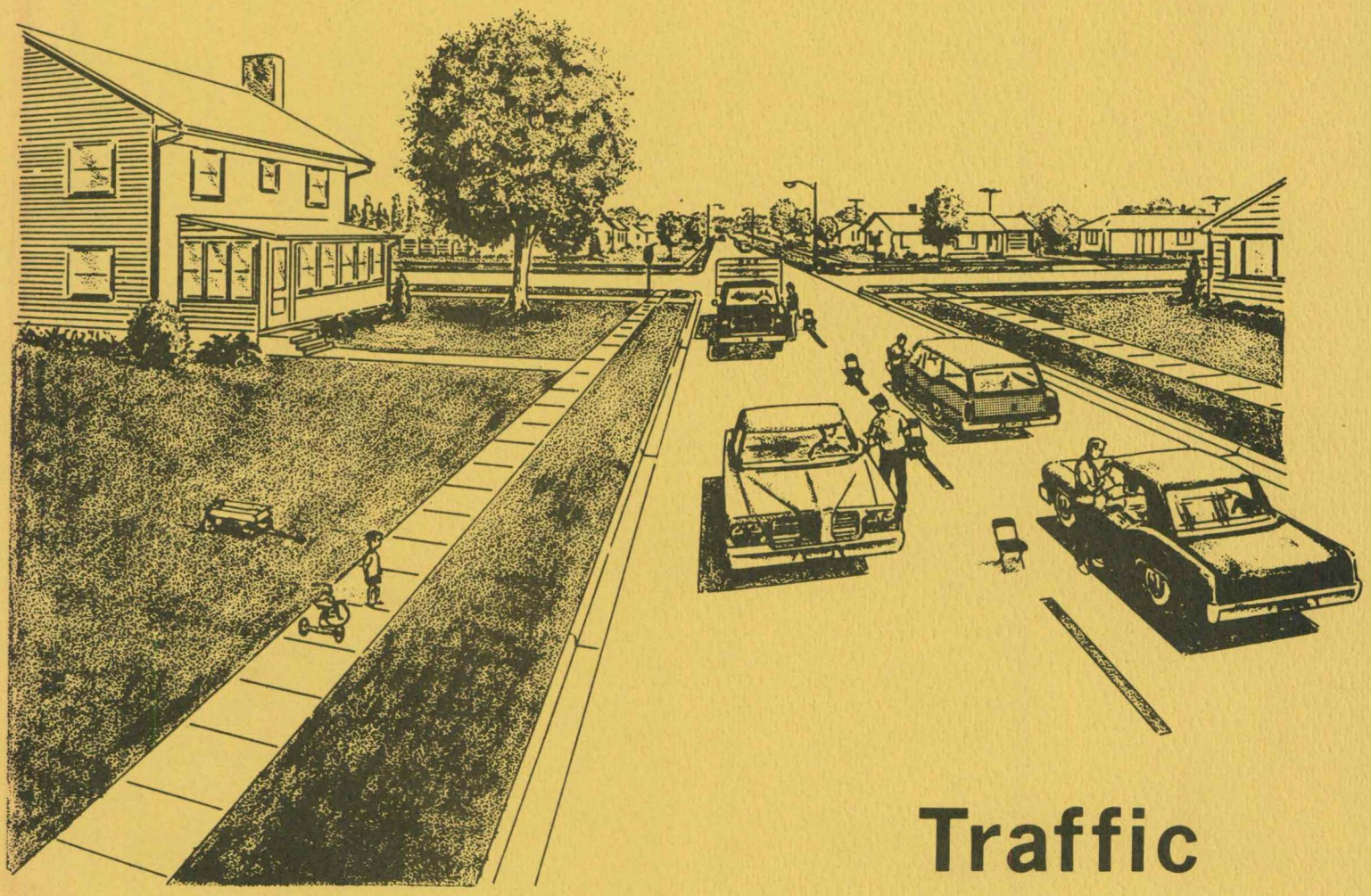
OAKLAND

Origin and Destination



Traffic Report

JUNE of 1972

STATE OF IOWA

OAKLAND

ORIGIN AND DESTINATION TRAFFIC REPORT

DATA GATHERED JUNE 1972

PUBLISHED JANUARY 1973

PREPARED BY

HIGHWAY PLANNING SURVEYS DEPARTMENT
DIVISION OF PLANNING
IOWA STATE HIGHWAY COMMISSION

IN COOPERATION WITH THE

UNITED STATES DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Reproduction Cost $2.28

INTRODUCTION

This report is a summary of the data gathered during an external origin and destination traffic survey made in Oakland in June, 1972.

The survey, conducted in cooperation with the Federal Highway Administration, was taken to provide current data for use in planning a proposed Oakland Bypass.

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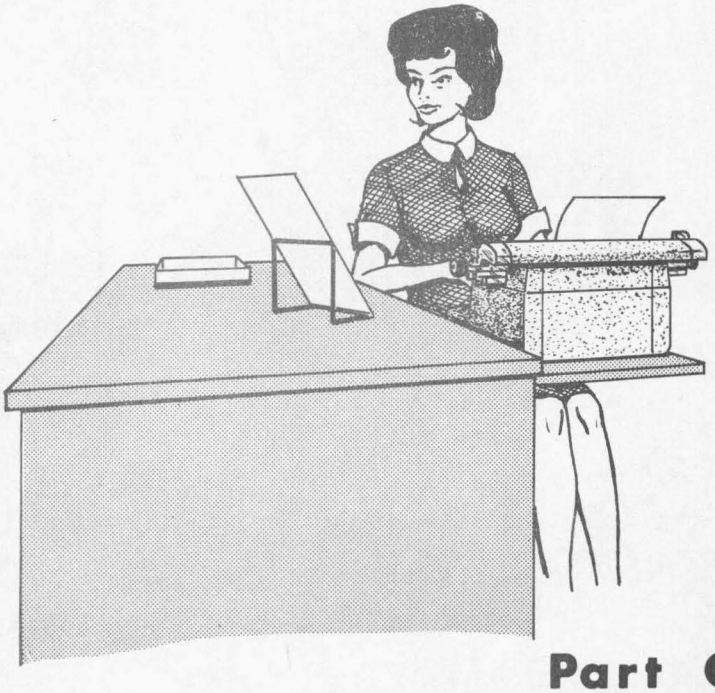
DEFINITIONS OF TECHNICAL TERMS

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

Significant Facts

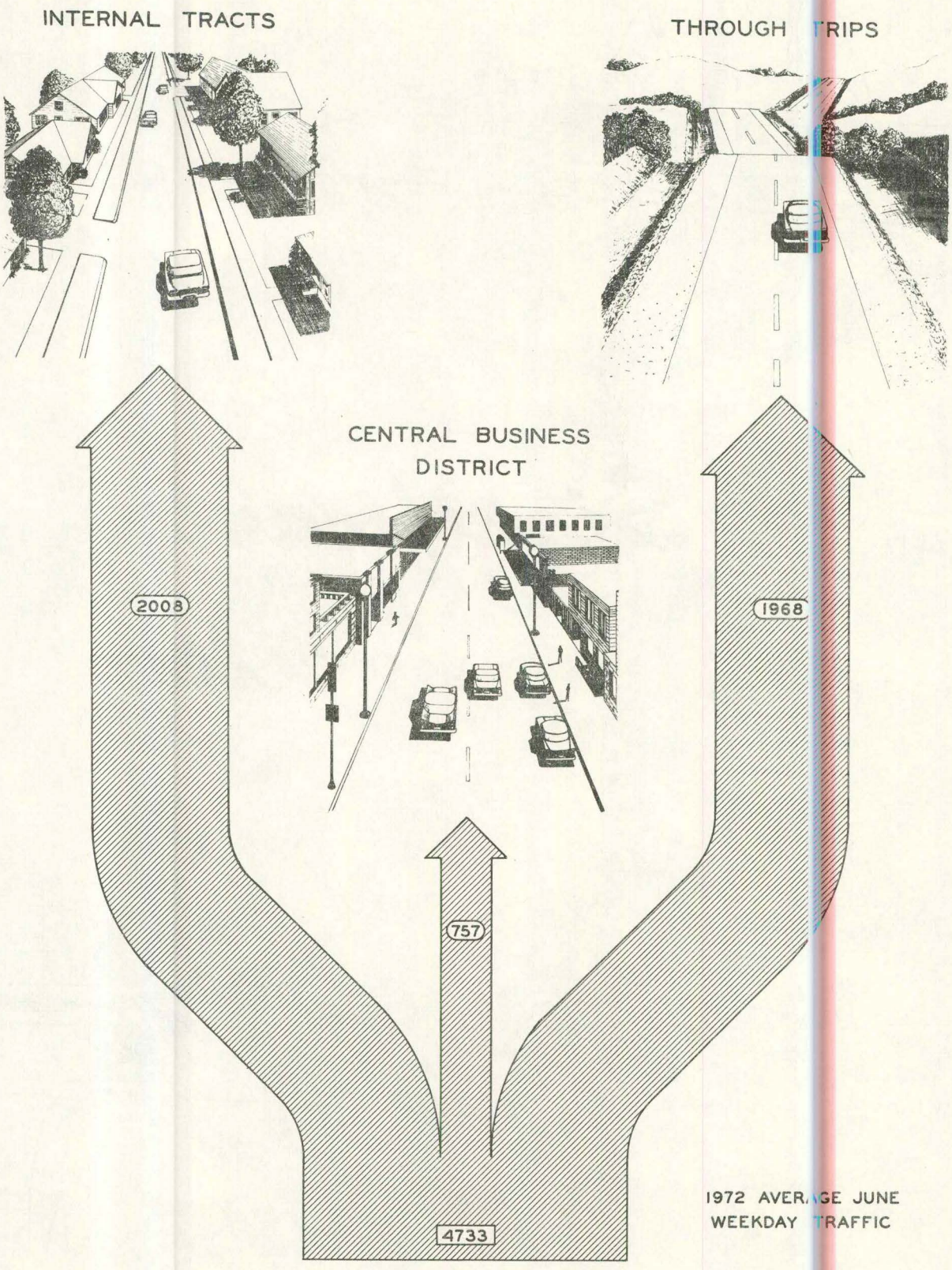


Part One

FIGURE 1-1

DISTRIBUTION OF TRIPS

OAKLAND STUDY AREA



SUMMARY

The chart at left graphically illustrates some of the more significant traffic volumes derived from the Oakland origin and destination traffic survey. An average of 4733 trips per day passed through the external cordon line of interview stations surrounding the study area during the survey period.

757 trips or 15.99 percent of the total number of trips were between external areas and the central business district.

2008 trips or 42.43 percent of the total number of trips were between external and internal areas exclusive of the central business district.

1968 trips or 41.58 percent of the total number of trips were through trips which passed through Oakland en route to another destination.

Of the total number of trips which passed through interview stations, 22.25 percent began or ended at work, 19.10 percent were for social or recreational purposes, 24.91 percent were during work, 16.04 percent were for personal business, 9.08 percent were for shopping, and the remaining 8.62 percent were for other purposes.

