

Building Materials and Lumber Store (812)

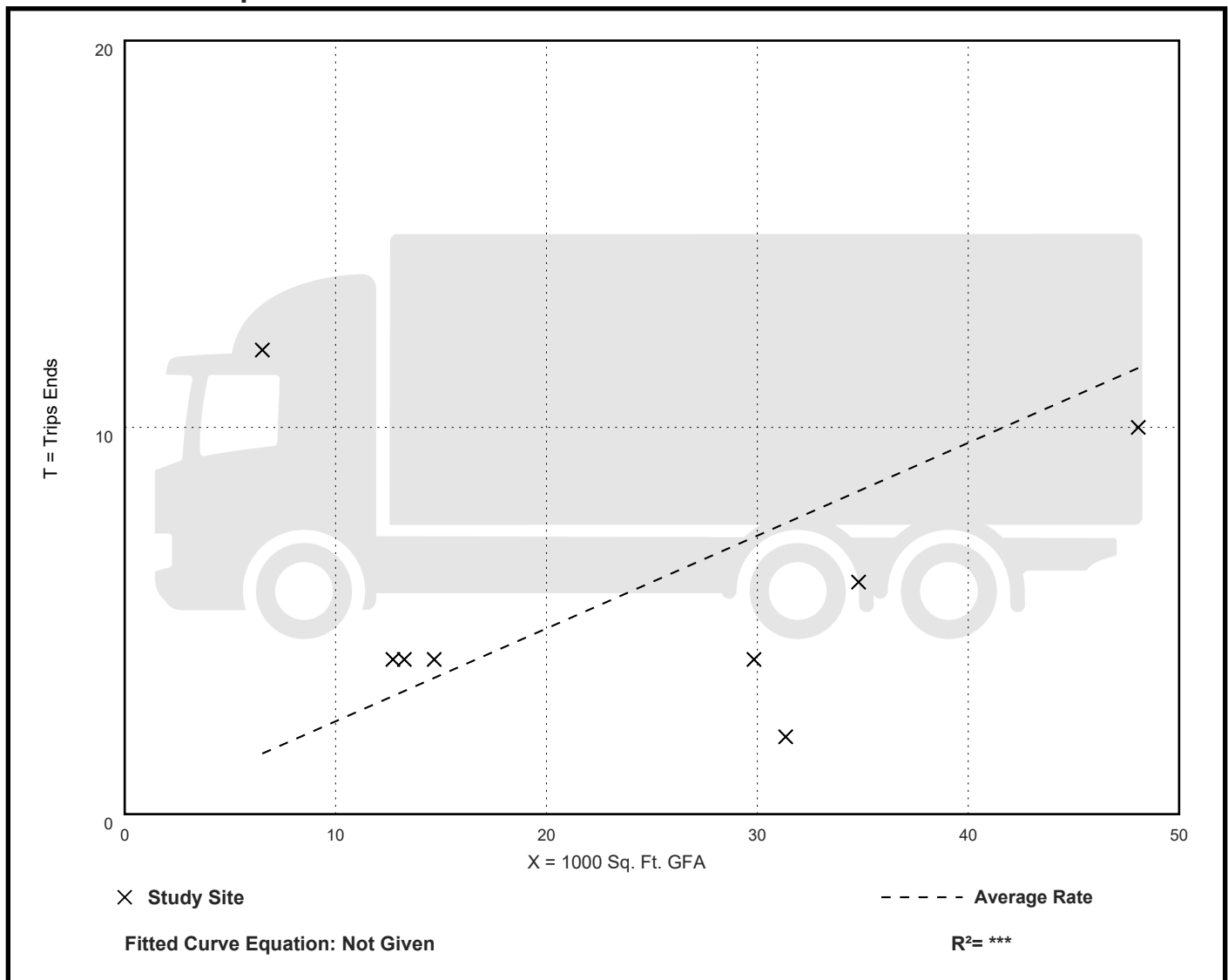
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.24	0.06 - 1.84	0.33

Data Plot and Equation



Building Materials and Lumber Store (812)

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: 10

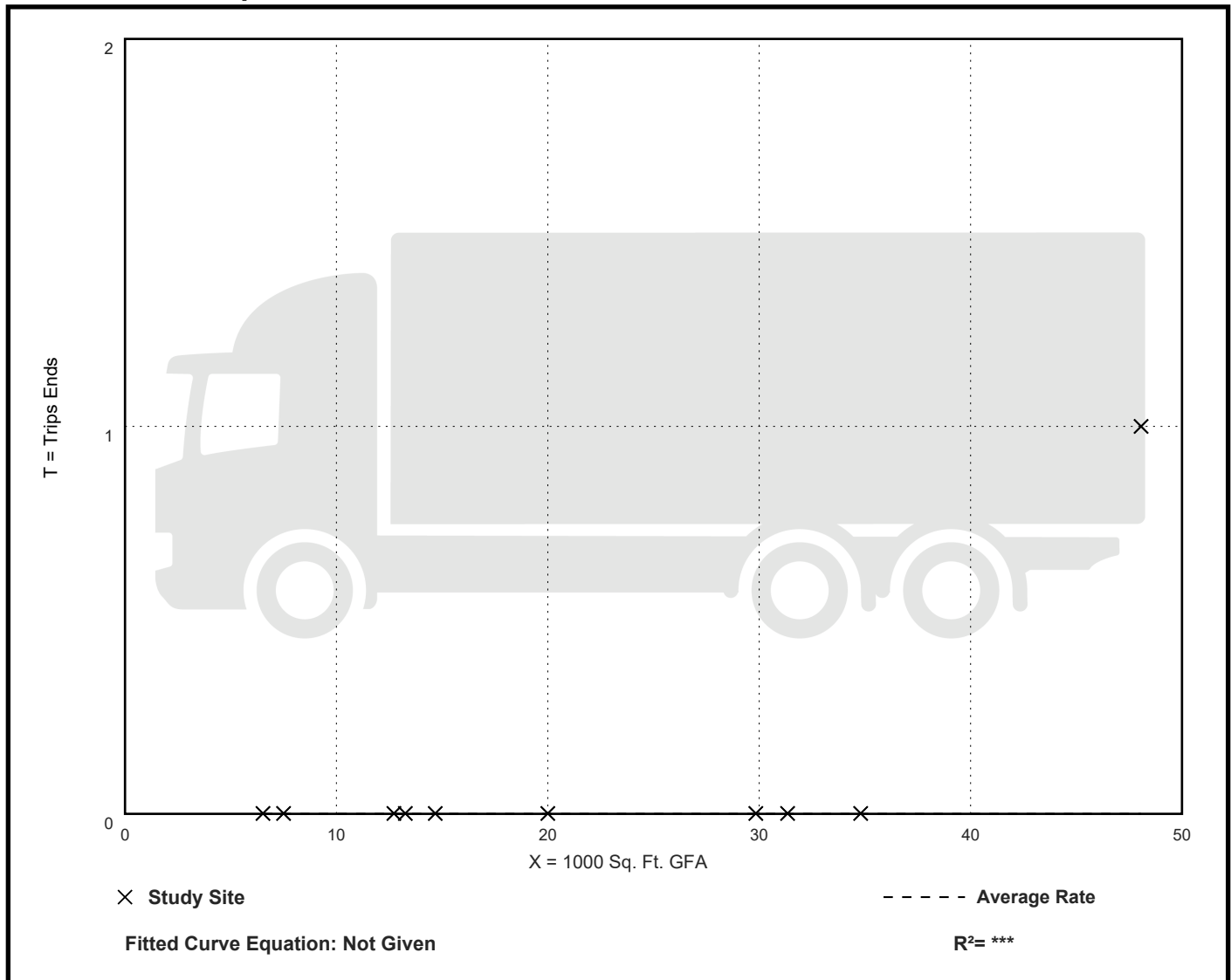
Avg. 1000 Sq. Ft. GFA: 22

Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

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

Data Plot and Equation



Building Materials and Lumber Store (812)

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

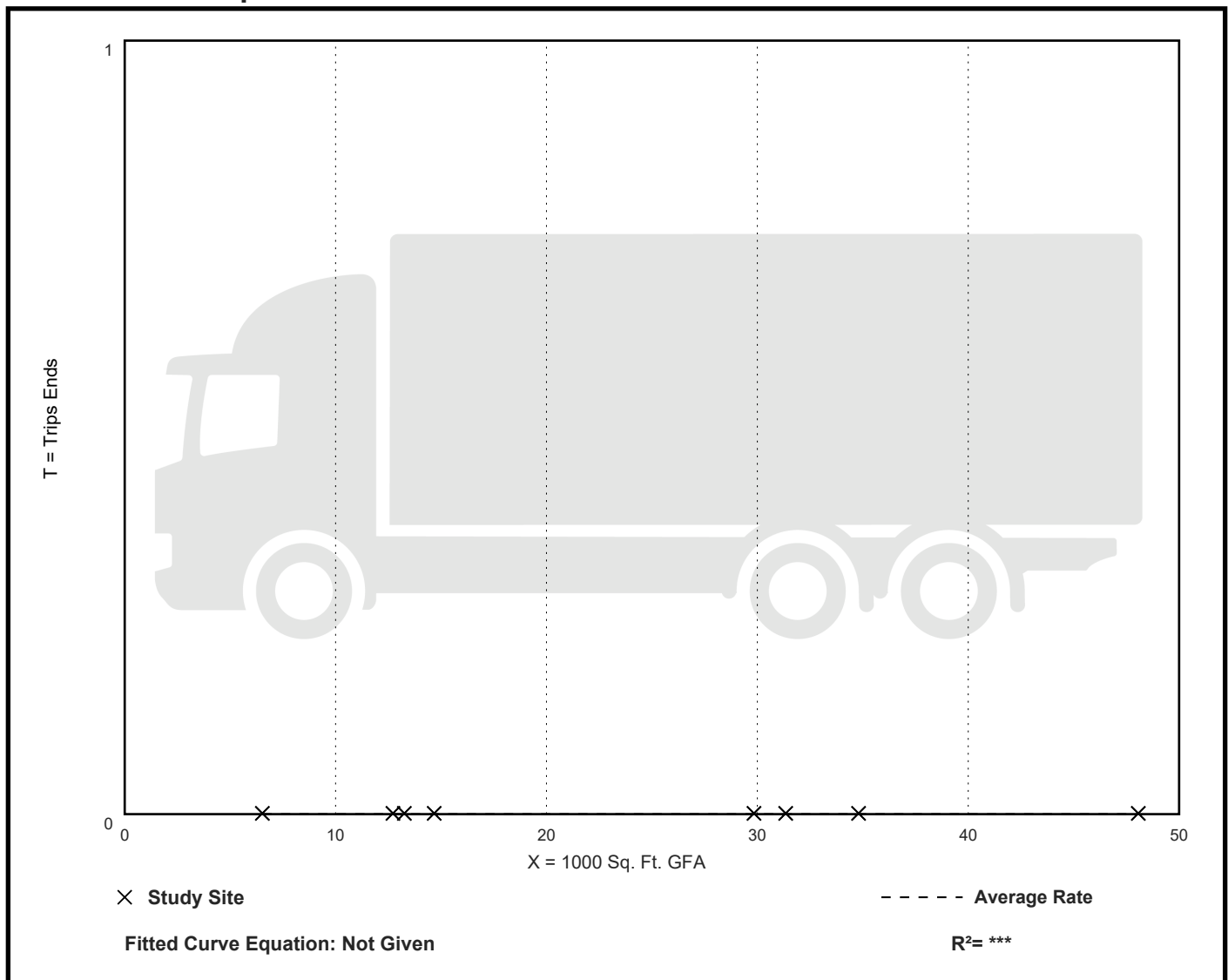
Avg. 1000 Sq. Ft. GFA: 24

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



Building Materials and Lumber Store (812)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

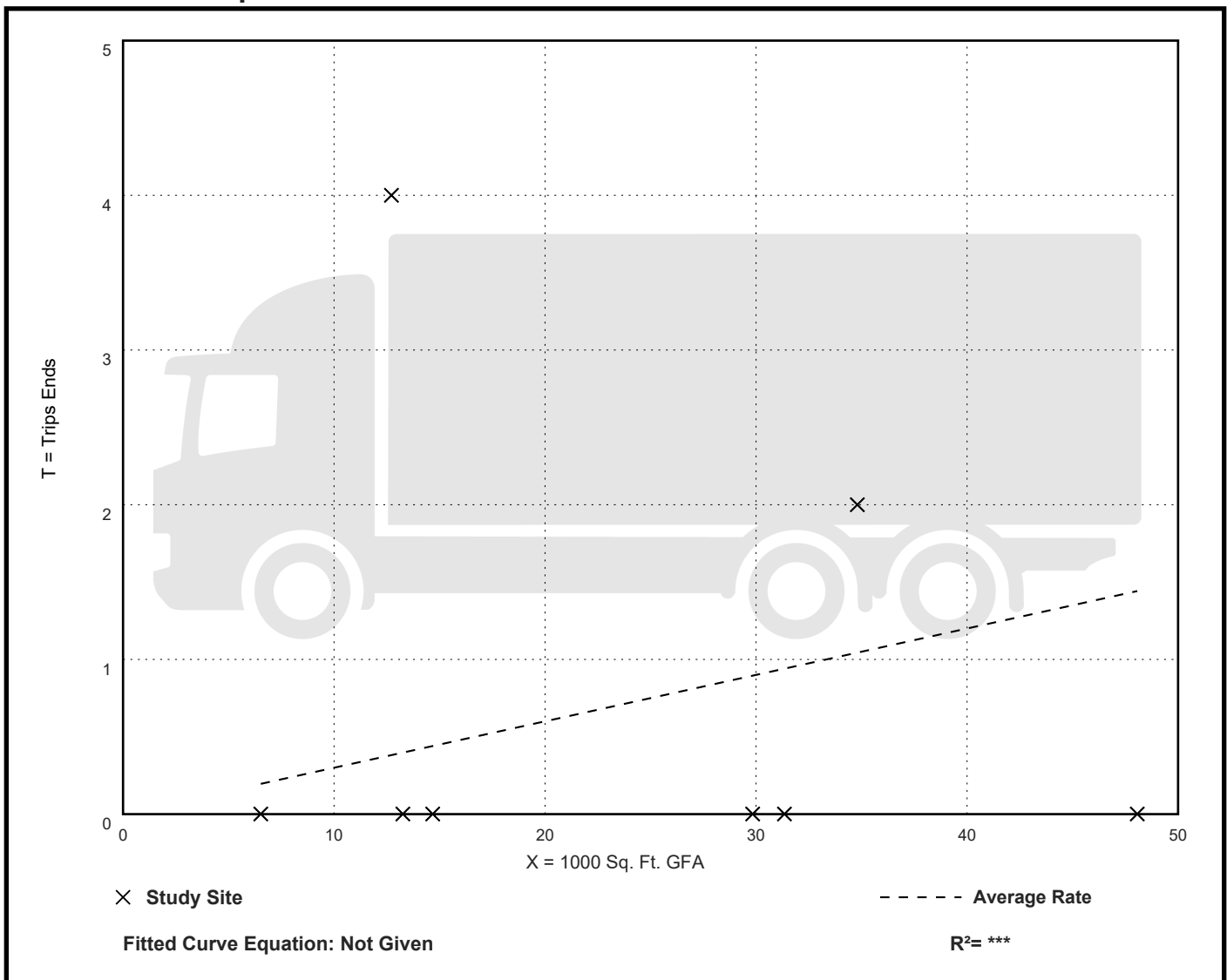
Avg. 1000 Sq. Ft. GFA: 24

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 - 0.31	0.08

Data Plot and Equation



Building Materials and Lumber Store (812)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

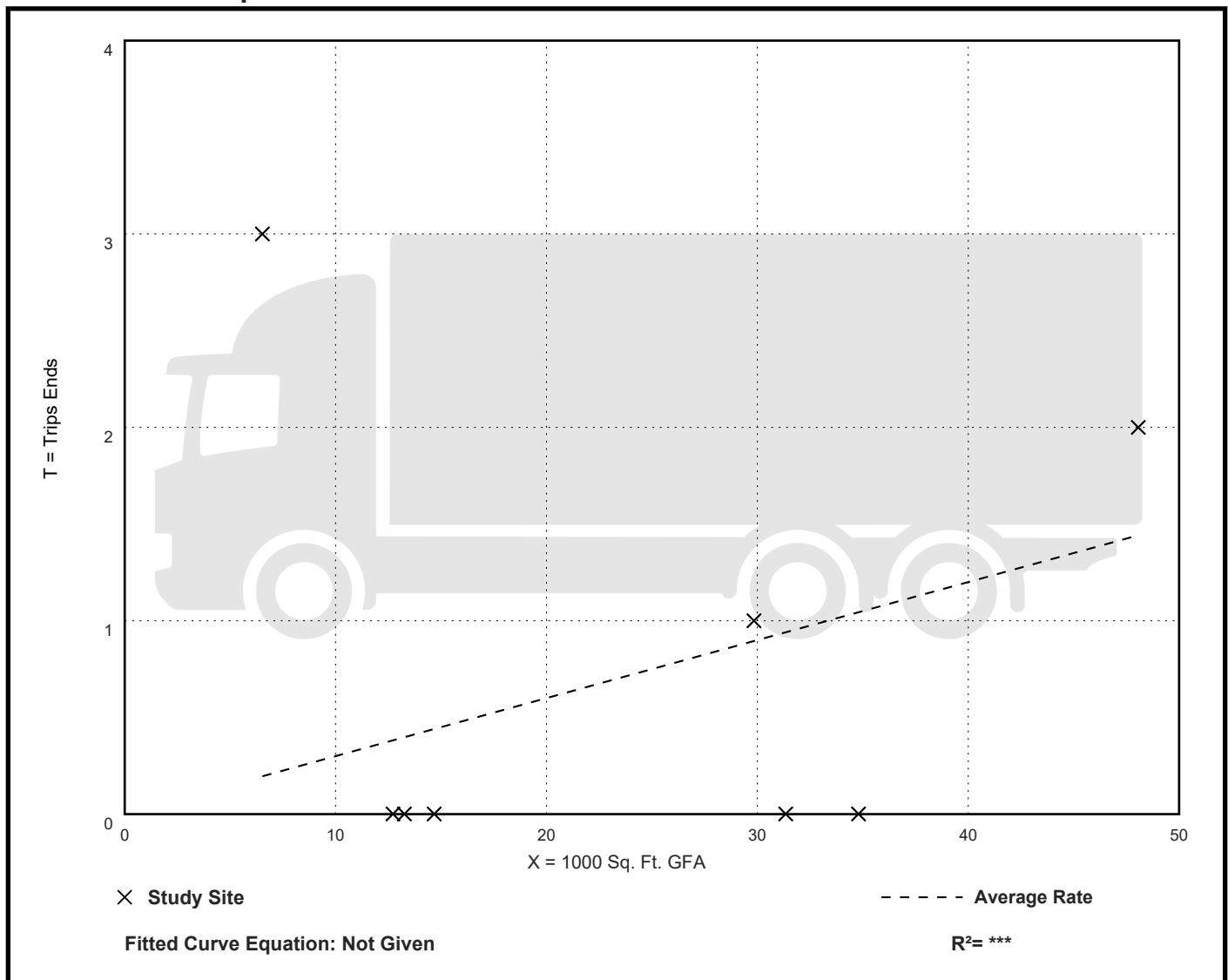
Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.46	0.09

Data Plot and Equation



Building Materials and Lumber Store (812)

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: 10

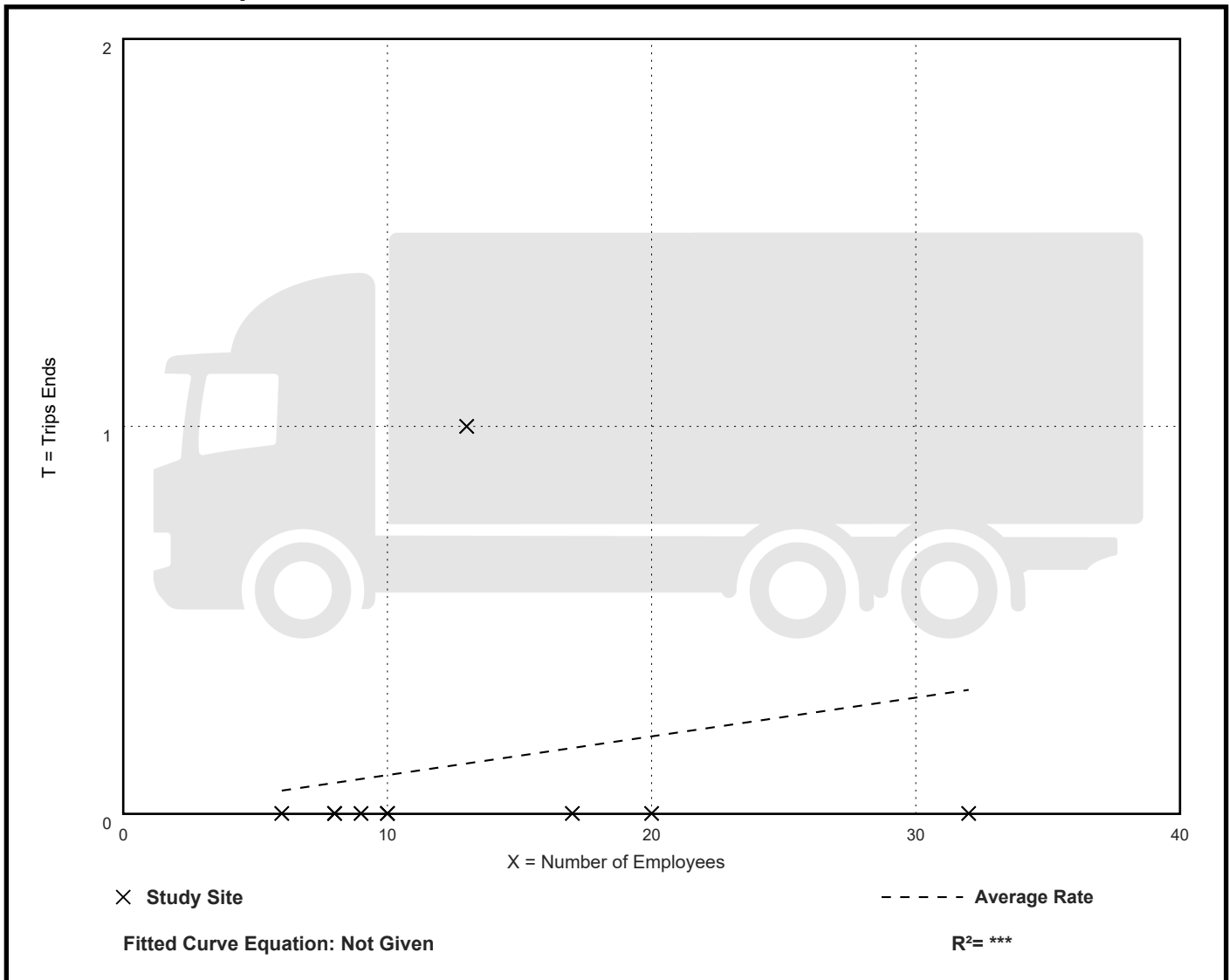
Avg. Num. of Employees: 13

Directional Distribution: Not Available

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.08	0.02

Data Plot and Equation



Building Materials and Lumber Store (812)

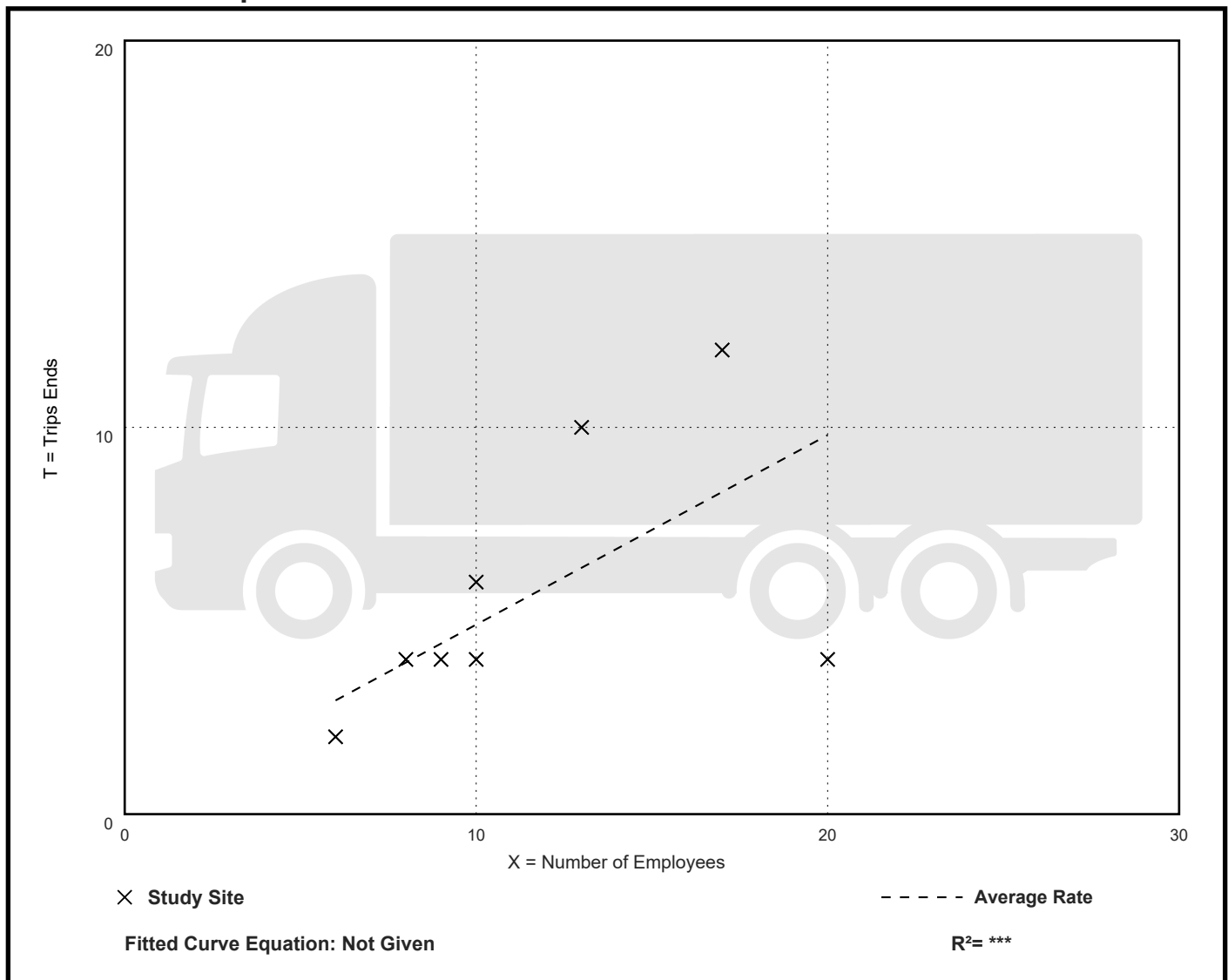
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Employees: 12
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.49	0.20 - 0.77	0.22

Data Plot and Equation



Building Materials and Lumber Store (812)

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: 8

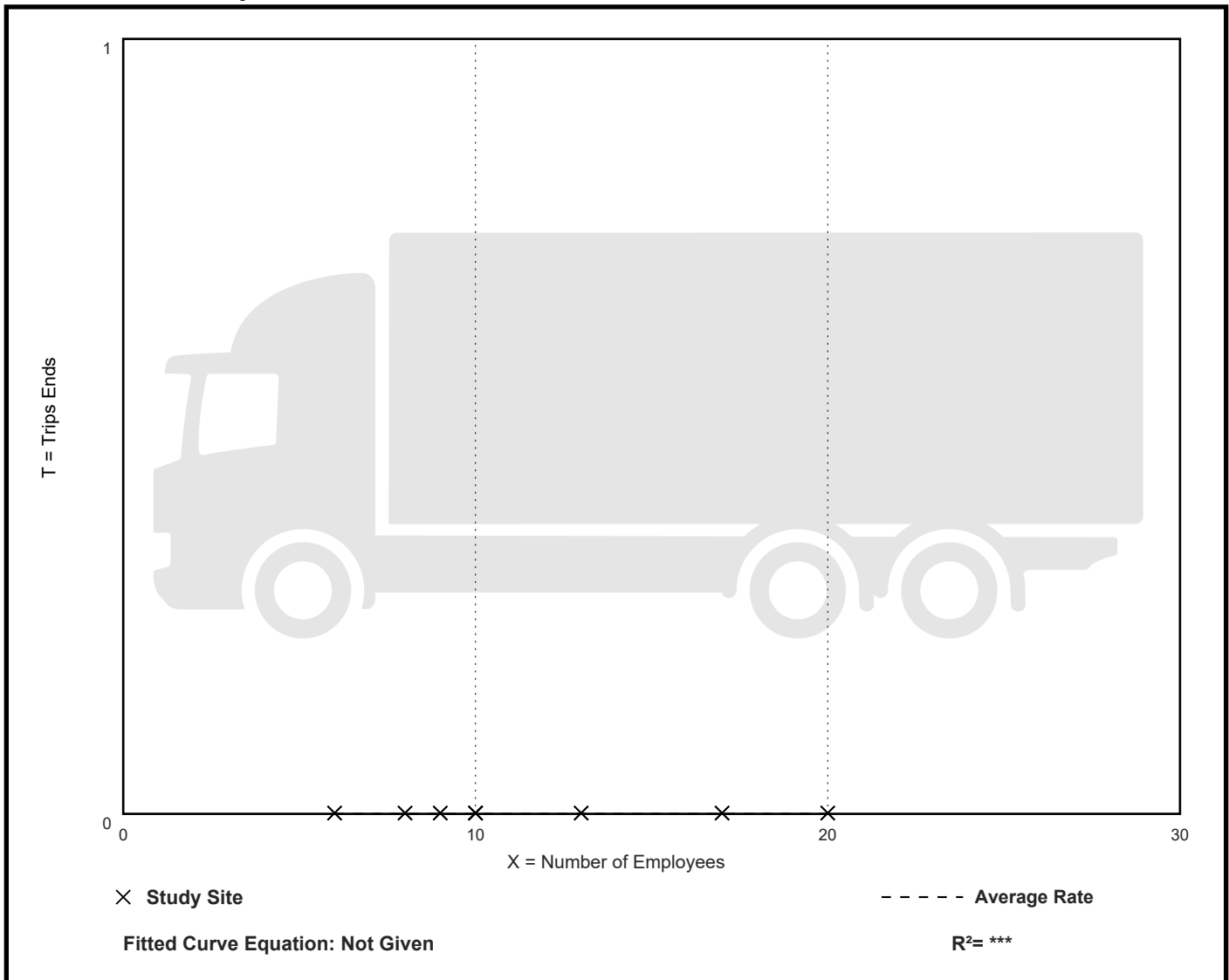
Avg. Num. of Employees: 12

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



Building Materials and Lumber Store (812)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

