General Light Industrial
(110)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 26

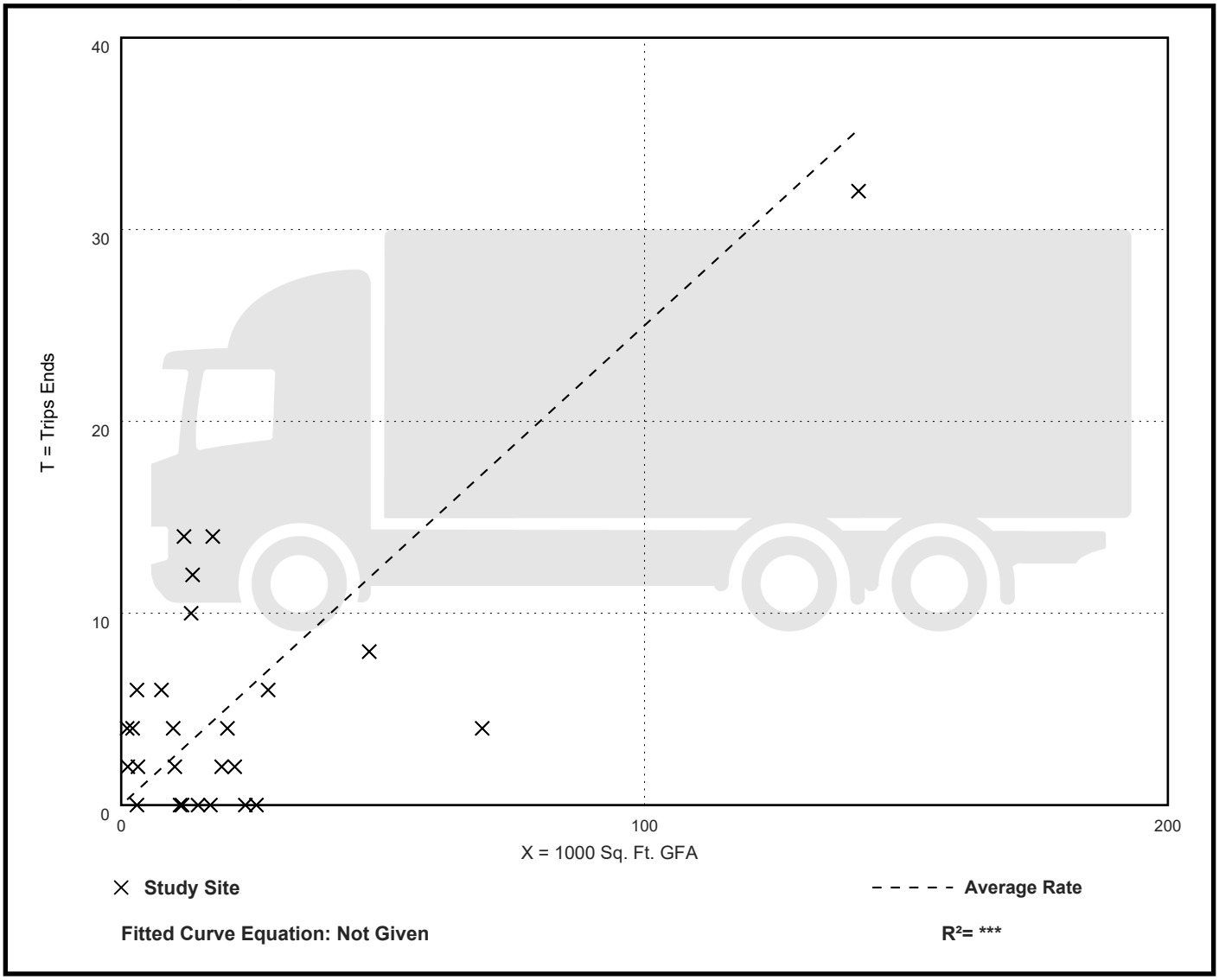
Avg. 1000 Sq. Ft. GFA: 21

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.25	0.00 - 3.51	0.36

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

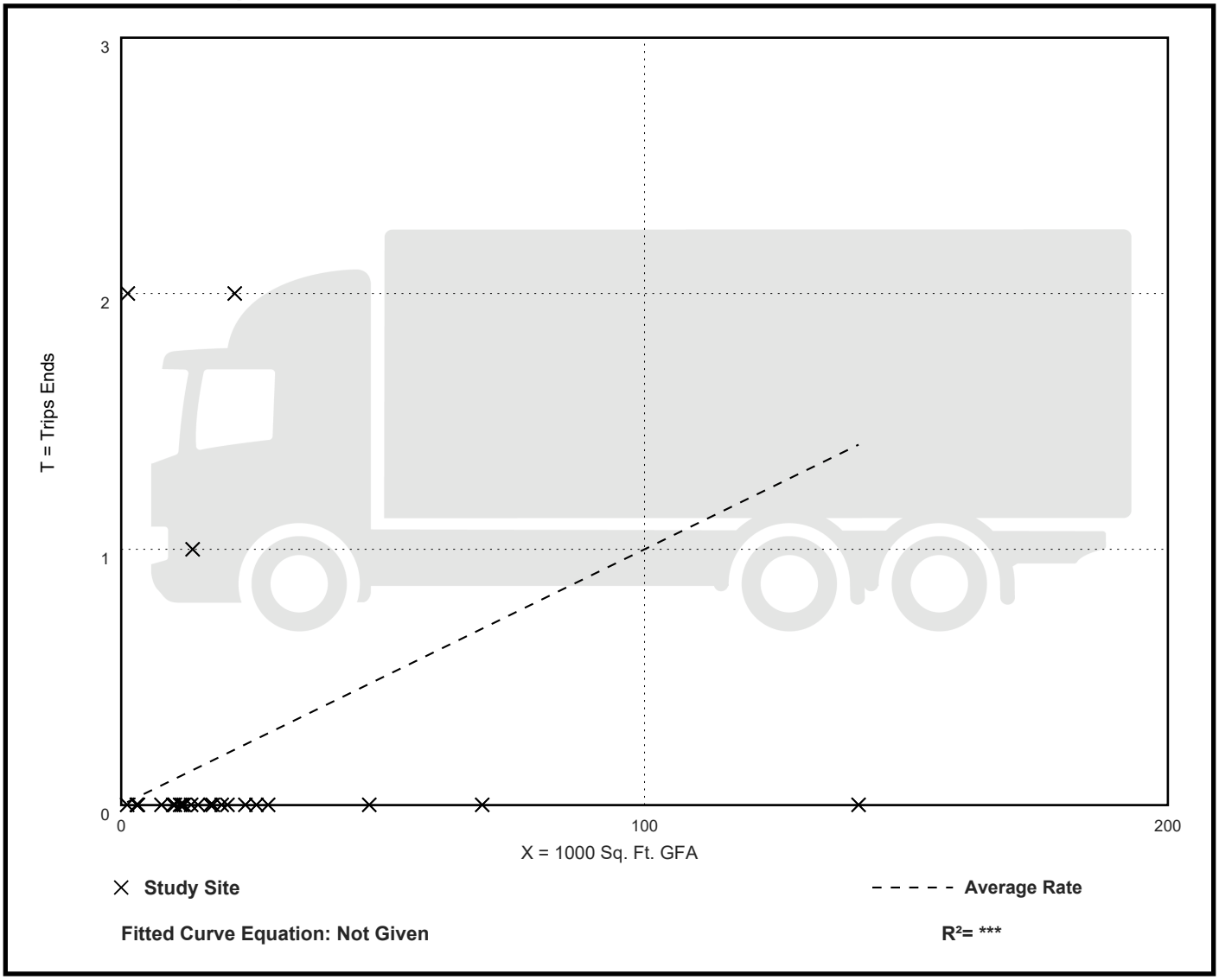
General Light Industrial
(110)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 22
Directional Distribution: 60% entering, 40% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 1.59	0.08

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

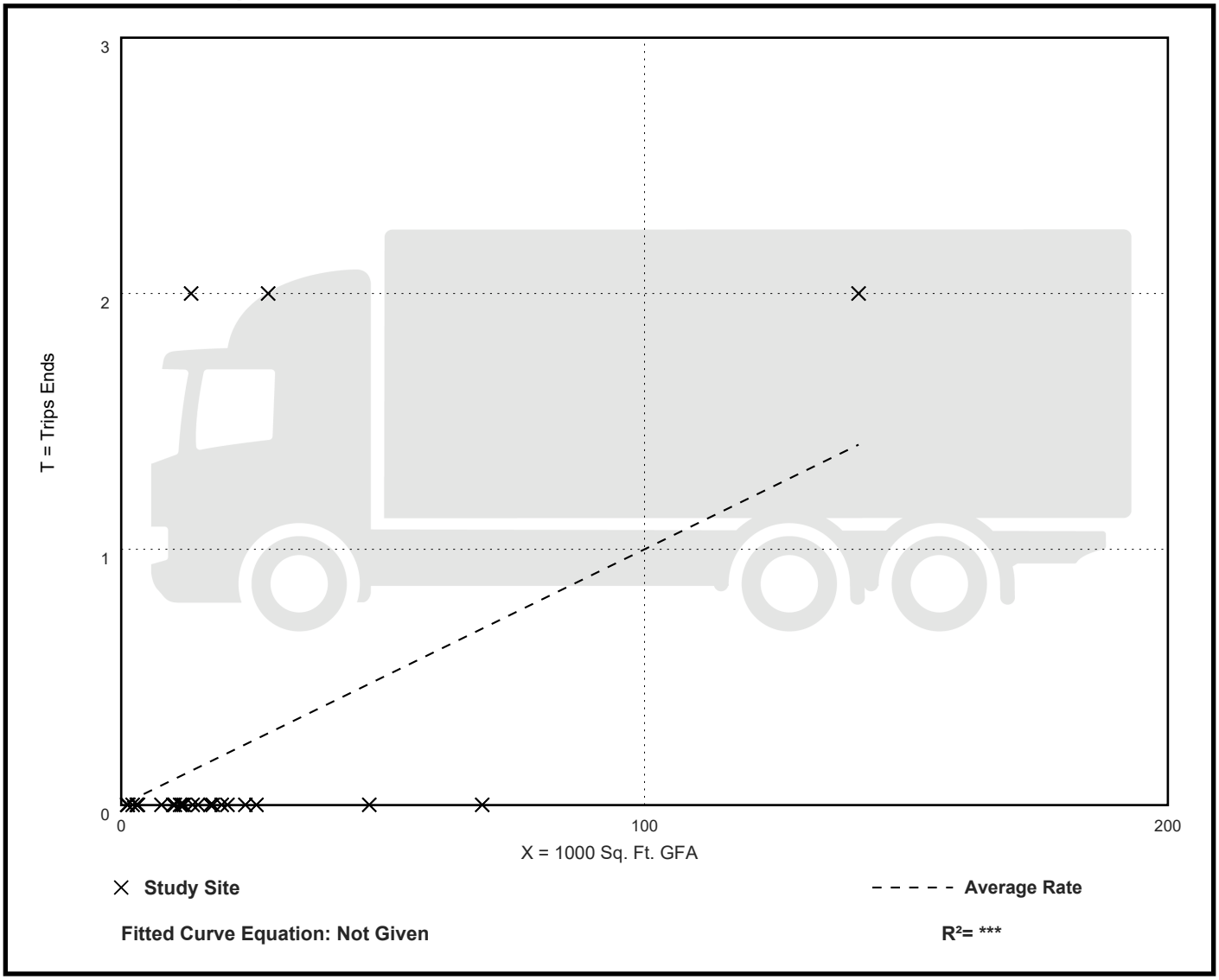
General Light Industrial
(110)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.15	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

General Light Industrial
(110)

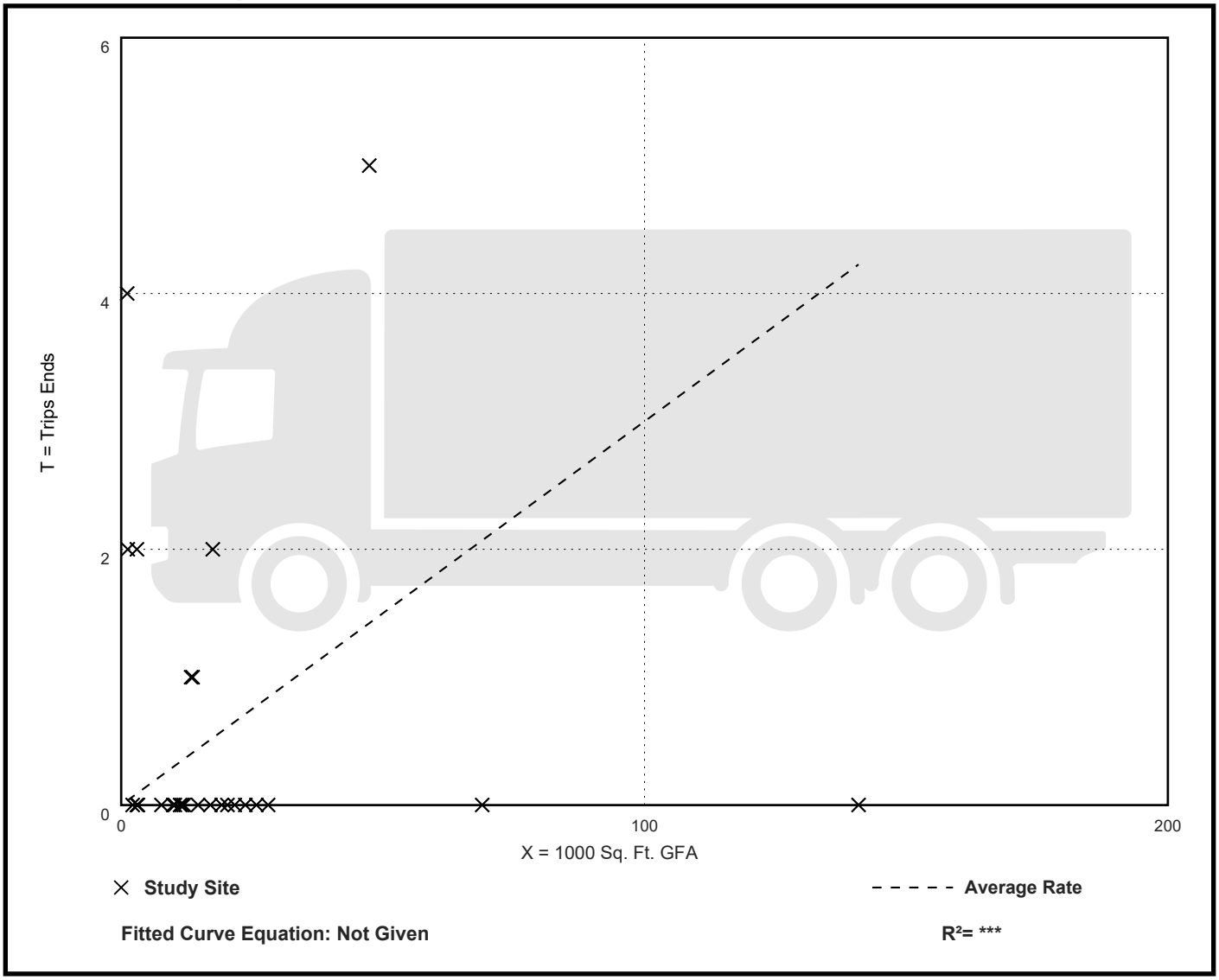
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 47% entering, 53% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 3.51	0.19

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

General Light Industrial
(110)

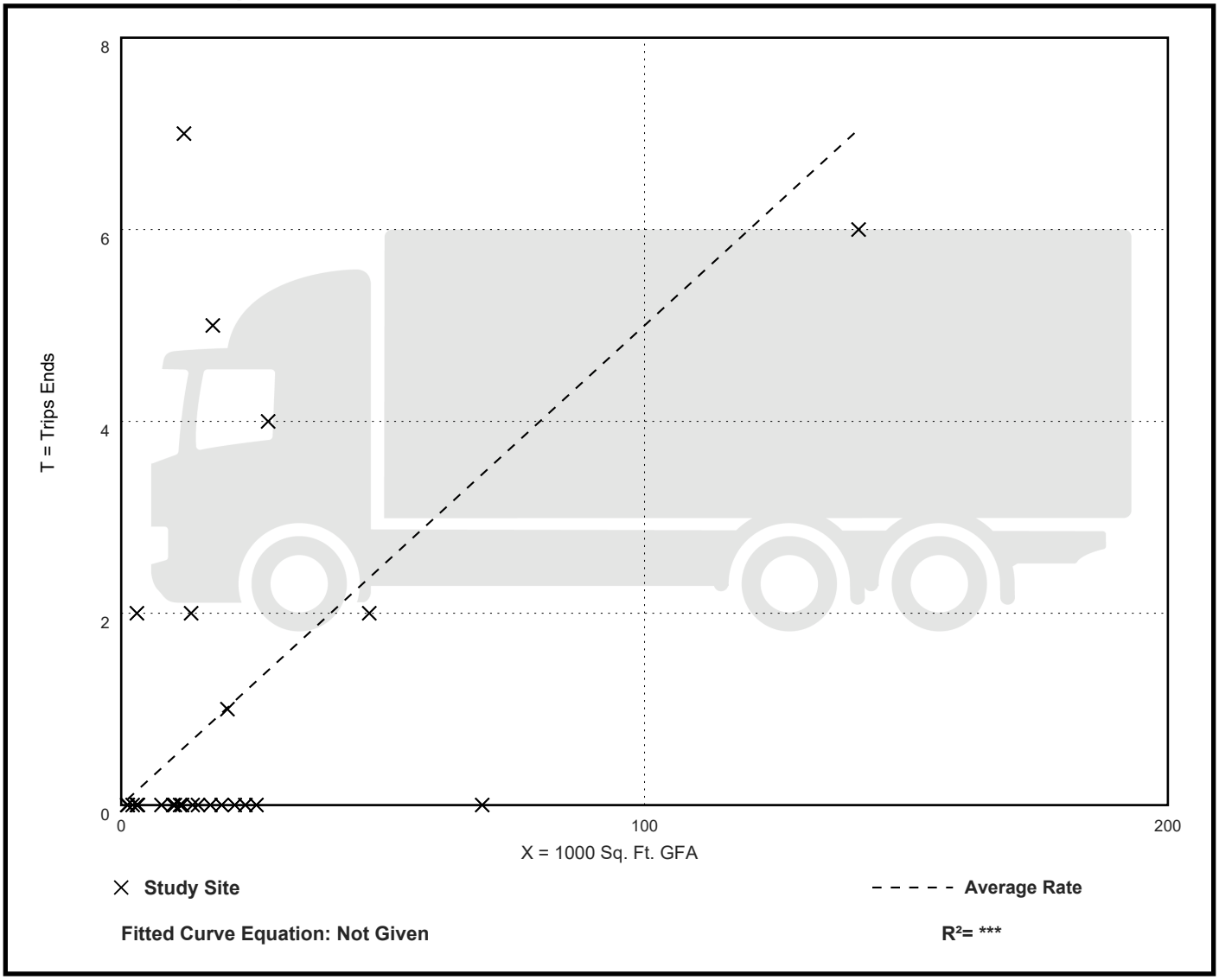
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. 1000 Sq. Ft. GFA: 21
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.00 - 0.67	0.11

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

General Light Industrial
(110)

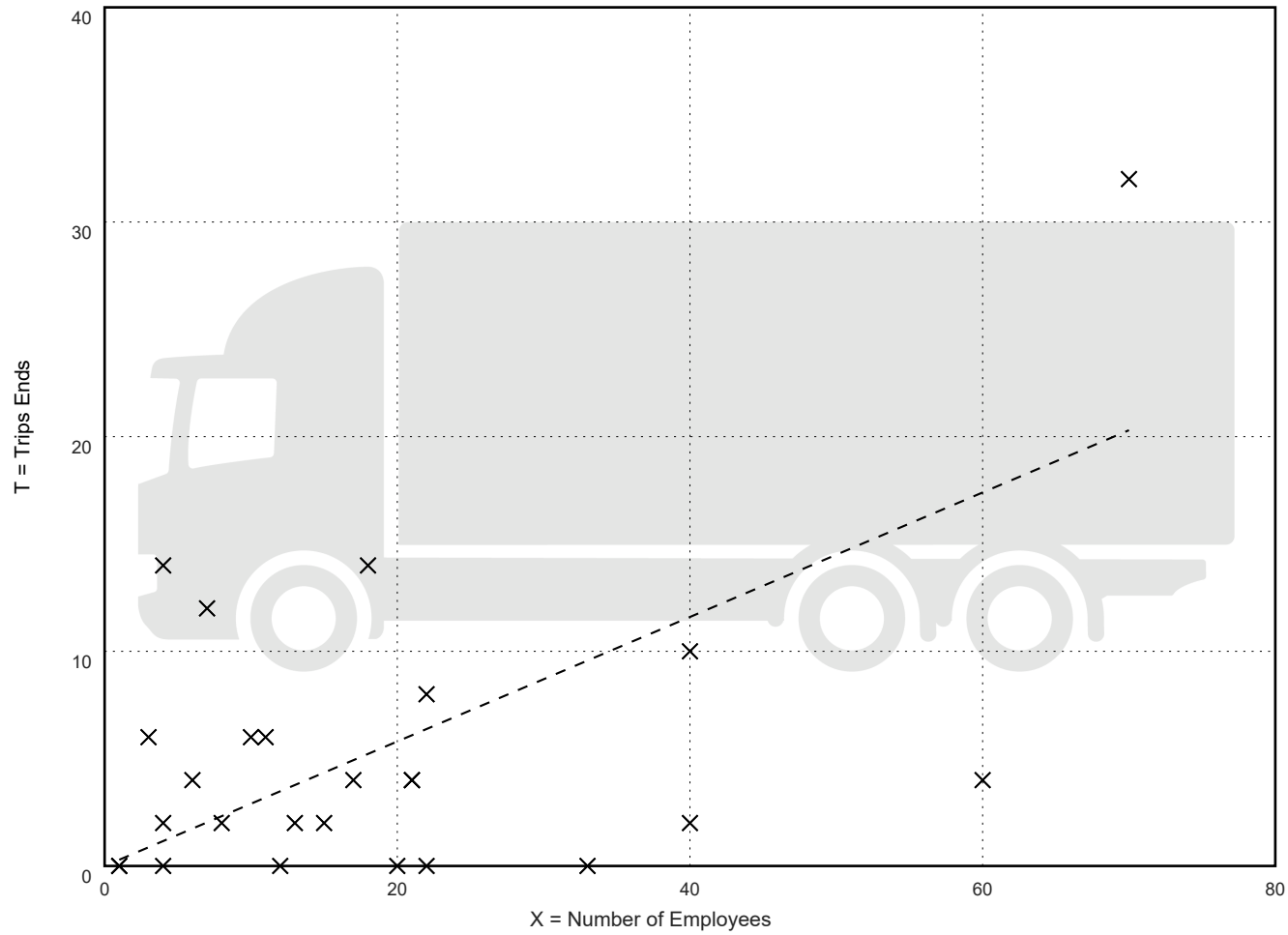
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. Num. of Employees: 19
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.29	0.00 - 3.50	0.43

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

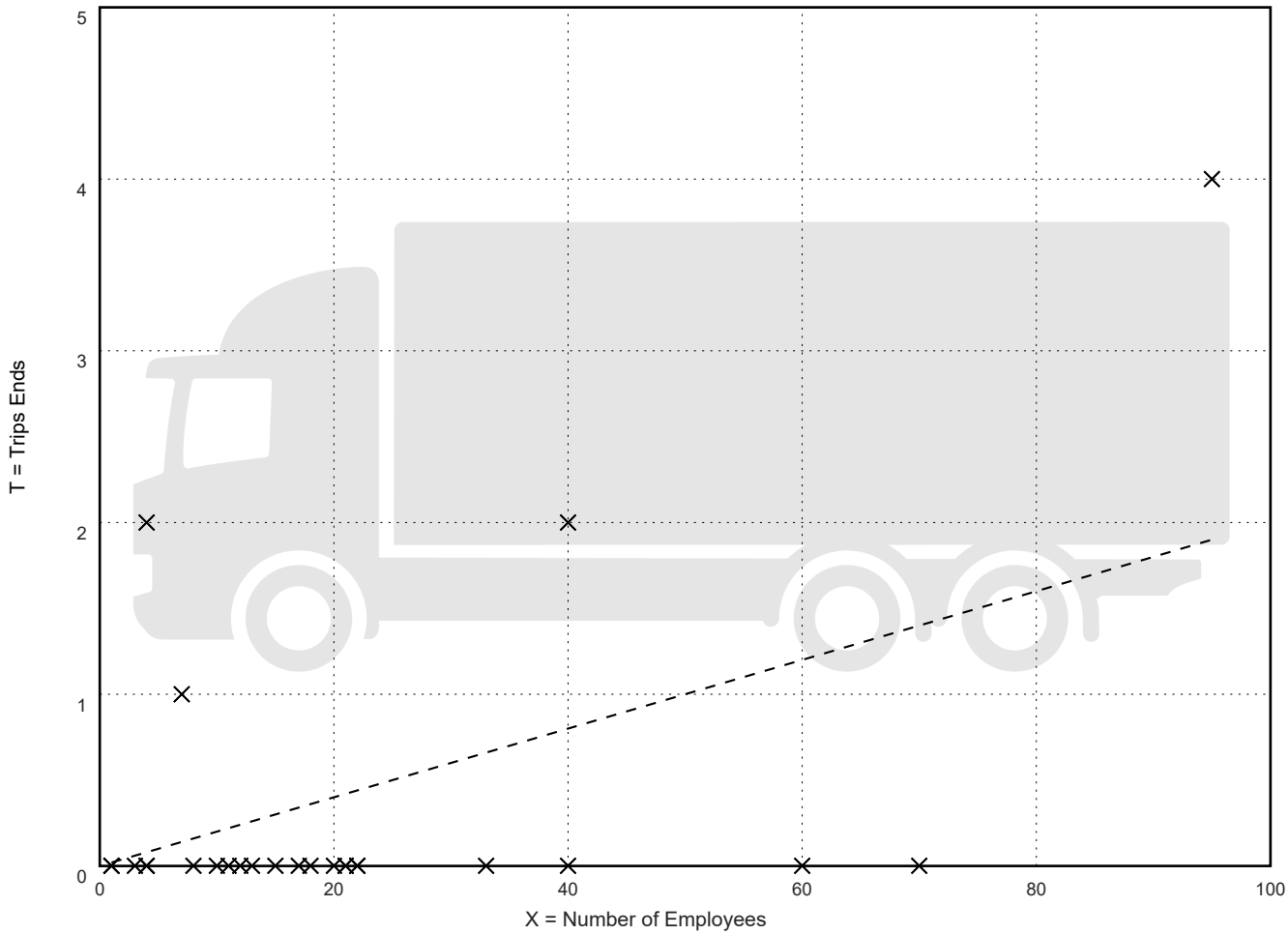
General Light Industrial
(110)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. Num. of Employees: 22
Directional Distribution: 60% entering, 40% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.50	0.05

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

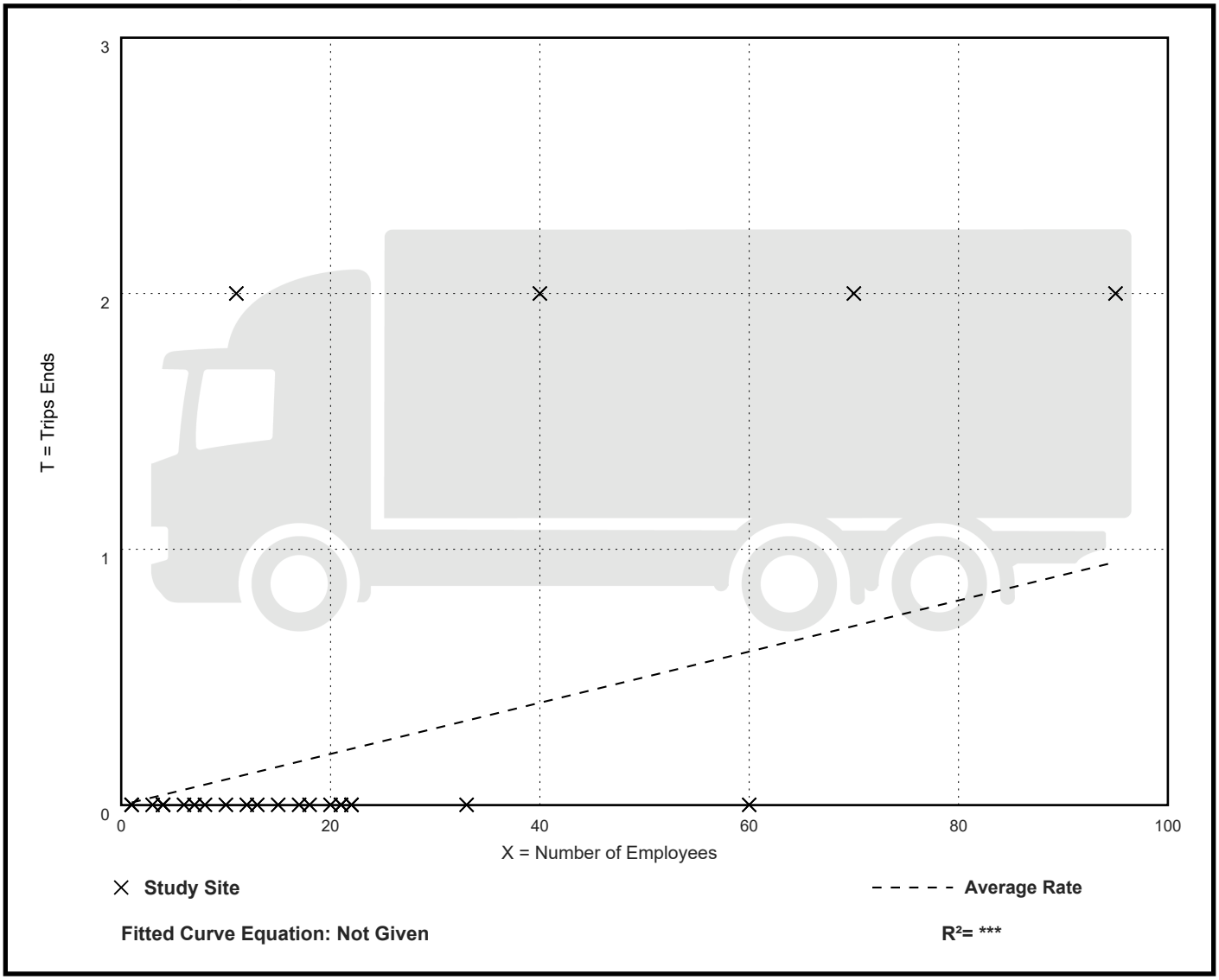
General Light Industrial
(110)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 26
Avg. Num. of Employees: 21
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.18	0.03

Data Plot and Equation



General Light Industrial
(110)

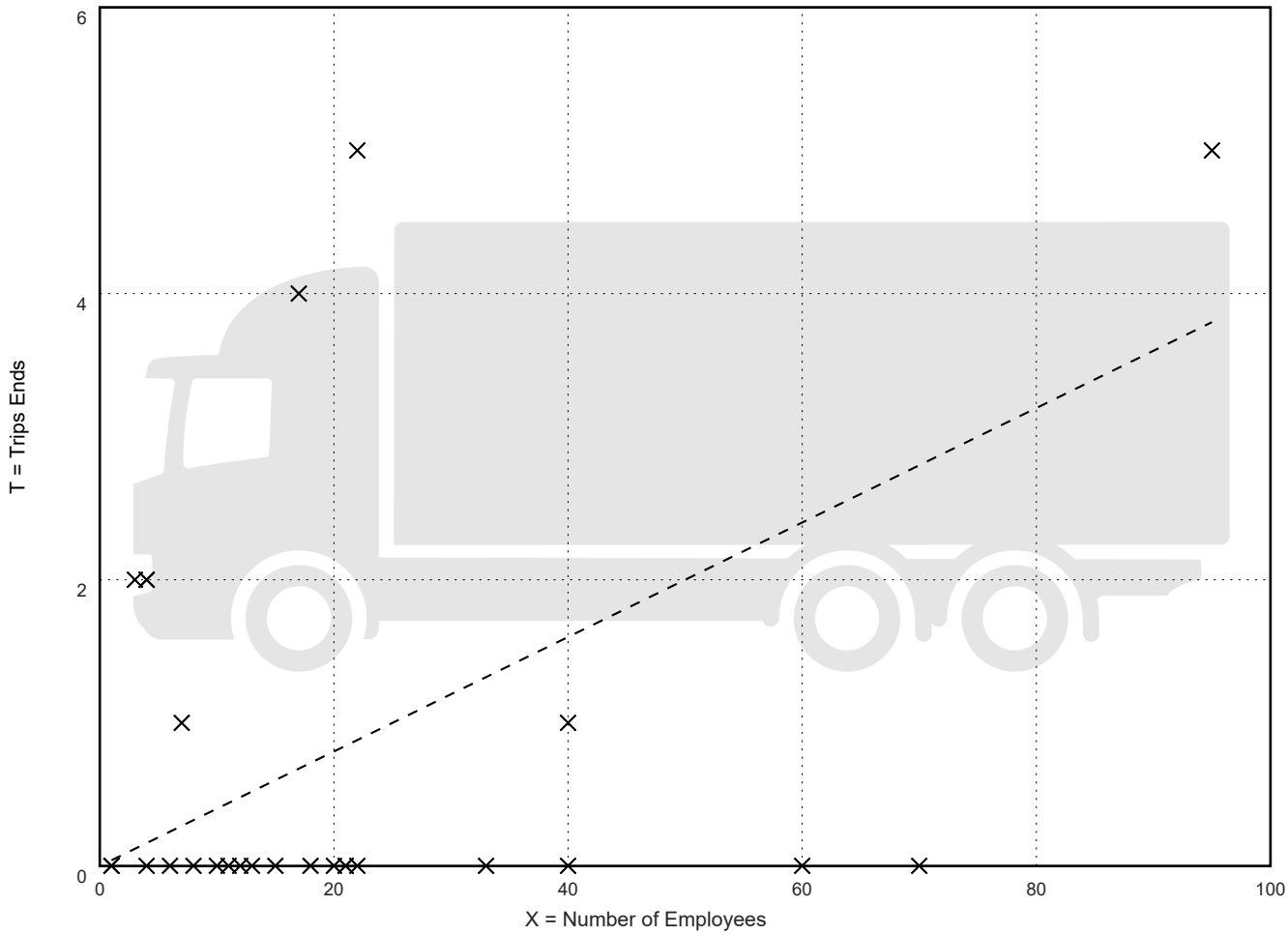
Truck Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Employees: 21
Directional Distribution: 47% entering, 53% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.67	0.09

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

General Light Industrial
(110)