FIGURE 1-2
TRIPS BETWEEN THE OAKLAND STUDY AREA AND OTHER COUNTIES IN IOWA

1972 AVERAGE JUNE WEEKDAY TRAFFIC

(INCLUDES ONLY THOSE TRIPS WITH ORIGIN OR DESTINATION IN THE STUDY AREA)

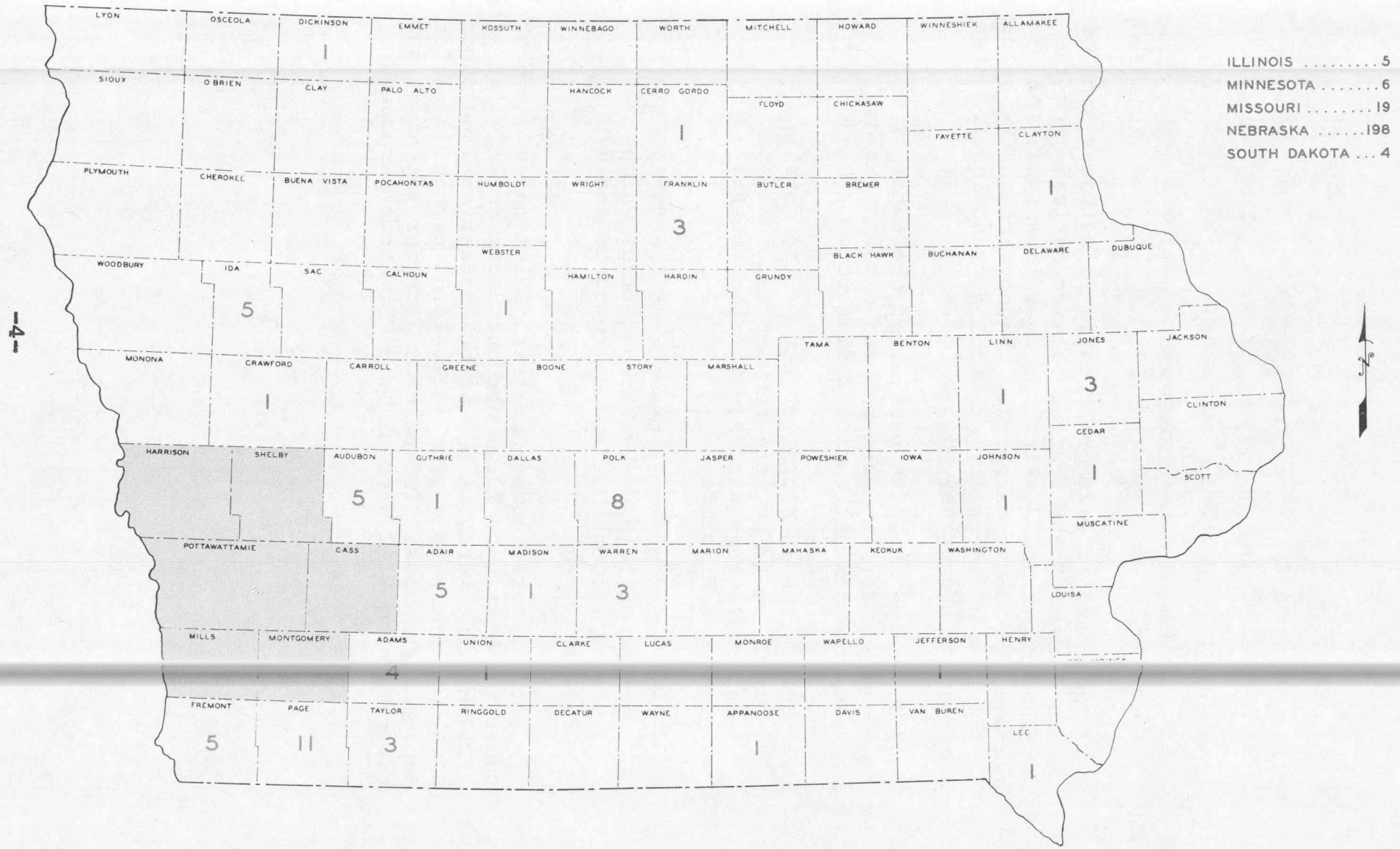


FIGURE 1-3
TRIPS BETWEEN OAKLAND AND POINTS WITHIN ADJACENT COUNTIES

(INCLUDES ONLY THOSE TRIPS WITH ORIGIN OR DESTINATION IN OAKLAND)

1972 AVERAGE JUNE WEEKDAY TRAFFIC

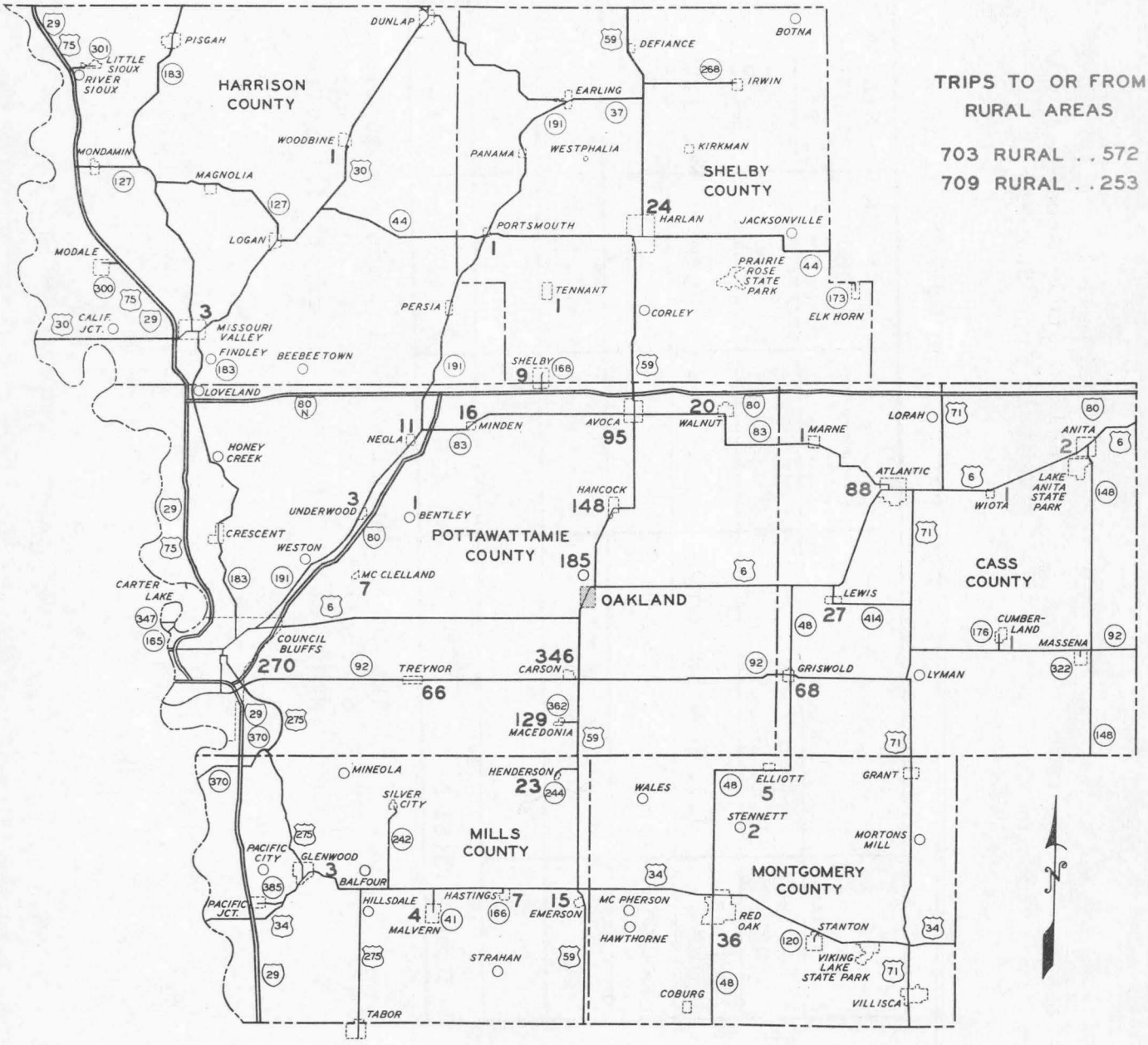
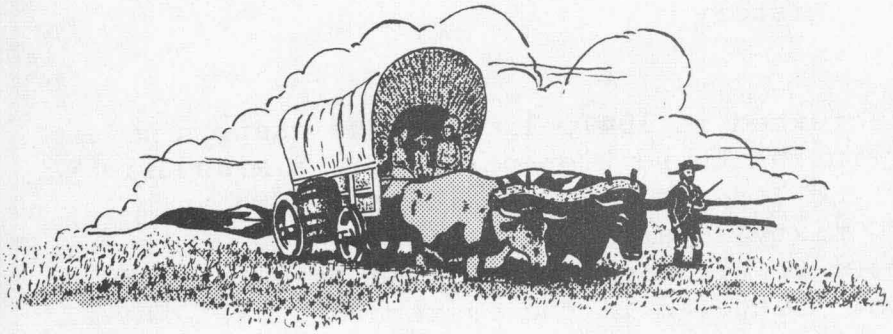


Table 1-1
Oakland Study Area
Vehicle Type Summary

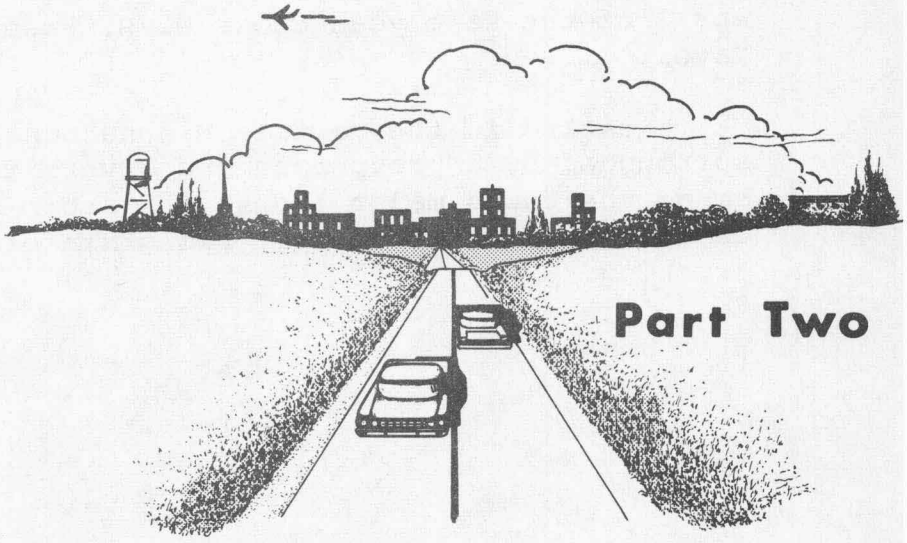
1972 Average June Weekday Traffic

Station	Location	Passenger Cars	Pick-ups and Panels	Single Unit Trucks	Truck Combin-ations	Total
703	U.S. 6 & 59 NE	2084	566	336	266	3252
709	U.S. 6 & 59 South	2277	579	305	258	3419
Grand Total		4361	1145	641	524	6671

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



History and Development



Part Two

History

Pottawattamie County, created in 1847, lies on the eastern side of the Missouri River in the third tier north of the Missouri border line. It is one of the largest counties in Iowa with an area embracing nine hundred sixty square miles. The county received its name from the Pottawattamie tribe of Indians who formerly inhabited the area. Situated in the eastern central portion of the county along the eastern bank of the West Nishnabotna River lies the town of Oakland. The town was originally known as Big Grove because of the abundance of oak trees in the area.

The first bridge across the West Nishnabotna River was finished in 1856 with the labor and material furnished by the residents of the community. The abutments were timber cribs filled with earth. It was one hundred and twenty feet long with a roadway fourteen feet wide and consisted of three spans. The first house in the town was built in the same year by William Walker for a storeroom.

The building of a branch line of the Rock Island Railroad down the Nishnabotna Valley from Avoca changed the character of the hamlet of Big Grove to an important town. The town of Oakland was laid out by two surveyors, Thomas Tostevin and Samuel Denton.

Oakland's first organized church, the Missionary Baptist Church of Jesus Christ, was established in 1861. Today, the religious needs of the community are met by four churches: St. Paul Lutheran, Christian, Congregational, and Methodist.

A newspaper, the Oakland Acorn, was started by John McMannima and John Julian in 1881. The paper still serves the town today.

The town was officially incorporated by the circuit court of Pottawattamie County on May 1, 1882. An election held in April of the same year chose W. H. Freeman as the town's first Mayor.

Nestled in the fertile Nishnabotna Valley, Oakland is surrounded by a prosperous and diversified agriculture. Included among the towns major industries are: beef packing, ready-mix concrete, lumber products, two grain elevators, and livestock trucking.

Oakland's sixteen hundred residents are served by two banks, The Citizens State Bank and The Oakland Savings Bank. The health requirements of the community are met by two physicians and two dentists. In addition, a nursing home supplies resident care for the sick and elderly.

The Oakland Community School system, which includes an elementary school and high school, provides for the education of the community's children.