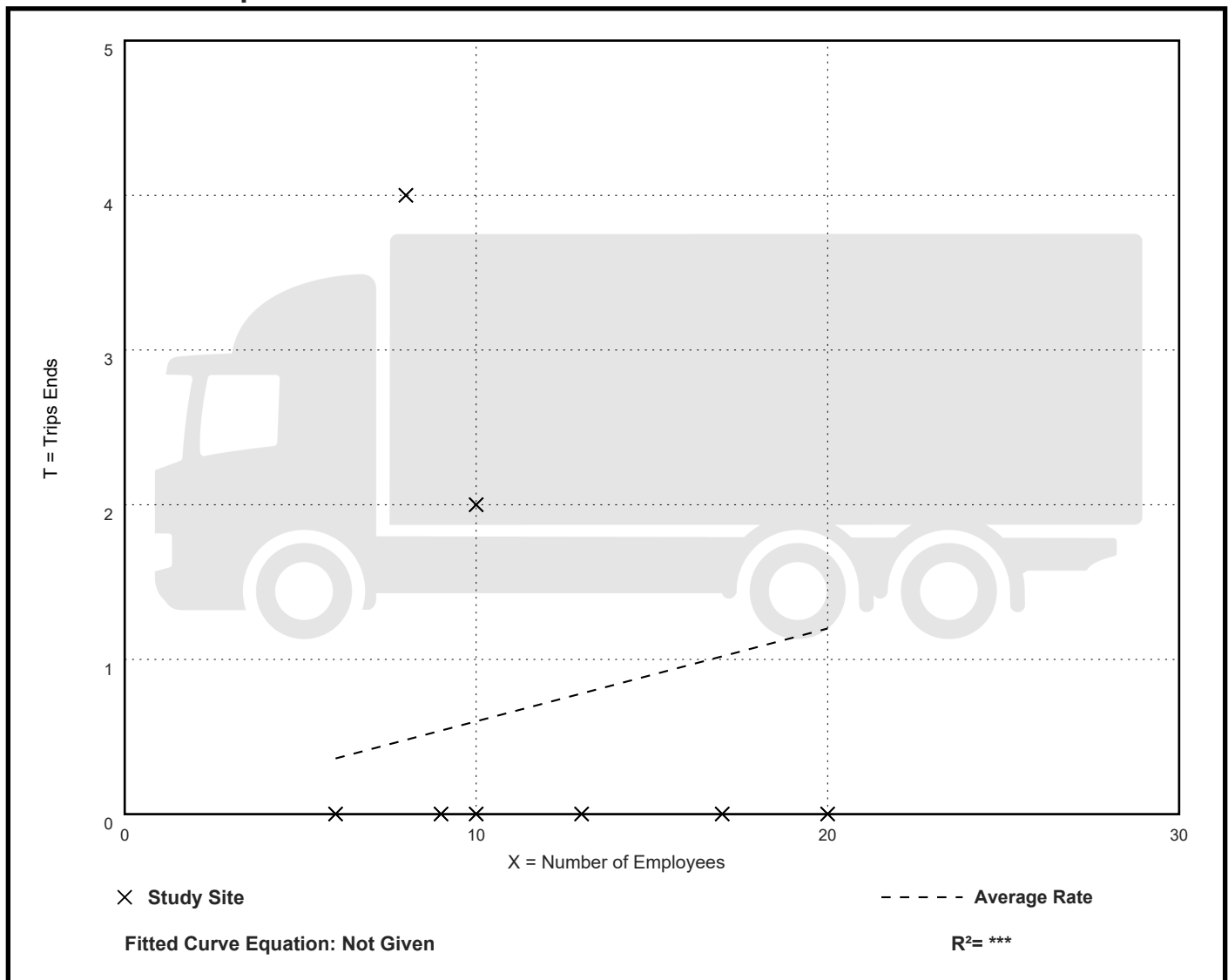
Avg. Num. of Employees: 12

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.50	0.16

Data Plot and Equation



Building Materials and Lumber Store (812)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 8

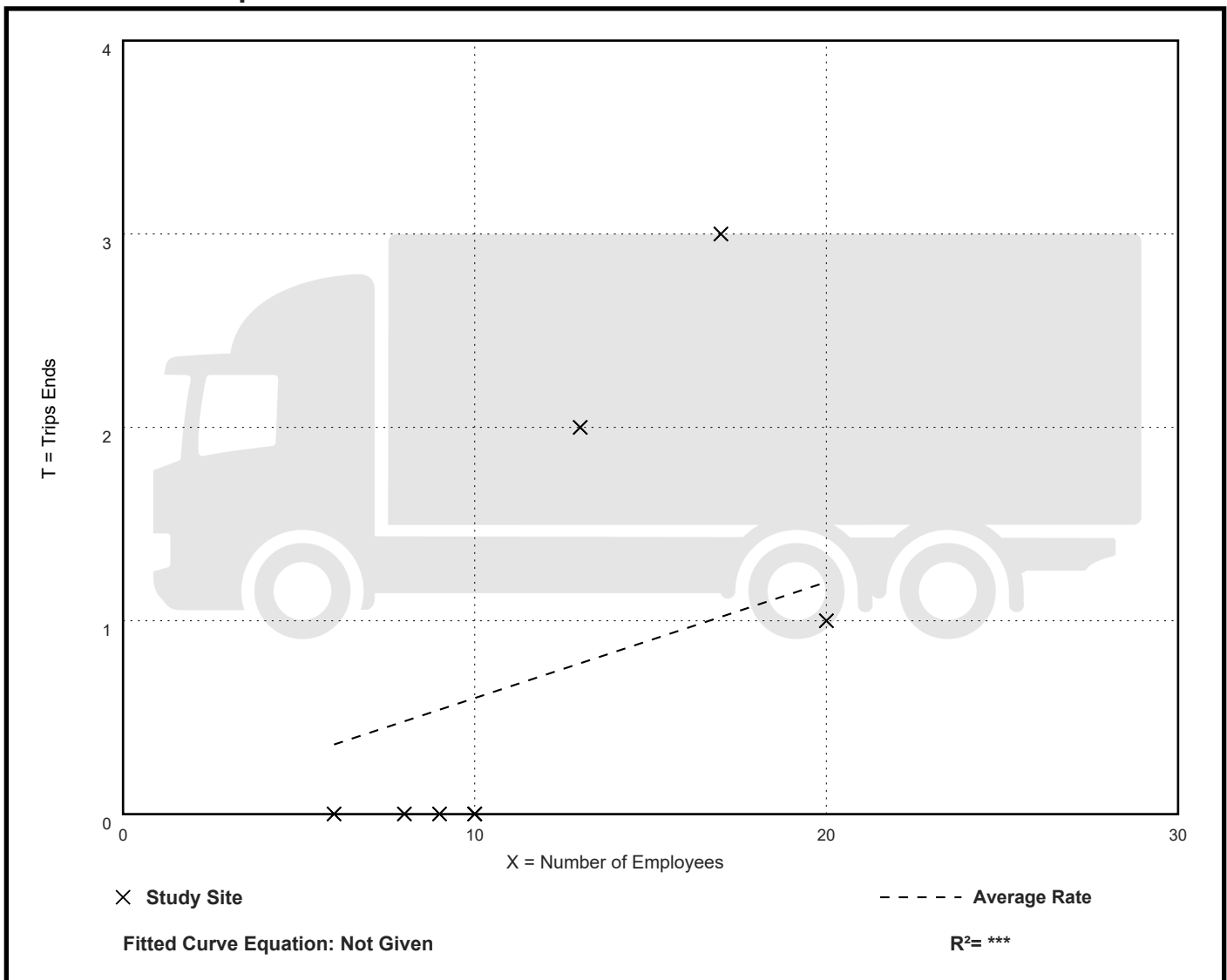
Avg. Num. of Employees: 12

Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.18	0.08

Data Plot and Equation



Variety Store (814)

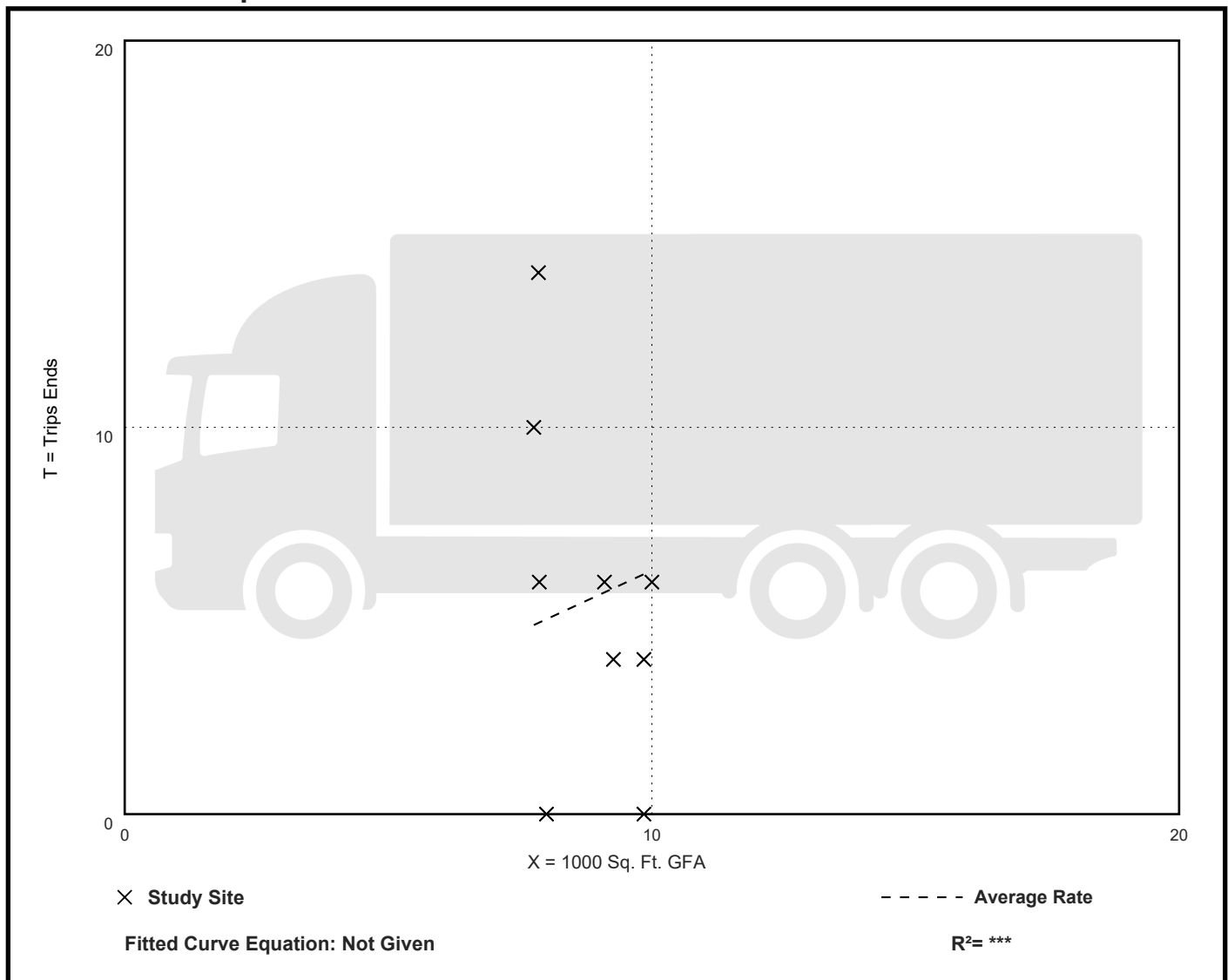
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 9
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.63	0.00 - 1.78	0.56

Data Plot and Equation



Variety Store (814)

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: 9

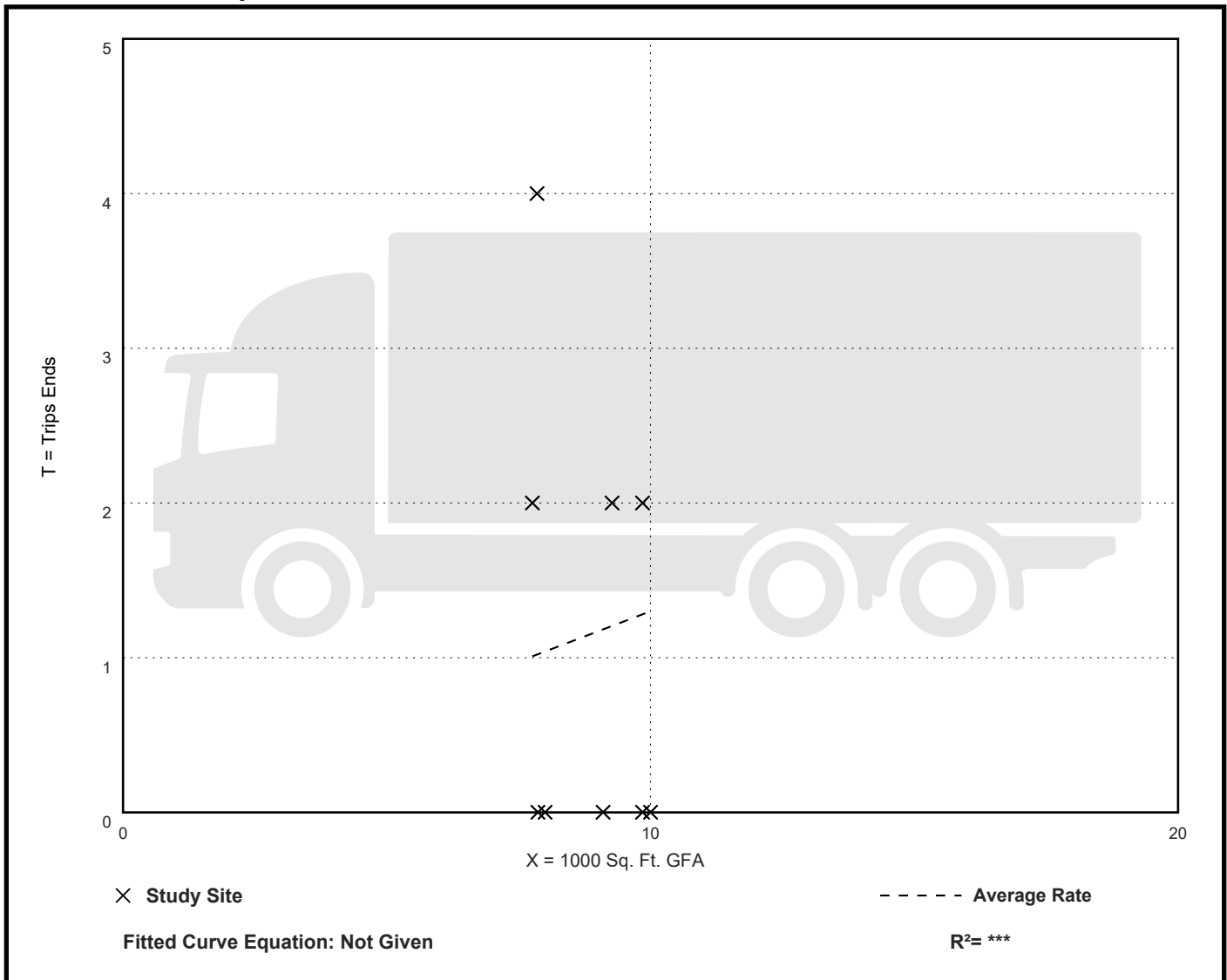
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.51	0.17

Data Plot and Equation



Variety Store (814)

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: 9

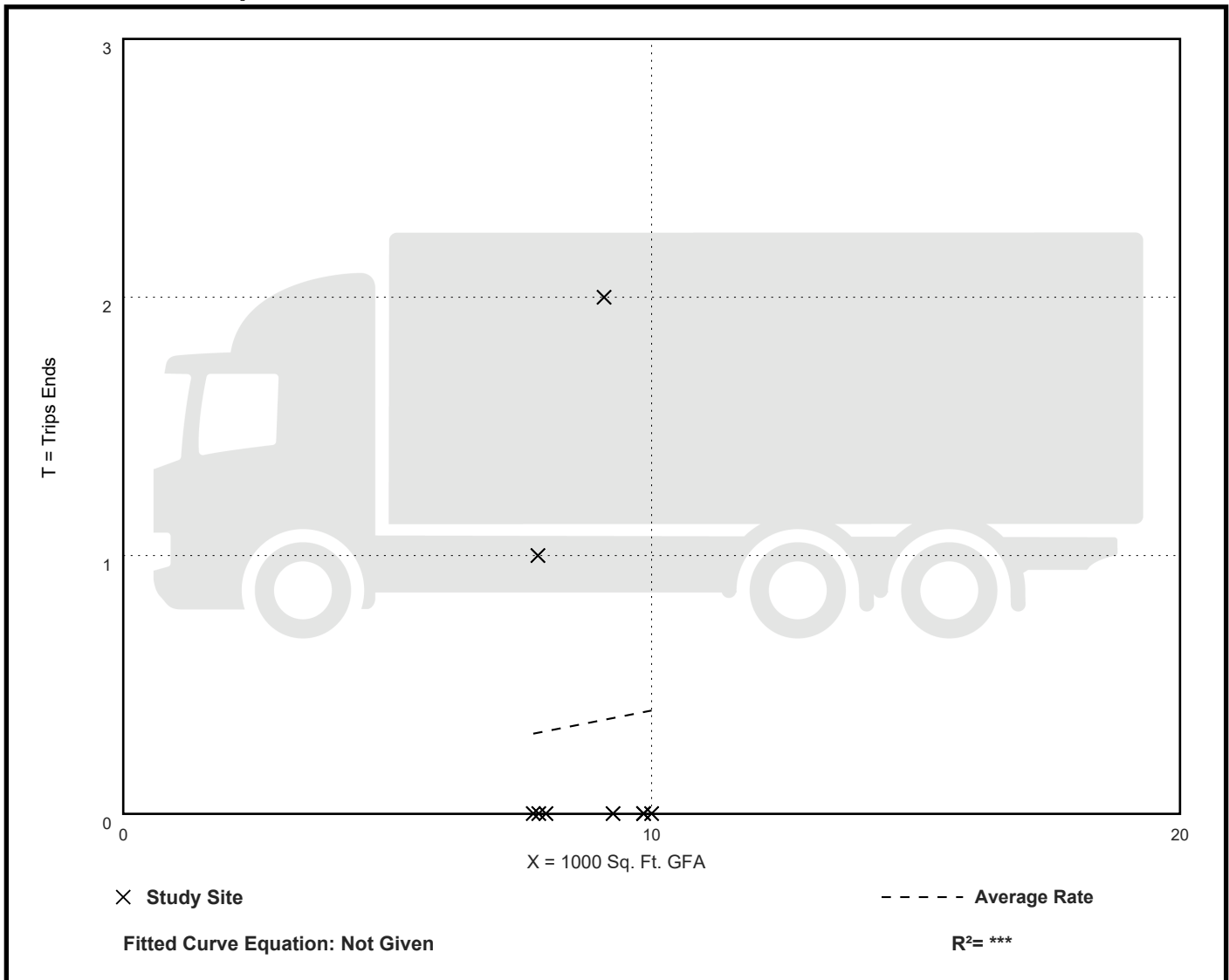
Avg. 1000 Sq. Ft. GFA: 9

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 - 0.22	0.08

Data Plot and Equation



Variety Store (814)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

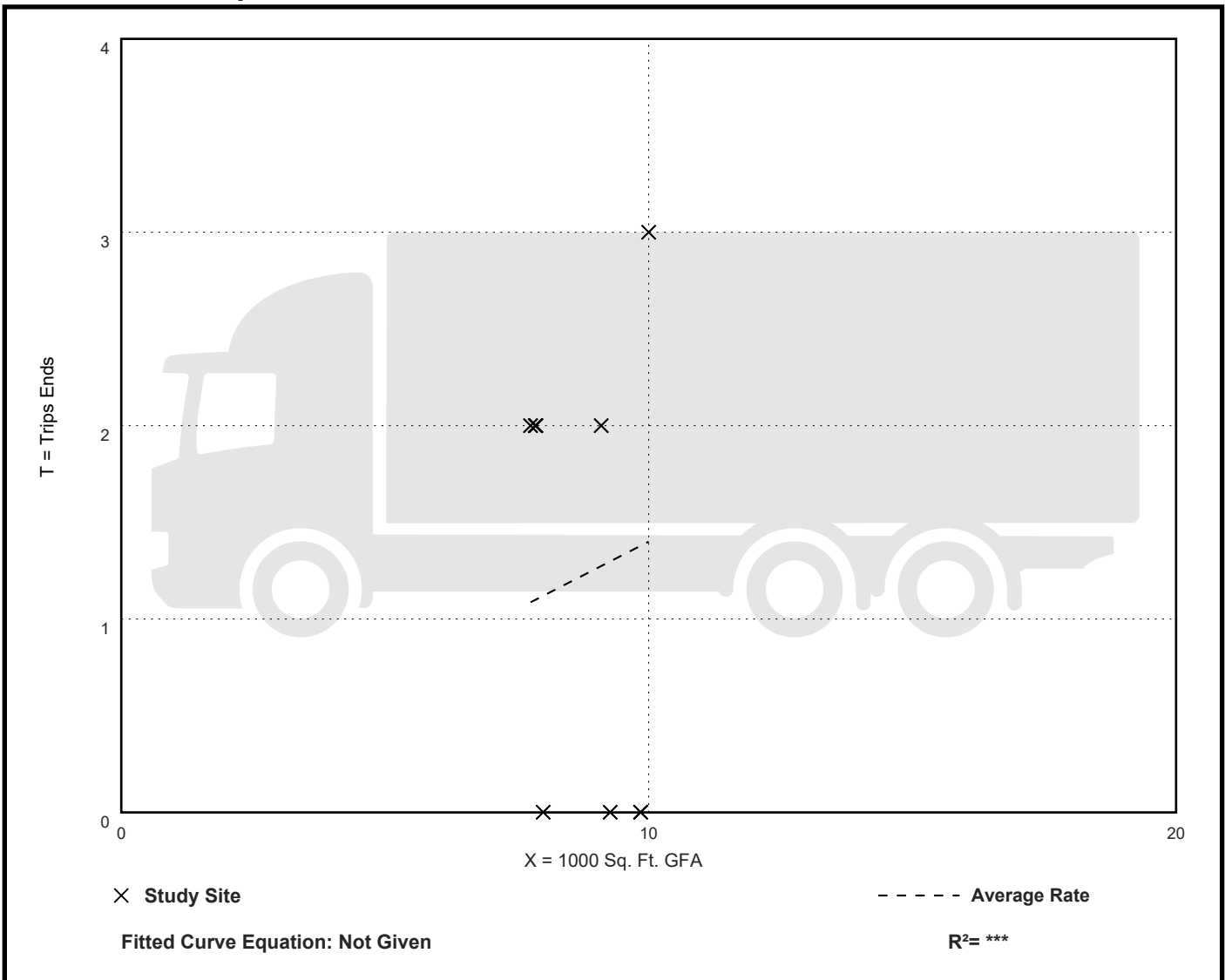
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 45% entering, 55% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.14	0.00 - 0.30	0.14

Data Plot and Equation



Variety Store (814)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

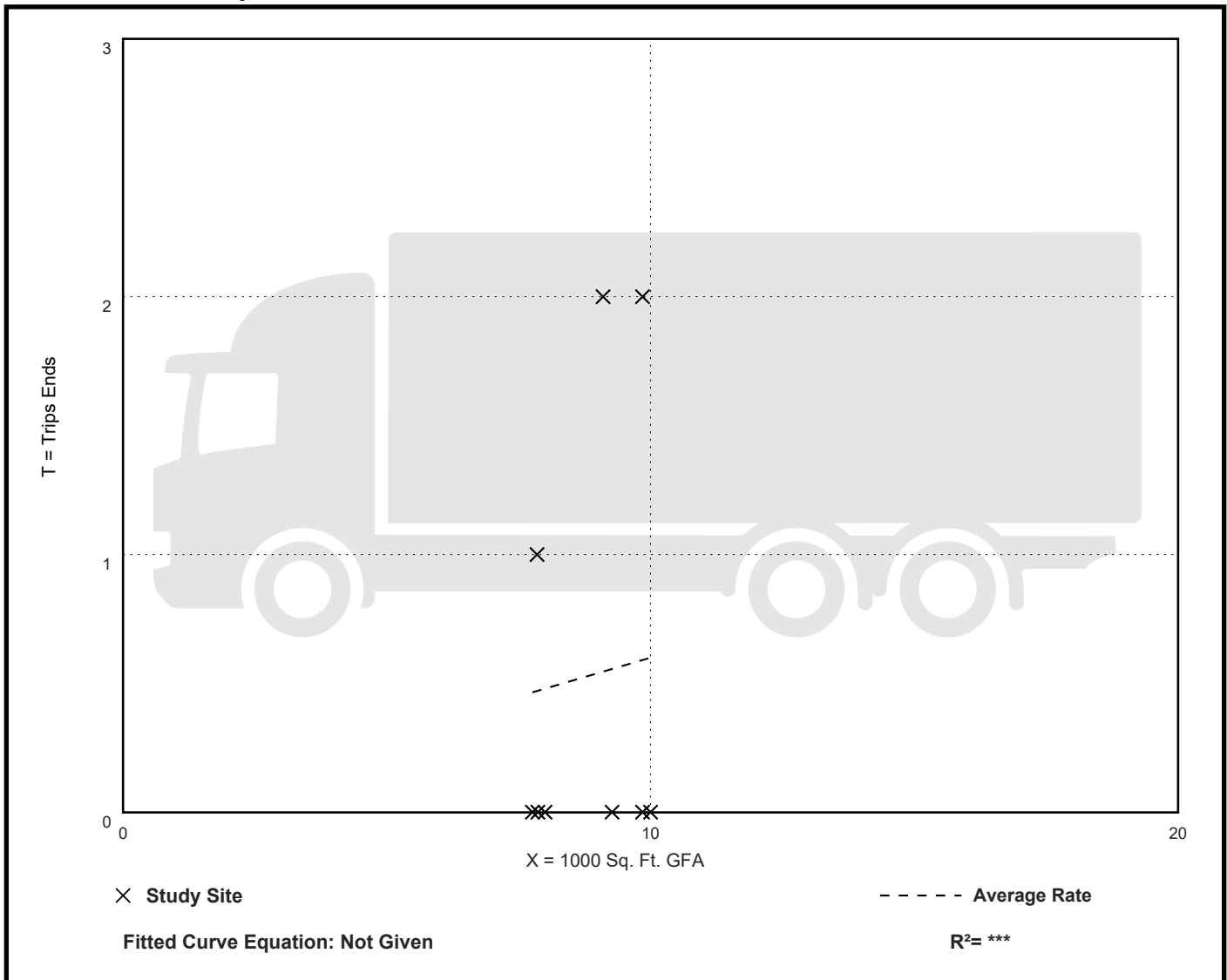
Avg. 1000 Sq. Ft. GFA: 9

Directional Distribution: 40% entering, 60% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.22	0.10

Data Plot and Equation



Variety Store (814)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 9

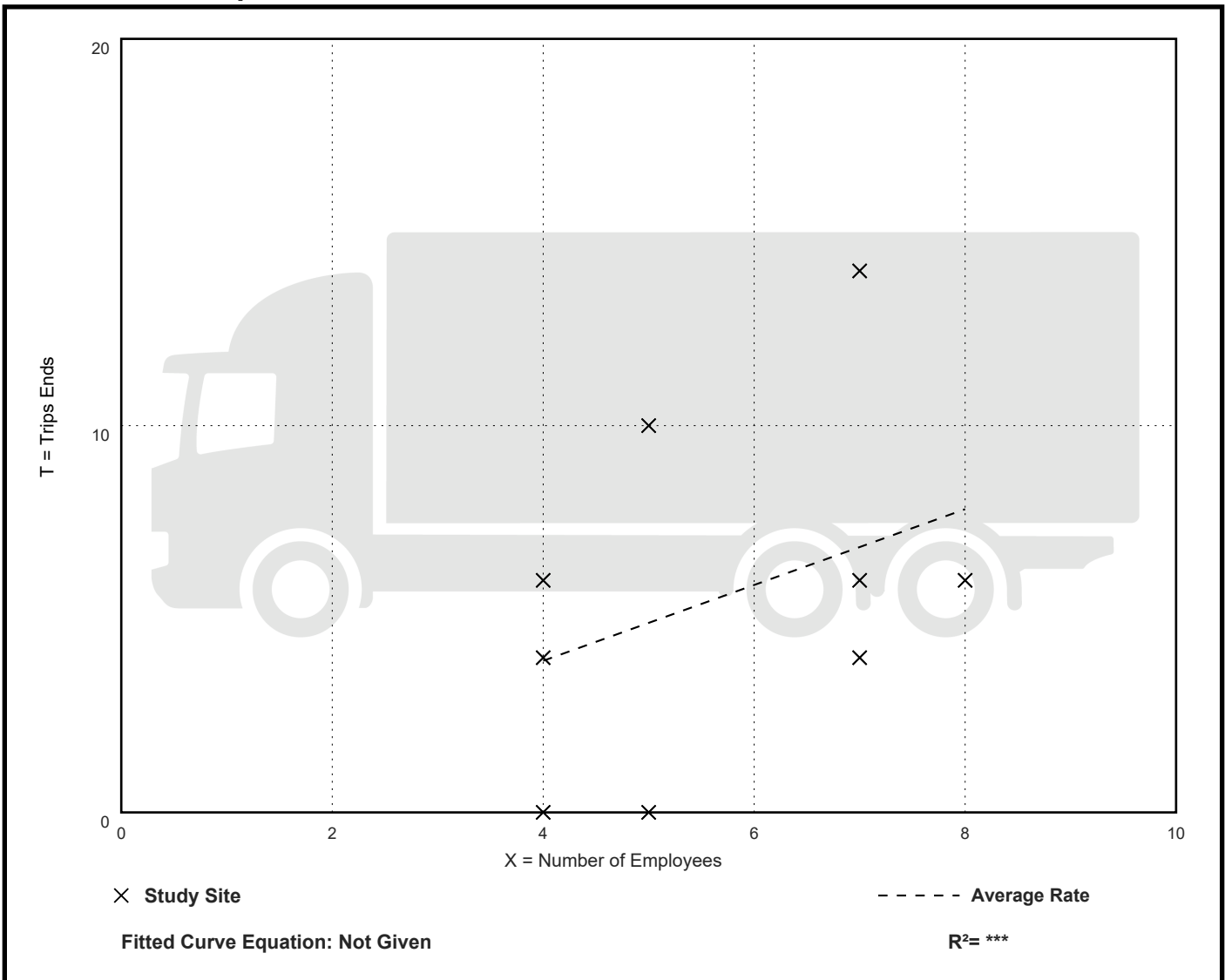
Avg. Num. of Employees: 6

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.98	0.00 - 2.00	0.73

Data Plot and Equation



Variety Store (814)