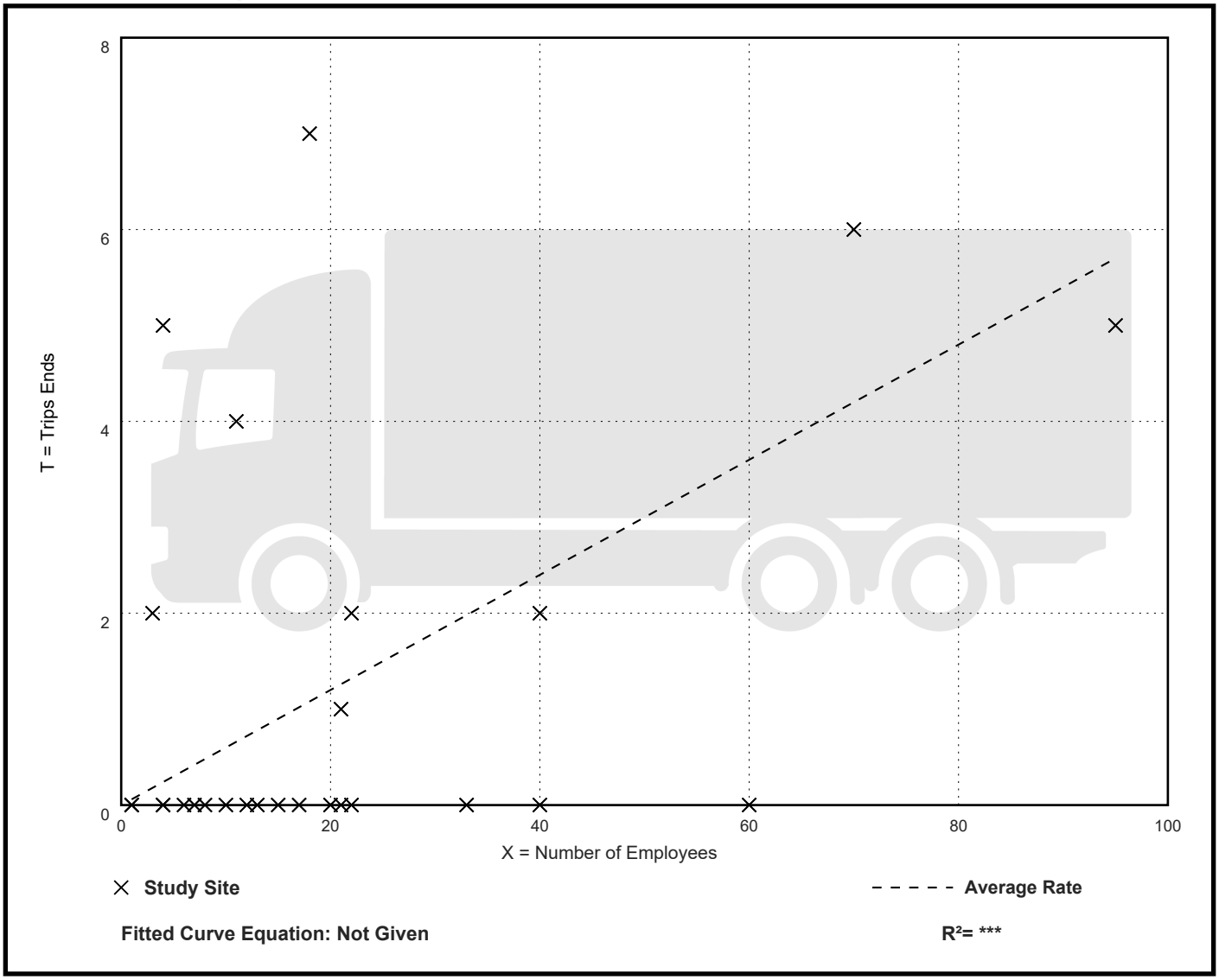
Truck Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Employees: 21
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 1.25	0.14

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Industrial Park
(130)

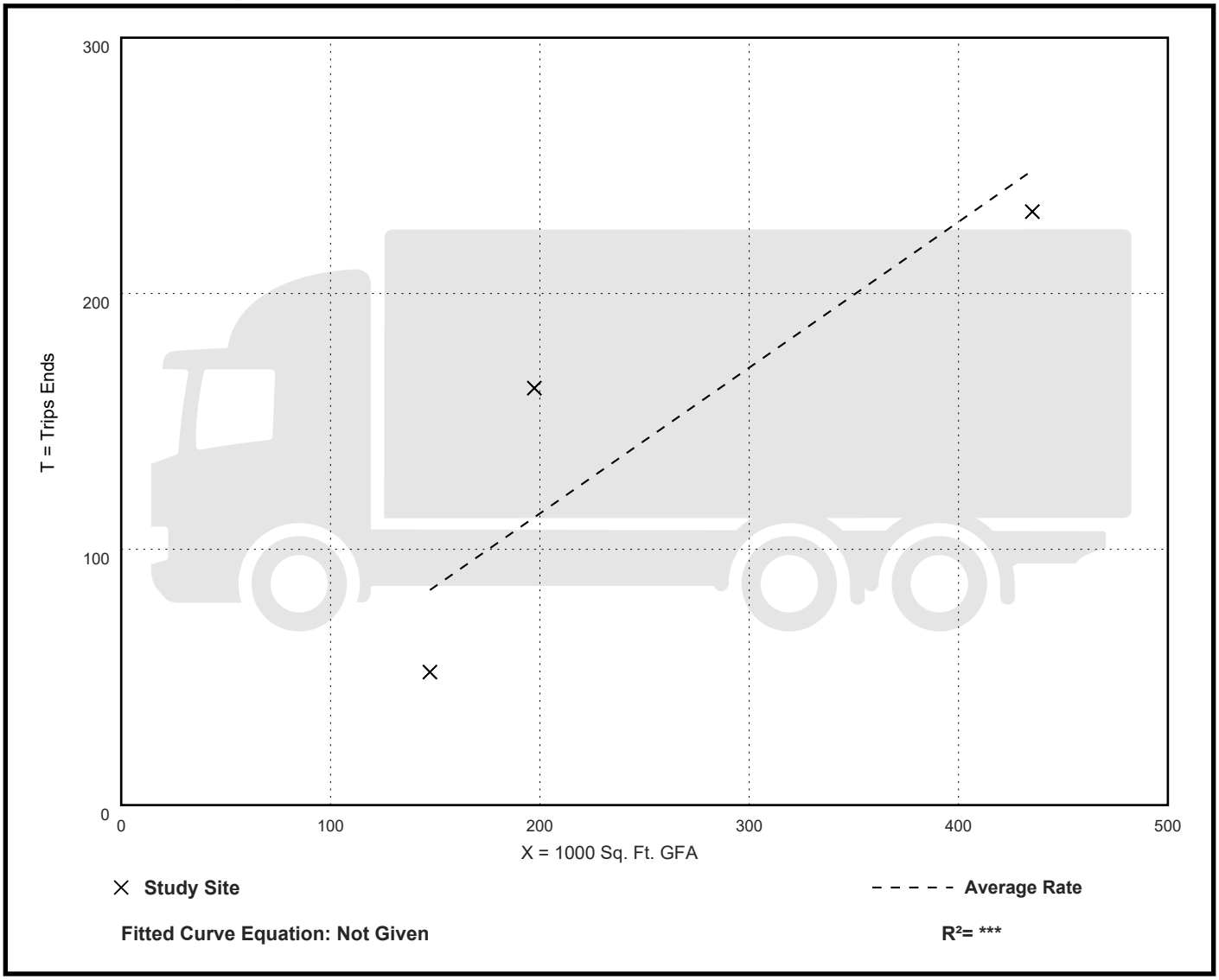
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.57	0.35 - 0.83	0.20

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

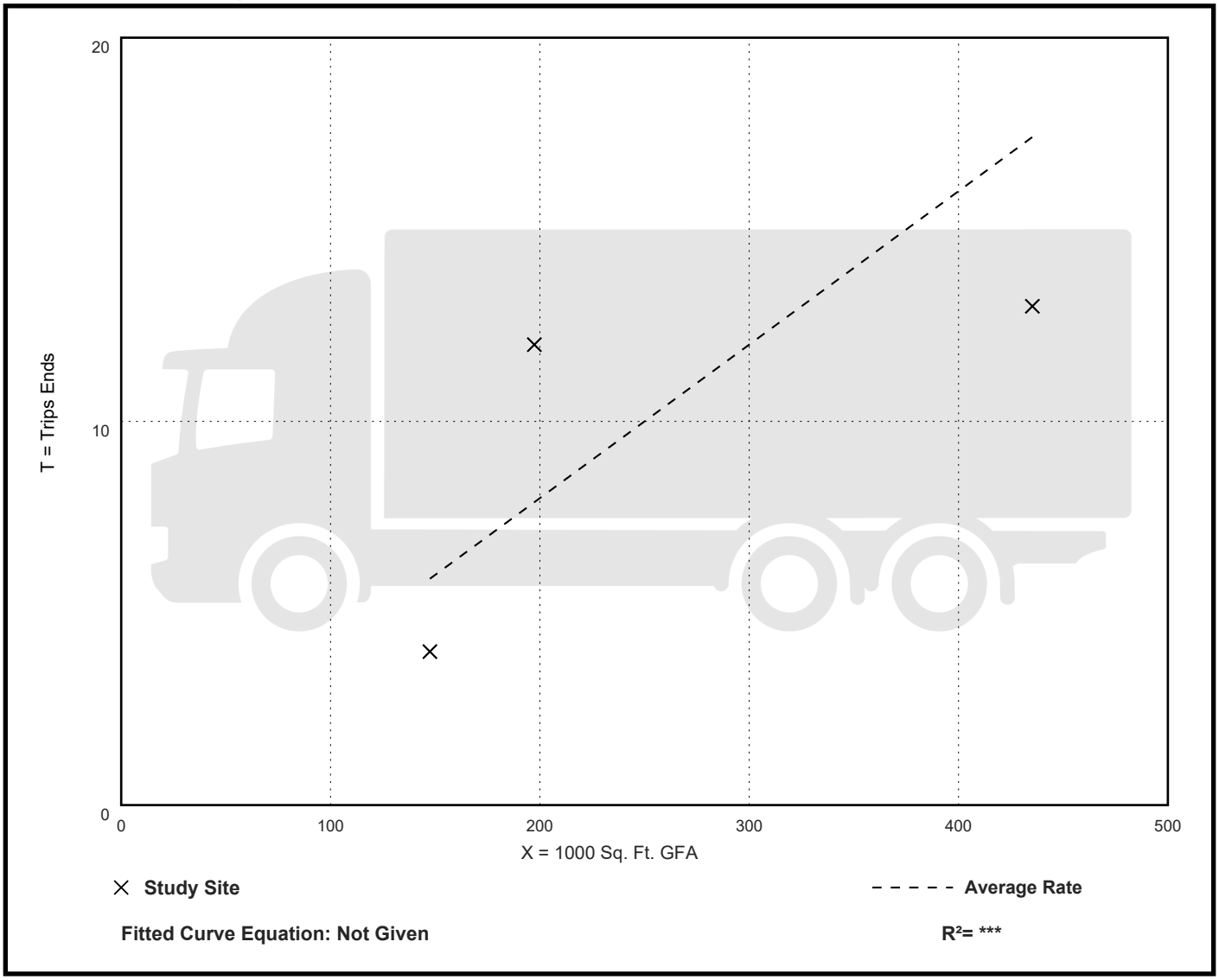
Industrial Park
(130)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 45% entering, 55% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.03 - 0.06	0.02

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

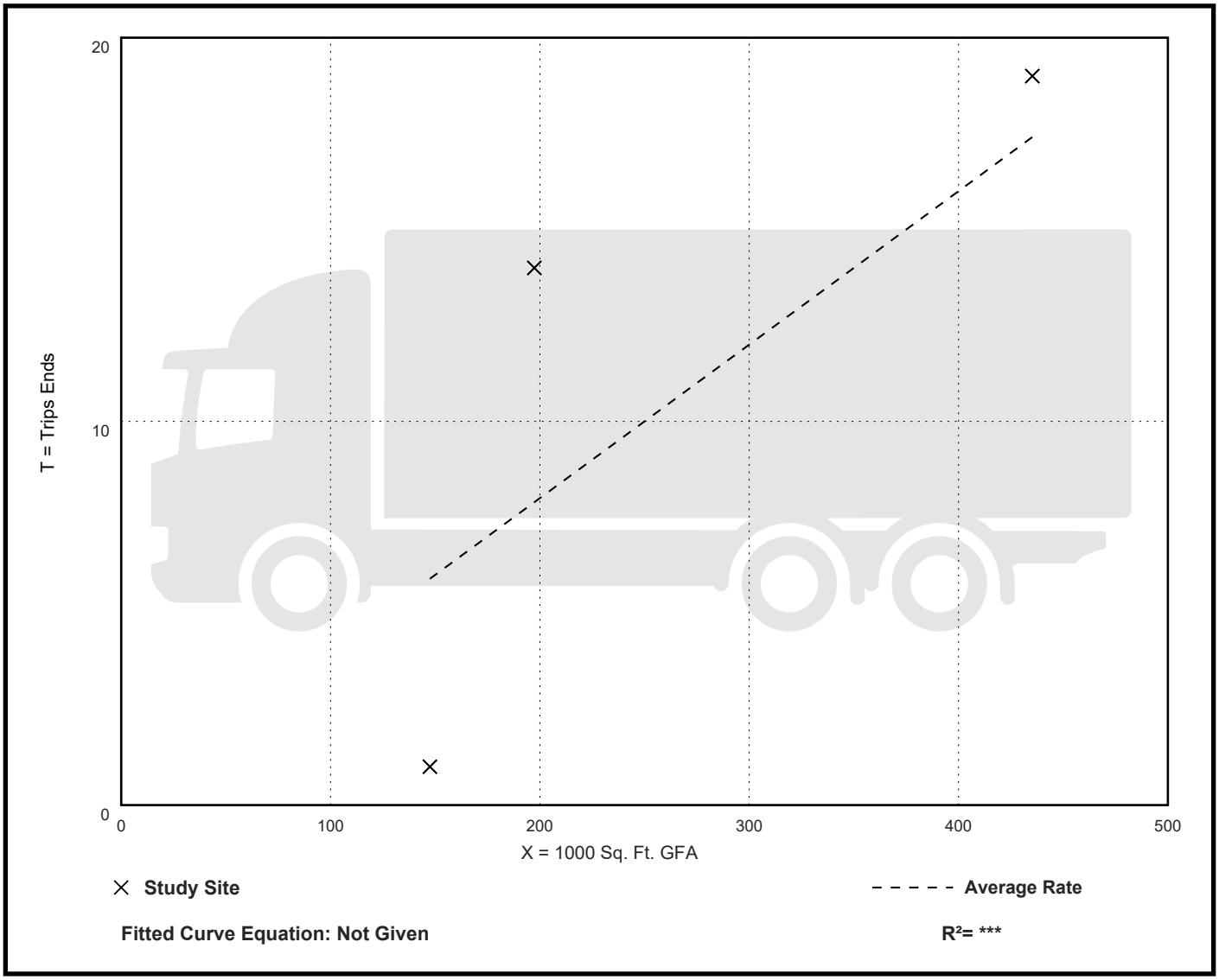
Industrial Park
(130)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 38% entering, 62% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.01 - 0.07	0.03

Data Plot and Equation



Industrial Park
(130)

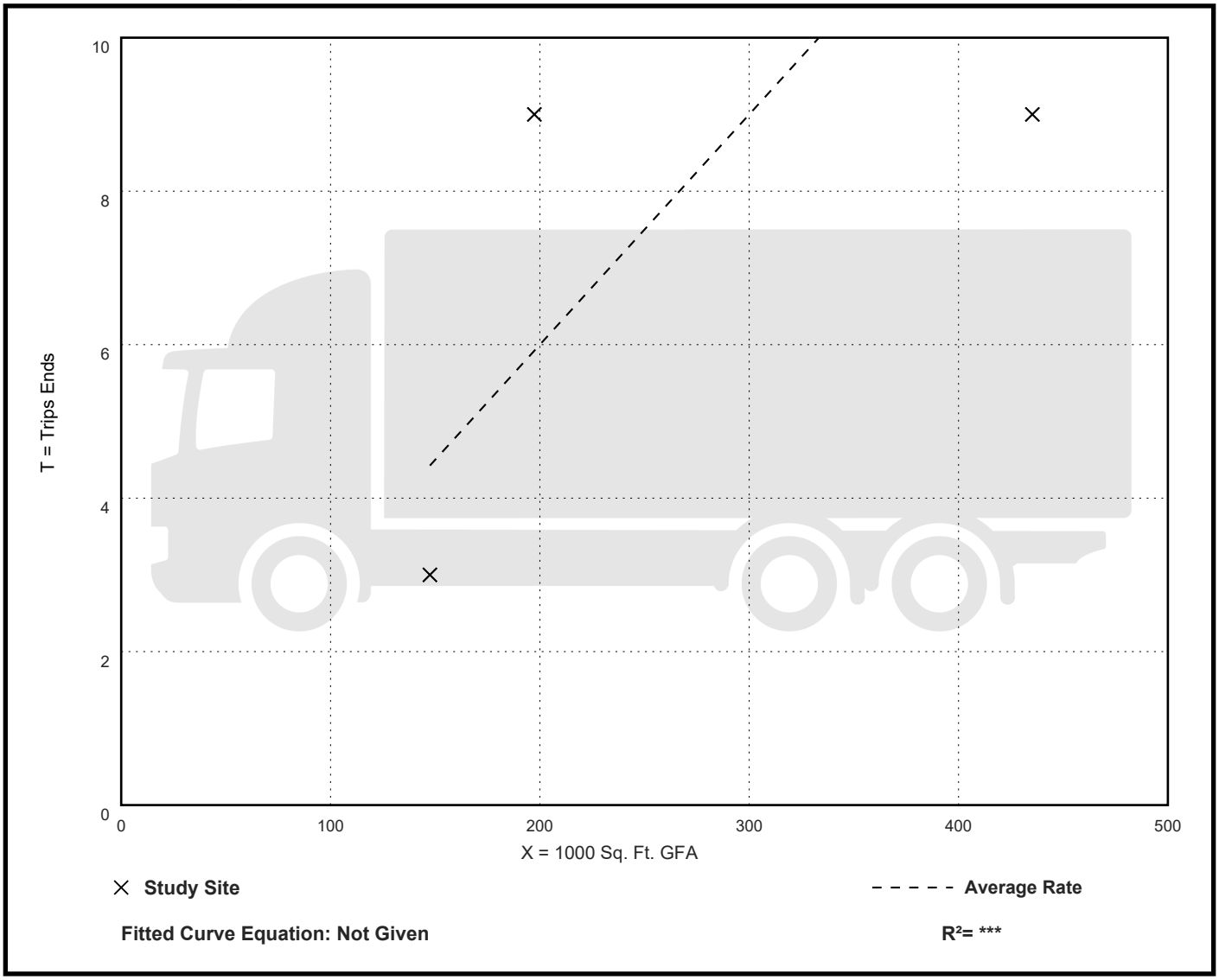
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 67% entering, 33% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.02 - 0.05	0.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Industrial Park
(130)

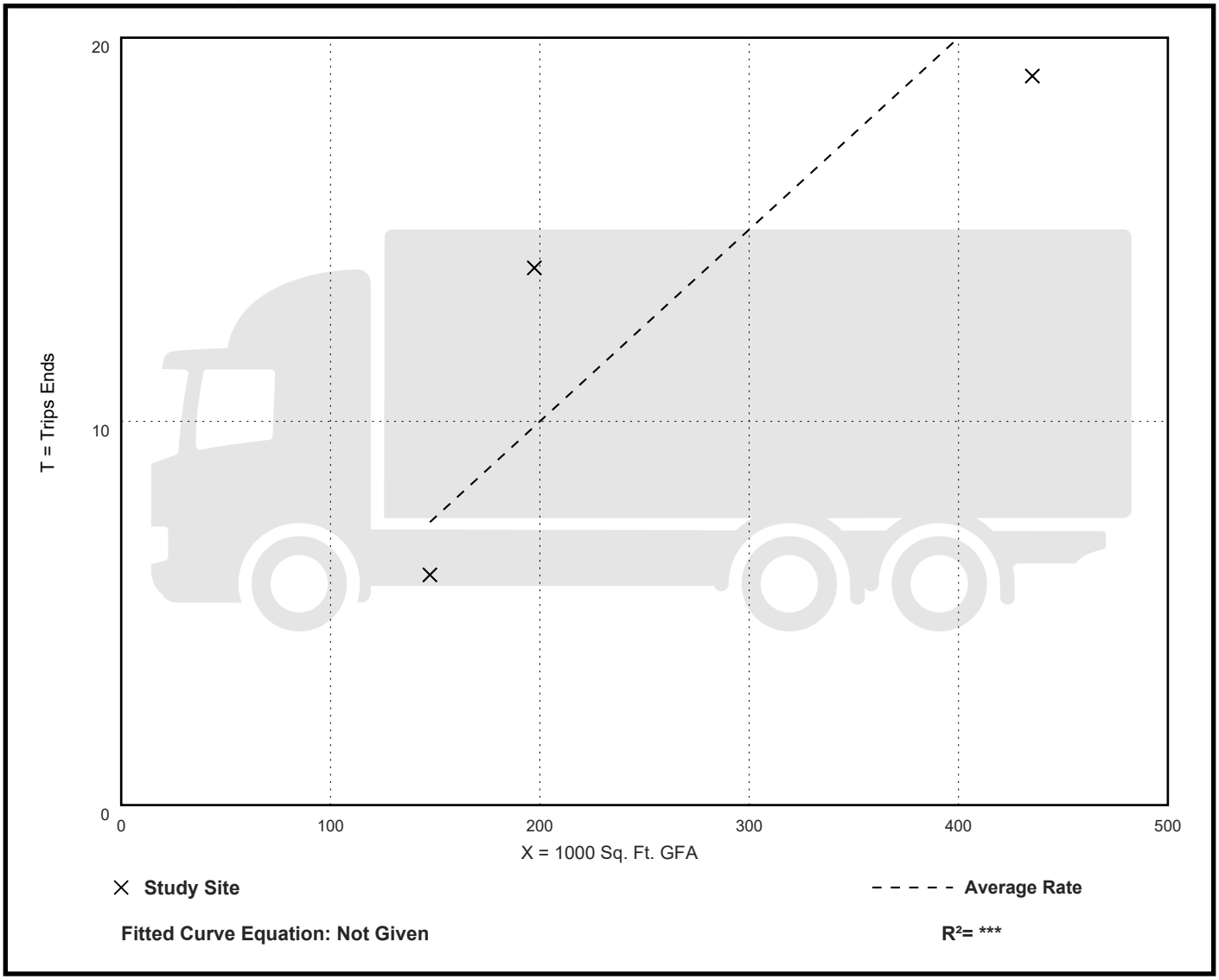
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 260
Directional Distribution: 38% entering, 62% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.04 - 0.07	0.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Manufacturing
(140)

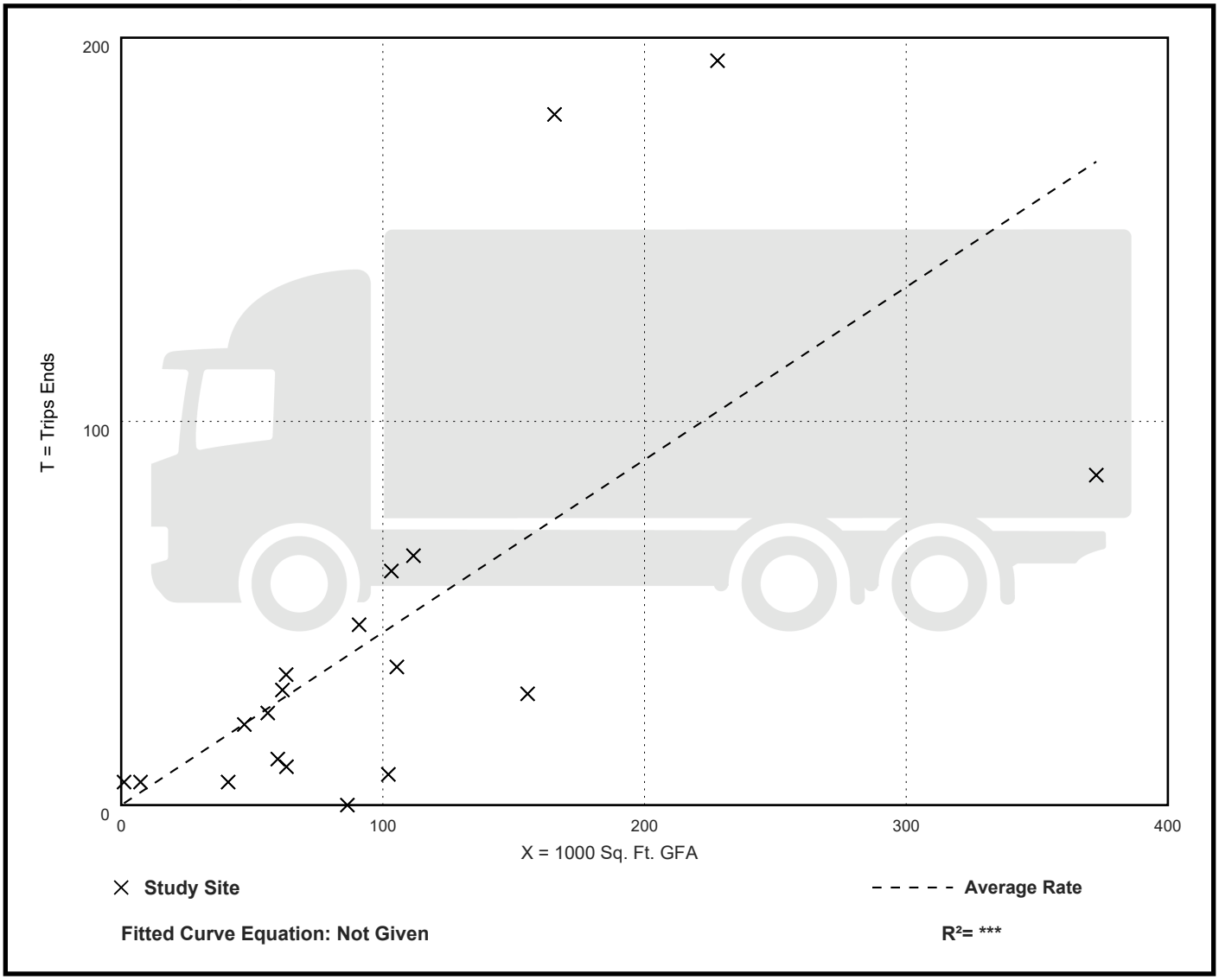
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 101
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.45	0.00 - 5.50	0.34

Data Plot and Equation



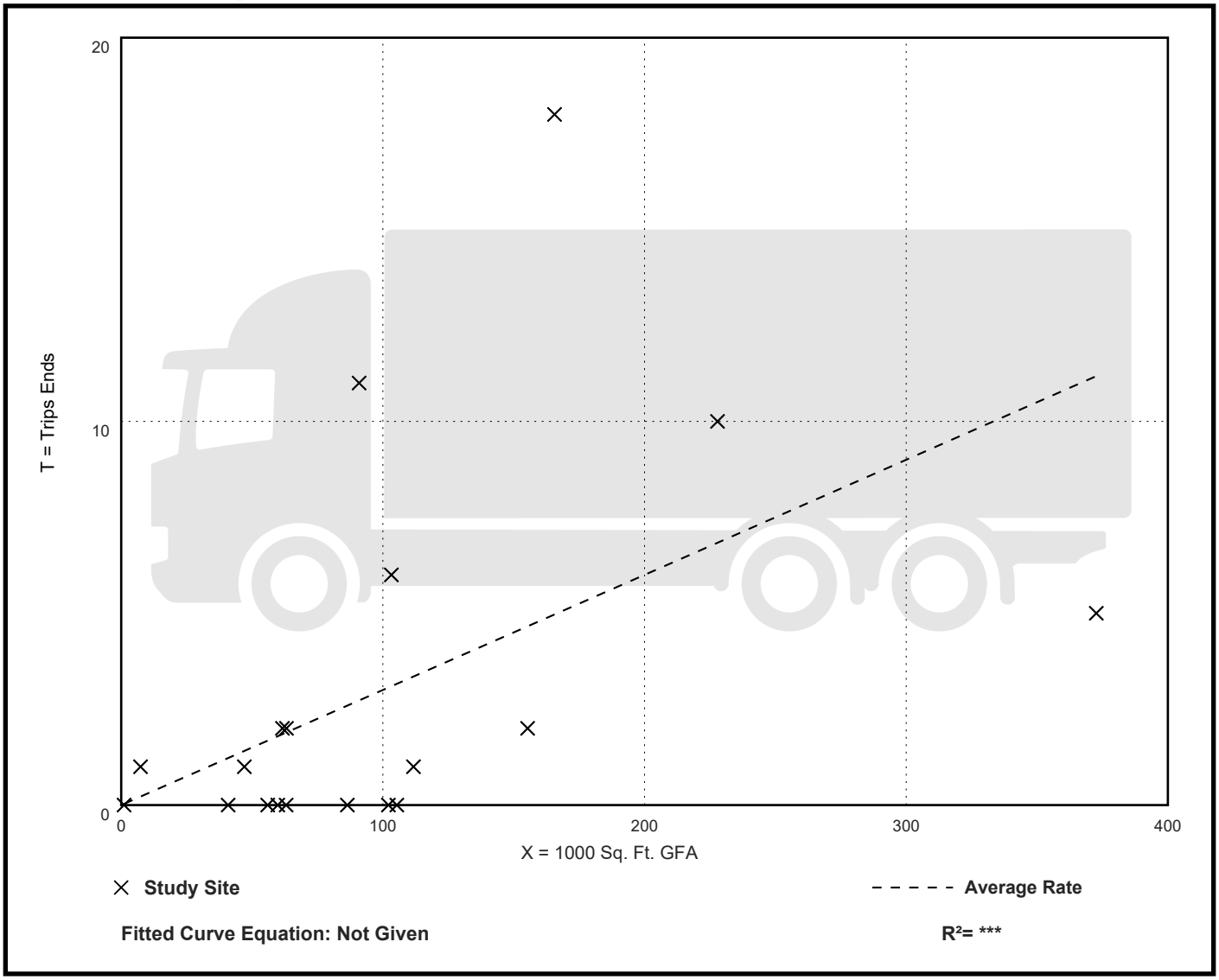
Manufacturing
(140)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 101
Directional Distribution: 56% entering, 44% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.04

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

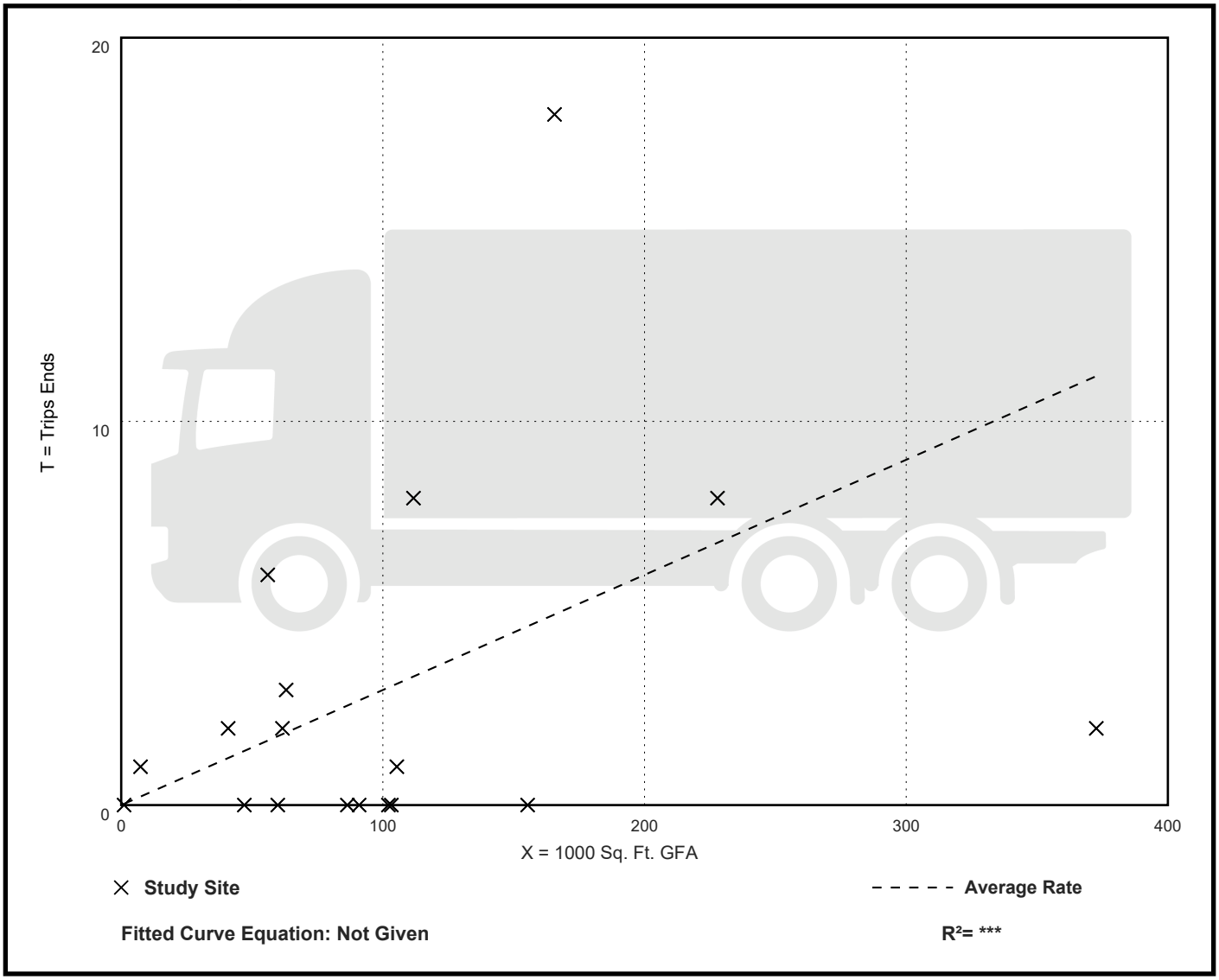
Manufacturing
(140)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 103
Directional Distribution: 41% entering, 59% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.14	0.04

Data Plot and Equation



Manufacturing
(140)

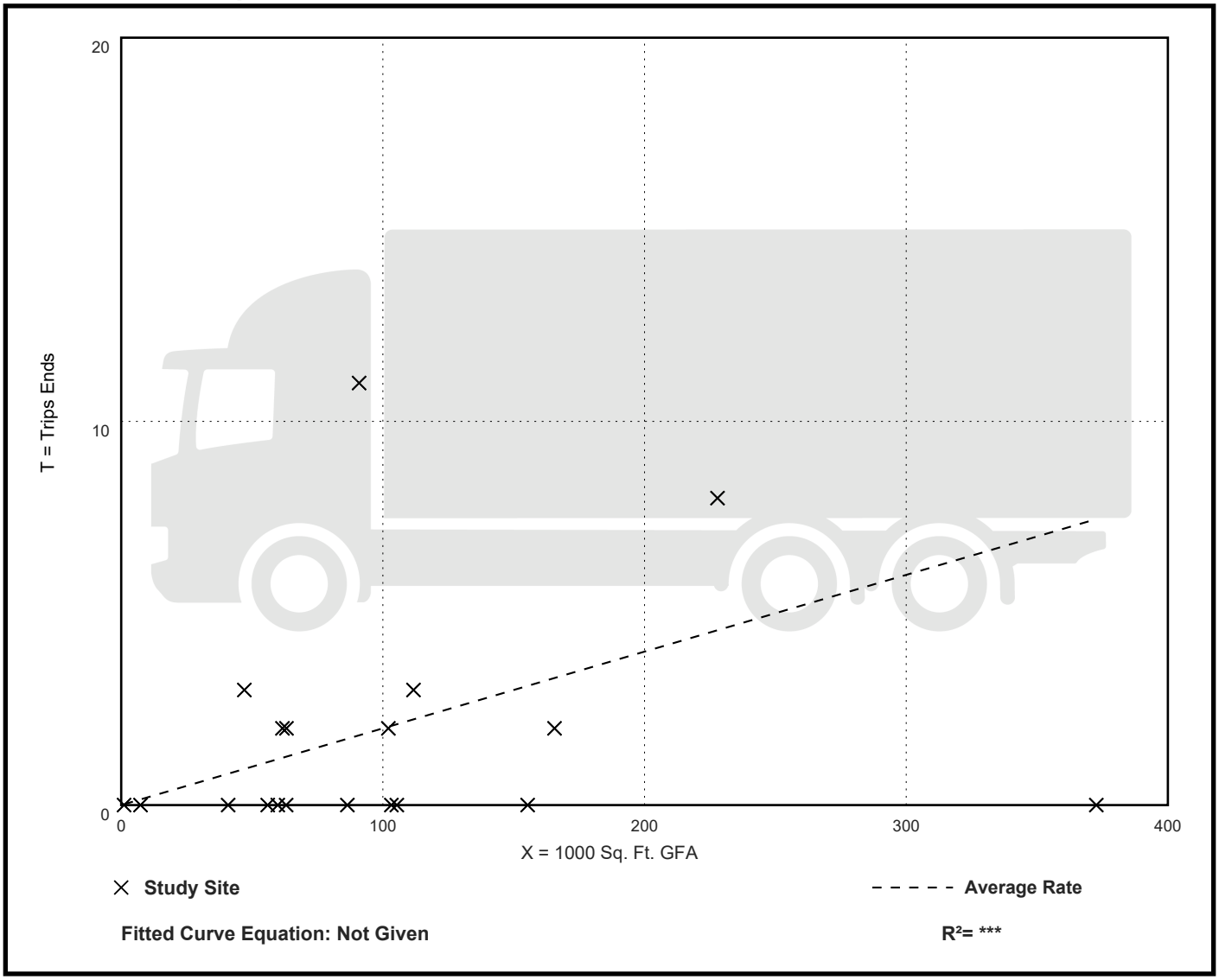
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 101
Directional Distribution: 42% entering, 58% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.12	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Manufacturing
(140)

