

# General Office Building (710)

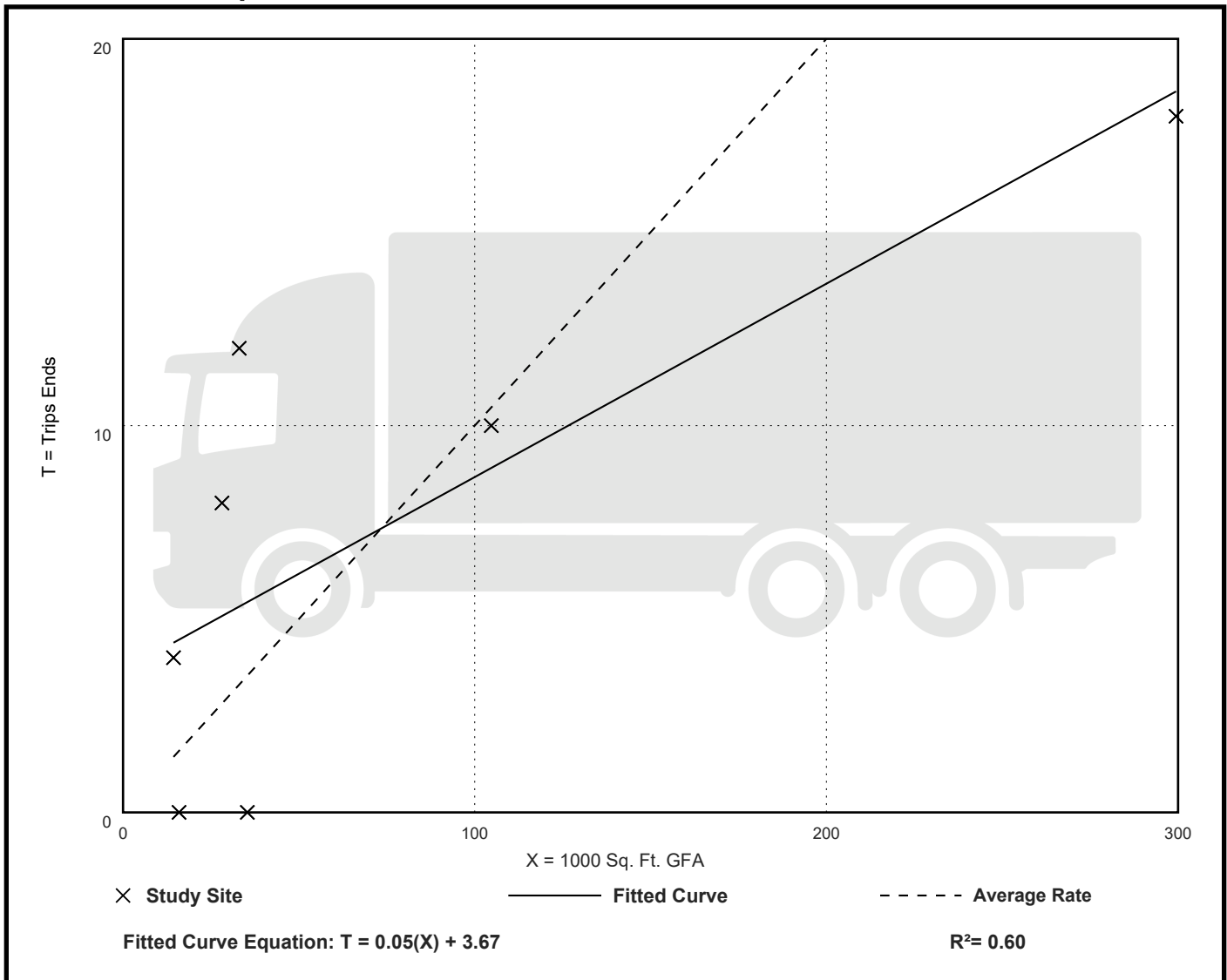
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 7  
Avg. 1000 Sq. Ft. GFA: 76  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.36	0.10

## Data Plot and Equation



# General Office Building (710)

**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: 7

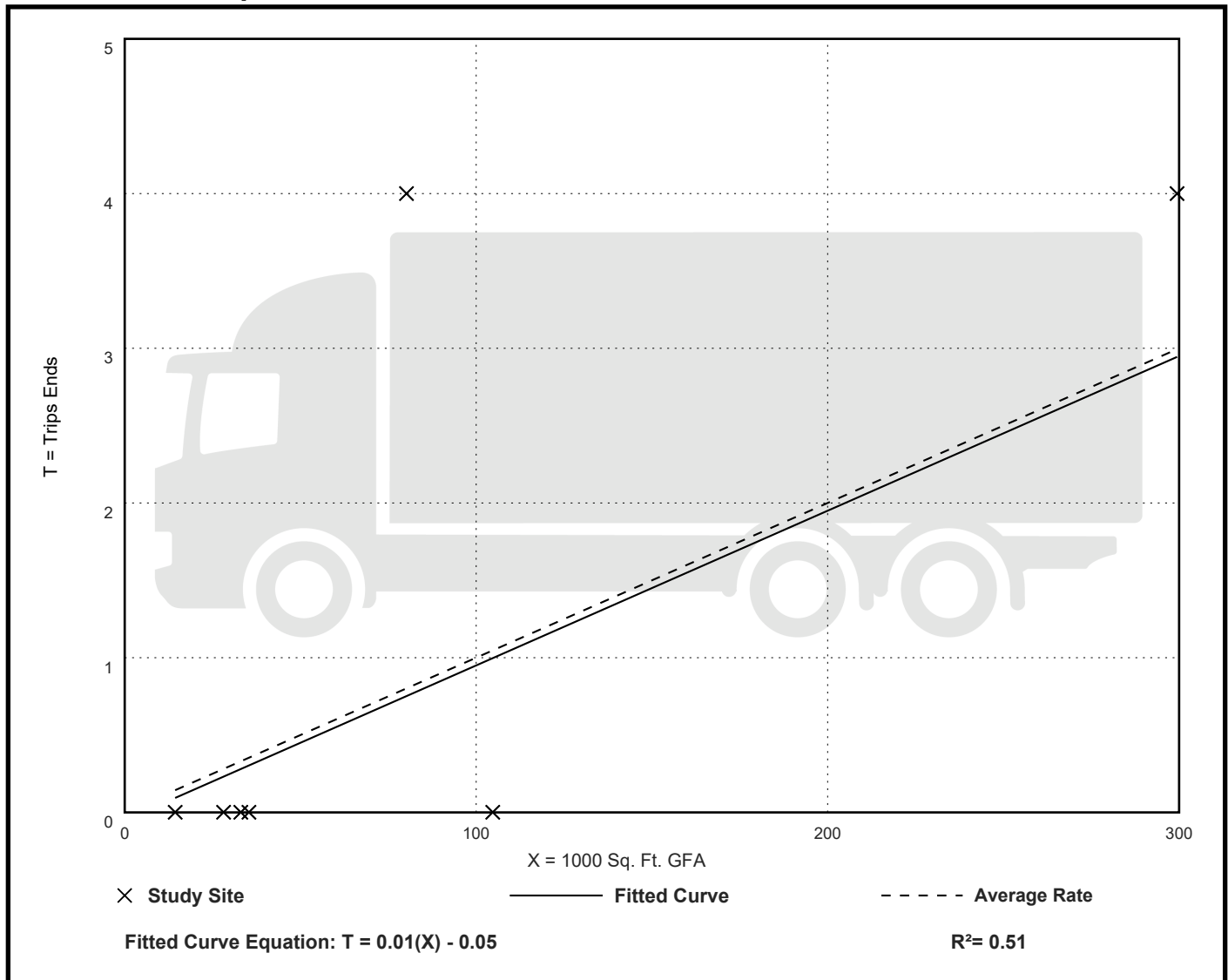
Avg. 1000 Sq. Ft. GFA: 85

Directional Distribution: Not Available

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.05	0.02

## Data Plot and Equation



# General Office Building (710)

**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: 8

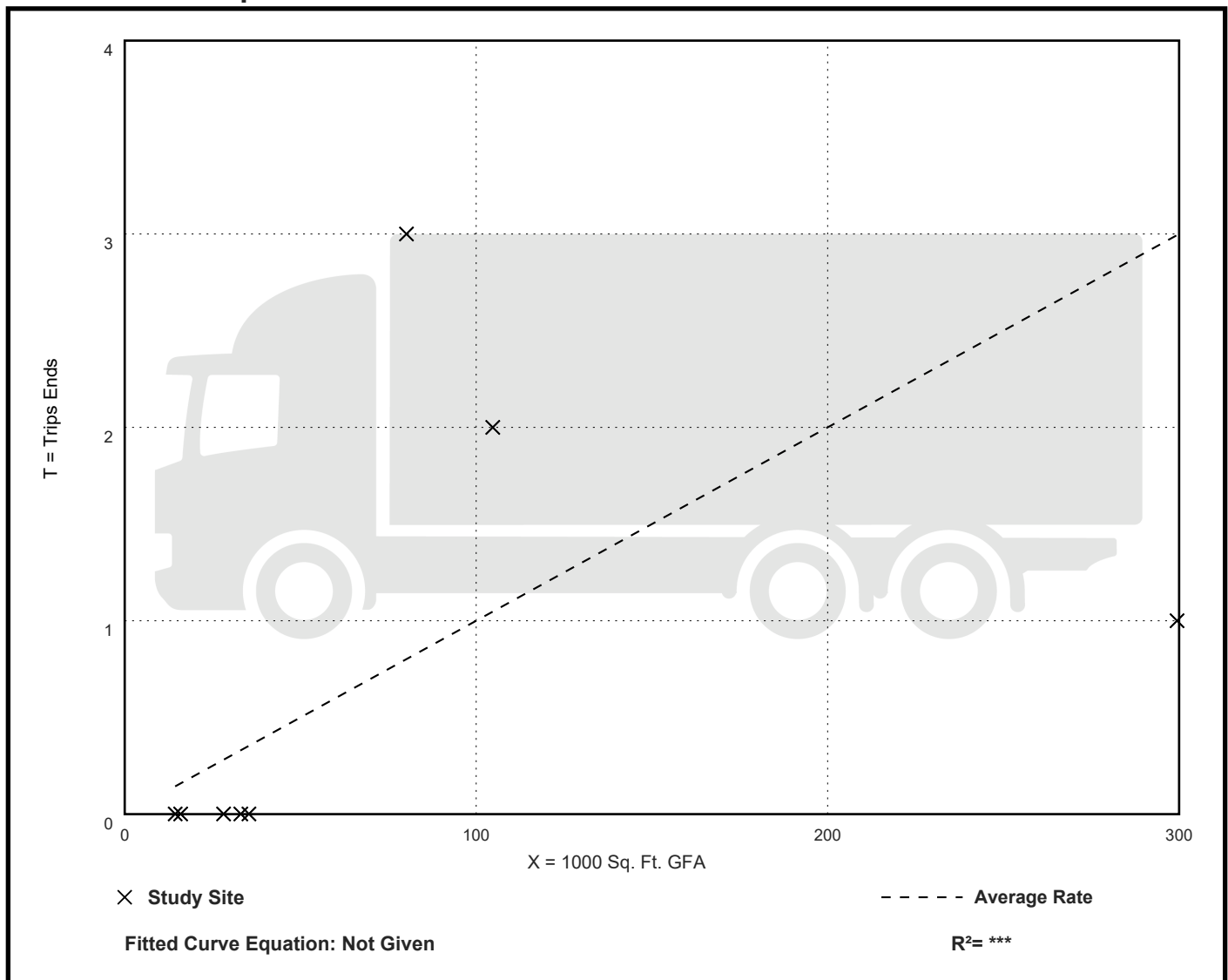
Avg. 1000 Sq. Ft. GFA: 76

Directional Distribution: 33% entering, 67% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

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

## Data Plot and Equation



# General Office Building (710)

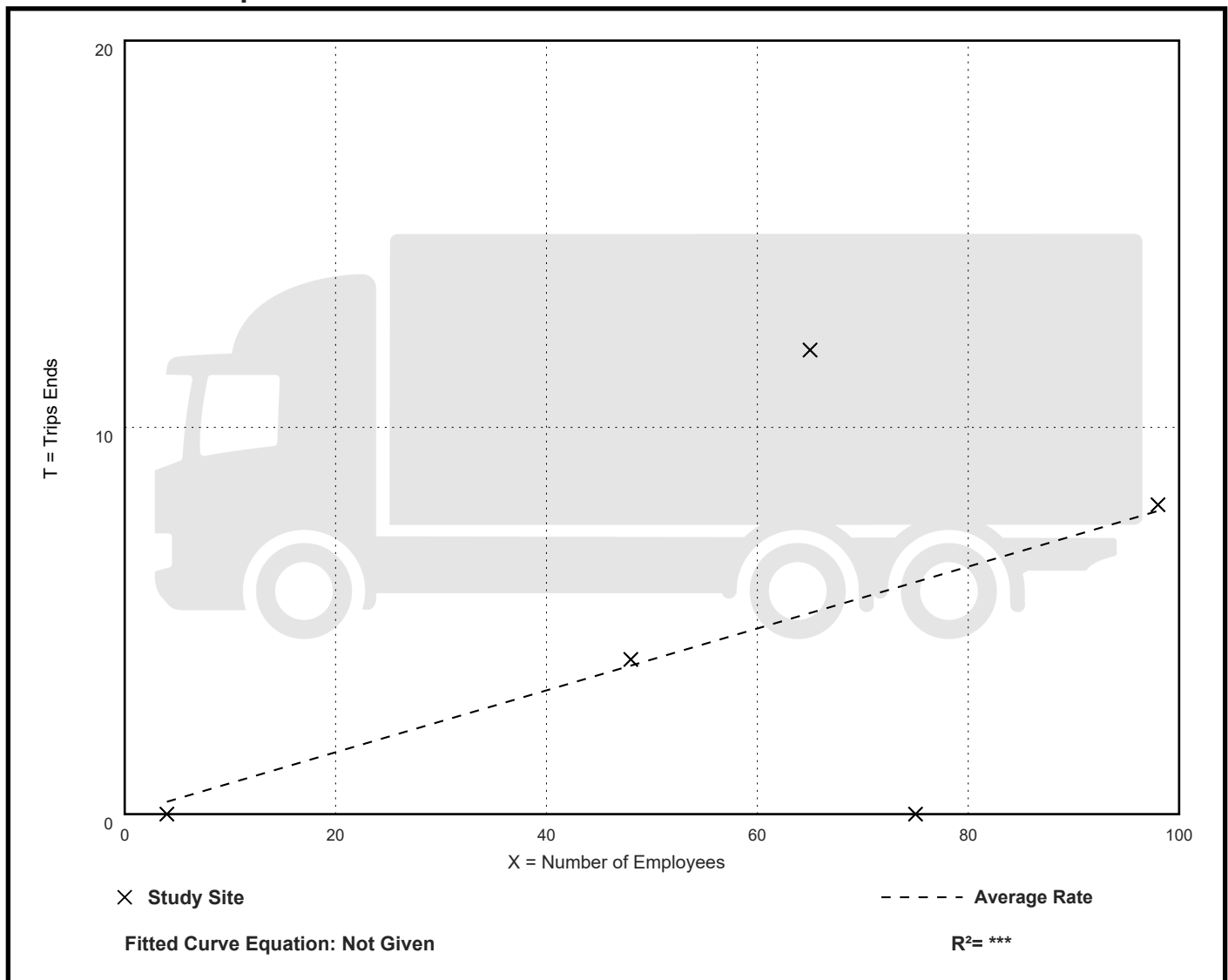
Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 5  
Avg. Num. of Employees: 58  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.18	0.07