Included among the different social and recreational activities in the area are: Bowling, camping, hunting, and fishing. The Knights of Pythias, Masons, Odd Fellows, and V.F.W. are all active associations in the community.

Oakland is served by U.S. 59 and 6 to the north and south. Truck freight transportation companies make use of these highway facilities. Rail service is provided by a line of the Rock Island Railroad.

Population Trends

Oakland Population

Table 2-1

Census Year	Oakland Population	Volume Increase or Decrease	Percent Change 10-Year Period
1900	913	---	---
1910	1105	192	21.03
1920	1188	83	7.51
1930	1181	- 7	- .59
1940	1317	136	11.52
1950	1296	- 21	- 1.59
1960	1340	44	3.40
1970	1603	263	19.63

Pottawattamie County Population

Table 2-2

Census Year	Pottawattamie County Pop.	Volume Increase or Decrease	Percent Change 10-Year Period
1850	7,828	---	---
1860	4,968	- 2,860	- 36.54
1870	16,893	11,925	340.04
1880	39,850	22,957	235.90
1890	47,430	7,580	19.02
1900	54,336	6,906	14.56
1910	55,832	1,496	2.75
1920	61,550	5,718	10.24
1930	69,888	8,338	13.55
1940	66,756	- 3,132	- 4.48
1950	69,682	2,926	4.38
1960	83,102	13,420	19.26
1970	86,991	3,889	4.68

FIGURE 2-1

POPULATION TRENDS

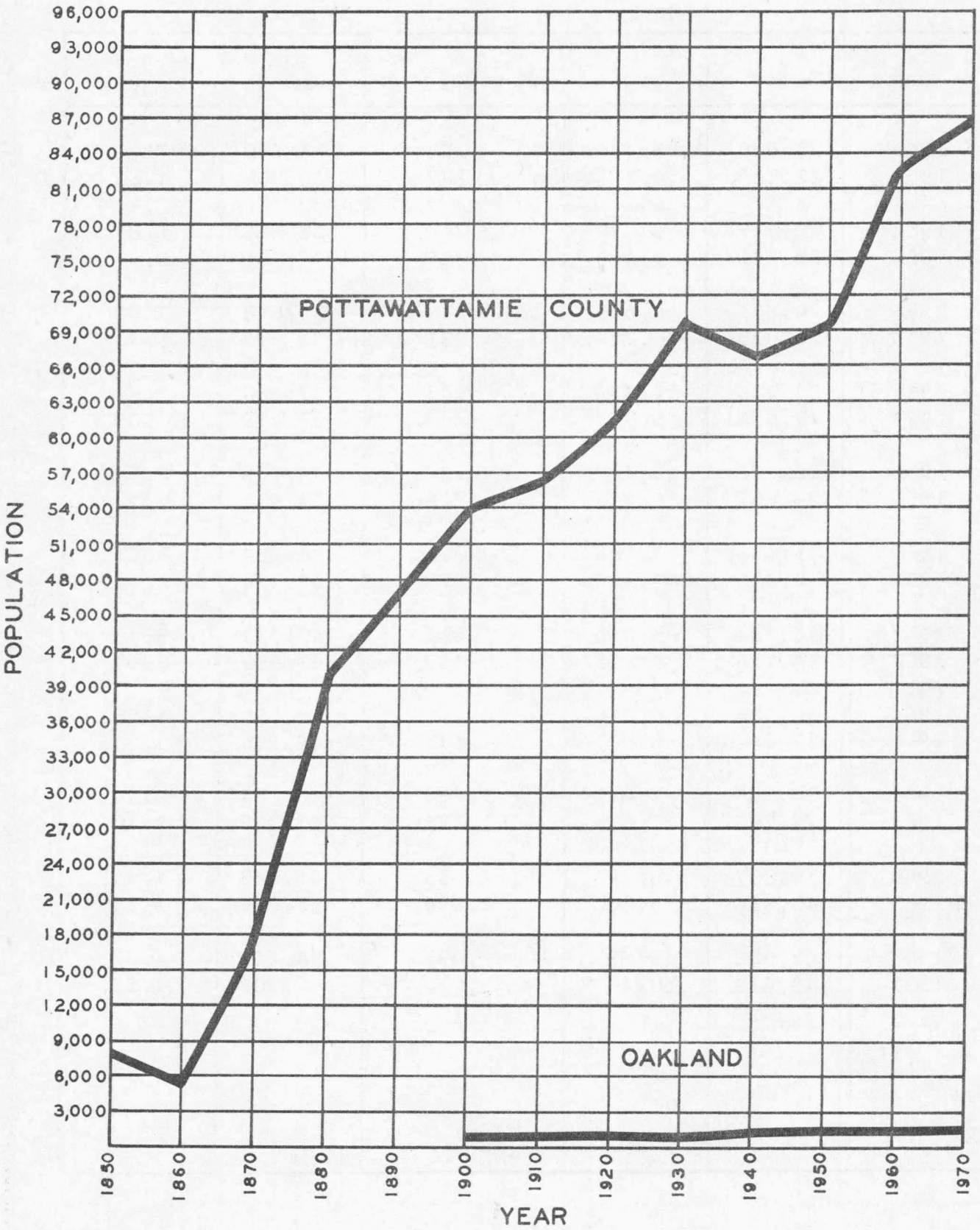


Table 2-3
Motor Vehicle Registration in Pottawattamie County
1950-1971

Year	Autos	Trucks	Motorcycles	Total	Percent Change
1950	21,620	3,984	286	25,890	----
1951	22,529	4,211	227	26,967	4.16
1952	22,897	4,320	249	27,466	1.85
1953	23,841	4,468	229	28,538	3.90
1954	24,802	4,624	219	29,645	3.88
1955	26,320	4,742	231	31,293	5.56
1956	27,246	4,939	245	32,430	3.63
1957	27,415	5,057	247	32,719	.89
1958	28,078	5,222	268	33,568	2.59
1959	29,861	5,493	278	35,632	6.15
1960	31,431	5,188	335	36,954	3.71
1961	32,525	5,322	379	38,226	3.44
1962	34,224	5,686	411	40,321	5.48
1963	35,116	5,881	399	41,396	2.67
1964	36,184	6,214	482	42,880	3.58
1965	37,244	6,877	833	44,954	4.84
1966	37,585	7,421	1,268	46,274	2.94
1967	37,736	7,901	1,425	47,062	1.70
1968	39,067	8,521	1,635	49,223	4.59
1969	40,816	9,360	1,896	52,072	5.79
1970	42,028	9,892	2,531	54,451	4.57
1971	43,430	10,467	3,010	56,907	4.51