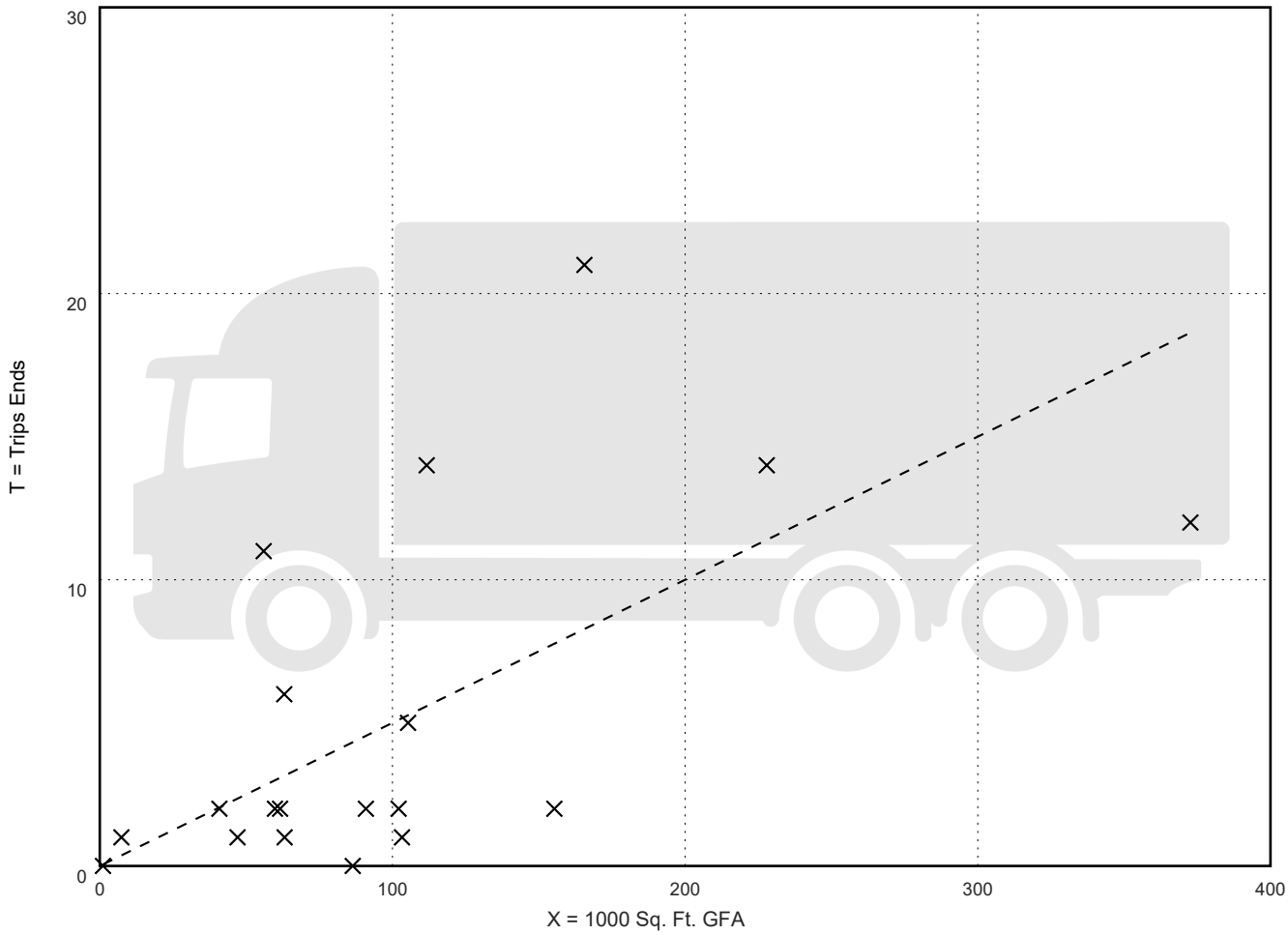
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 101
Directional Distribution: 43% entering, 57% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.00 - 0.20	0.05

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Manufacturing
(140)

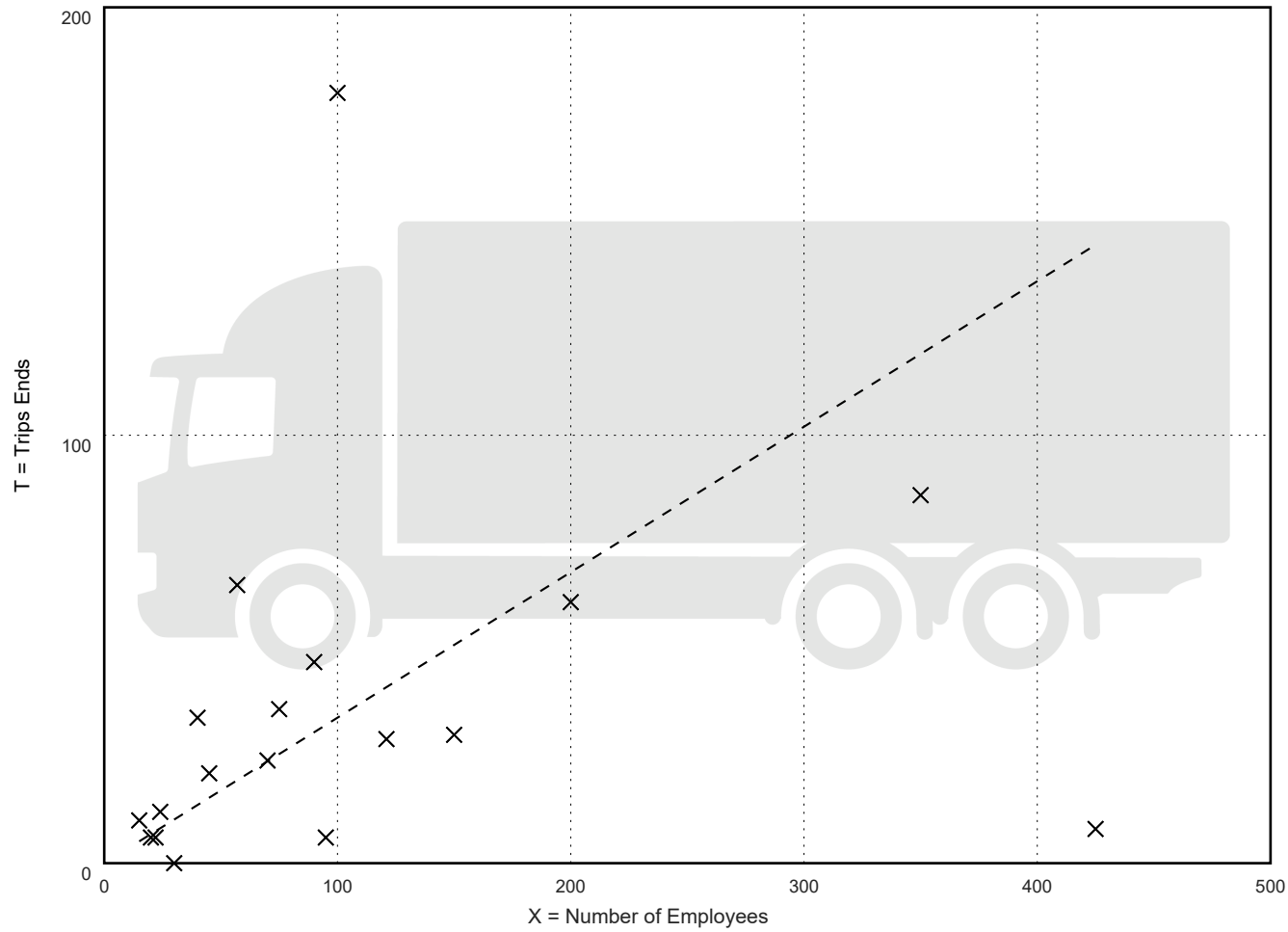
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Employees: 107
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.34	0.00 - 1.80	0.43

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

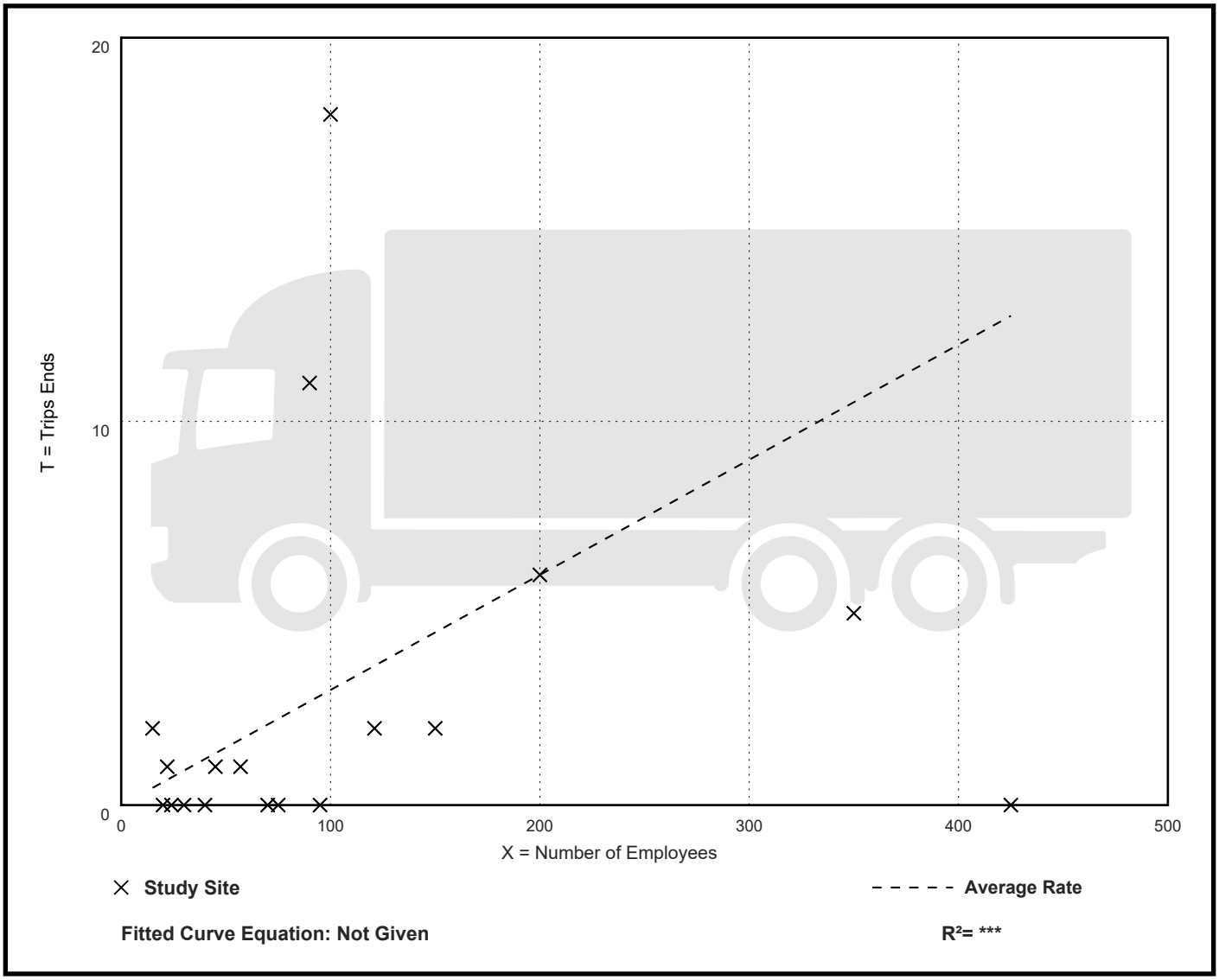
Manufacturing
(140)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Employees: 107
Directional Distribution: 59% entering, 41% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.18	0.05

Data Plot and Equation



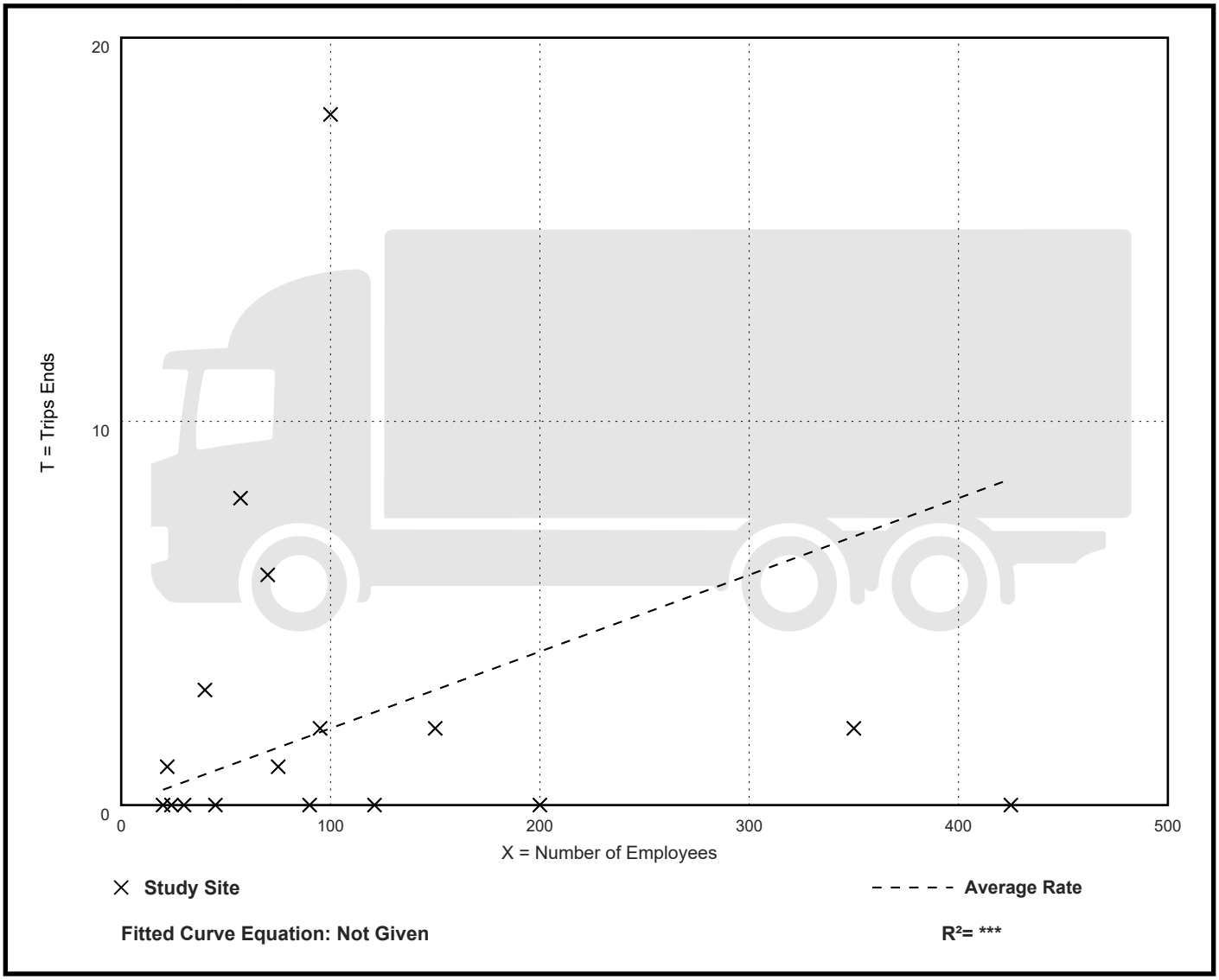
Manufacturing
(140)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Employees: 113
Directional Distribution: 37% entering, 63% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.18	0.05

Data Plot and Equation



Manufacturing
(140)

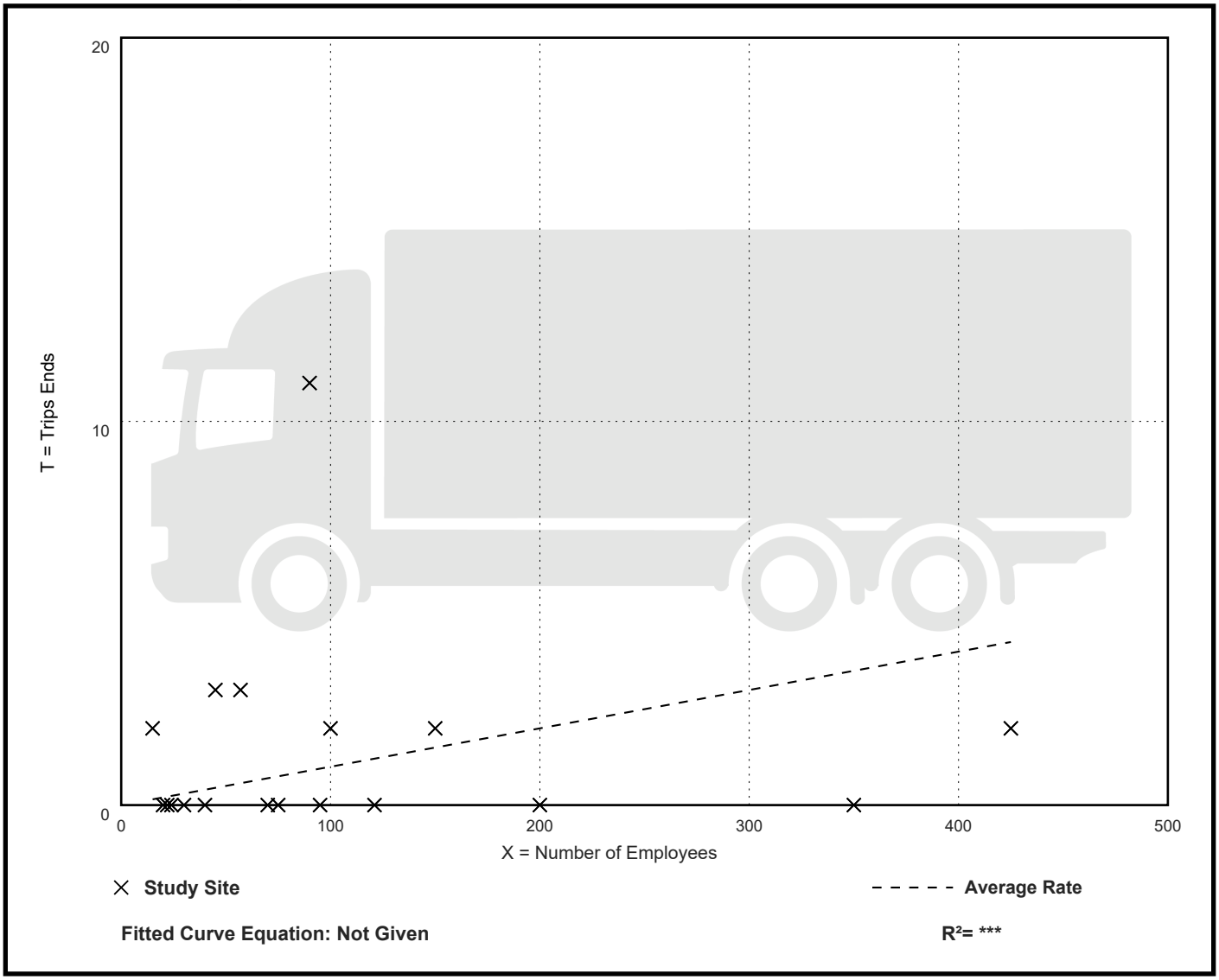
Truck Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Employees: 107
Directional Distribution: 44% entering, 56% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.13	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Manufacturing
(140)

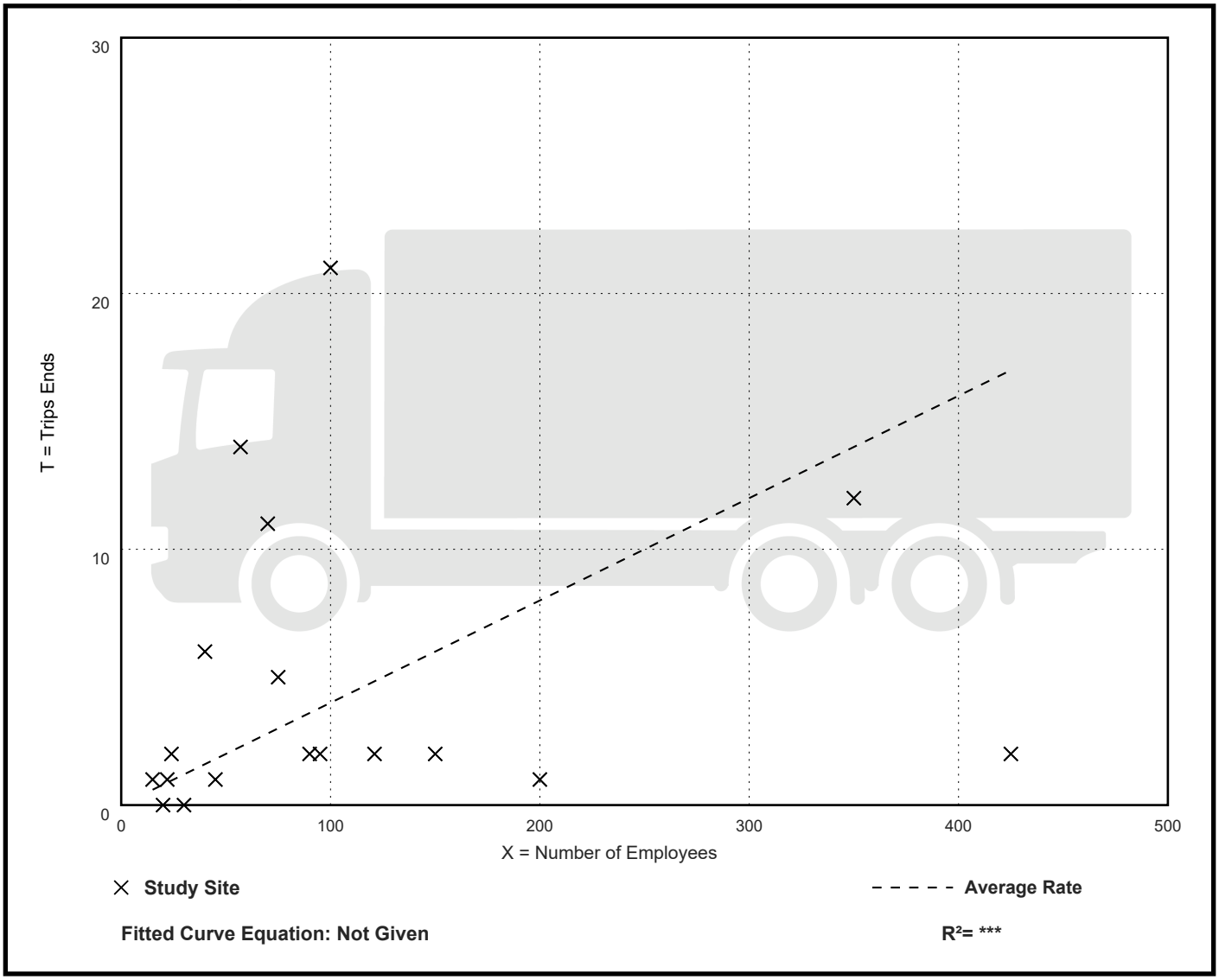
Truck Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Employees: 107
Directional Distribution: 45% entering, 55% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.25	0.07

Data Plot and Equation



Manufacturing
(140)

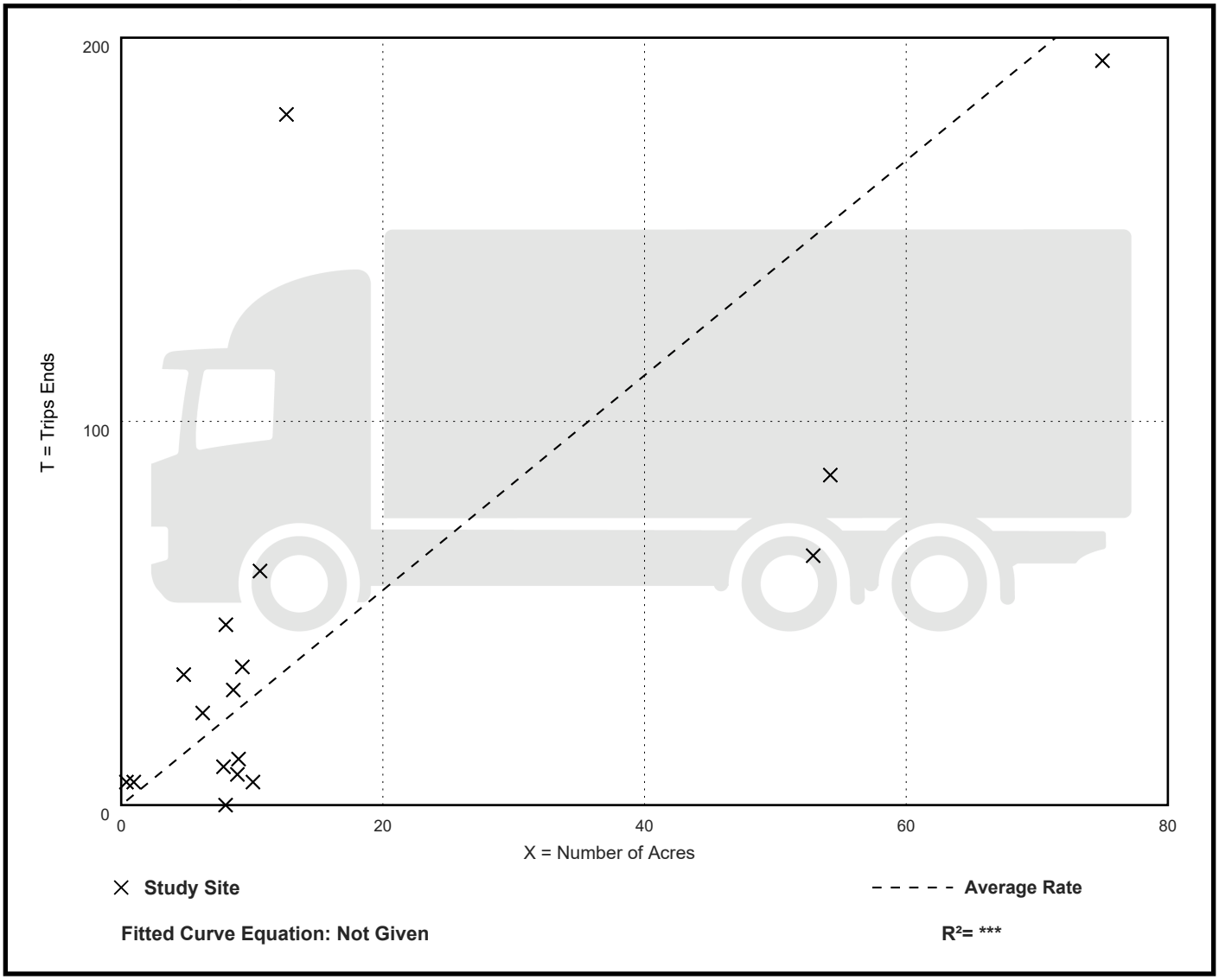
Truck Trip Ends vs: Acres
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Acres: 17
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
2.80	0.00 - 15.00	2.98

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

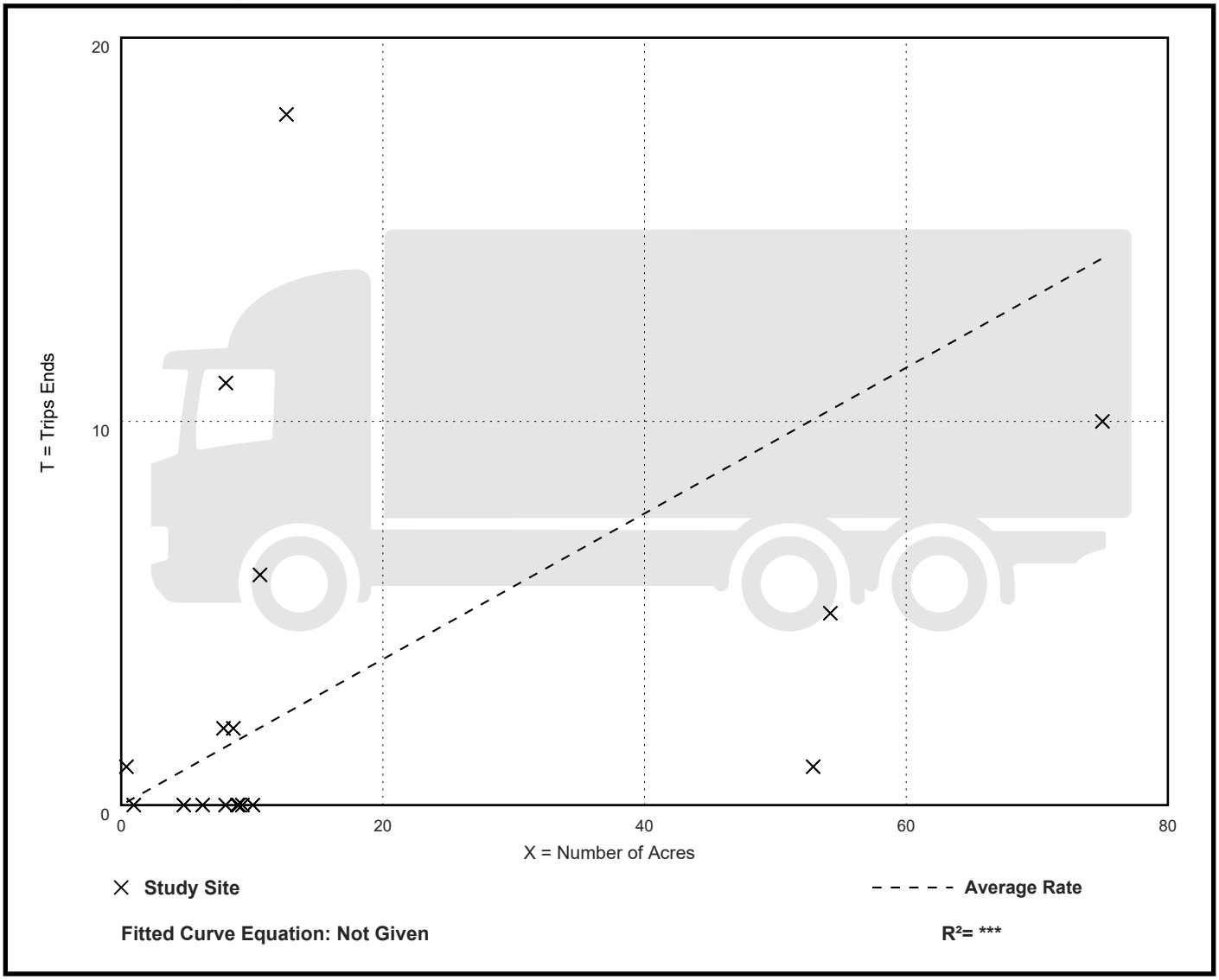
Manufacturing
(140)

Truck Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Acres: 17
Directional Distribution: 55% entering, 45% exiting

Truck Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.19	0.00 - 2.50	0.38

Data Plot and Equation



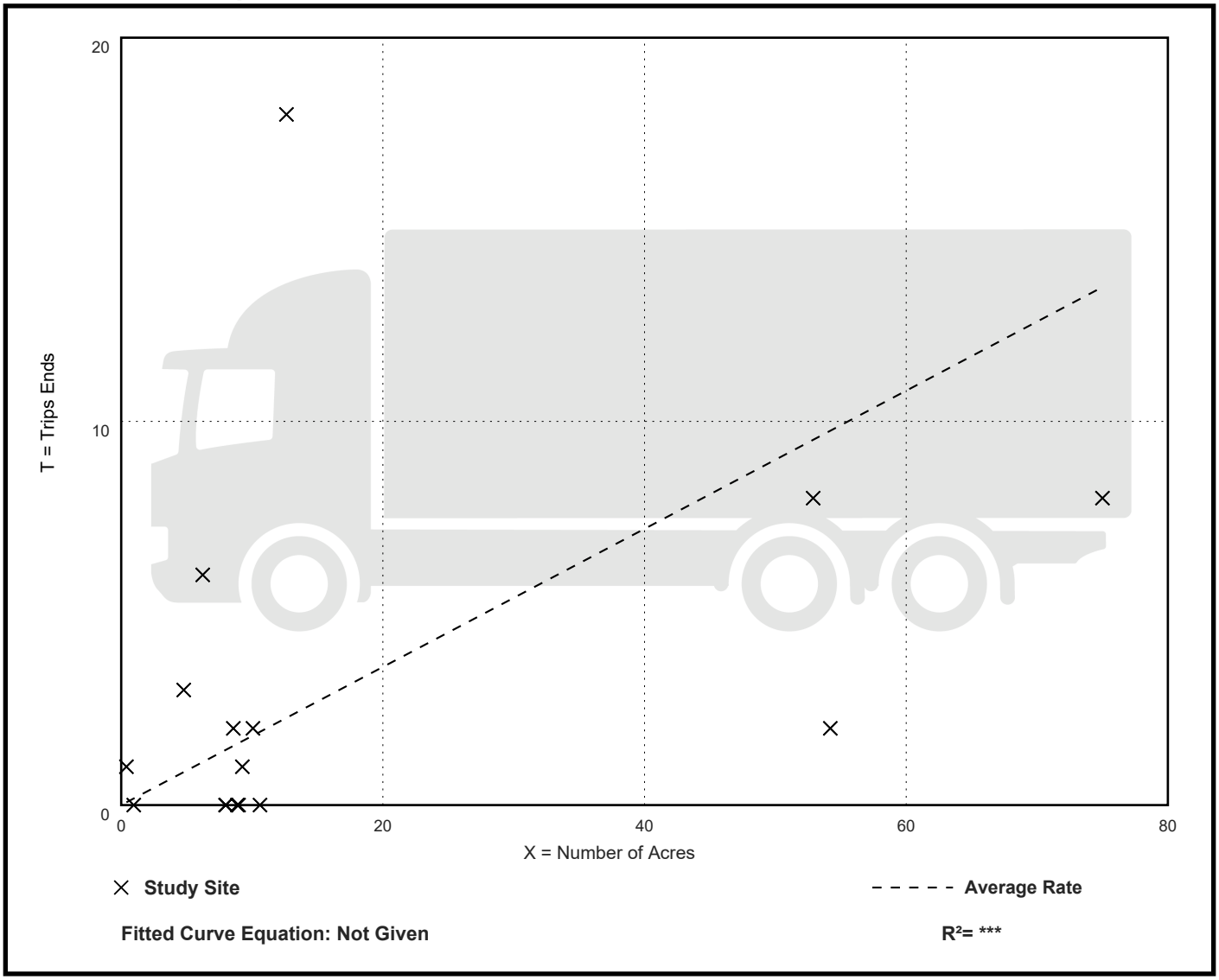
Manufacturing
(140)

Truck Trip Ends vs: Acres
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. Num. of Acres: 17
Directional Distribution: 41% entering, 59% exiting

Truck Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.18	0.00 - 2.50	0.34

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Manufacturing
(140)

