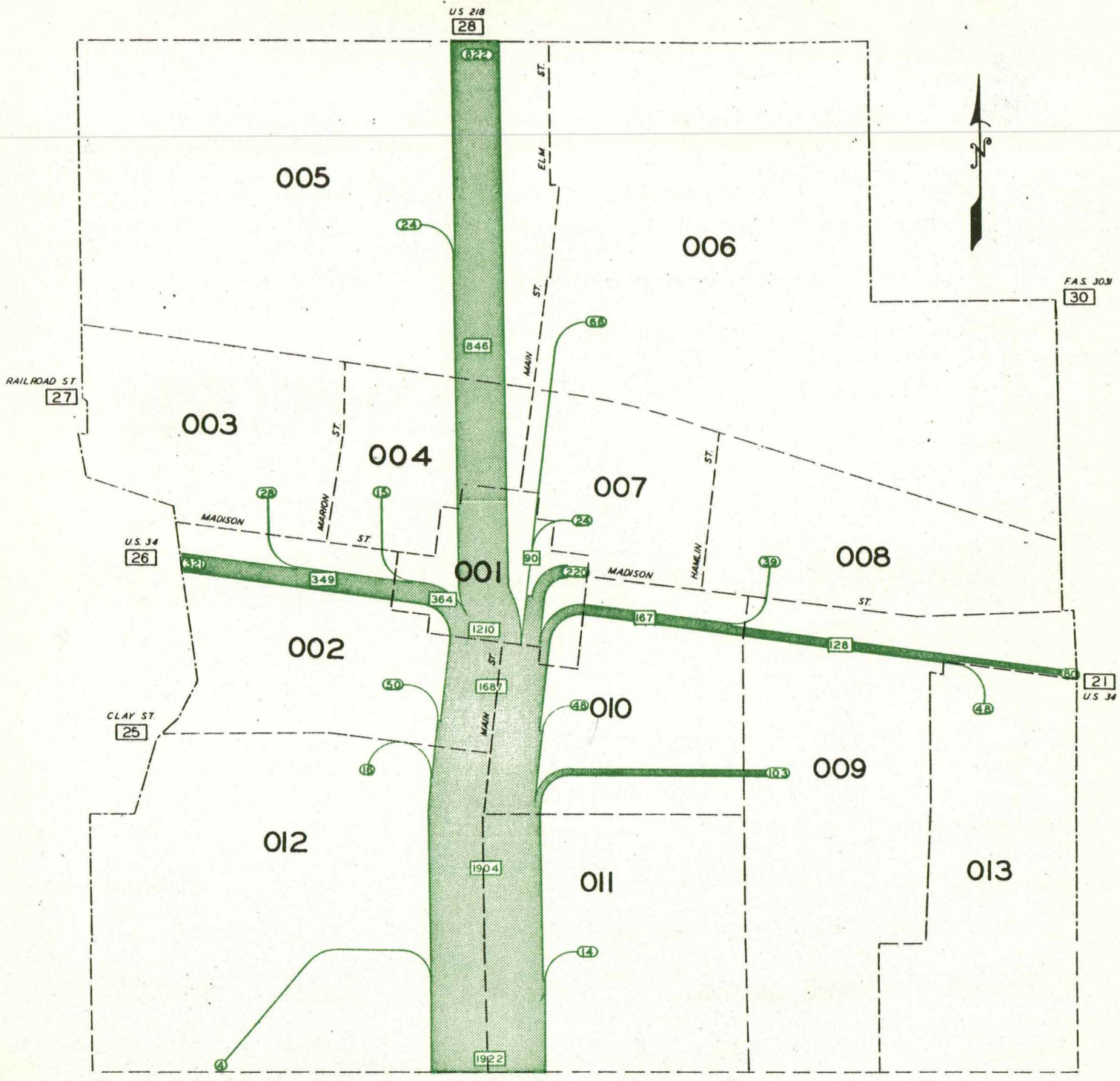
	VEHICLES	PERCENT
Trips with internal origin or destination	695	36.16
Trips with external origin and destination	1227	63.84
Grand total of all trips through station 23	1922	100.00
Trips with origin or destination in C.B.D.	220	11.44
Number of interviews (16 hours)	1676	87.20
Percent of total traffic through all primary road entrances		15.93

INTERNAL DISPERSION

TRACT	VOLUME	PERCENT	TRACT	VOLUME	PERCENT
001	220	11.44	008	39	2.03
002	50	2.60	009	103	5.36
003	28	1.46	010	48	2.50
004	15	.78	011	14	.73
005	24	1.25	012	16	.83
006	66	3.43	013	48	2.50
007	24	1.25			
			TOTAL	695	36.16