FIGURE 2-2

MOTOR VEHICLE REGISTRATION IN POTTAWATTAMIE COUNTY

1950-1971

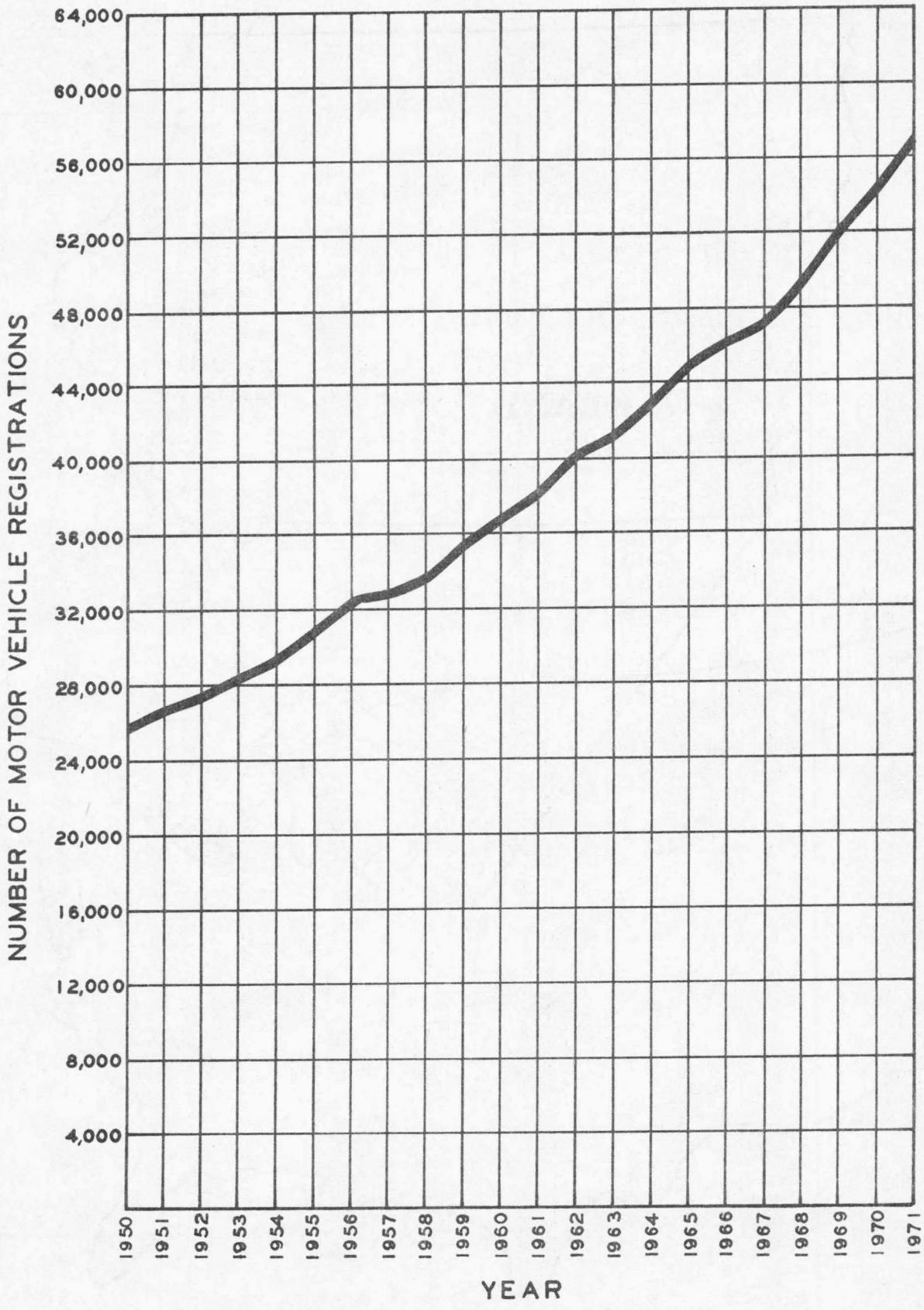
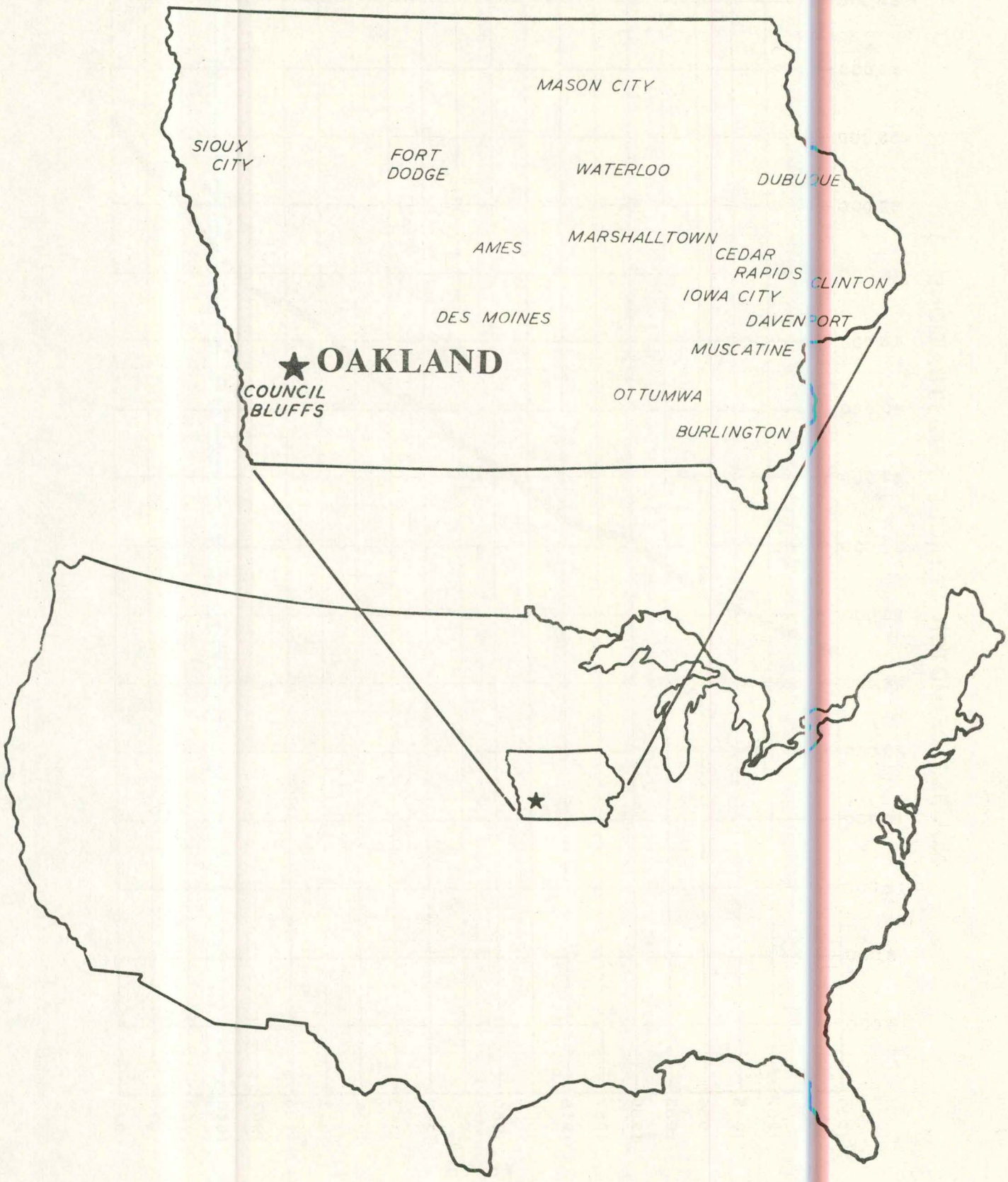
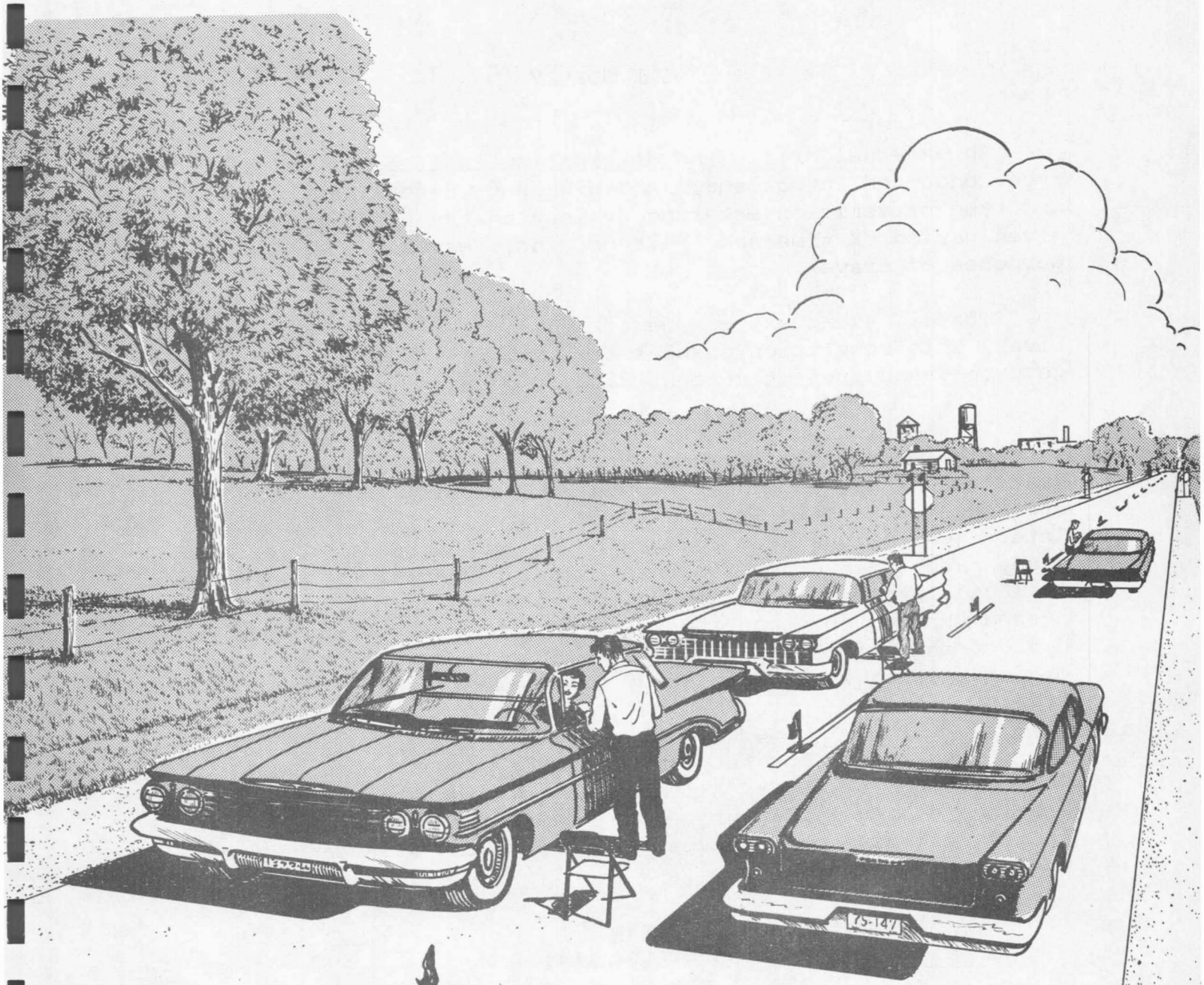


FIGURE 2-3

STUDY AREA POSITION





Survey Procedures

Part Three

THE SURVEY

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

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

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

Interviewing for the Oakland survey was done between June 13, and 16, 1972. All vehicles passing through interview stations during a 15-hour period from 6 a.m. to 9 p.m. were stopped briefly for interviews. Information was recorded on the following items:

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

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

At the conclusion of field work, trip data were coded and punched on tabulation cards. The cards were then computer sorted and tabulated according to tract of origin or destination and the station or stations through which each trip passed.

In an external survey of this type, all trips are placed into two main categories, "external local trips" and "external through trips." External local trips have only one terminal (either origin or destination) within the study area and pass through only one interview station en route to their destination. These trips must cross the cordon line at least twice.