## Data Plot and Equation



# General Office Building (710)

## 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: 4

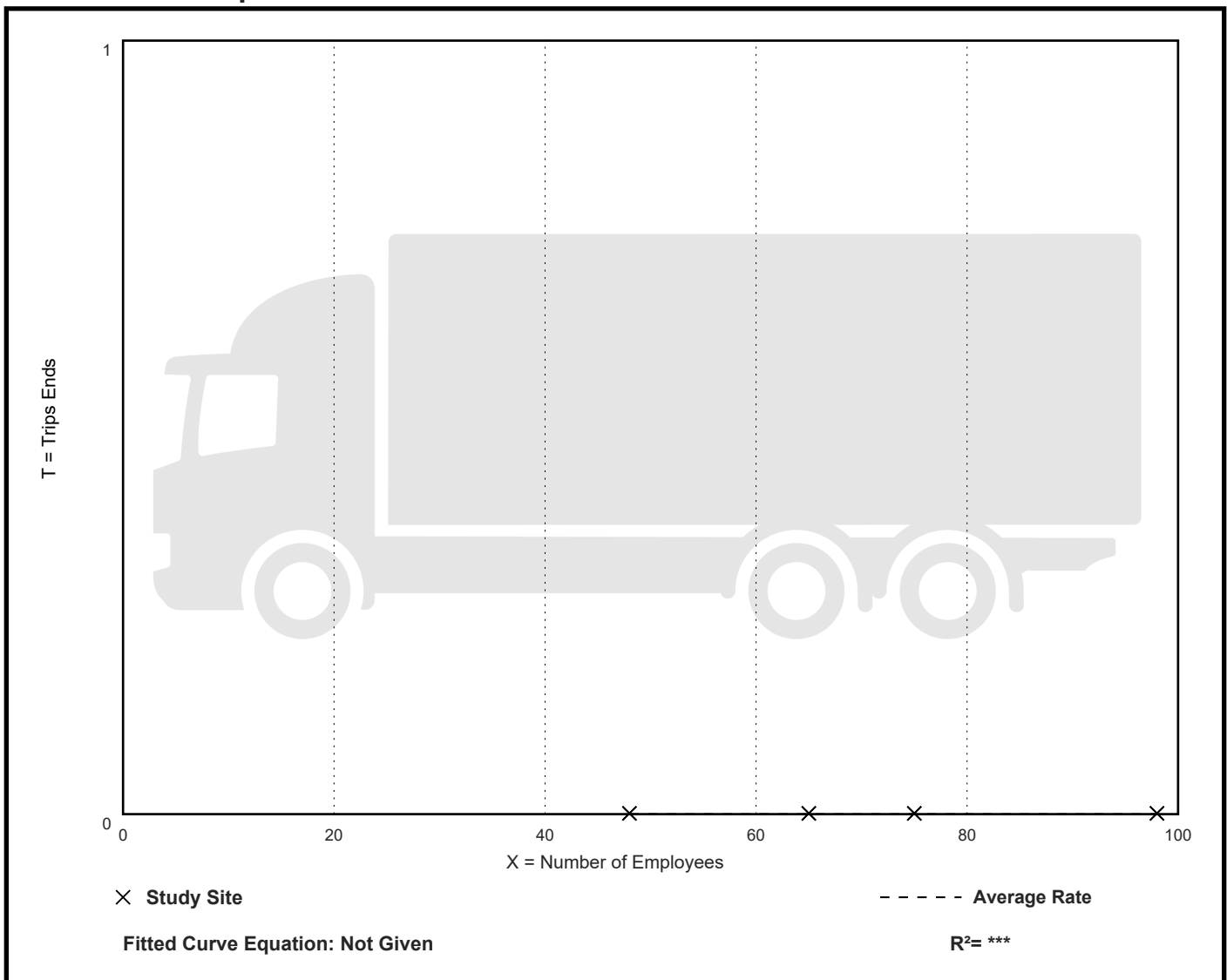
Avg. Num. of Employees: 72

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



# General Office Building (710)

## 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: 5

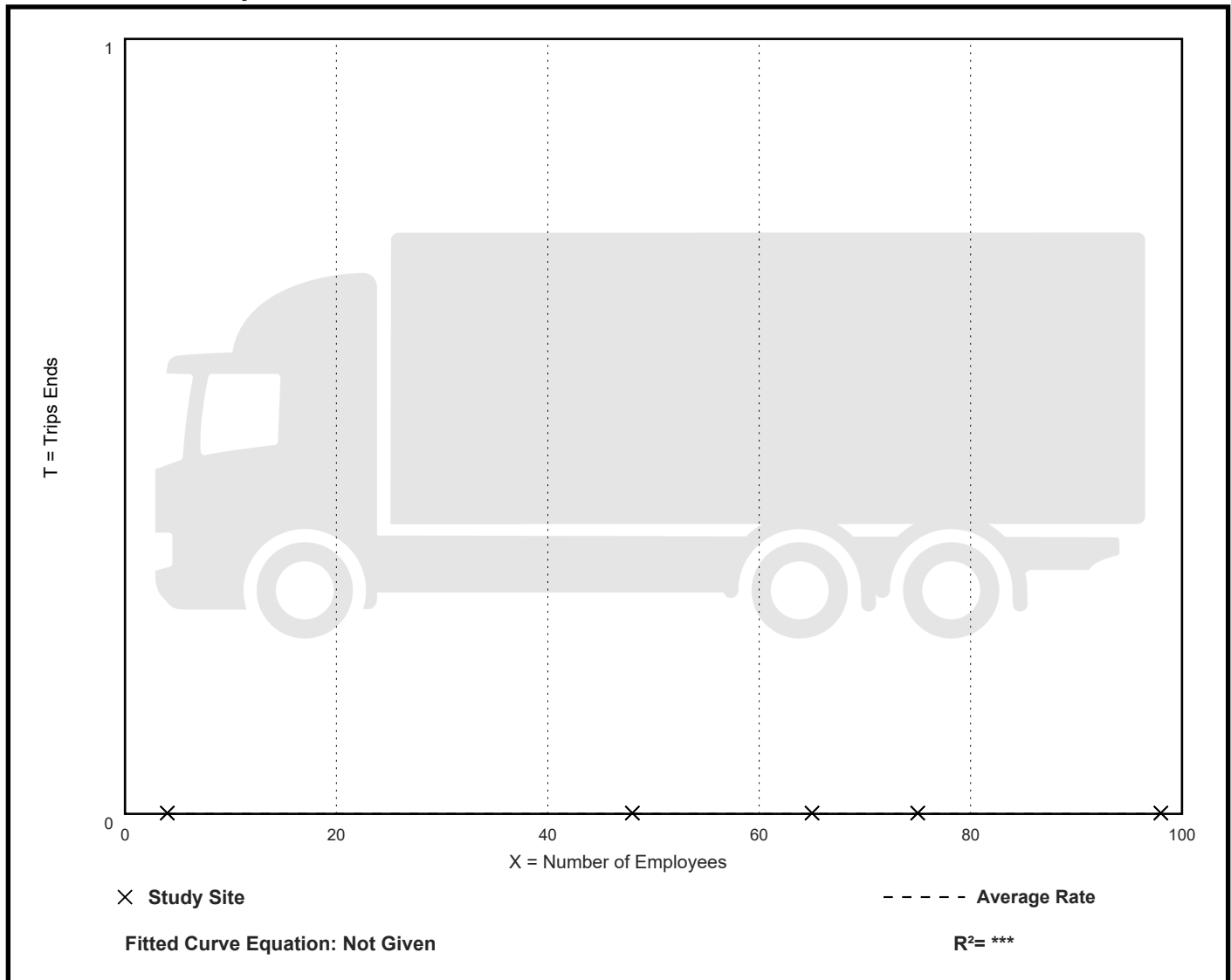
Avg. Num. of Employees: 58

Directional Distribution: 33% entering, 67% exiting

## Truck Trip Generation per Employee

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

## Data Plot and Equation



# Small Office Building (712)

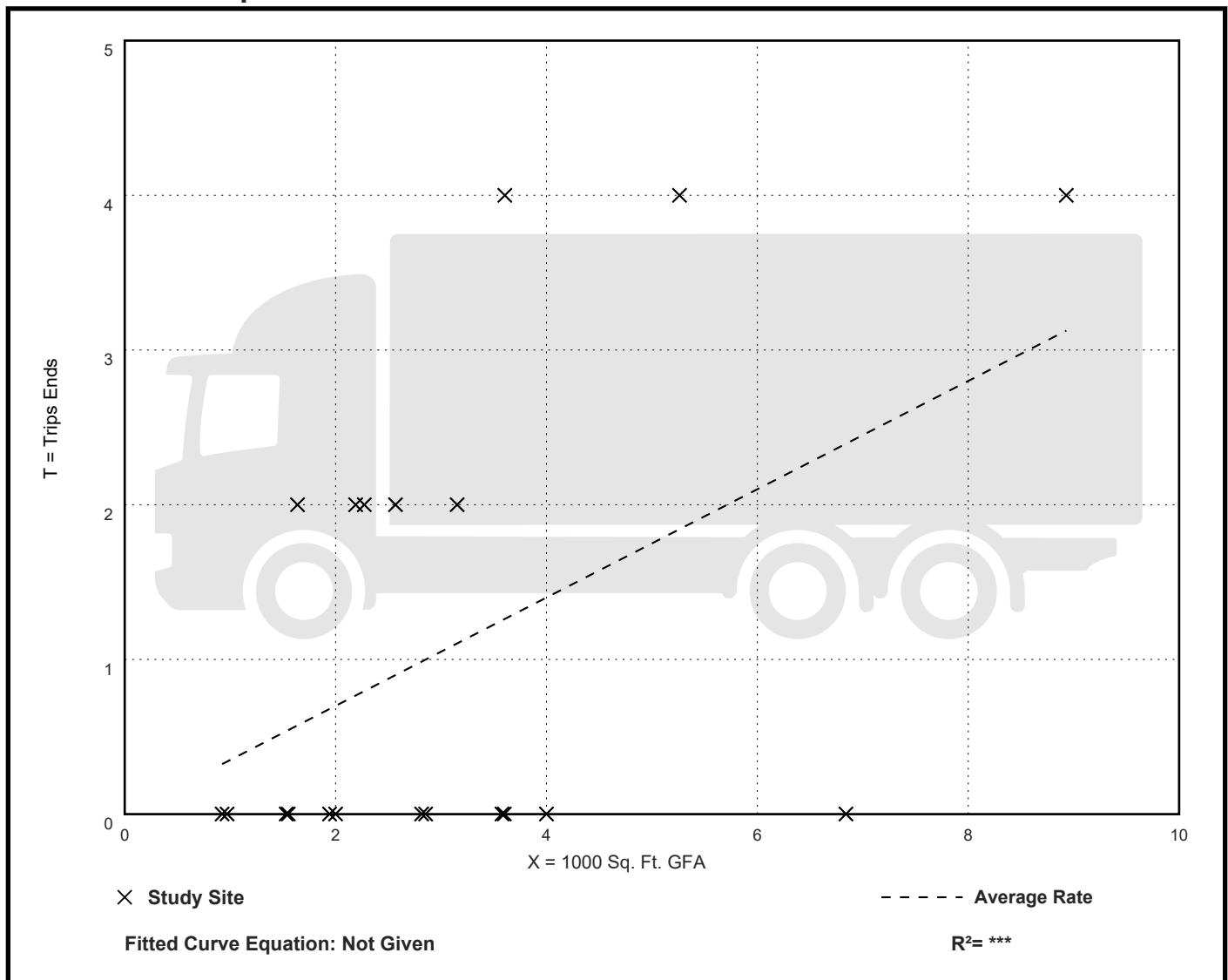
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 20  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.35	0.00 - 1.22	0.42

## Data Plot and Equation



# Small Office Building (712)

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

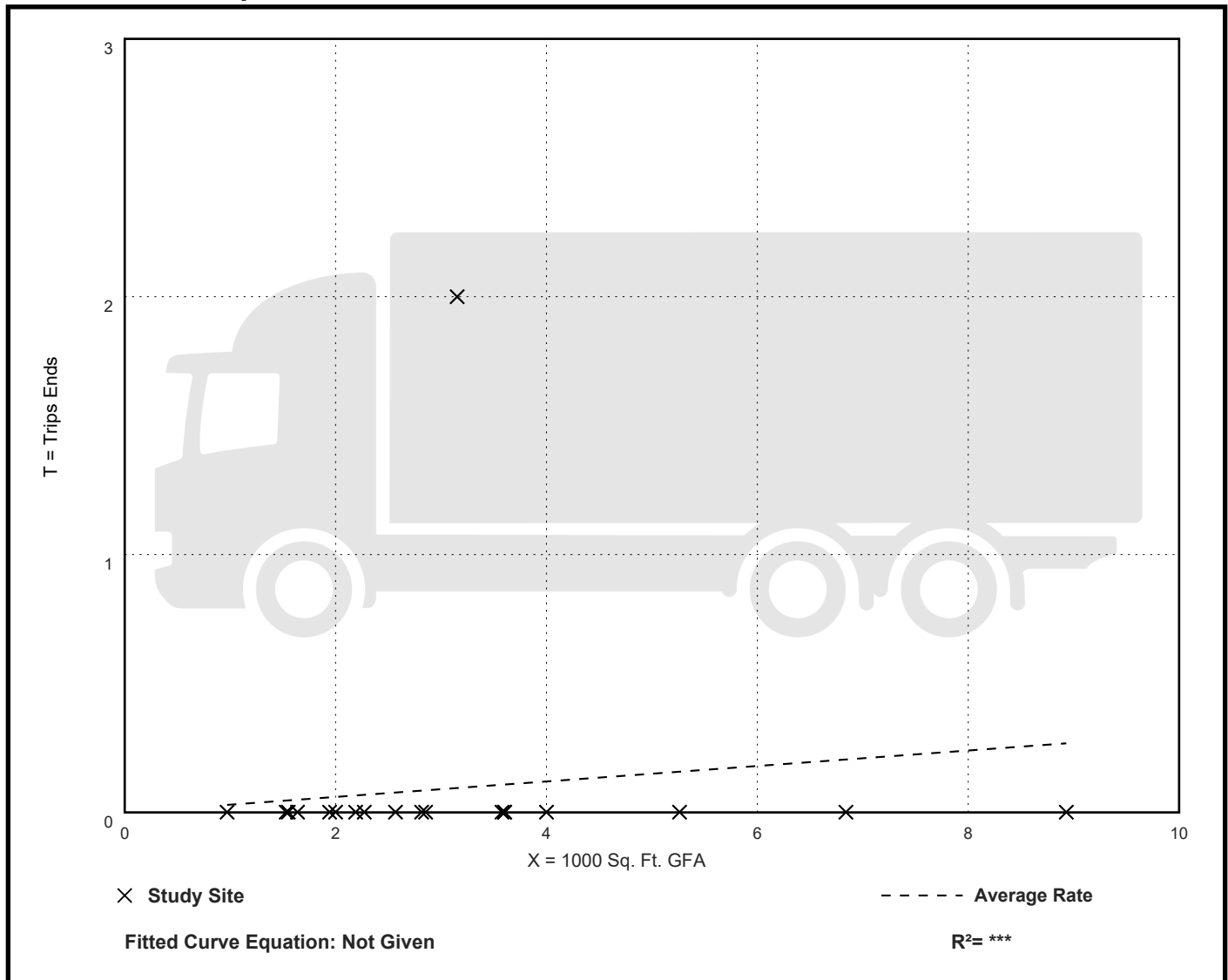
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.63	0.14

## Data Plot and Equation





# Small Office Building (712)

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

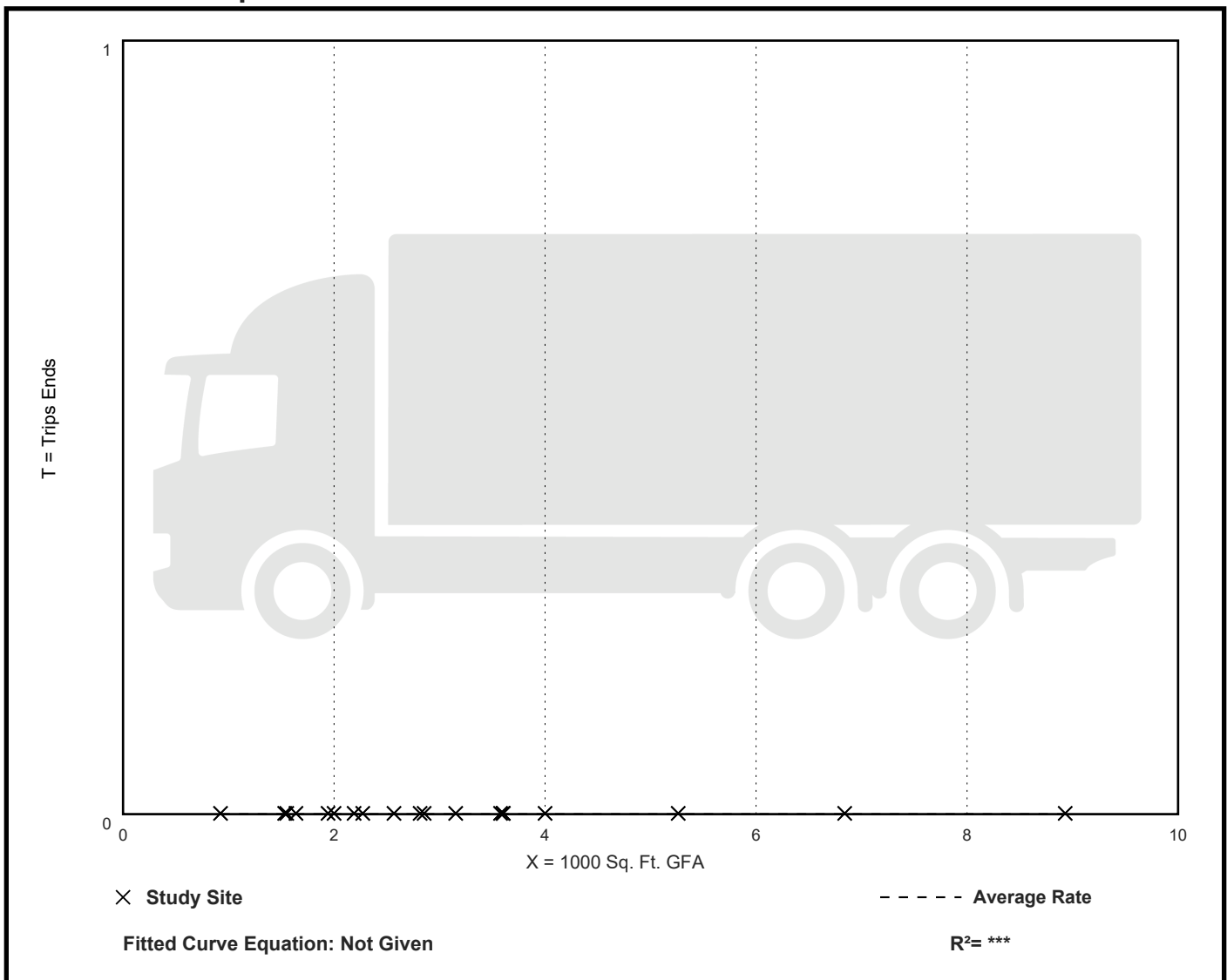
Avg. 1000 Sq. Ft. GFA: 3

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



# Small Office Building (712)

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

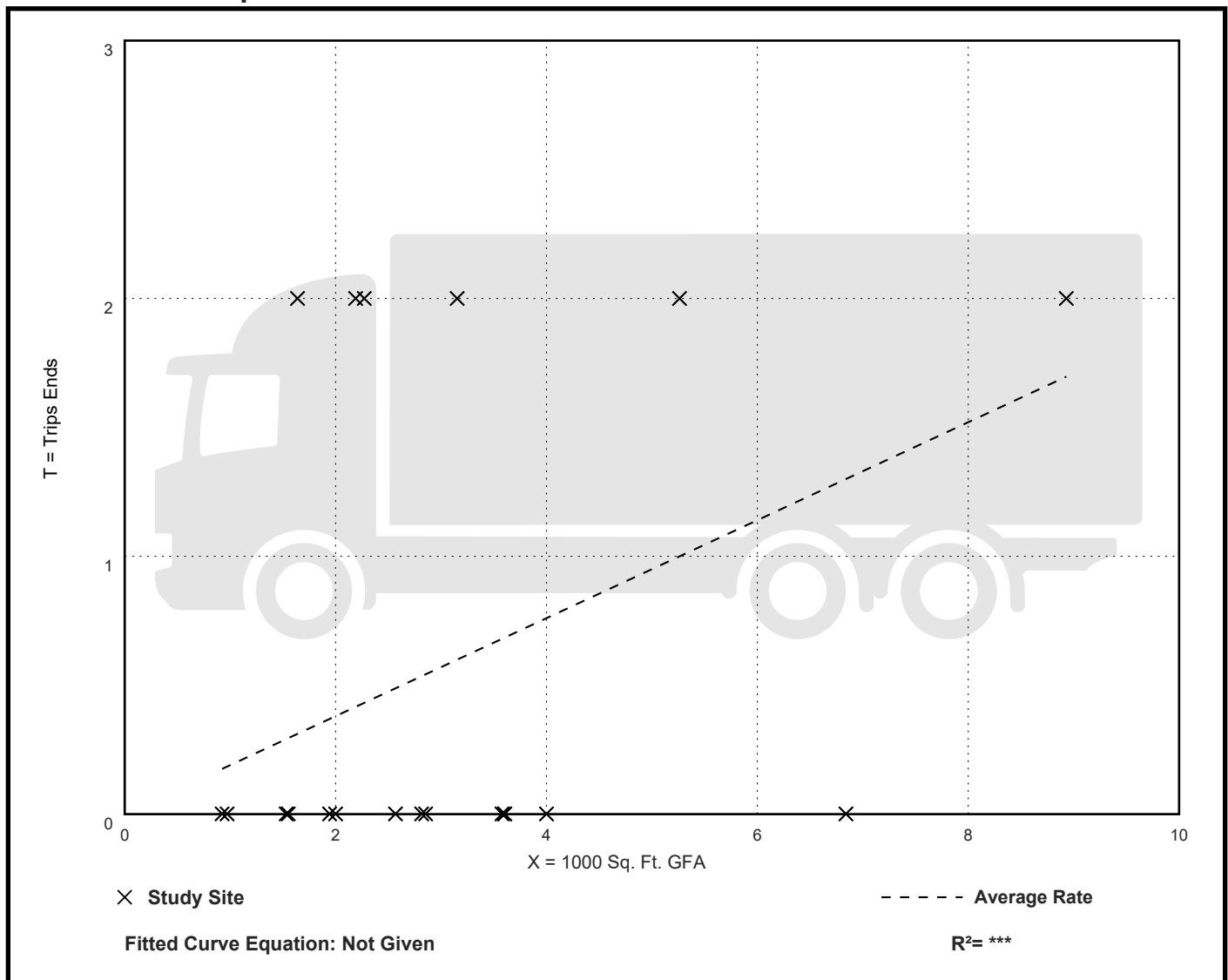
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.19	0.00 - 1.22	0.32

## Data Plot and Equation



# Small Office Building (712)

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

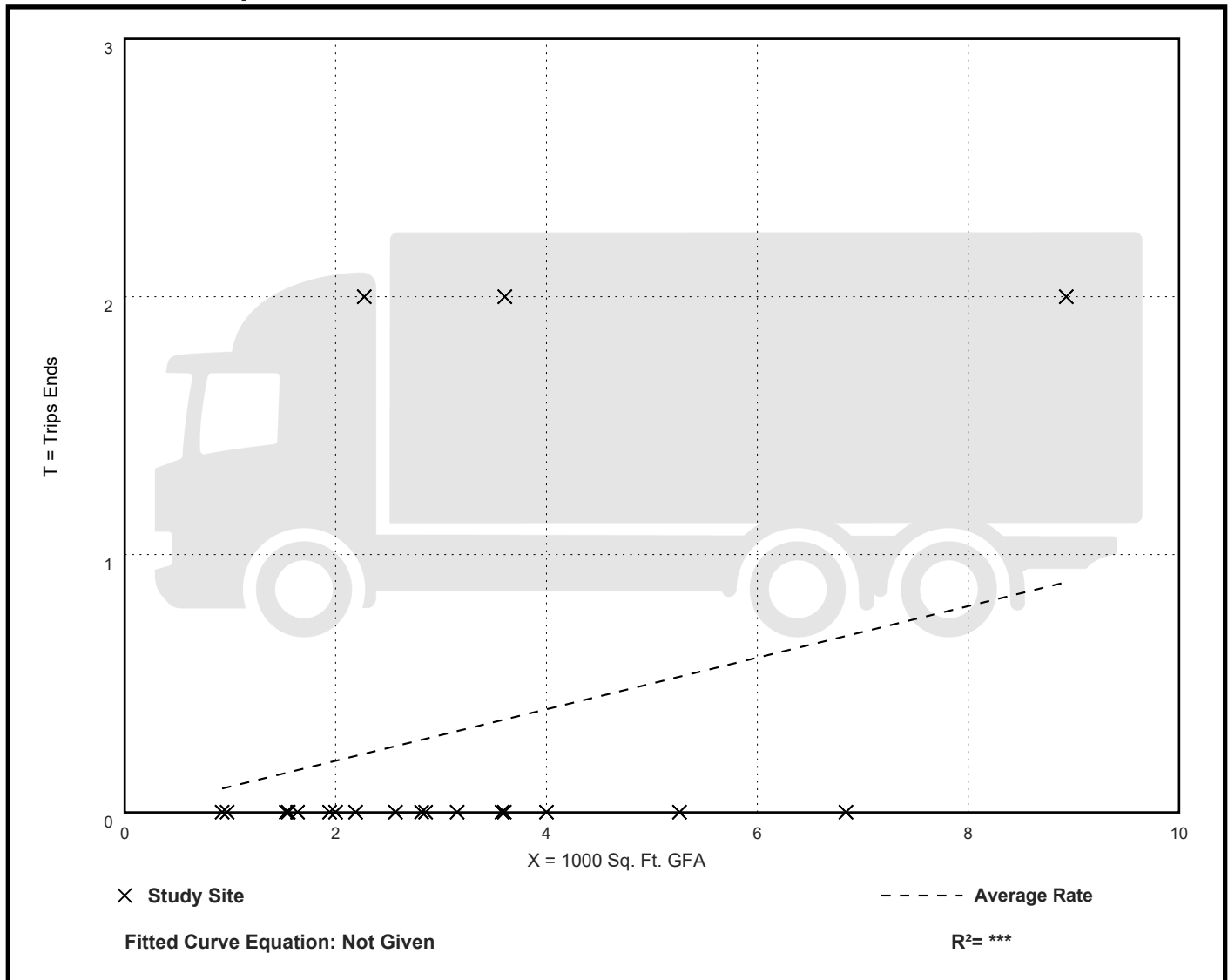
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.88	0.22

## Data Plot and Equation



# Small Office Building (712)

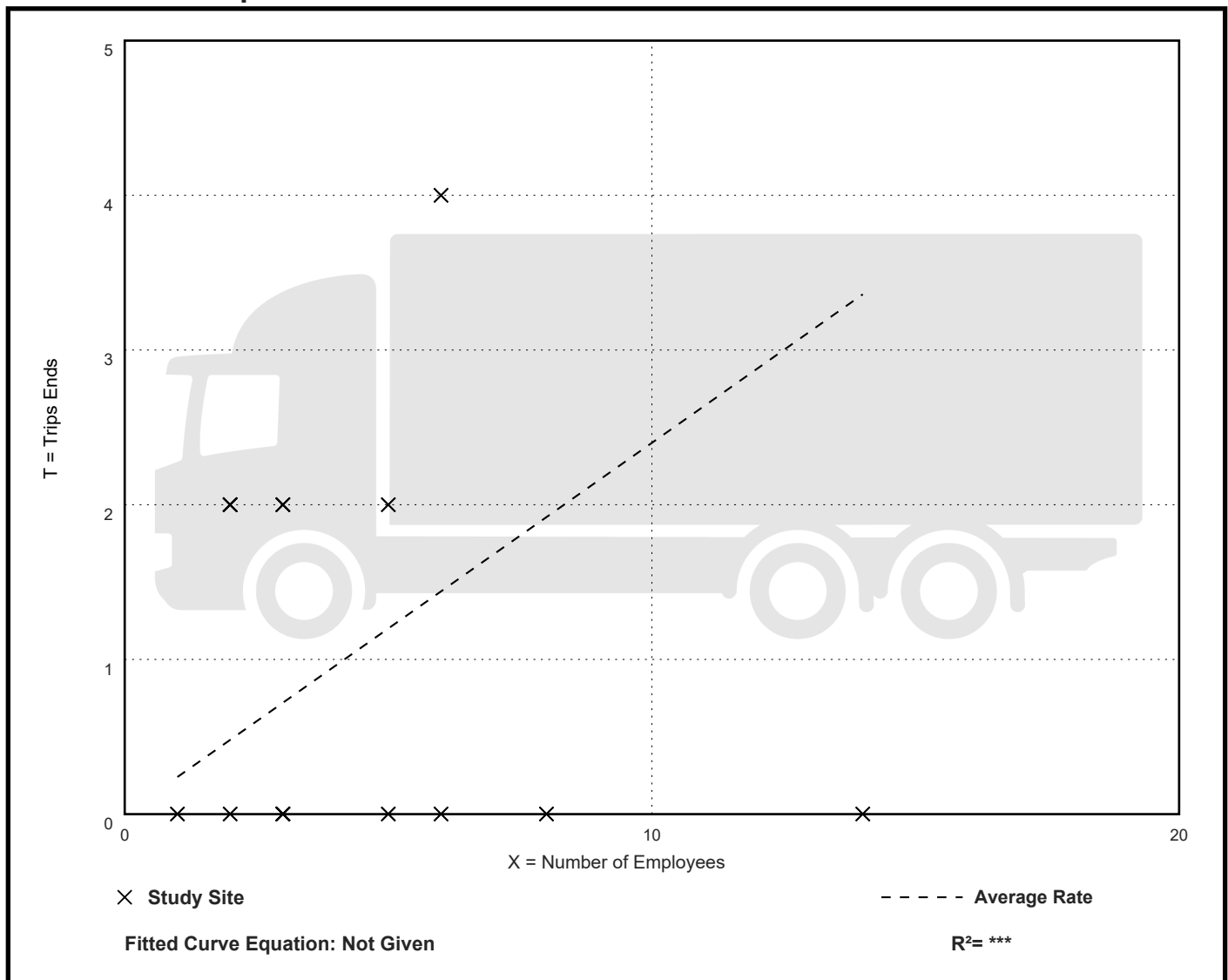
Truck Trip Ends vs: Employees  
On a Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 16  
Avg. Num. of Employees: 4  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.24	0.00 - 1.00	0.36