EXTERNAL DISPERSION

STATION	VOLUME	PERCENT	STATION	VOLUME	PERCENT
21	80	4.16	26	321	16.70
23			28	822	42.77
24	4	.21			
			TOTAL	1227	63.84



24 IA 133A  
**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE -----

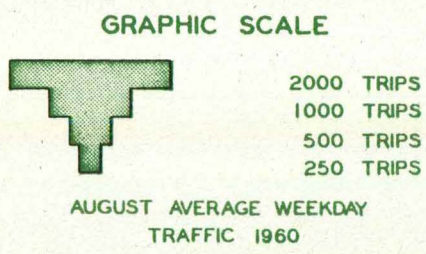


CHART NO. 3  
 ORIGIN OR DESTINATION OF TRIPS  
 PASSING THROUGH  
 THE SOUTH ENTRANCE, U.S. 218,  
 TO THE  
**MOUNT PLEASANT URBAN AREA**

DISPERSION OF TRAFFIC TO OR FROM IOWA 133 SOUTHWEST

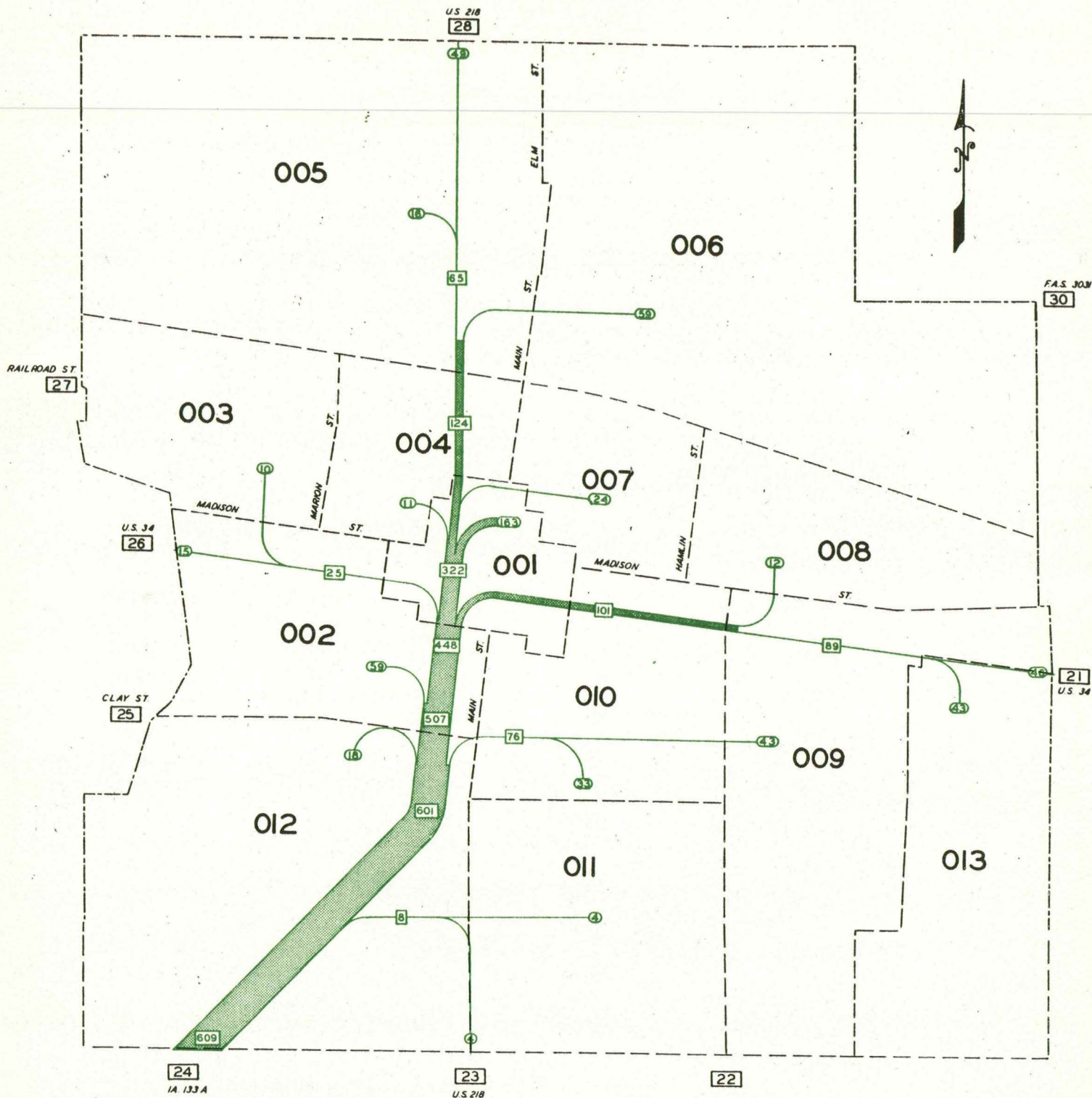
	VEHICLES	PERCENT
Trips with internal origin or destination	495	81.28
Trips with external origin and destination	114	18.72
Grand total of all trips through station 24	609	100.00
Trips with origin or destination in C.B.D.	163	26.76
Number of interviews (16 hours)	583	95.73
Percent of total traffic through all primary road entrances		5.05