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

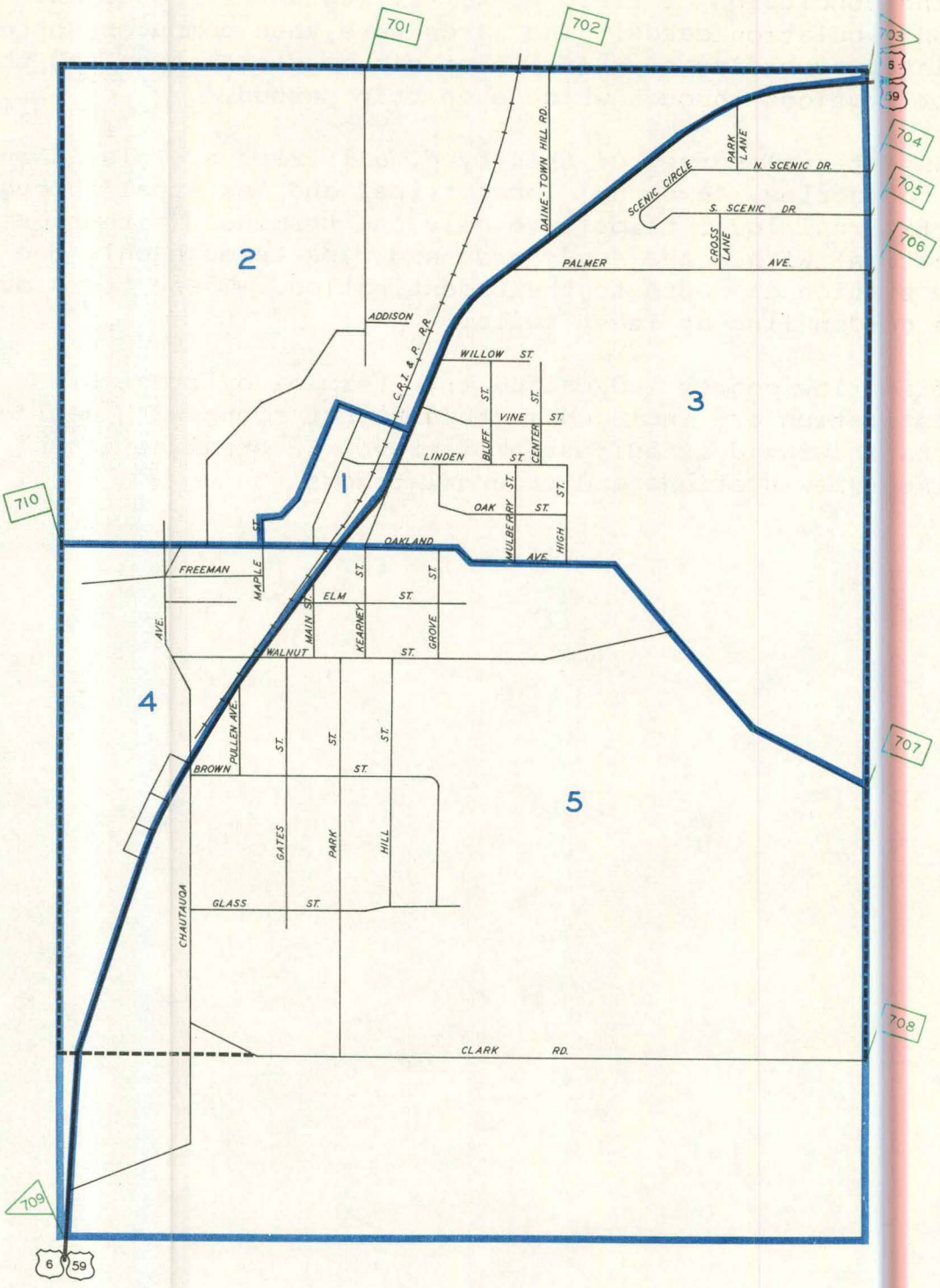


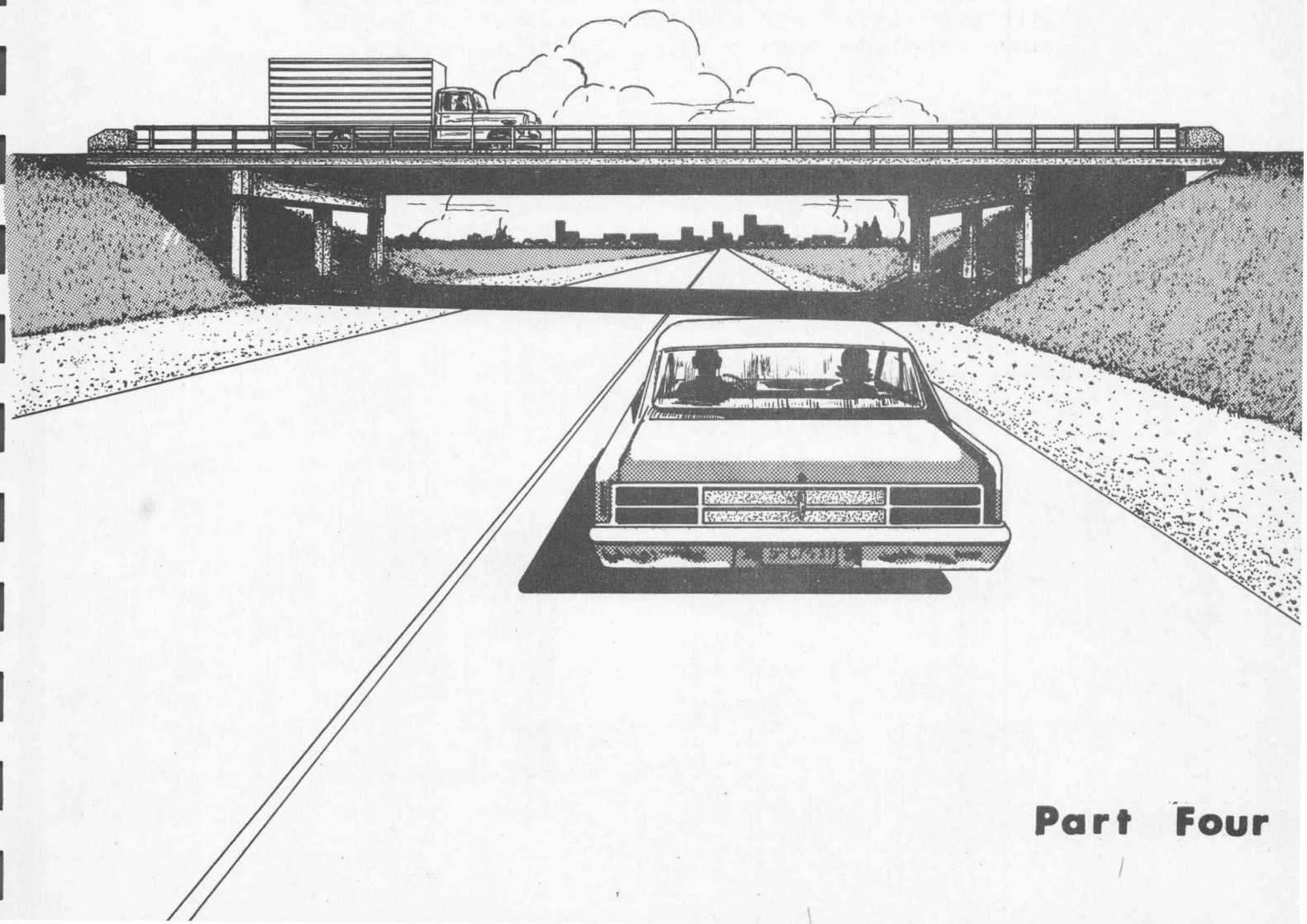
FIGURE 3–1
TRACT MAP OF THE
OAKLAND STUDY AREA
JUNE 1972

N

LEGEND

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

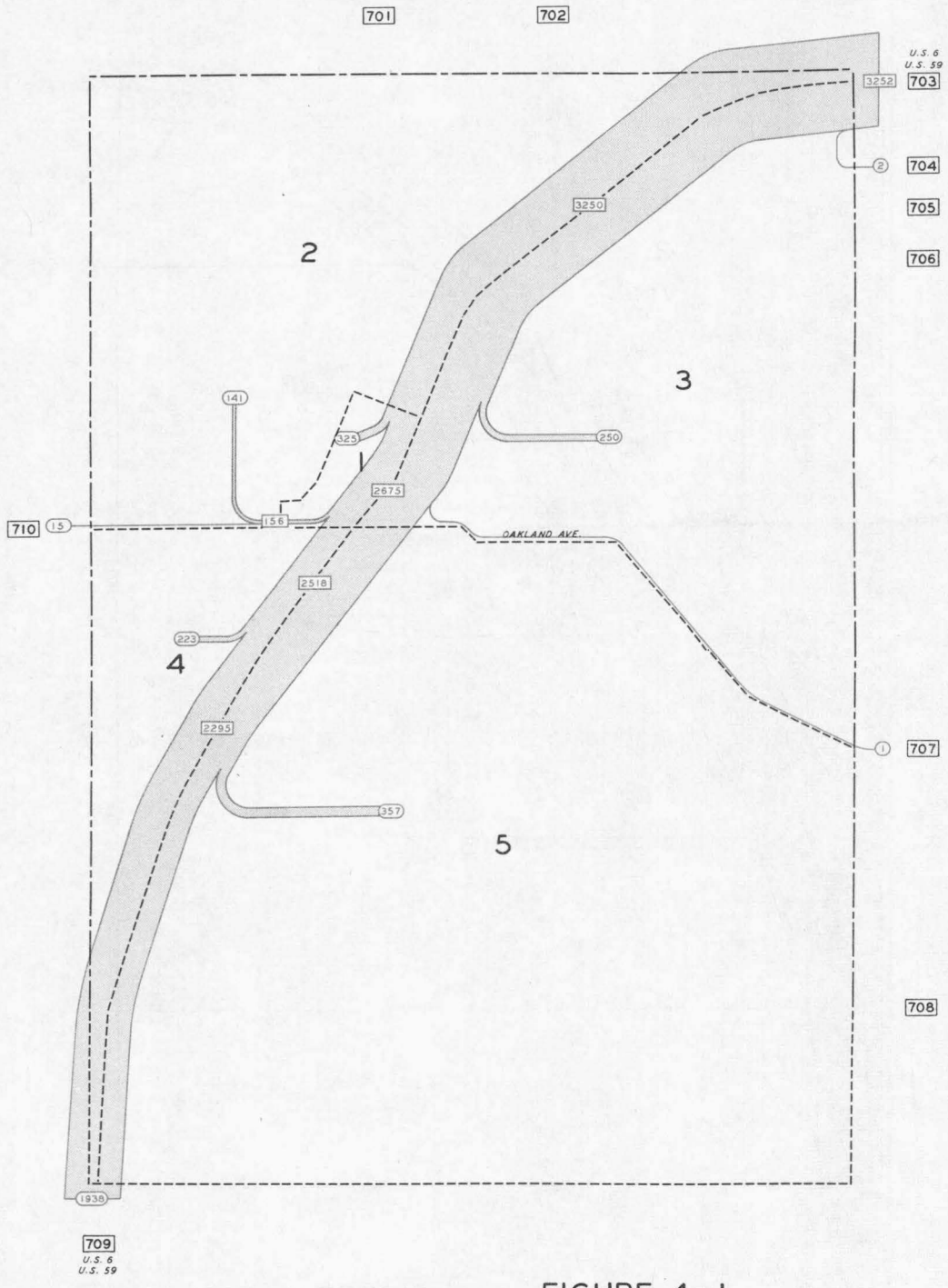
Traffic Movements



Part Four

TRAFFIC FLOW CHARTS

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



GRAPHIC SCALE

4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

1972 AVERAGE JUNE WEEKDAY TRAFFIC

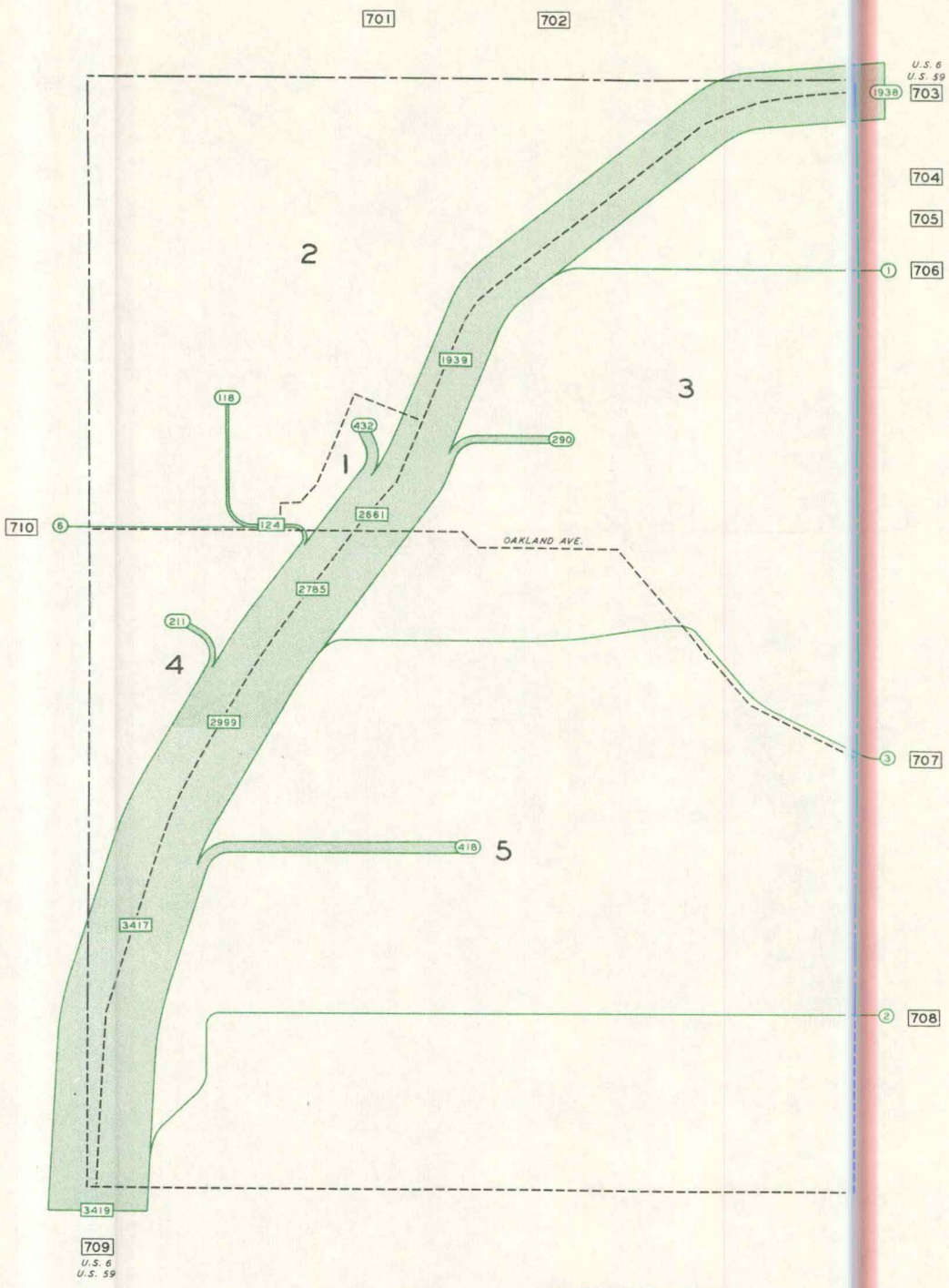
LEGEND

TRACT BOUNDARY LINE _ _ _ _ _

CORPORATION LINE ——— - ———

FIGURE 4-1
INTERNAL DISPERSION OF ALL VEHICULAR TRIPS PASSING THROUGH STATION 703 - U. S. 6 AND 59 NORTHEAST OF THE OAKLAND STUDY AREA

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



GRAPHIC SCALE

4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

1972 AVERAGE JUNE
WEEKDAY TRAFFIC

LEGEND

TRACT BOUNDARY LINE_____
CORPORATION LINE_____

FIGURE 4-2
INTERNAL DISPERSION OF
ALL VEHICULAR TRIPS PASSING THROUGH
STATION 709 - U.S. 6 AND 59 SOUTH
OF THE
OAKLAND STUDY AREA
(ALL TRIPS BY DRIVERS OF AUTOS, TRUCKS, TAXIS, AND BUSES)