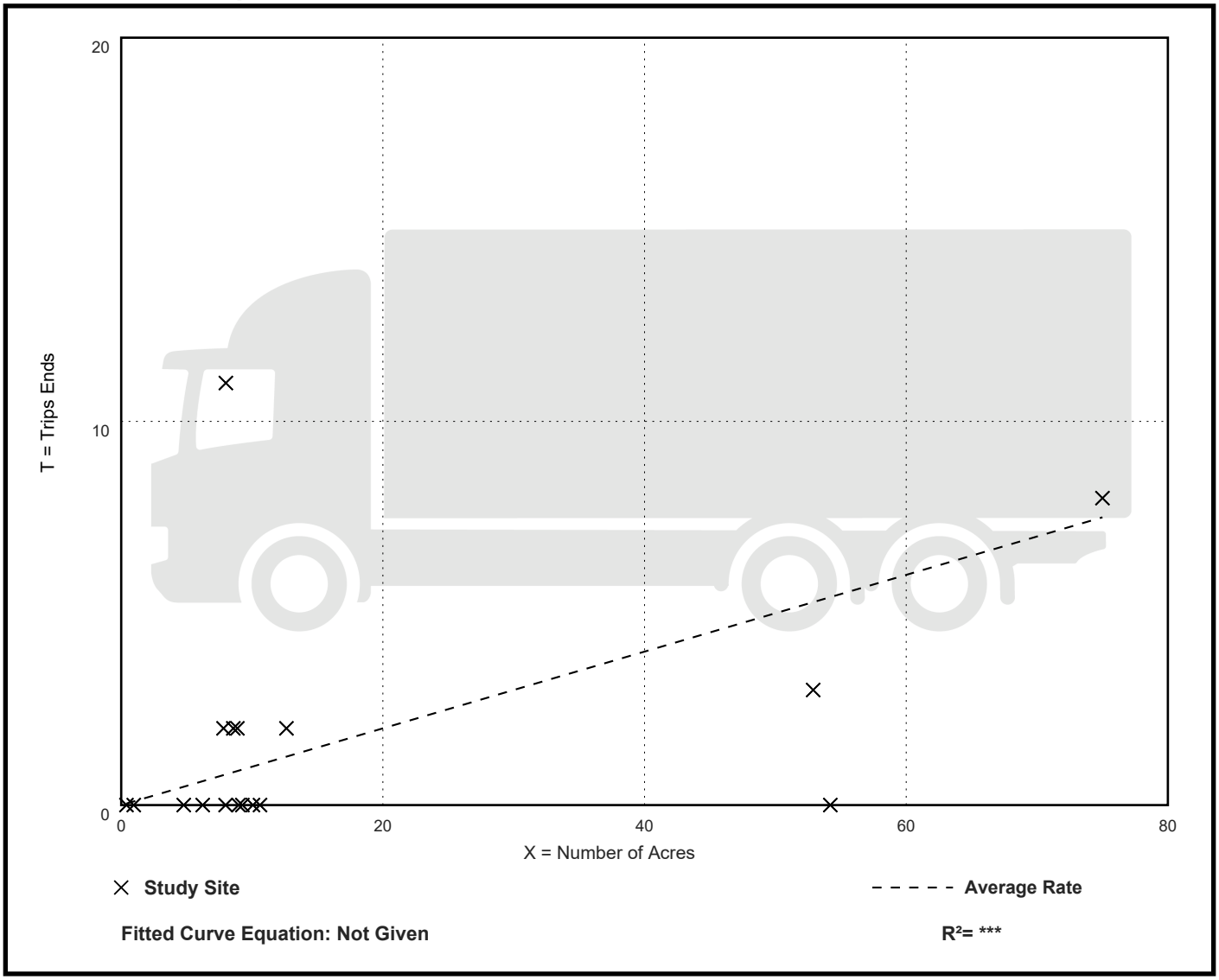
Truck Trip Ends vs: Acres
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Acres: 17
Directional Distribution: 43% entering, 57% exiting

Truck Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 1.38	0.23

Data Plot and Equation



Manufacturing
(140)

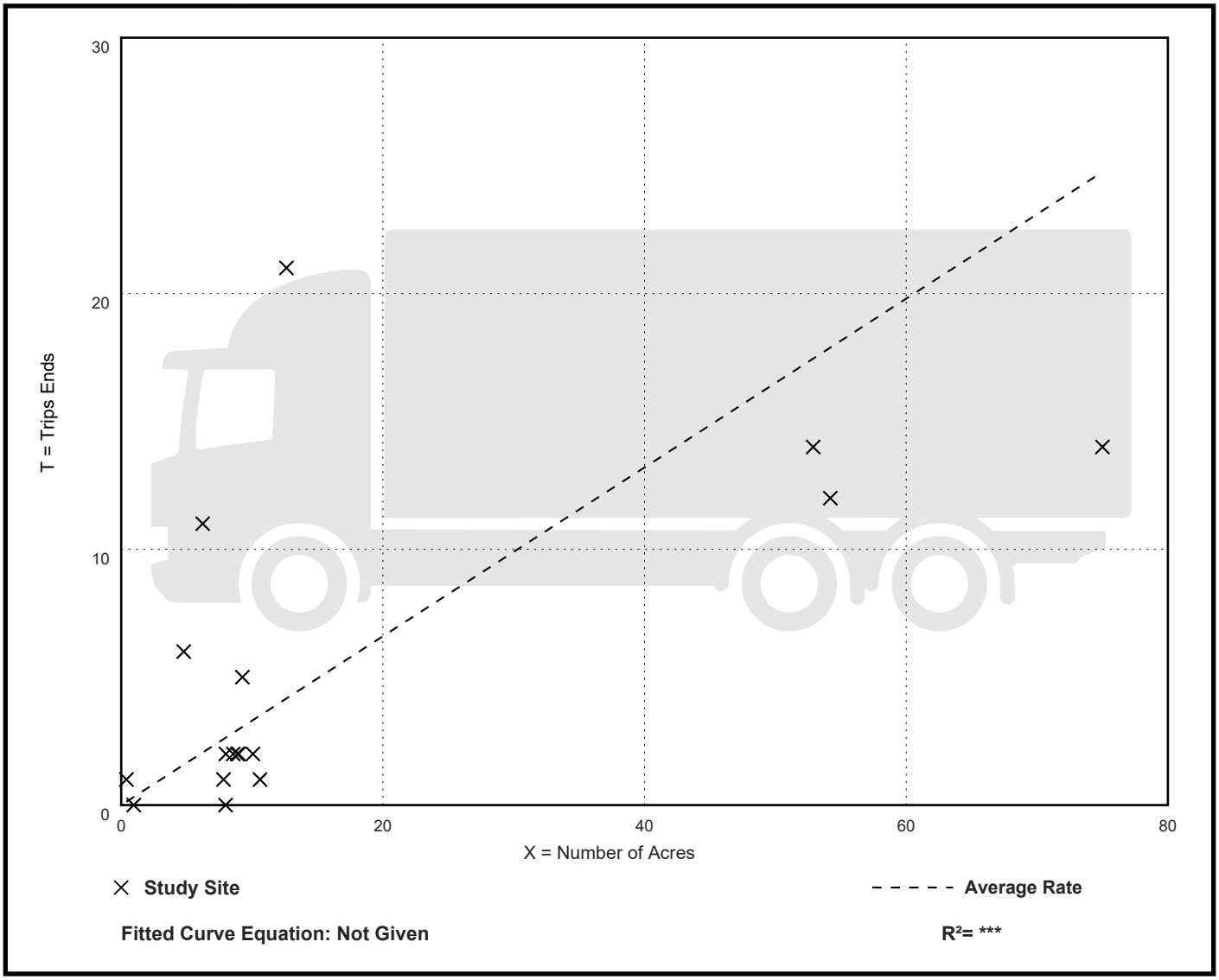
Truck Trip Ends vs: Acres
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 17
Avg. Num. of Acres: 17
Directional Distribution: 43% entering, 57% exiting

Truck Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.33	0.00 - 2.50	0.41

Data Plot and Equation



Warehousing
(150)

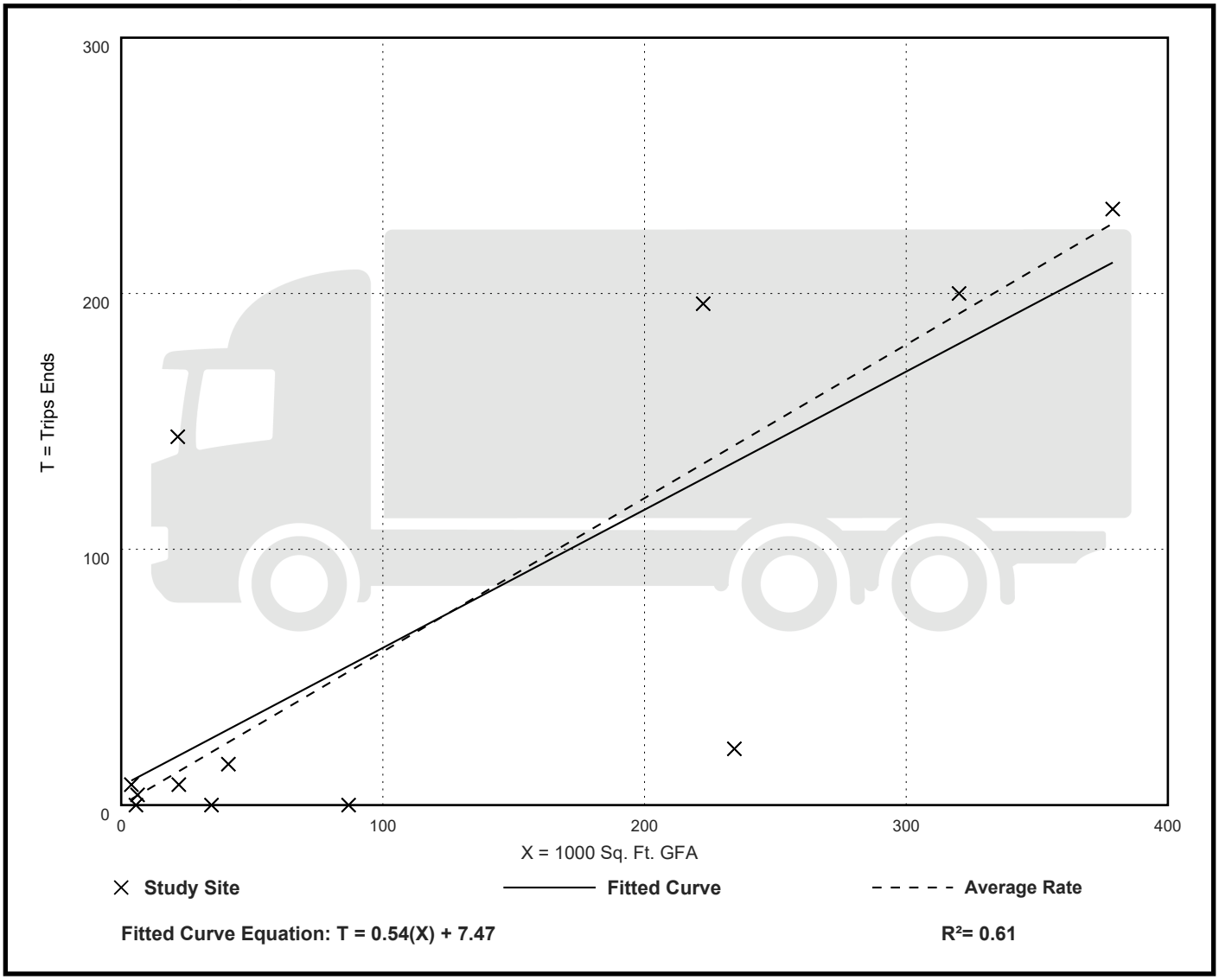
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

Data Plot and Equation



Fitted Curve Equation: T = 0.54(X) + 7.47

R^2= 0.61

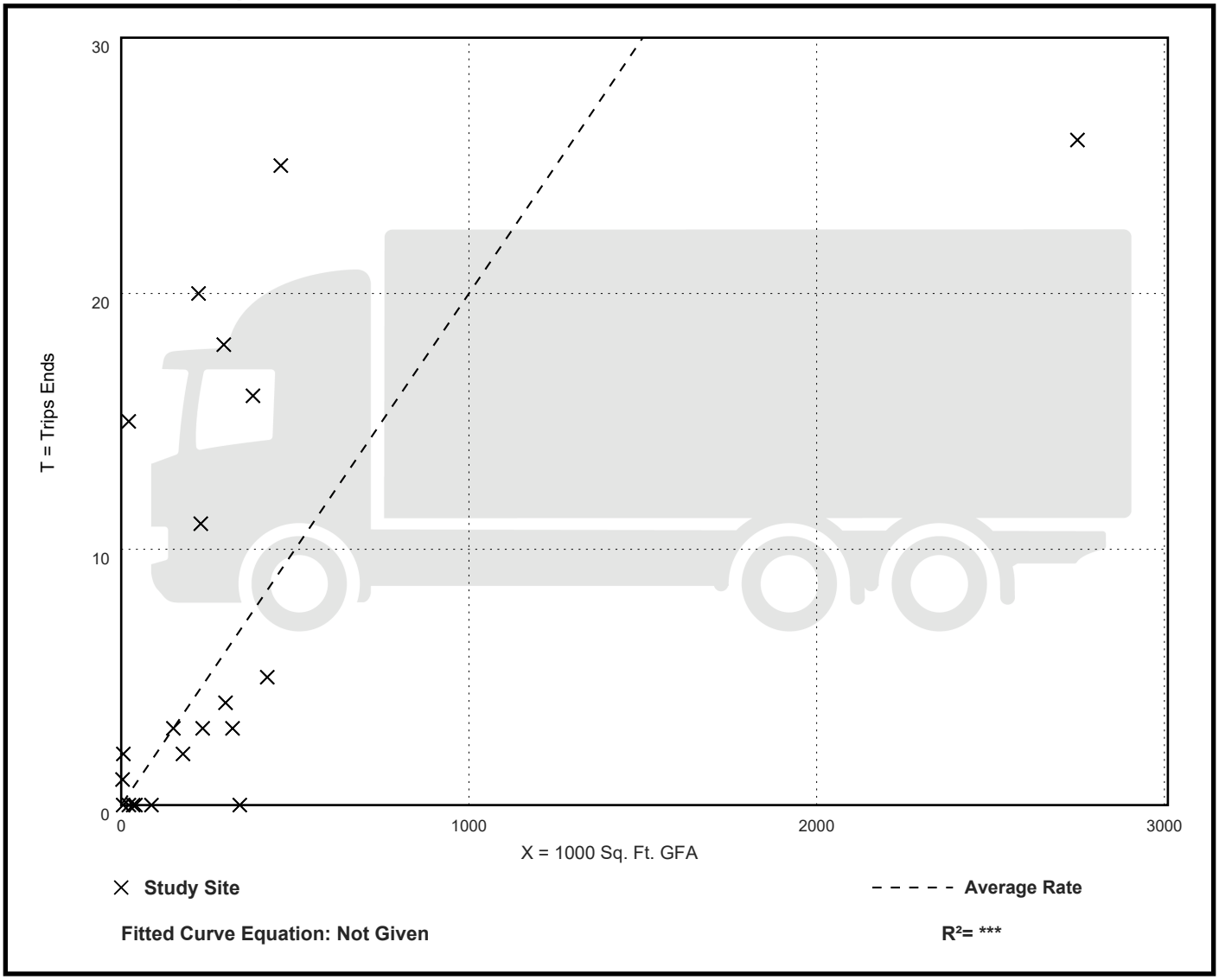
Warehousing
(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 309
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.69	0.05

Data Plot and Equation



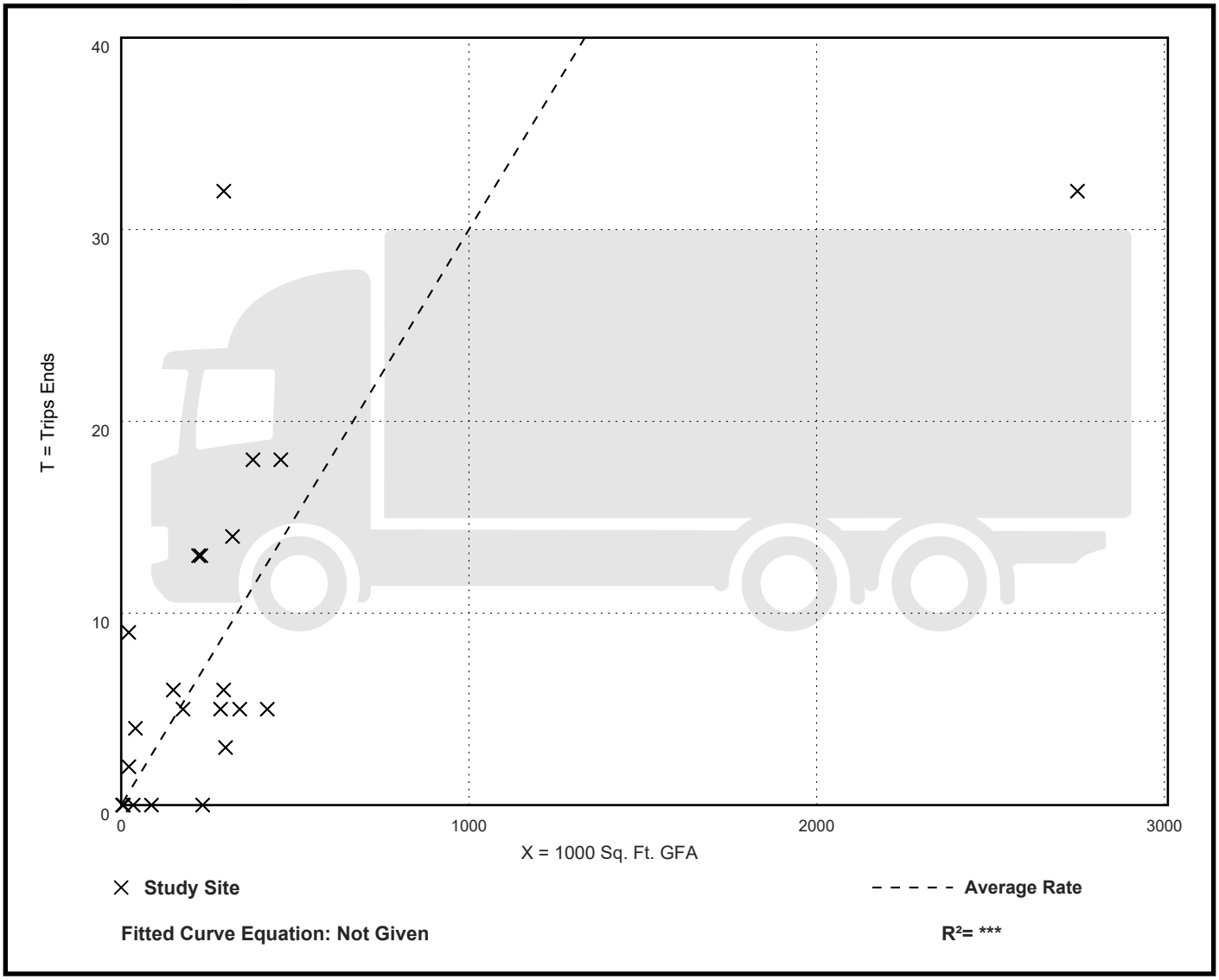
Warehousing
(150)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. 1000 Sq. Ft. GFA: 308
Directional Distribution: 52% entering, 48% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.42	0.03

Data Plot and Equation



Warehousing
(150)

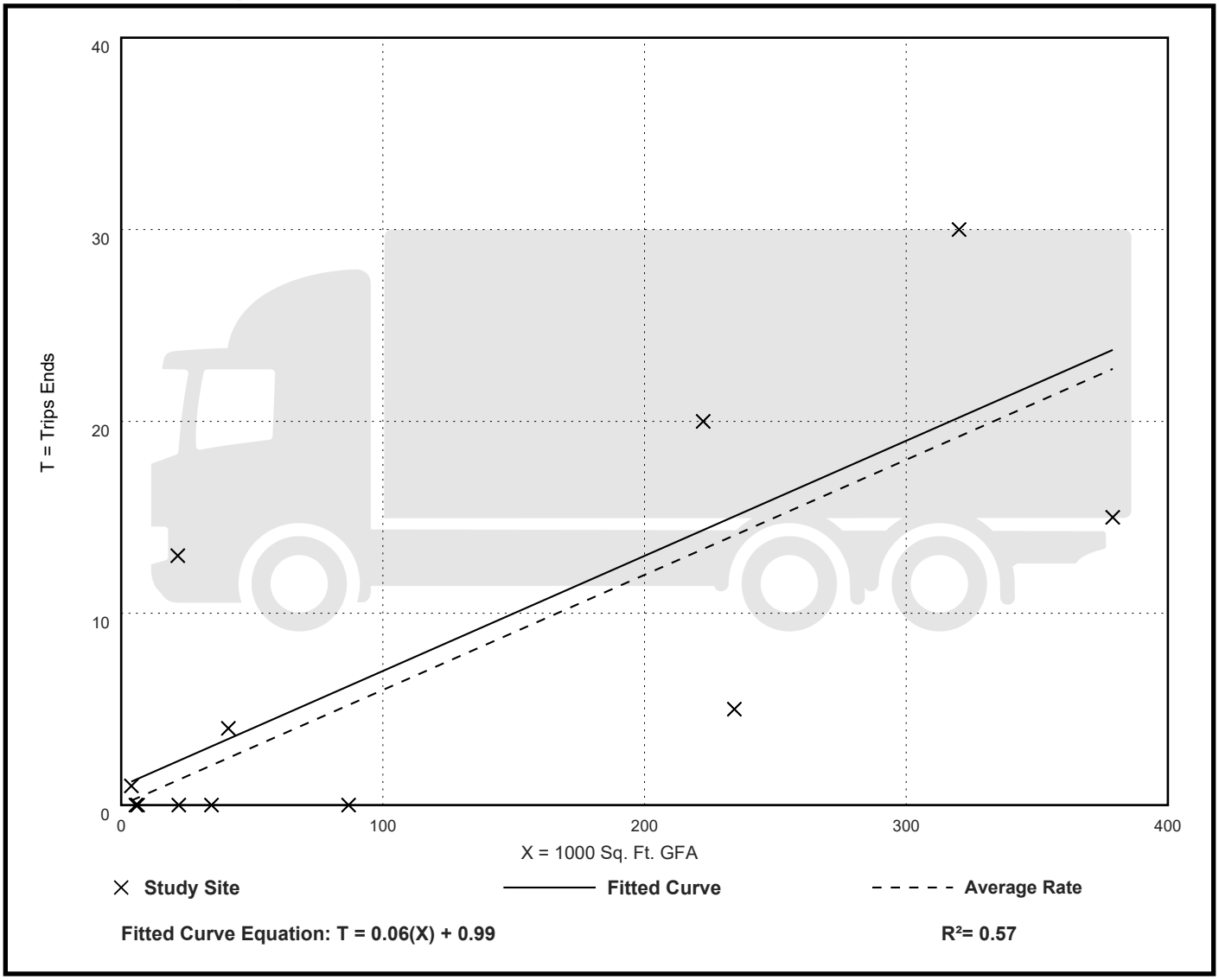
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 35% entering, 65% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.60	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.06(X) + 0.99

R^2= 0.57

Warehousing
(150)

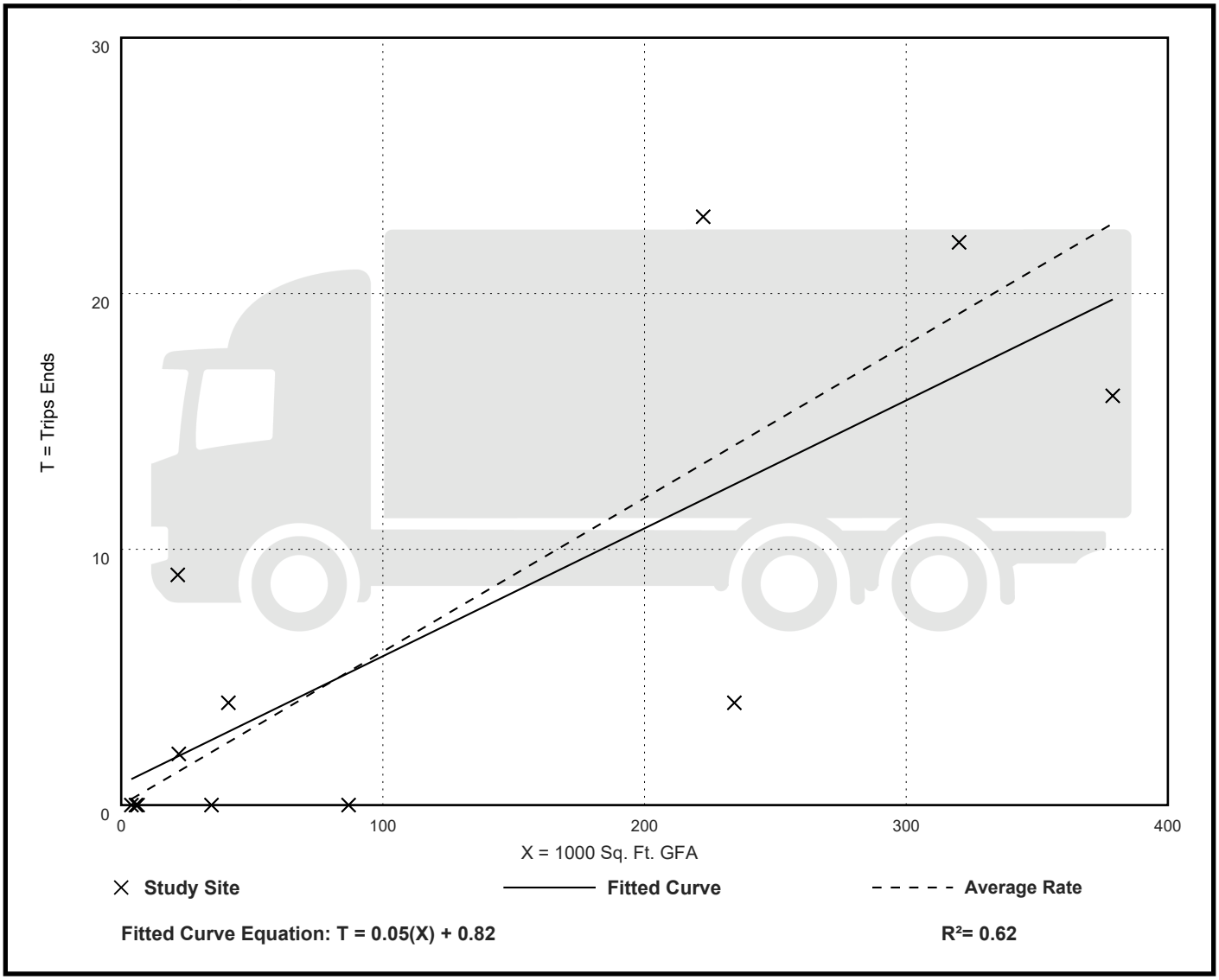
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 115
Directional Distribution: 53% entering, 47% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.42	0.06

Data Plot and Equation



Fitted Curve Equation: T = 0.05(X) + 0.82

R^2= 0.62

Warehousing
(150)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Employees: 25
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.89	0.00 - 7.33	1.06

Data Plot and Equation

Fitted Curve Equation: T = 1.41(X) - 13.21

R^2= 0.82

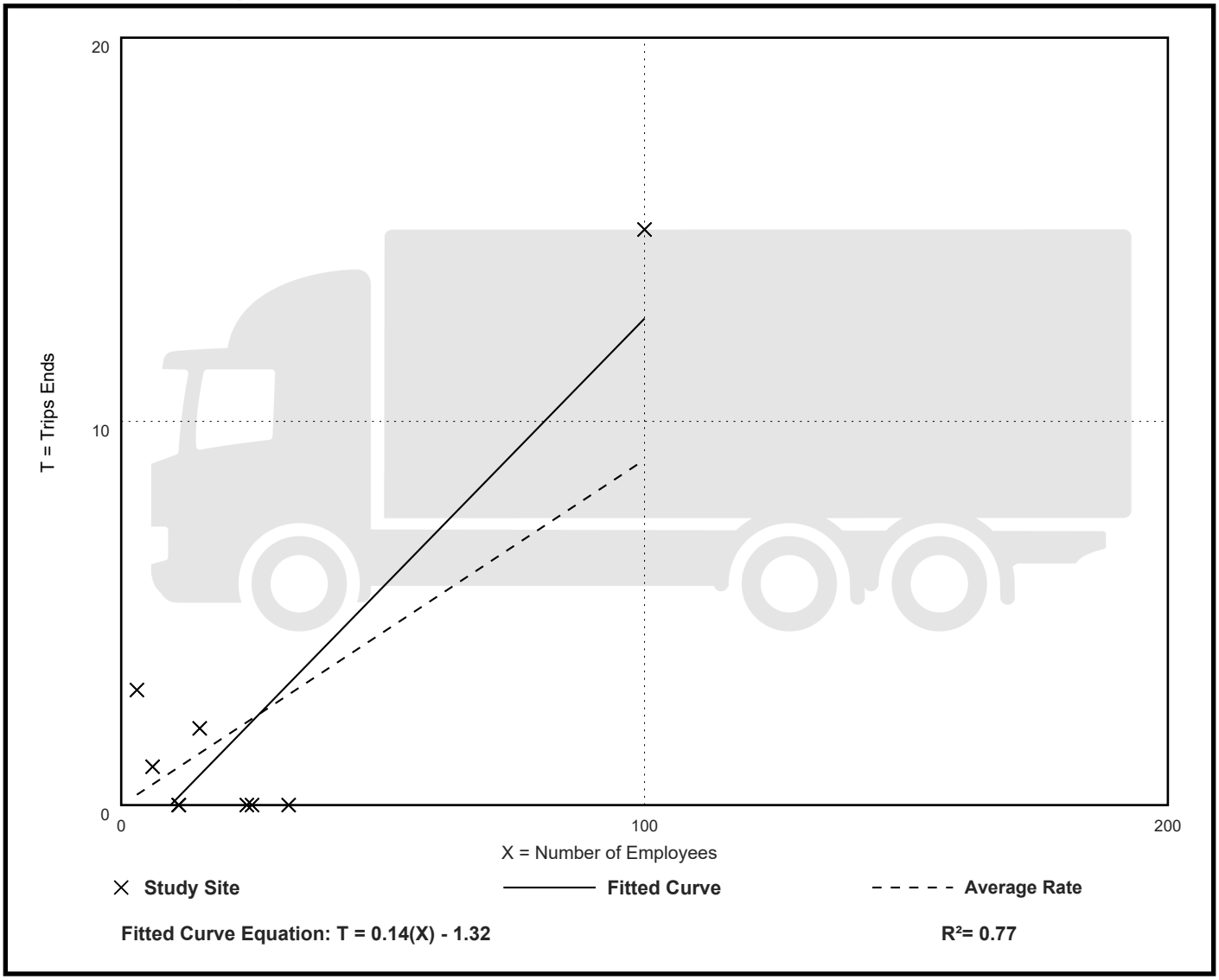
Warehousing
(150)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Employees: 25
Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.09	0.00 - 1.00	0.14

Data Plot and Equation



Fitted Curve Equation: T = 0.14(X) - 1.32

R^2= 0.77

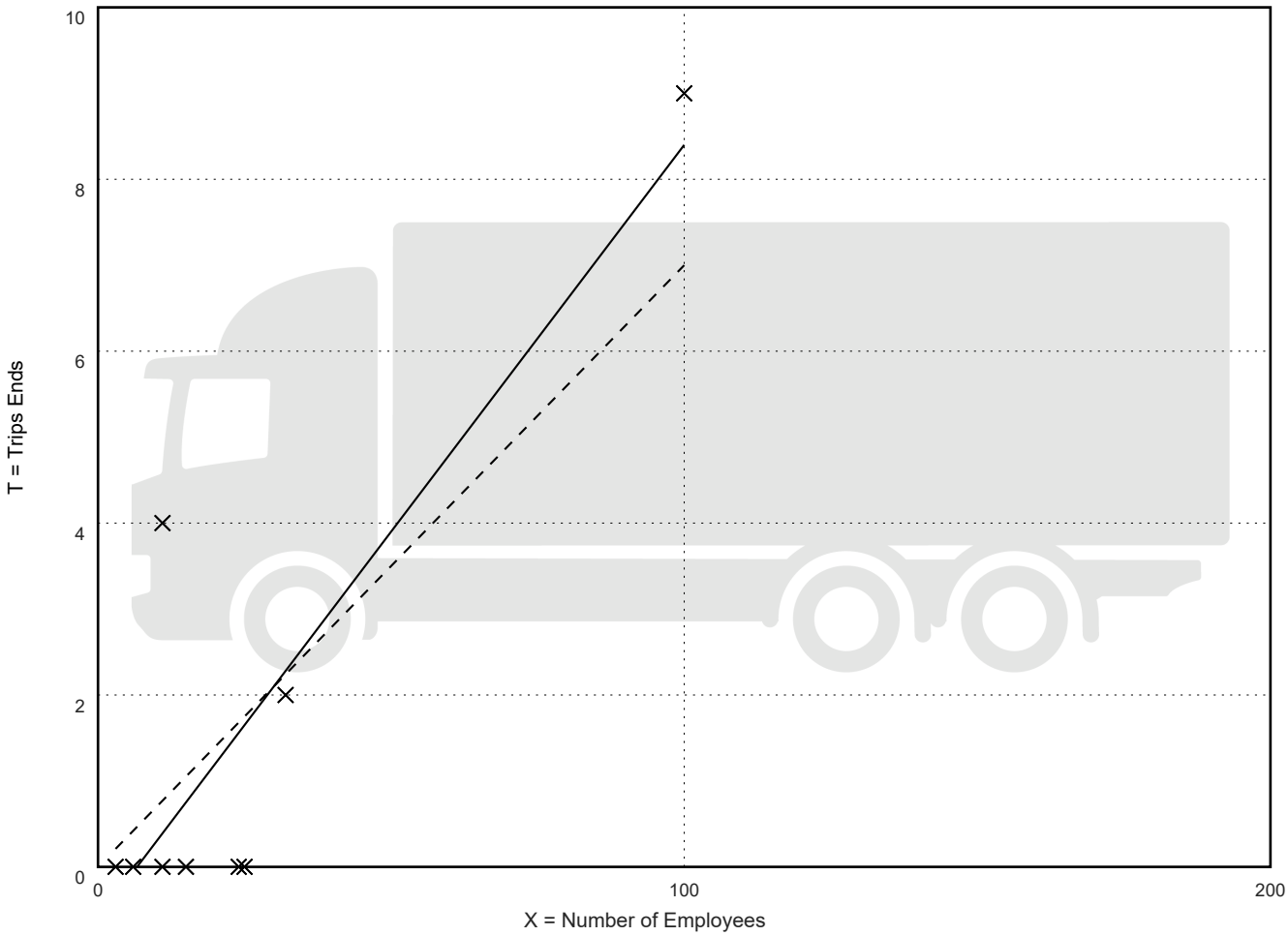
Warehousing
(150)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Employees: 25
Directional Distribution: 53% entering, 47% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.36	0.08

Data Plot and Equation



Fitted Curve Equation: T = 0.09(X) - 0.60

R^2= 0.74

Warehousing
(150)