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

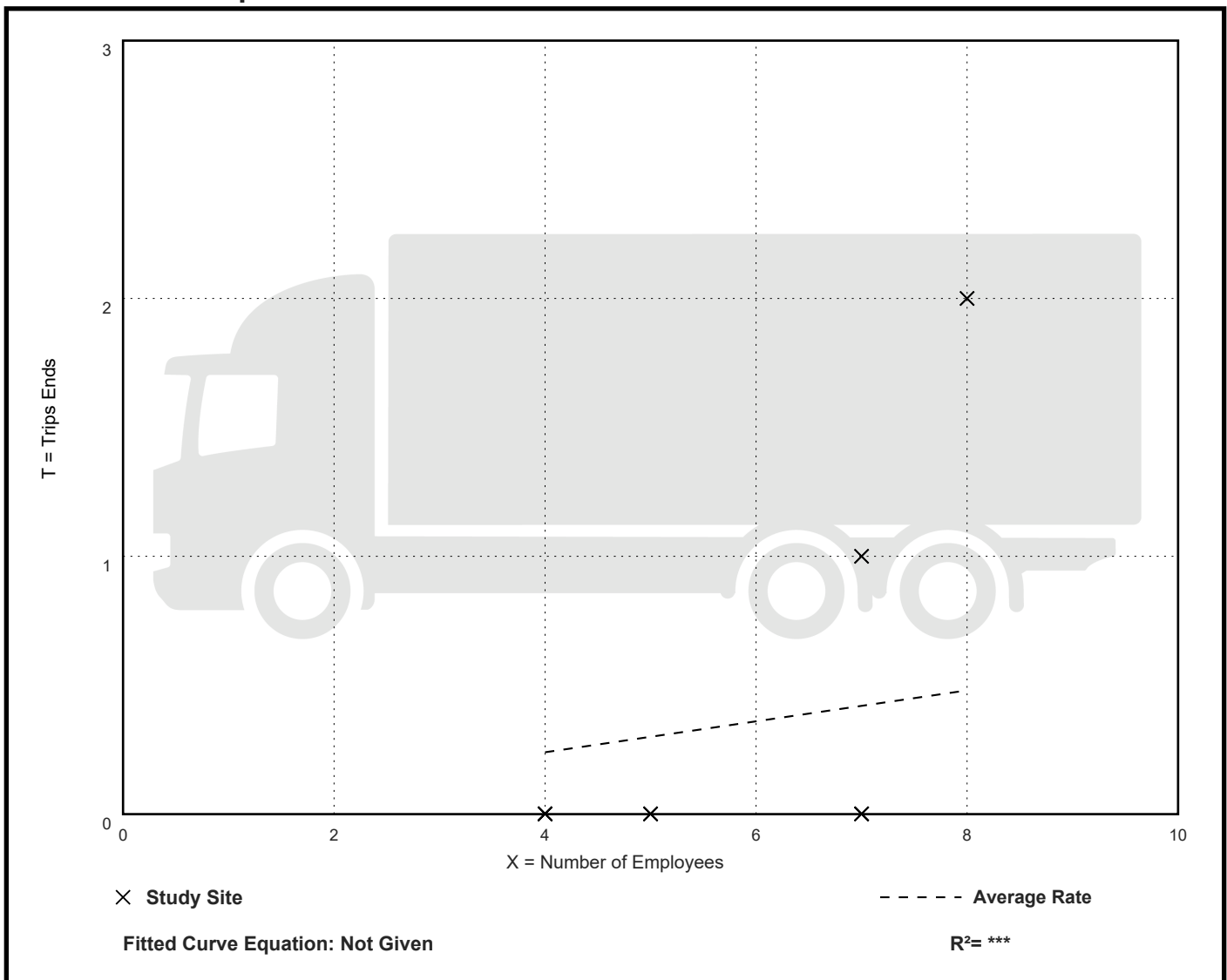
Avg. Num. of Employees: 6

Directional Distribution: 67% entering, 33% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.25	0.10

Data Plot and Equation



Variety Store (814)

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

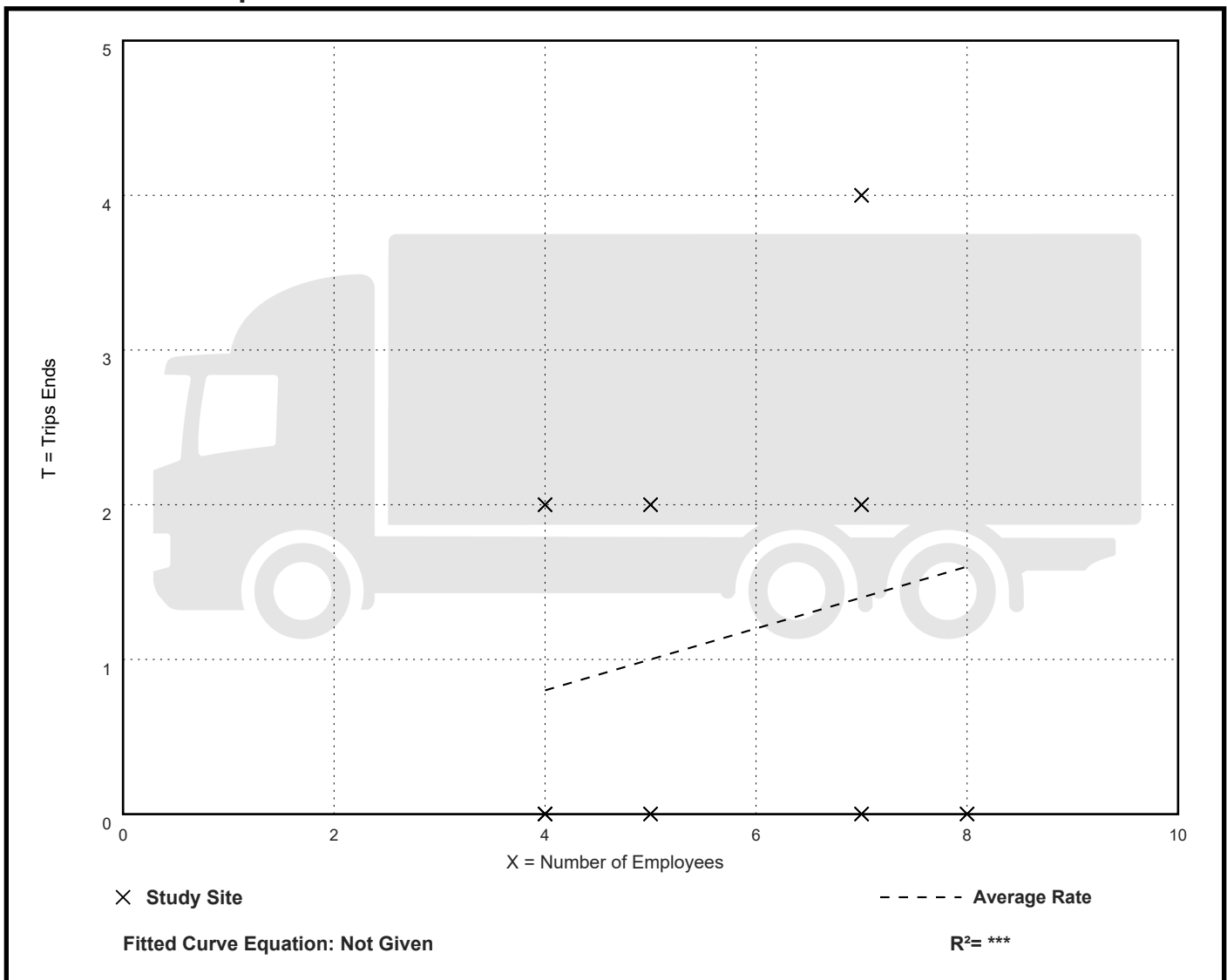
Avg. Num. of Employees: 6

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.20	0.00 - 0.57	0.24

Data Plot and Equation



Variety Store (814)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

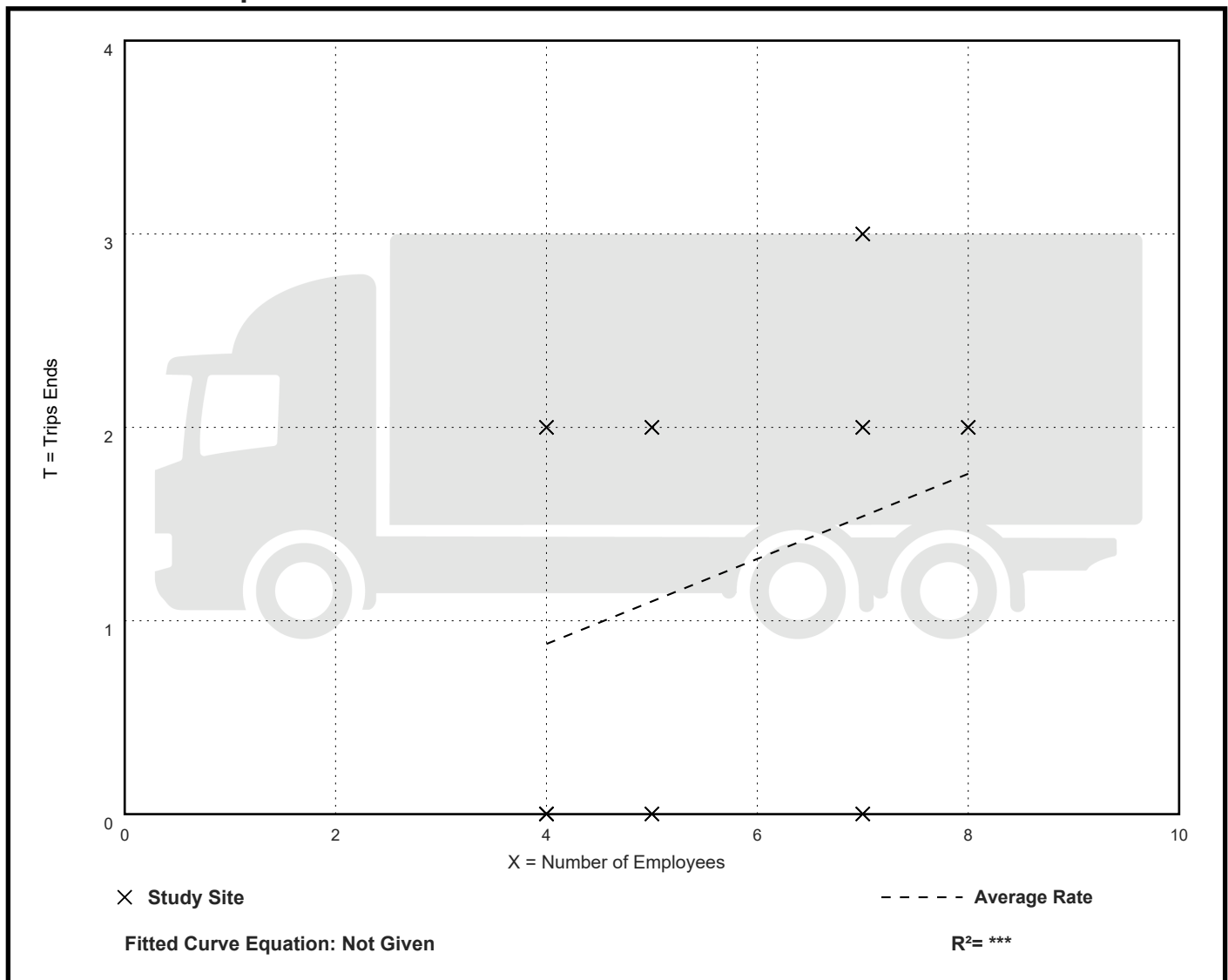
Avg. Num. of Employees: 6

Directional Distribution: 45% entering, 55% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.22	0.00 - 0.50	0.20

Data Plot and Equation



Variety Store (814)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 9

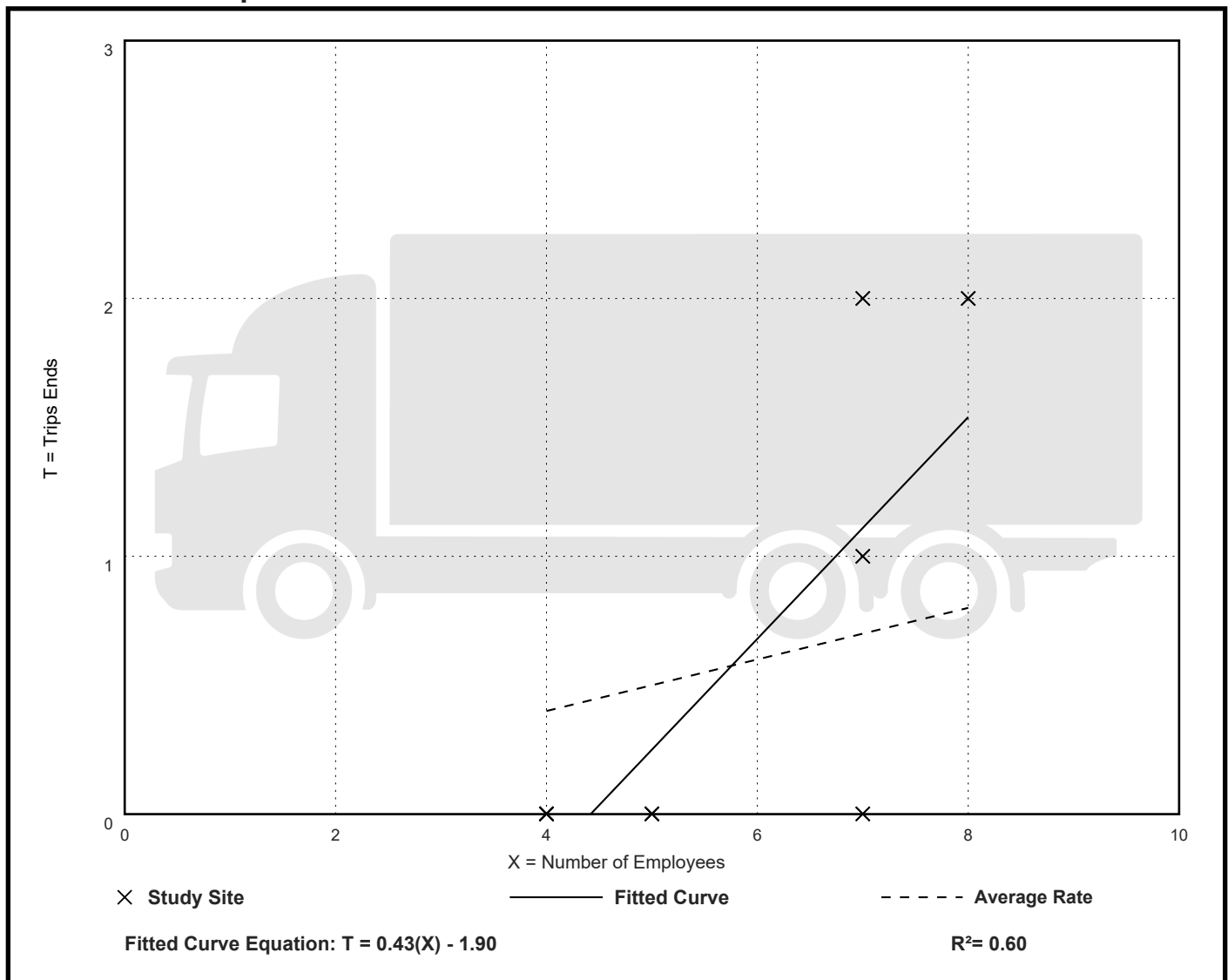
Avg. Num. of Employees: 6

Directional Distribution: 40% entering, 60% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.29	0.13

Data Plot and Equation



Hardware/Paint Store (816)

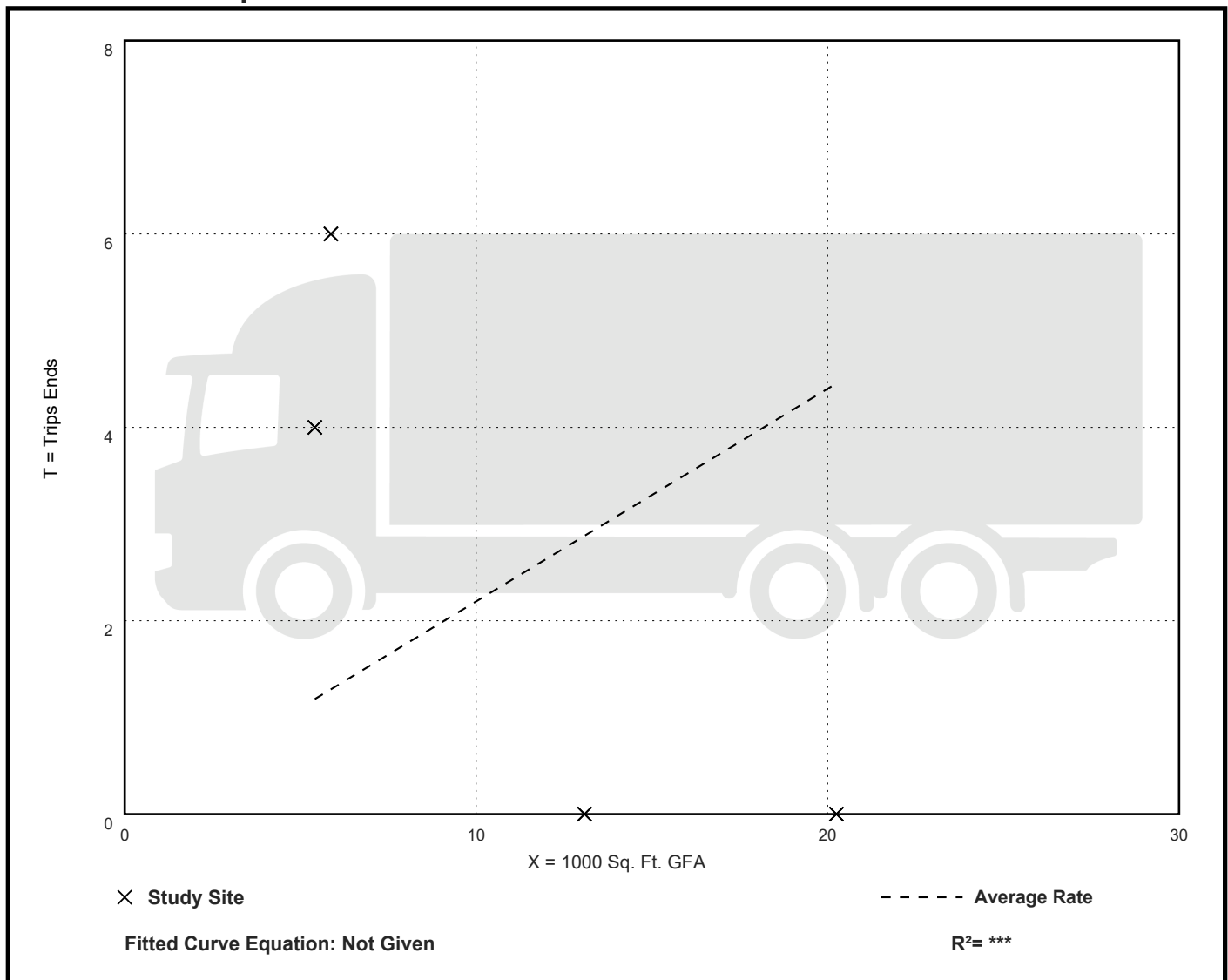
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.22	0.00 - 1.02	0.45

Data Plot and Equation



Hardware/Paint Store (816)

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: 4

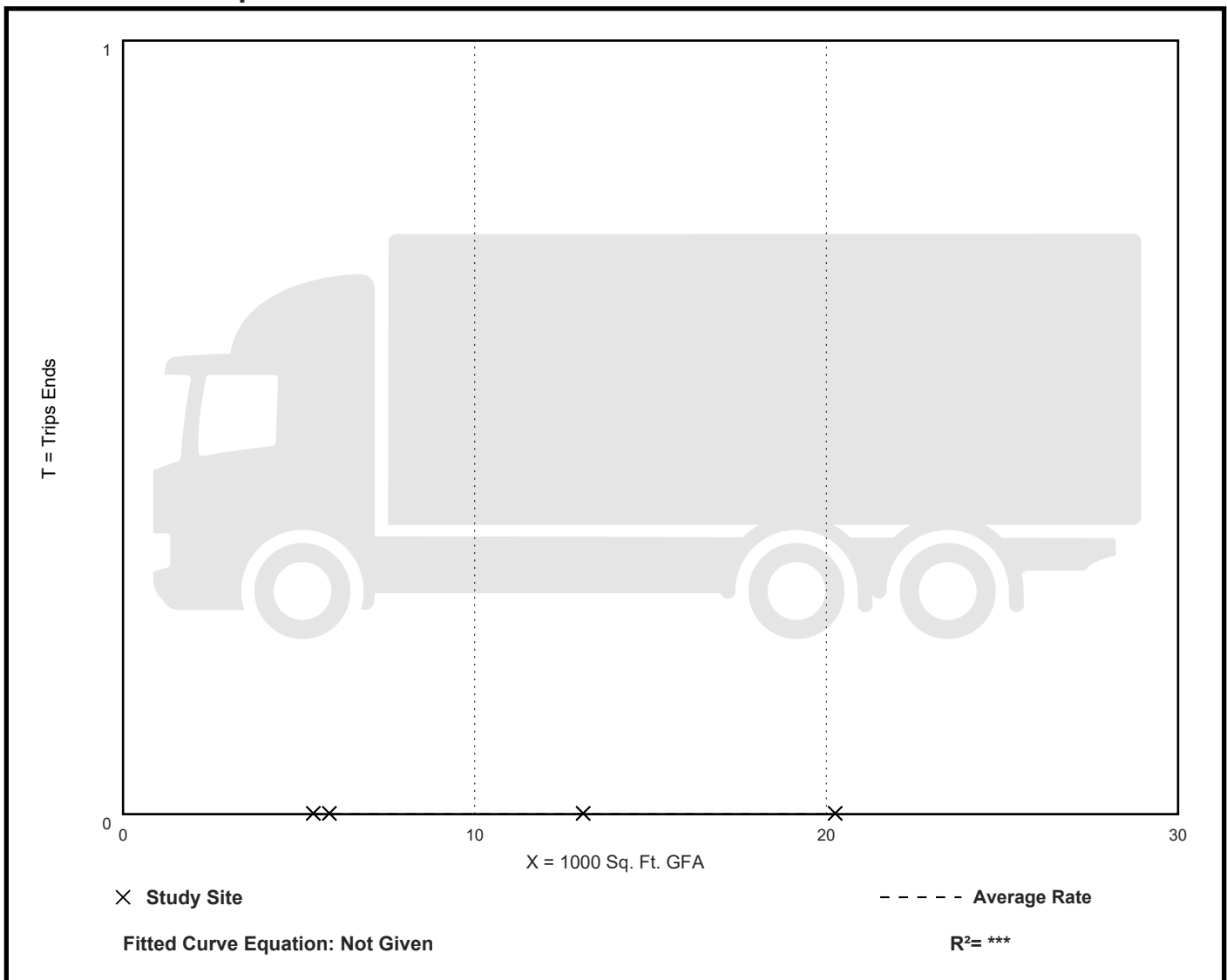
Avg. 1000 Sq. Ft. GFA: 11

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



Hardware/Paint Store (816)

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: 11

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



Hardware/Paint Store (816)

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: 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



Hardware/Paint Store (816)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

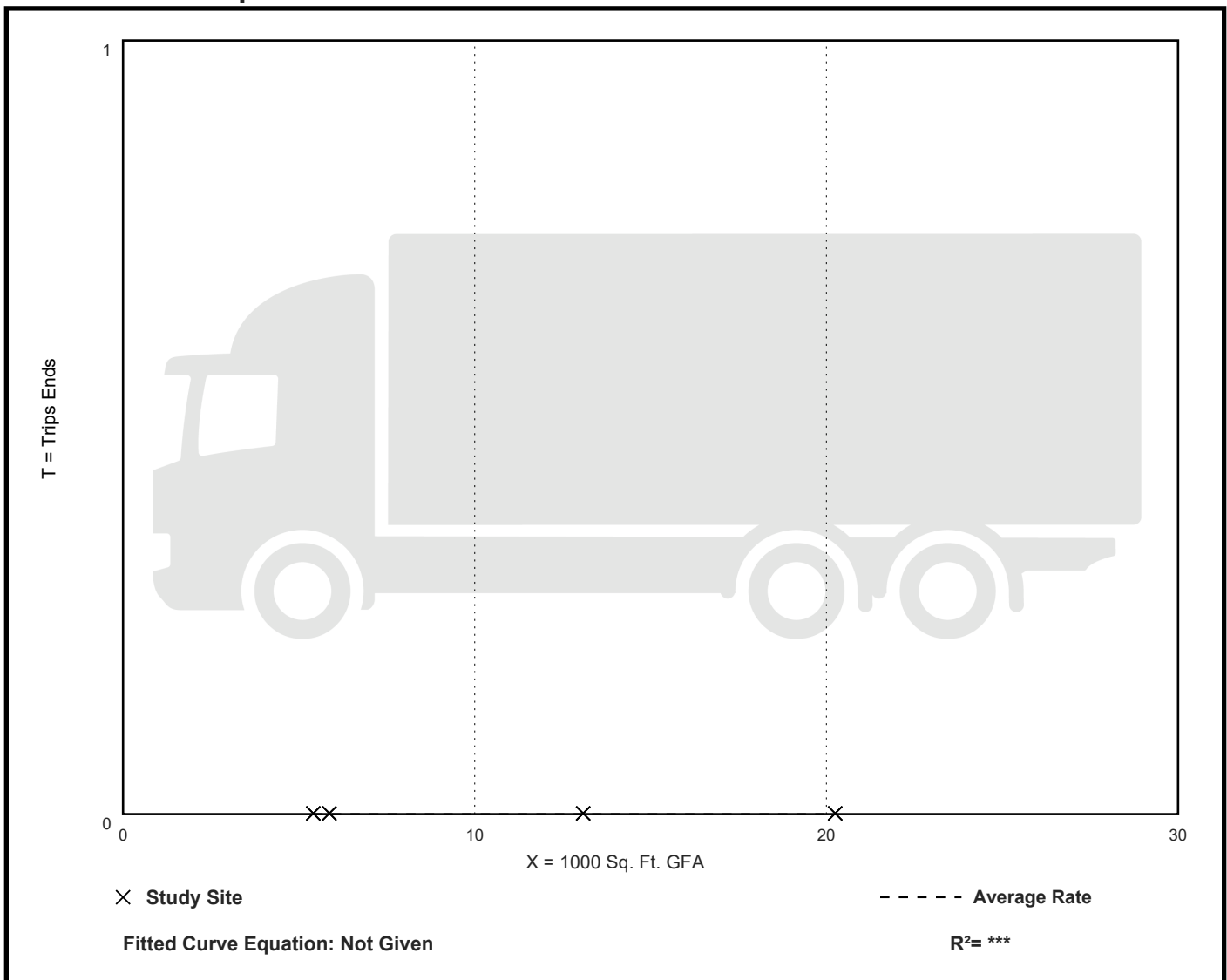
Avg. 1000 Sq. Ft. GFA: 11

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



Hardware/Paint Store (816)

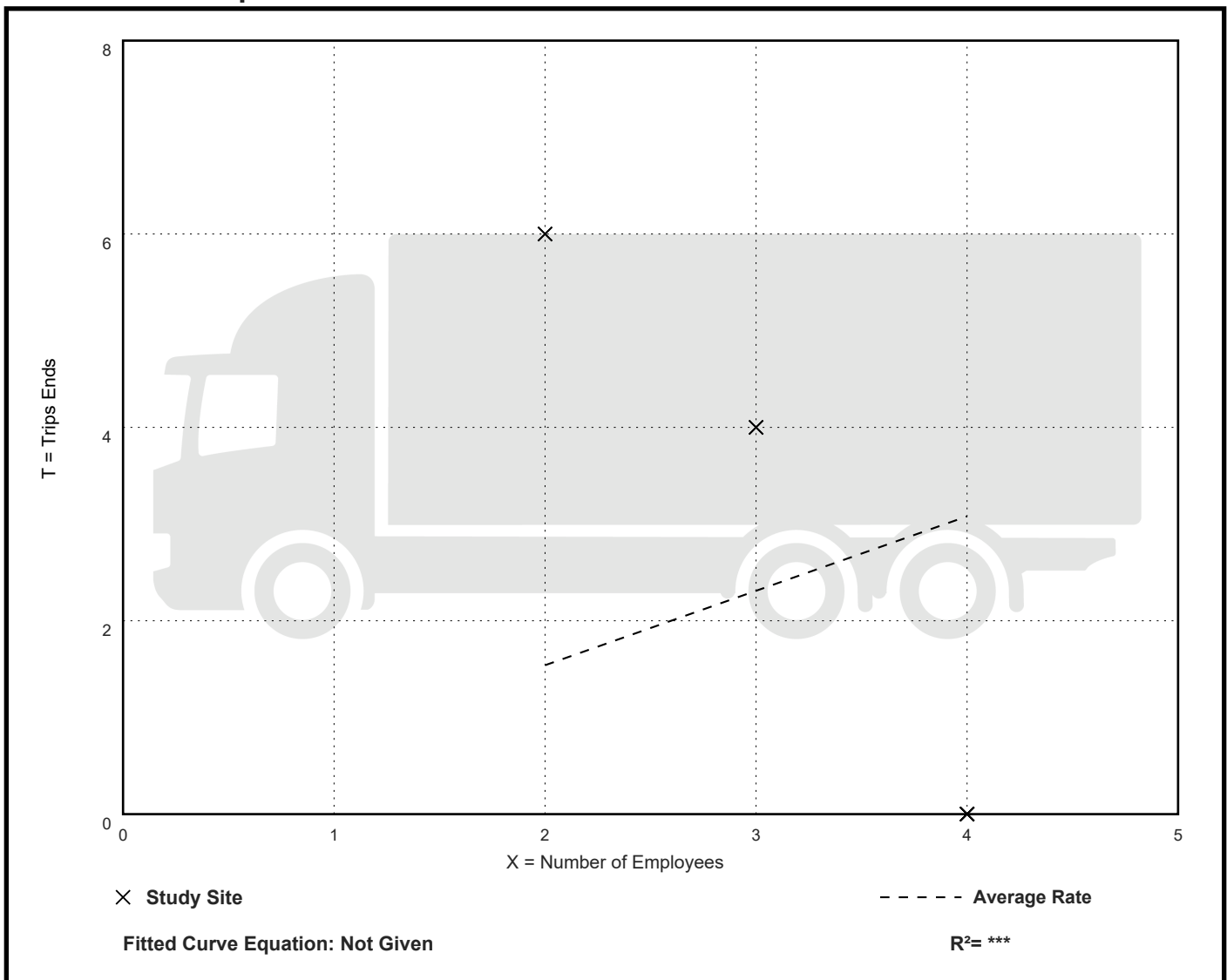
Truck Trip Ends vs: Employees
On a Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. Num. of Employees: 3
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.77	0.00 - 3.00	1.27

Data Plot and Equation



Hardware/Paint Store (816)