INTERNAL DISPERSION

TRACT	VOLUME	PERCENT	TRACT	VOLUME	PERCENT
001	163	26.76	008	12	1.97
002	59	9.69	009	43	7.06
003	10	1.64	010	33	5.42
004	11	1.81	011	4	.66
005	16	2.63	012	18	2.95
006	59	9.69	013	43	7.06
007	24	3.94			
			TOTAL	495	81.28

EXTERNAL DISPERSION

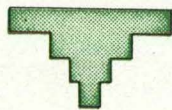
STATION	VOLUME	PERCENT	STATION	VOLUME	PERCENT
21	46	7.55	26	15	2.46
23	4	.66	28	49	8.05
24					
			TOTAL	114	18.72



**LEGEND**

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

**GRAPHIC SCALE**



2000 TRIPS  
 1000 TRIPS  
 500 TRIPS  
 250 TRIPS

AUGUST AVERAGE WEEKDAY  
 TRAFFIC 1960

CHART NO. 4  
 ORIGIN OR DESTINATION OF TRIPS  
 PASSING THROUGH  
 THE SOUTHWEST ENTRANCE, IOWA 133,  
 TO THE  
**MOUNT PLEASANT URBAN AREA**

DISPERSION OF TRAFFIC TO OR FROM U.S. 34 WEST

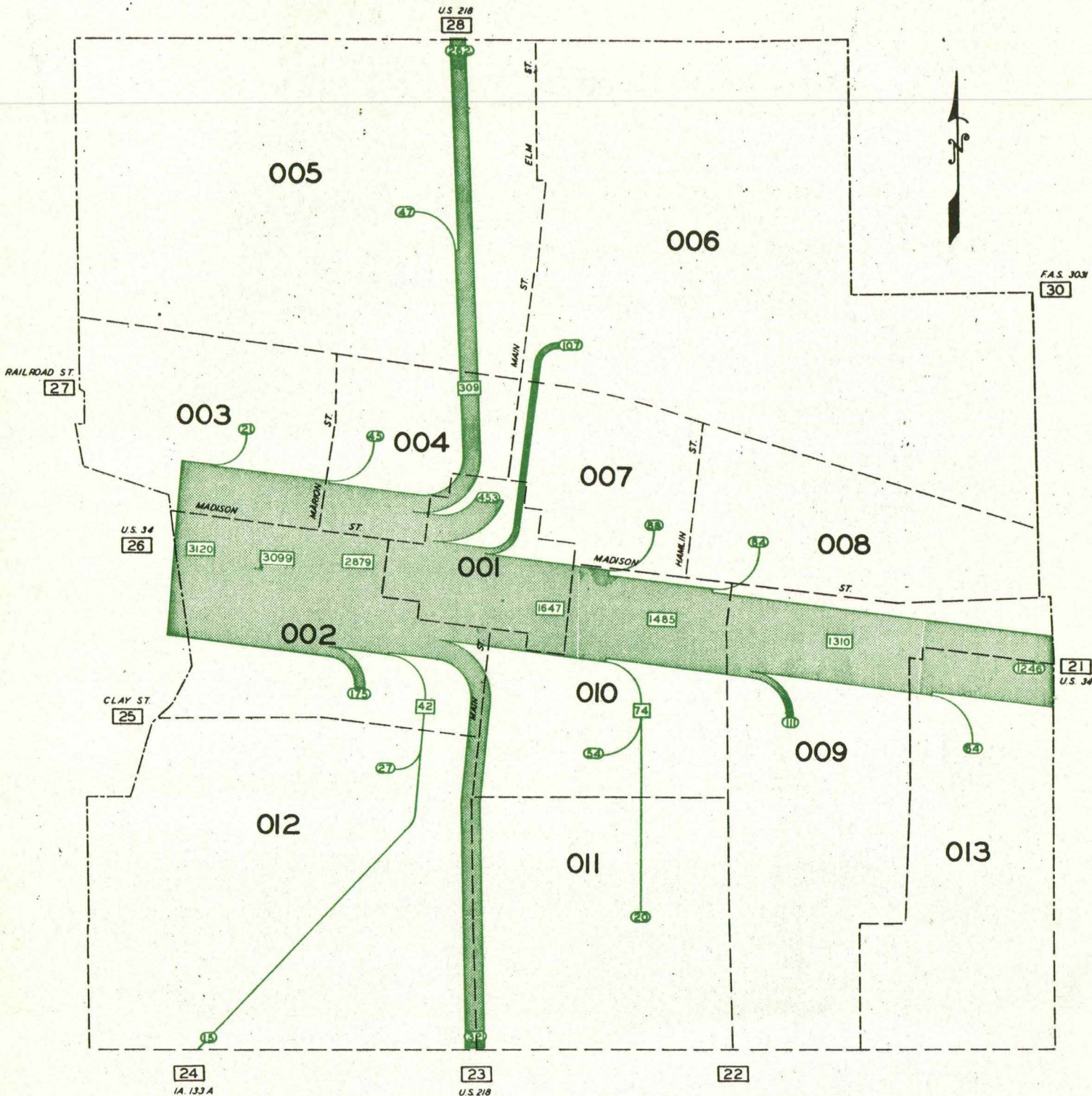
	VEHICLES	PERCENT
Trips with internal origin or destination	1276	40.90
Trips with external origin and destination	1844	59.10
Grand total of all trips through station 26	3120	100.00
Trips with origin or destination in C.B.D.	453	14.52
Number of Interviews (16 Hours)	2758	88.39
Percent of total traffic through all primary road entrances		25.85