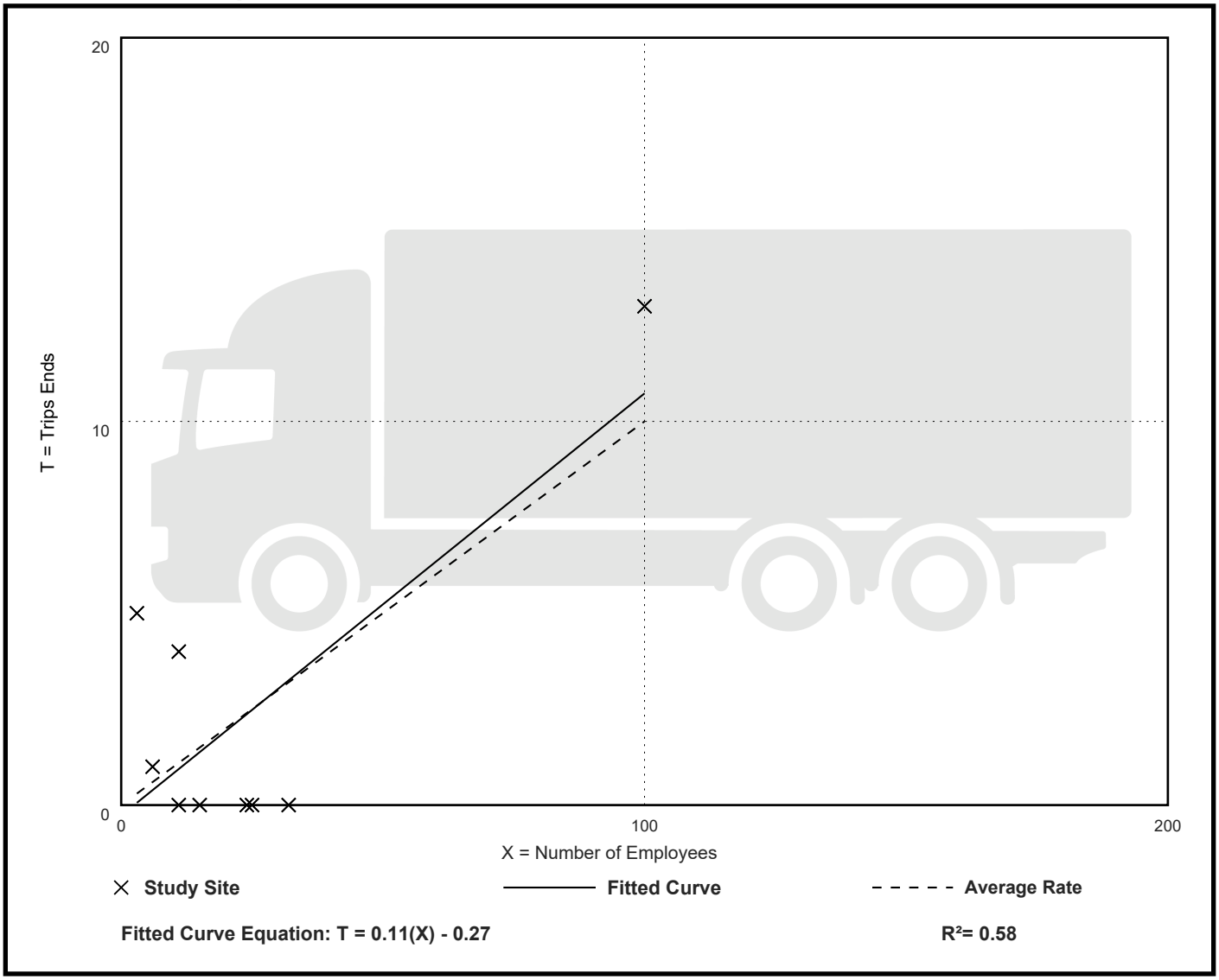
Truck Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Employees: 25
Directional Distribution: 35% entering, 65% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 1.67	0.21

Data Plot and Equation



Fitted Curve Equation: T = 0.11(X) - 0.27

R^2= 0.58

Warehousing
(150)

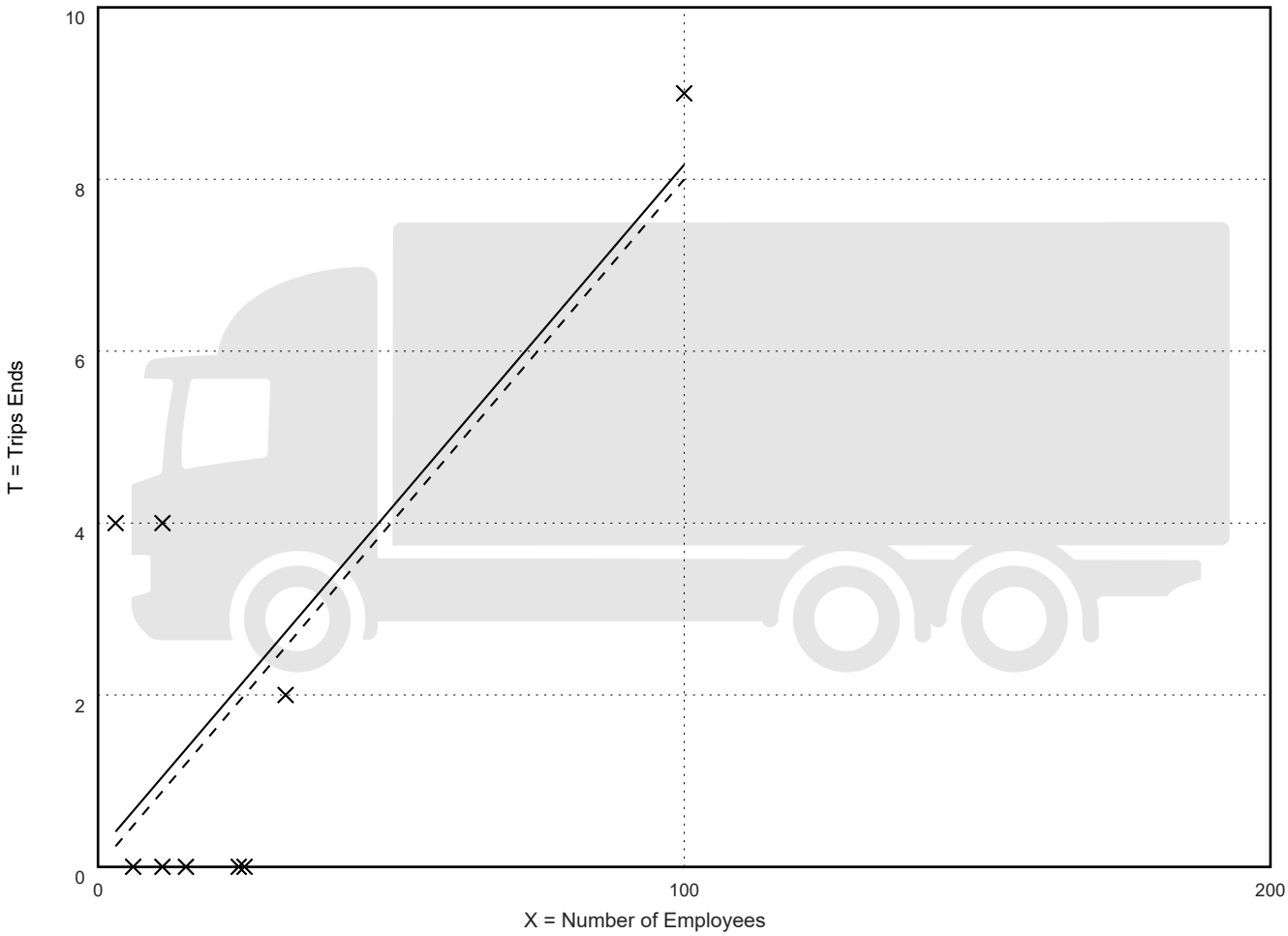
Truck Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. Num. of Employees: 25
Directional Distribution: 53% entering, 47% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 1.33	0.17

Data Plot and Equation



Fitted Curve Equation: T = 0.08(X) + 0.17

R^2= 0.54

Mini-Warehouse
(151)

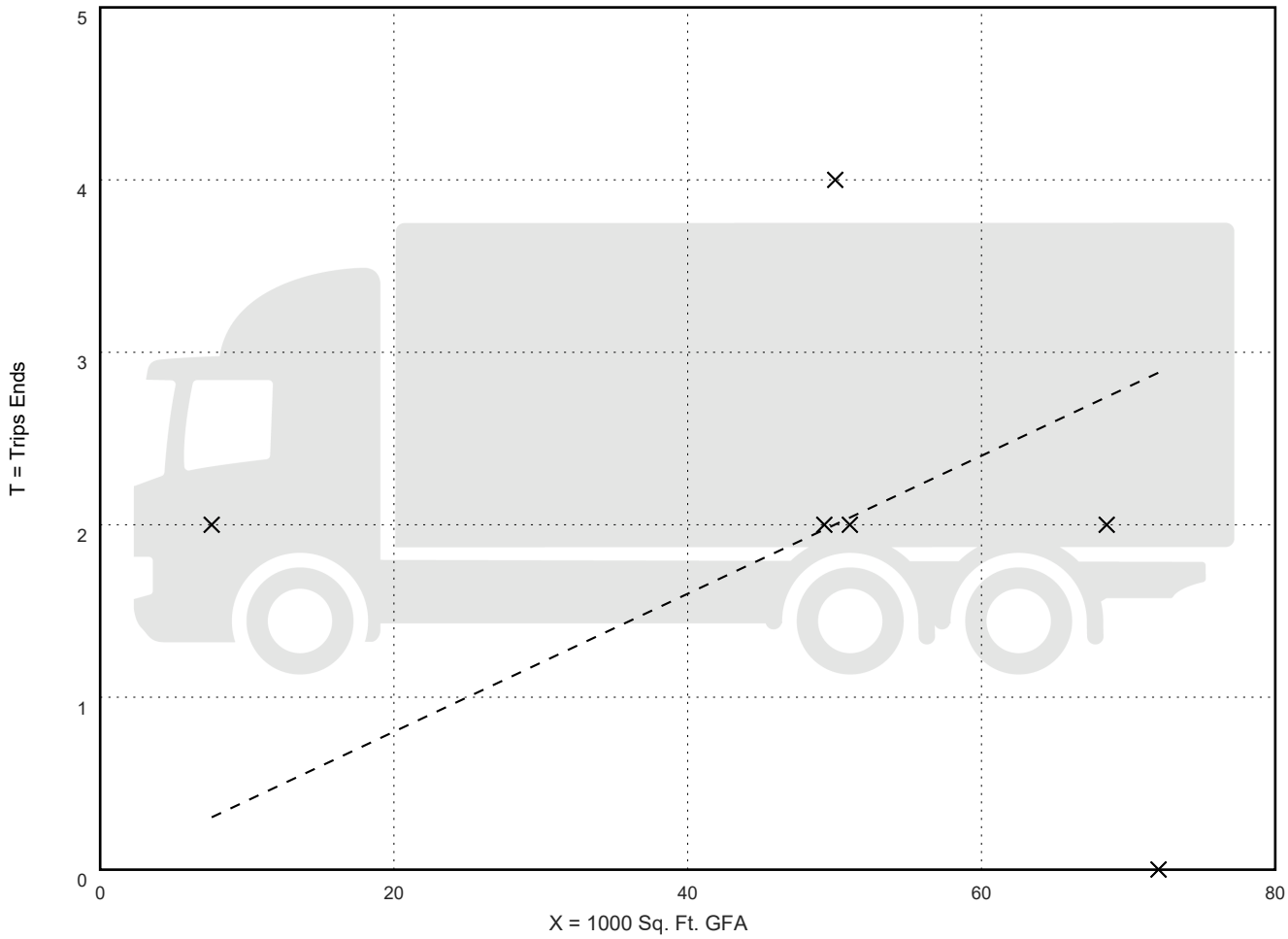
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.26	0.05

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Mini-Warehouse
(151)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= ***

Mini-Warehouse
(151)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= ***

Mini-Warehouse
(151)

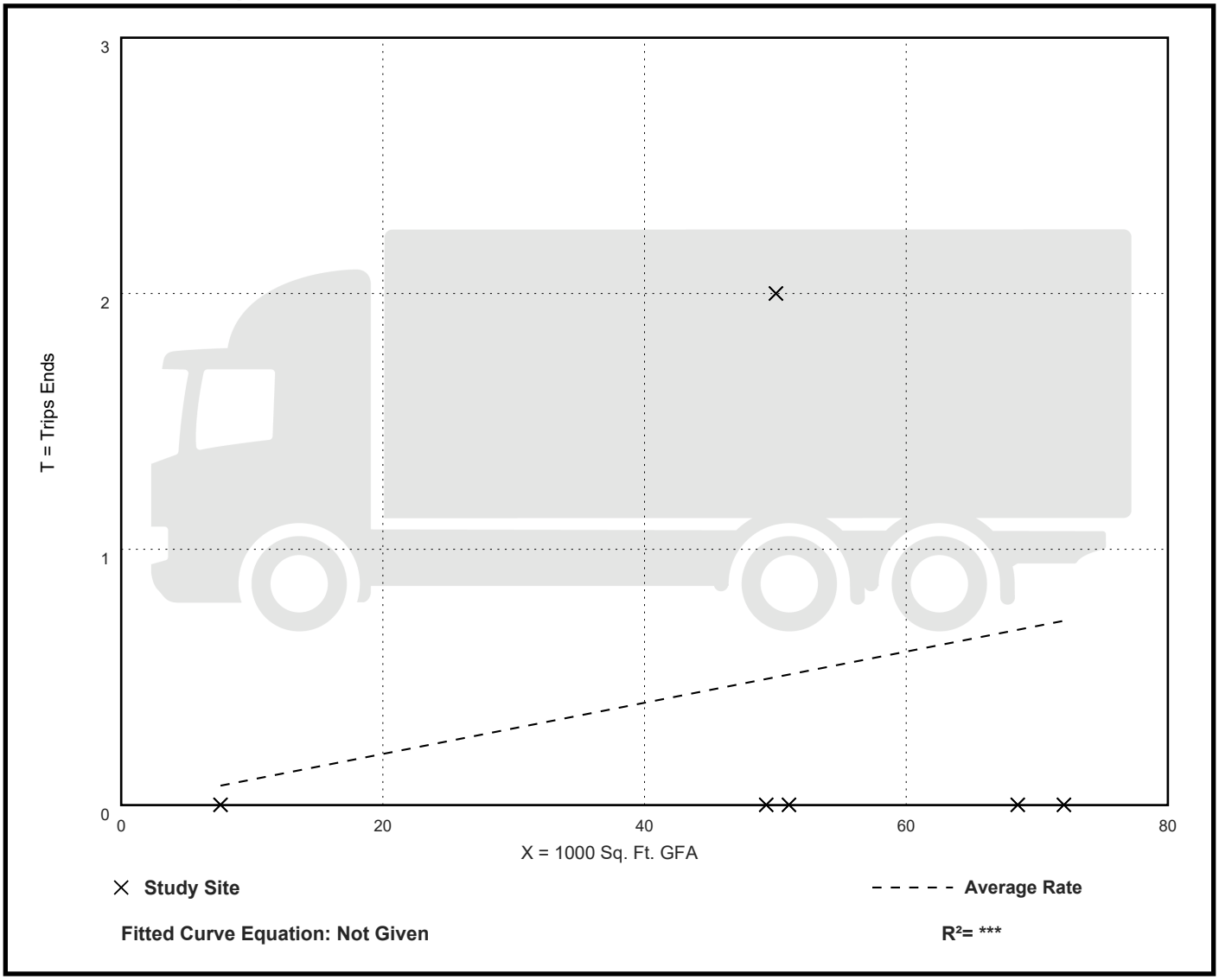
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.04	0.02

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Mini-Warehouse
(151)

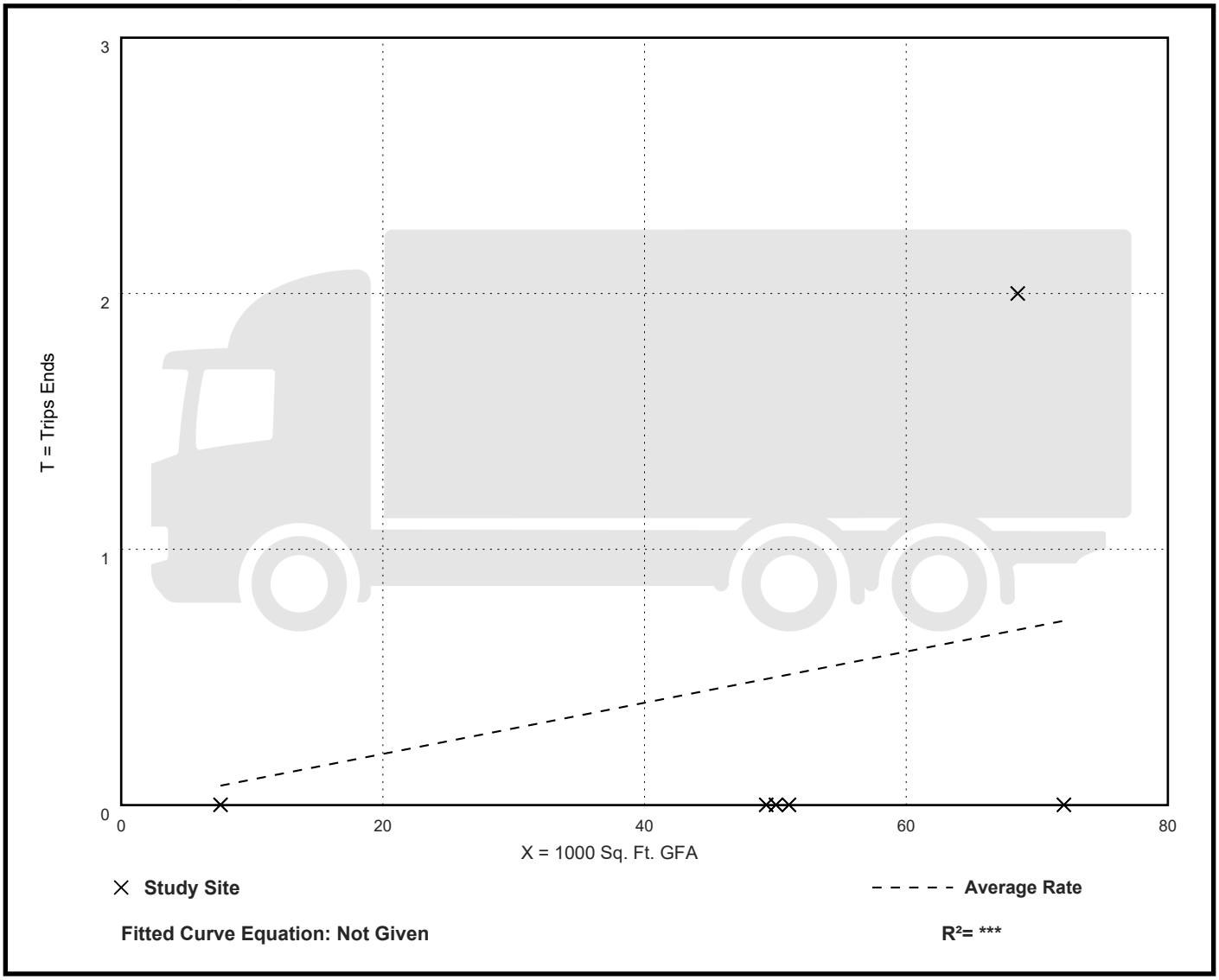
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 50
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.03	0.01

Data Plot and Equation



High-Cube Transload and Short-Term Storage Warehouse (154)

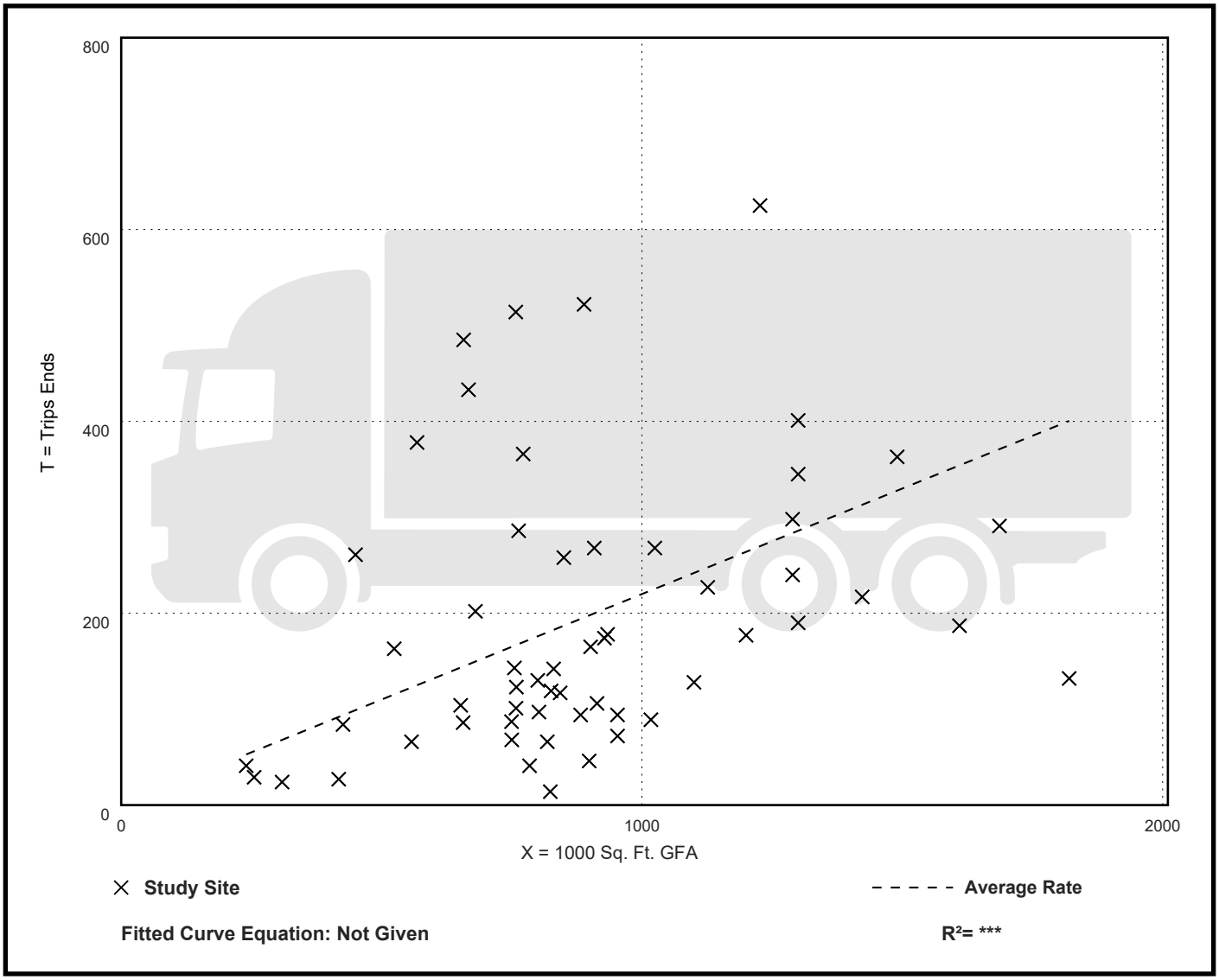
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 57
Avg. 1000 Sq. Ft. GFA: 892
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.02 - 0.74	0.16

Data Plot and Equation



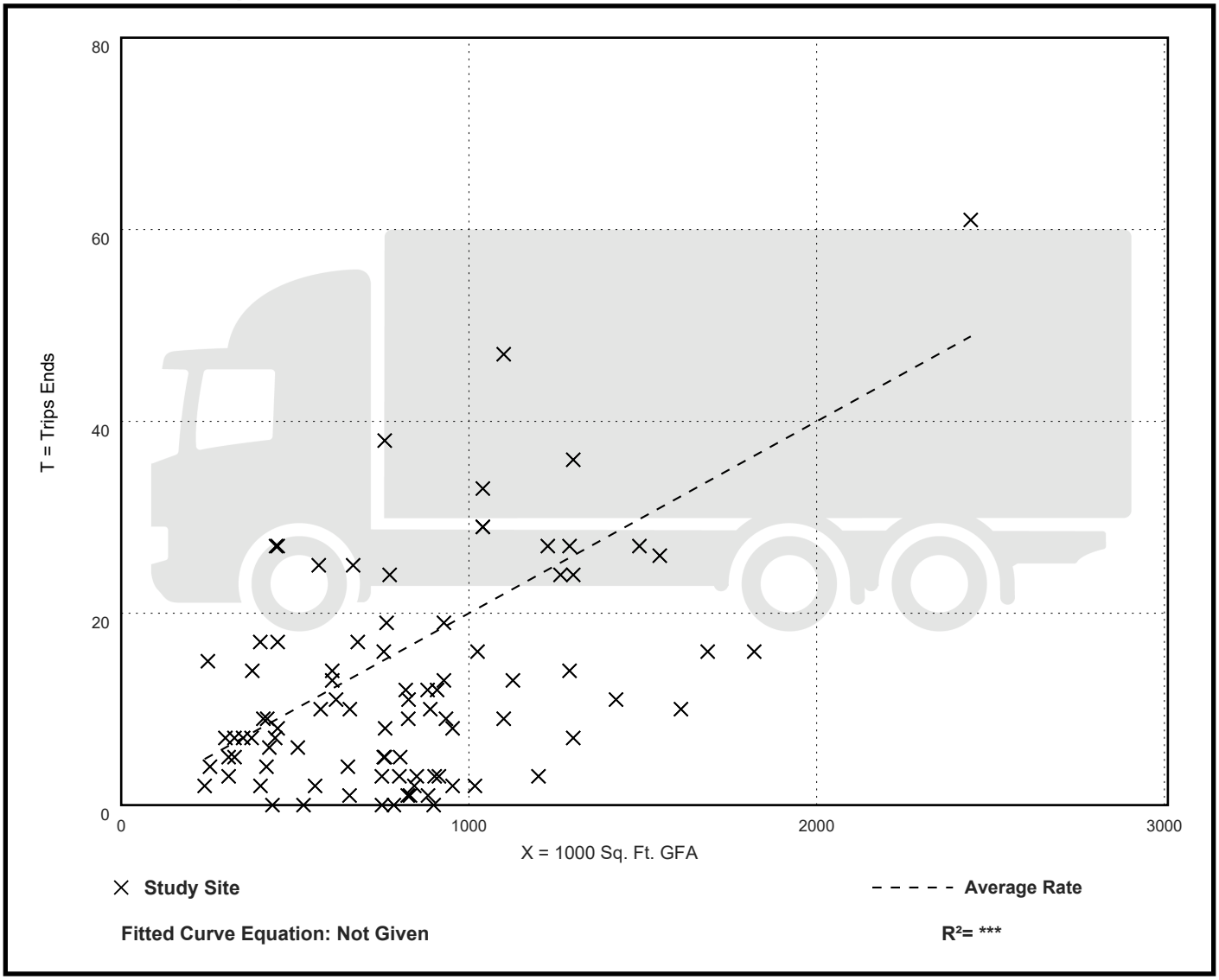
High-Cube Transload and Short-Term Storage Warehouse (154)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 90
Avg. 1000 Sq. Ft. GFA: 812
Directional Distribution: 49% entering, 51% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.06	0.01

Data Plot and Equation



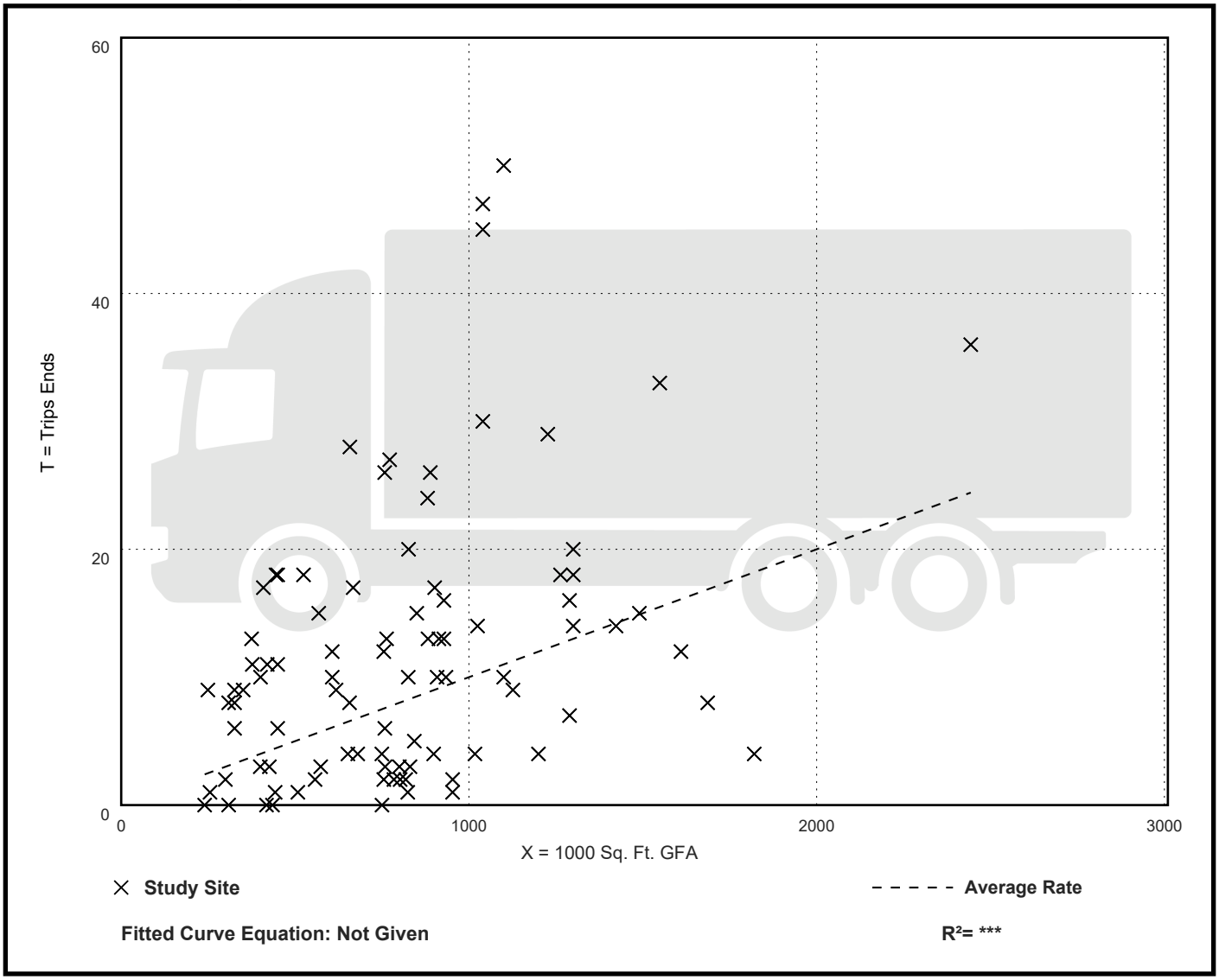
High-Cube Transload and Short-Term Storage Warehouse (154)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 91
Avg. 1000 Sq. Ft. GFA: 807
Directional Distribution: 47% entering, 53% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.01

Data Plot and Equation



High-Cube Transload and Short-Term Storage Warehouse (154)

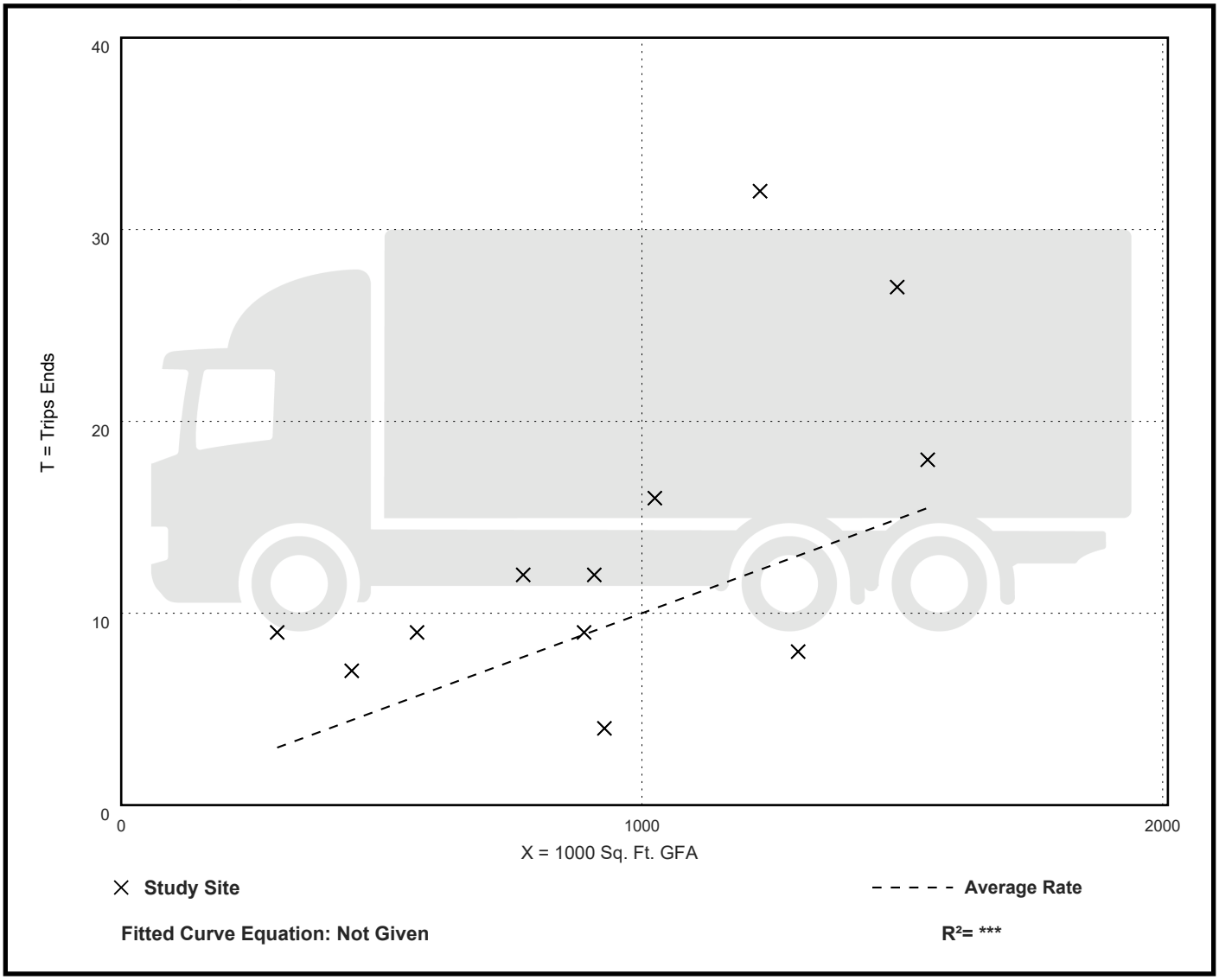
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 950
Directional Distribution: 56% entering, 44% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.03	0.01

Data Plot and Equation



High-Cube Transload and Short-Term Storage Warehouse (154)