## Data Plot and Equation



# Small Office Building (712)

## 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: 15

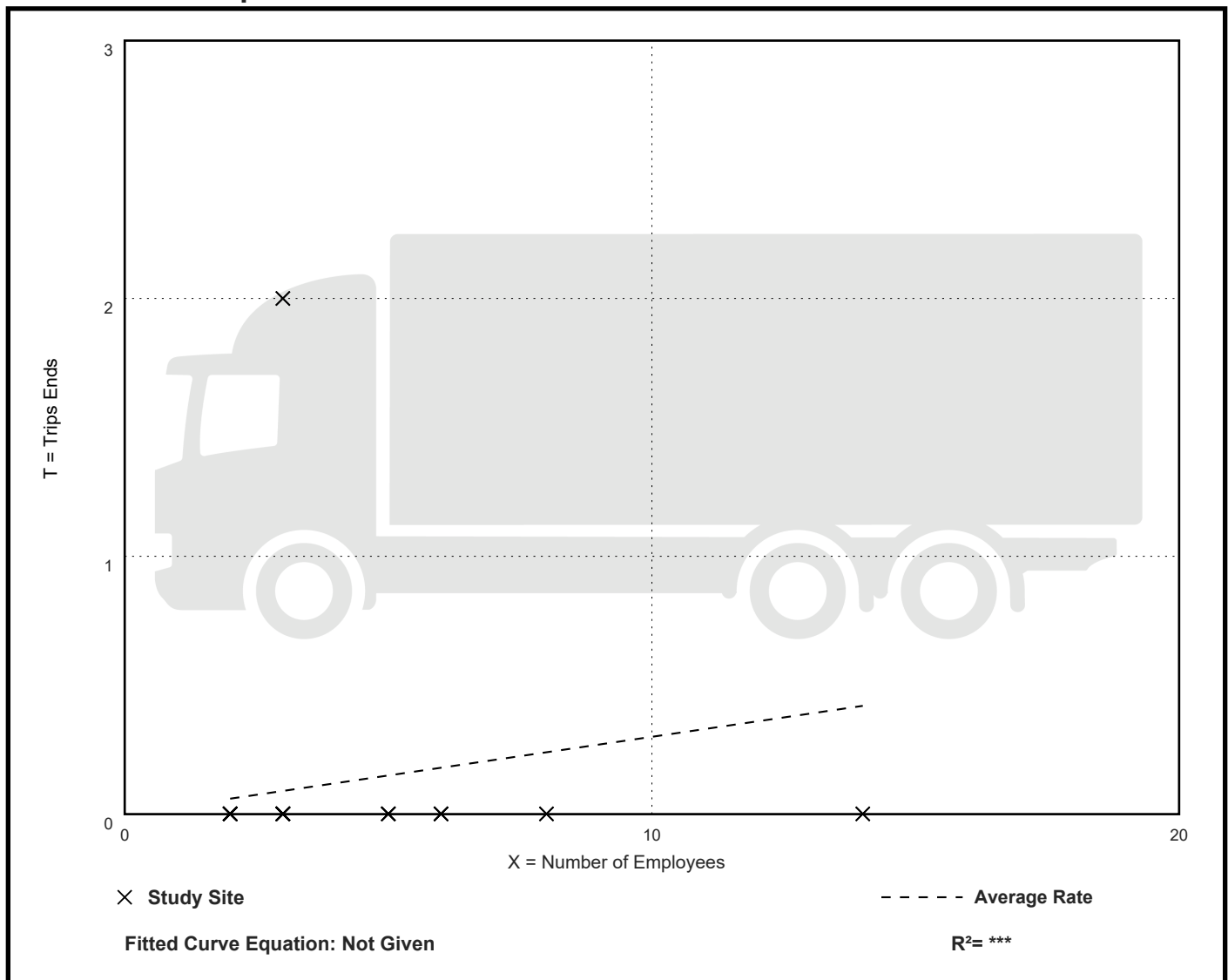
Avg. Num. of Employees: 4

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.67	0.14

## Data Plot and Equation



# Small Office Building (712)

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: 15

Avg. Num. of Employees: 4

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



# Small Office Building (712)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 16

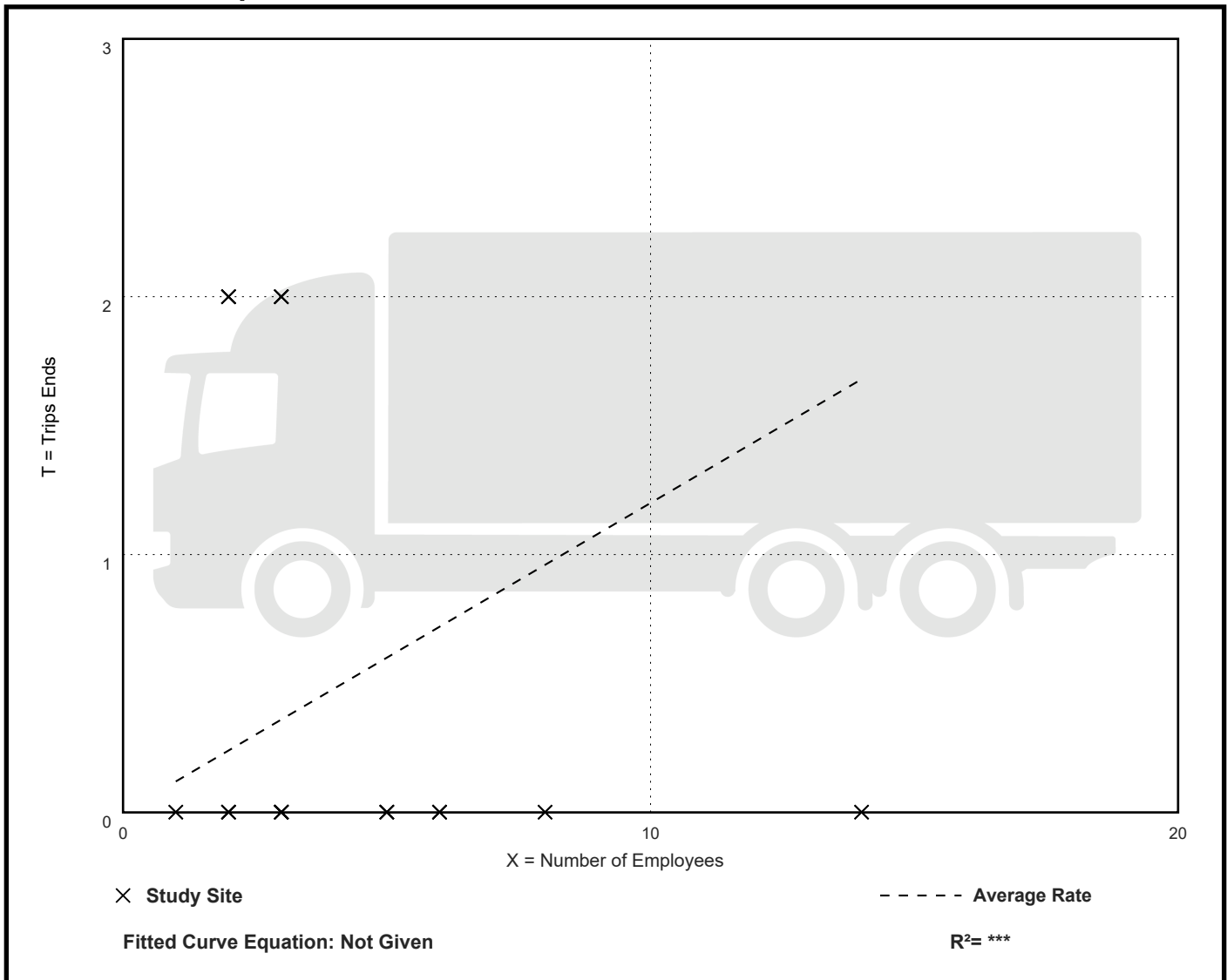
Avg. Num. of Employees: 4

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.12	0.00 - 1.00	0.30

## Data Plot and Equation



# Small Office Building (712)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 16

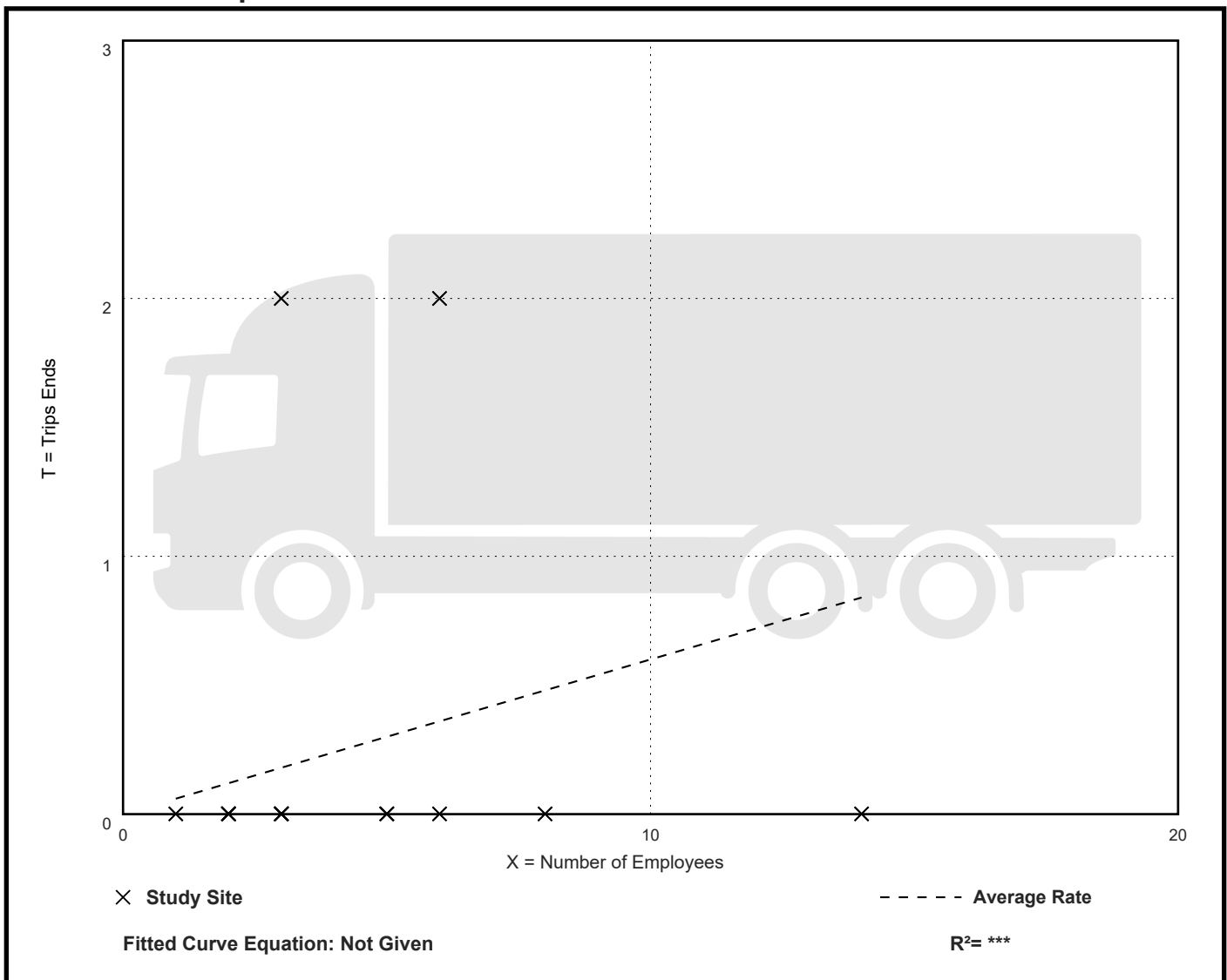
Avg. Num. of Employees: 4

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.67	0.17

## Data Plot and Equation





# Medical-Dental Office Building - Stand-Alone (720)

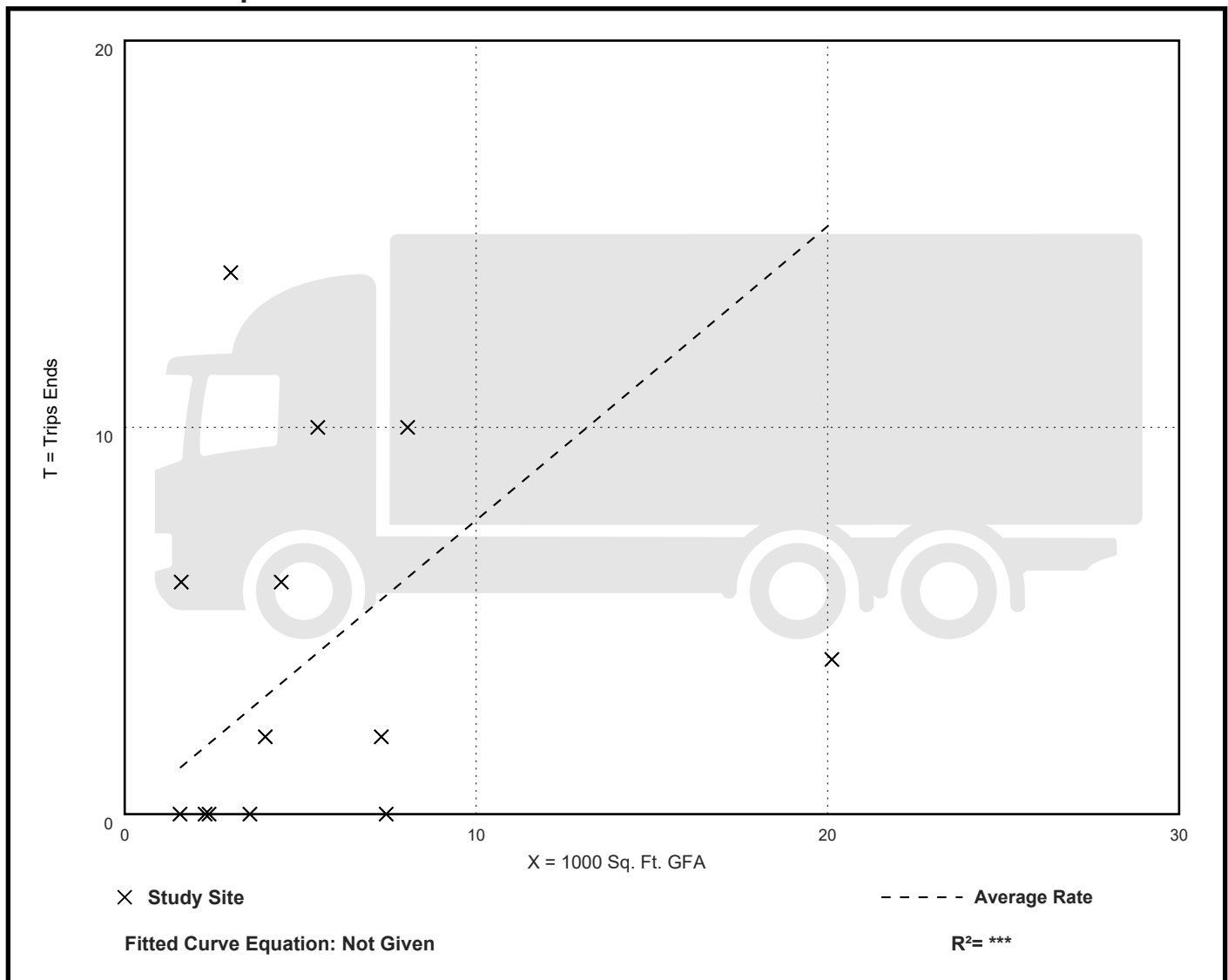
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 13  
Avg. 1000 Sq. Ft. GFA: 5  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.76	0.00 - 4.64	1.15

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

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: 13

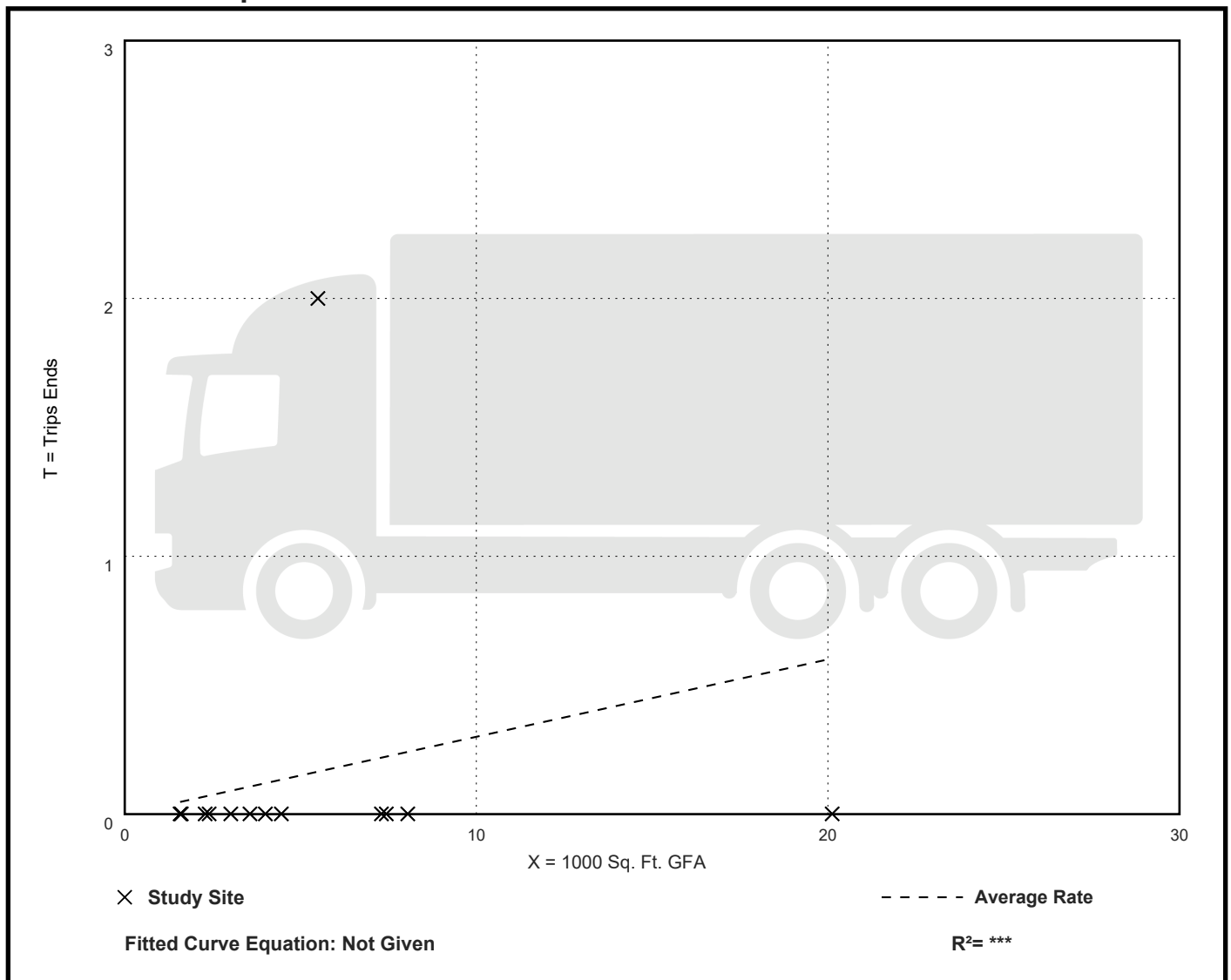
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.36	0.10