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

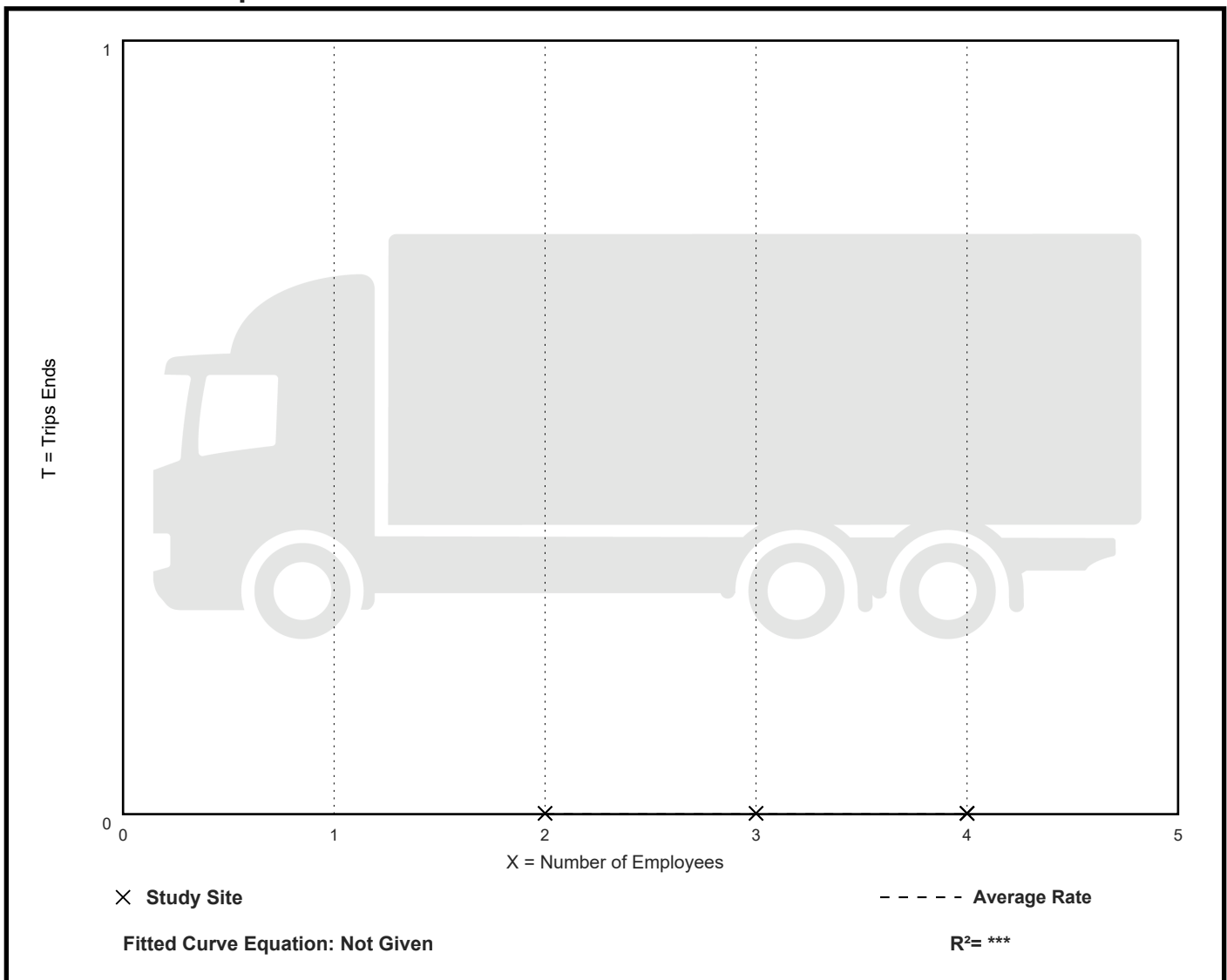
Avg. Num. of Employees: 3

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



Hardware/Paint Store (816)

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: 3

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



Hardware/Paint Store (816)

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: 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



Hardware/Paint Store (816)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

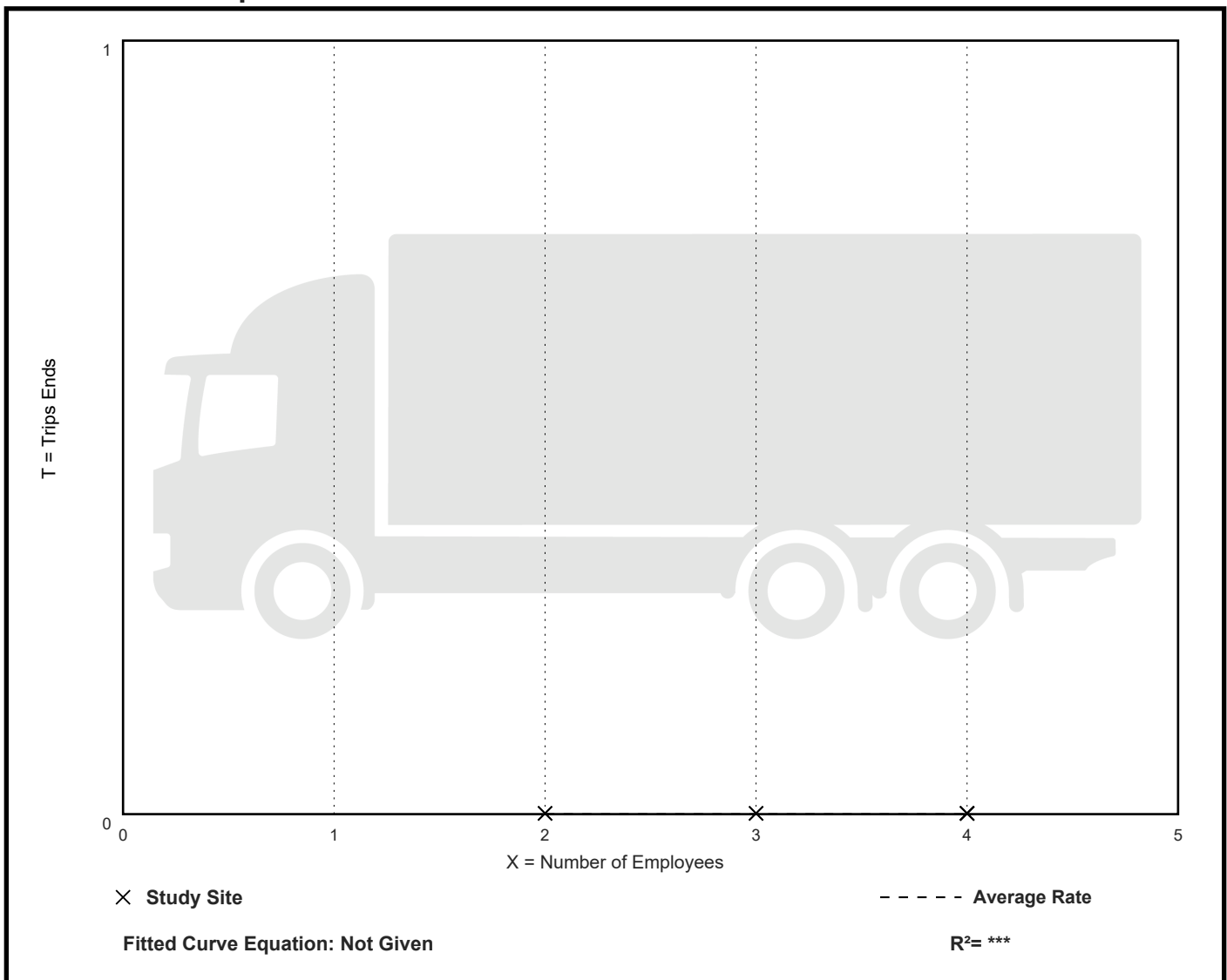
Avg. Num. of Employees: 3

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



Shopping Center (>150k) (820)

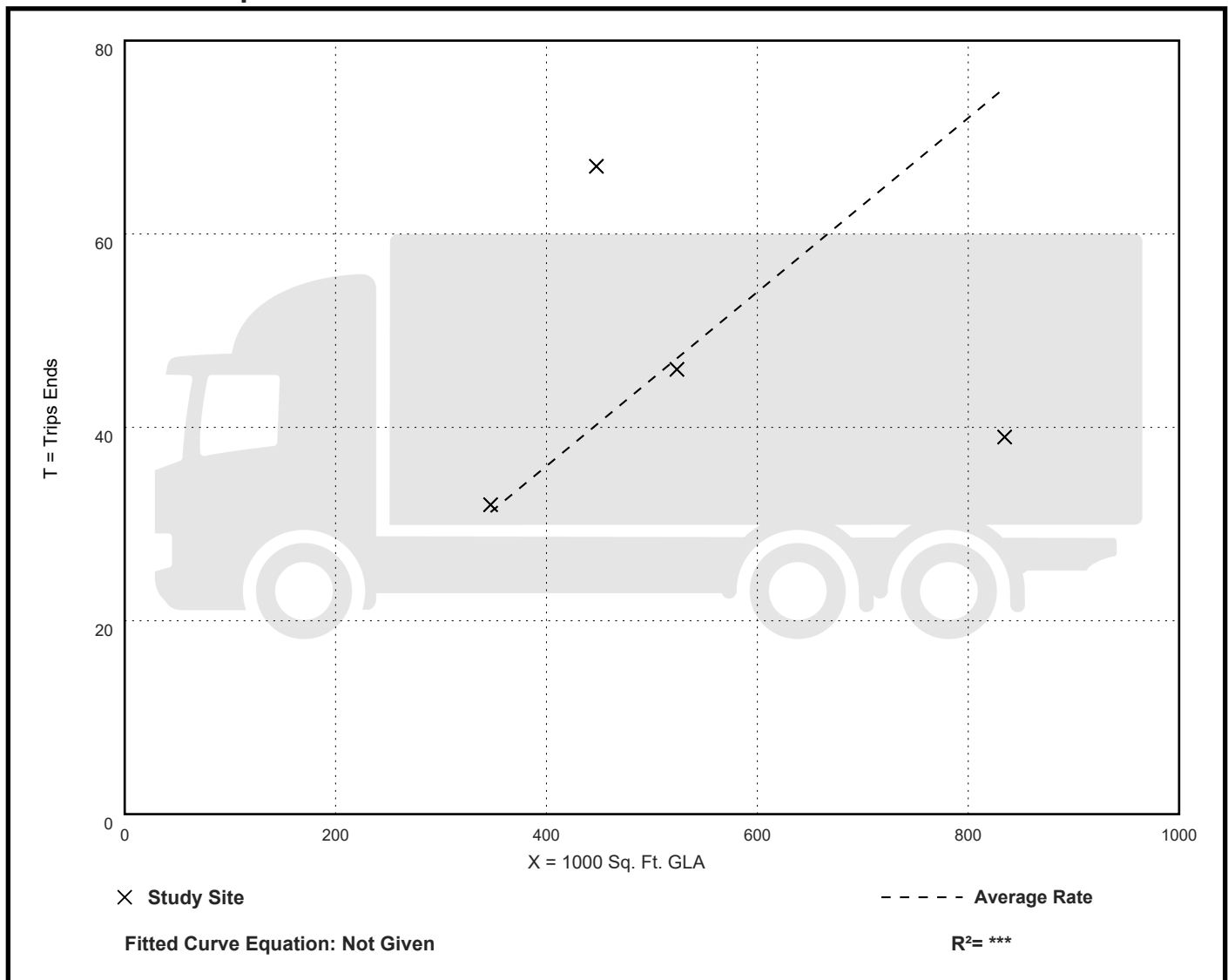
Truck Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.09	0.05 - 0.15	0.04

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: 1000 Sq. Ft. GLA

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

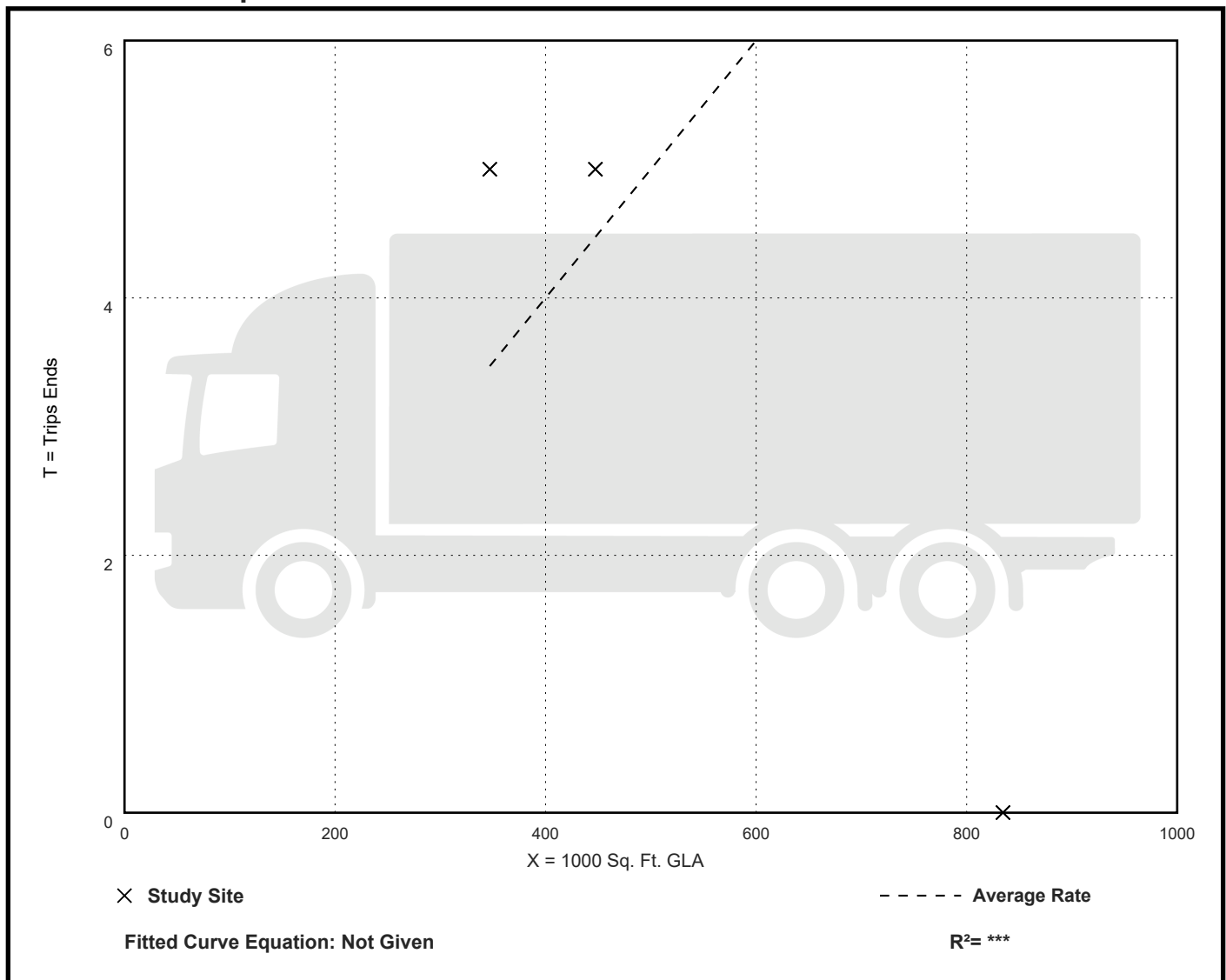
Avg. 1000 Sq. Ft. GLA: 543

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: 1000 Sq. Ft. GLA

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: 4

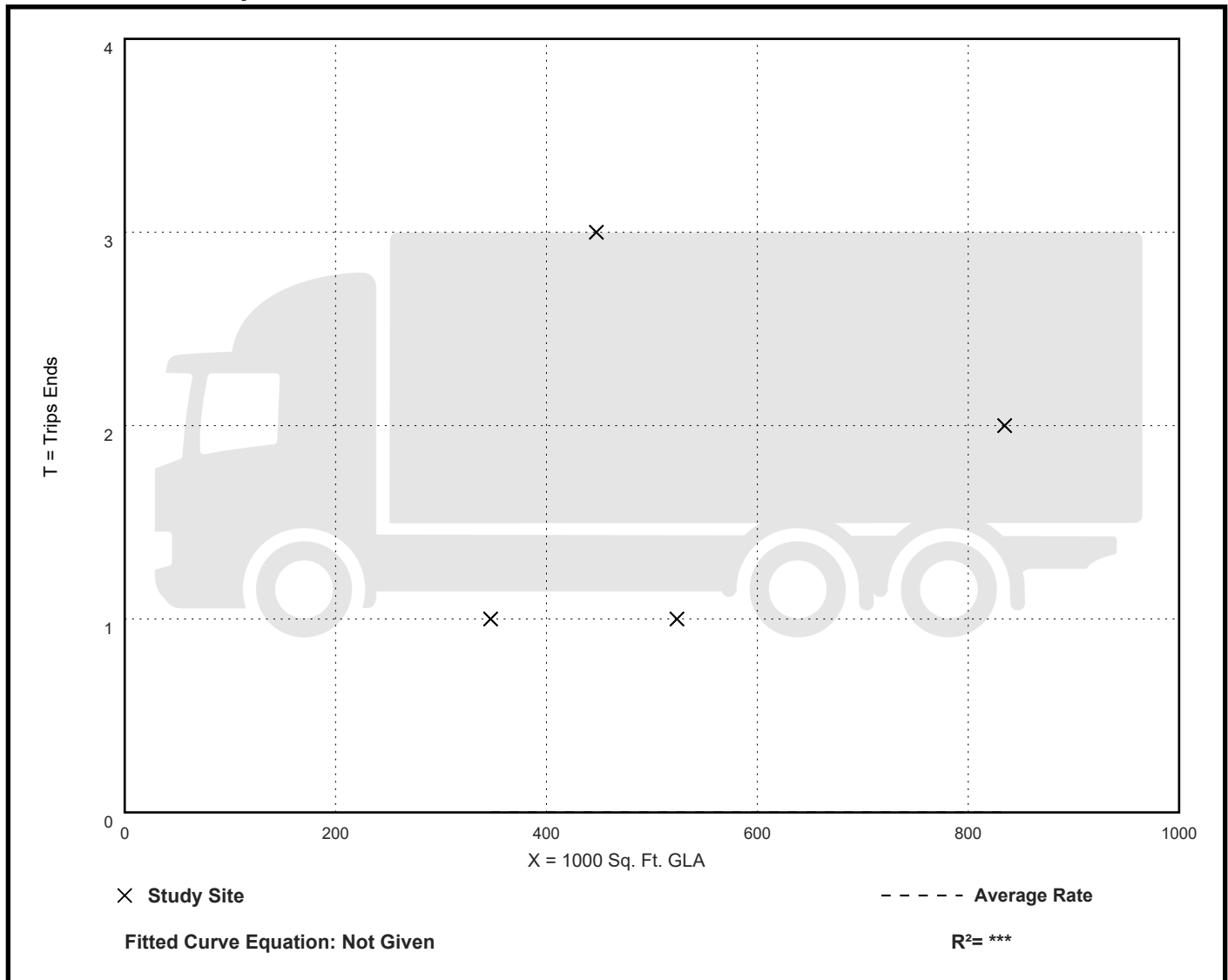
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 86% entering, 14% exiting

Truck Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

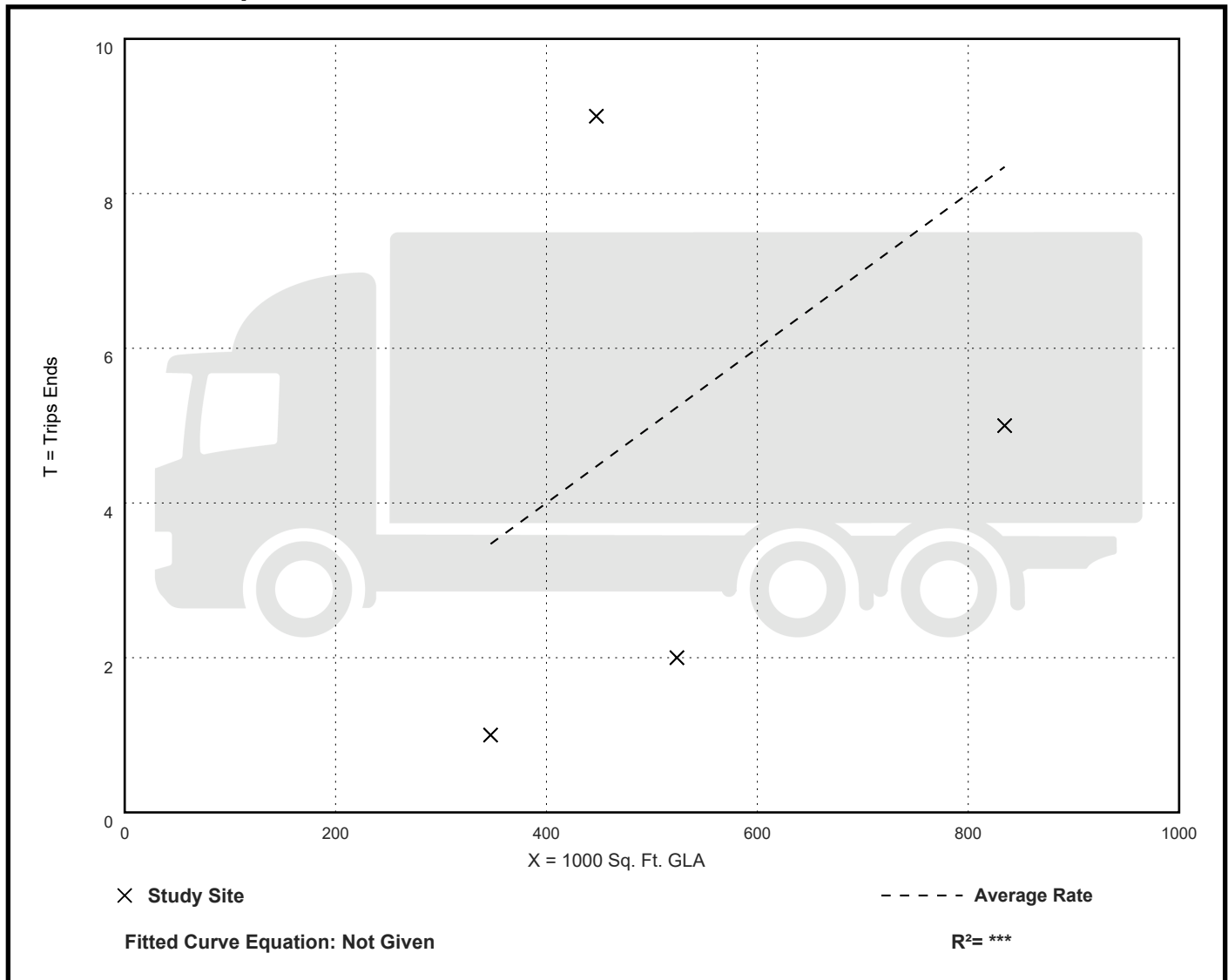
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 53% entering, 47% exiting

Truck Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

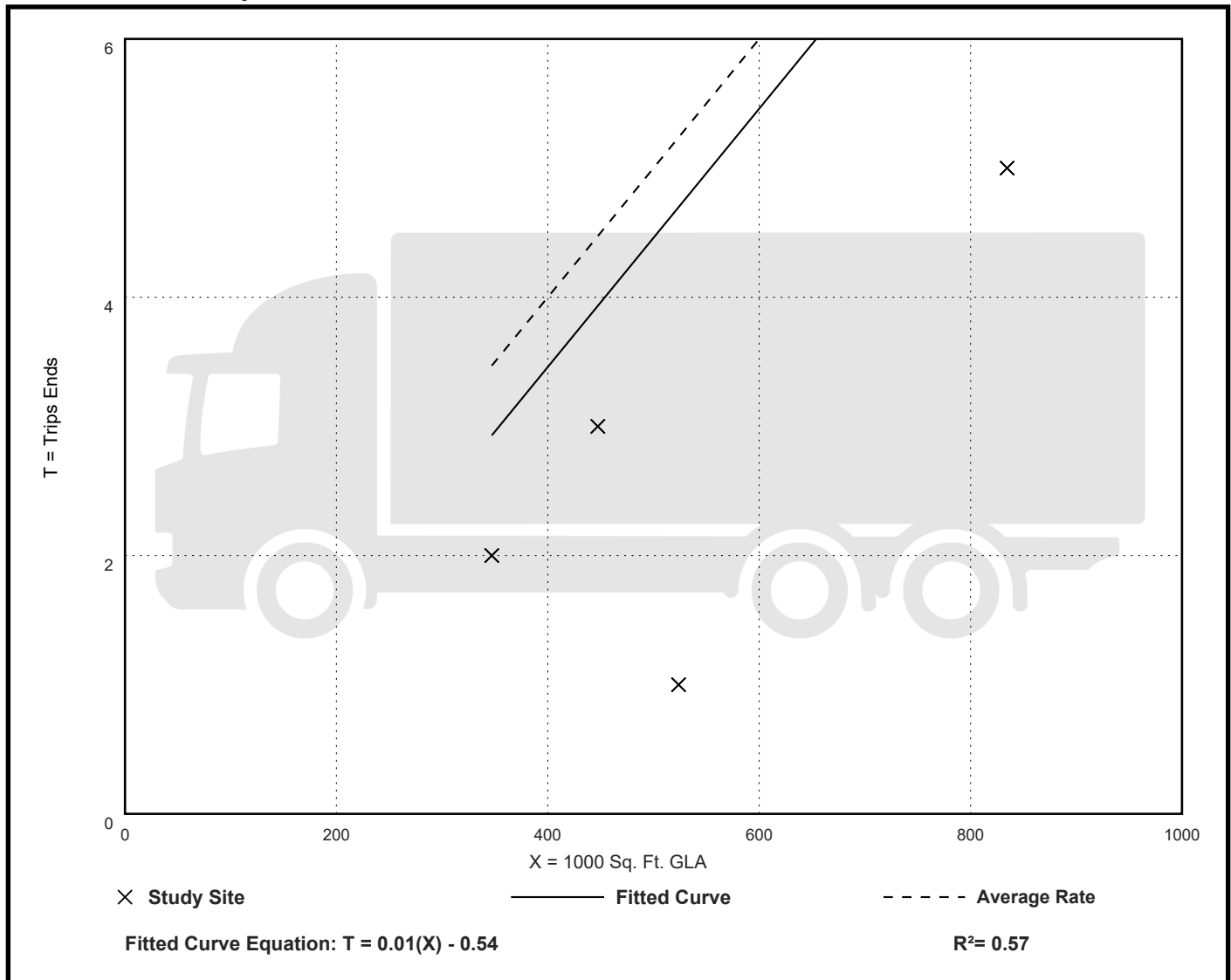
Avg. 1000 Sq. Ft. GLA: 538

Directional Distribution: 64% entering, 36% exiting

Truck Trip Generation per 1000 Sq. Ft. GLA

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

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: Employees
On a Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

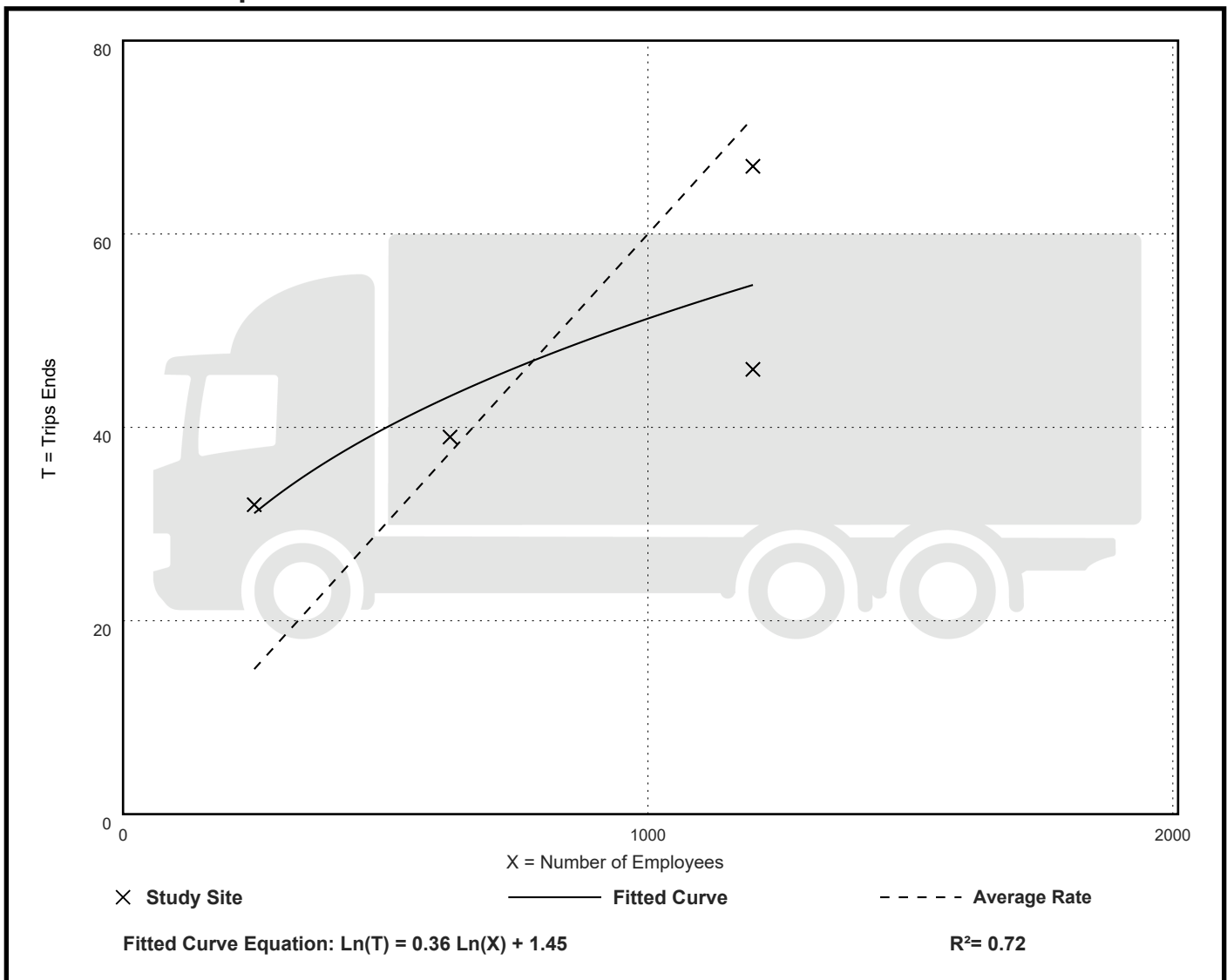
Avg. Num. of Employees: 818

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.06	0.04 - 0.13	0.03

Data Plot and Equation



Shopping Center (>150k) (820)

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: 691

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



Shopping Center (>150k) (820)