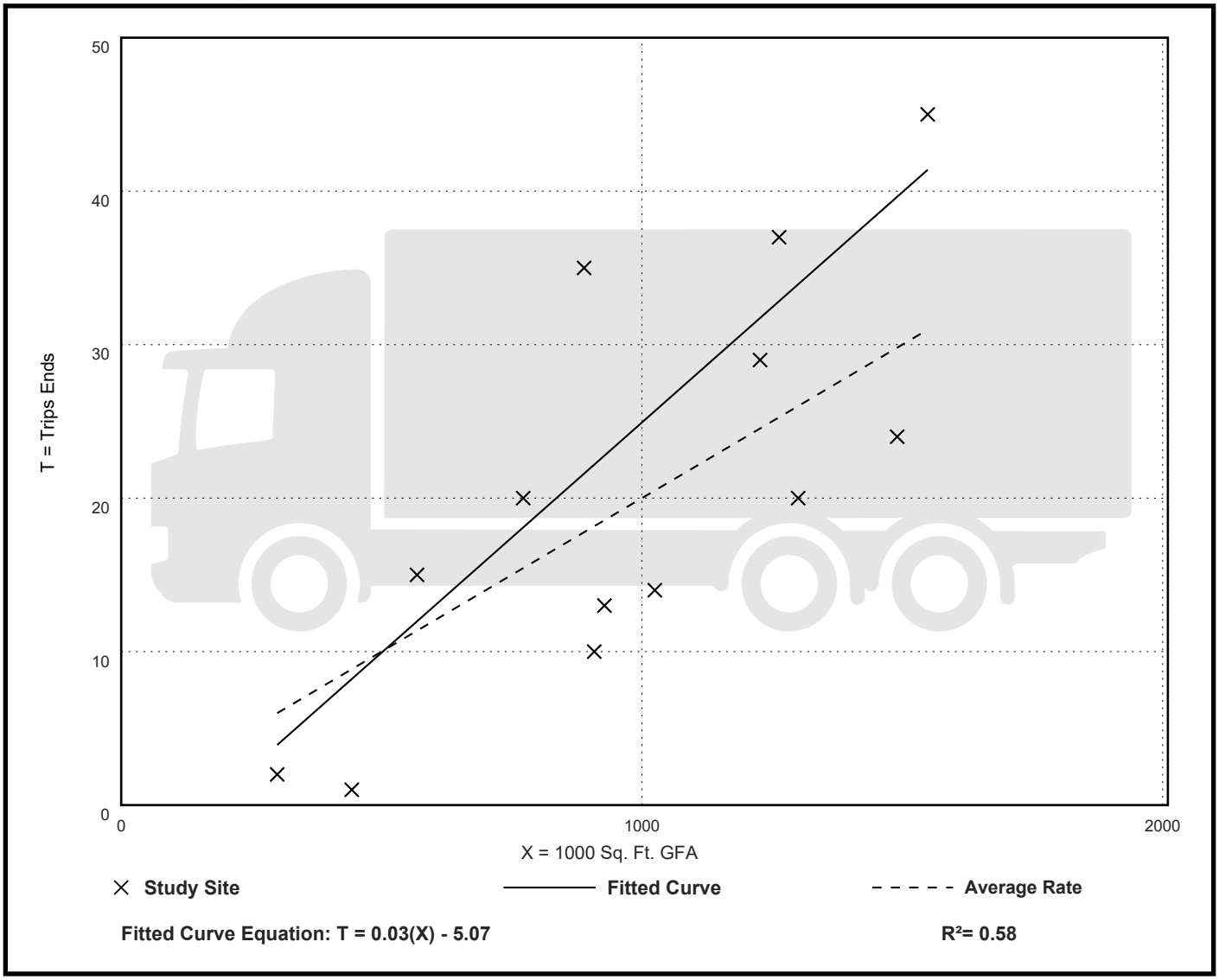
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 974
Directional Distribution: 55% entering, 45% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.04	0.01

Data Plot and Equation



Fitted Curve Equation: T = 0.03(X) - 5.07

R^2= 0.58

High-Cube Fulfillment Center Warehouse - Non-Sort (155)

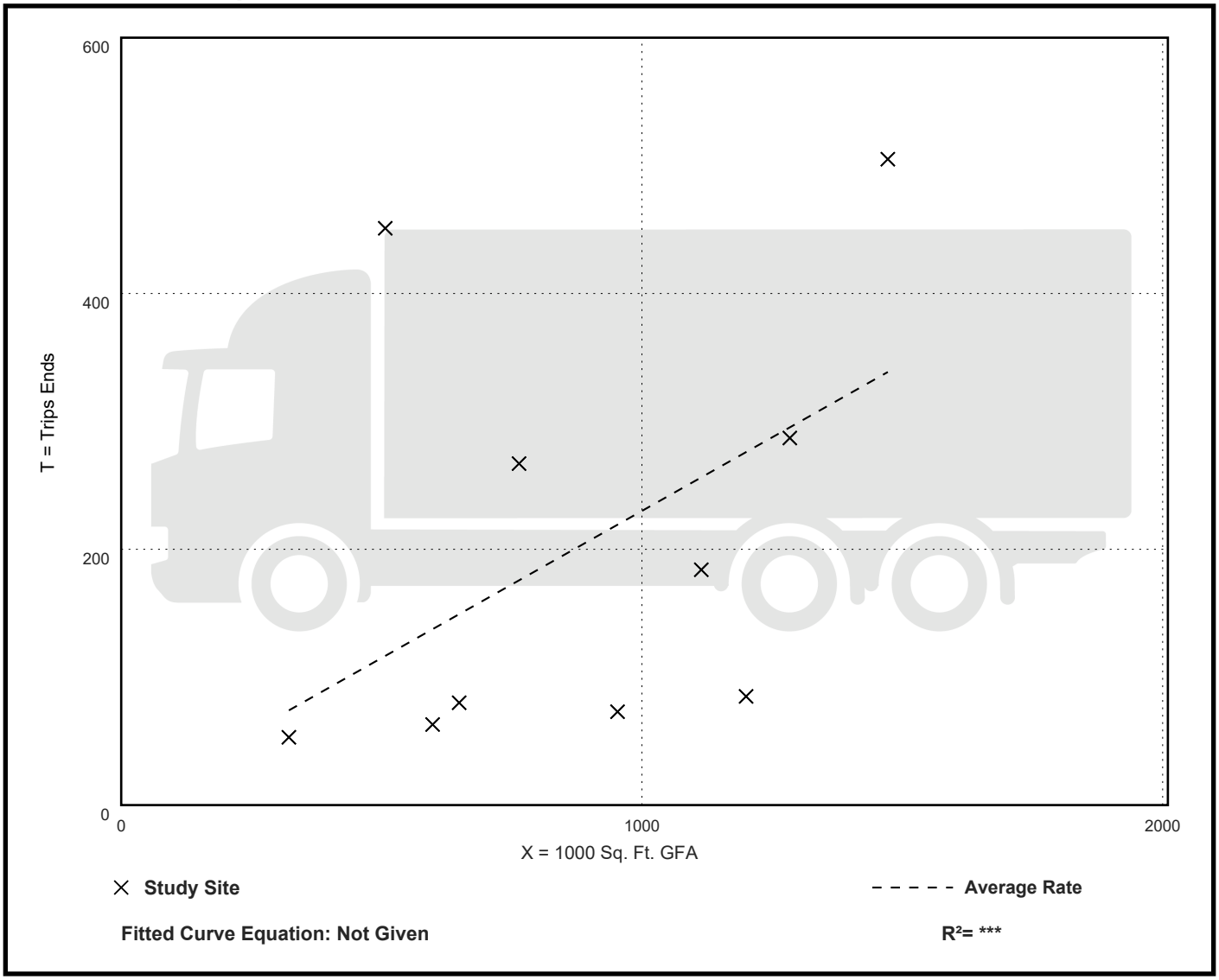
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. 1000 Sq. Ft. GFA: 886
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.23	0.07 - 0.89	0.20

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

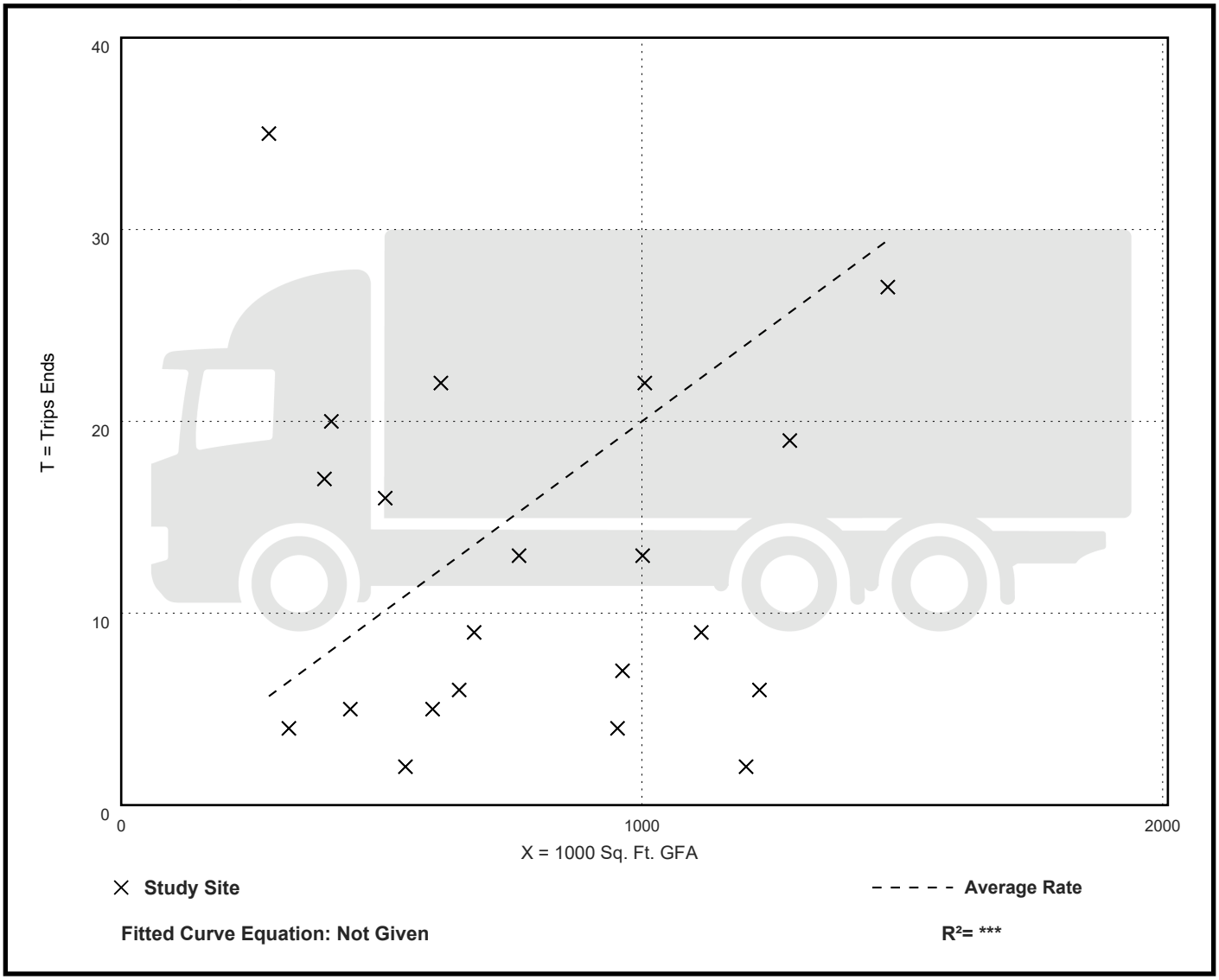
High-Cube Fulfillment Center Warehouse - Non-Sort (155)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 782
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.12	0.02

Data Plot and Equation



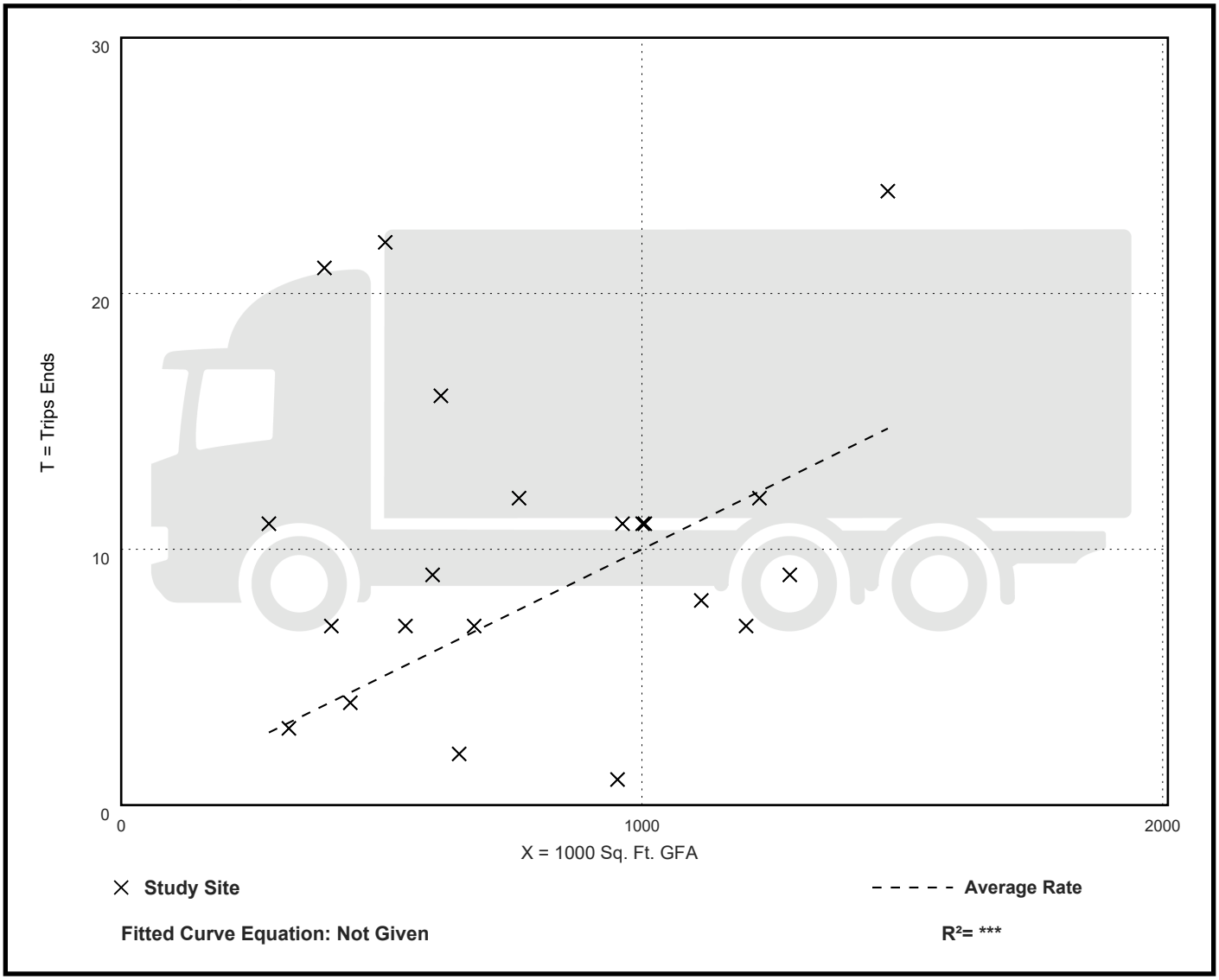
High-Cube Fulfillment Center Warehouse - Non-Sort (155)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 782
Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

High-Cube Fulfillment Center Warehouse - Non-Sort (155)

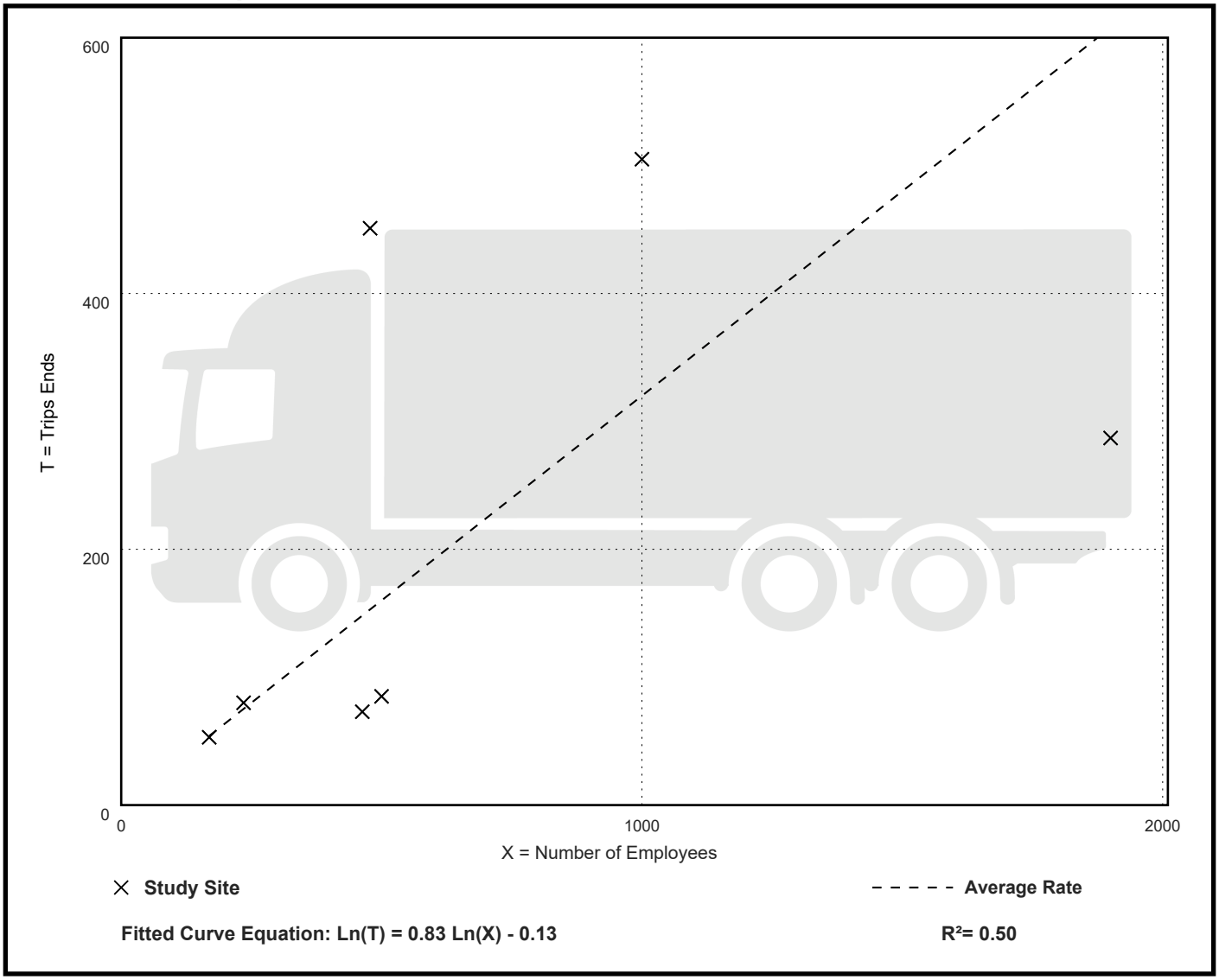
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Employees: 678
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.32	0.15 - 0.94	0.27

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) - 0.13

R^2= 0.50

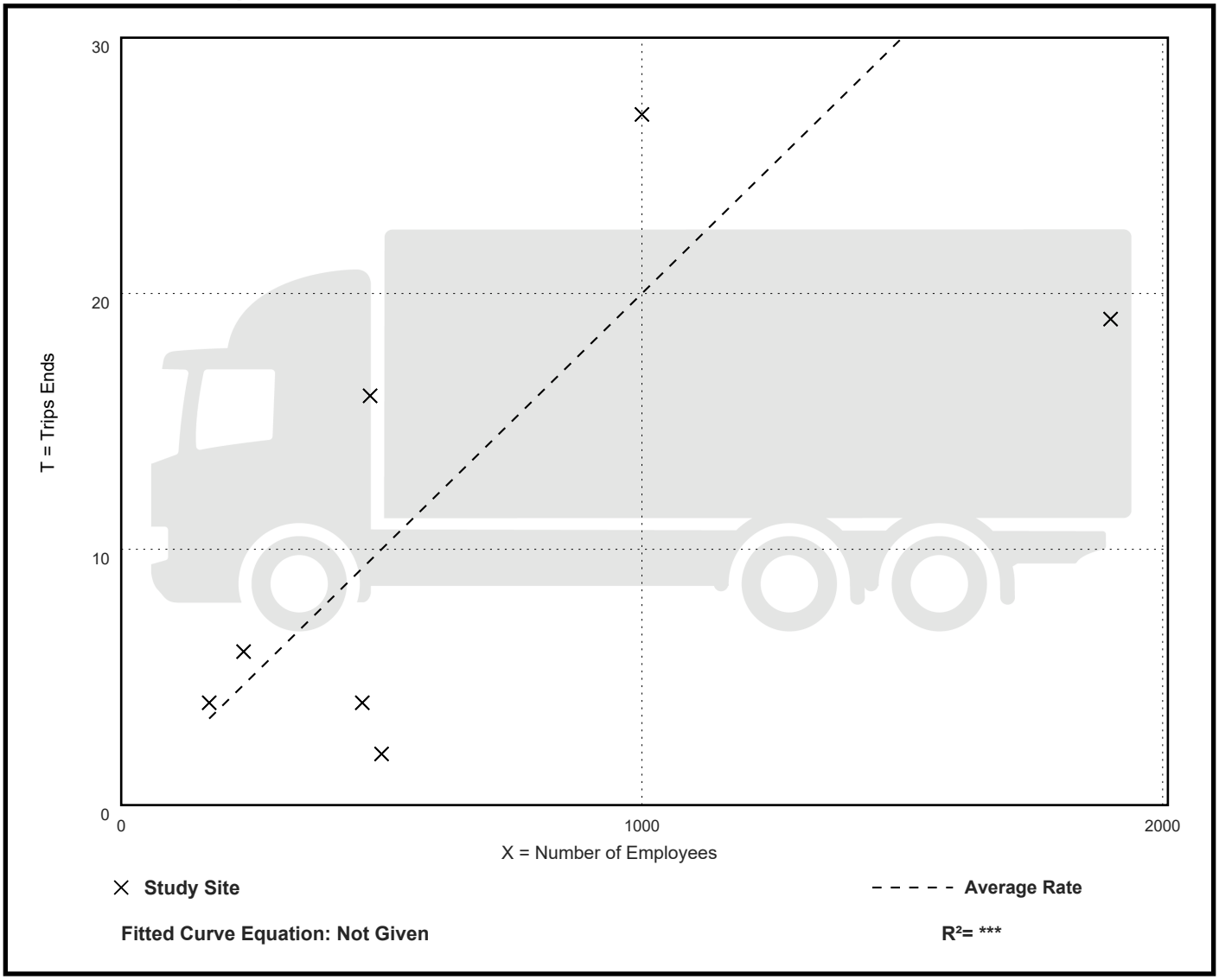
High-Cube Fulfillment Center Warehouse - Non-Sort (155)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Employees: 678
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.03	0.01

Data Plot and Equation



High-Cube Fulfillment Center Warehouse - Non-Sort (155)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Employees: 678
Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.01

Data Plot and Equation

High-Cube Fulfillment Center Warehouse - Sort (155)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

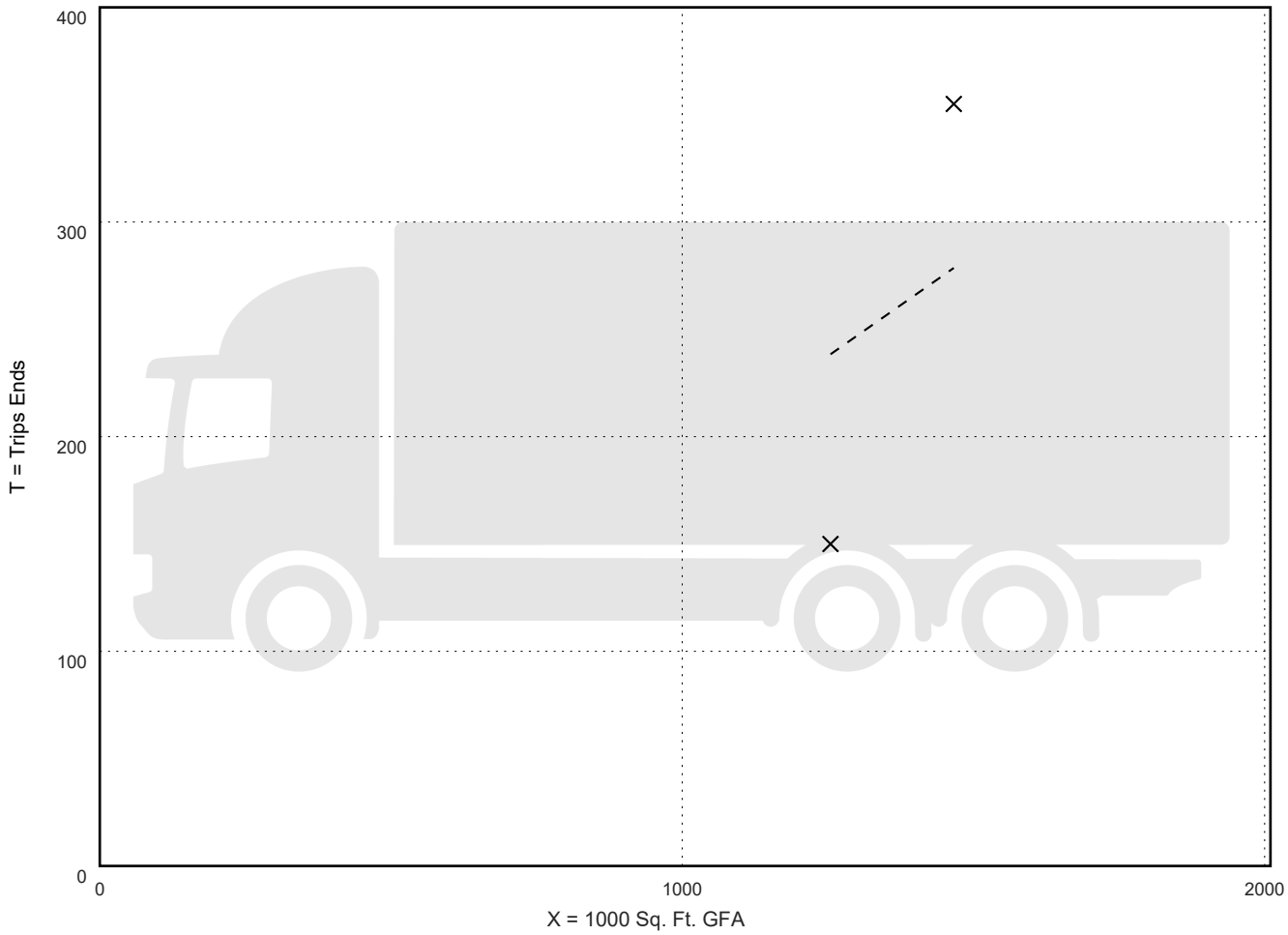
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 1360
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.12 - 0.24	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

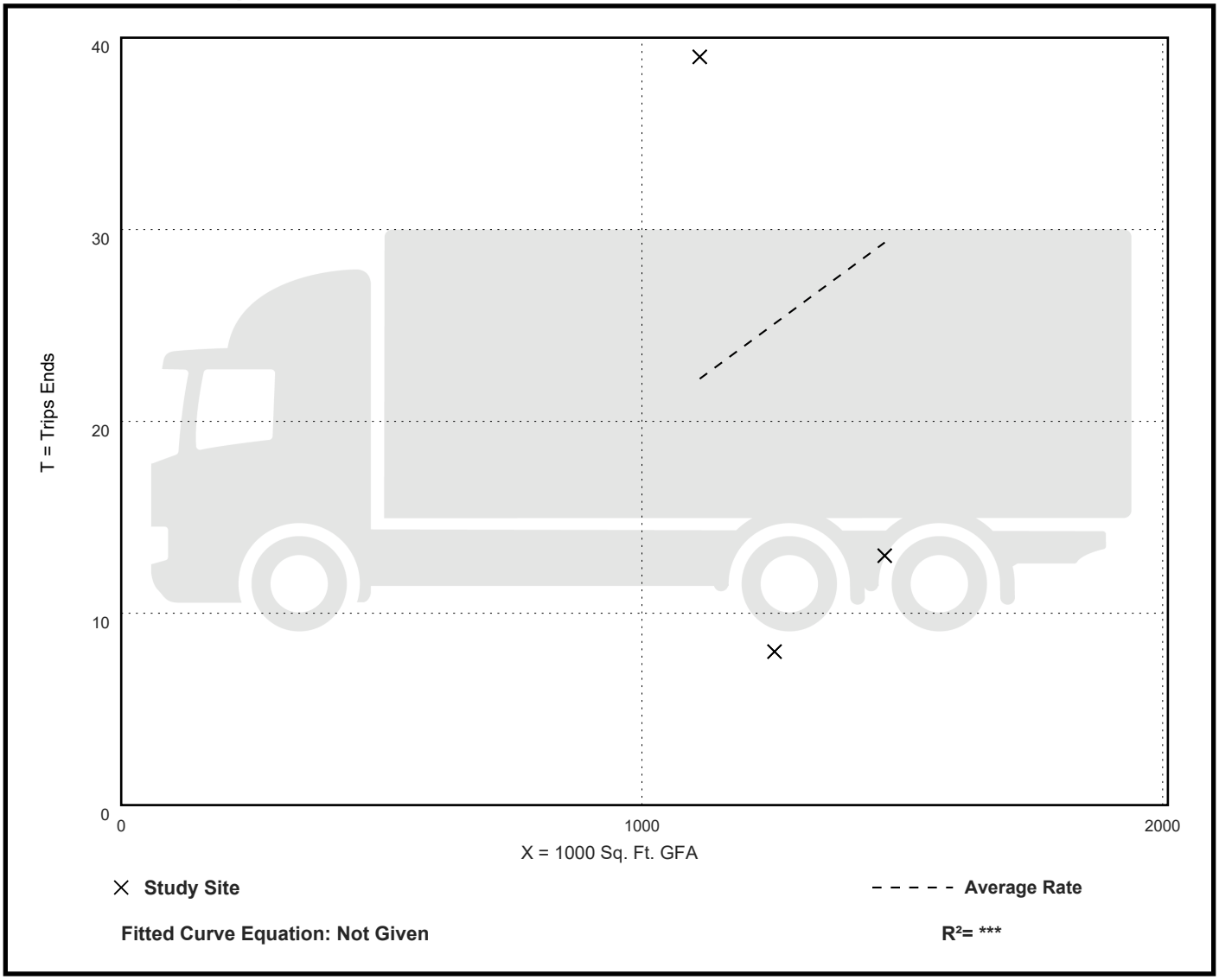
High-Cube Fulfillment Center Warehouse - Sort (155)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 1277
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.01 - 0.04	0.02

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

High-Cube Fulfillment Center Warehouse - Sort (155)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 1277
Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.05	0.02

Data Plot and Equation

High-Cube Fulfillment Center Warehouse - Sort (155)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 4700
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.03 - 0.03	***

Data Plot and Equation

Caution – Small Sample Size

Fitted Curve Equation: Not Given

R^2= ***

High-Cube Fulfillment Center Warehouse - Sort (155)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 4700
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size

Fitted Curve Equation: Not Given

R^2= ***

High-Cube Fulfillment Center Warehouse - Sort (155)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 4700
Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size

Fitted Curve Equation: Not Given

R^2= ***

High-Cube Parcel Hub Warehouse (156)

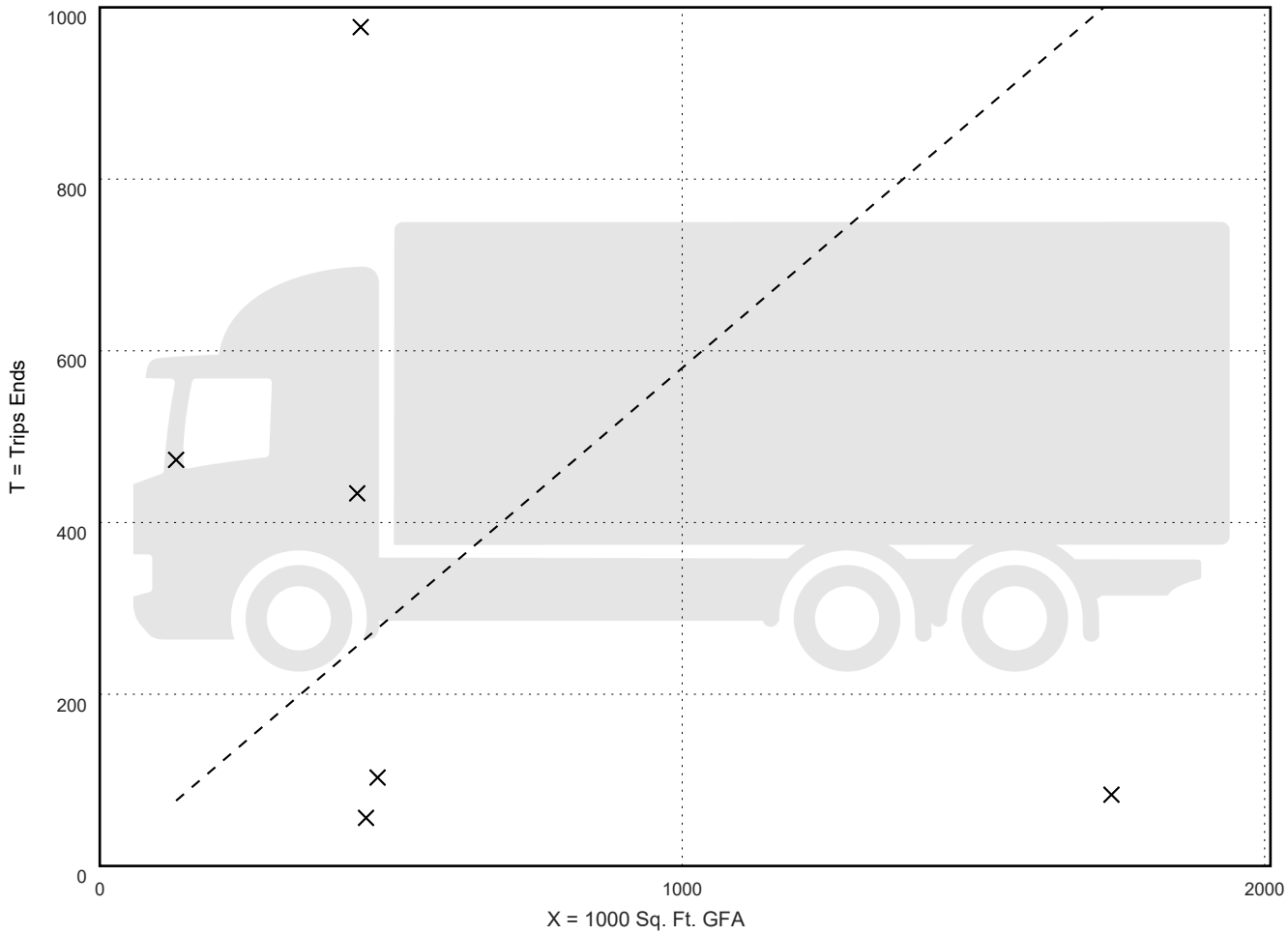
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 615
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.58	0.05 - 3.61	1.00

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

High-Cube Parcel Hub Warehouse
(156)