INTERNAL DISPERSION

TRACT	VOLUME	PERCENT	TRACT	VOLUME	PERCENT
001	453	14.52	008	64	2.05
002	175	5.61	009	111	3.56
003	21	.67	010	54	1.73
004	45	1.44	011	20	.64
005	47	1.51	012	27	.87
006	107	3.43	013	64	2.05
007	88	2.82			
			TOTAL	1276	40.90

EXTERNAL DISPERSION

STATION	VOLUME	PERCENT	STATION	VOLUME	PERCENT
21	1246	39.93	26		
23	321	10.29	28	262	8.40
24	15	.48			
			TOTAL	1844	59.10



**LEGEND**

TRACT BOUNDARY LINES - - - - -  
 CORPORATION LINE - - - - -

**GRAPHIC SCALE**



2000 TRIPS  
 1000 TRIPS  
 500 TRIPS  
 250 TRIPS

AUGUST AVERAGE WEEKDAY  
 TRAFFIC 1960

CHART NO. 5  
 ORIGIN OR DESTINATION OF TRIPS  
 PASSING THROUGH  
 THE WEST ENTRANCE, U.S. 34,  
 TO THE

**MOUNT PLEASANT URBAN AREA**

DISPERSION OF TRAFFIC TO OR FROM U.S. 218 NORTH

	VEHICLES	PERCENT
Trips with internal origin or destination	1508	49.18
Trips with external origin and destination	1558	50.82
Grand total of all trips through station 28	3066	100.00
Trips with origin or destination in C.B.D.	554	18.07
Number of interviews (16 hours)	2534	82.65
Percent of total traffic through all primary road entrances		25.41