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: 4

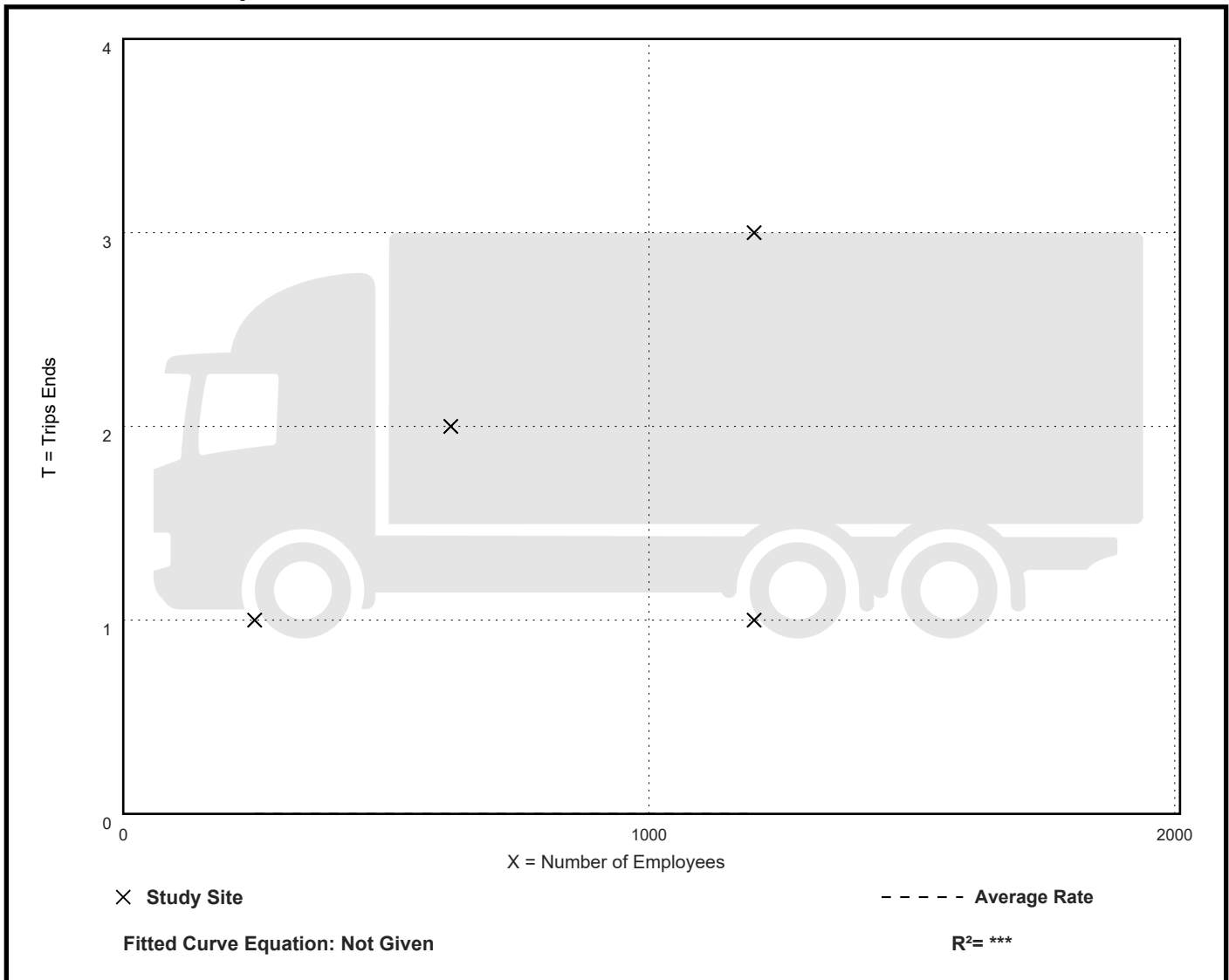
Avg. Num. of Employees: 818

Directional Distribution: 86% entering, 14% exiting

Truck Trip Generation per Employee

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

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

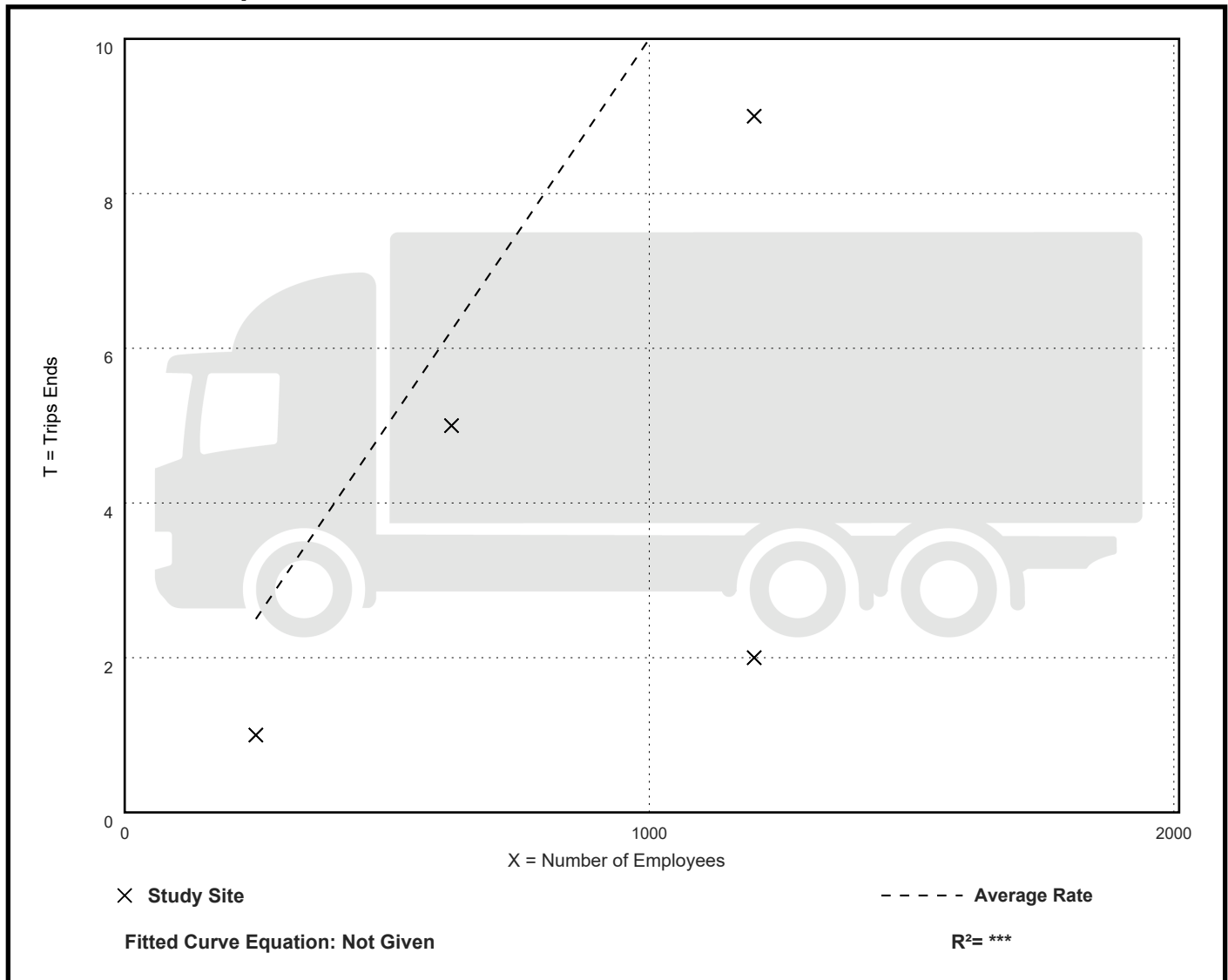
Avg. Num. of Employees: 818

Directional Distribution: 53% entering, 47% exiting

Truck Trip Generation per Employee

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

Data Plot and Equation



Shopping Center (>150k) (820)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

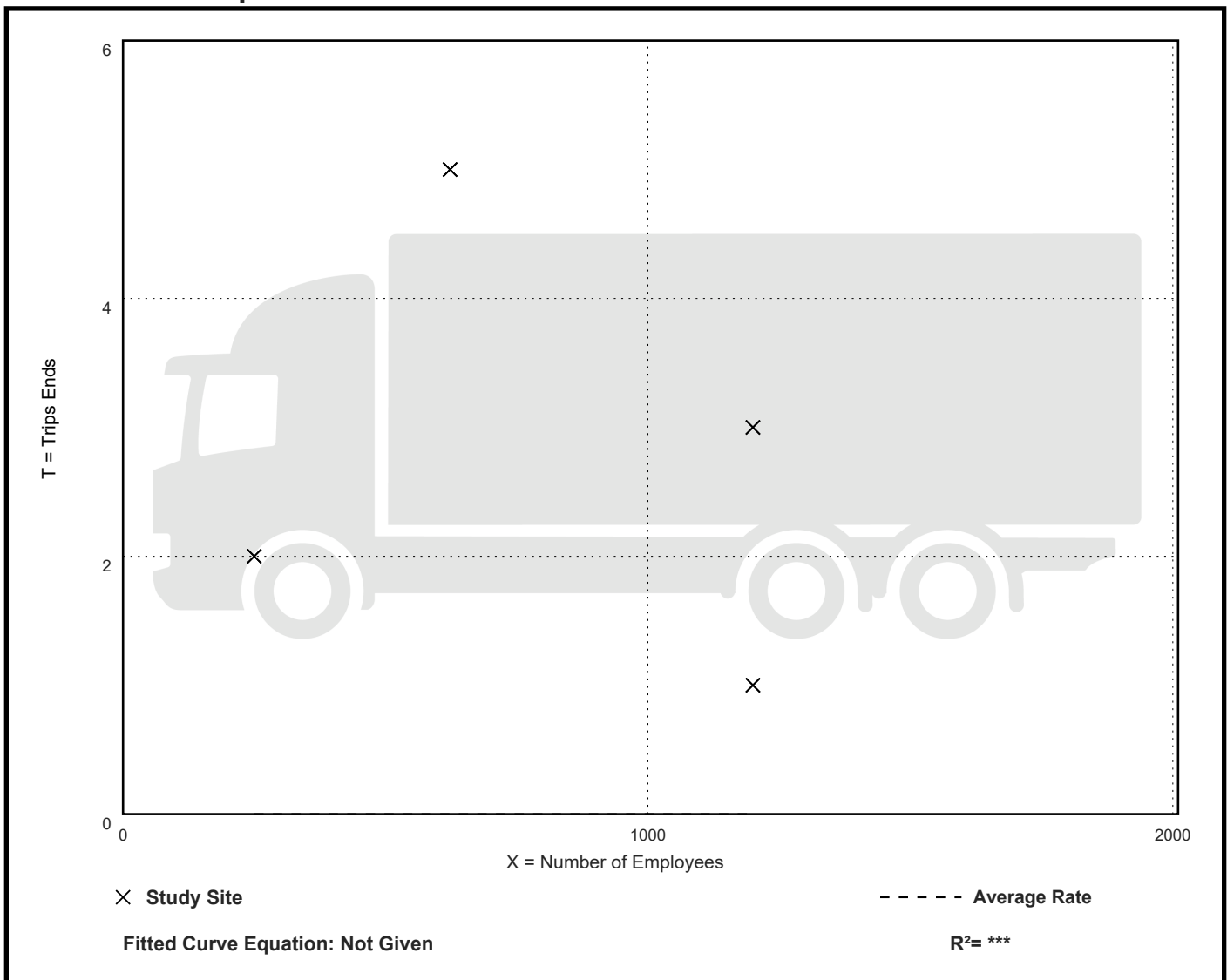
Avg. Num. of Employees: 818

Directional Distribution: 64% entering, 36% exiting

Truck Trip Generation per Employee

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

Data Plot and Equation



Automobile Sales (New) (840)

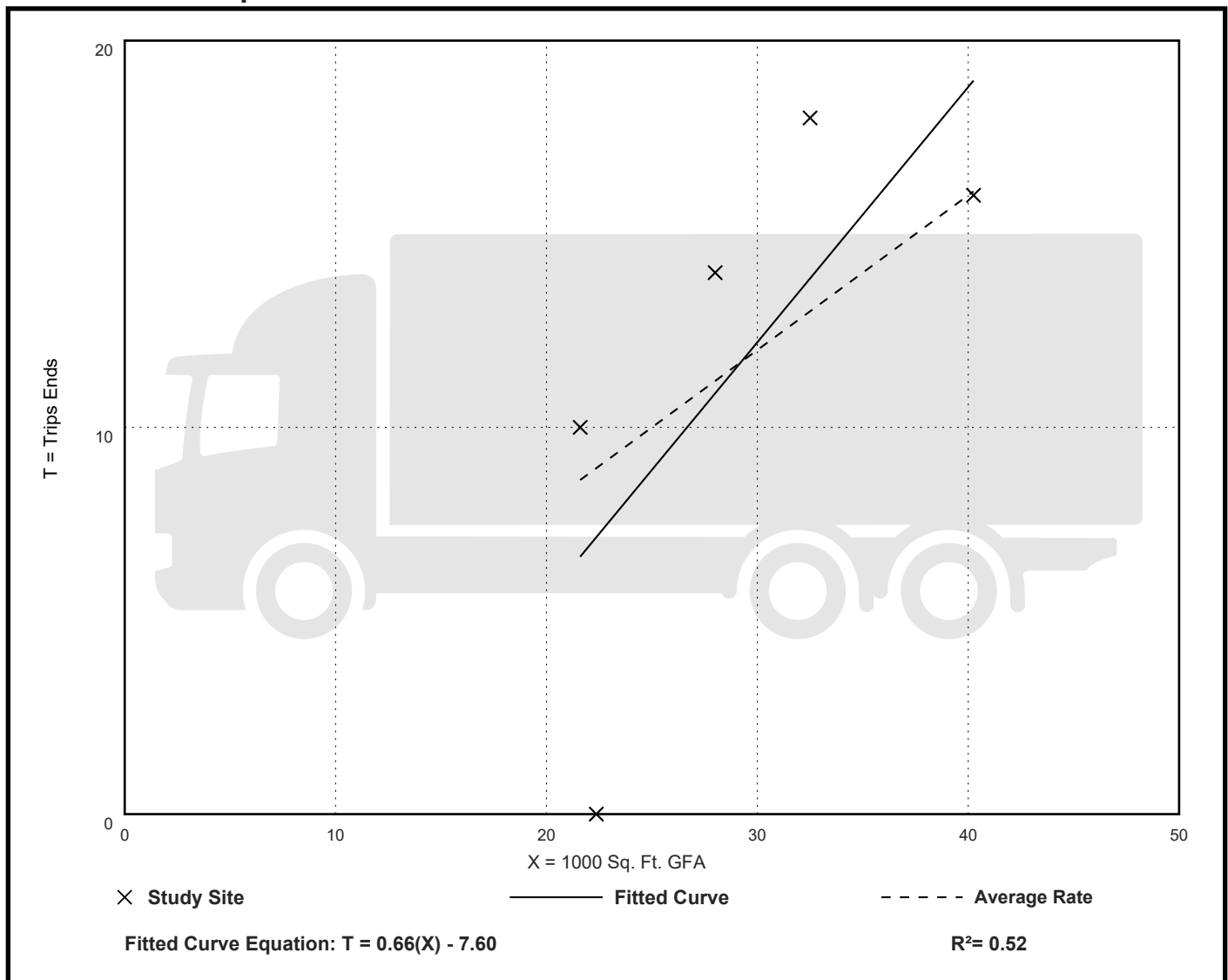
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 29
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 - 0.55	0.20

Data Plot and Equation



Automobile Sales (New) (840)

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

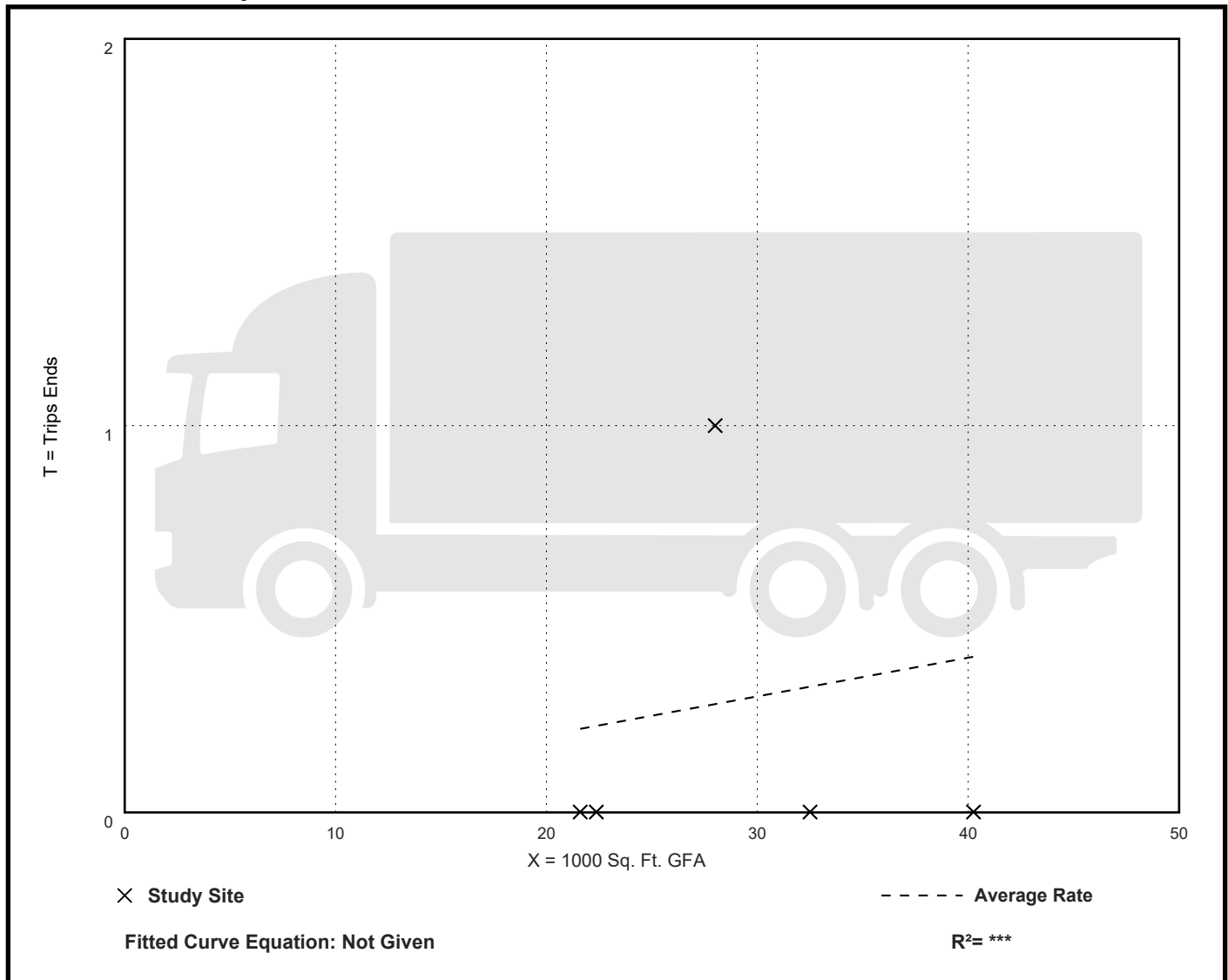
Avg. 1000 Sq. Ft. GFA: 29

Directional Distribution: Not Available

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



Automobile Sales (New) (840)

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

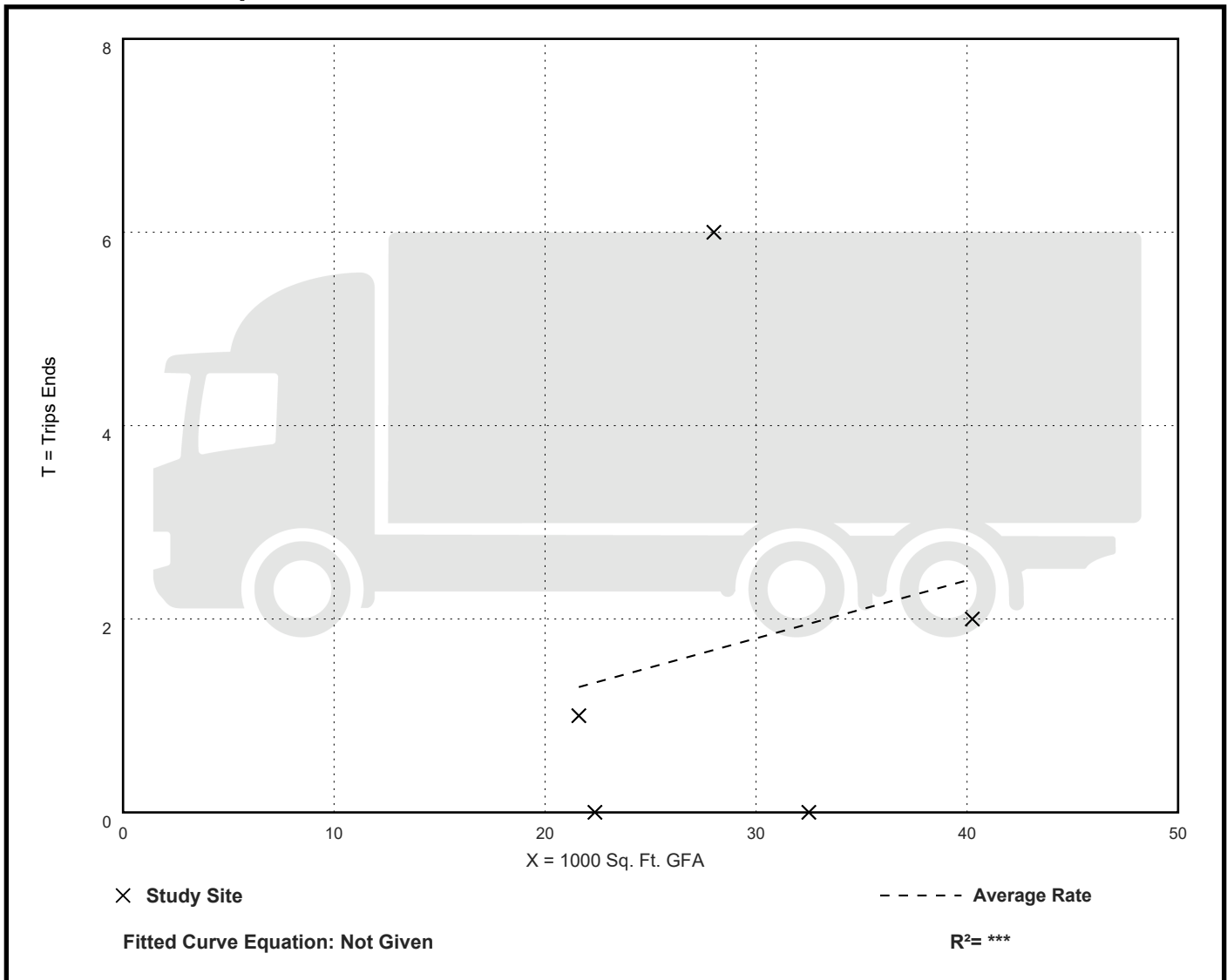
Avg. 1000 Sq. Ft. GFA: 29

Directional Distribution: 44% entering, 56% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.21	0.09

Data Plot and Equation



Automobile Sales (New) (840)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

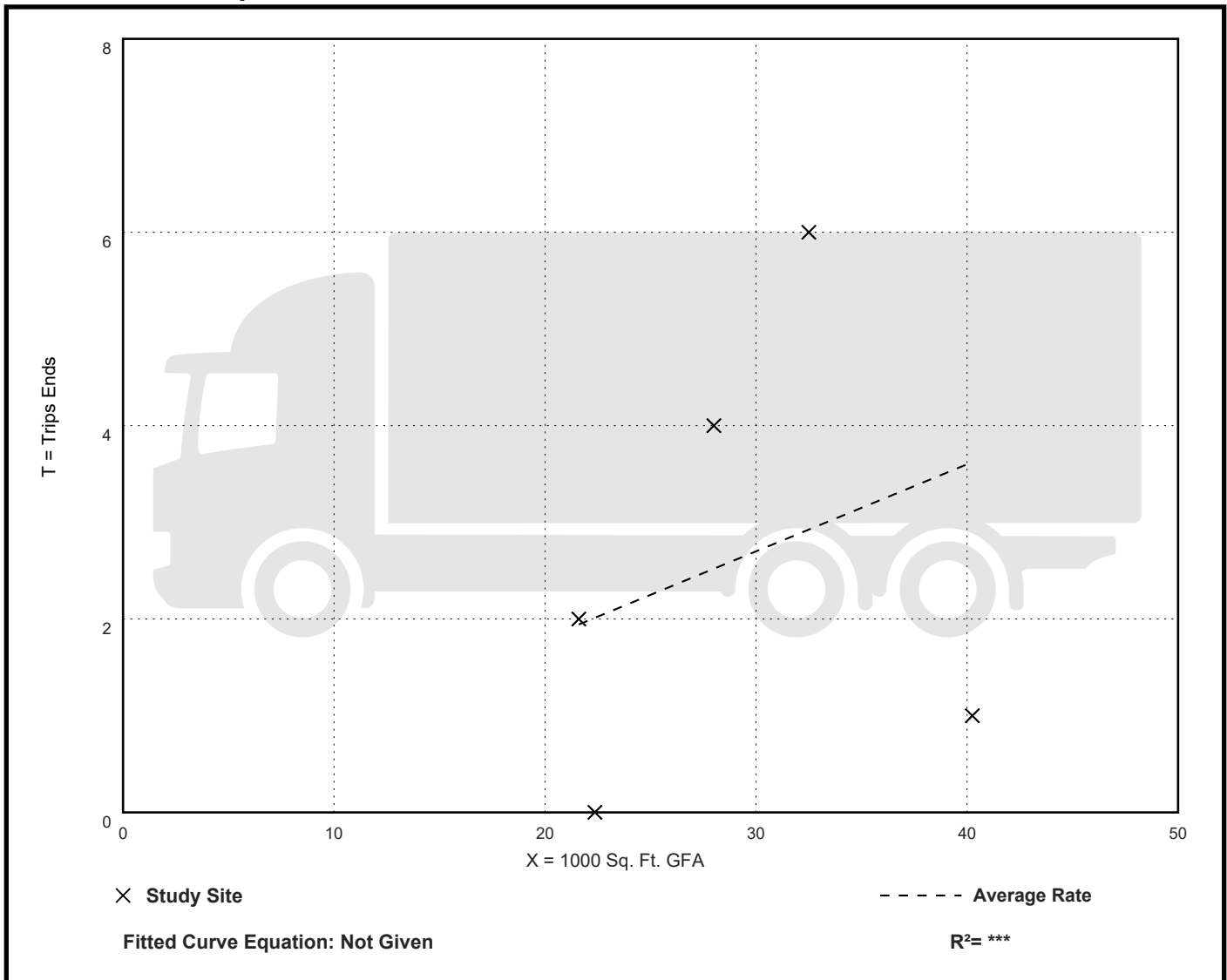
Avg. 1000 Sq. Ft. GFA: 29

Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.00 - 0.18	0.08

Data Plot and Equation



Automobile Sales (New) (840)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

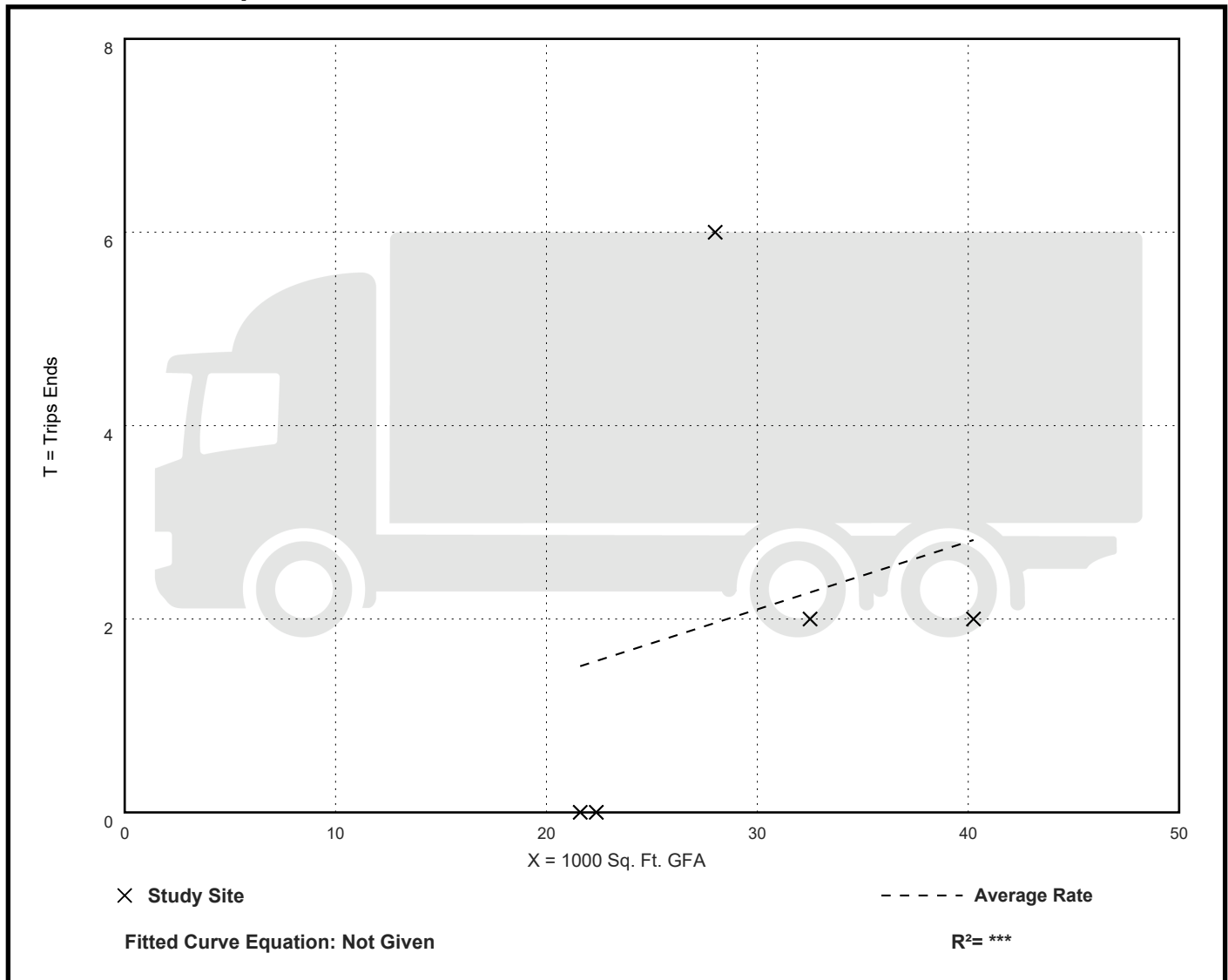
Avg. 1000 Sq. Ft. GFA: 29

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 - 0.21	0.08

Data Plot and Equation



Automobile Sales (New) (840)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

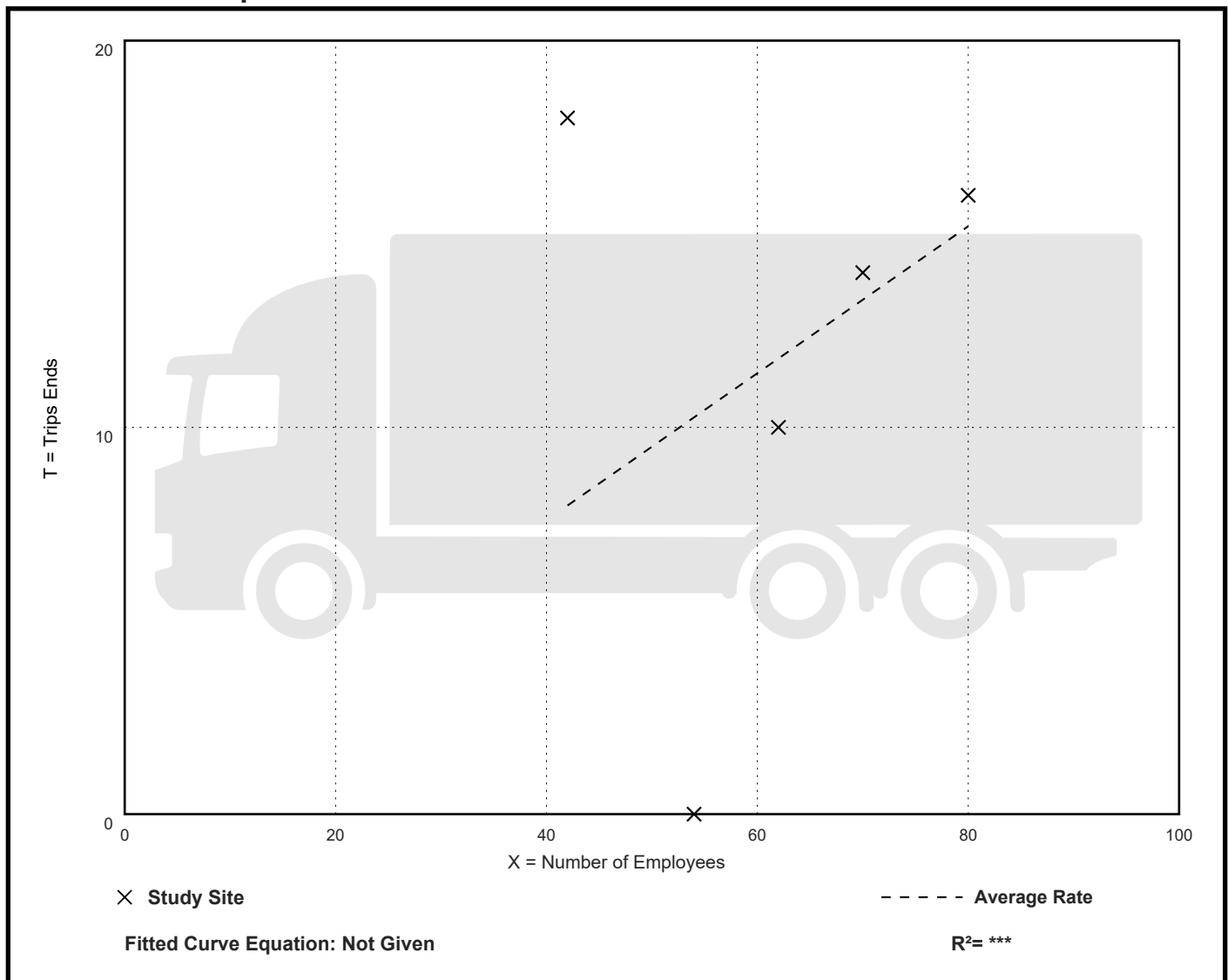
Avg. Num. of Employees: 62

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.19	0.00 - 0.43	0.13

Data Plot and Equation



Automobile Sales (New) (840)