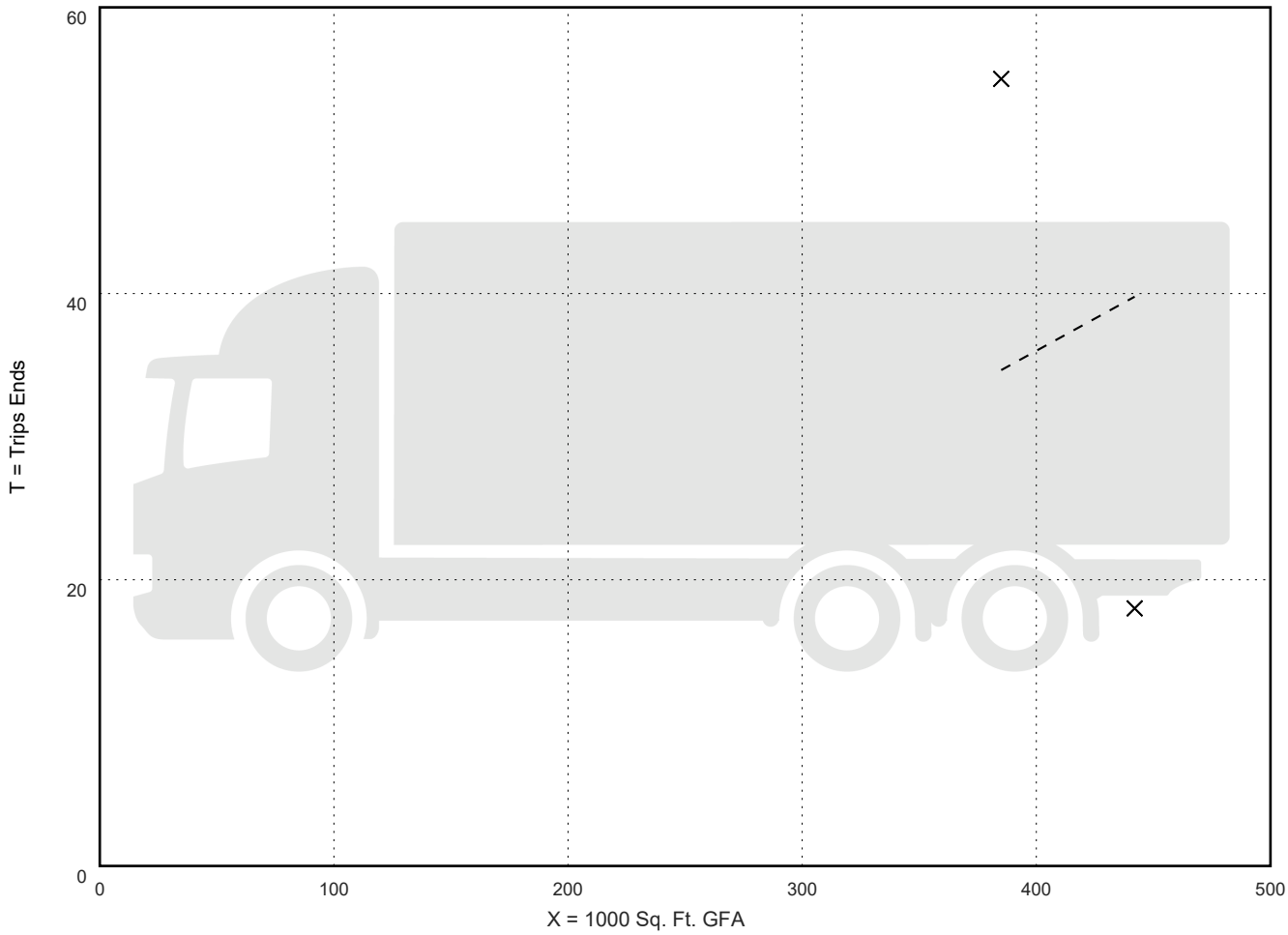
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 414
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.14	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

High-Cube Parcel Hub Warehouse
(156)

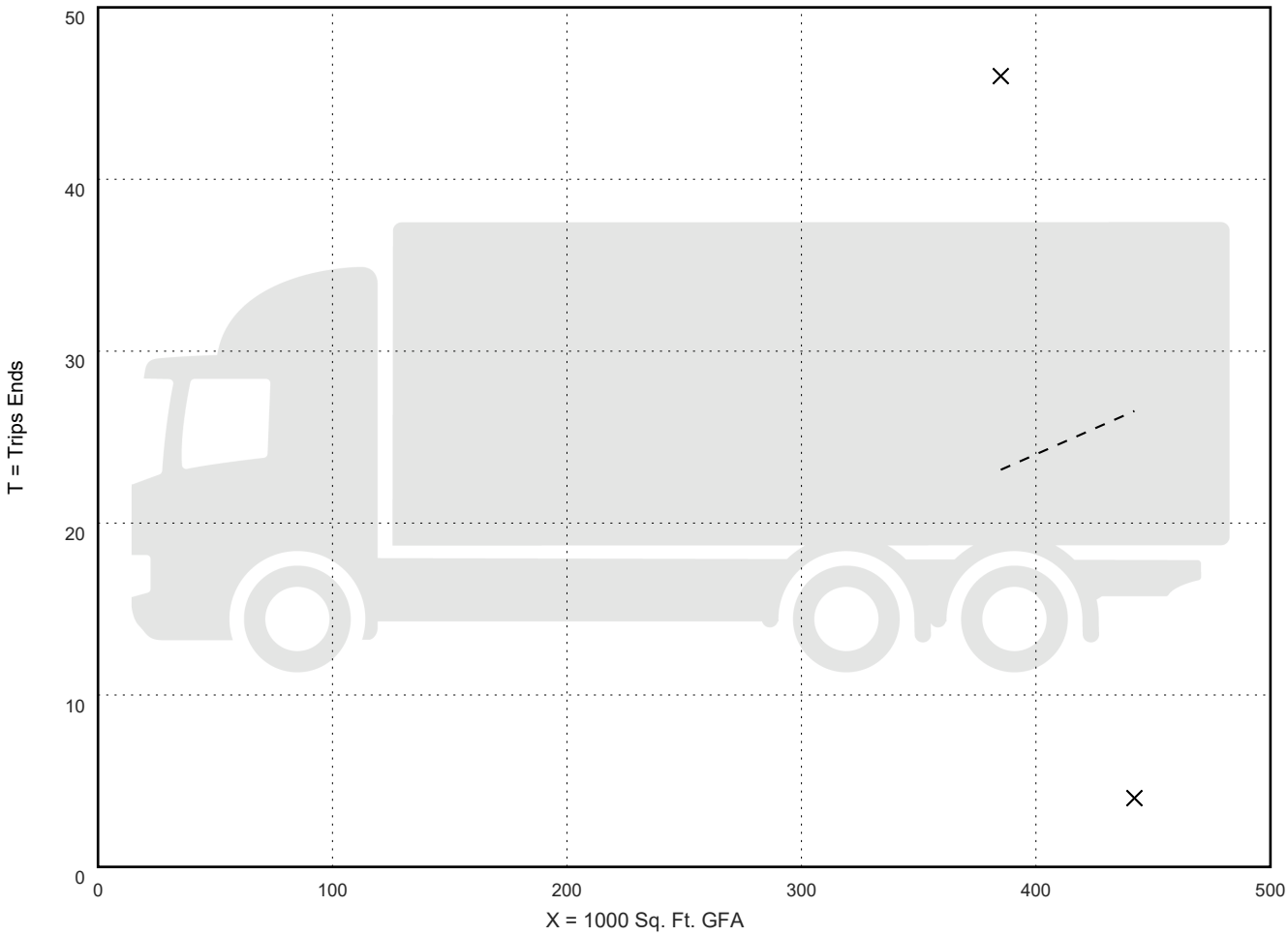
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. 1000 Sq. Ft. GFA: 414
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.01 - 0.12	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

High-Cube Parcel Hub Warehouse
(156)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 902
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.08	1.08 - 1.08	***

Data Plot and Equation

Caution – Small Sample Size

Fitted Curve Equation: Not Given

R^2= *

High-Cube Cold Storage Warehouse (157)

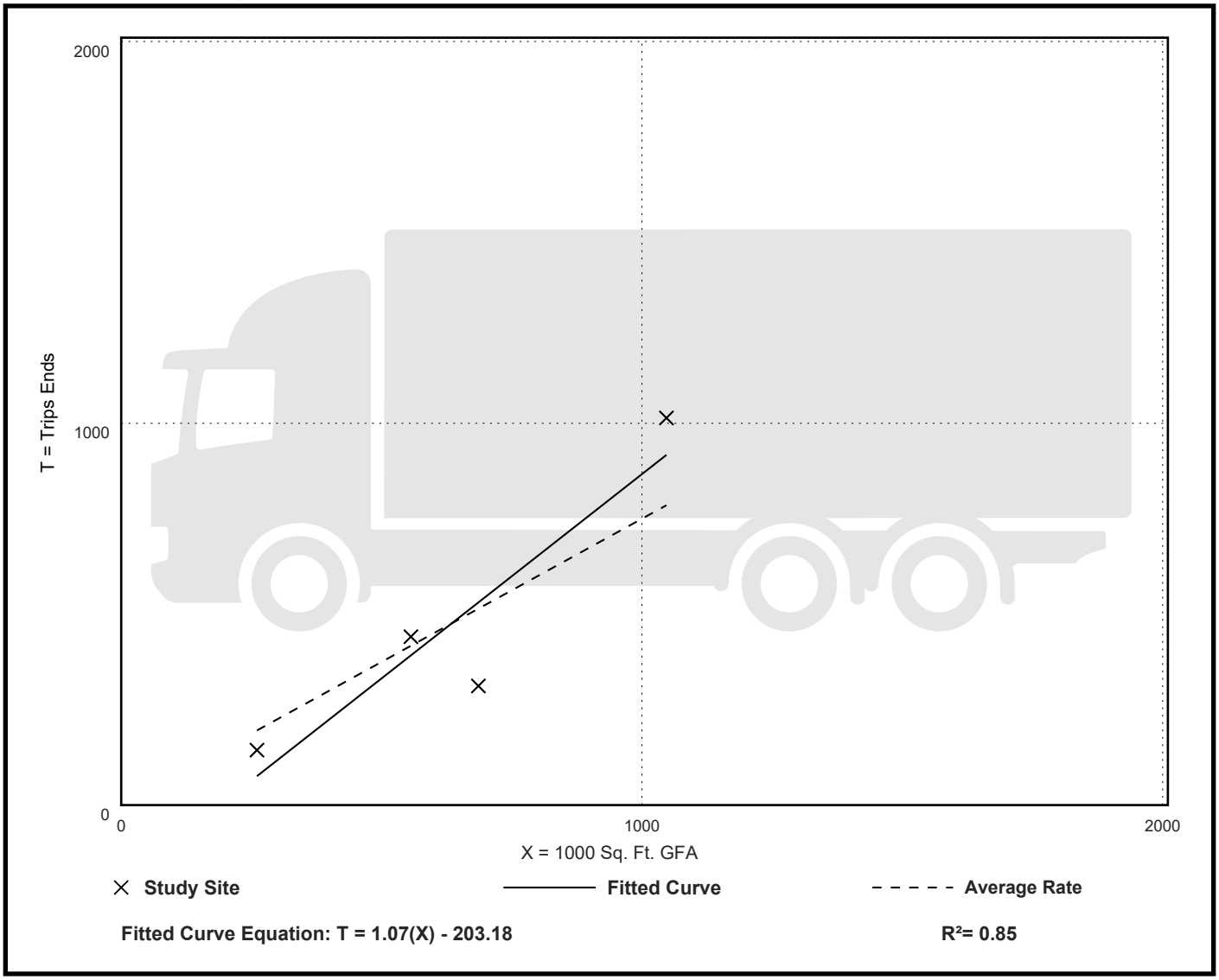
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 638
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.75	0.45 - 0.97	0.25

Data Plot and Equation



Fitted Curve Equation: T = 1.07(X) - 203.18

R^2= 0.85

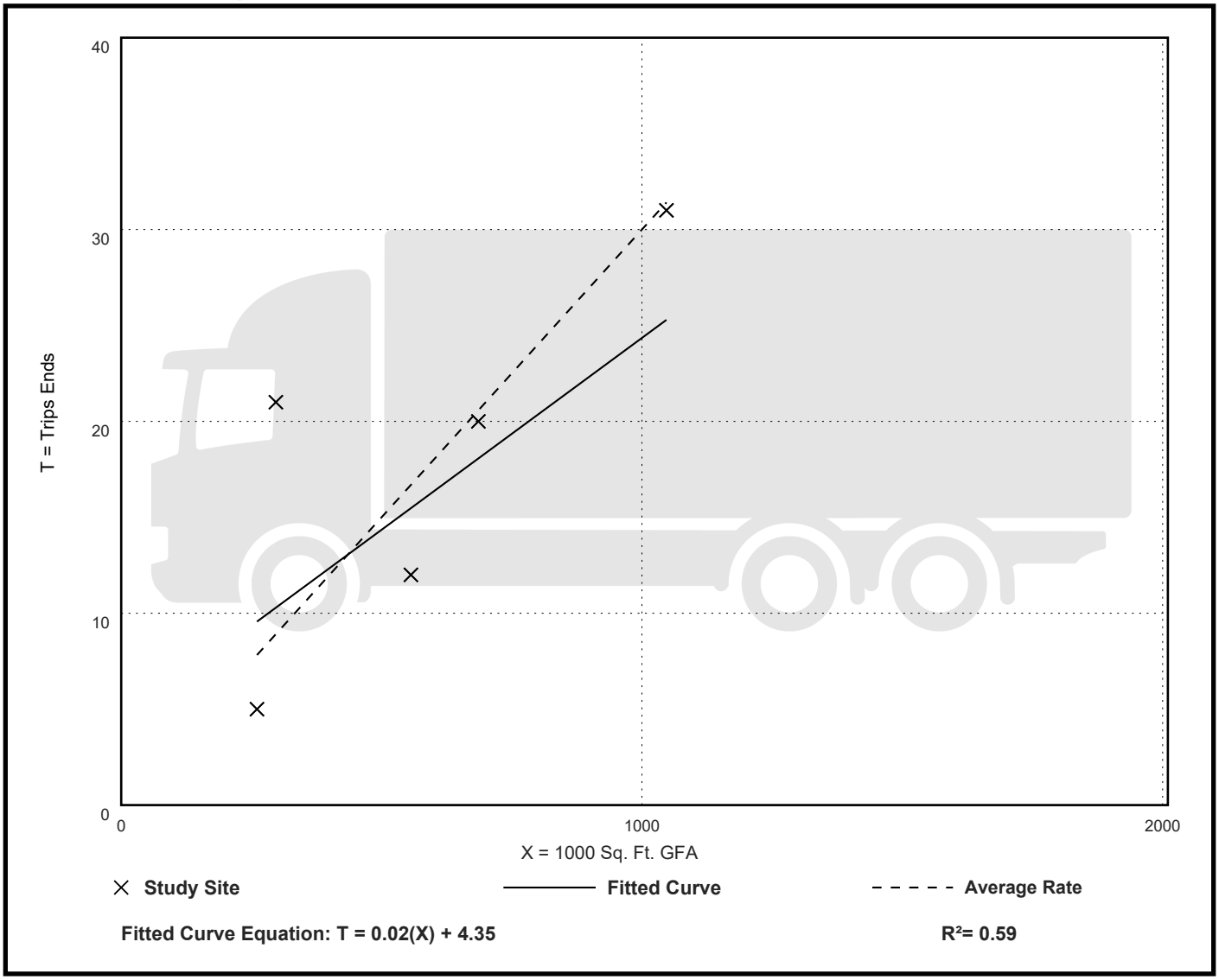
High-Cube Cold Storage Warehouse (157)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.02 - 0.07	0.02

Data Plot and Equation



Fitted Curve Equation: T = 0.02(X) + 4.35

R^2= 0.59

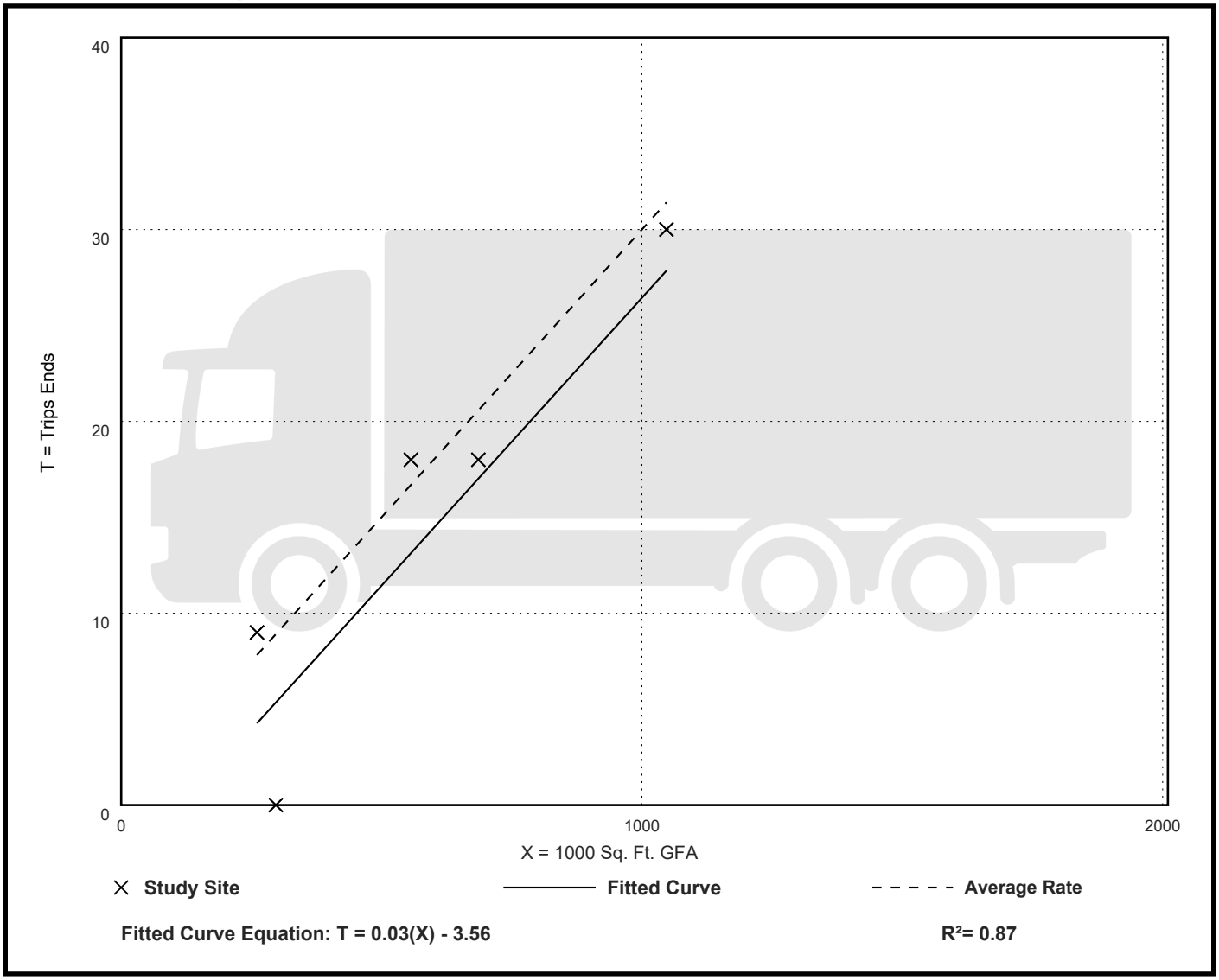
High-Cube Cold Storage Warehouse (157)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 569
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.03	0.01

Data Plot and Equation



Fitted Curve Equation: T = 0.03(X) - 3.56

R^2= 0.87

Utility
(170)

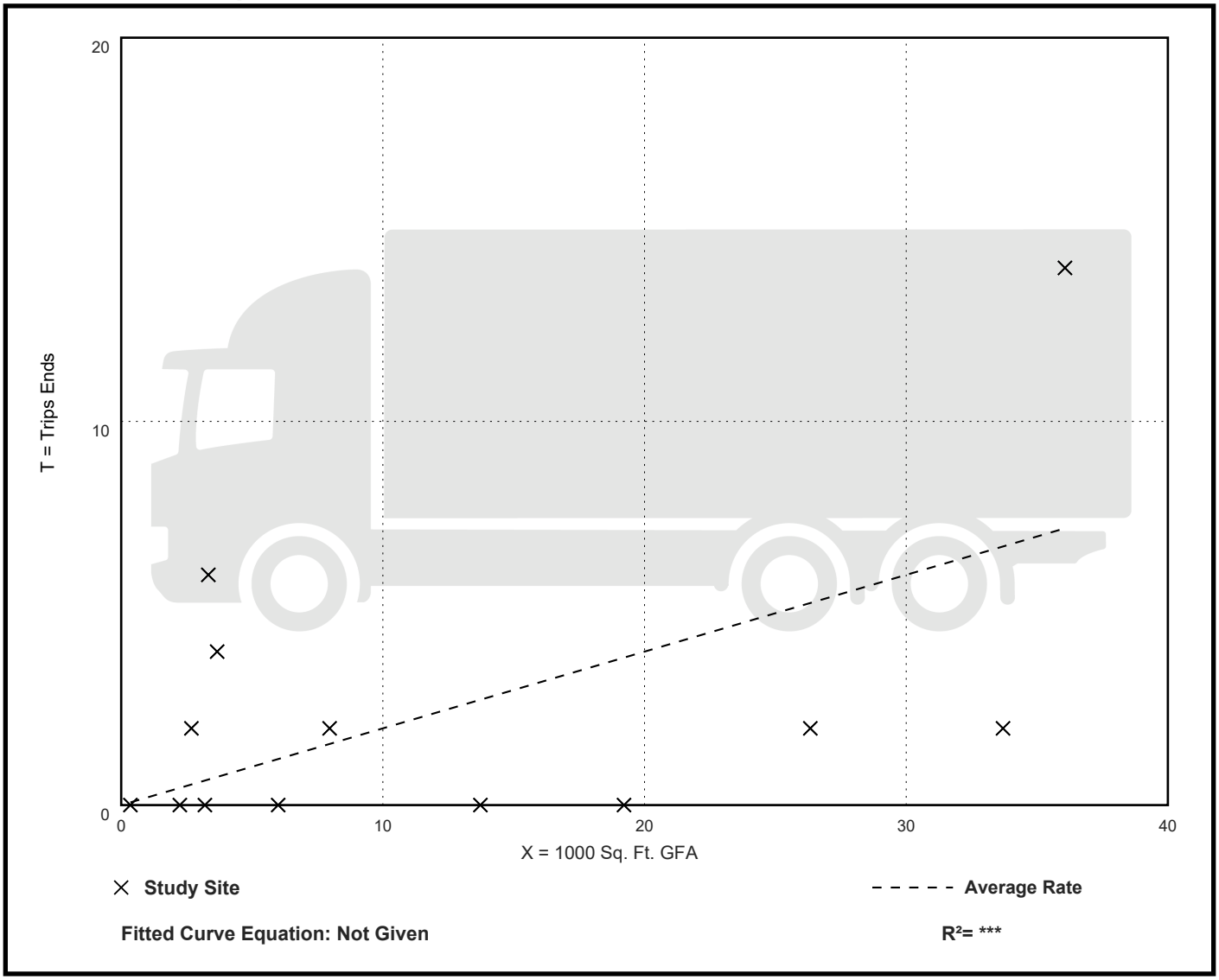
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 12
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.20	0.00 - 1.80	0.33

Data Plot and Equation



Utility
(170)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= *

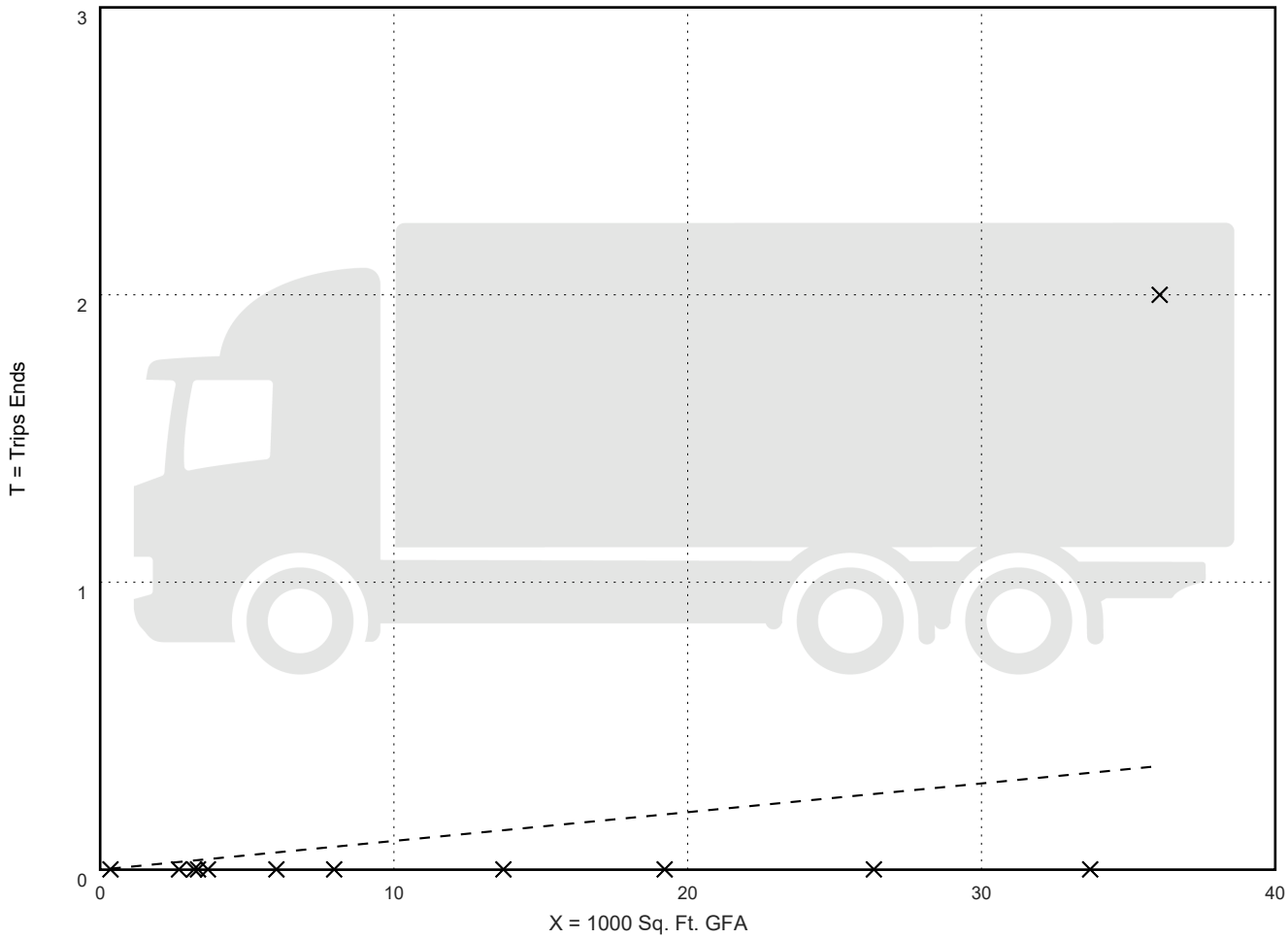
Utility
(170)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GFA: 13
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.06	0.02

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Utility
(170)

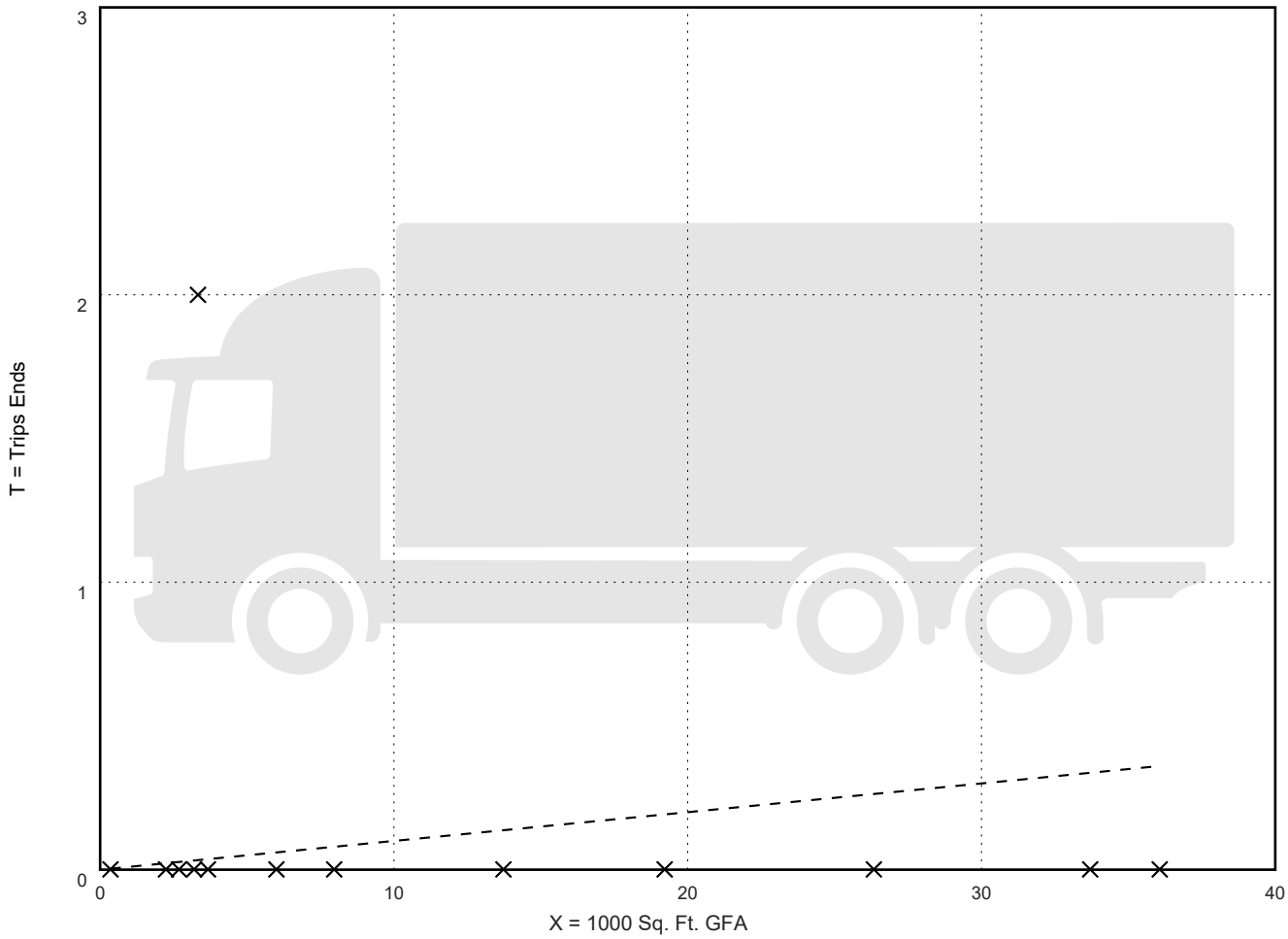
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 12
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.60	0.09

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Utility
(170)

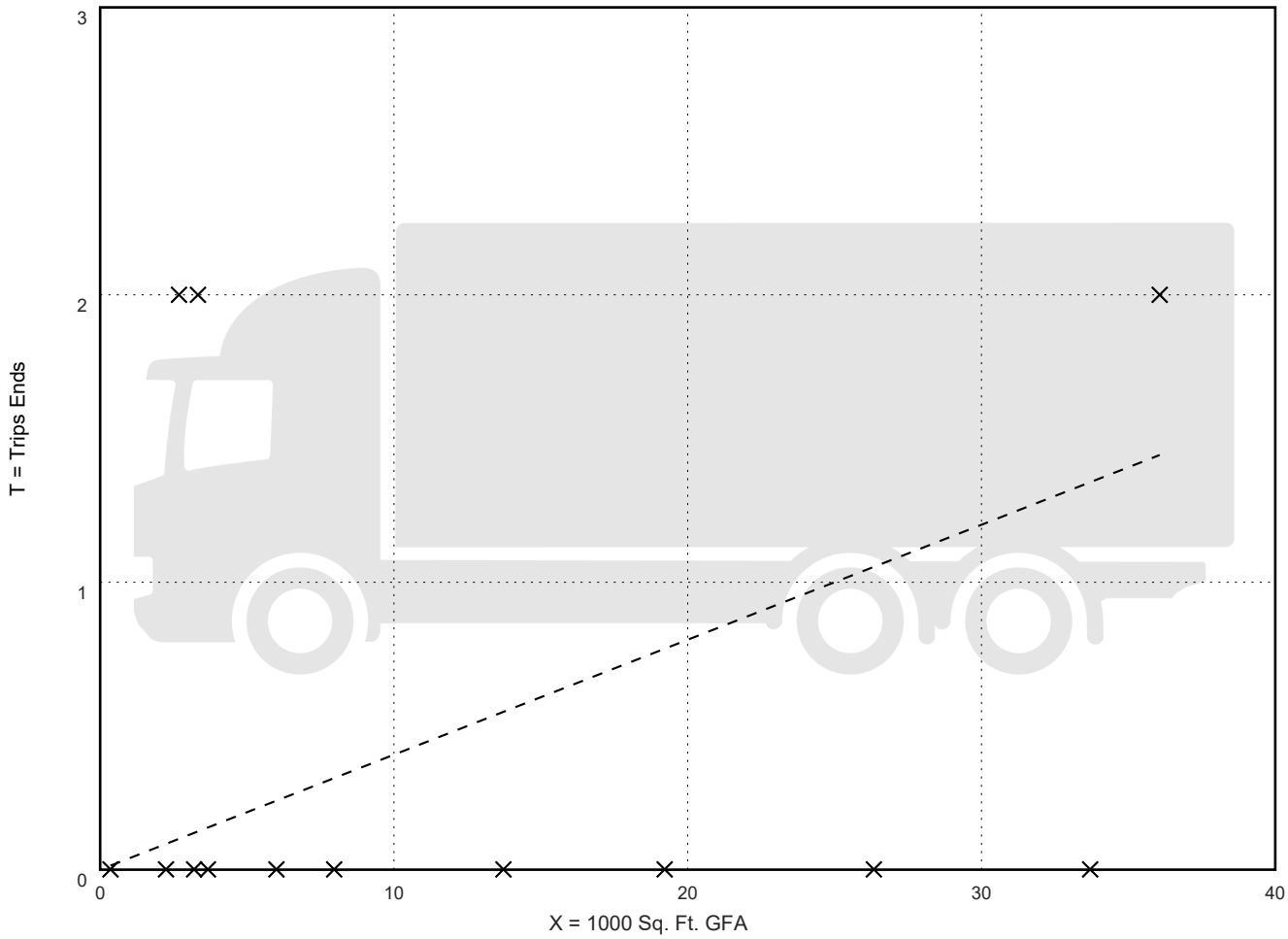
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 12
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.75	0.13

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Utility
(170)

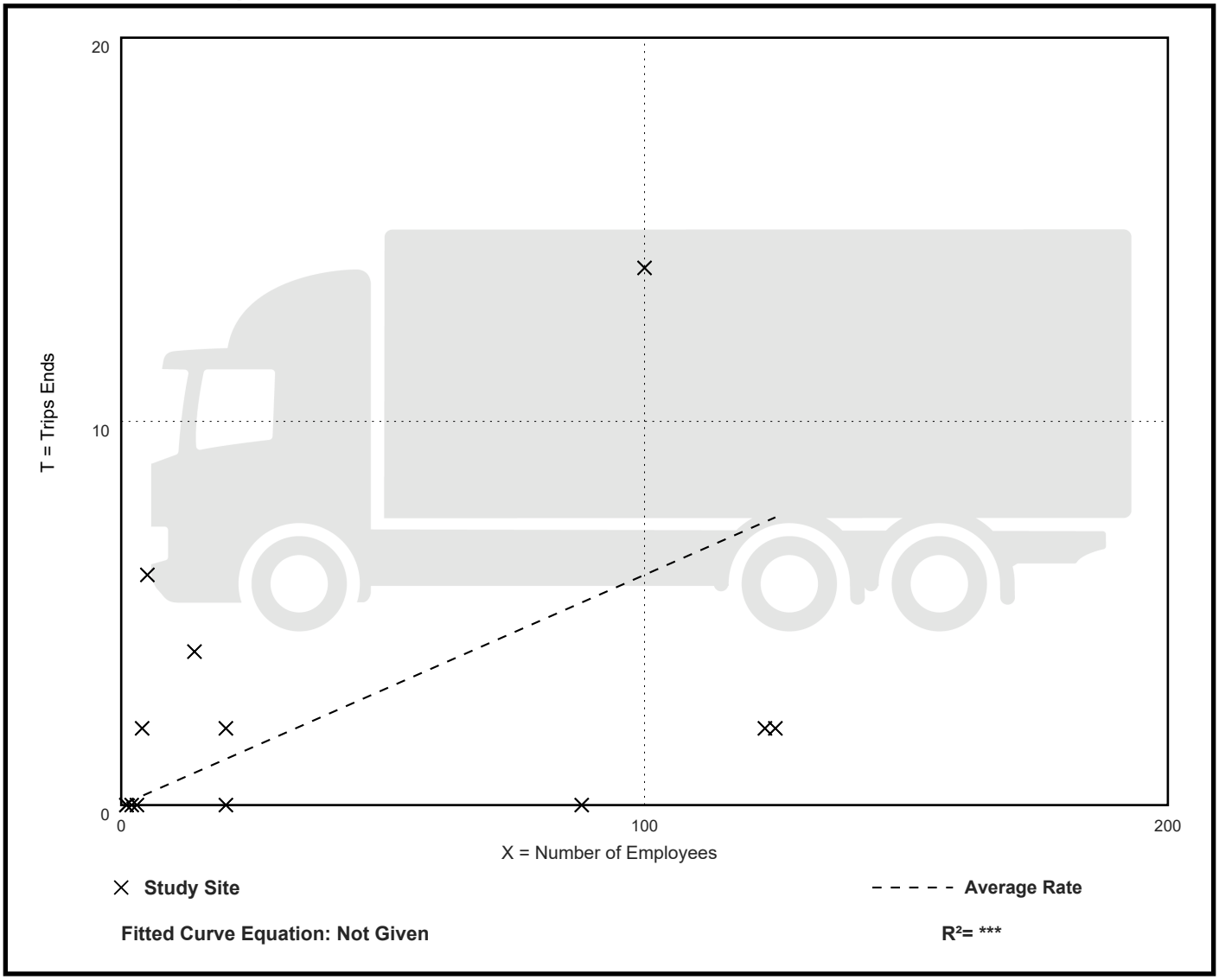
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Employees: 39
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 1.20	0.14