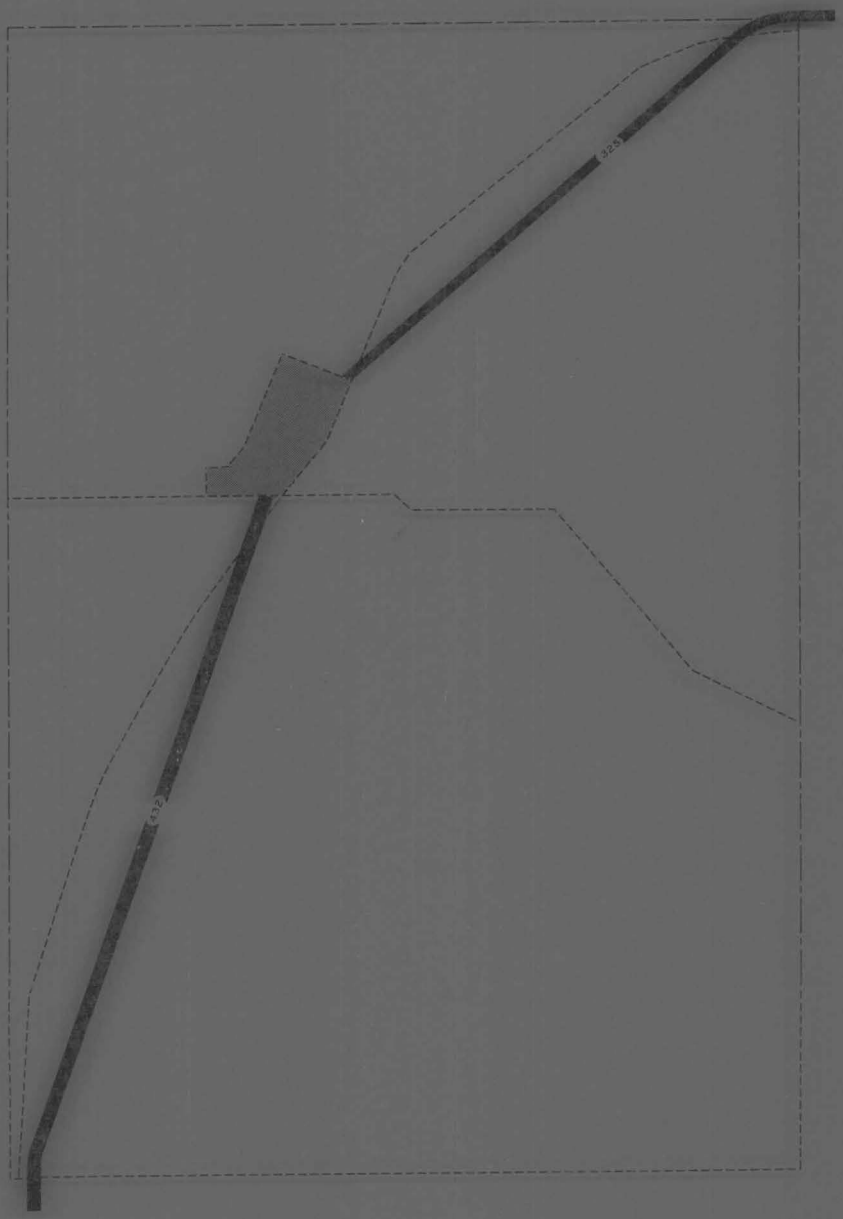


FIGURE 4–3

THE CENTRAL BUSINESS DISTRICT

FIGURE 4–3

THE CENTRAL BUSINESS DISTRICT

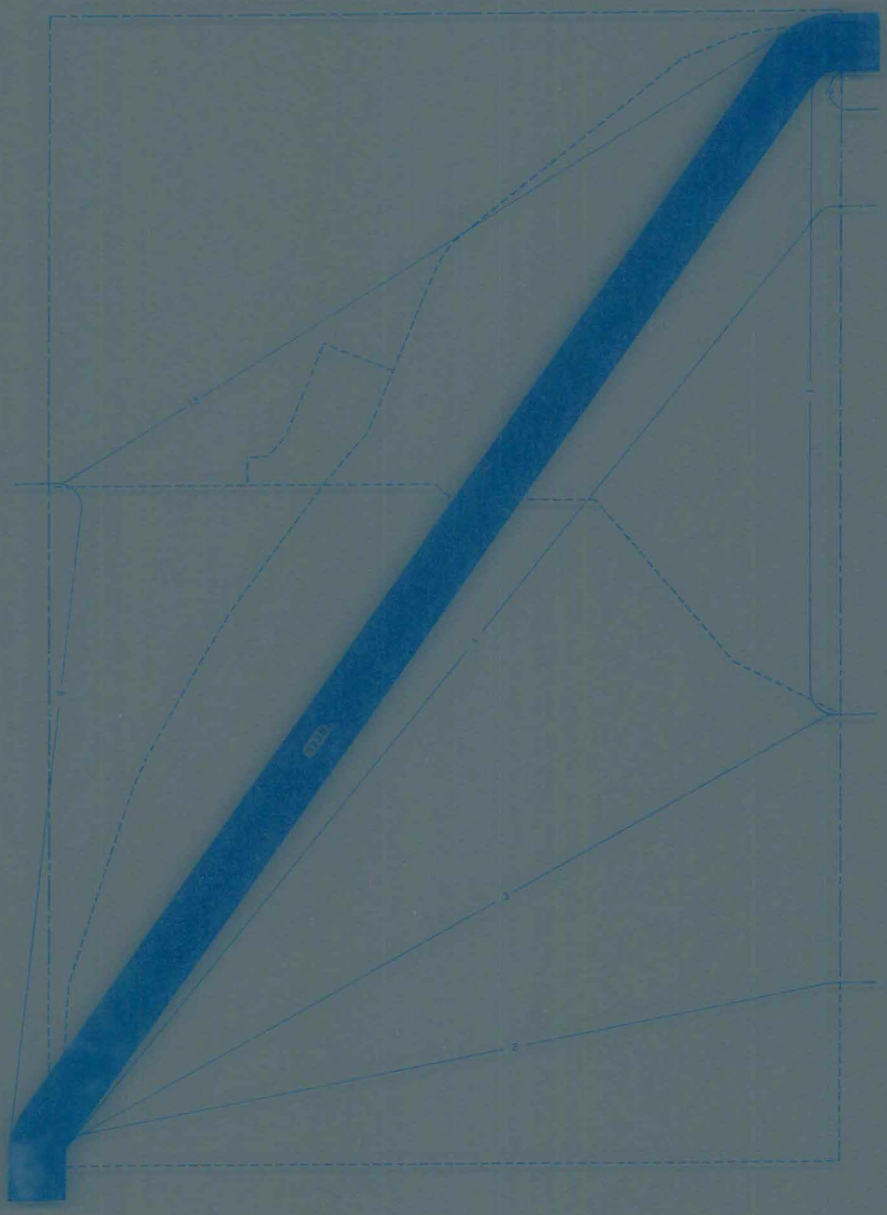
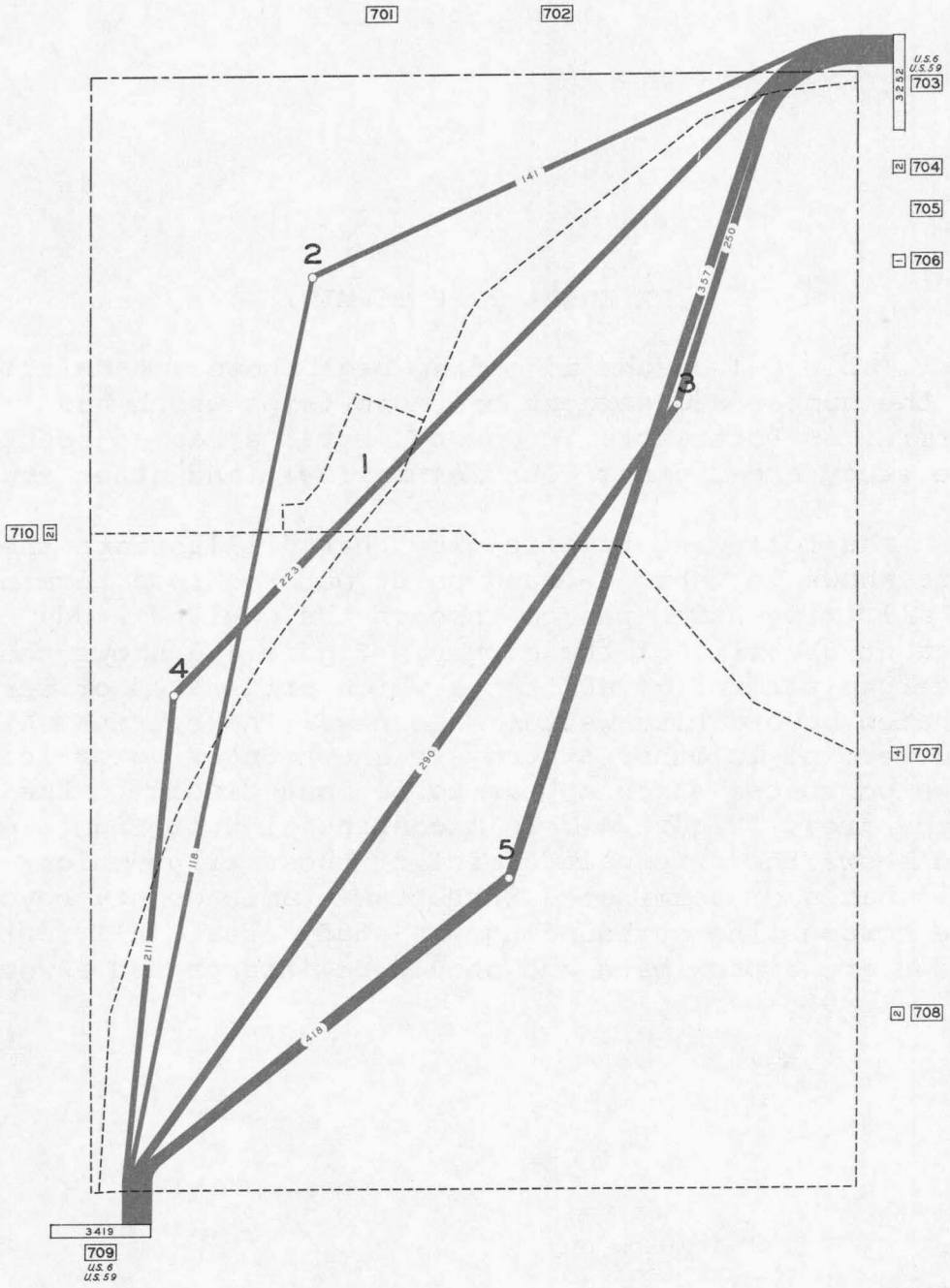


FIGURE 4-4

OTHER EXTERNAL ENTRANCES

FIGURE 4-4

OTHER EXTERNAL ENTRANCES



GRAPHIC SCALE

4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

1972 AVERAGE JUNE WEEKDAY TRAFFIC

LEGEND

TRACT BOUNDARY LINE _____

CORPORATION LINE _____

FIGURE 4-5

DESIRE LINES OF TRAVEL OF TRIPS TO OR FROM EXTERNAL ENTRANCES OF THE

OAKLAND STUDY AREA

AND INTERNAL TRACTS

EXTERNAL TRIP TERMINI

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

The following traffic flow charts illustrate the data shown in Table 4-1 and point out the Iowa termini of all trips which passed through the Oakland study area at the time of the survey. Figure 4-6 shows the external termini of all trips which originated or terminated beyond Pottawattamie County. Those trips which had termini in other states are shown entering or leaving Iowa on routes which appear to be most direct to the study area. Figure 4-7 is a continuation of Figure 4-6 and shows the external termini of those trips which originated or terminated in Pottawattamie County beyond the cordon line surrounding the study area. All routes shown are approximate and should be interpreted as such.