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: 5

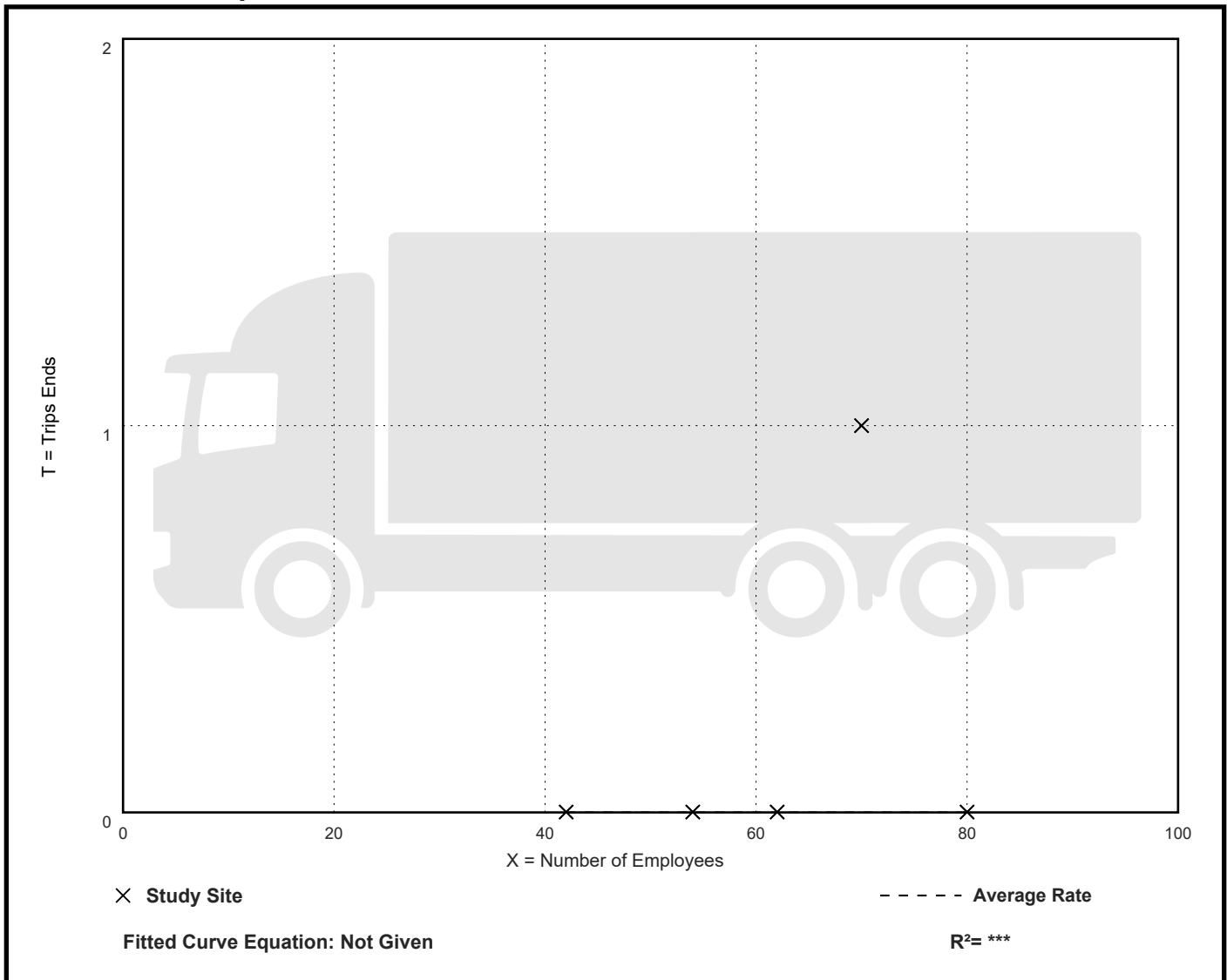
Avg. Num. of Employees: 62

Directional Distribution: Not Available

Truck Trip Generation per Employee

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

Data Plot and Equation



Automobile Sales (New) (840)

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

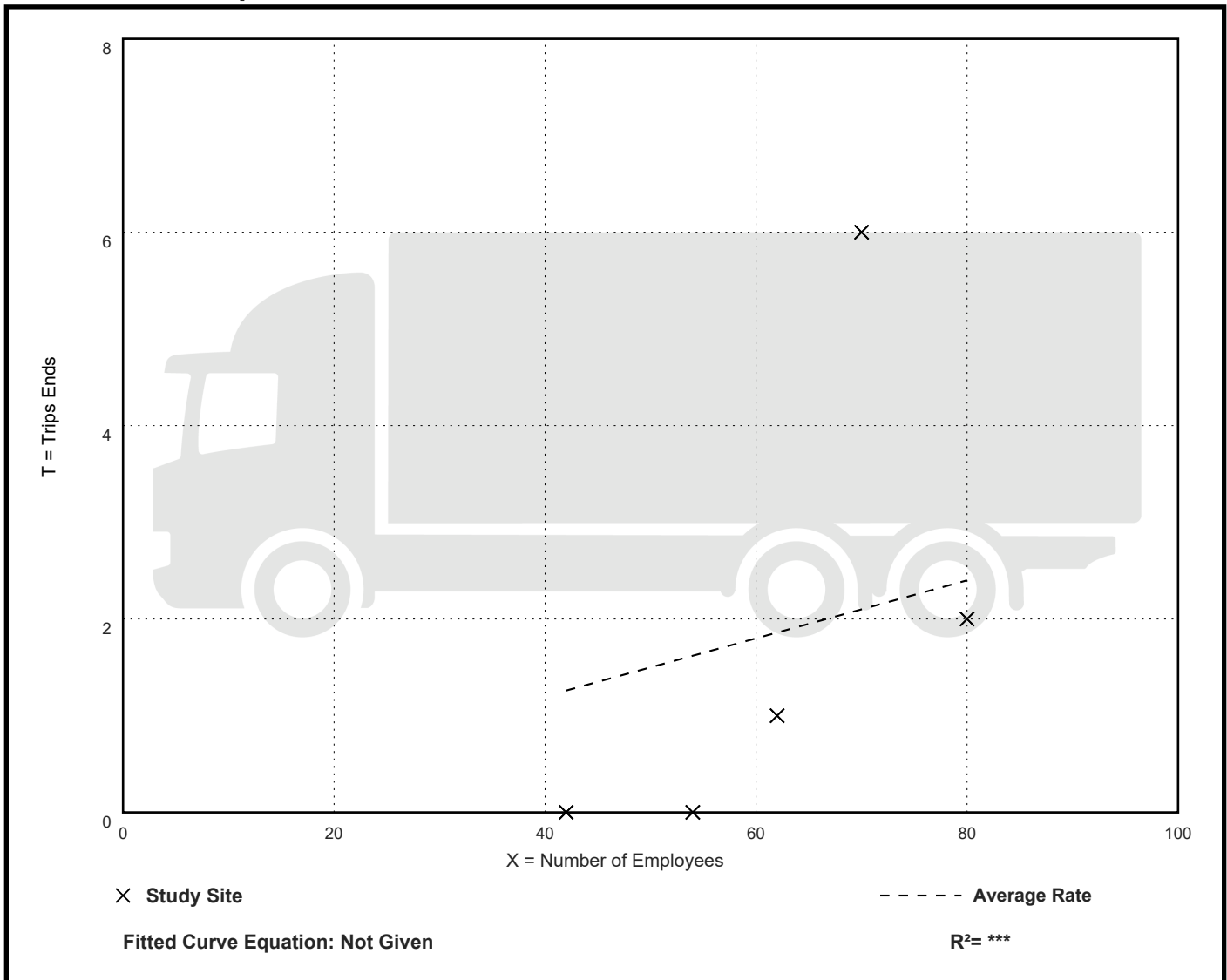
Avg. Num. of Employees: 62

Directional Distribution: 44% entering, 56% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.09	0.04

Data Plot and Equation



Automobile Sales (New) (840)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

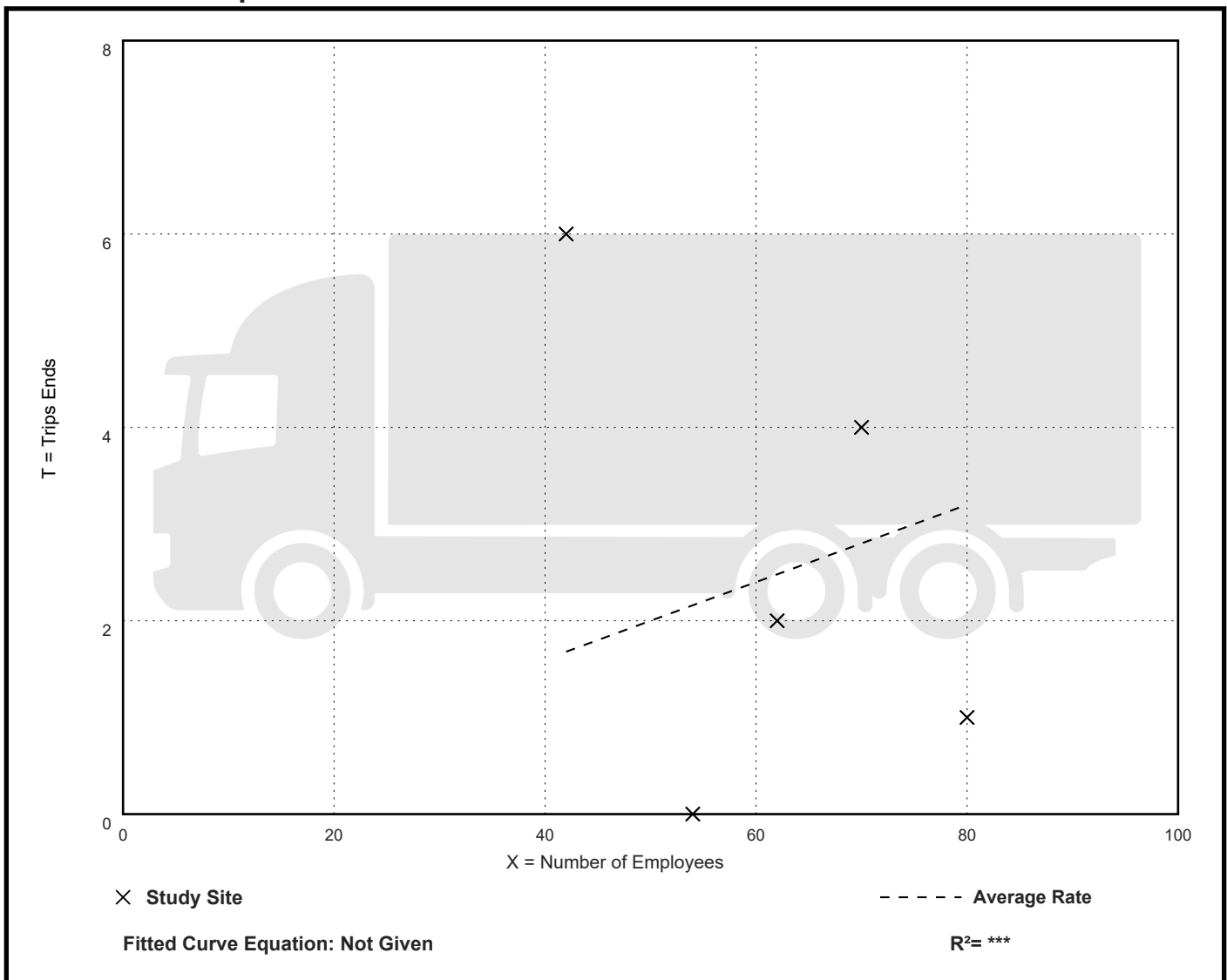
Avg. Num. of Employees: 62

Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.14	0.05

Data Plot and Equation



Automobile Sales (New) (840)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

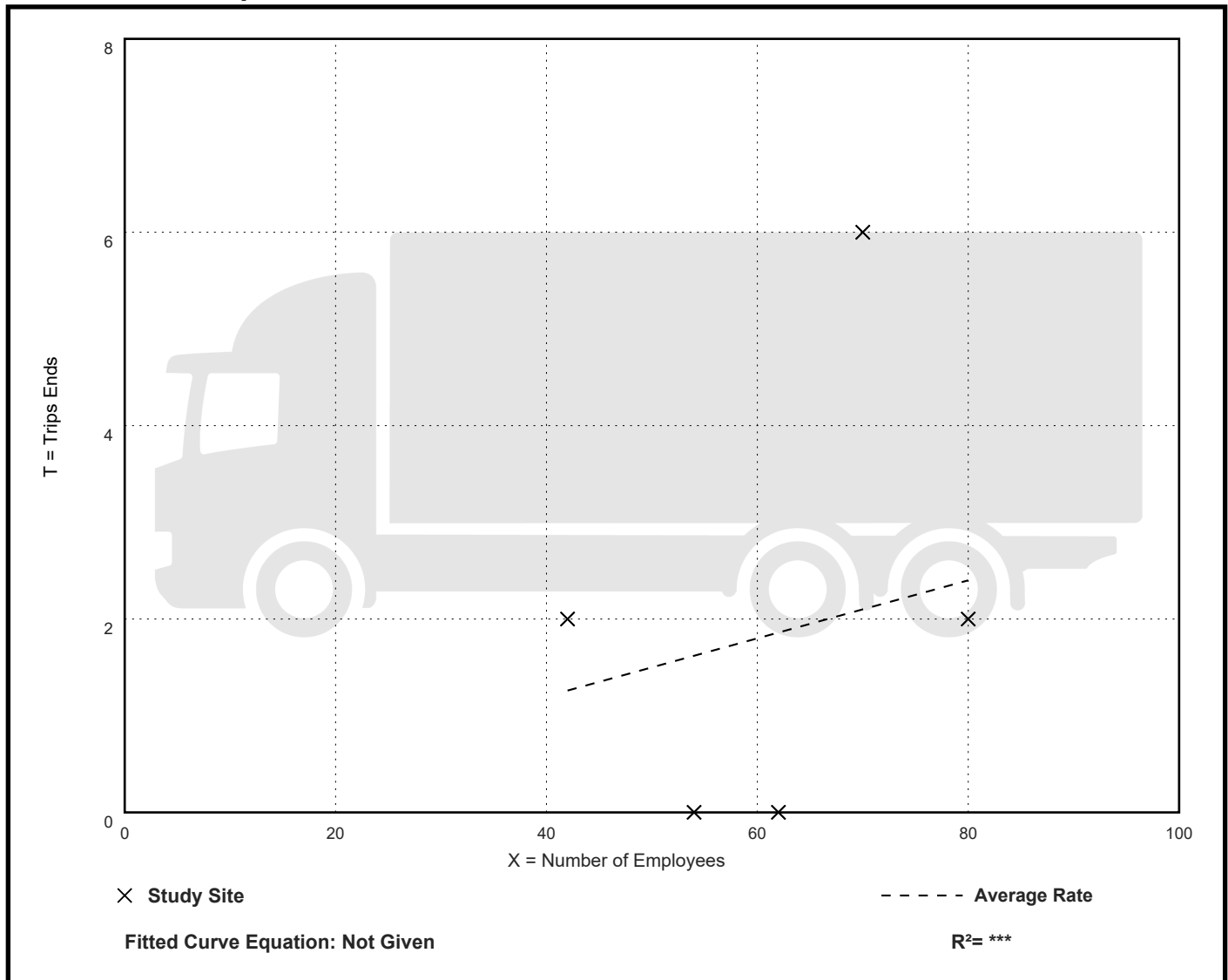
Avg. Num. of Employees: 62

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.09	0.04

Data Plot and Equation



Automobile Sales (Used) (841)

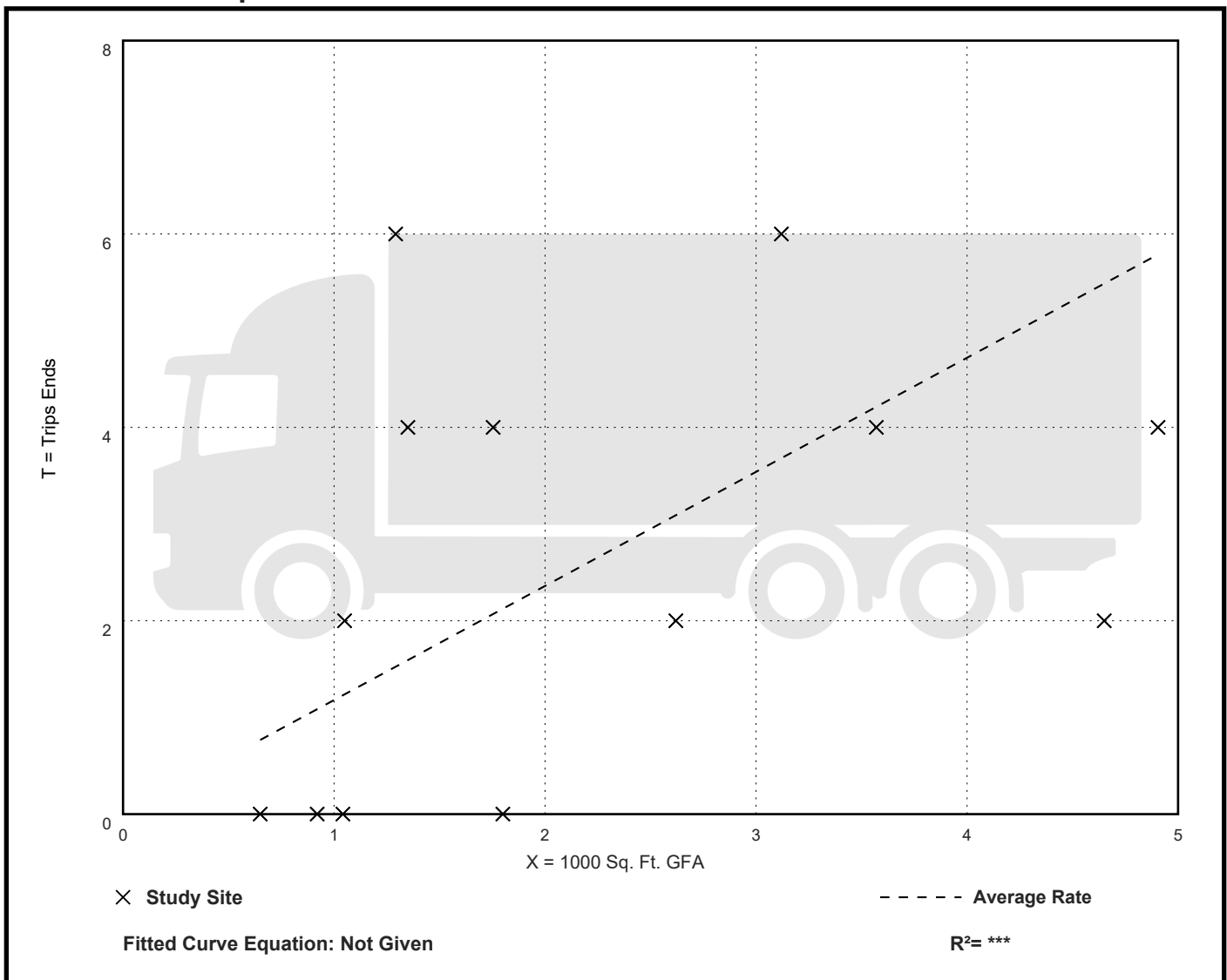
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.18	0.00 - 4.64	1.13

Data Plot and Equation



Automobile Sales (Used) (841)

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: 8

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



Automobile Sales (Used) (841)

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: 14

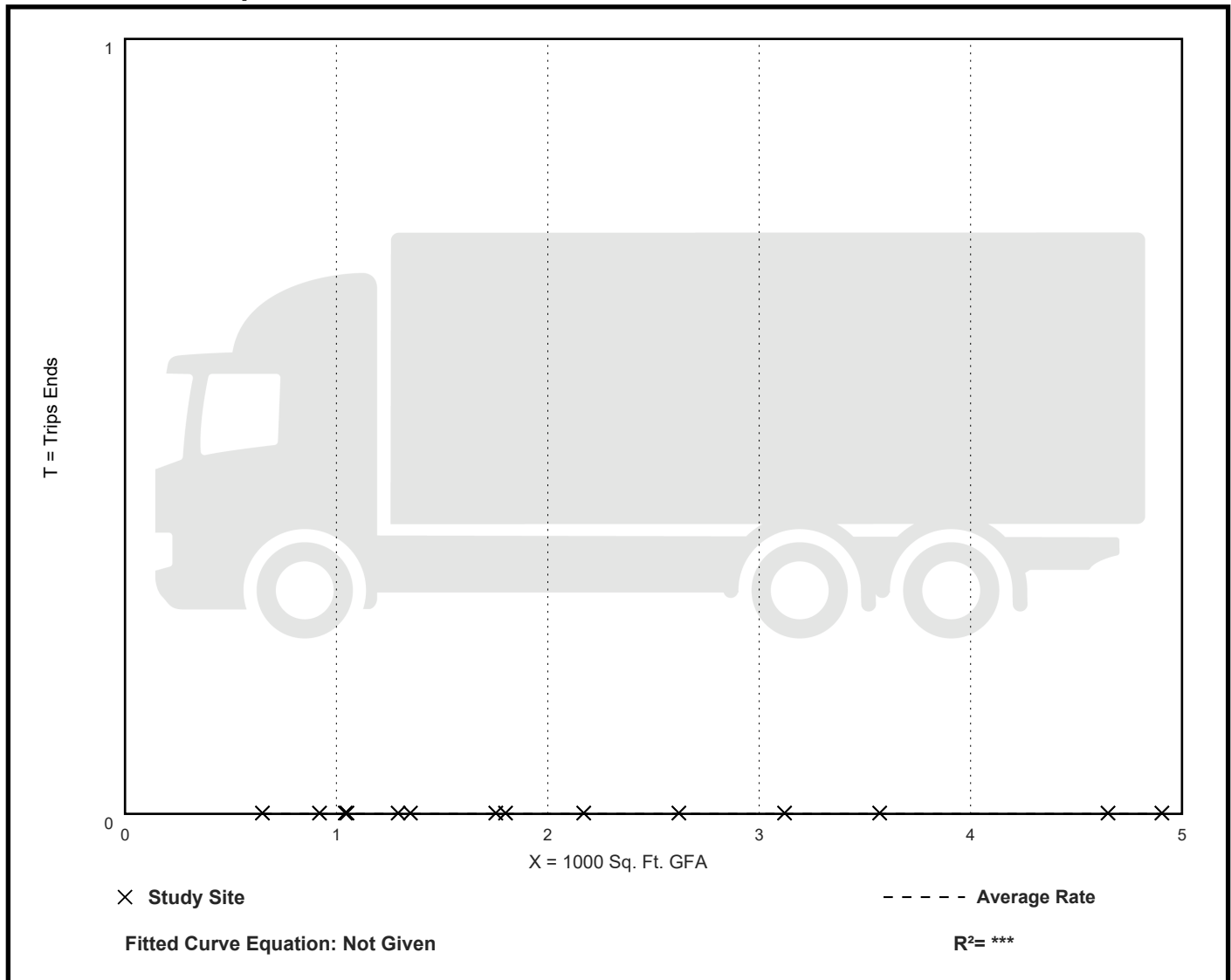
Avg. 1000 Sq. Ft. GFA: 2

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



Automobile Sales (Used) (841)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

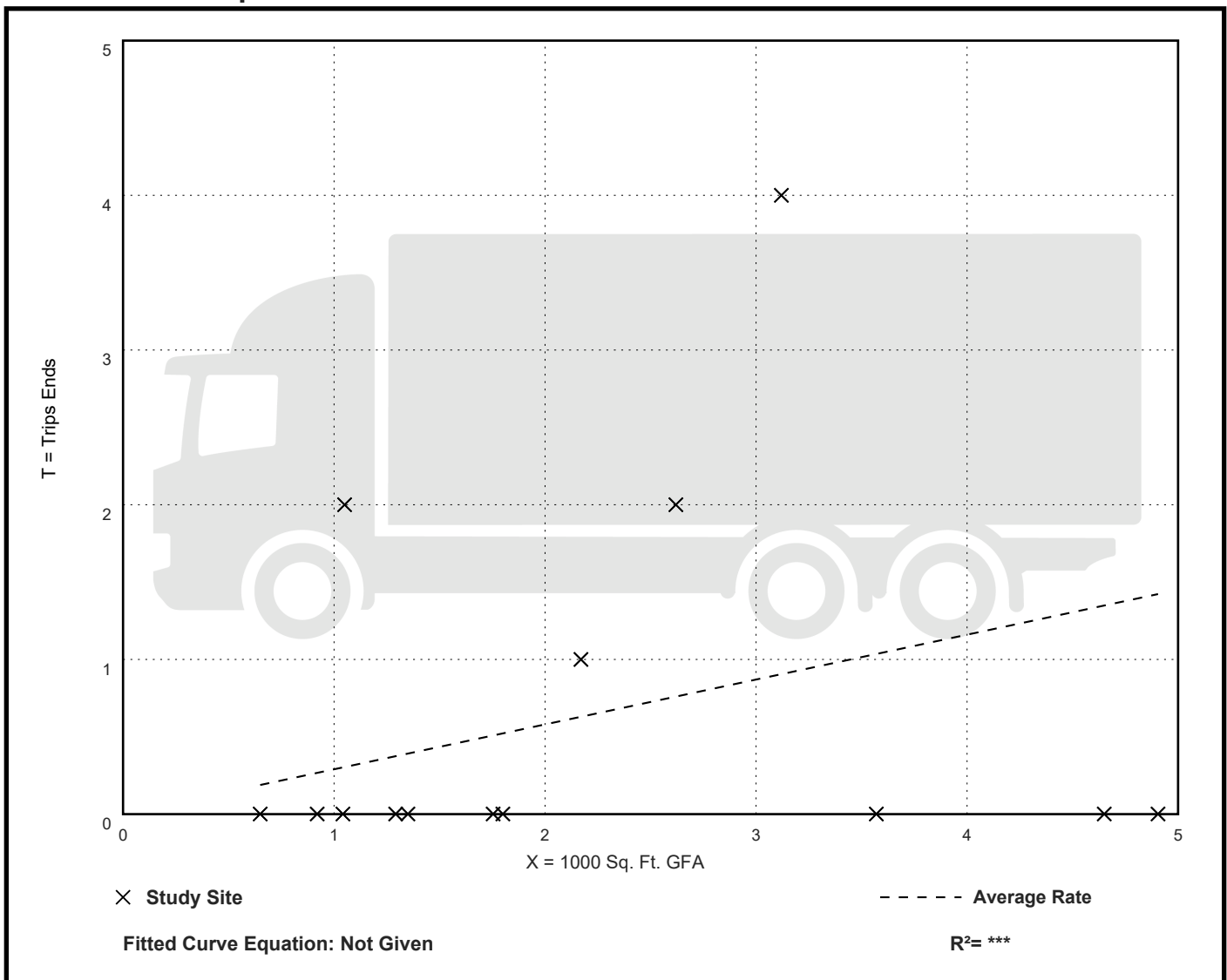
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 56% entering, 44% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.29	0.00 - 1.90	0.54

Data Plot and Equation



Automobile Sales (Used) (841)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

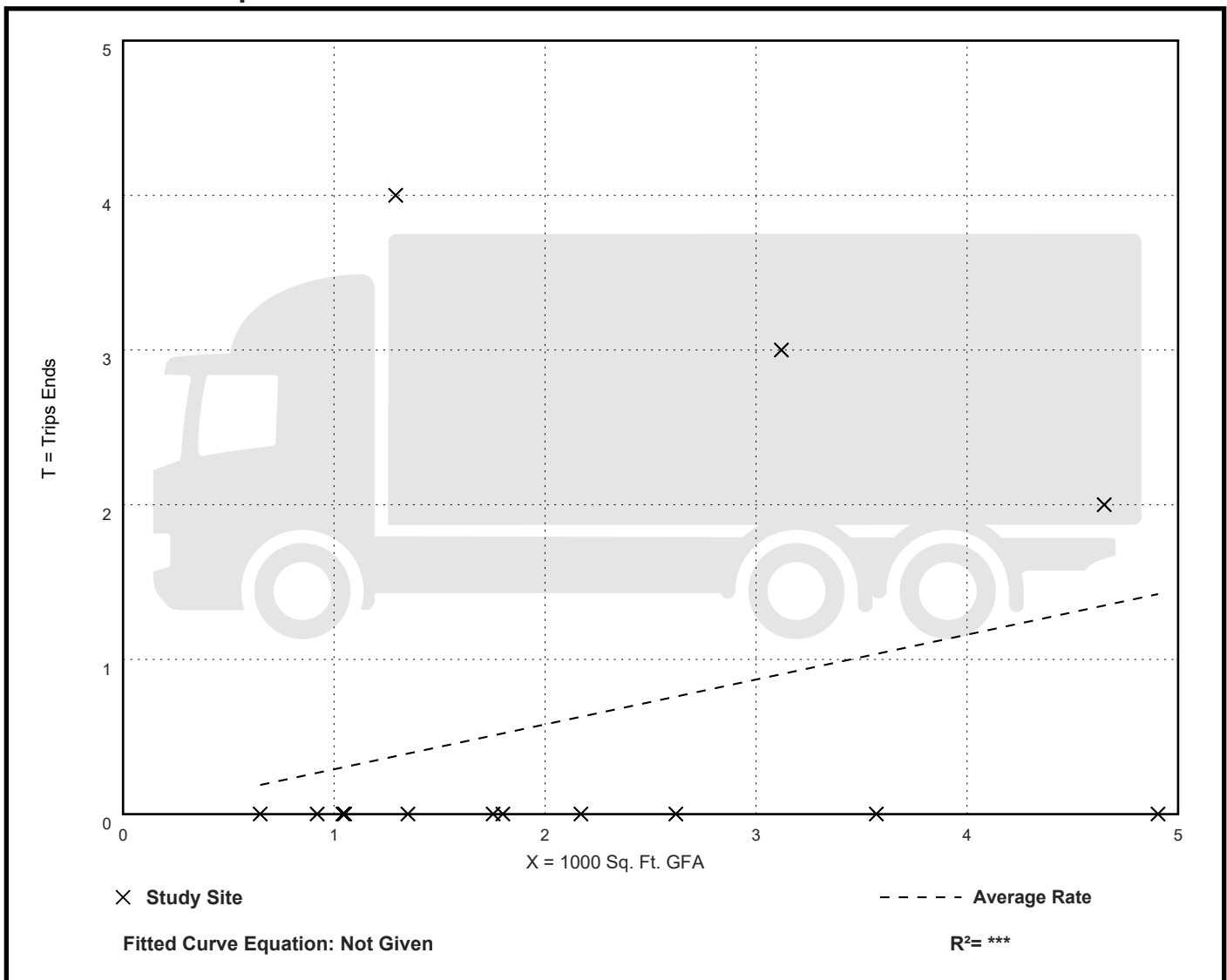
Avg. 1000 Sq. Ft. GFA: 2

Directional Distribution: 44% entering, 56% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.29	0.00 - 3.10	0.69