Data Plot and Equation



Utility
(170)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. Num. of Employees: 42
Directional Distribution: Not Available

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= ***

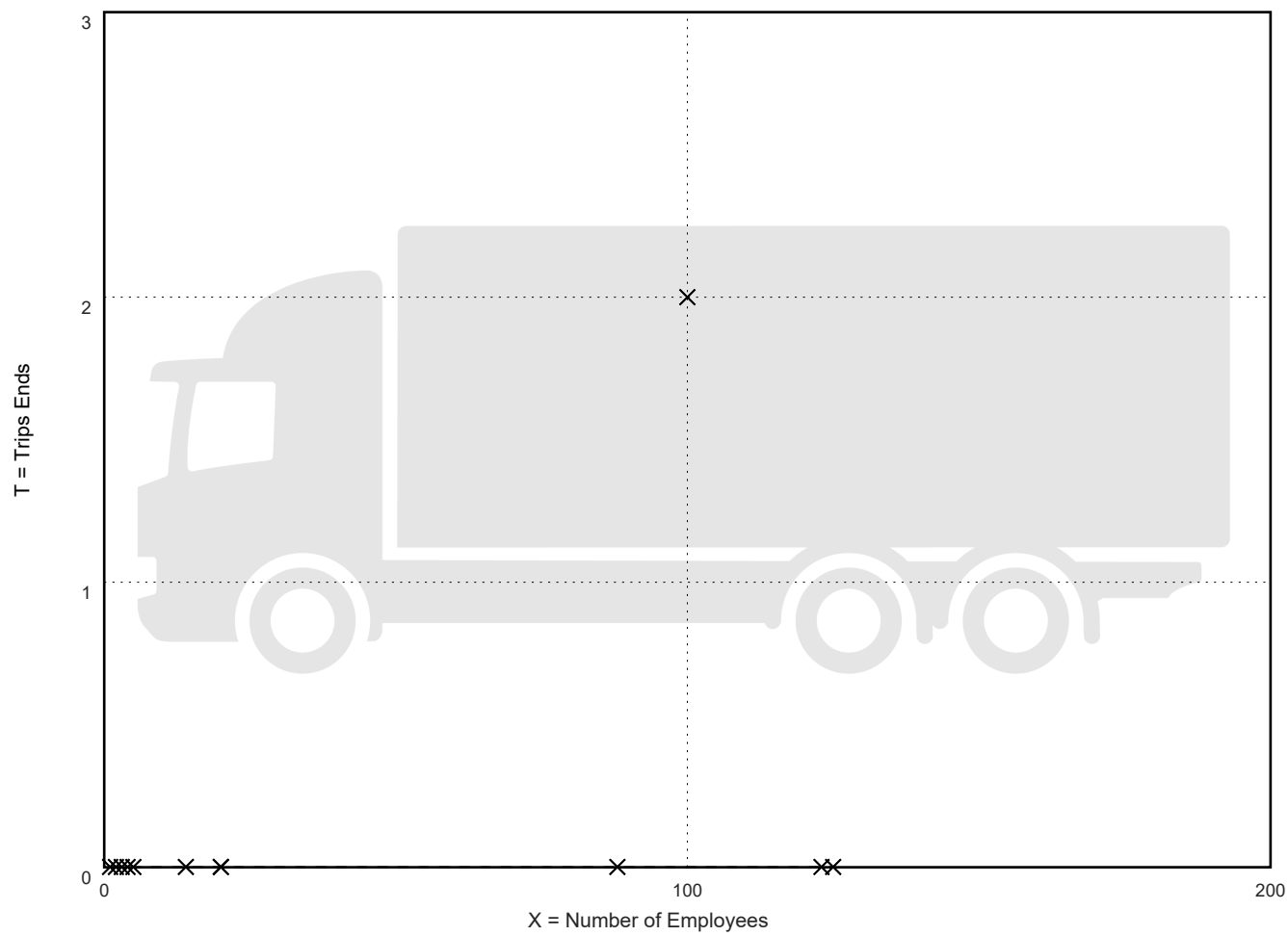
Utility
(170)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. Num. of Employees: 42
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.02	0.01

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Utility
(170)

Truck Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Employees: 39
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.40	0.04

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= ***

Utility
(170)

Truck Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Employees: 39
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.50	0.06

Data Plot and Equation

Fitted Curve Equation: Not Given

R^2= *

Specialty Trade Contractor (180)

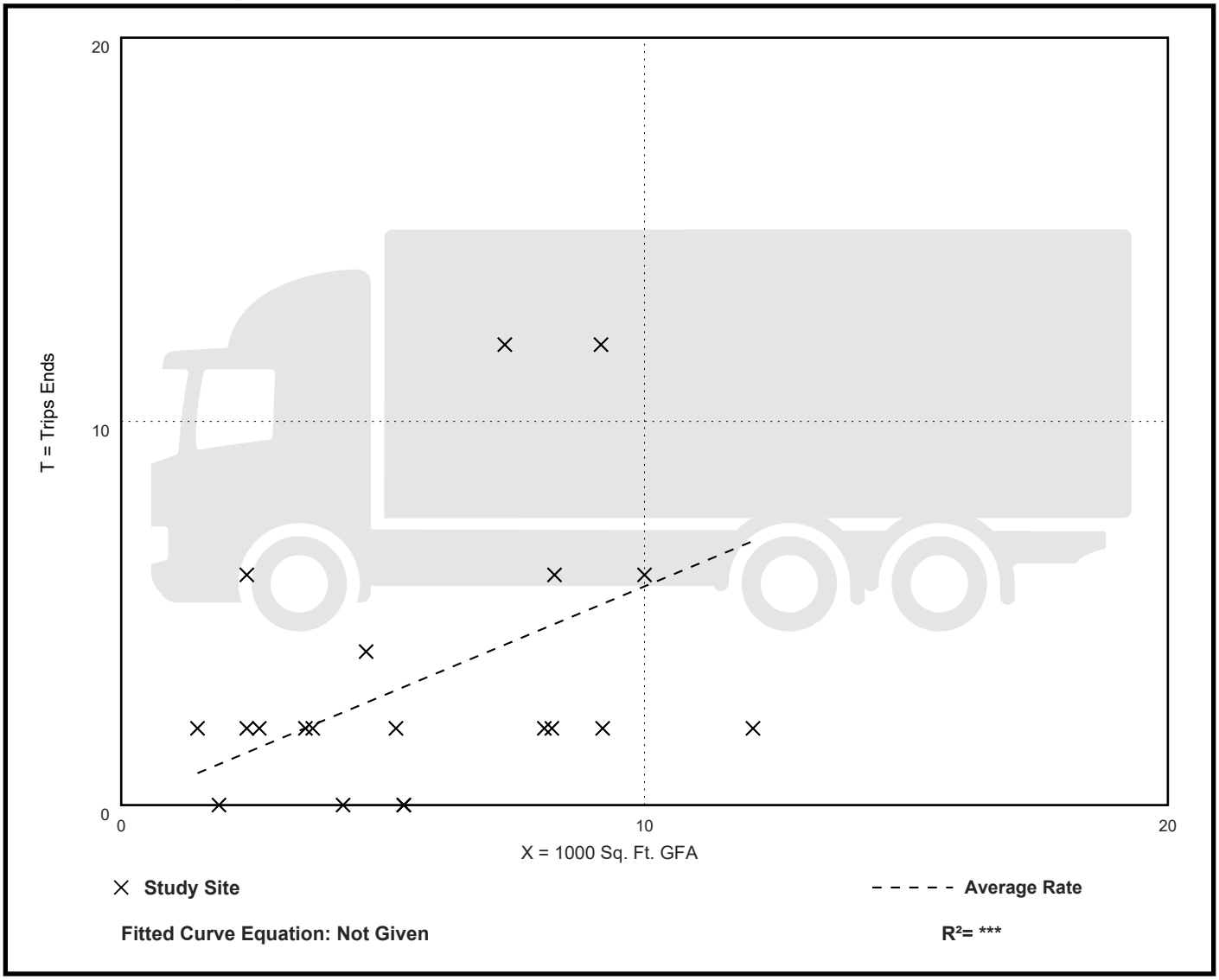
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.57	0.00 - 2.50	0.56

Data Plot and Equation



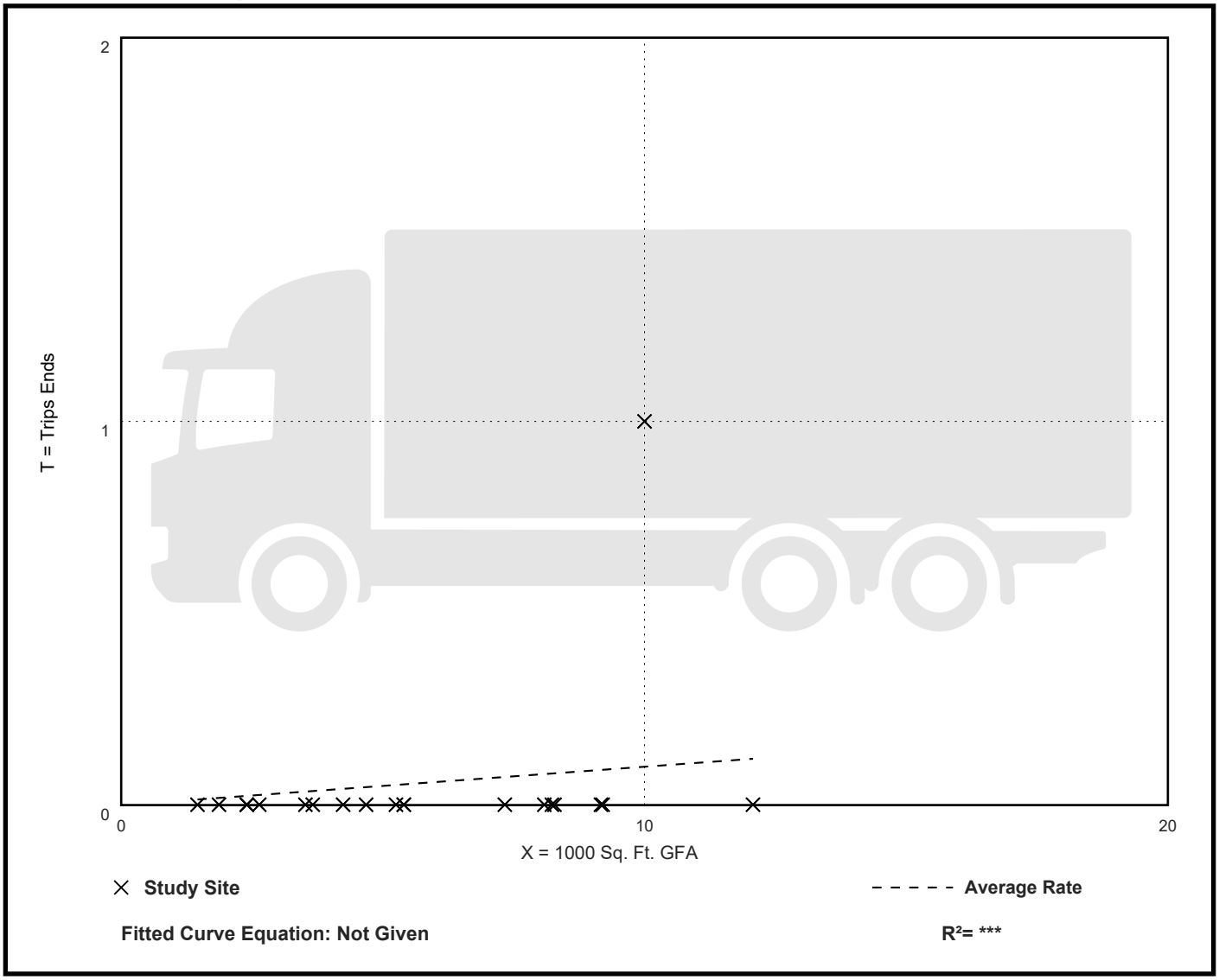
Specialty Trade Contractor
(180)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.10	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

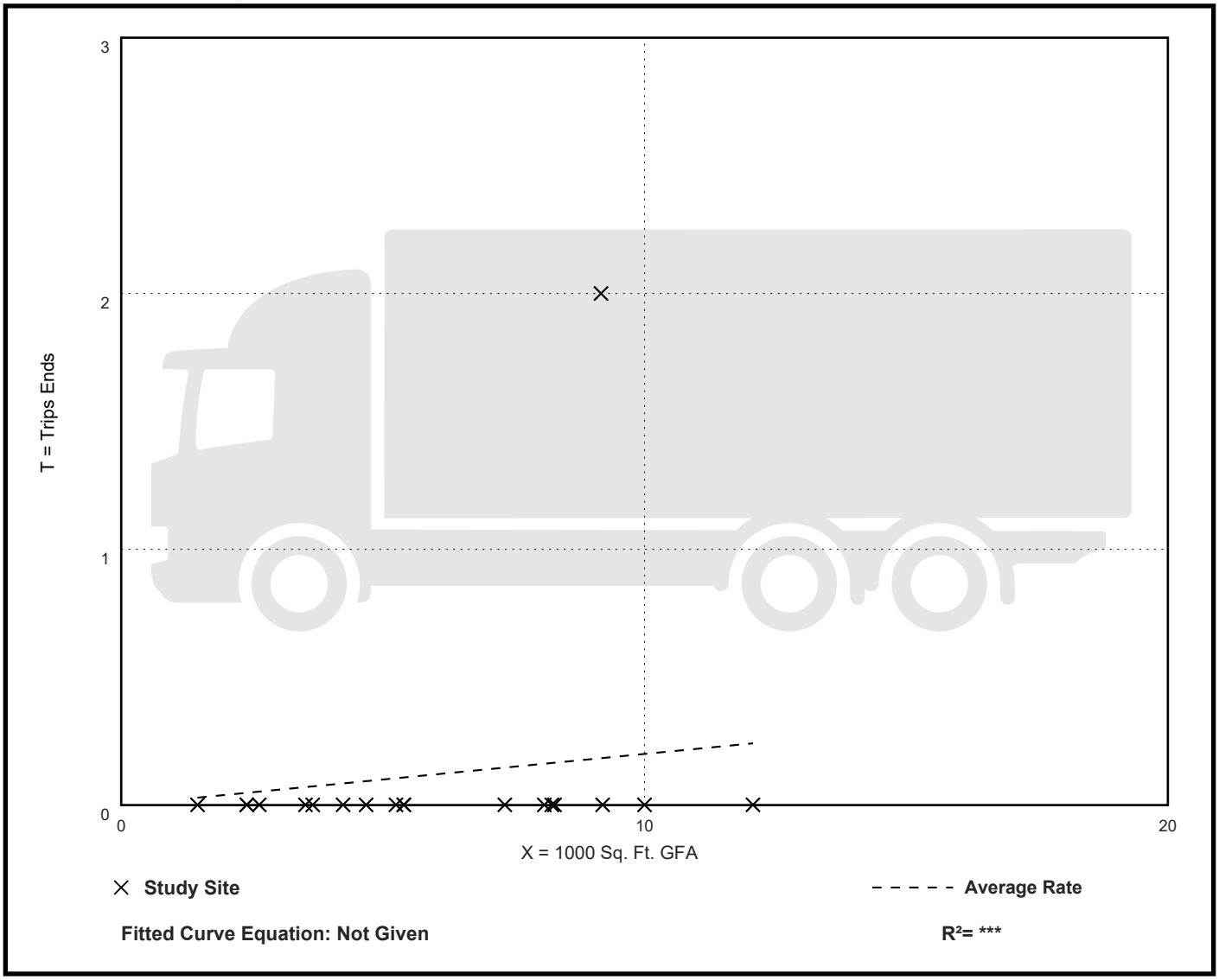
Specialty Trade Contractor
(180)

Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.22	0.06

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Specialty Trade Contractor
(180)

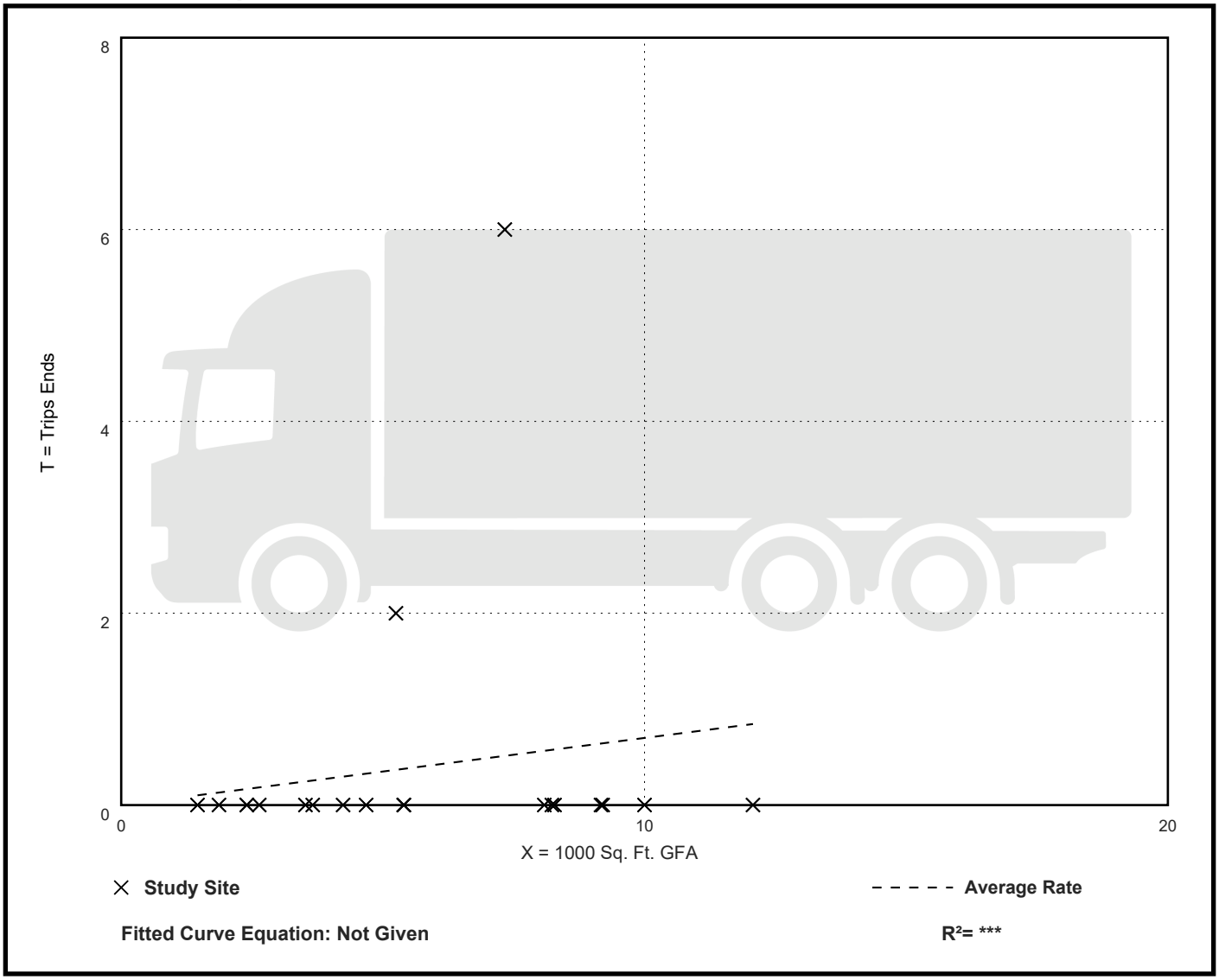
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.82	0.22

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Specialty Trade Contractor (180)

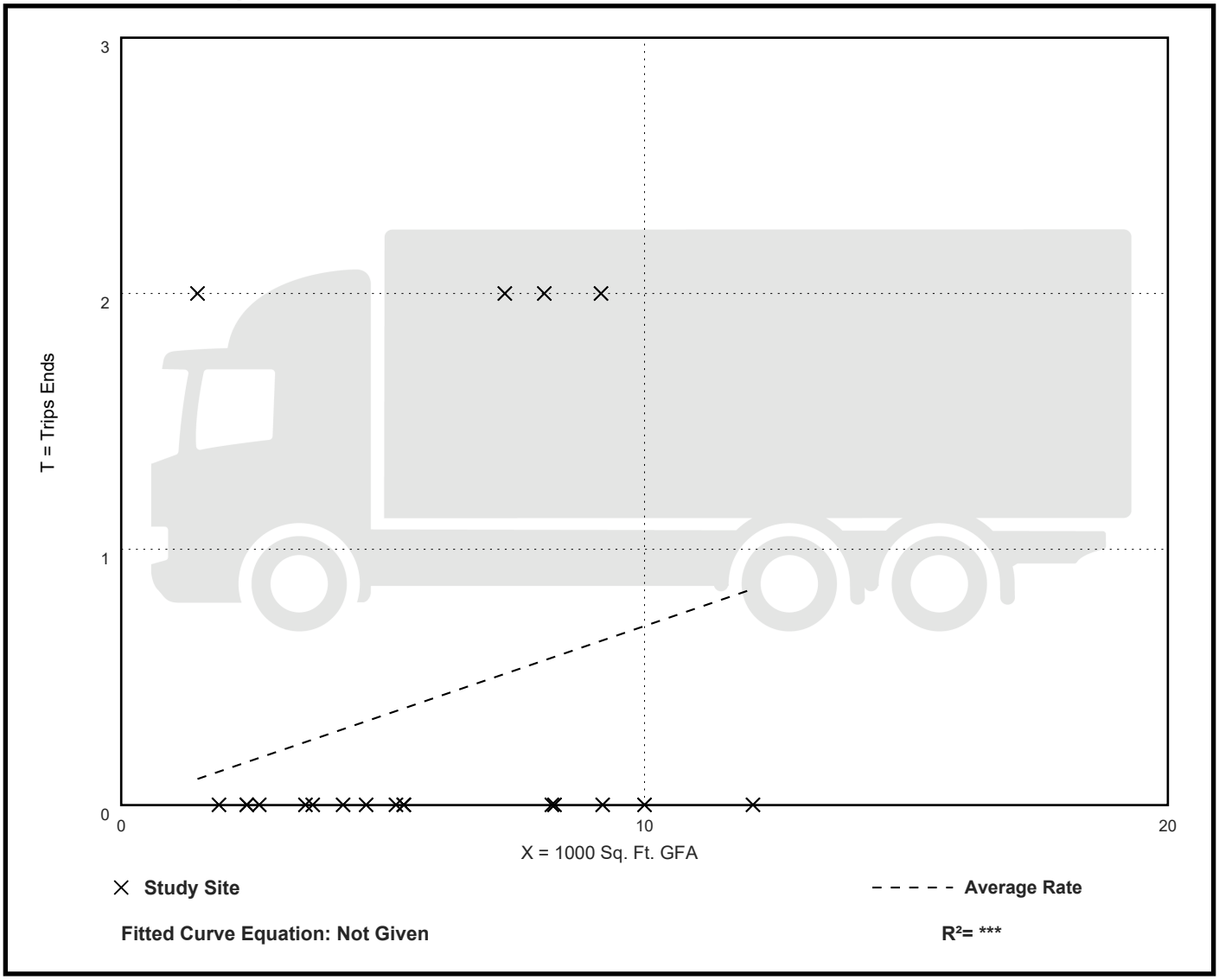
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 1.37	0.18

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Specialty Trade Contractor (180)

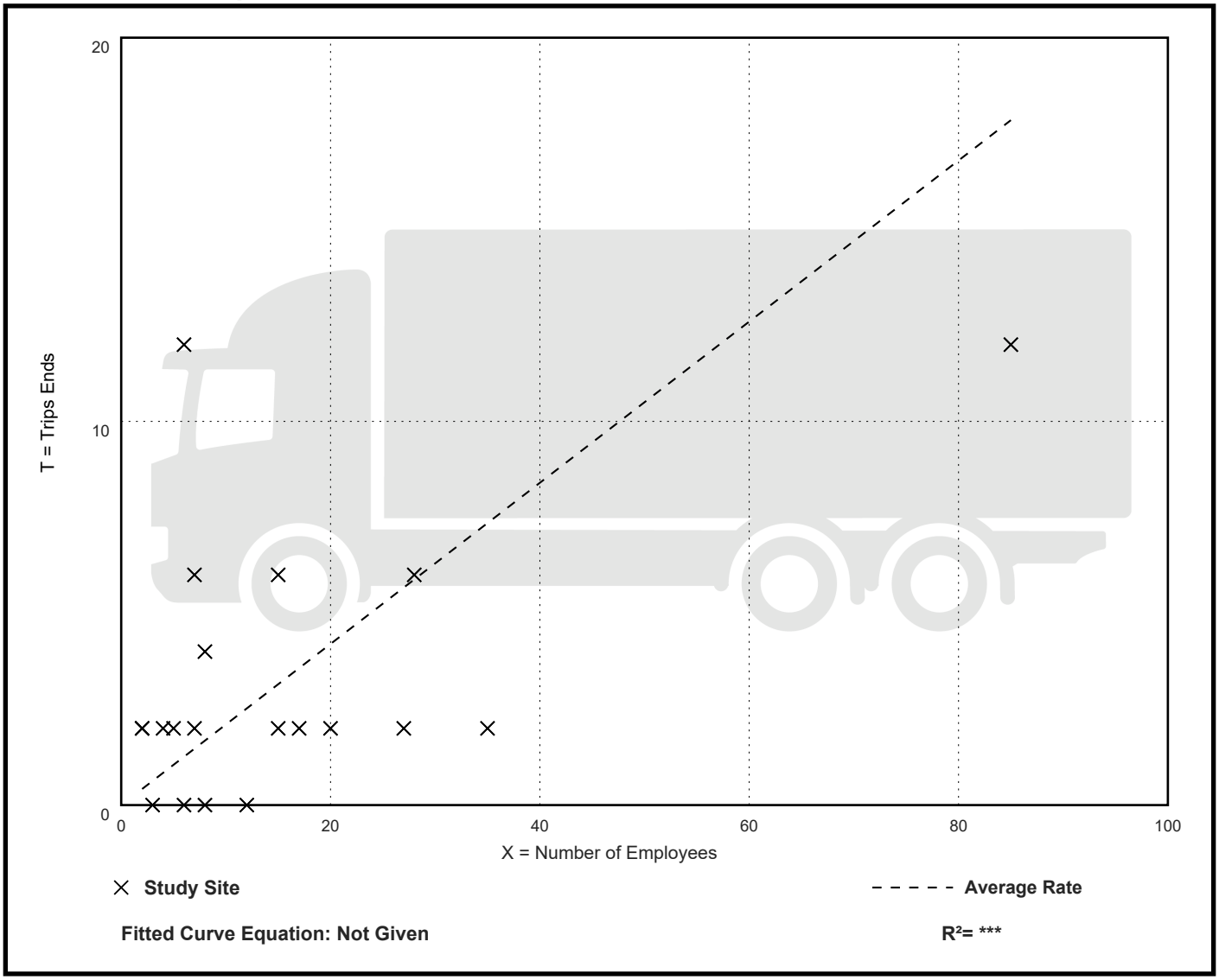
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Employees: 16
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.21	0.00 - 2.00	0.32

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

Specialty Trade Contractor (180)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Employees: 16
Directional Distribution: Not Available

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.07	0.01

Data Plot and Equation

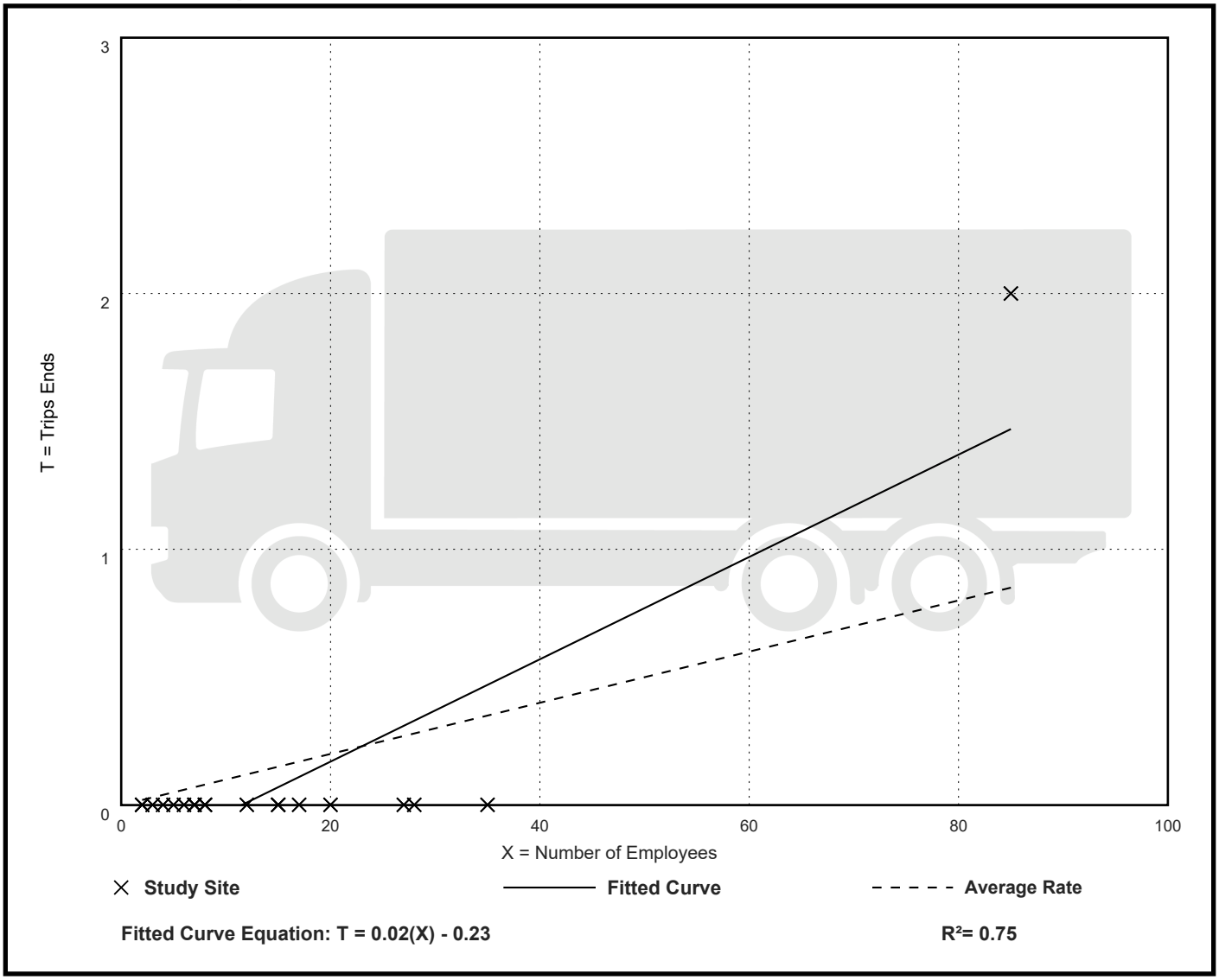
Specialty Trade Contractor (180)

Truck Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 19
Avg. Num. of Employees: 16
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.02	0.01

Data Plot and Equation



Specialty Trade Contractor (180)

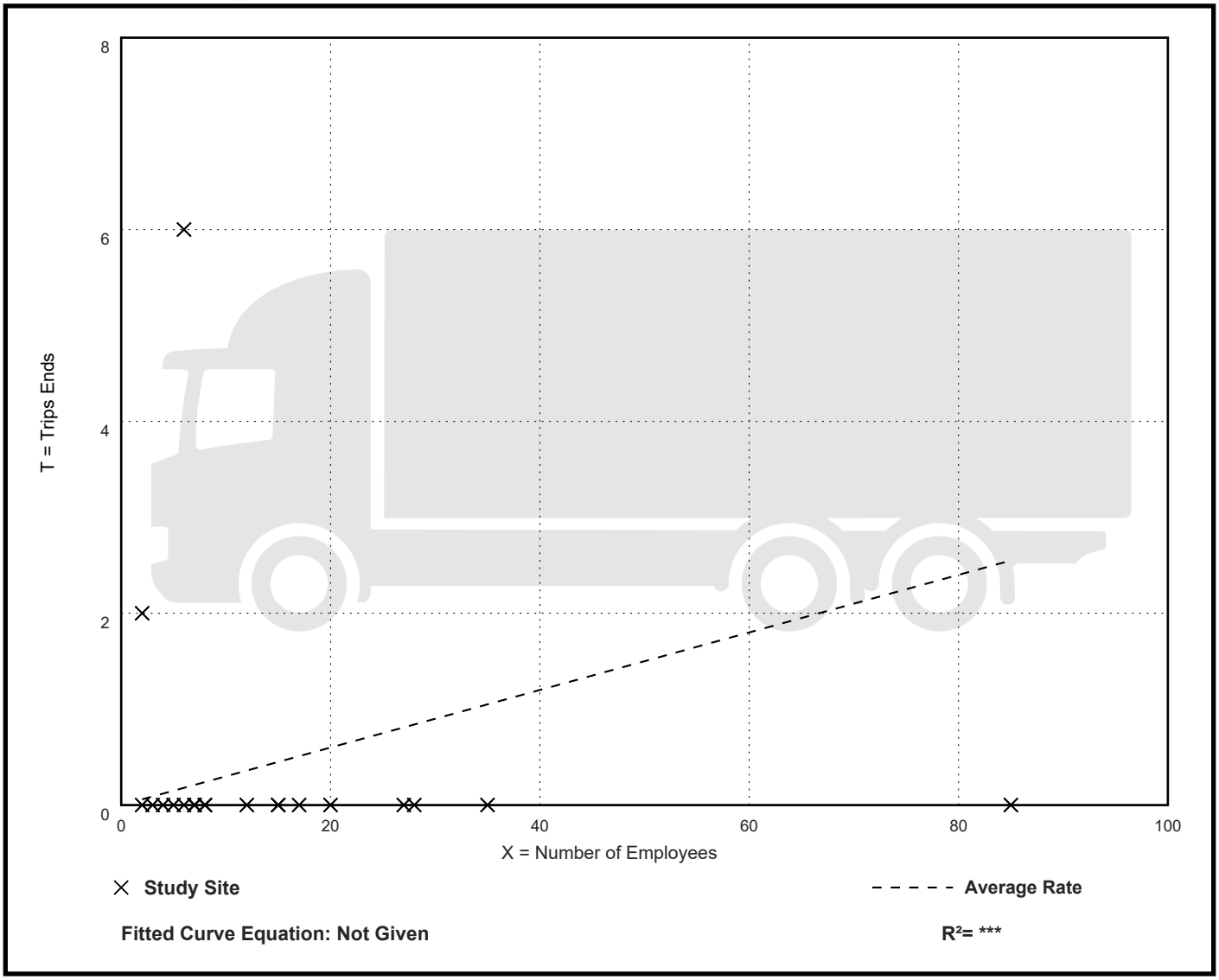
Truck Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Employees: 16
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 1.00	0.16

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Specialty Trade Contractor (180)

Truck Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 20
Avg. Num. of Employees: 16
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.06

Data Plot and Equation