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

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

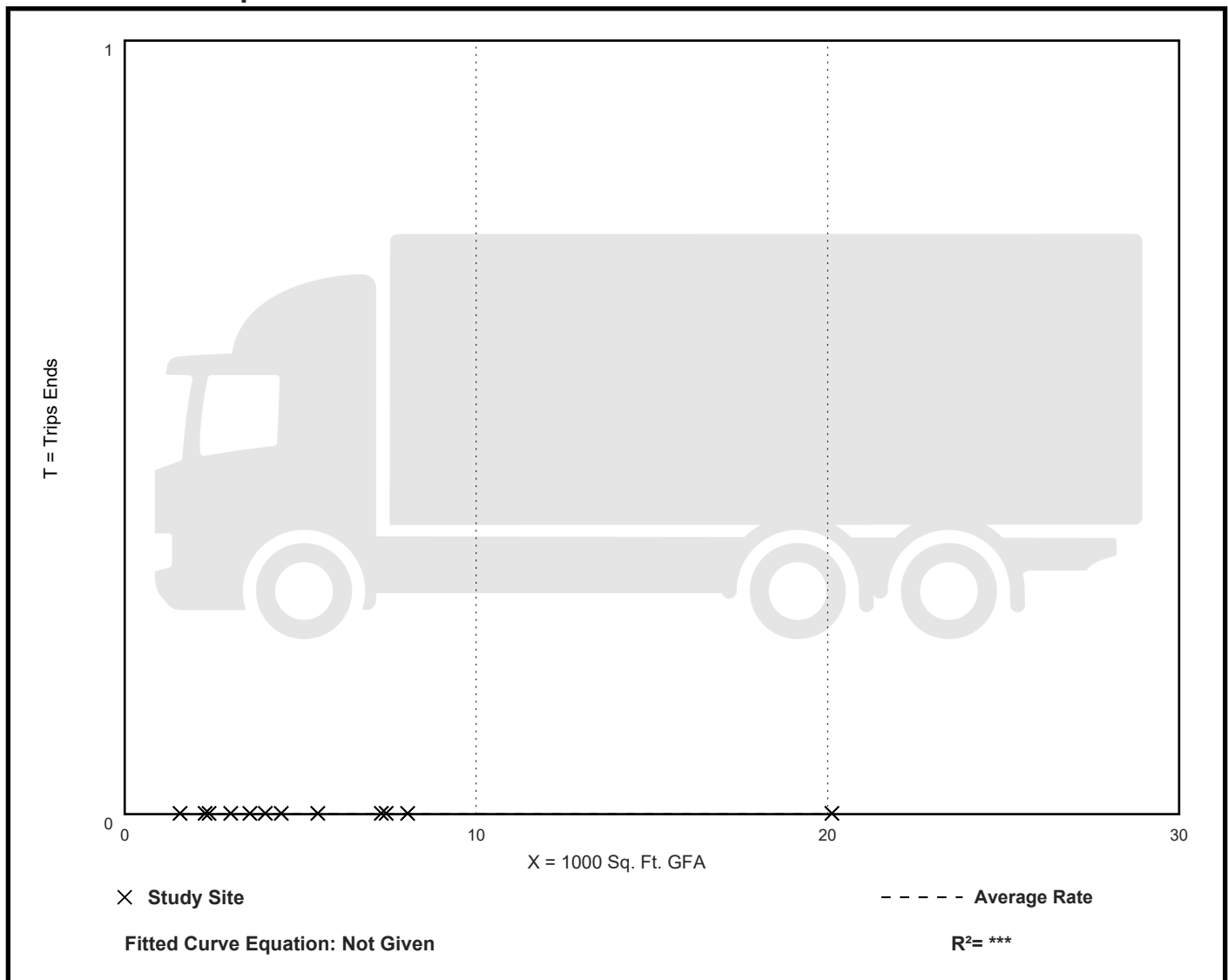
Avg. 1000 Sq. Ft. GFA: 6

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



# Medical-Dental Office Building - Stand-Alone (720)

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

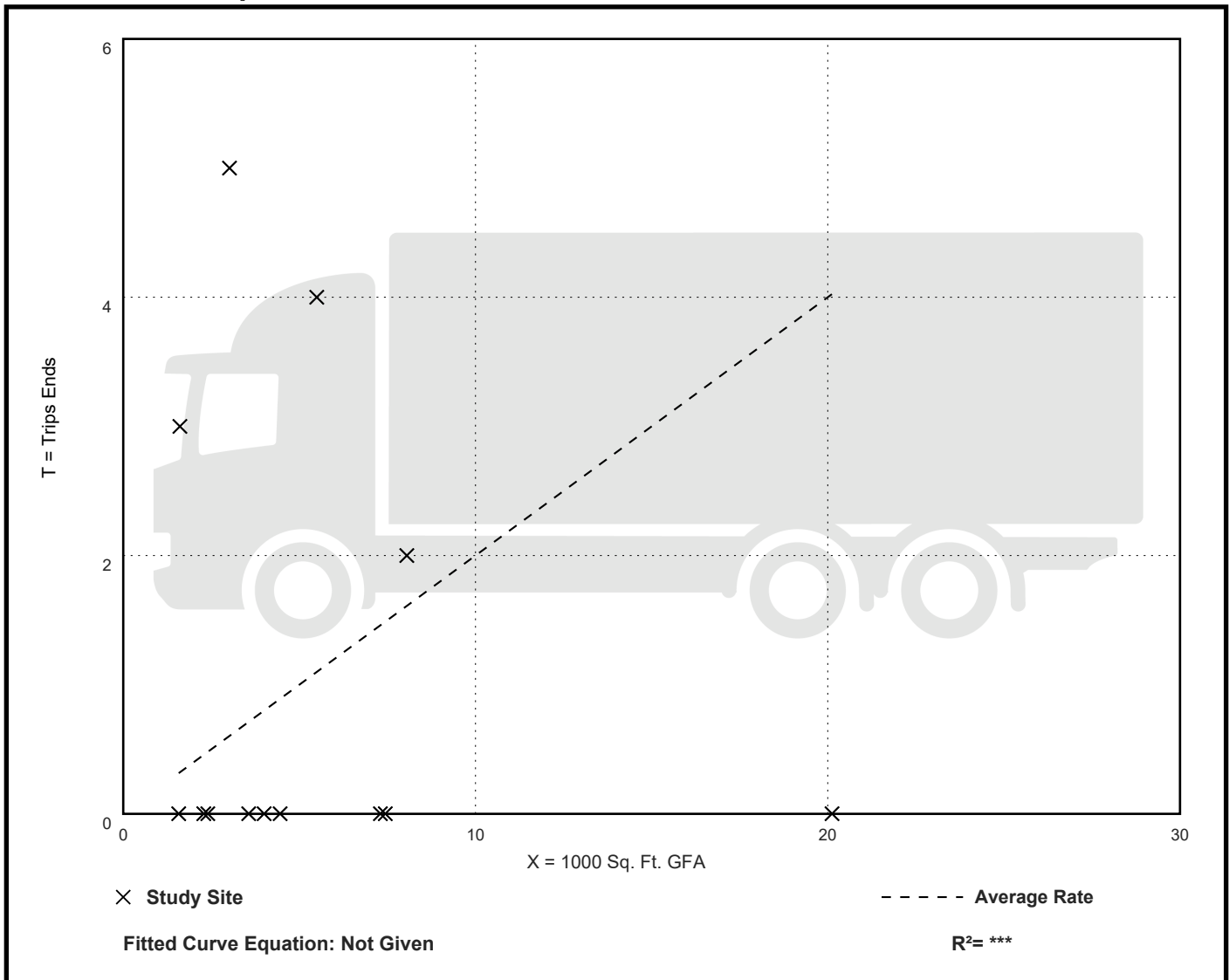
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 57% entering, 43% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.20	0.00 - 1.87	0.47

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

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

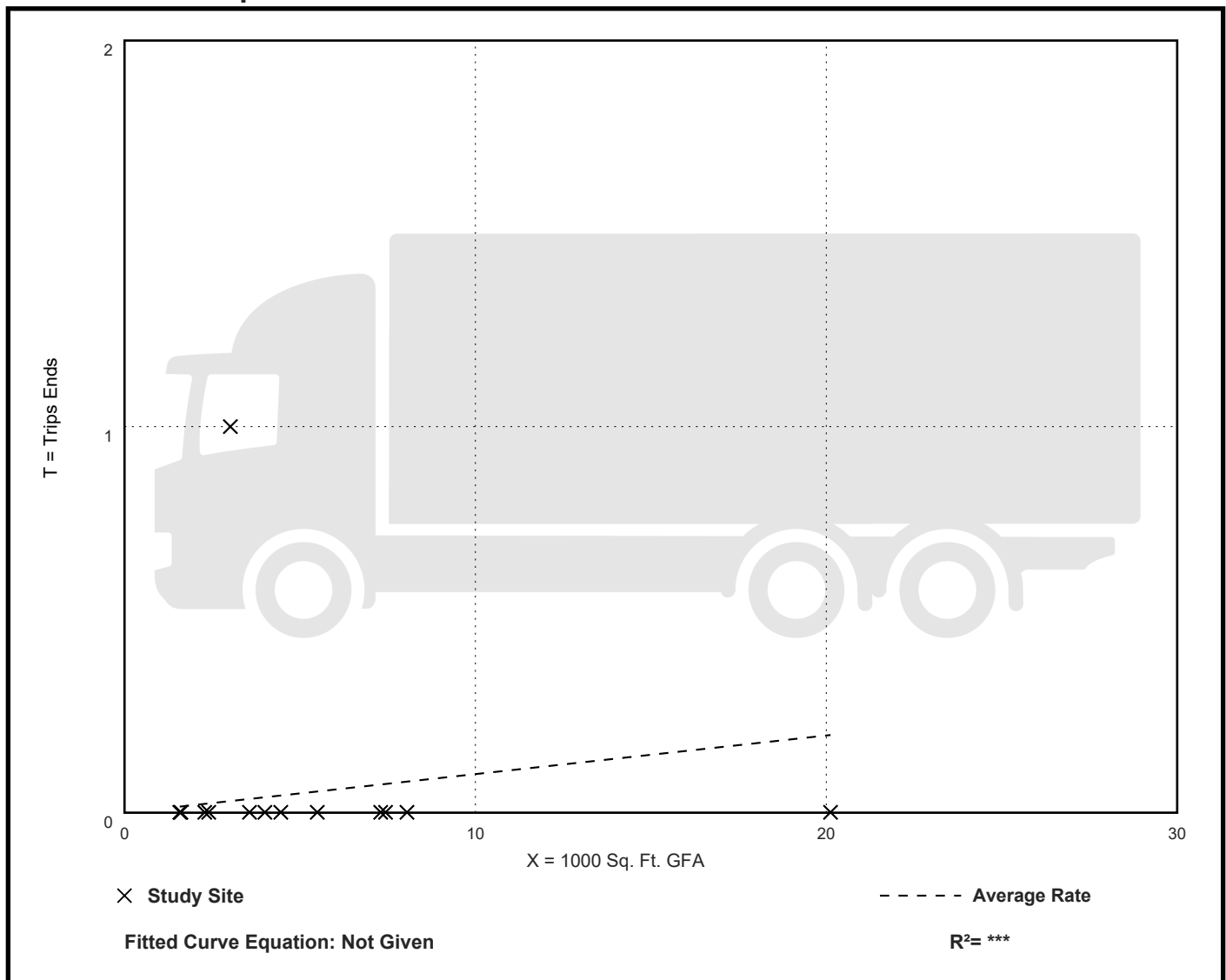
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: Not Available

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.33	0.07

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

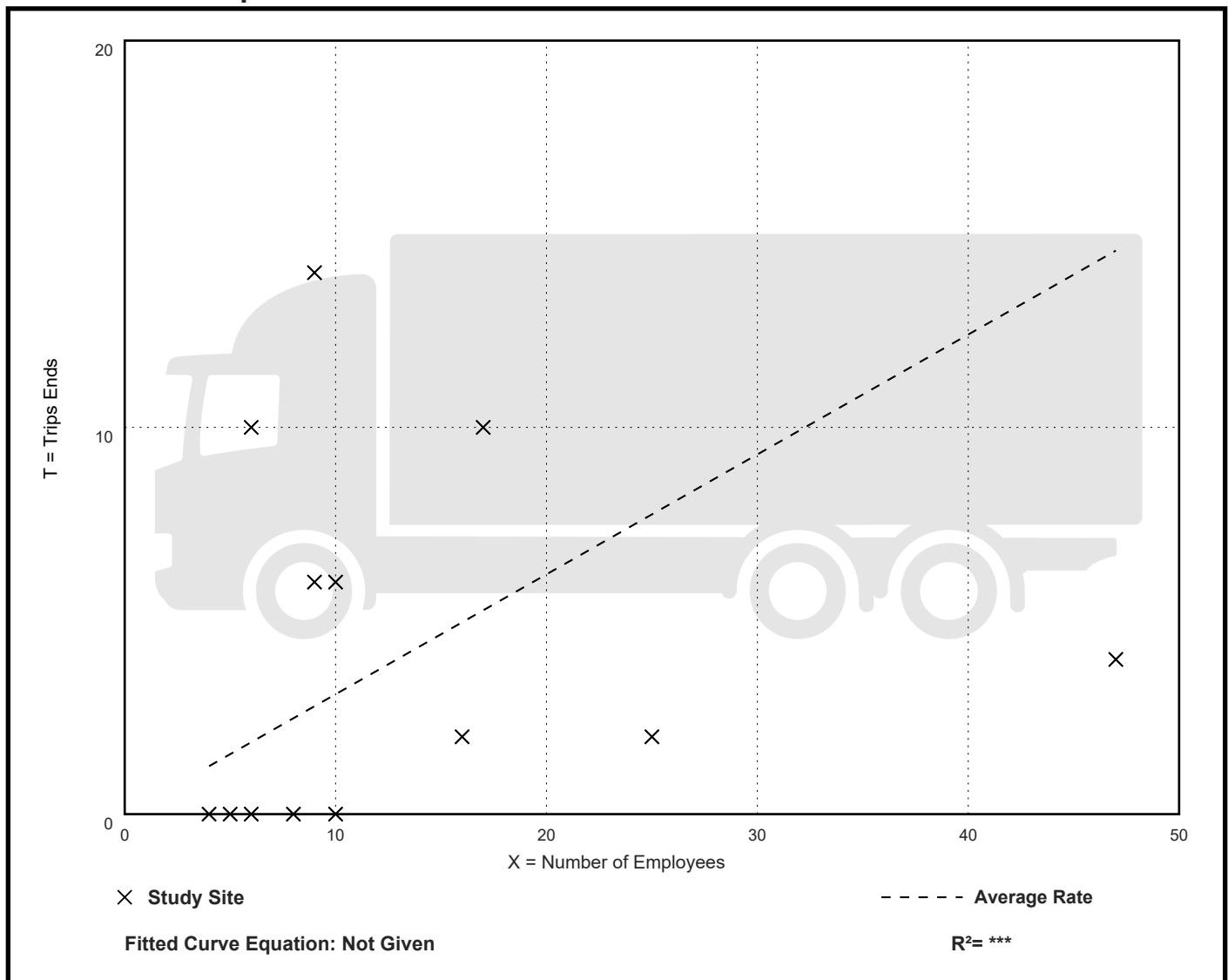
Truck Trip Ends vs: Employees  
On a: Weekday

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

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.31	0.00 - 1.67	0.47

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

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: 13

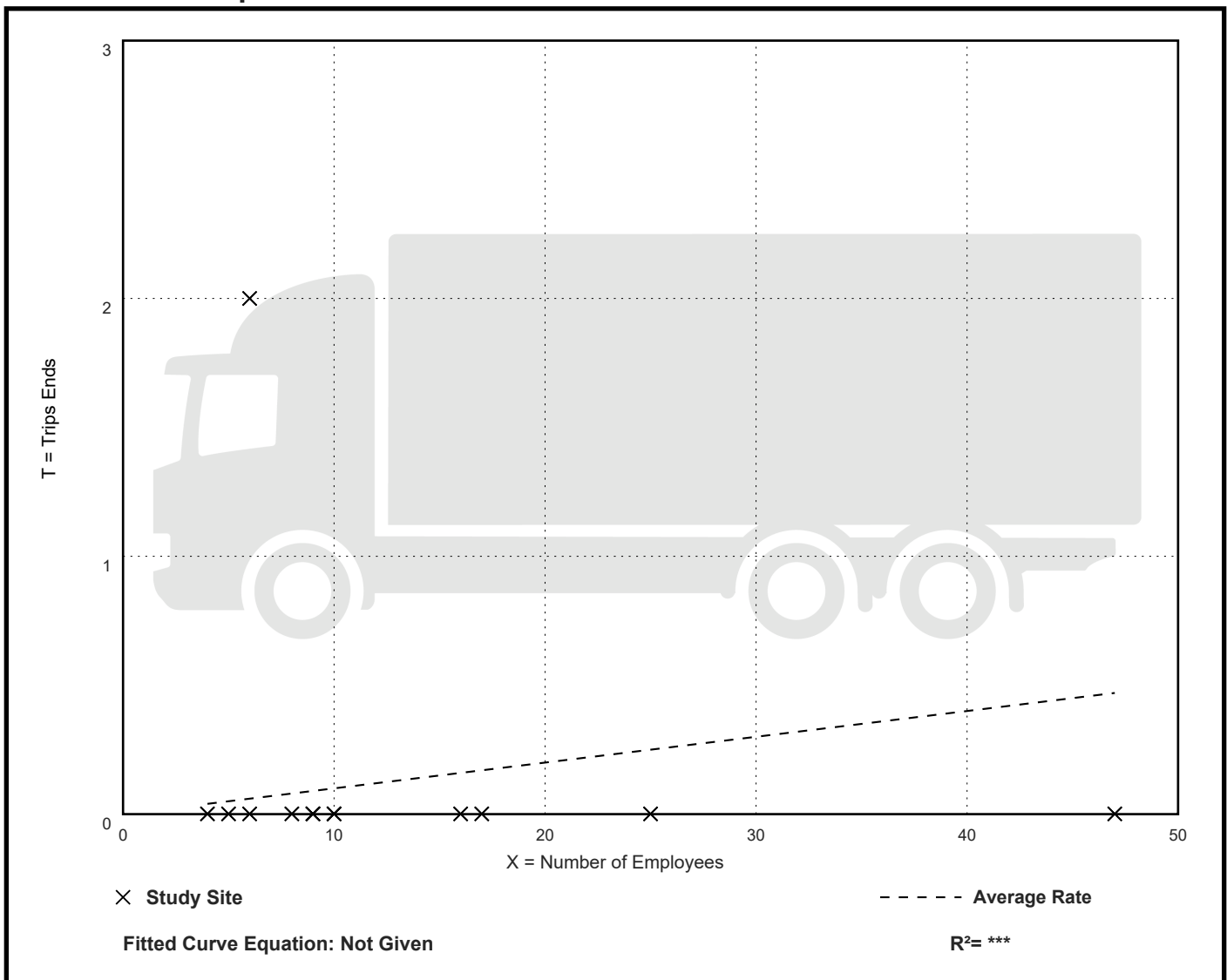
Avg. Num. of Employees: 13

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.33	0.06

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

## 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

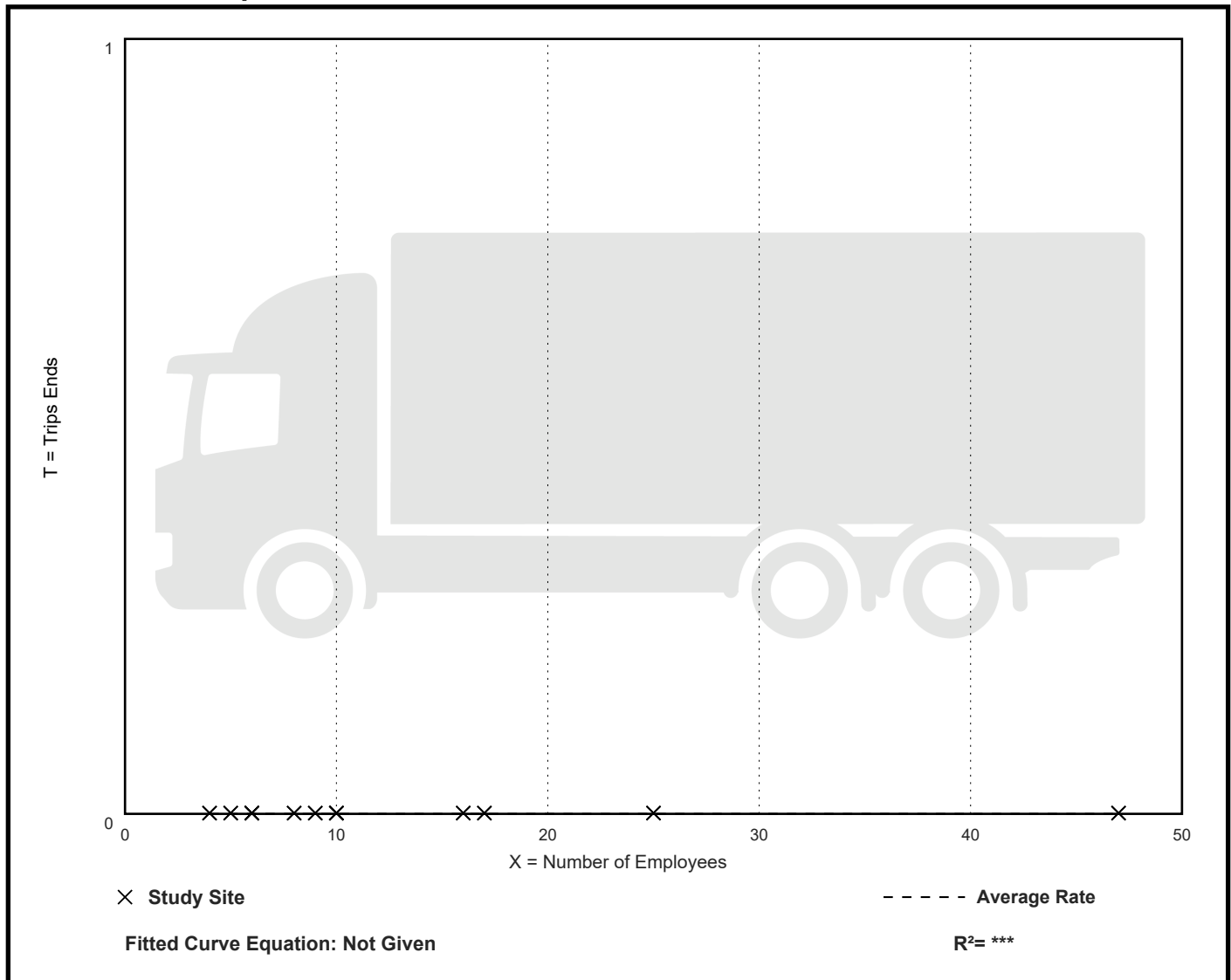
Avg. Num. of Employees: 14

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





# Medical-Dental Office Building - Stand-Alone (720)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 13

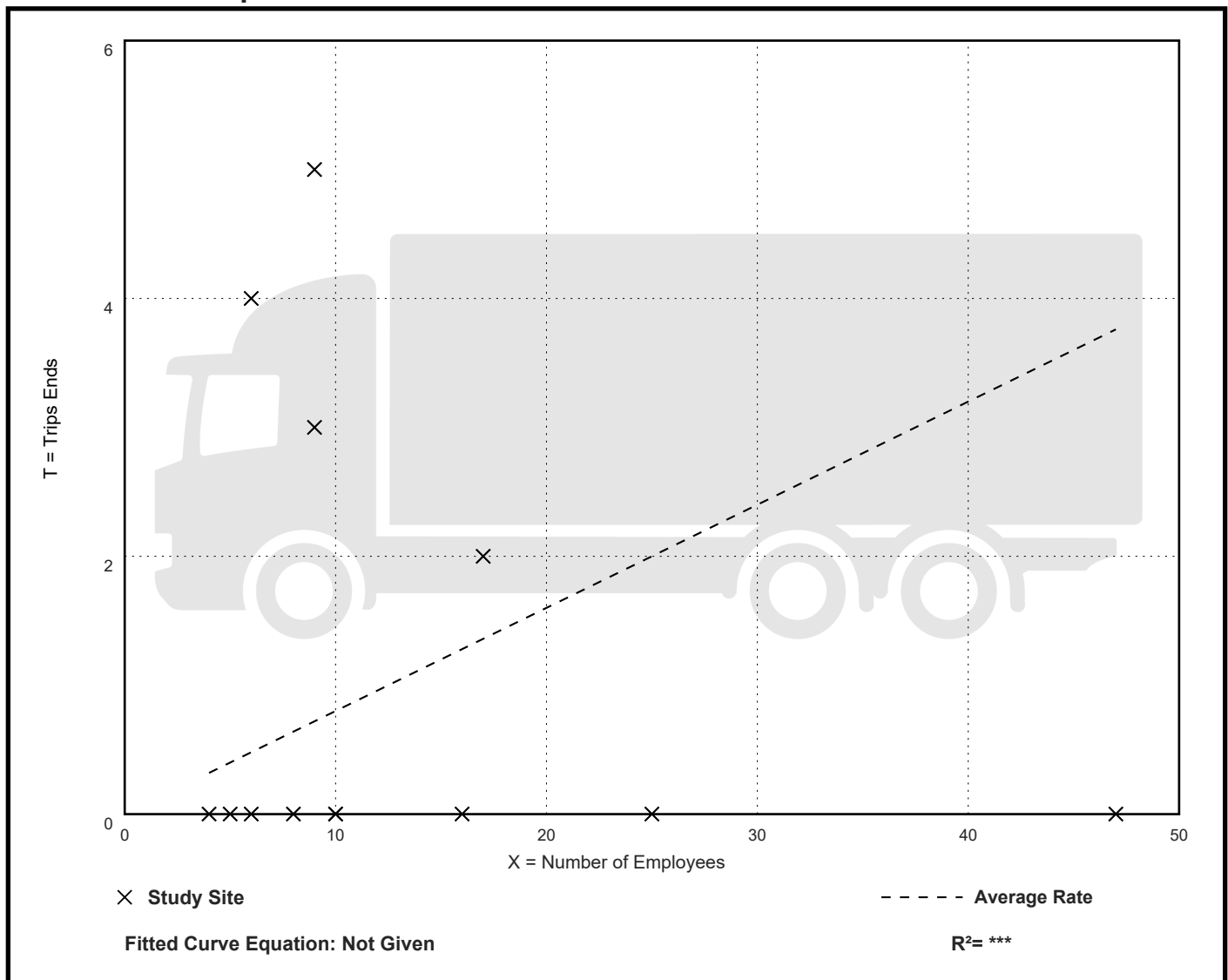
Avg. Num. of Employees: 13

Directional Distribution: 57% entering, 43% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.67	0.19