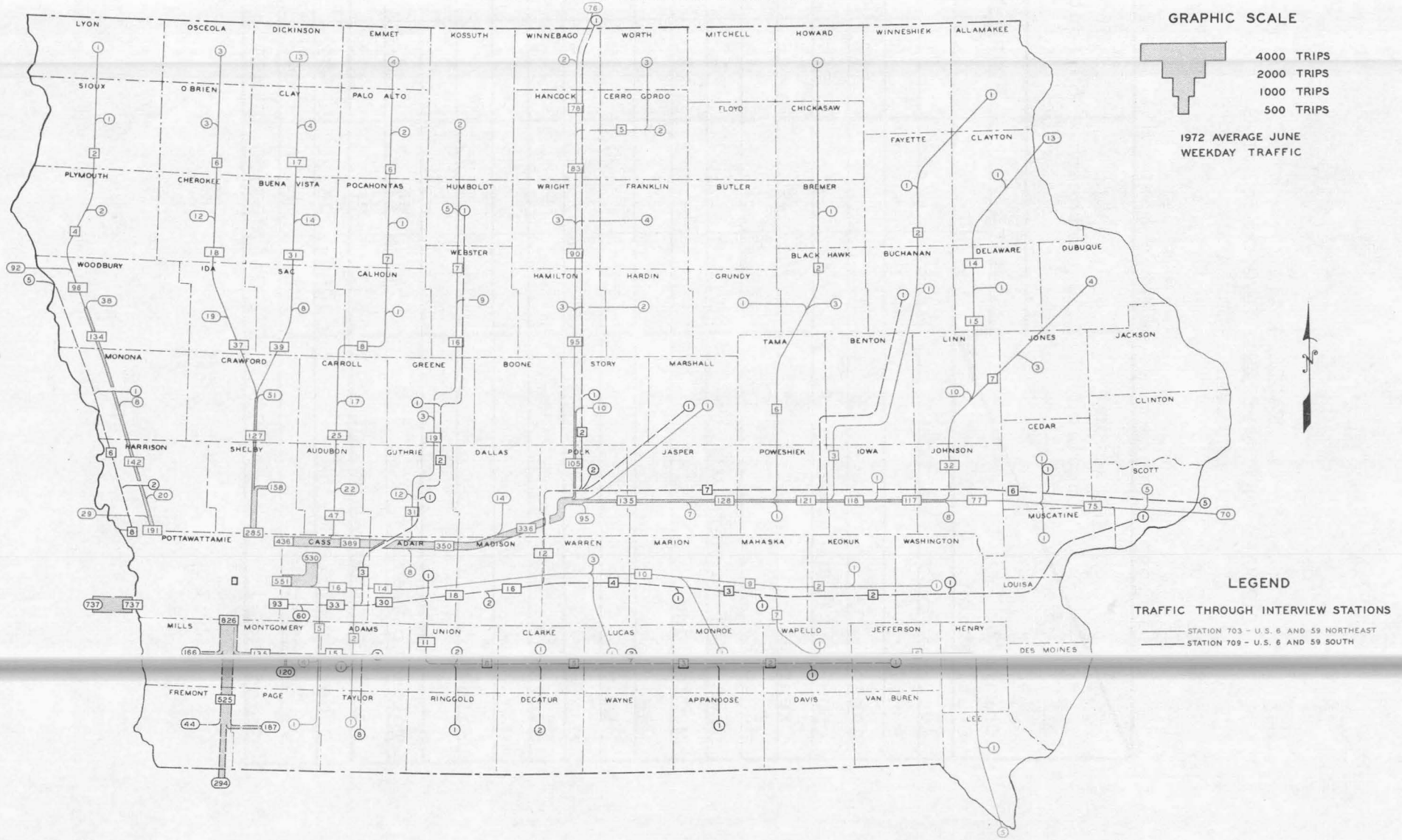
TABLE 4-1
SUMMARY OF TRIPS ENTERING OR LEAVING
THE OAKLAND STUDY AREA

1972 AVERAGE JUNE WEEKDAY TRAFFIC

Station Location / Origin or Destination	U.S. 6 and 59 Northeast		U.S. 6 and 59 South	
	Station 703		Station 709	
	Vol.	%	Vol.	%
Avoca	215	6.61		
Bentley			1	.03
Carson			512	14.98
Council Bluffs			557	16.29
Crescent			3	.09
Hancock	268	8.24		
Iowa Beef Packers Plant	381	11.72		
McClelland			10	.29
Macedonia			178	5.21
Minden	12	.37	9	.26
Neola	7	.22	9	.26
Treynor			102	2.98
Underwood	1	.03	1	.03
Walnut	74	2.28		
Total to Towns	958	29.47	1,382	40.42
Rural Pottawattamie Co.	831	25.55	373	10.91
Other Counties	1,178	36.22	622	18.19
Out-of-State	285	8.76	1,042	30.48
Grand Total	3,252	100.00	3,419	100.00