Data Plot and Equation



Automobile Sales (Used) (841)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 14

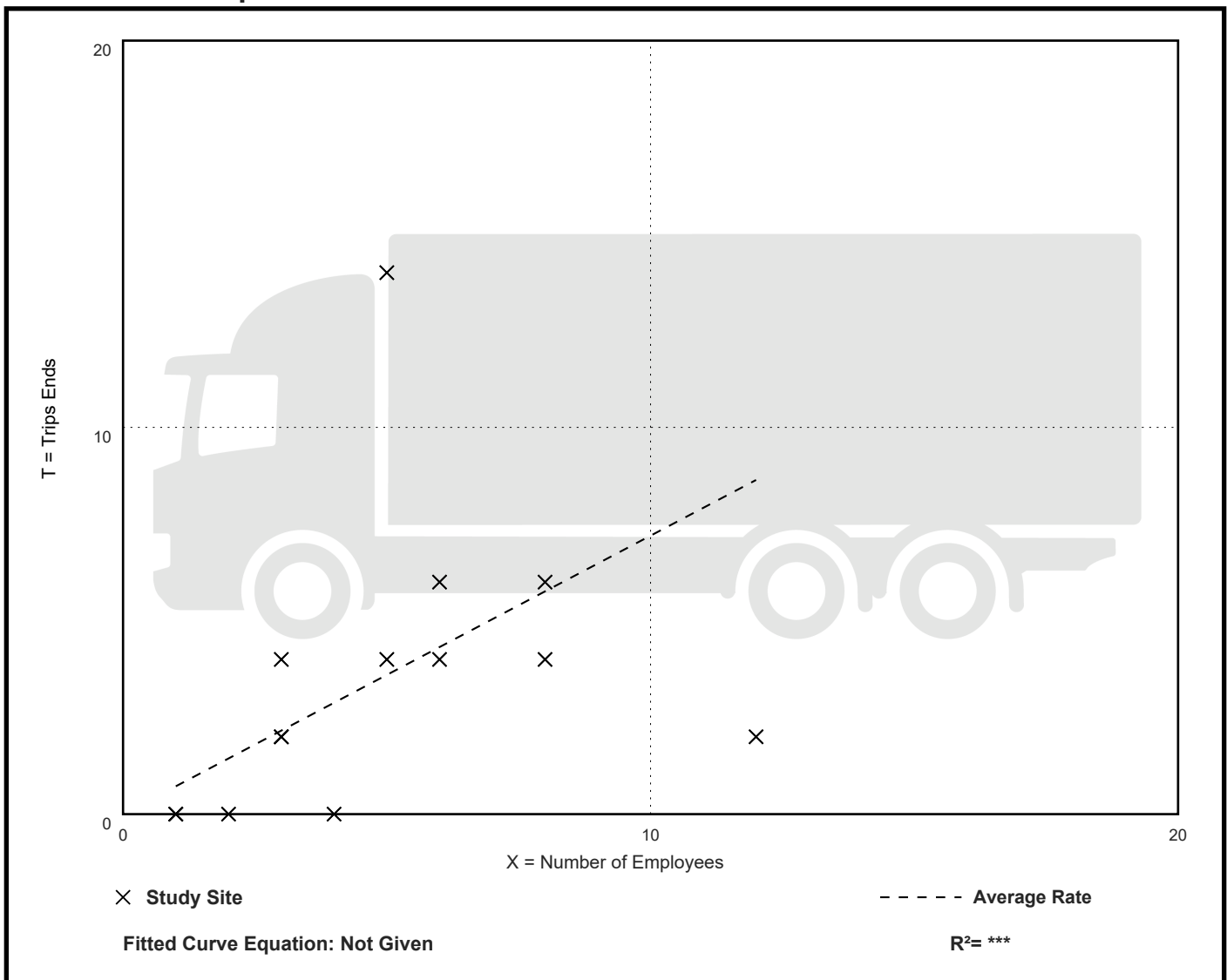
Avg. Num. of Employees: 5

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.72	0.00 - 2.80	0.71

Data Plot and Equation



Automobile Sales (Used) (841)

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: 8

Avg. Num. of Employees: 5

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



Automobile Sales (Used) (841)

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: 14

Avg. Num. of Employees: 5

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



Automobile Sales (Used) (841)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

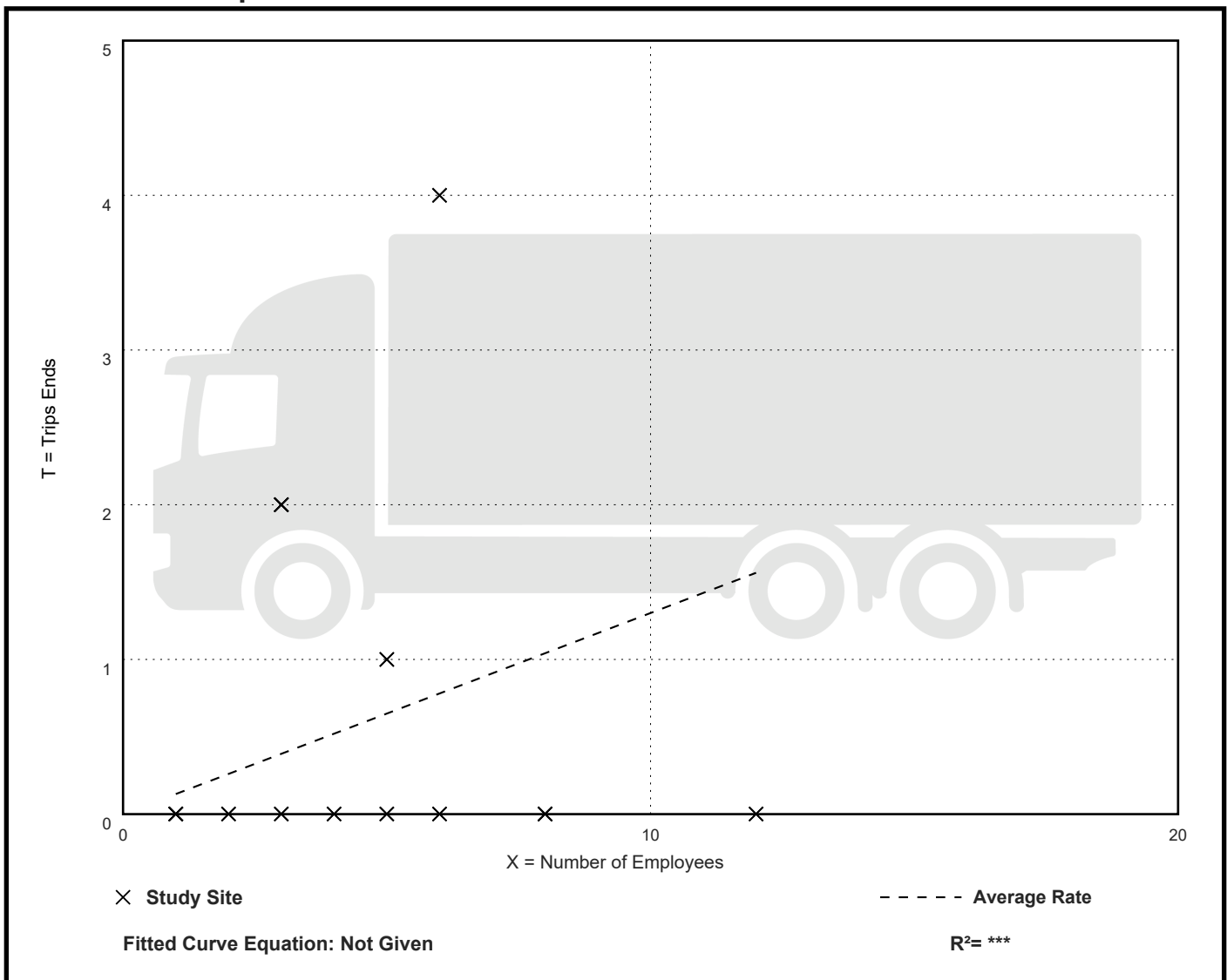
Avg. Num. of Employees: 5

Directional Distribution: 56% entering, 44% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.67	0.26

Data Plot and Equation



Automobile Sales (Used) (841)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 14

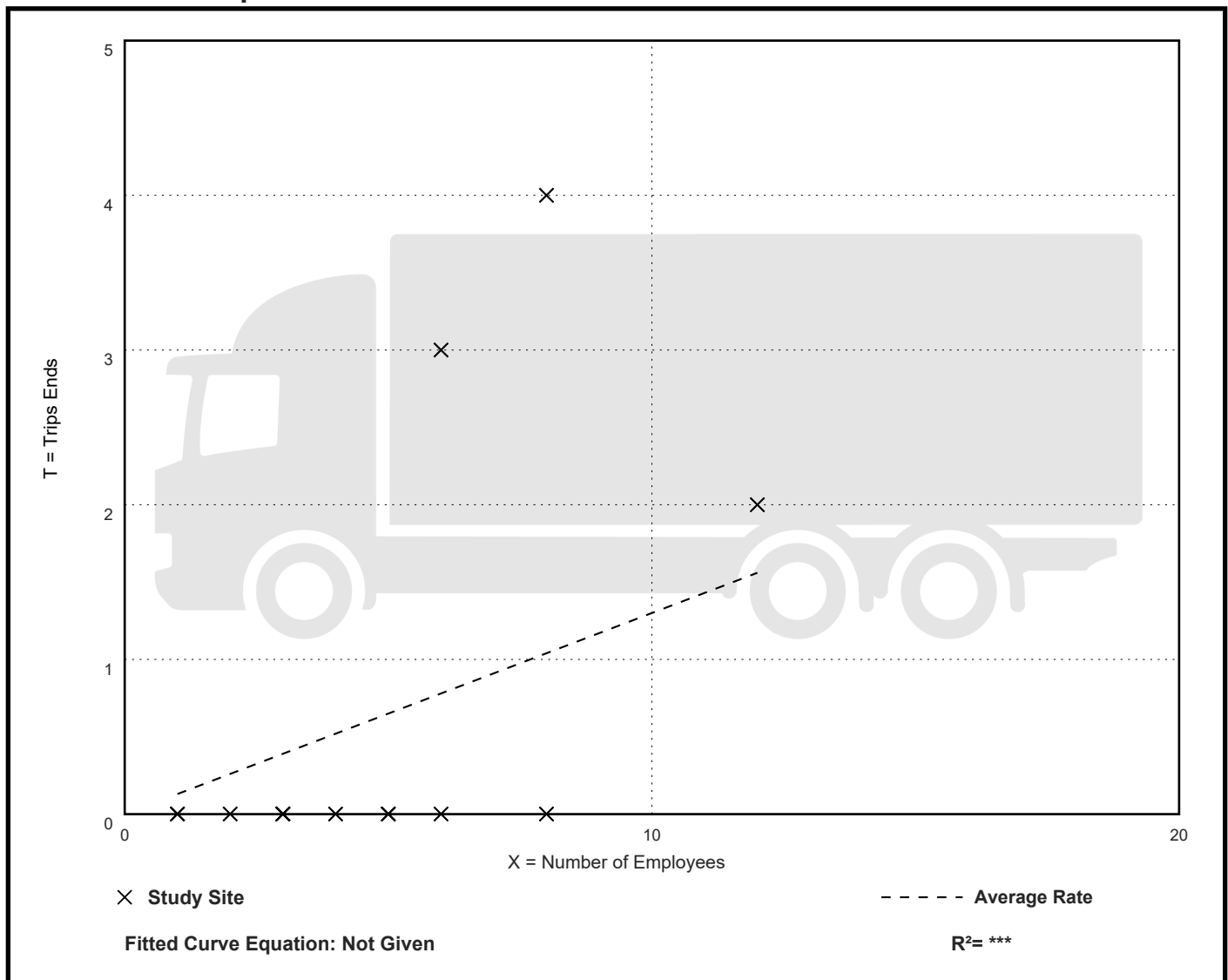
Avg. Num. of Employees: 5

Directional Distribution: 44% entering, 56% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.50	0.21

Data Plot and Equation



Recreational Vehicle Sales (842)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

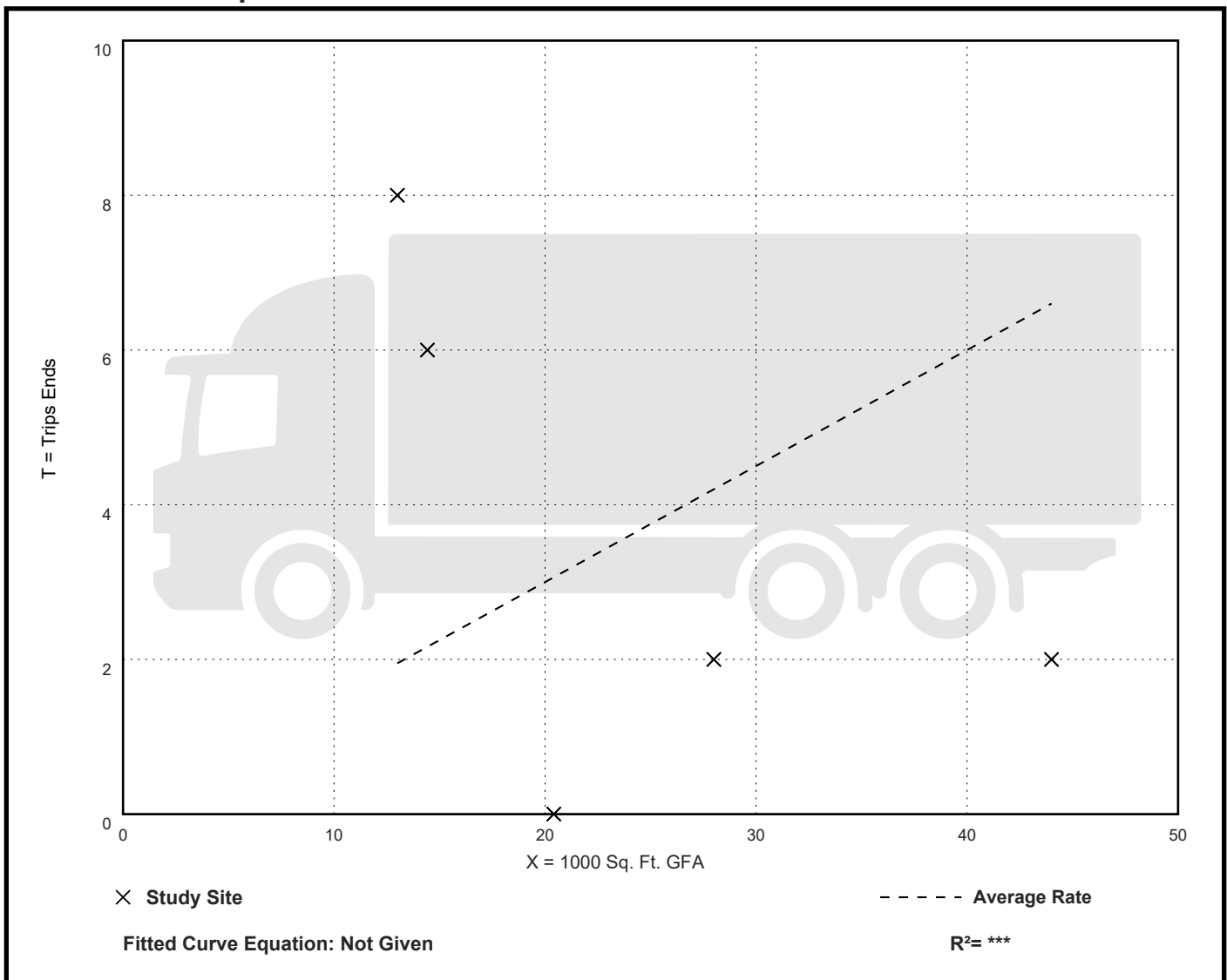
Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.00 - 0.62	0.23

Data Plot and Equation



Recreational Vehicle Sales (842)

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

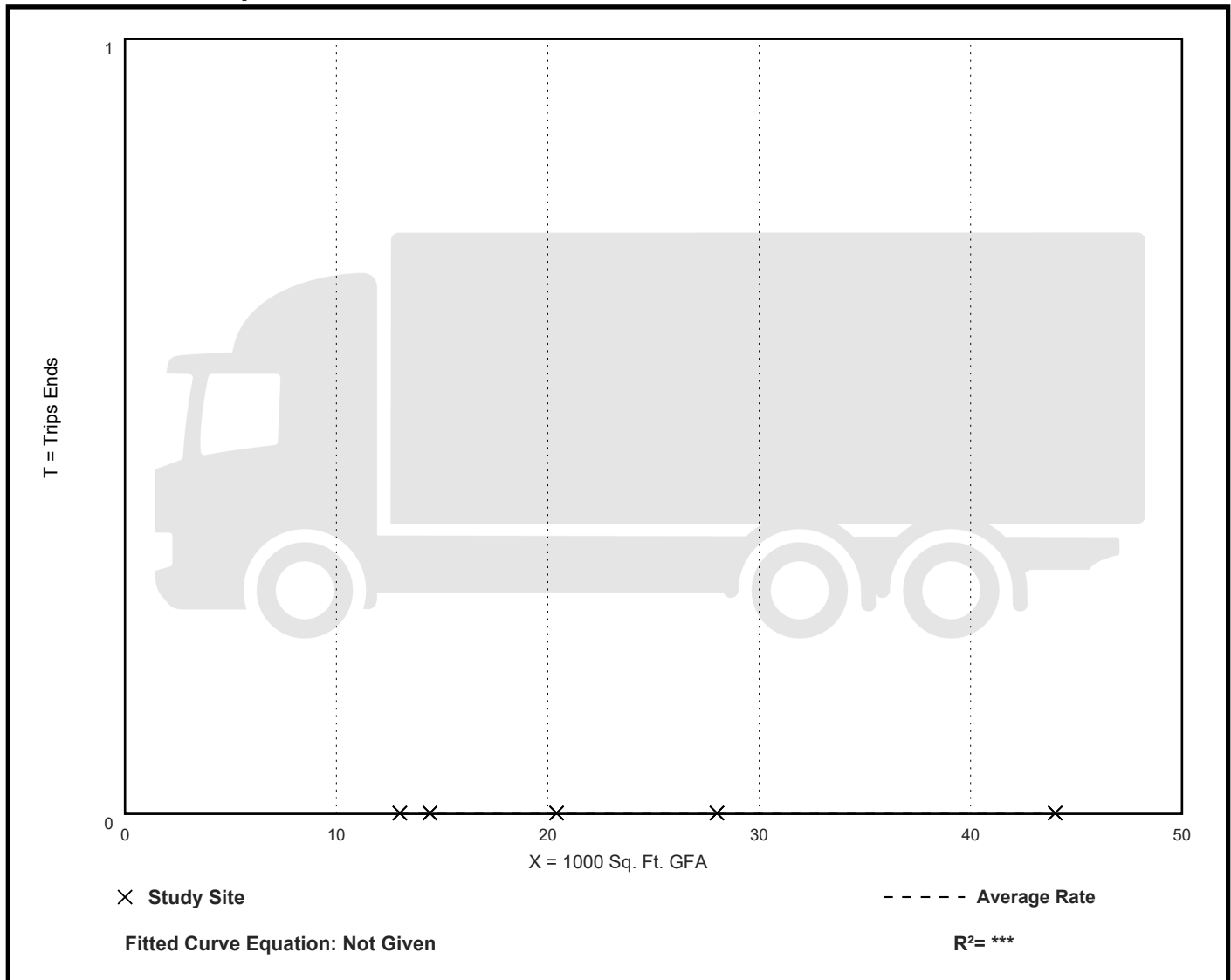
Avg. 1000 Sq. Ft. GFA: 24

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



Recreational Vehicle Sales (842)

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

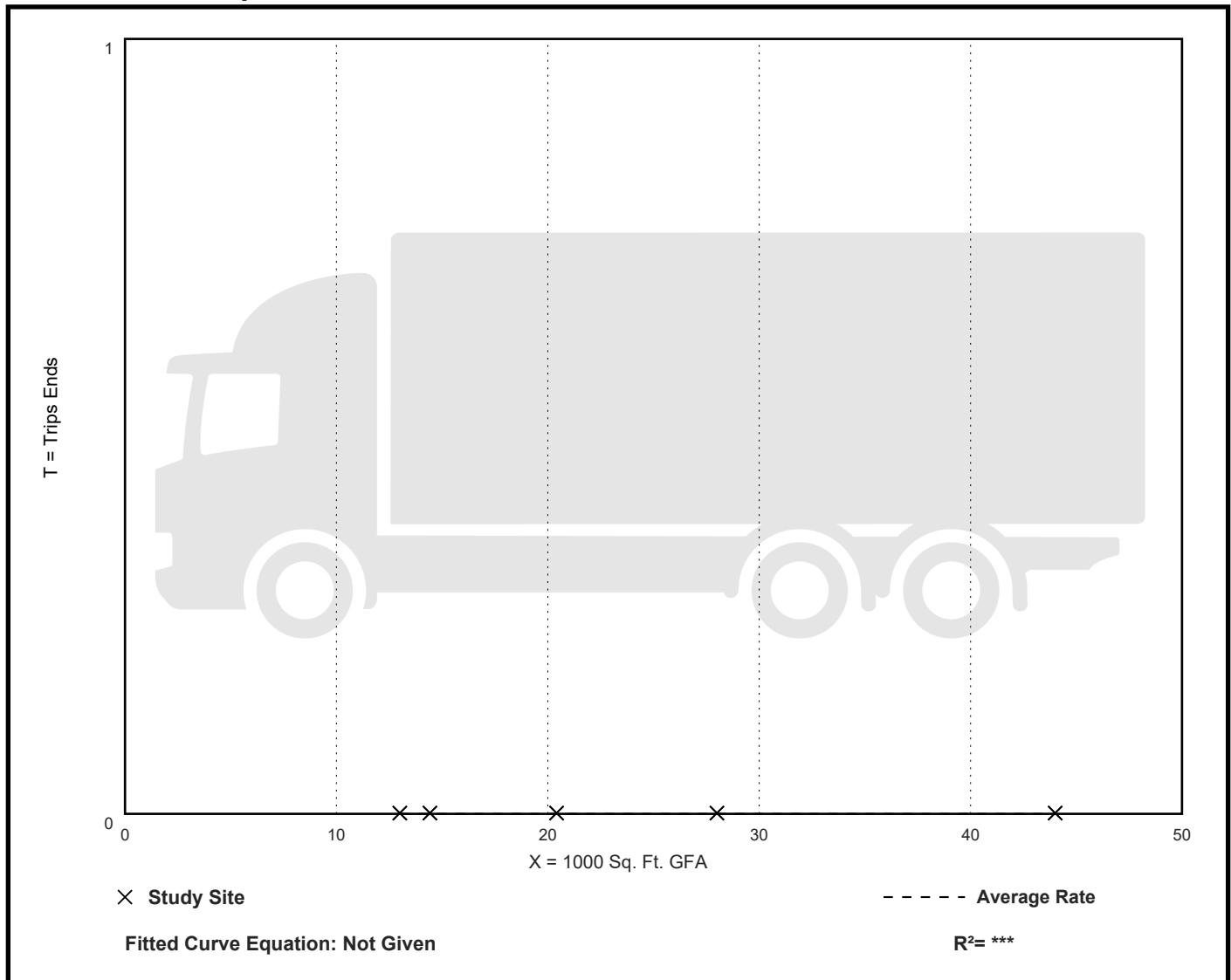
Avg. 1000 Sq. Ft. GFA: 24

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



Recreational Vehicle Sales (842)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

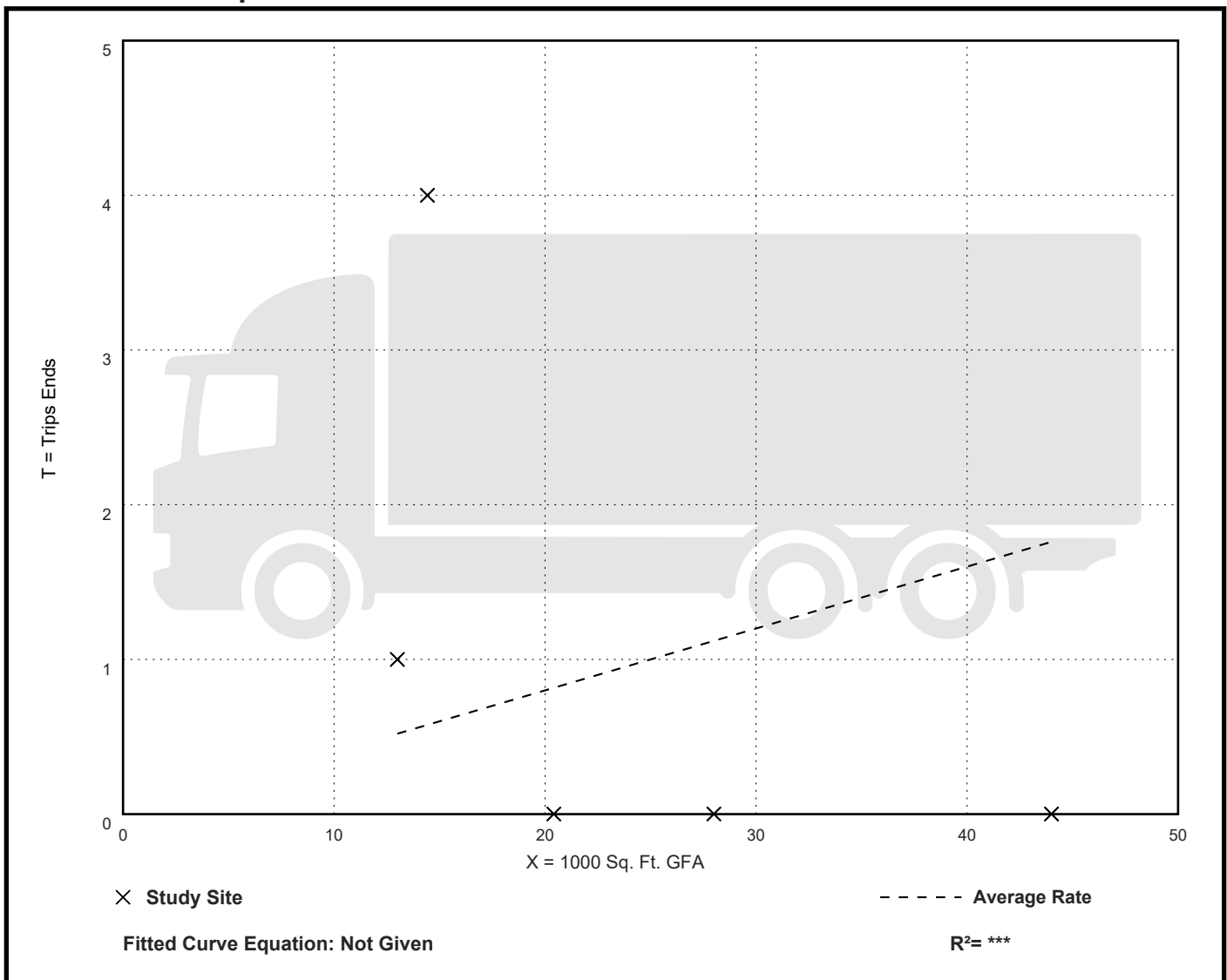
Avg. 1000 Sq. Ft. GFA: 24

Directional Distribution: 60% entering, 40% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.28	0.10

Data Plot and Equation



Recreational Vehicle Sales (842)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

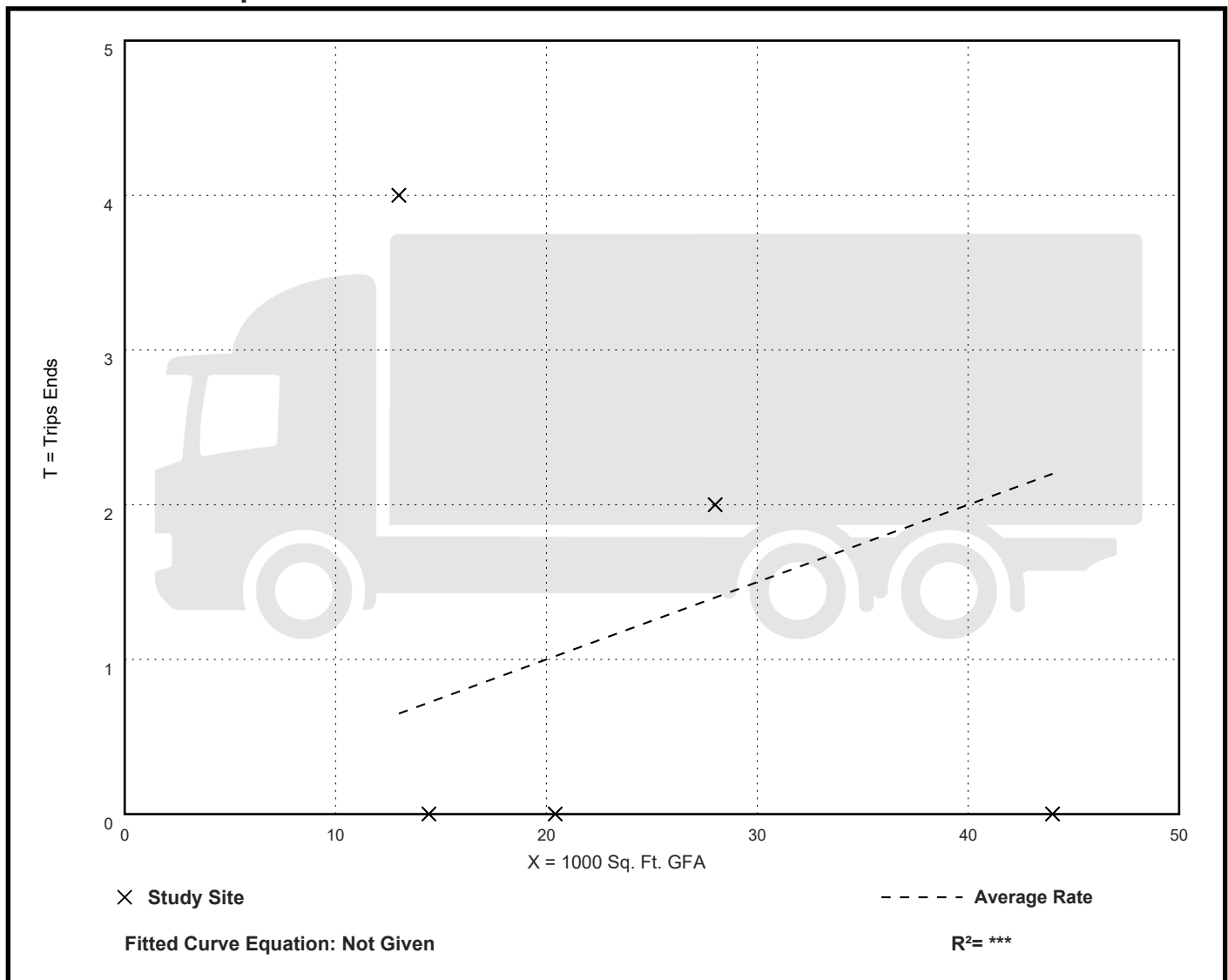
Avg. 1000 Sq. Ft. GFA: 24

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 - 0.31	0.11

Data Plot and Equation



Recreational Vehicle Sales (842)