## Data Plot and Equation



# Medical-Dental Office Building - Stand-Alone (720)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 13

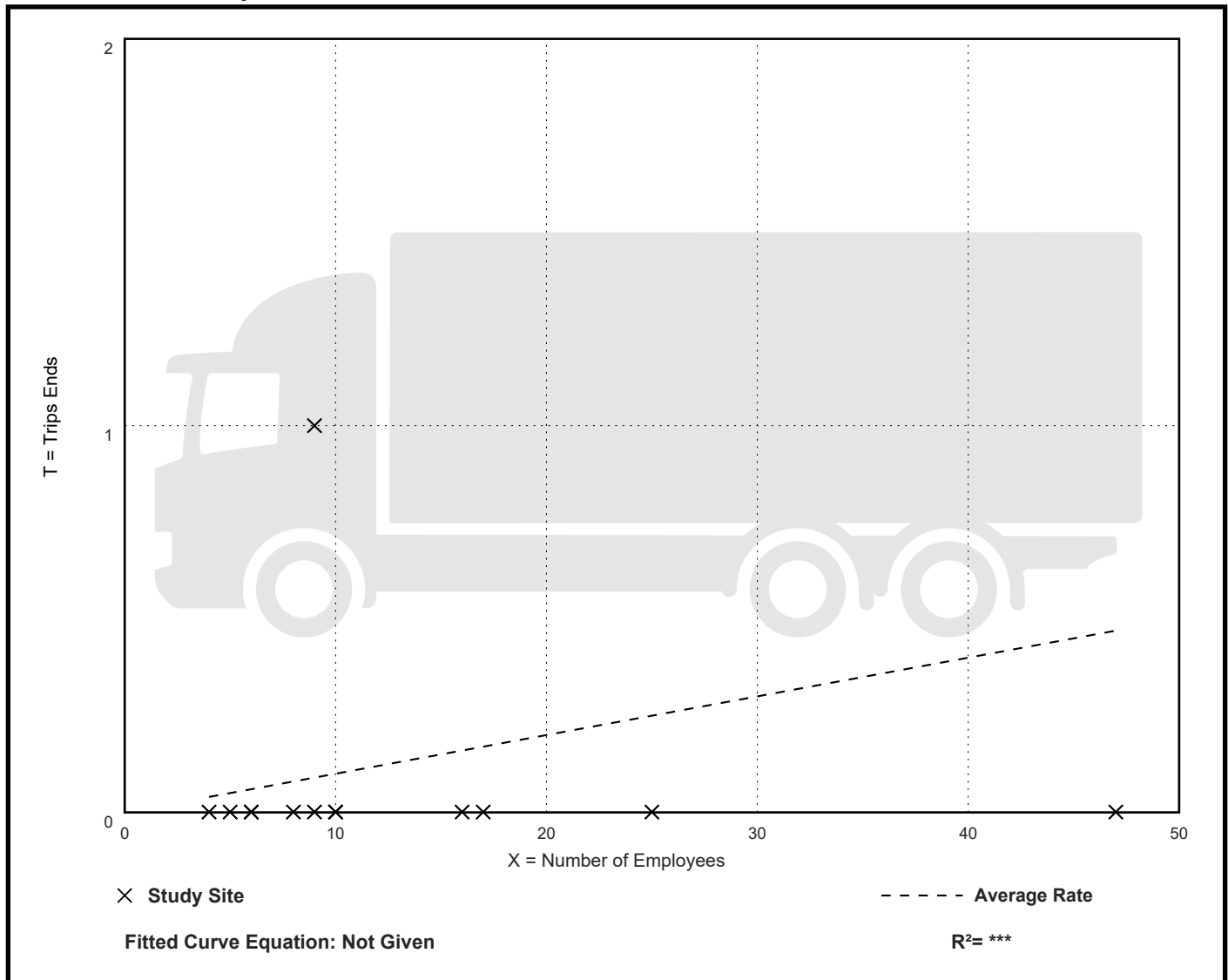
Avg. Num. of Employees: 13

Directional Distribution: Not Available

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.11	0.03

## Data Plot and Equation



# Medical-Dental Office Building Within/Near Hospital Campus (720)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 3

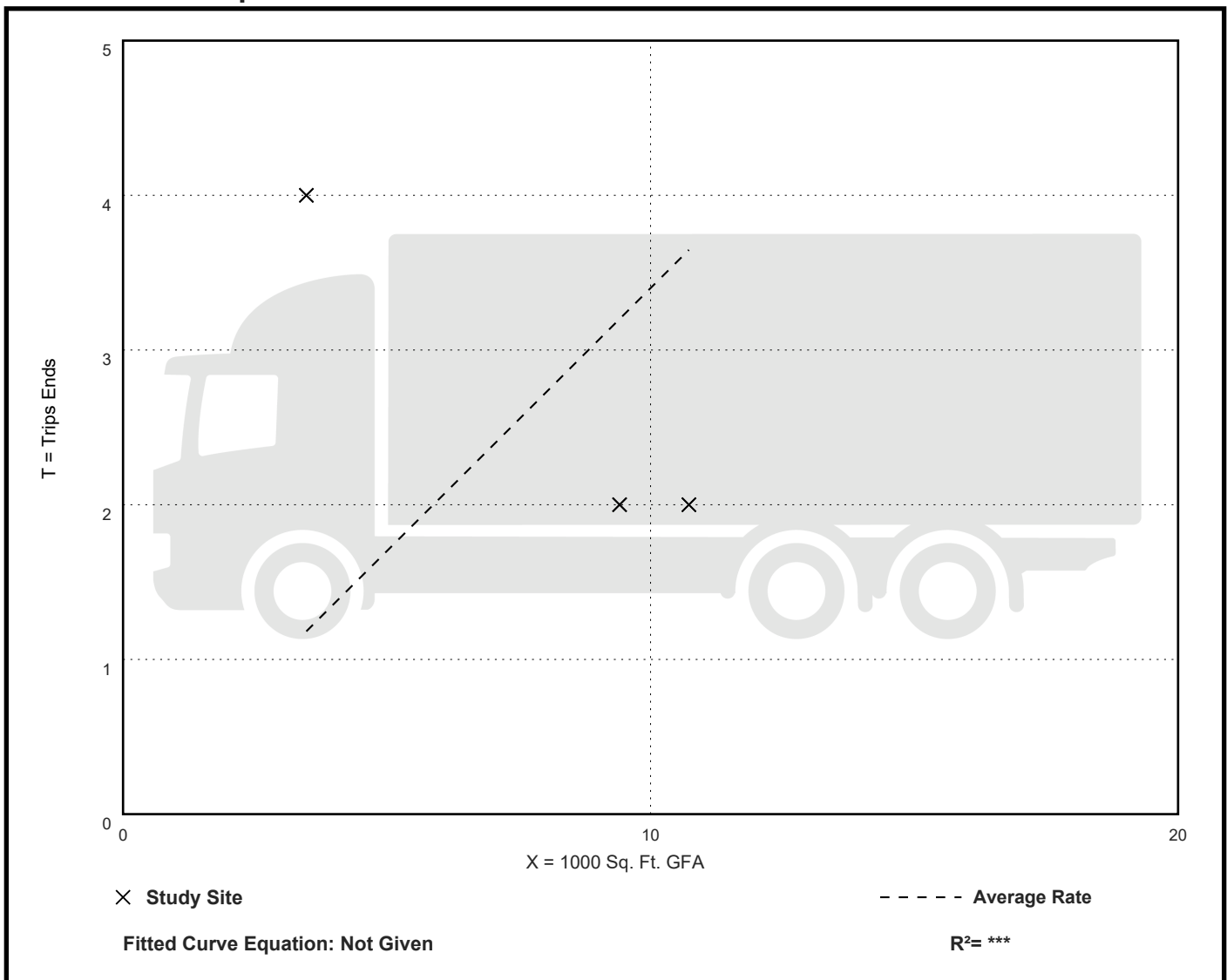
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.19 - 1.15	0.41

## Data Plot and Equation



# Medical-Dental Office Building Within/Near Hospital Campus (720)

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: 8

Directional Distribution: 50% entering, 50% exiting

## 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



# Medical-Dental Office Building Within/Near Hospital Campus (720)

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: 8

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



# Medical-Dental Office Building Within/Near Hospital Campus (720)

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

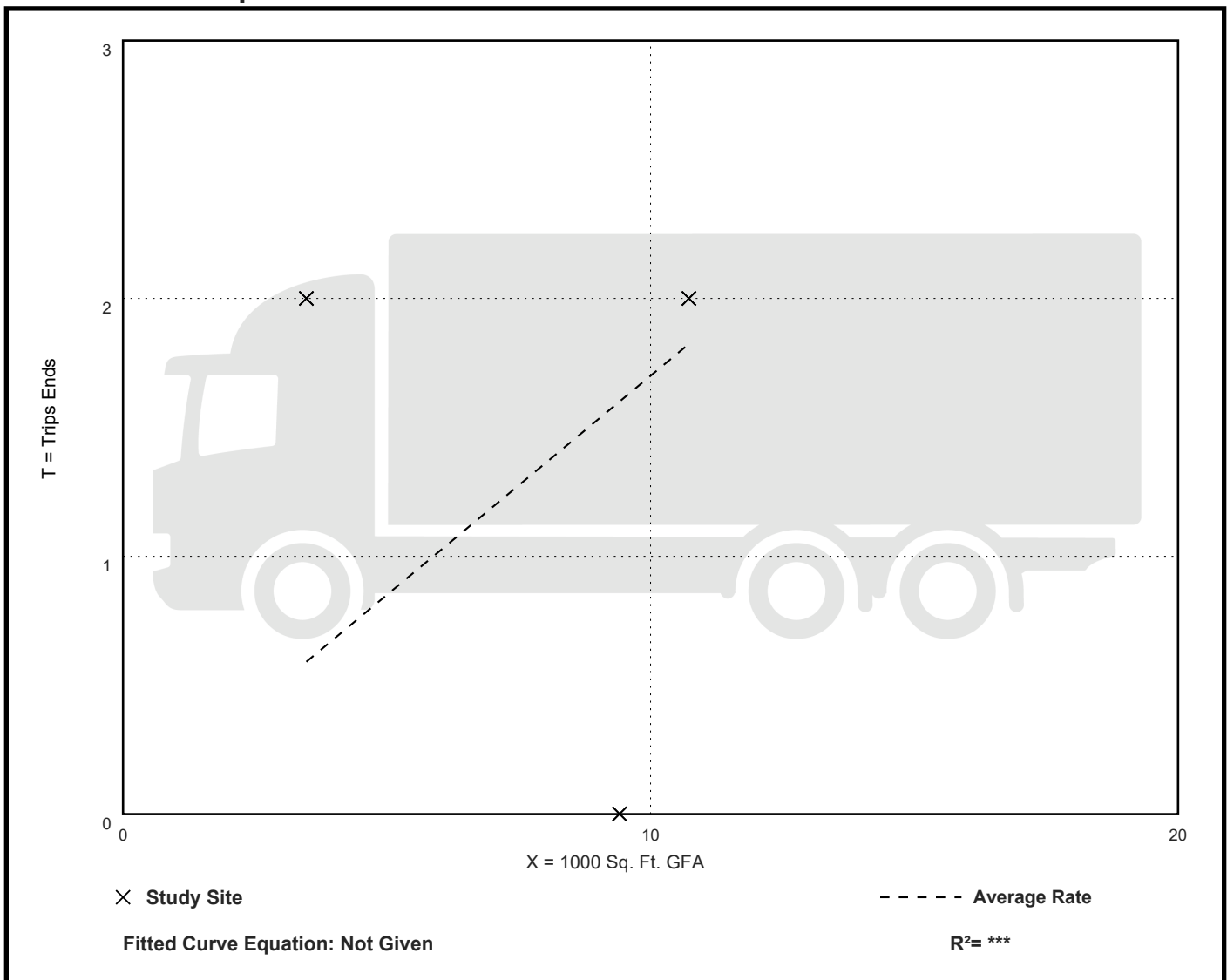
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.00 - 0.58	0.23

## Data Plot and Equation



# Medical-Dental Office Building Within/Near Hospital Campus (720)

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: 8

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



# Medical-Dental Office Building Within/Near Hospital Campus (720)

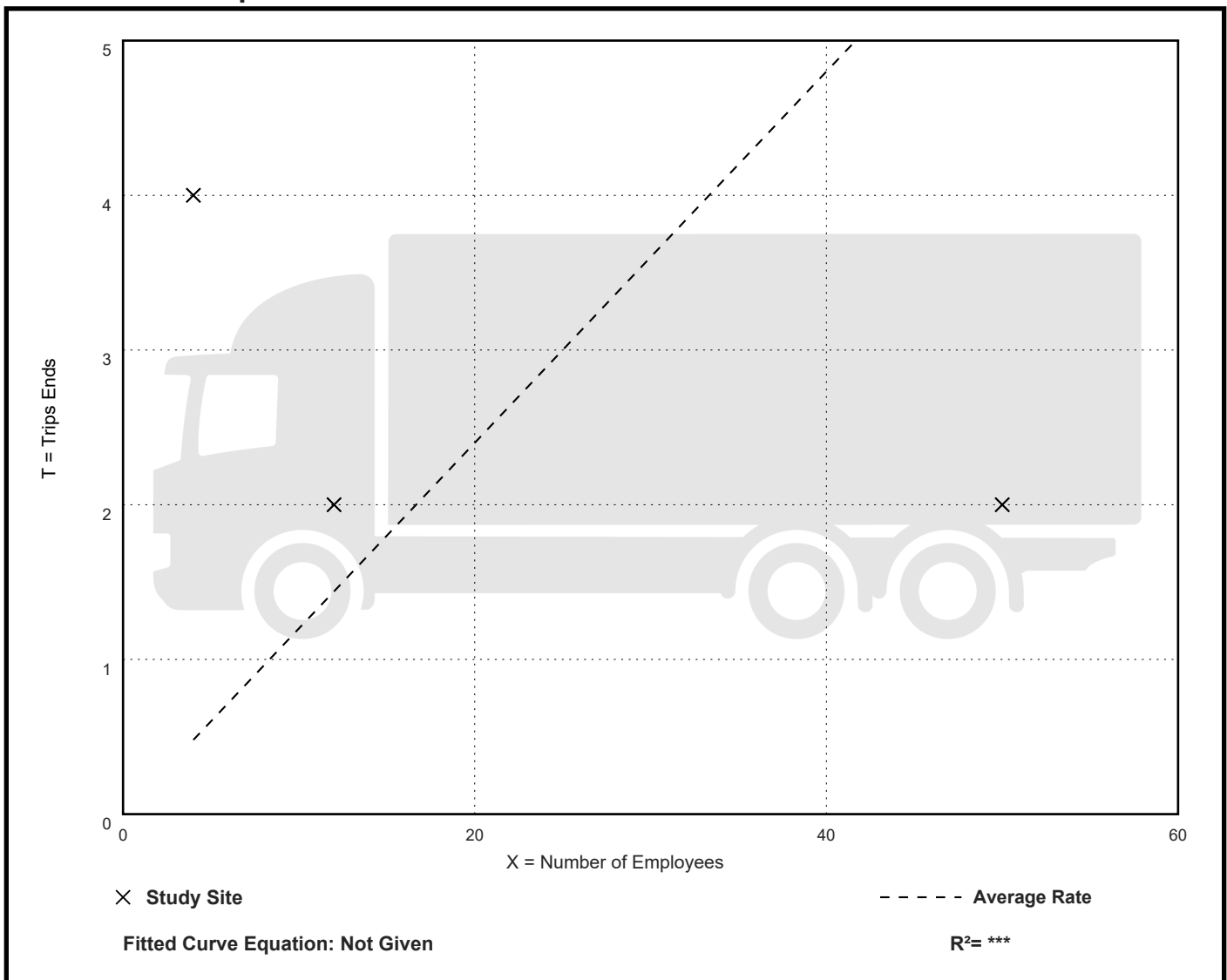
Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 3  
Avg. Num. of Employees: 22  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.12	0.04 - 1.00	0.28