FIGURE 4-6
DISPERSION OF EXTERNAL TRIPS
BETWEEN THE OAKLAND STUDY AREA
AND POINTS IN IOWA BEYOND POTTAWATTAMIE COUNTY

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



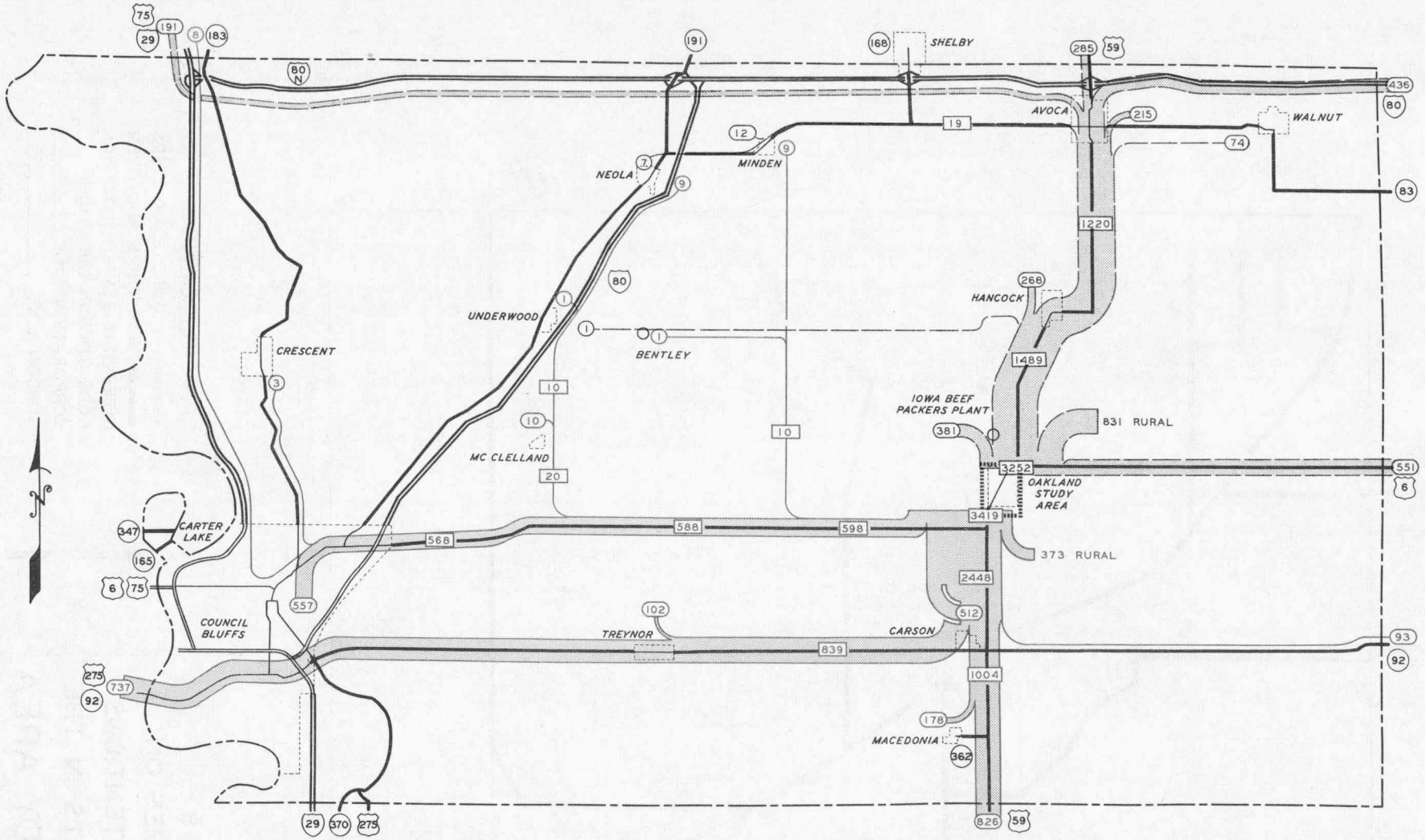


FIGURE 4-7

DISPERSION OF EXTERNAL TRIPS BETWEEN THE OAKLAND STUDY AREA AND POINTS WITHIN POTTAWATTAMIE COUNTY

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

GRAPHIC SCALE

4000 TRIPS
2000 TRIPS
1000 TRIPS
500 TRIPS

1972 AVERAGE JUNE WEEKDAY TRAFFIC

LEGEND

TRAFFIC THROUGH INTERVIEW STATIONS

STATION 703 – U.S. 6 AND 59 NORTHEAST
STATION 709 – U.S. 6 AND 59 SOUTH

CORPORATION LINE
CORDON LINE

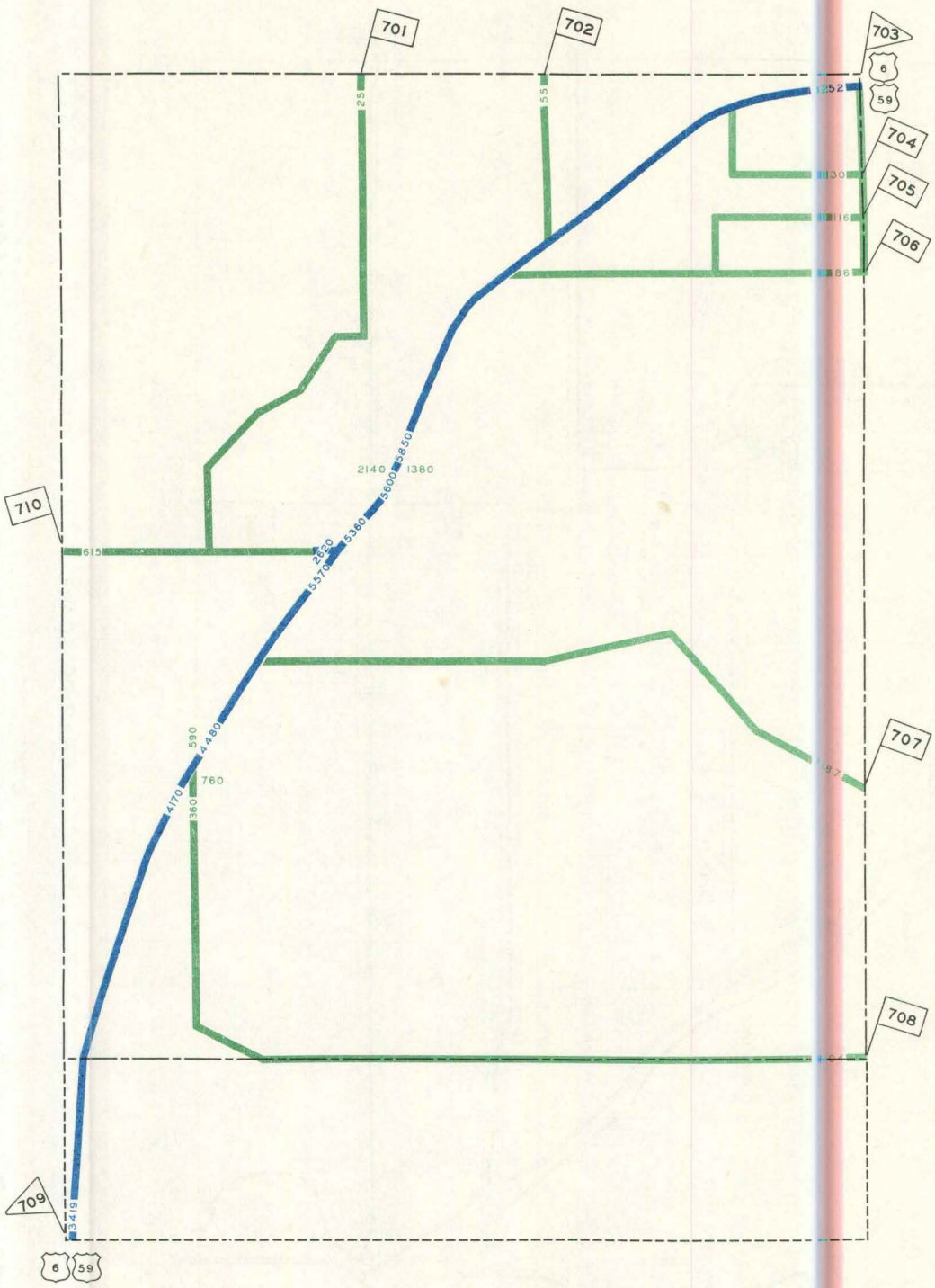
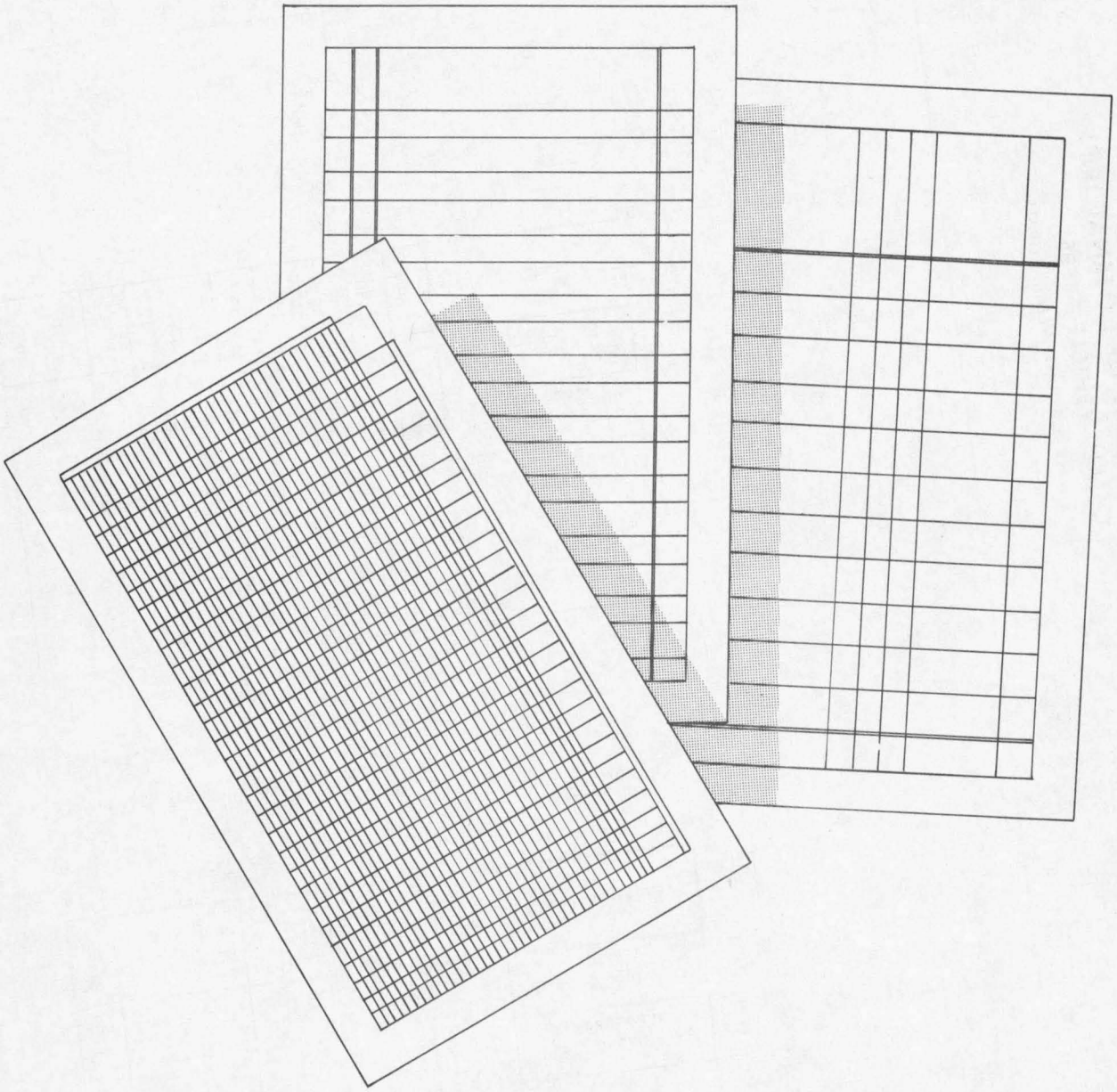


FIGURE 4-8
TRAFFIC VOLUMES ON
PRIMARY ROAD EXTENTIONS
AND MAJOR STREETS IN THE
OAKLAND STUDY AREA
(1972 AVERAGE JUNE WEEKDAY TRAFFIC)

LEGEND
0 TO 2500 TRIPS
2500 TRIPS AND OVER
INTERVIEW STATION LOCATION
CODE STATION LOCATION
CORPORATION LINE
CORDON LINE

Appendix



Part Five

OAKLAND STUDY AREA
TRIP PURPOSE OF EXTERNAL TRIPS
(ALL VEHICLE TYPES)
1972 AVERAGE JUNE WEEKDAY TRAFFIC

Table B-2a(1)

External Local Trips

Trip Purpose \ Station	703 U.S. 6 and 59 Northeast	709 U.S. 6 and 59 South	Total Traffic
Work	327	319	646
Personal Business	260	228	488
During Work	286	284	570
Medical or Dental	27	75	102
School	4	13	17
Social or Recreational	168	222	390
Eat	59	49	108
Shop	129	238	367
Serve Passengers	36	41	77
Total Traffic	1296	1469	2765

Table B-2a(2)

External Through Trips

Trip Purpose \ Station	703 U.S. 6 and 59 Northeast	709 U.S. 6 and 59 South	Total Traffic
Work	405	403	808
Personal Business	271	267	538
During Work	606	603	1209
Medical or Dental	49	50	99
School	19	18	37
Social or Recreational	510	511	1021
Eat	6	6	12
Shop	61	63	124
Serve Passengers	29	29	58
Total Traffic	1956	1950	3906

Table B-2a(3)

Summary - All External Trips

Trip Purpose \ Station	703 U.S. 6 and 59 Northeast	709 U.S. 6 and 59 South	Total Traffic
Work	732	722	1454
Personal Business	531	495	1026
During Work	892	887	1779
Medical or Dental	76	125	201
School	23	31	54
Social or Recreational	678	733	1411
Eat	65	55	120
Shop	190	301	491
Serve Passengers	65	70	135
Total Traffic	3252	3419	6671

OAKLAND STUDY AREA

AVERAGE CAR OCCUPANCY BY TRIP PURPOSE

1972 AVERAGE JUNE WEEKDAY TRAFFIC

External Local Trips

Table B-3a(1)

Trip Purpose Origin	Trip Purpose - Destination: Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home	Average Occupancy
Work		1.242	1.312			1.733	1.417	1.560	2.000	1.219	1.277
Personal Business	1.000	2.245	2.036			1.413	1.000	2.761	4.000	1.502	1.633
During Work	1.496	1.666	1.229					1.000		1.000	1.229
Medical or Dental										2.070	2.070
School					3.000					1.195	1.513
Social or Recreation	2.000	2.495				2.411	2.419	1.789		2.203	2.264
Eat	1.885	1.000	2.000			2.448		2.000		2.228	2.084
Shop	1.480	1.645		1.000		2.366			3.000	2.134	2.106
Serve Passengers	1.343	2.000				3.493		2.000		1.814	1.895
Home	1.412	1.632	1.636	1.980	1.285	2.430	2.572	1.808	2.610		1.878
Average Occupancy	1.431	1.676	1.274	1.957	1.519	2.375	1.964	1.825	2.647	1.711	1.777

External Through Trips

Table B-3a(2)

Trip Purpose Origin	Trip Purpose - Destination: Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home	Average Occupancy
Work	1.271	1.000	1.248			1.775				1.394	1.383
Personal Business	1.000	1.596	1.500			2.626				1.913	1.927
During Work	1.137	1.000	1.291							1.180	1.280
Medical or Dental		1.000								2.308	2.276
School										1.498	1.498
Social or Recreation	2.000	4.341		1.000		2.482			3.681	2.760	2.693
Eat		1.000				2.361				1.656	1.923
Shop						3.370	2.000		4.000	2.263	2.357
Serve Passengers						2.000				2.963	2.816
Home	1.309	1.933	1.180	2.163	1.671	2.584	5.000	1.906	3.417		2.131
Average Occupancy	1.300	1.917	1.284	2.123	1.671	2.555	4.431	1.906	3.476	2.074	2.020

Summary - All External Trips

Table B-3a(3)

Trip Purpose Origin	Trip Purpose - Destination: Work	Personal Business	During Work	Medical or Dental	School	Social or Recreation	Eat	Shop	Serve Pass.	Home	Average Occupancy
Work	1.271	1.234	1.287			1.744	1.417	1.560	2.000	1.289	1.315
Personal Business	1.000	2.028	1.863			2.051	1.000	2.761	4.000	1.671	1.748
During Work	1.265	1.569	1.262					1.000		1.081	1.256
Medical or Dental		1.000								2.161	2.150
School					3.000					1.375	1.505
Social or Recreation	2.000	2.938		1.000		2.452	2.419	1.789	3.681	2.552	2.516
Eat	1.885	1.000	2.000			2.405		2.000		2.189	2.160
Shop	1.480	1.645		1.000		2.603	2.000		3.335	2.157	2.151
Serve Passengers	1.343	2.000				2.993		2.000		2.060	2.071
Home	1.375	1.746	1.345	2.027	1.469	2.516	2.819	1.825	2.798		1.977
Average Occupancy	1.385	1.760	1.279	2.000	1.586	2.474	2.106	1.837	2.853	1.857	1.875

TABLE E-1

OAKLAND STUDY AREA

DIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS

1972 AVERAGE JUNE WEEKDAY TRAFFIC

VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
1	703	106	31	19	2	158
2	703	48	21	9	7	85
3	703	100	27	16		143
4	703	48	37	11	6	102
5	703	135	37	19	4	195
C1.2	Total	437	153	74	19	683
703	1	120	28	13	6	167
703	2	42	11	3		56
703	3	80	16	10	1	107
703	4	50	38	17	16	121
703	5	103	39	17	3	162
C1.3	Total	395	132	60	26	613
703	704	1		1		2
703	709	611	129	107	88	935
703	710	1	2			3
707	703	1				1
709	703	629	148	93	133	1003
710	703	9	2	1		12
C1.4	Total	1252	281	202	221	1956

VEHICLE TRIPS						
From	To	Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
1	709	138	35	20	4	197
2	709	40	8	1	4	53
3	709	106	34	7	3	150
4	709	59	23	15	11	108
5	709	172	47	11	1	231
C1.2	Total	515	147	54	23	739
709	1	163	52	17	3	235
709	2	54	9	1	1	65
709	3	96	35	6	3	140
709	4	48	30	19	6	103
709	5	152	28	6	1	187
C1.3	Total	513	154	49	14	730
709	703	629	148	93	133	1003
709	706		1			1
709	707	1				1
709	708	1				1
703	709	611	129	107	88	935
707	709	1		1		2
708	709			1		1
710	709	6				6
C1.4	Total	1249	278	202	221	1950

TABLE E-2

OAKLAND STUDY AREA

NONDIRECTIONAL TRIPS BETWEEN STATIONS AND TRACTS

1972 AVERAGE JUNE WEEKDAY TRAFFIC

VEHICLE TRIPS						
Between		Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
703	1	226	59	32	8	325
703	2	90	32	12	7	141
703	3	180	43	26	1	250
703	4	98	75	28	22	223
703	5	238	76	36	7	357
C1,2&3	Total	832	285	134	45	1296
703	704	1		1		2
703	707	1				1
703	709	1240	277	200	221	1938
703	710	10	4	1		15
C1.4	Total	1252	281	202	221	1956
C1,2&3	Total	832	285	134	45	1296
703	Total	2084	566	336	266	3252

VEHICLE TRIPS						
Between		Auto	Pickup and Panel	Single Unit & Bus	Semi Truck	Total
709	1	301	87	37	7	432
709	2	94	17	2	5	118
709	3	202	69	13	6	290
709	4	107	53	34	17	211
709	5	324	75	17	2	418
C1,2&3	Total	1028	301	103	37	1469
709	703	1240	277	200	221	1938
709	706		1			1
709	707	2		1		3
709	708	1		1		2
709	710	6				6
C1.4	Total	1249	278	202	221	1950
C1,2&3	Total	1028	301	103	37	1469
709	Total	2277	579	305	258	3419