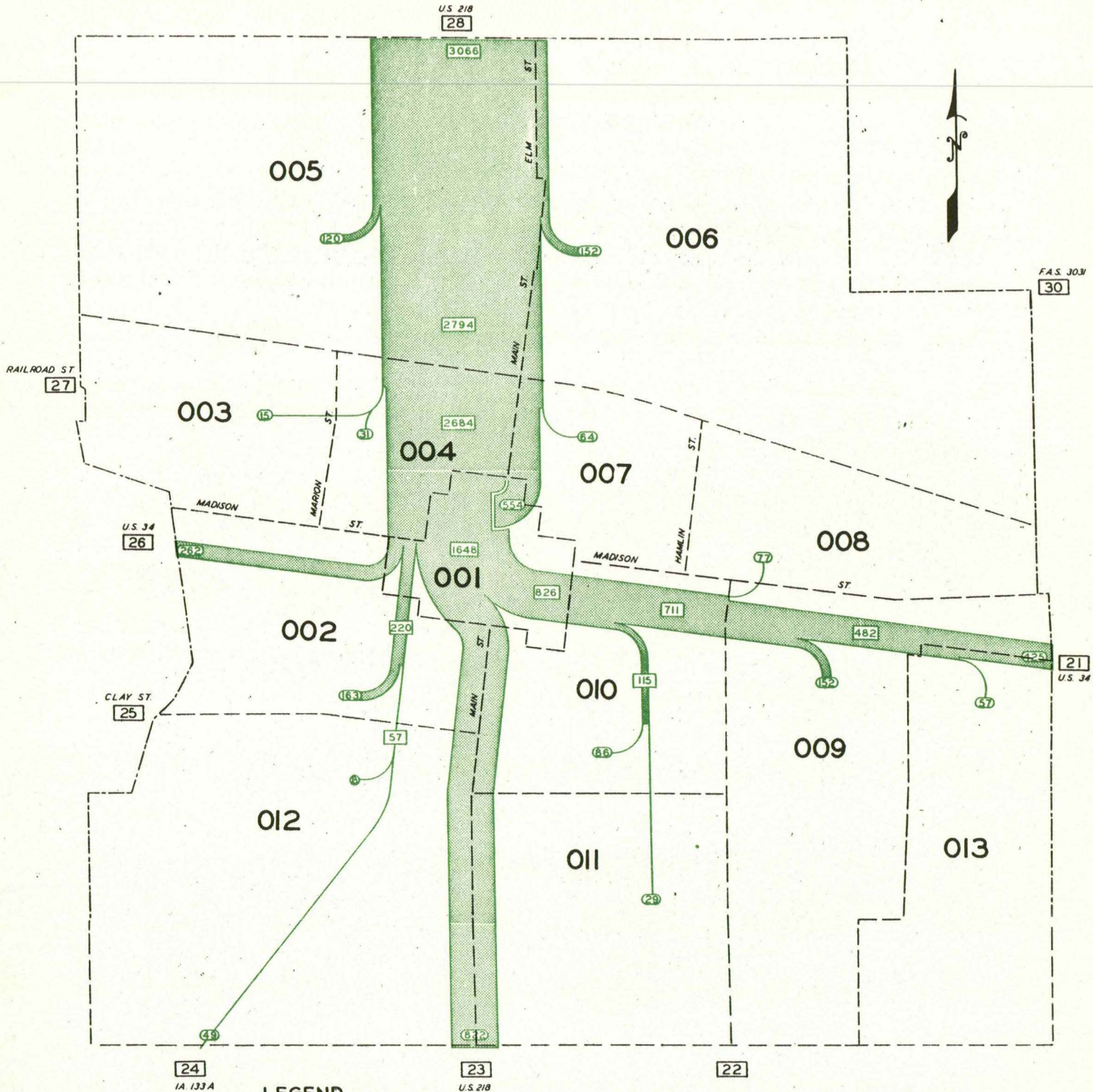
INTERNAL DISPERSION

TRACT	VOLUME	PERCENT	TRACT	VOLUME	PERCENT
001	554	18.07	008	77	2.51
002	163	5.32	009	152	4.96
003	15	.49	010	86	2.80
004	31	1.01	011	29	.94
005	120	3.91	012	8	.26
006	152	4.96	013	57	1.86
007	64	2.09			
			TOTAL	1508	49.18

EXTERNAL DISPERSION

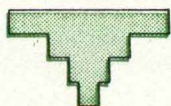
STATION	VOLUME	PERCENT	STATION	VOLUME	PERCENT
21	425	13.86	26	262	8.55
23	822	26.81	28		
24	49	1.60			
			TOTAL	1558	50.82