## Data Plot and Equation





# Medical-Dental Office Building Within/Near Hospital Campus (720)

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: 3

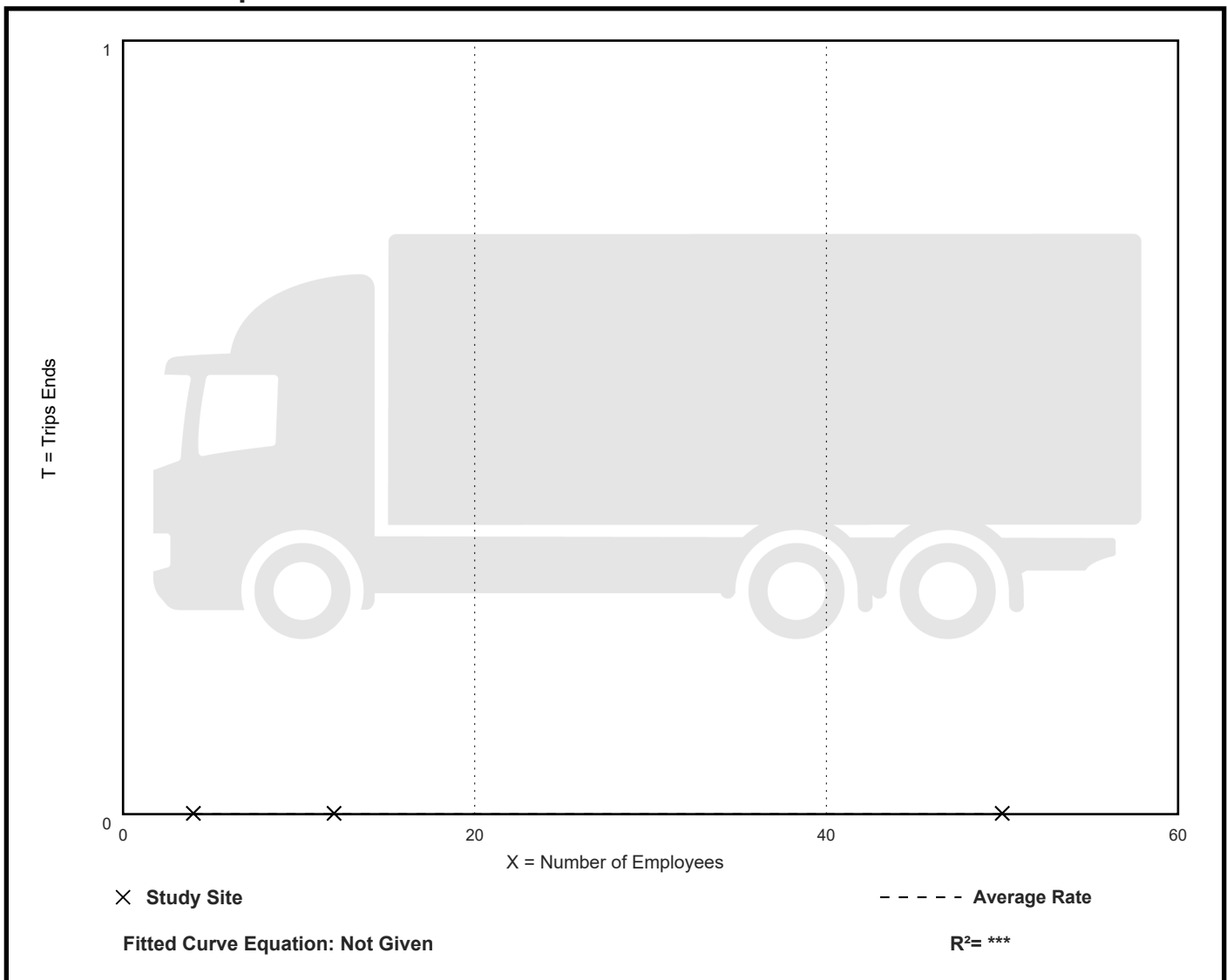
Avg. Num. of Employees: 22

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



# Medical-Dental Office Building Within/Near Hospital Campus (720)

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: 3

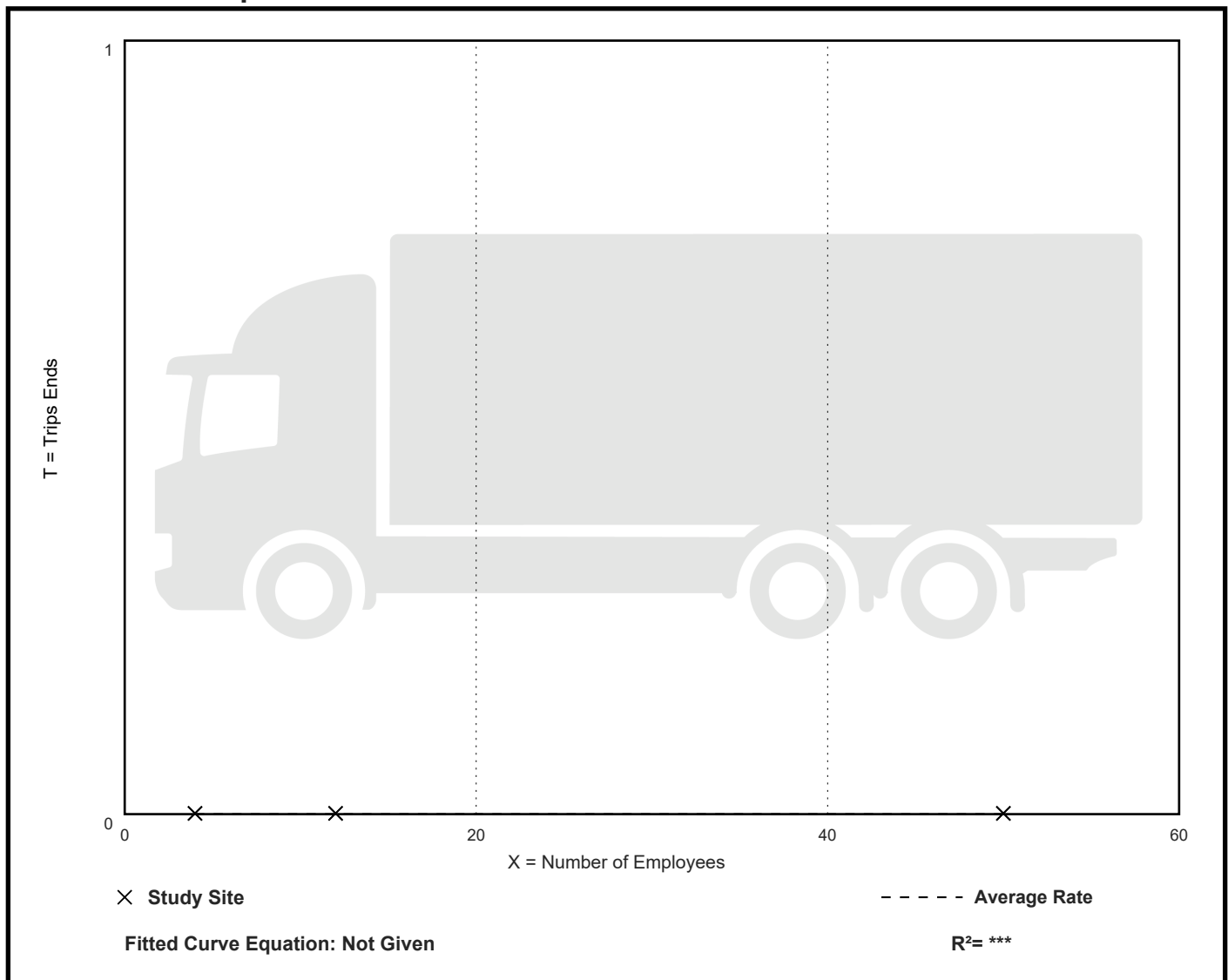
Avg. Num. of Employees: 22

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



# Medical-Dental Office Building Within/Near Hospital Campus (720)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

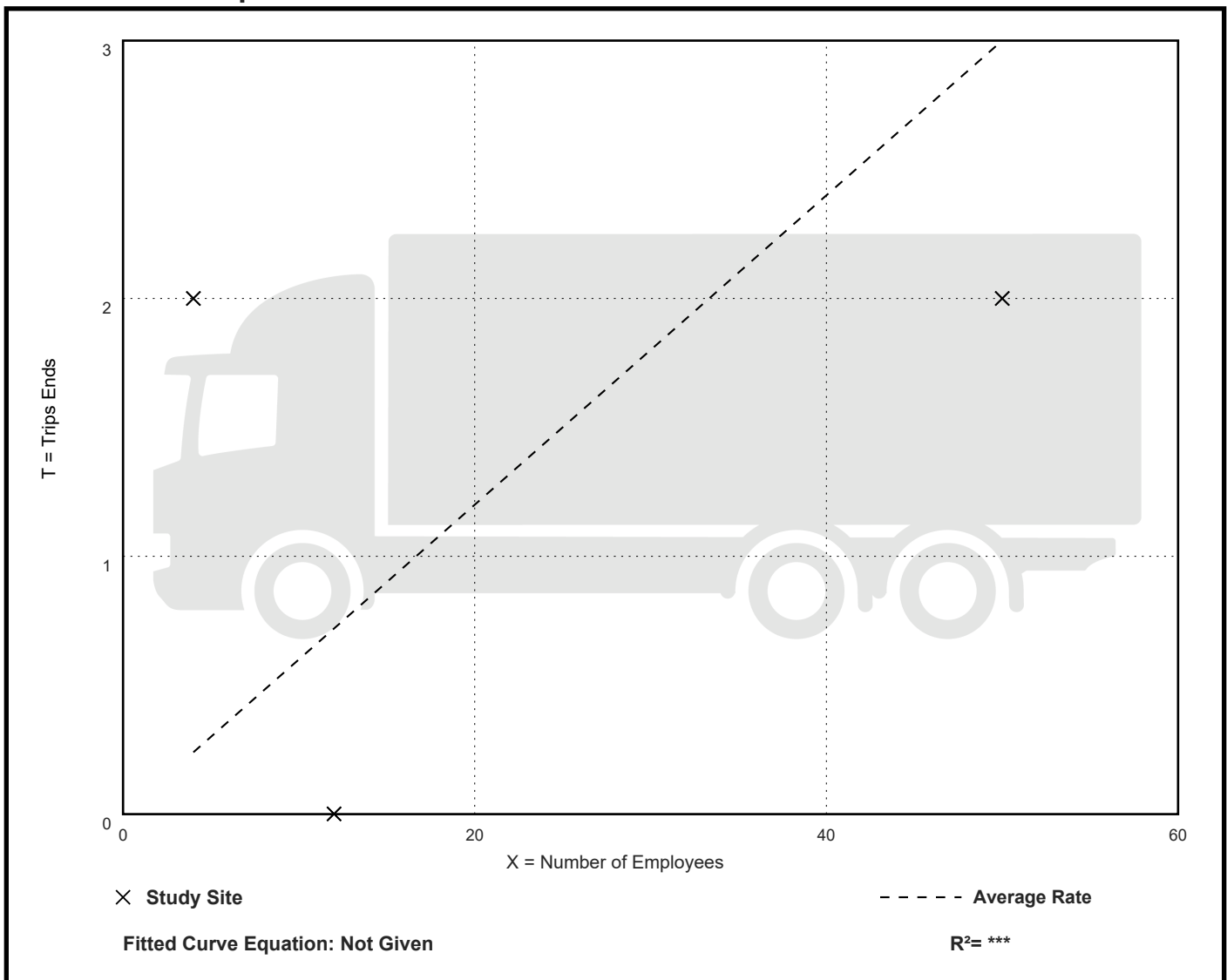
Avg. Num. of Employees: 22

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.50	0.14

## Data Plot and Equation



# Medical-Dental Office Building Within/Near Hospital Campus (720)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 3

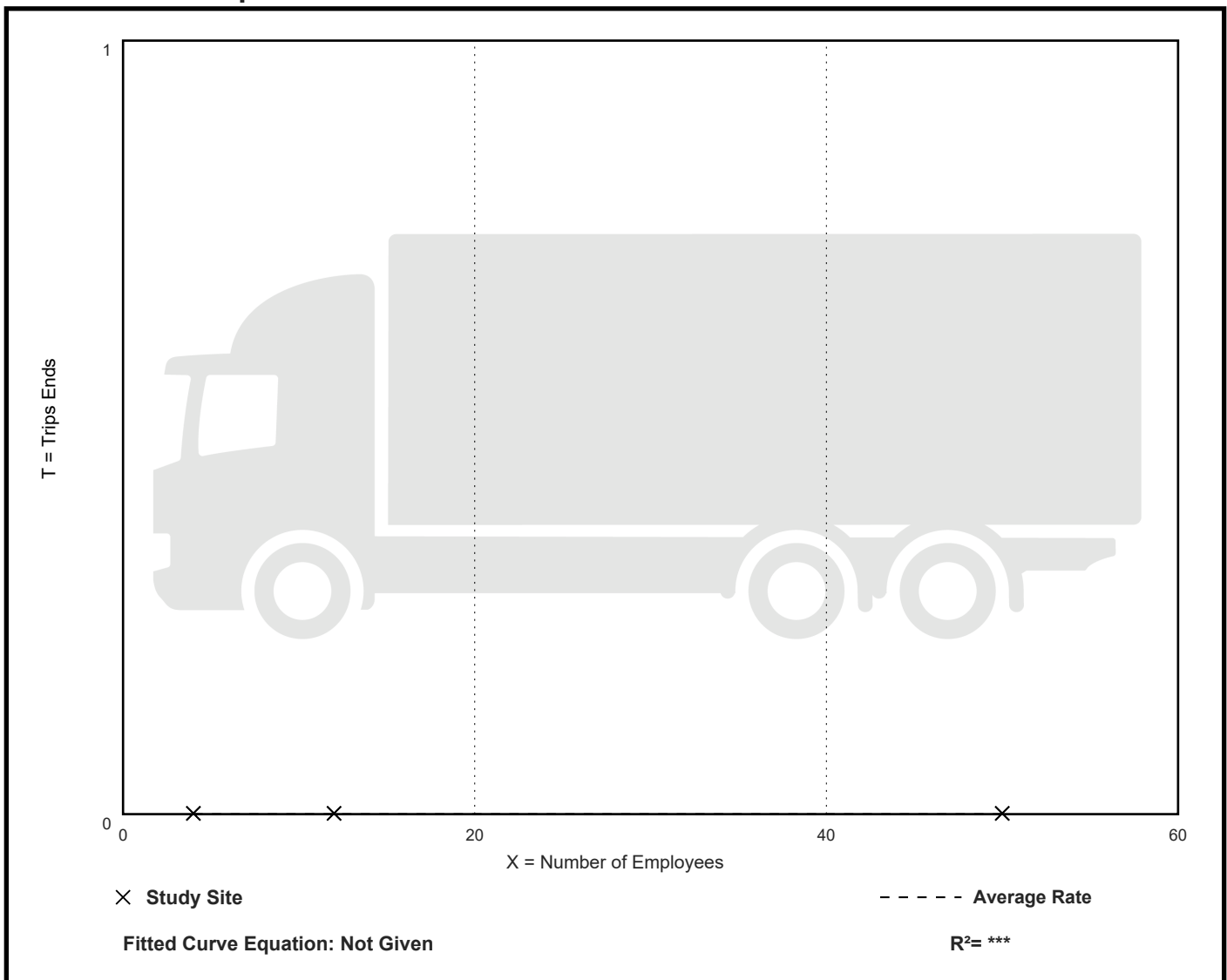
Avg. Num. of Employees: 22

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



# Government Office Building (730)

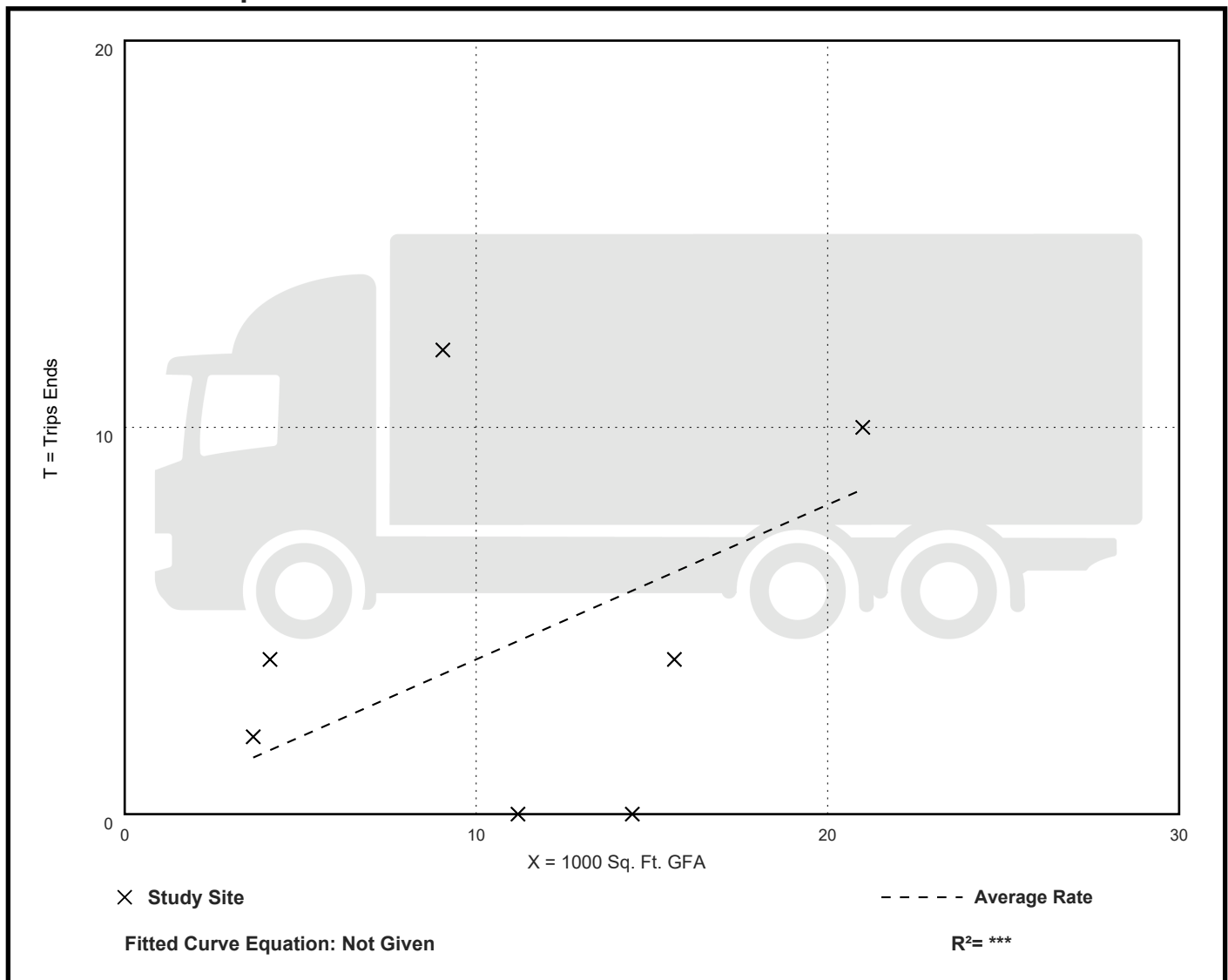
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 7  
Avg. 1000 Sq. Ft. GFA: 11  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.40	0.00 - 1.33	0.45

## Data Plot and Equation



# Government Office Building (730)

**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: 7

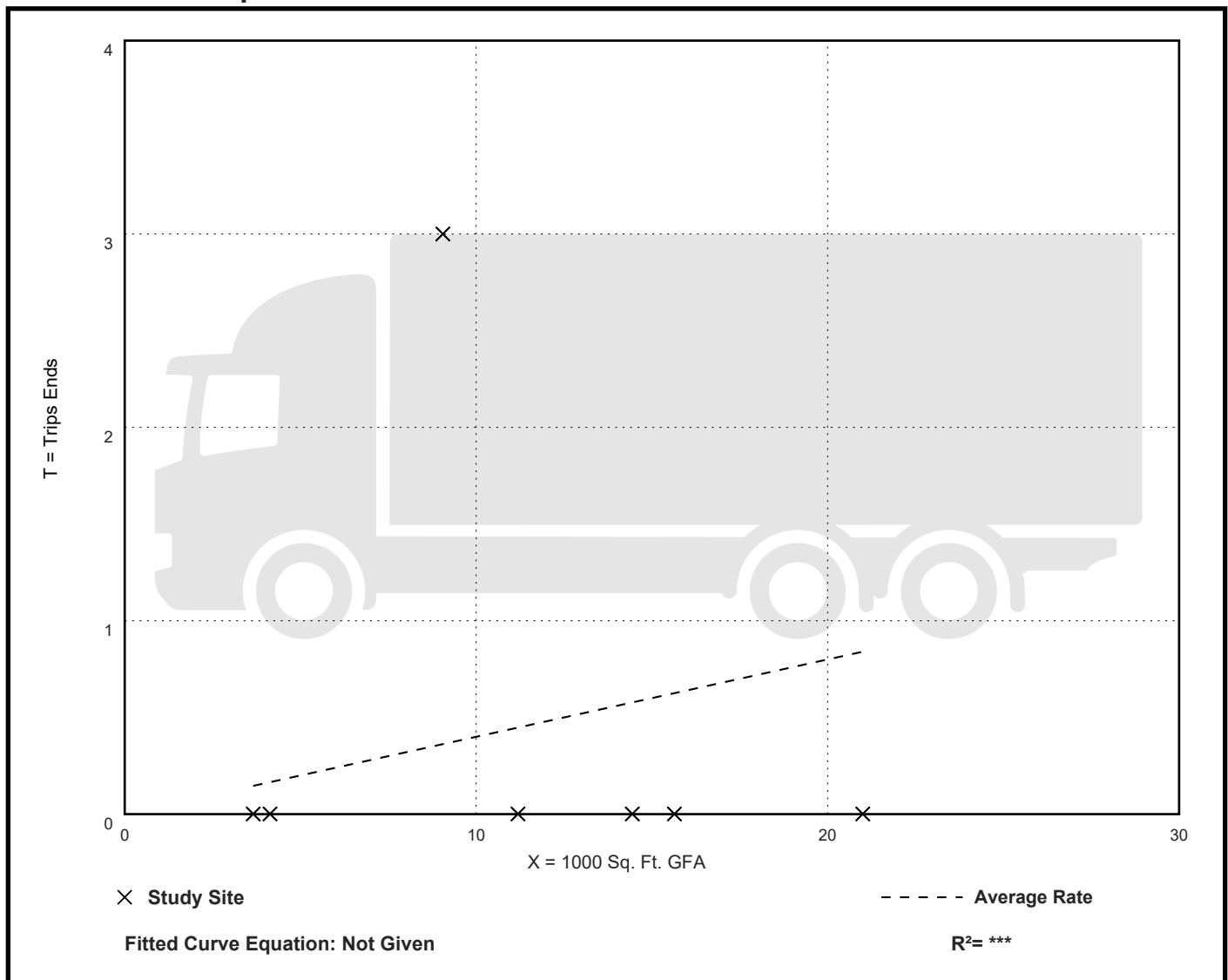
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 67% entering, 33% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.33	0.11

## Data Plot and Equation



# Government Office Building (730)

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

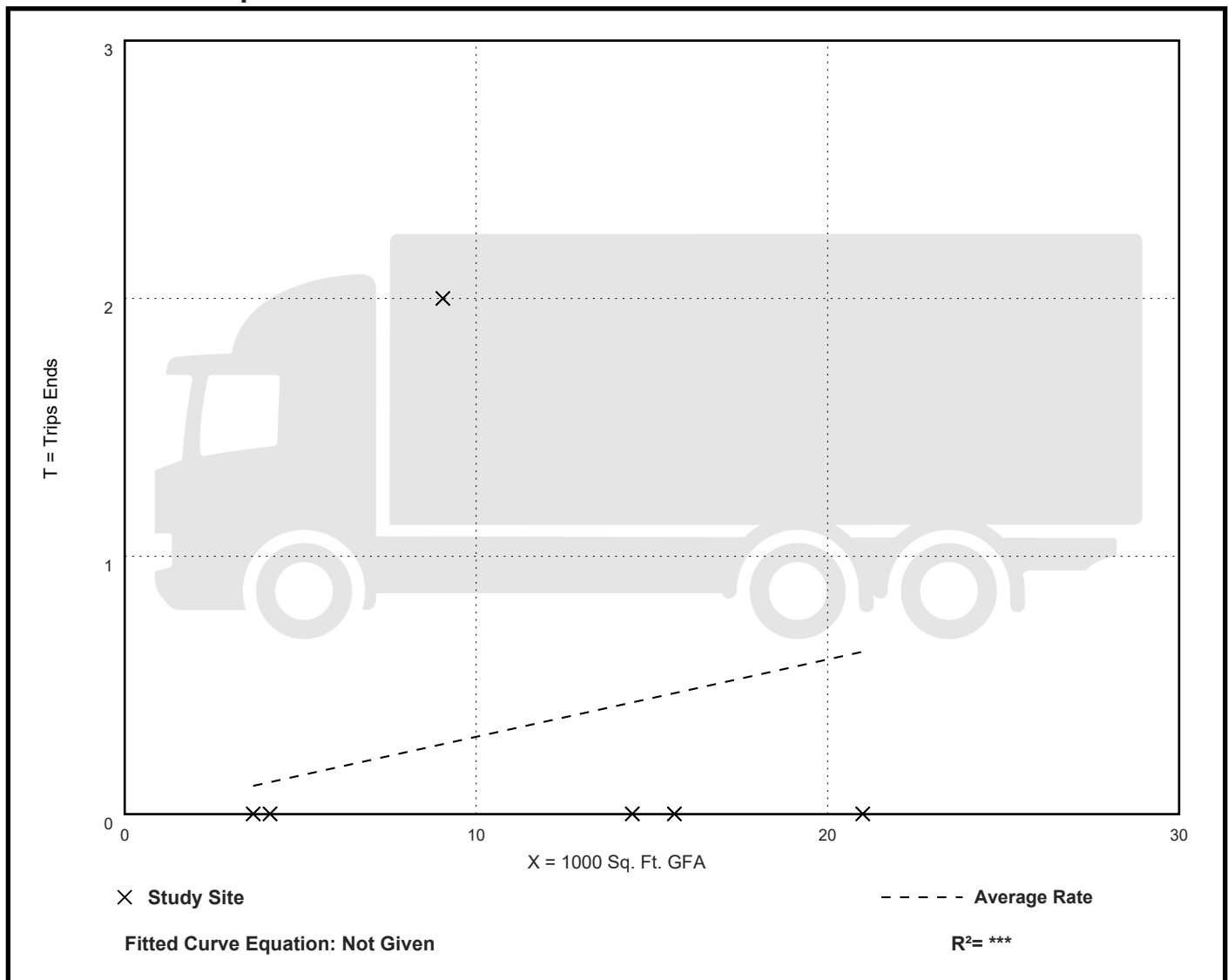
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.22	0.08