TRACT BOUNDARY LINES - - - - -  
 CORPORATION LINE - - - - -

**GRAPHIC SCALE**



2000 TRIPS  
 1000 TRIPS  
 500 TRIPS  
 250 TRIPS

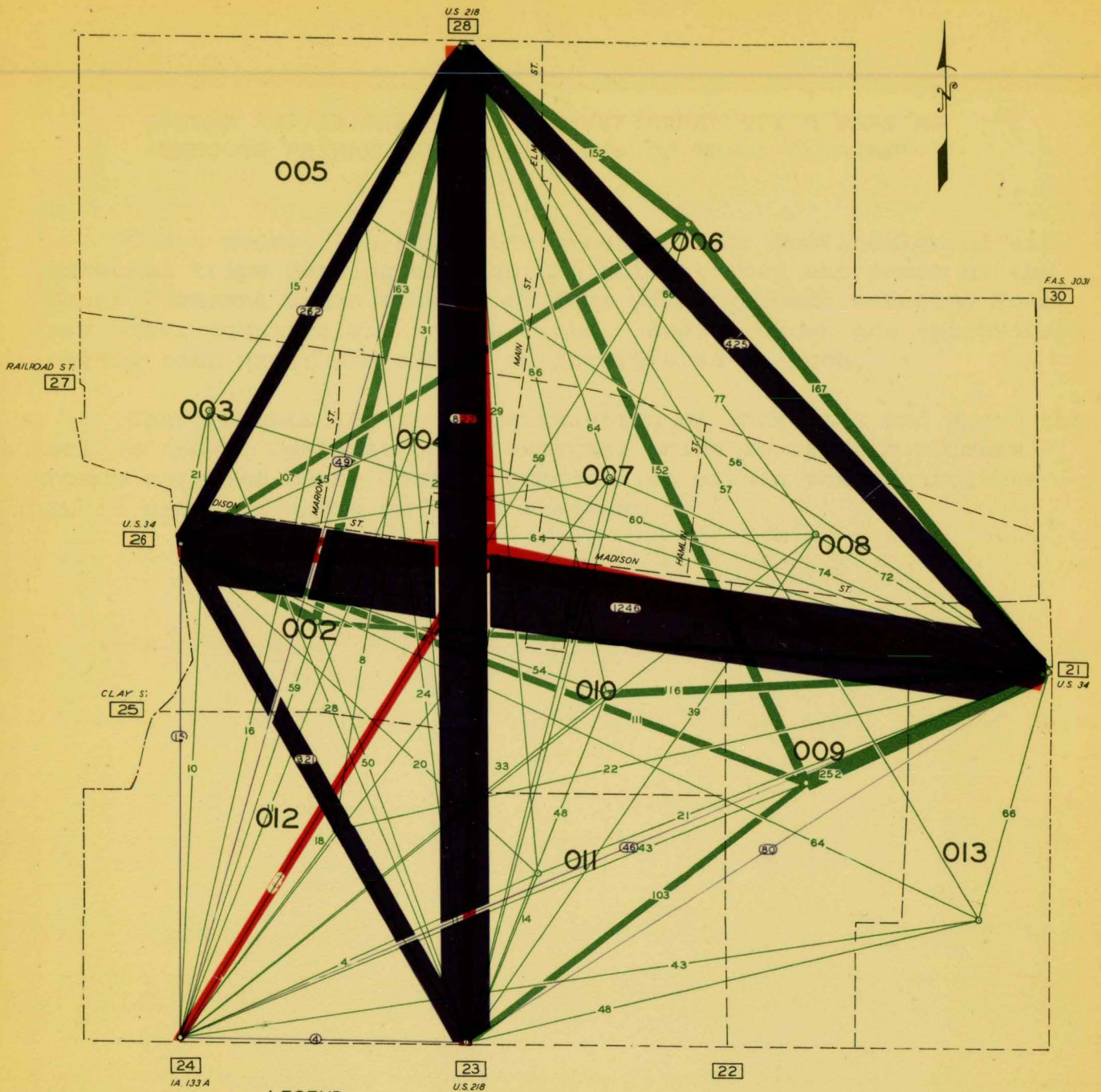
AUGUST AVERAGE WEEKDAY  
 TRAFFIC 1960

CHART NO. 6  
 ORIGIN OR DESTINATION OF TRIPS  
 PASSING THROUGH  
 THE NORTH ENTRANCE, U.S. 218,  
 TO THE

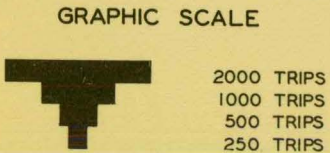
**MOUNT PLEASANT URBAN AREA**

## DESIRE LINE CHARTS

The following desire line charts illustrate desired routes of travel between external stations, and between external stations and internal tracts without regard to existing streets or highways. These charts 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.



**LEGEND**  
 TRACT BOUNDARY LINES -----  
 CORPORATION LINE -----

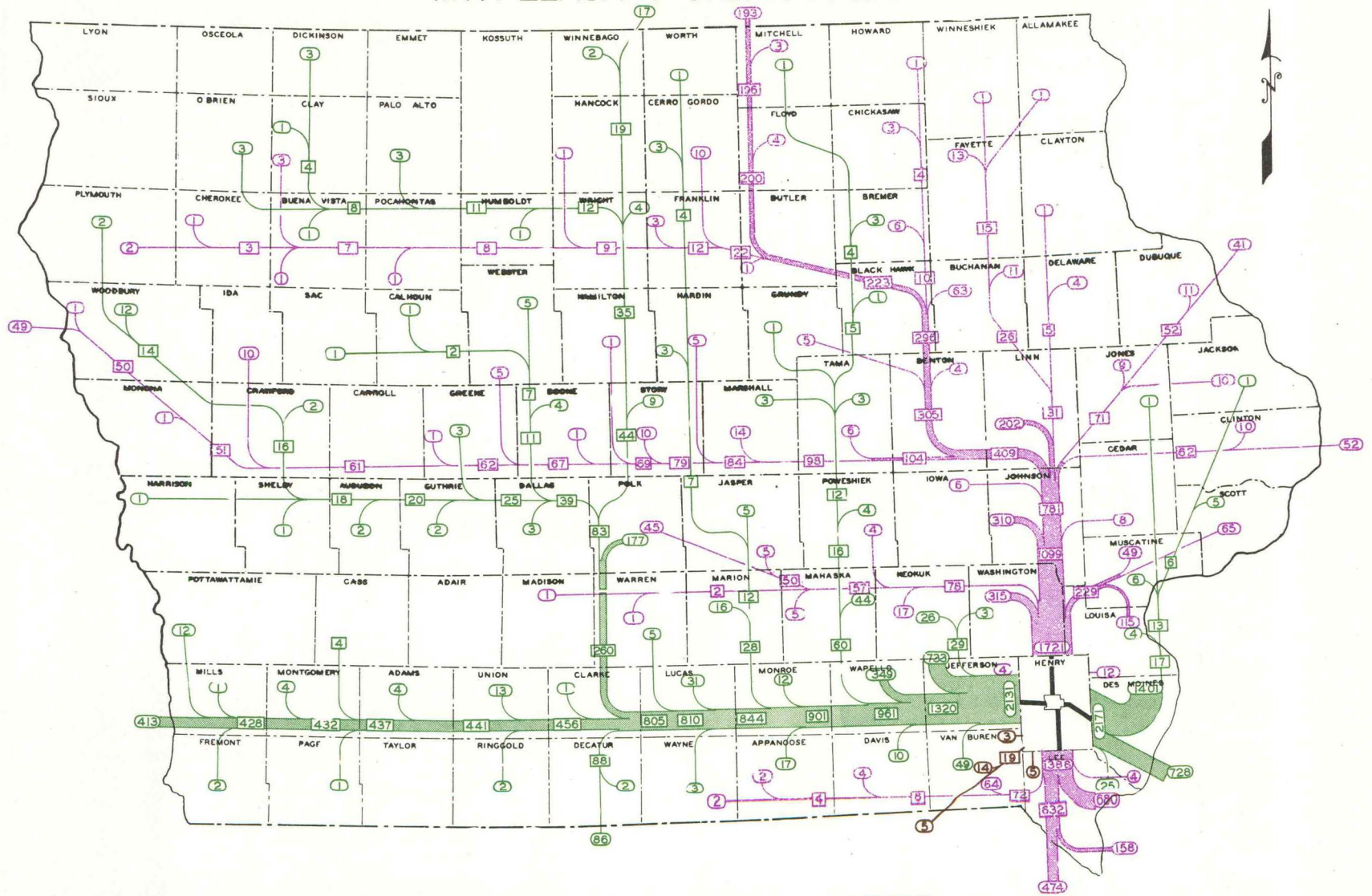


AUGUST AVERAGE WEEKDAY  
 TRAFFIC 1960

CHART NO 7  
 CHART NO 8  
 CHART NO 9

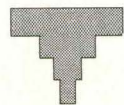
DESIRE LINES OF TRAVEL OF TRIPS  
 TO OR FROM  
 PRIMARY ROAD ENTRANCES OF THE  
 MOUNT PLEASANT URBAN AREA  
 AND  
 OTHER EXTERNAL ENTRANCES  
 THE CENTRAL BUSINESS DISTRICT

# PRIMARY ROAD ENTRANCES OF THE MT. PLEASANT URBAN AREA



-45-

### GRAPHIC SCALE



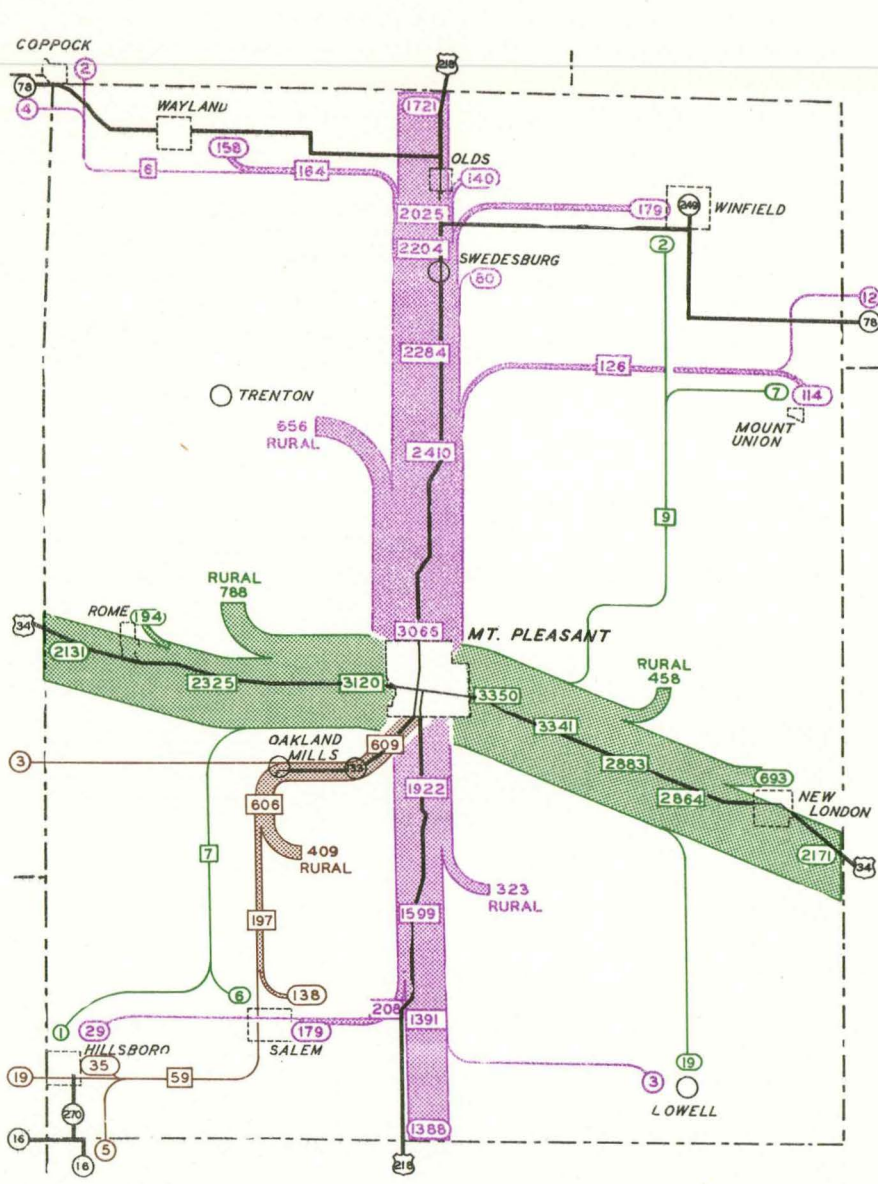
4000 TRIPS  
2000 TRIPS  
1000 TRIPS  
500 TRIPS