## Data Plot and Equation



# Government Office Building (730)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

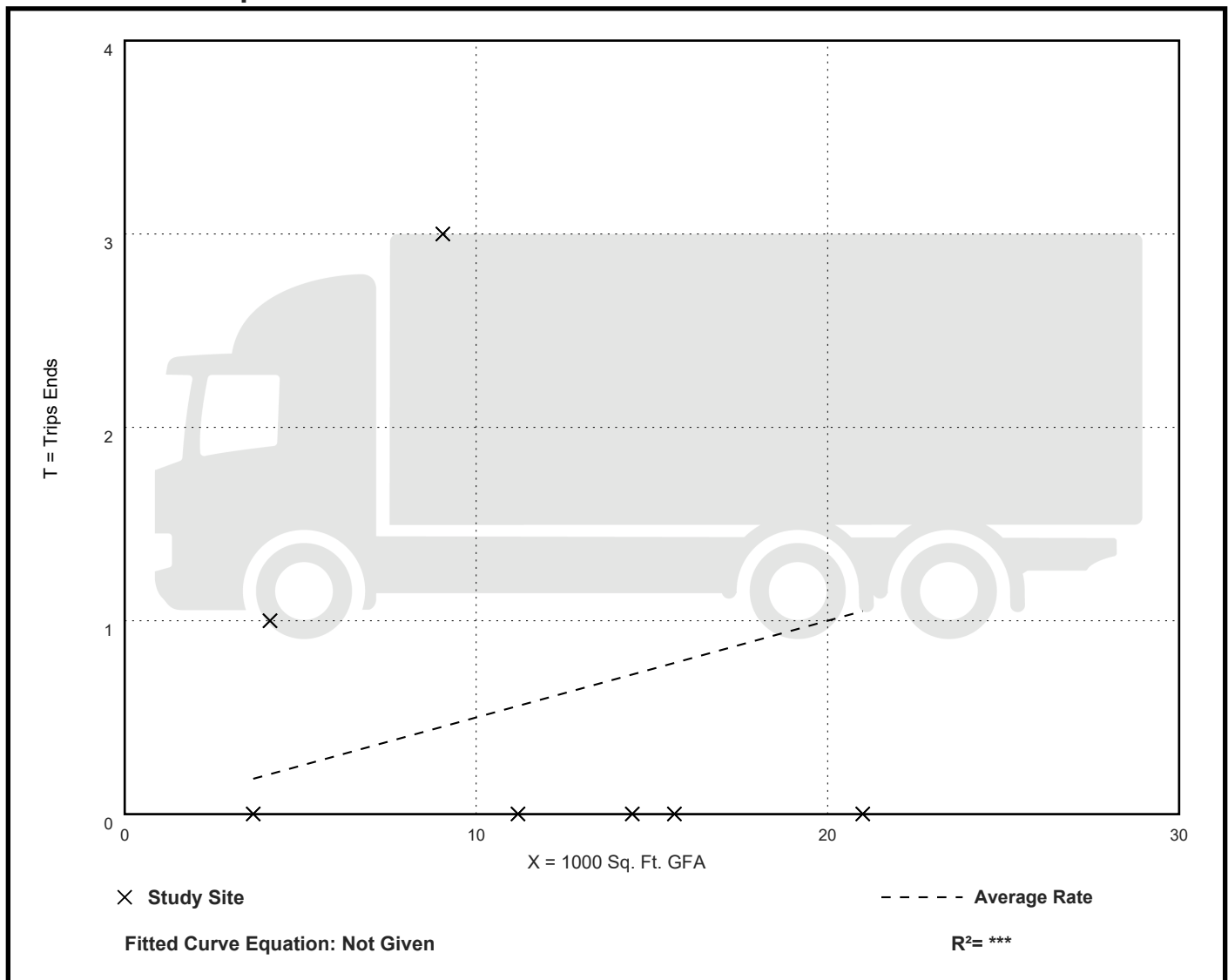
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.00 - 0.33	0.12

## Data Plot and Equation





# Government Office Building (730)

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

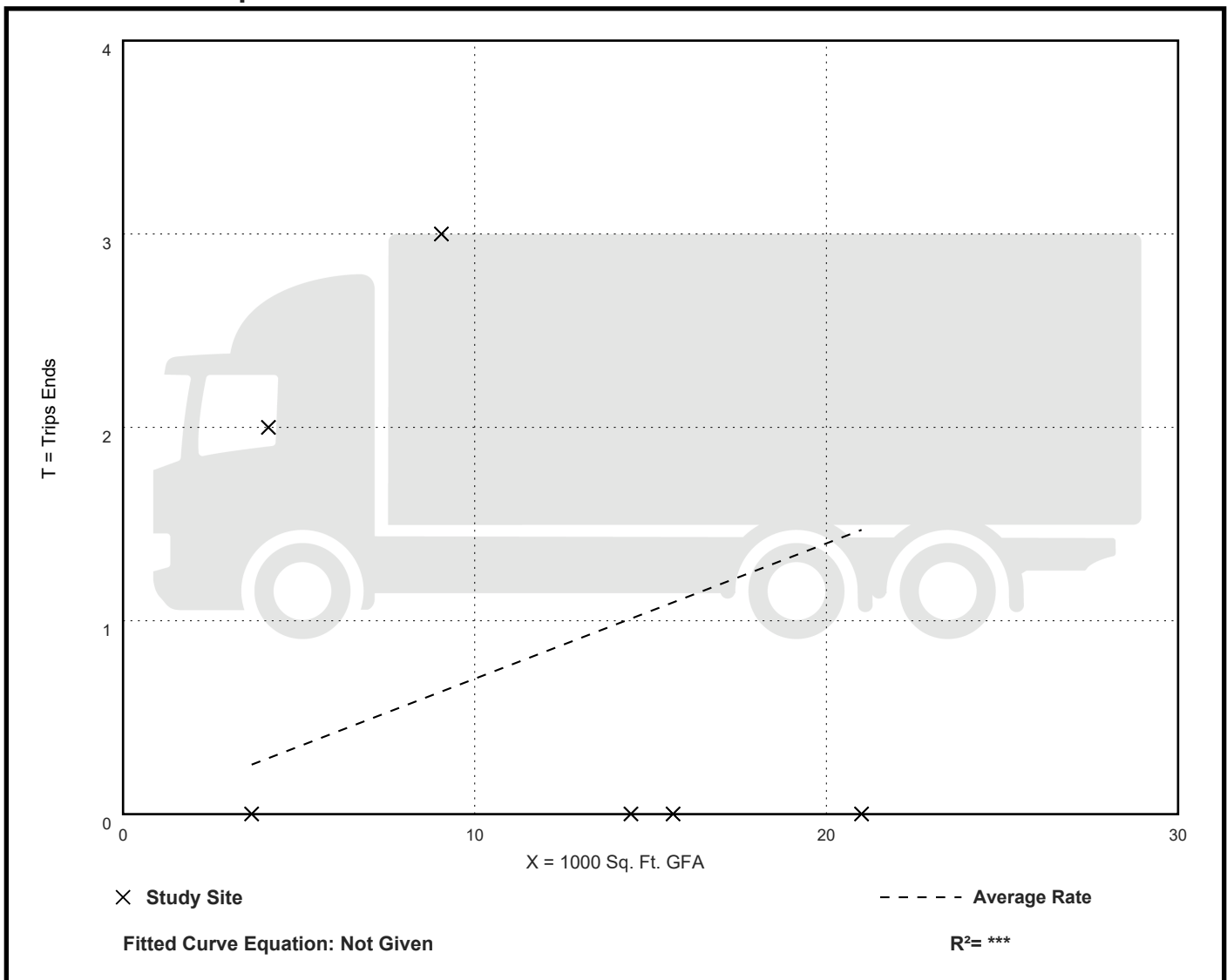
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 40% entering, 60% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.48	0.17