### LEGEND

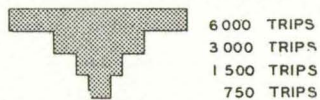
#### TRAFFIC THROUGH INTERVIEW STATIONS

- U. S. HIGHWAY NO. 34
- U. S. HIGHWAY NO. 218
- IOWA HIGHWAY NO. 133

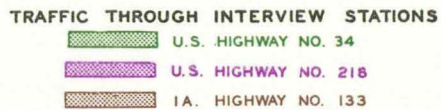
AUGUST AVERAGE WEEKDAY TRAFFIC-1960



GRAPHIC SCALE



LEGEND



AUGUST AVERAGE WEEKDAY TRAFFIC 1960

CHART NO. 10 B  
 ORIGIN AND/OR DESTINATION OF EXTERNAL TRIPS  
 PASSING THROUGH  
 PRIMARY ROAD ENTRANCES OF  
 THE MT. PLEASANT URBAN AREA  
 TO OR FROM COMMUNITIES WITHIN  
 HENRY COUNTY

DISPERSION OF EXTERNAL TRIPS  
PASSING THROUGH PRIMARY ROAD ENTRANCES OF MOUNT PLEASANT

Origin or Destination	U.S. 34 East		U.S. 218 South		Iowa 133 Southwest		U.S. 34 West		U.S. 218 North	
	NO.	%	NO.	%	NO.	%	NO.	%	NO.	%
Coppock									2	.06
Hillsboro			29	1.51	35	5.75	1	.03		
Lowell	19	.57	3	.16						
Mt. Union	7	.21							114	3.72
New London	693	20.68								
Olds									140	4.57
Rome							194	6.22		
Salem			179	9.31	138	22.66	6	.19		
Swedesburg									80	2.61
Wayland									158	5.15
Winfield	2	.06							179	5.84
Total to towns	721	21.52	211	10.98	173	28.41	201	6.44	673	21.95
Rural Henry Co.	458	13.67	323	16.81	409	67.16	788	25.26	656	21.39
Other Counties	1443	43.08	756	39.33	22	3.61	1615	51.76	1402	45.73
Out-of-state	728	21.73	632	32.88	5	.82	516	16.54	335	10.93
Grand Total	3350	100.00	1922	100.00	609	100.00	3120	100.00	3066	100.00

The above chart shows the dispersion of 1960 August average weekday traffic which passed through the five primary road entrances of Mount Pleasant.

## INTERPRETATION OF APPENDIX TABLE 1

The following table shows a compilation of 1960 August average weekday traffic for Mount Pleasant.

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

Appendix Table 1

Origin and Destination of Trips  
 Entering or Leaving  
 The Mount Pleasant Urban Area  
 (August Average Weekday Traffic 1960)

TRACT	DESTINATION																						
	Central Business District													Mental Health Institute	Mt. Pleasant Total	U.S. 34 East	U.S. 218 South	Iowa 133 Southwest	U.S. 34 West	U.S. 218 North	External Total	Grand Total	Tract
	001	002	003	004	005	006	007	008	009	010	011	012	013		721	723	724	726	728				
001 C.B.D.															271	107	80	227	261		946	946	001
002															56	22	33	86	78		275	275	002
003															13	11	5	15	10		54	54	003
004															26	8	3	24	13		74	74	004
005															25	14	8	29	60		136	136	005
006															86	28	34	53	74		275	275	006
007															38	8	10	49	33		138	138	007
008															38	19	7	37	41		142	142	008
009															117	41	13	51	75		297	297	009
010															59	25	17	33	43		177	177	010
011															7	7	1	5	12		32	32	011
012															12	10	14	18	6		60	60	012
013 Mental Health Institute															29	26	25	33	31		144	144	013
Mt. Pleasant Total															777	326	250	660	737		2750	2750	Tot.
721-U.S. 34 E.	252	44	11	34	31	81	36	34	135	57	14	10	37	776		34	24	612	203		878	1654	721
723-U.S. 281 S.	113	28	17	7	10	38	16	20	62	23	7	6	22	369	46		2	150	452		650	1019	723
724-Iowa 133 S.W.	83	26	5	8	8	25	14	5	30	16	3	4	18	245	22	2		8	23		55	300	724
726-U.S. 34 W.	226	89	6	21	18	54	39	27	60	21	15	9	31	616	634	171	7		133		945	1561	726
728-U.S. 218 N.	293	85	5	18	60	78	31	36	77	43	17	2	26	771	217	370	26	129			742	1513	728
External Total	967	272	44	88	127	276	136	122	364	160	56	31	134	2777	919	577	59	899	816		3270	6047	Ext Tot.
Grand Total	967	272	44	88	127	276	136	122	364	160	56	31	134	2777	1696	903	309	1559	1553		6020	8797	Grd Tot.
Tract	001	002	003	004	005	006	007	008	009	010	011	012	013	Total	721	723	724	726	728		Ext. Tot.	Grd. Tot.	

ORIGIN



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