## Data Plot and Equation



# Government Office Building (730)

Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

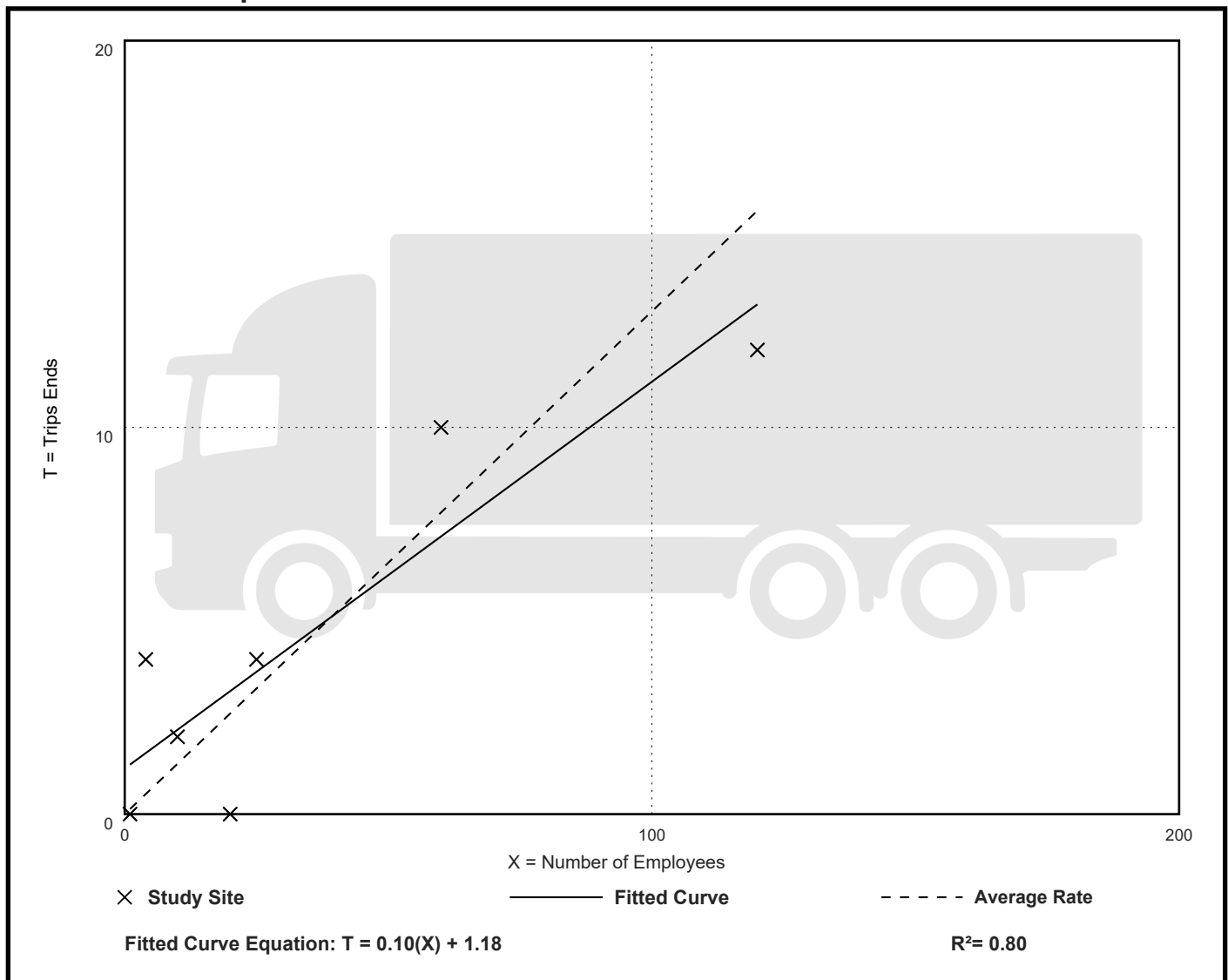
Avg. Num. of Employees: 34

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 1.00	0.13

## Data Plot and Equation



# Government Office Building (730)

## 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

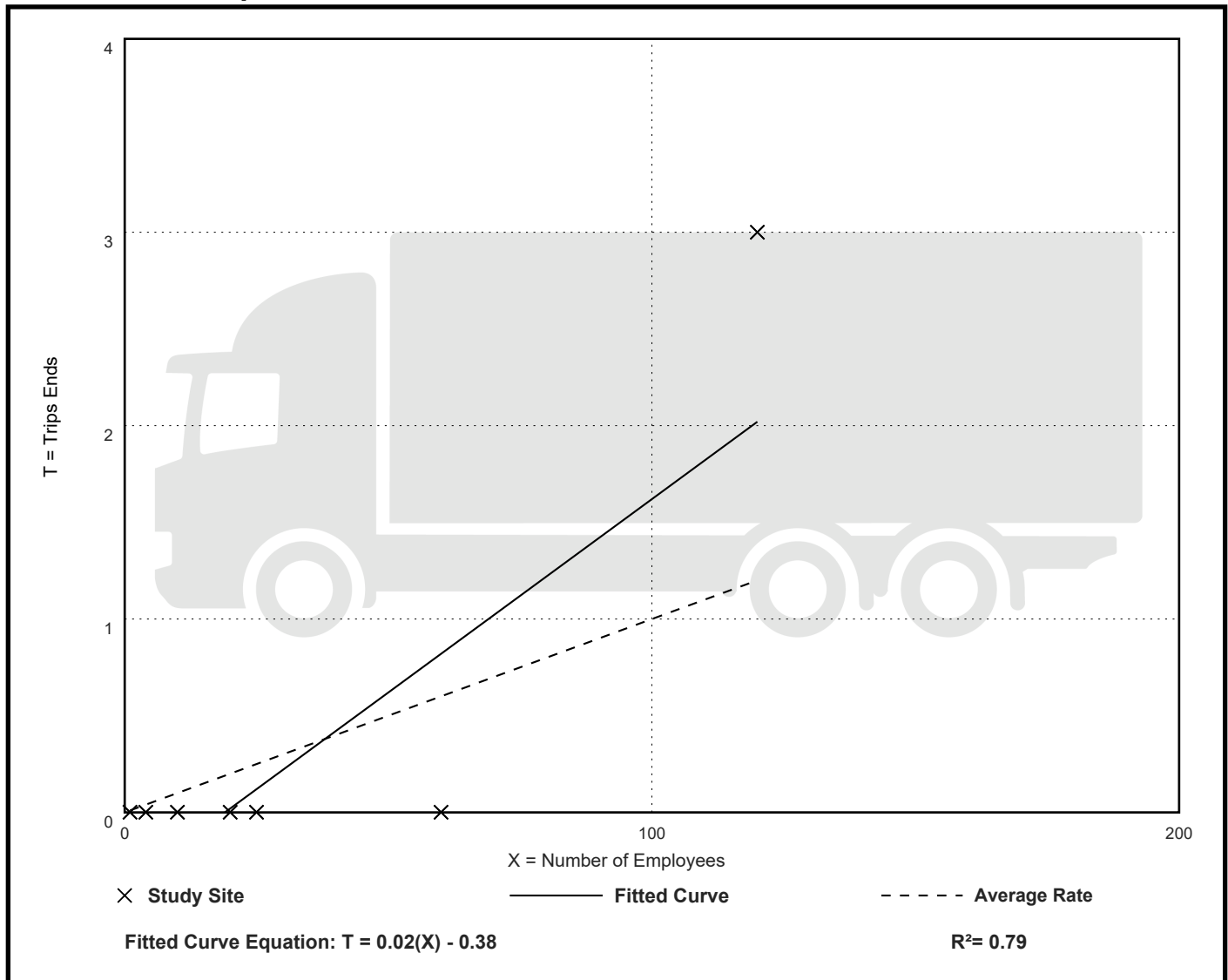
Avg. Num. of Employees: 34

Directional Distribution: 67% entering, 33% exiting

## Truck Trip Generation per Employee

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

## Data Plot and Equation



# Government Office Building (730)

## 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: 6

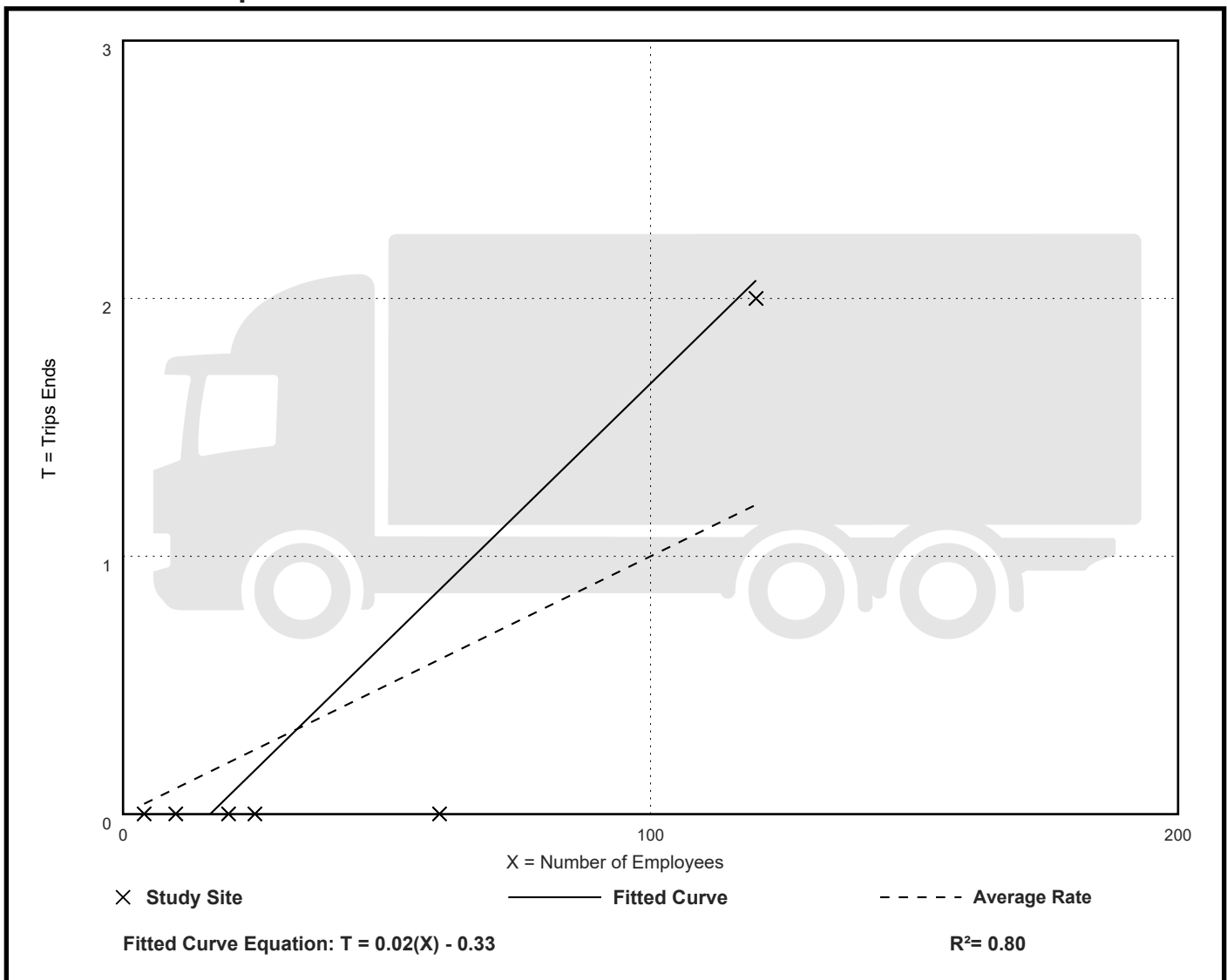
Avg. Num. of Employees: 40

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



# Government Office Building (730)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

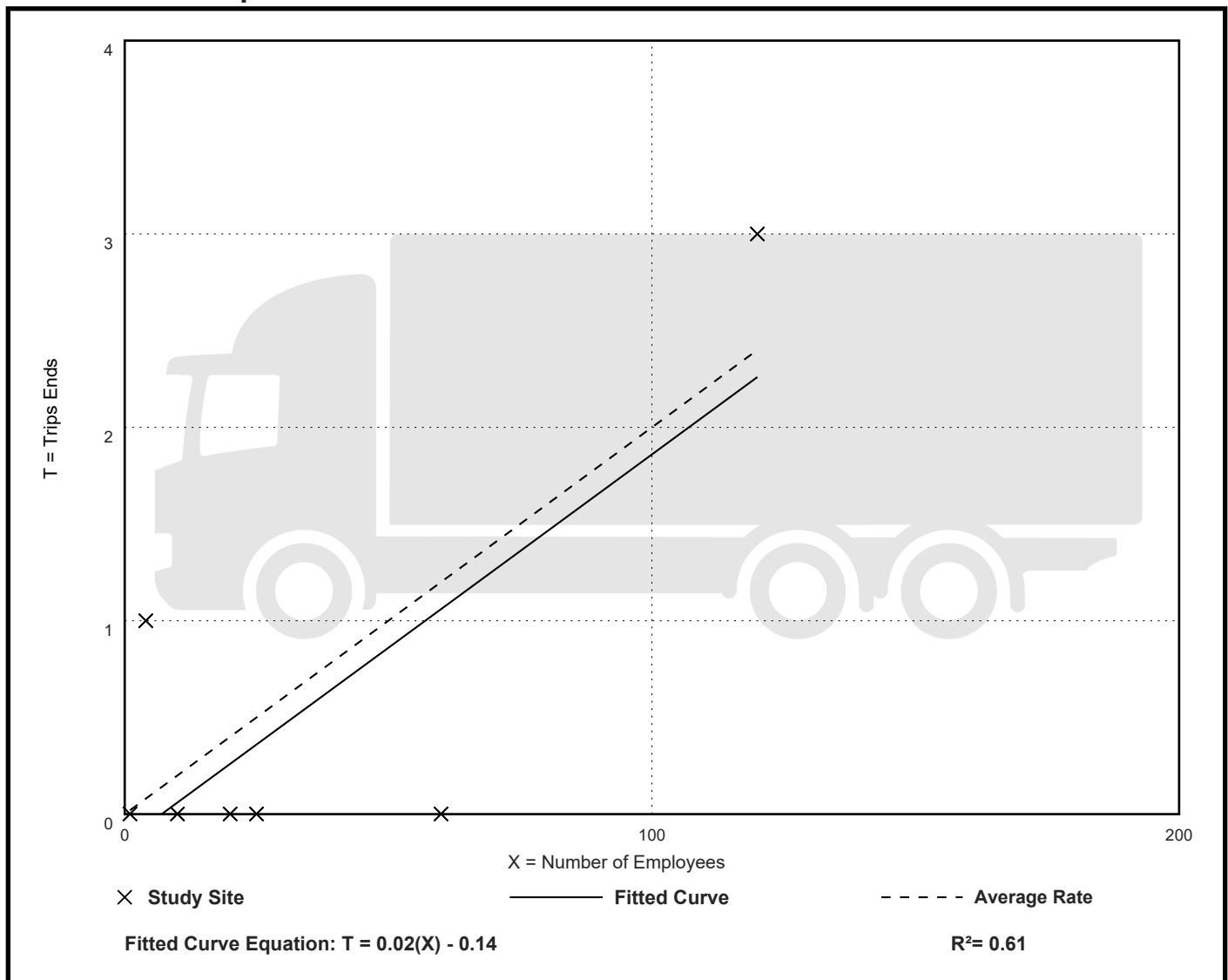
Avg. Num. of Employees: 34

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.25	0.04

## Data Plot and Equation



# Government Office Building (730)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

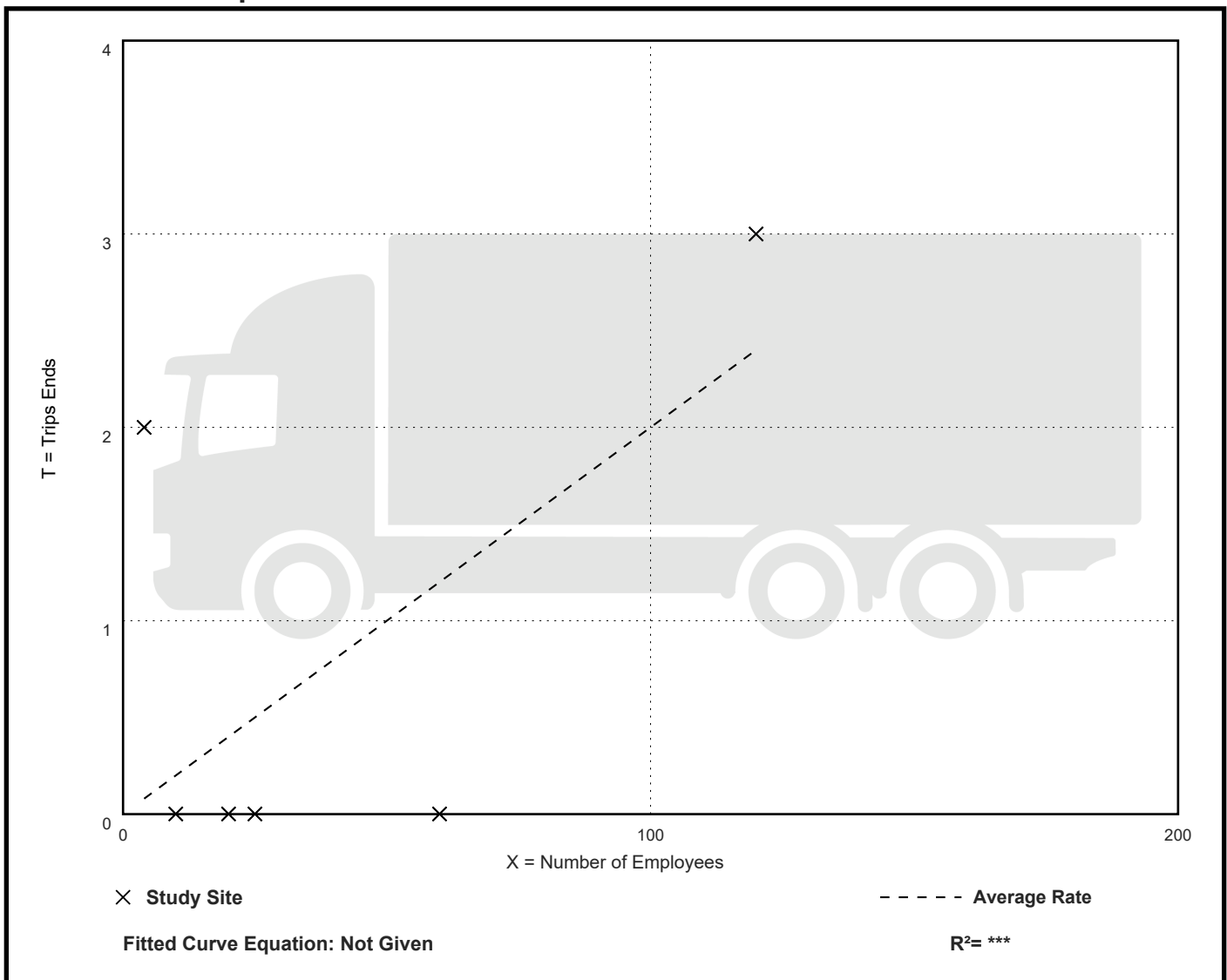
Avg. Num. of Employees: 40

Directional Distribution: 40% entering, 60% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.50	0.07

## Data Plot and Equation



# Government Office Building (730)

Truck Trip Ends vs: Municipal Population (1000s)  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

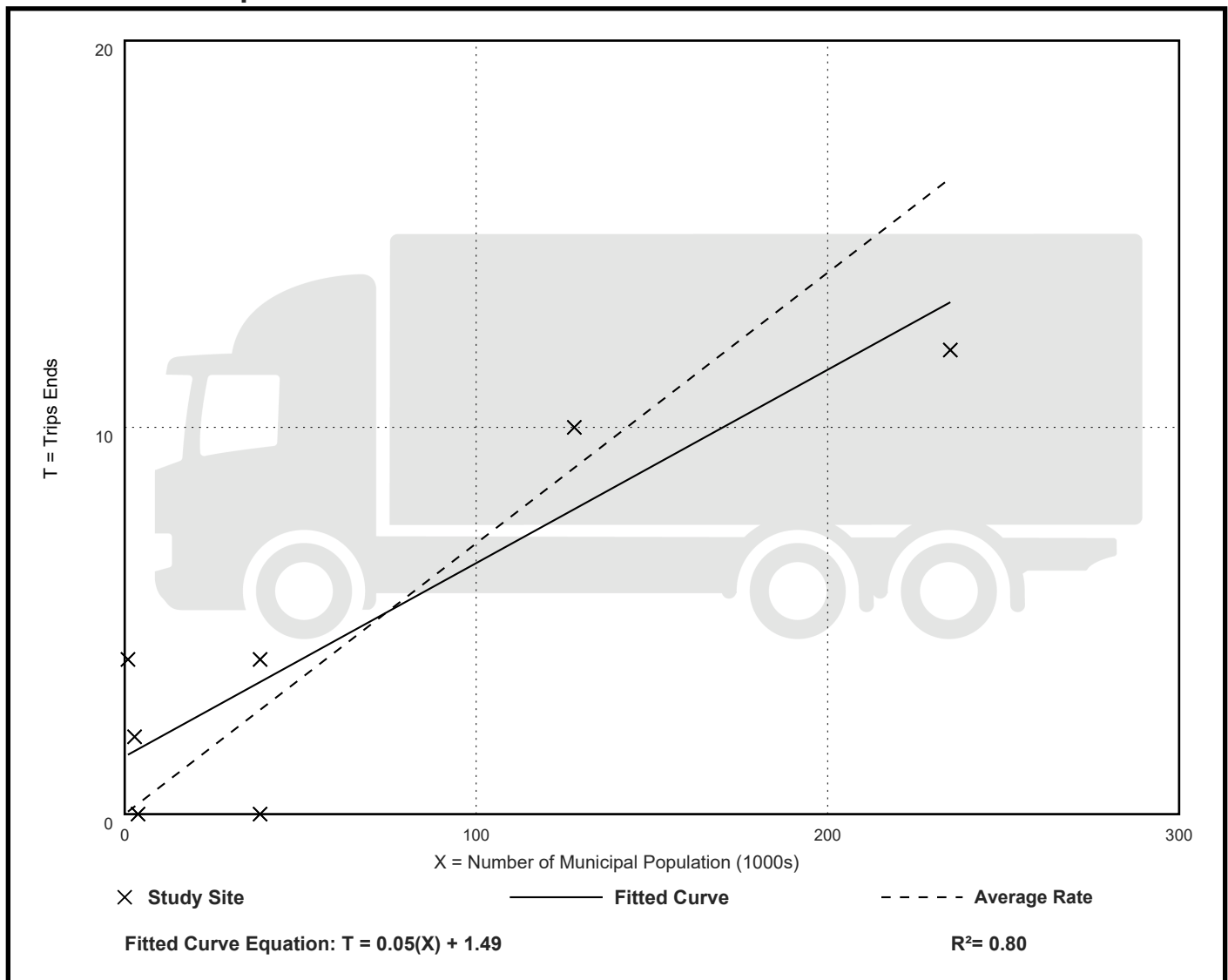
Avg. Num. of Municipal Population (1000s): 64

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Municipal Population (1000s)

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 4.32	0.22

## Data Plot and Equation



# Government Office Building (730)

## Truck Trip Ends vs: Municipal Population (1000s)

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

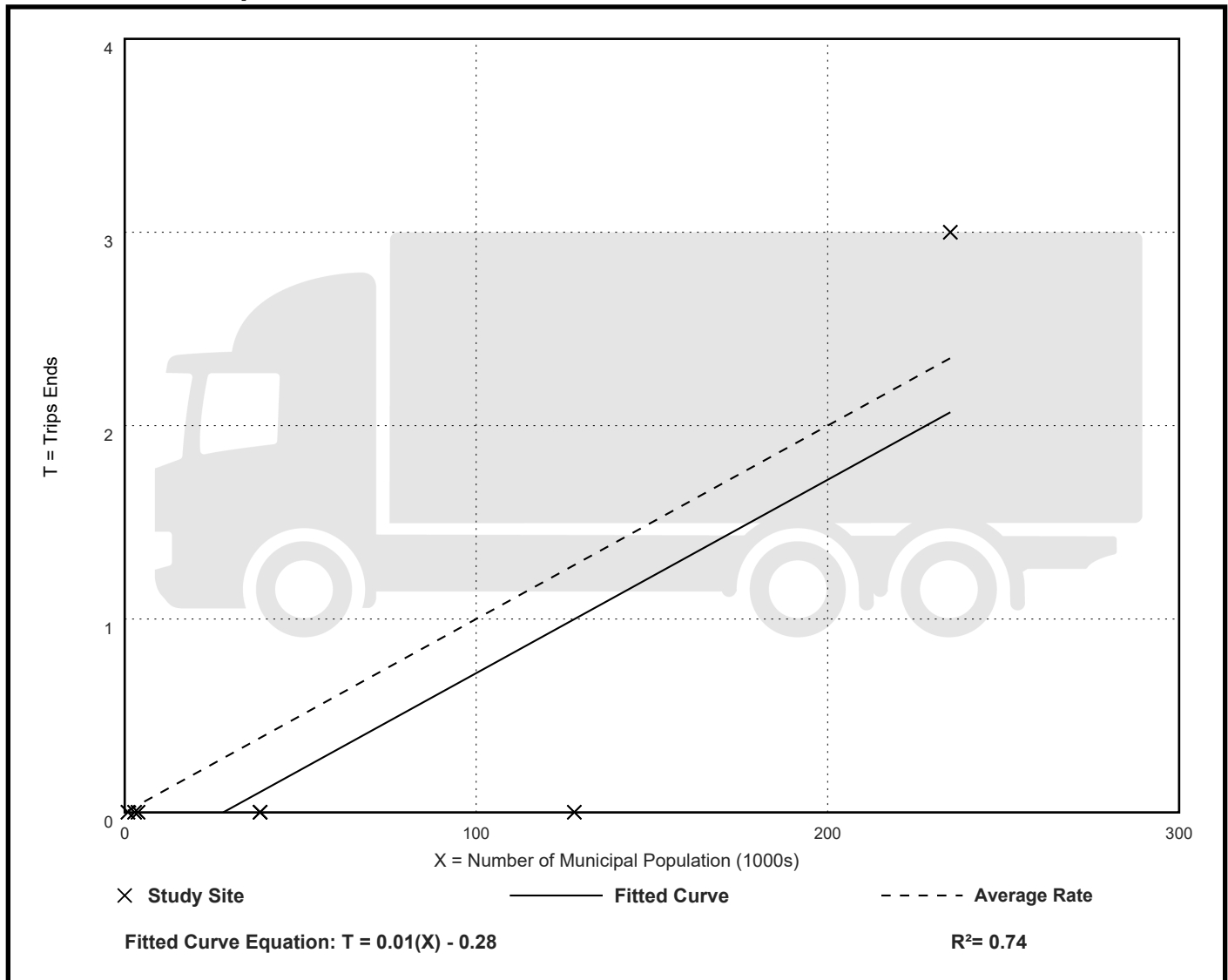
Avg. Num. of Municipal Population (1000s): 64

Directional Distribution: 67% entering, 33% exiting

## Truck Trip Generation per Municipal Population (1000s)

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

## Data Plot and Equation





# Government Office Building (730)

**Truck Trip Ends vs: Municipal Population (1000s)**

**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

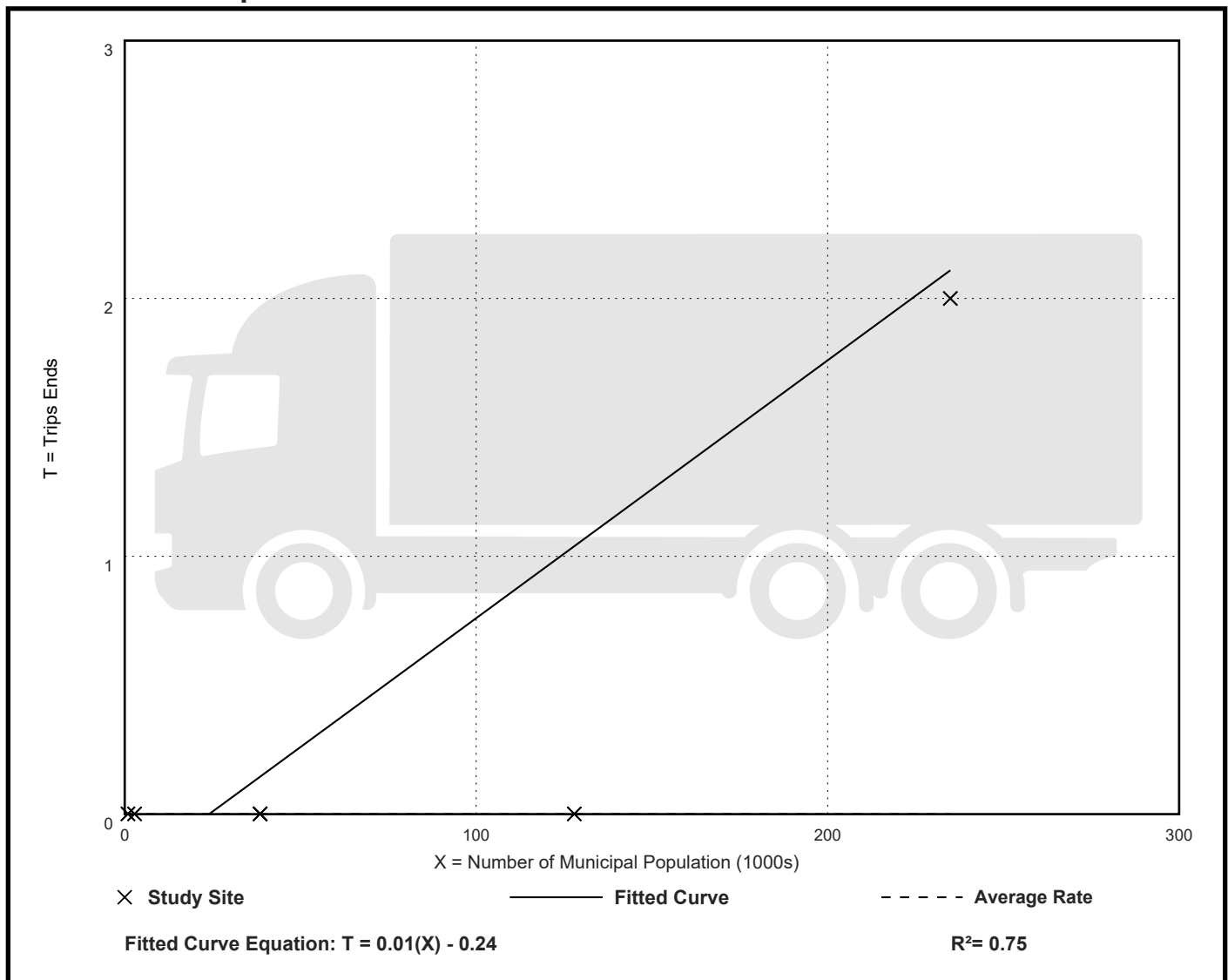
Avg. Num. of Municipal Population (1000s): 74

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Municipal Population (1000s)

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

## Data Plot and Equation



# Government Office Building (730)

**Truck Trip Ends vs: Municipal Population (1000s)**

**On a: Weekday,**

**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**

Number of Studies: 7

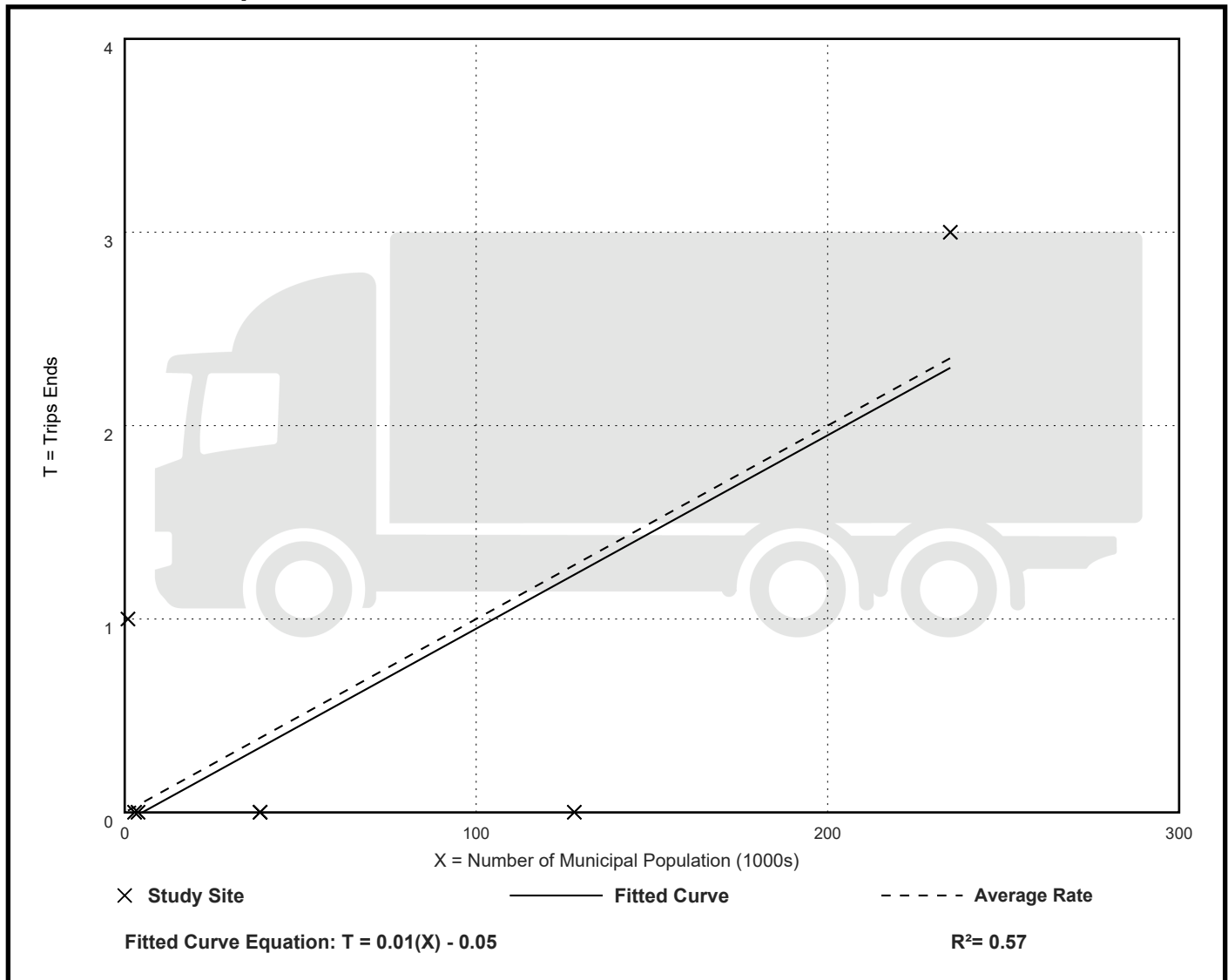
Avg. Num. of Municipal Population (1000s): 64

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Municipal Population (1000s)

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 1.08	0.05

## Data Plot and Equation



# Government Office Building (730)

Truck Trip Ends vs: Municipal Population (1000s)

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

Avg. Num. of Municipal Population (1000s): 74

Directional Distribution: 40% entering, 60% exiting

## Truck Trip Generation per Municipal Population (1000s)

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 2.16	0.11

## Data Plot and Equation