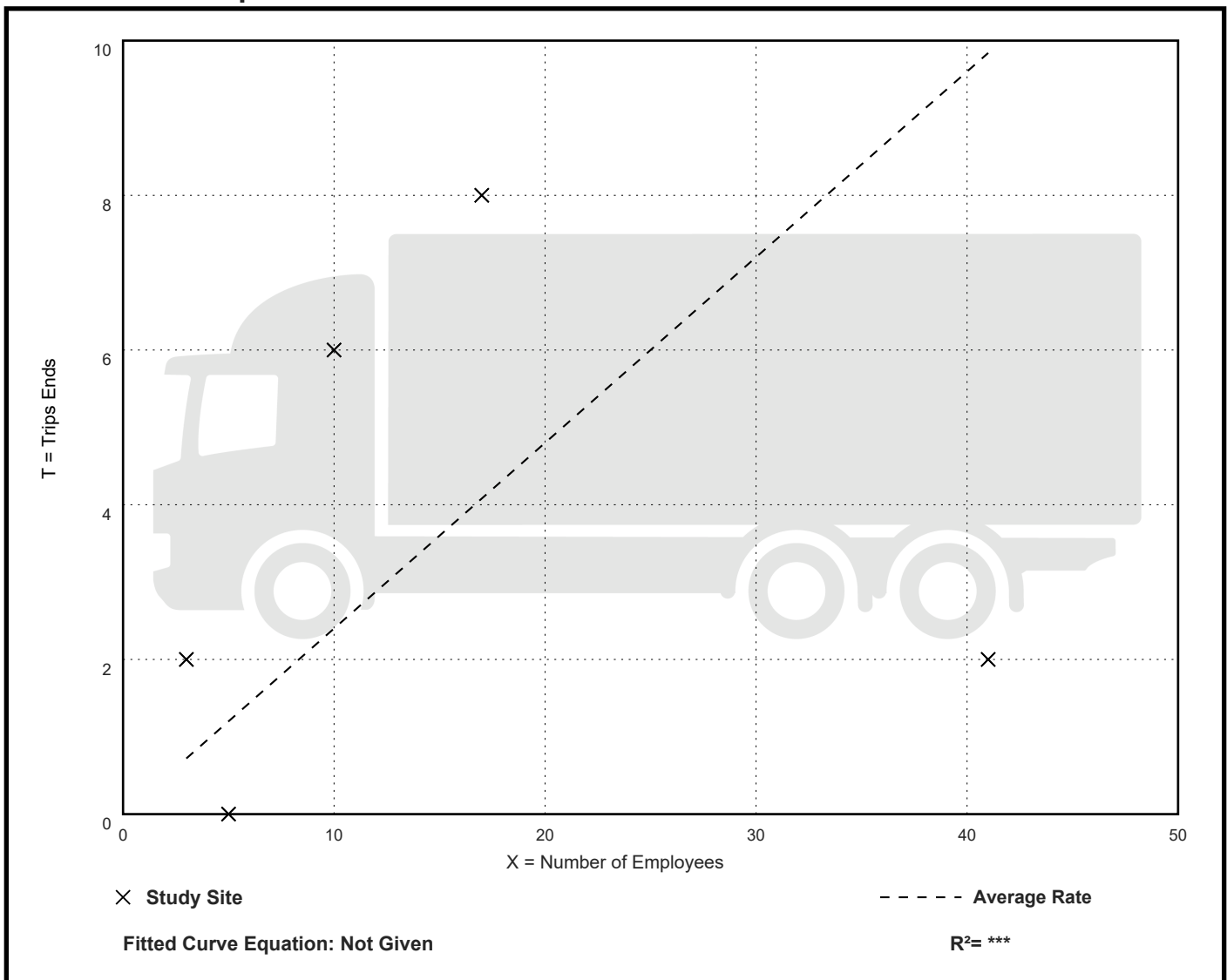
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Employees: 15
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.24	0.00 - 0.67	0.27

Data Plot and Equation



Recreational Vehicle Sales (842)

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: 5

Avg. Num. of Employees: 15

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



Recreational Vehicle Sales (842)

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: 15

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



Recreational Vehicle Sales (842)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

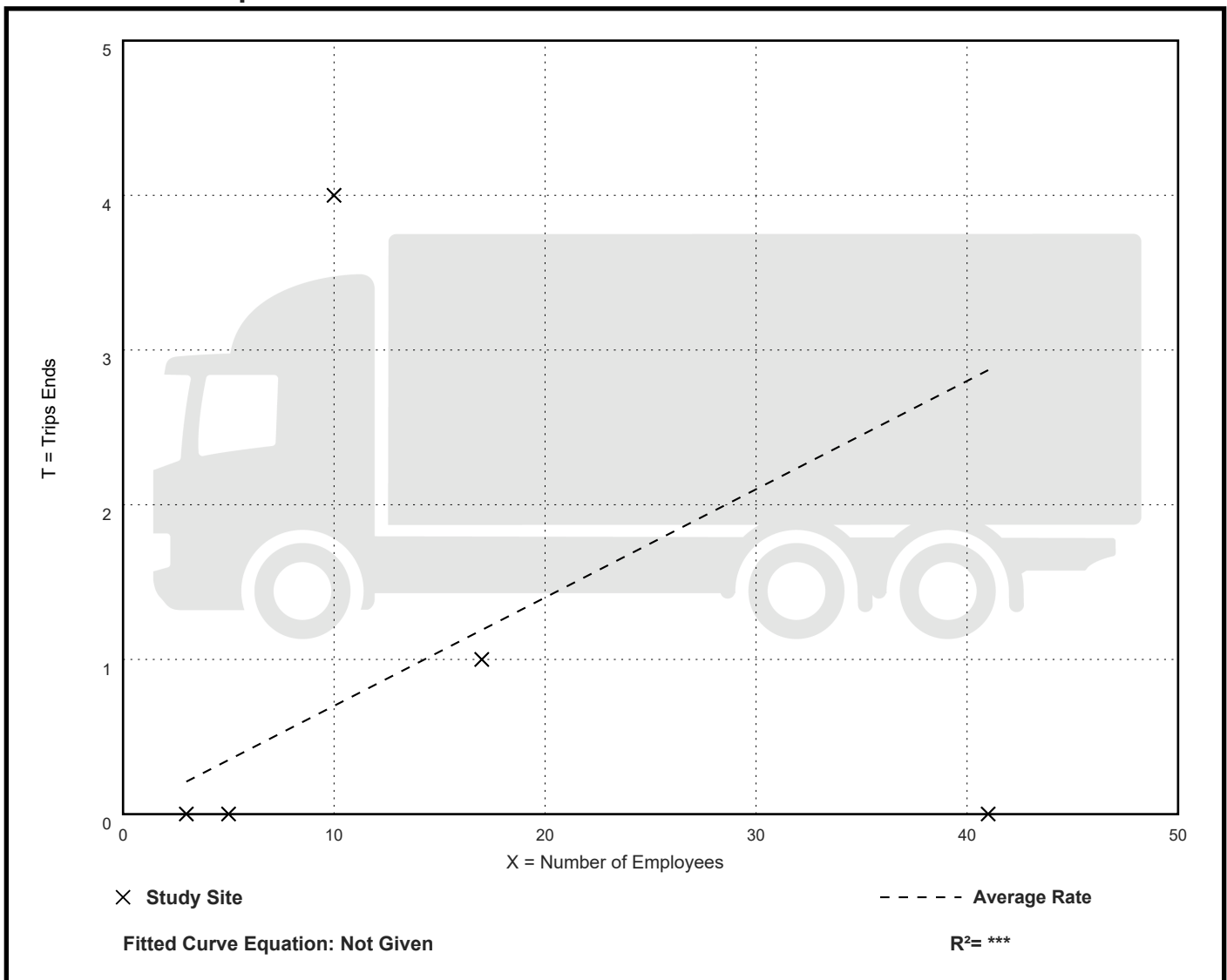
Avg. Num. of Employees: 15

Directional Distribution: 60% entering, 40% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.40	0.15

Data Plot and Equation



Recreational Vehicle Sales (842)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

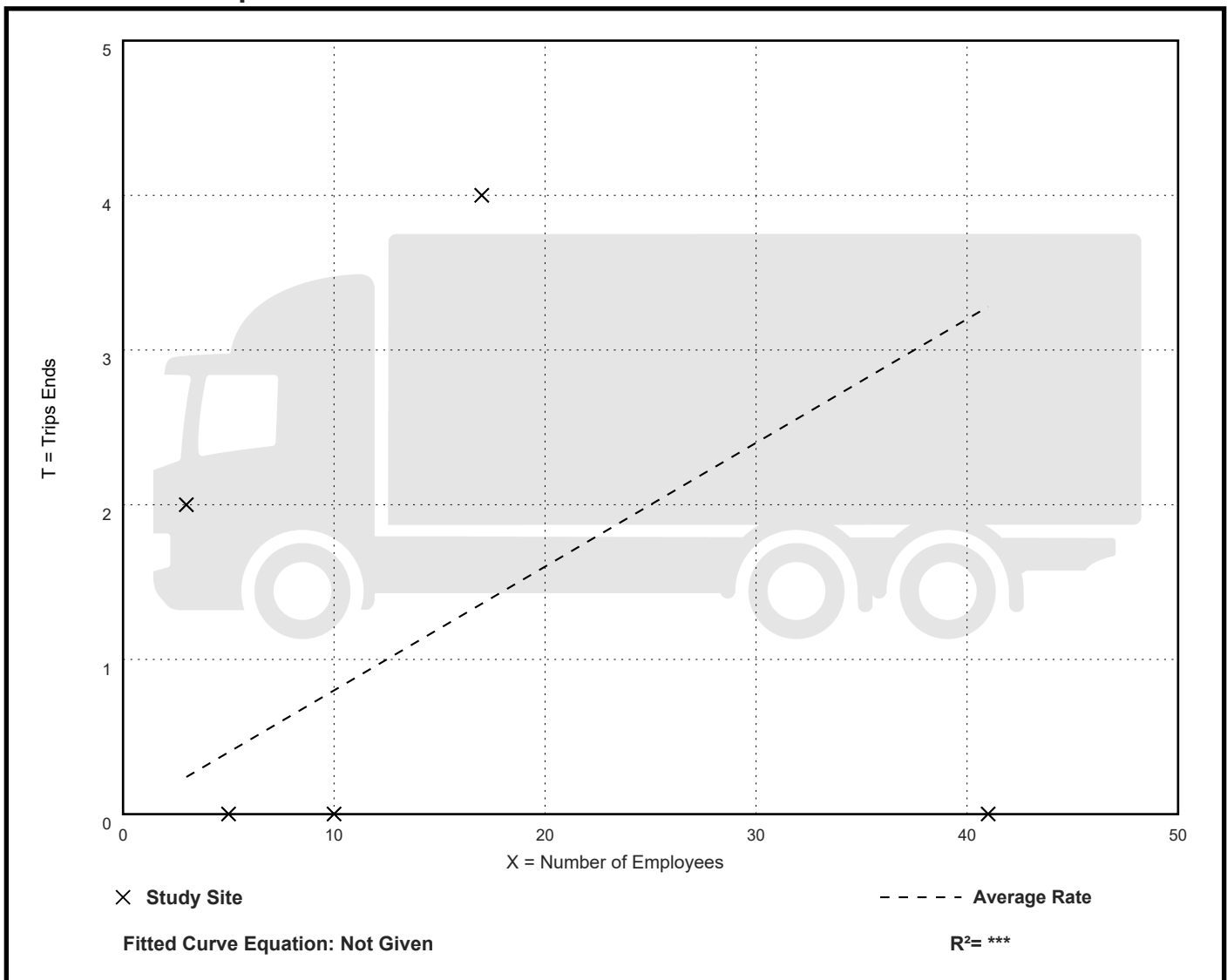
Avg. Num. of Employees: 15

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.67	0.17

Data Plot and Equation



Automobile Parts Sales (843)

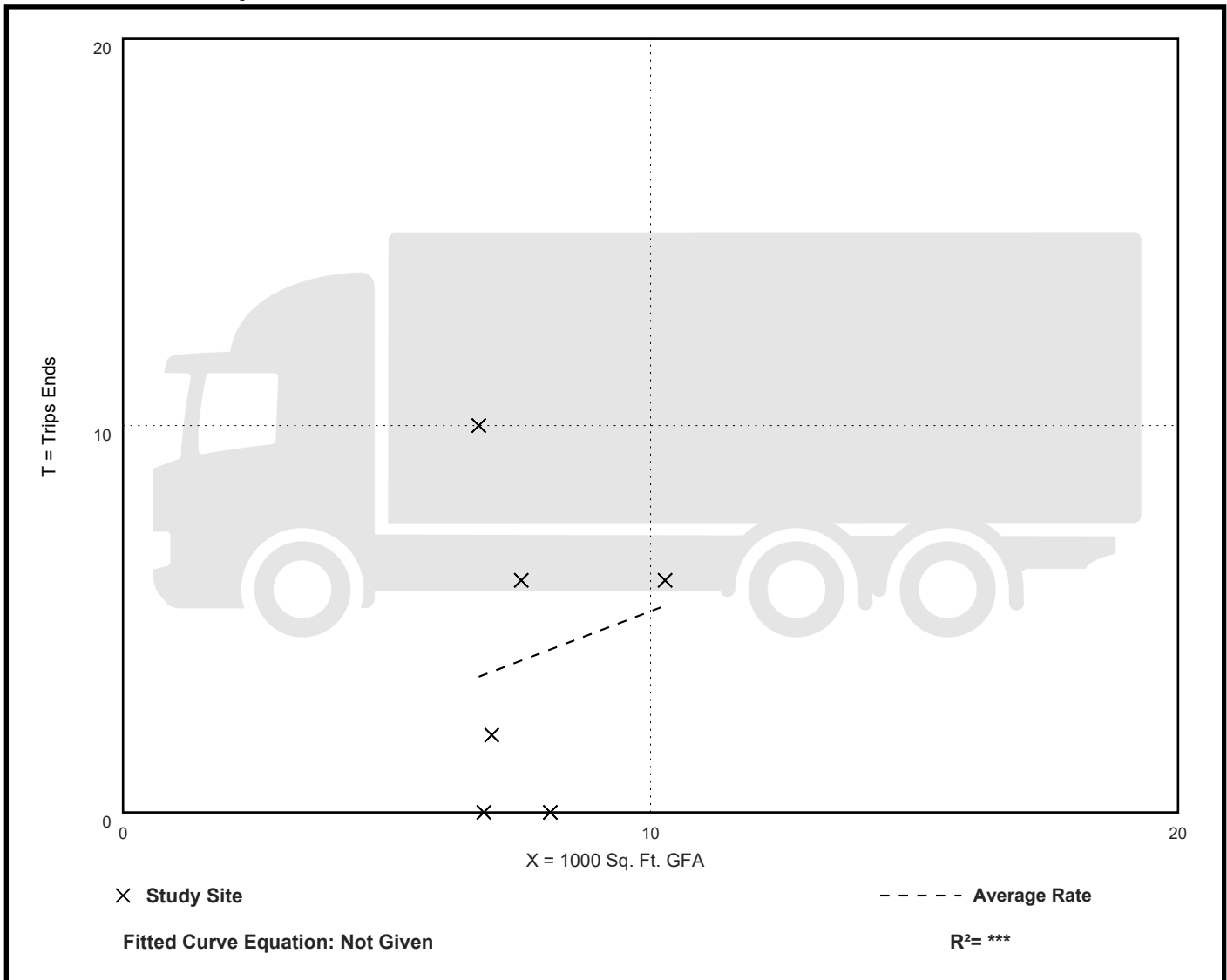
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 8
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.52	0.00 - 1.48	0.54

Data Plot and Equation



Automobile Parts Sales (843)

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: 6

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



Automobile Parts Sales (843)

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: 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



Automobile Parts Sales (843)

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

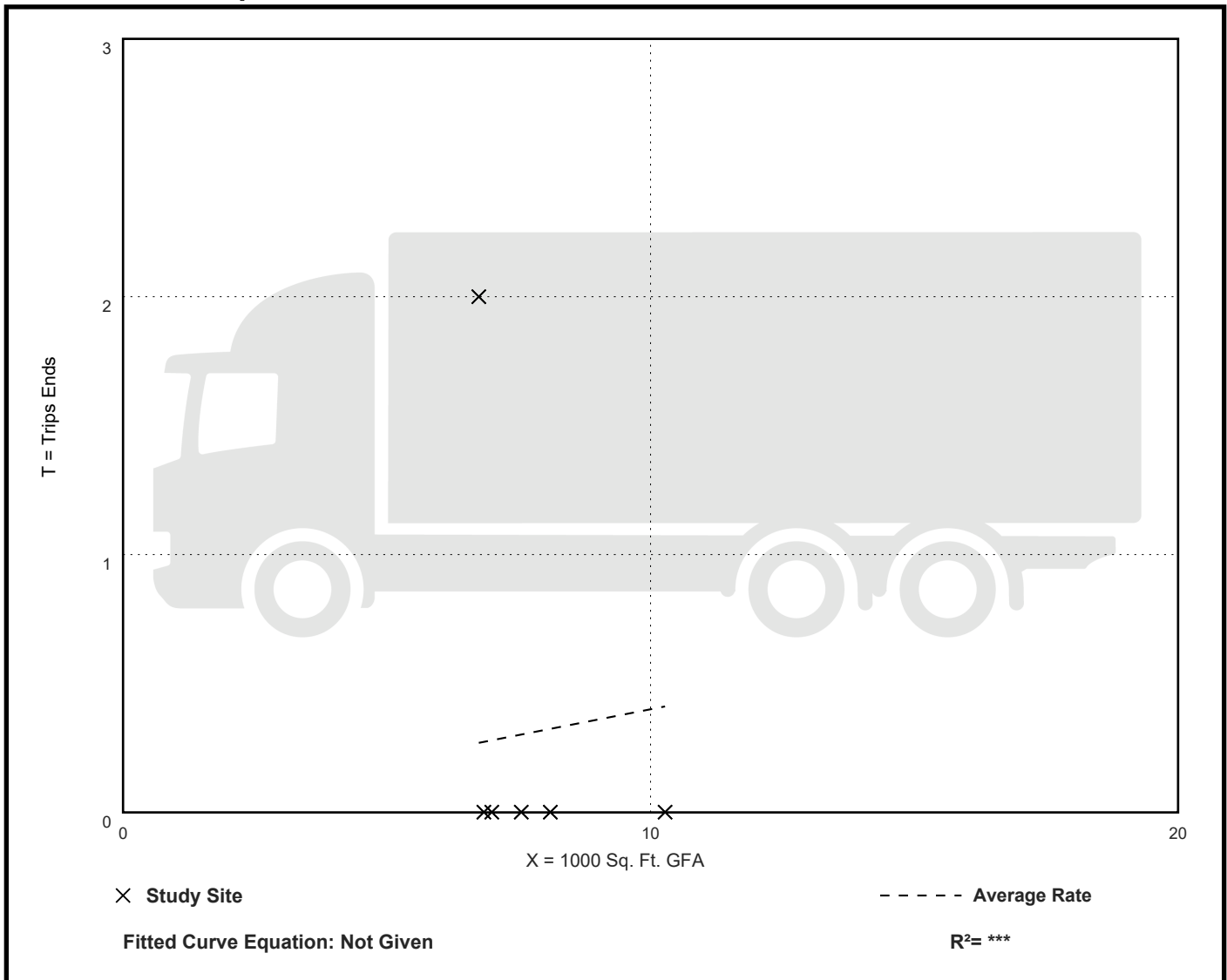
Avg. 1000 Sq. Ft. GFA: 8

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 - 0.30	0.11

Data Plot and Equation



Automobile Parts Sales (843)

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

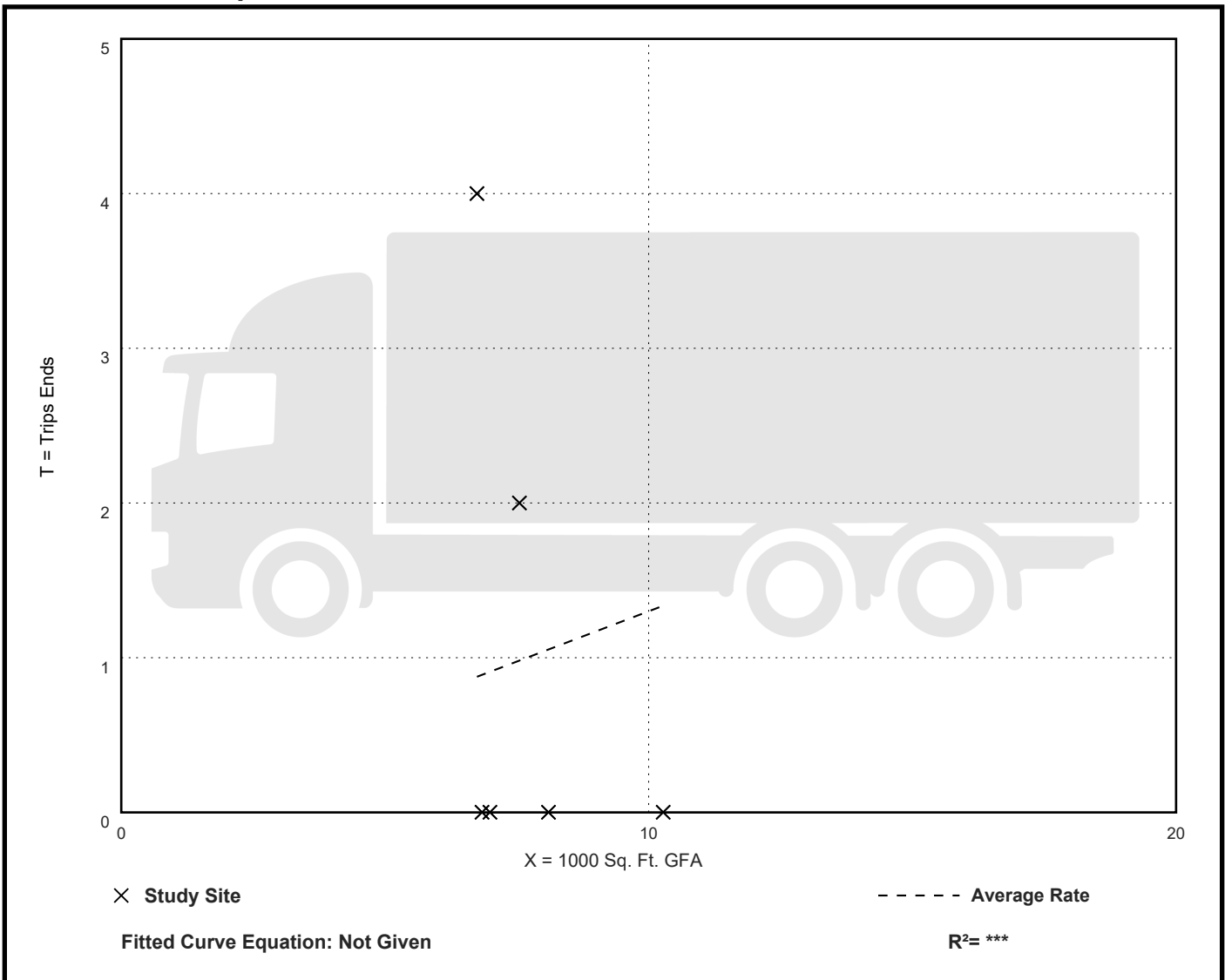
Avg. 1000 Sq. Ft. GFA: 8

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.59	0.23

Data Plot and Equation



Automobile Parts Sales (843)

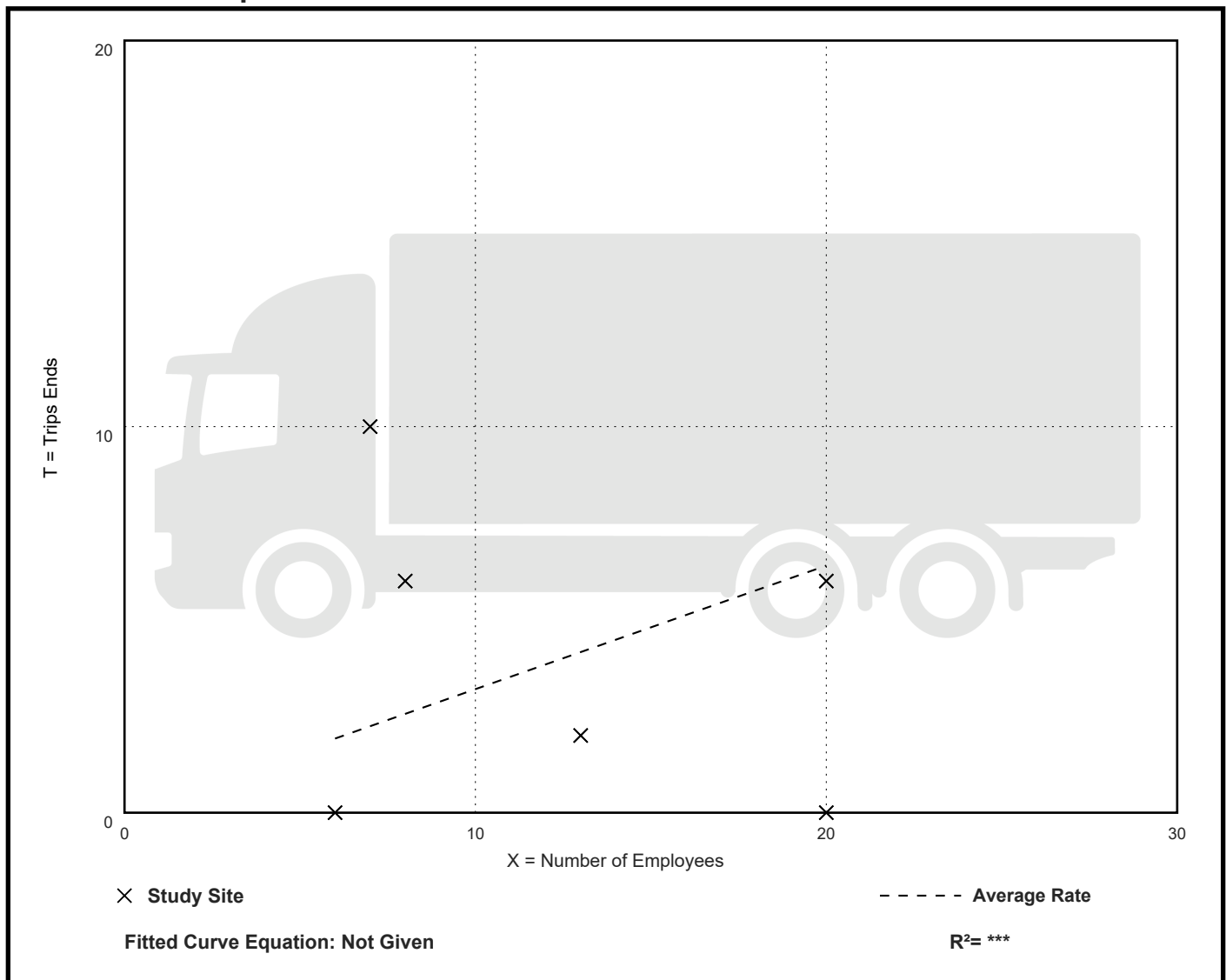
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Employees: 12
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.32	0.00 - 1.43	0.46

Data Plot and Equation



Automobile Parts Sales (843)

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: 6

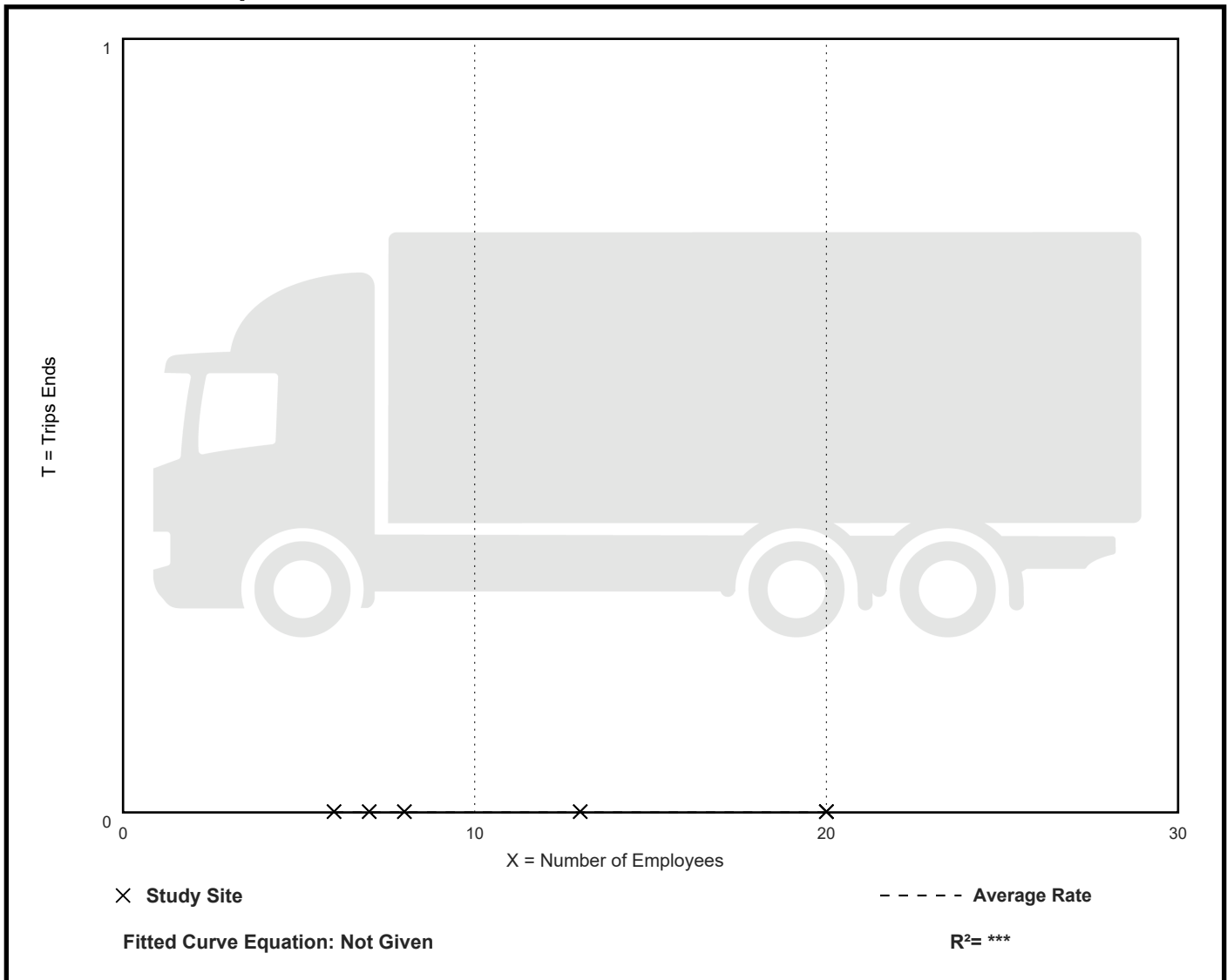
Avg. Num. of Employees: 12

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



Automobile Parts Sales (843)

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

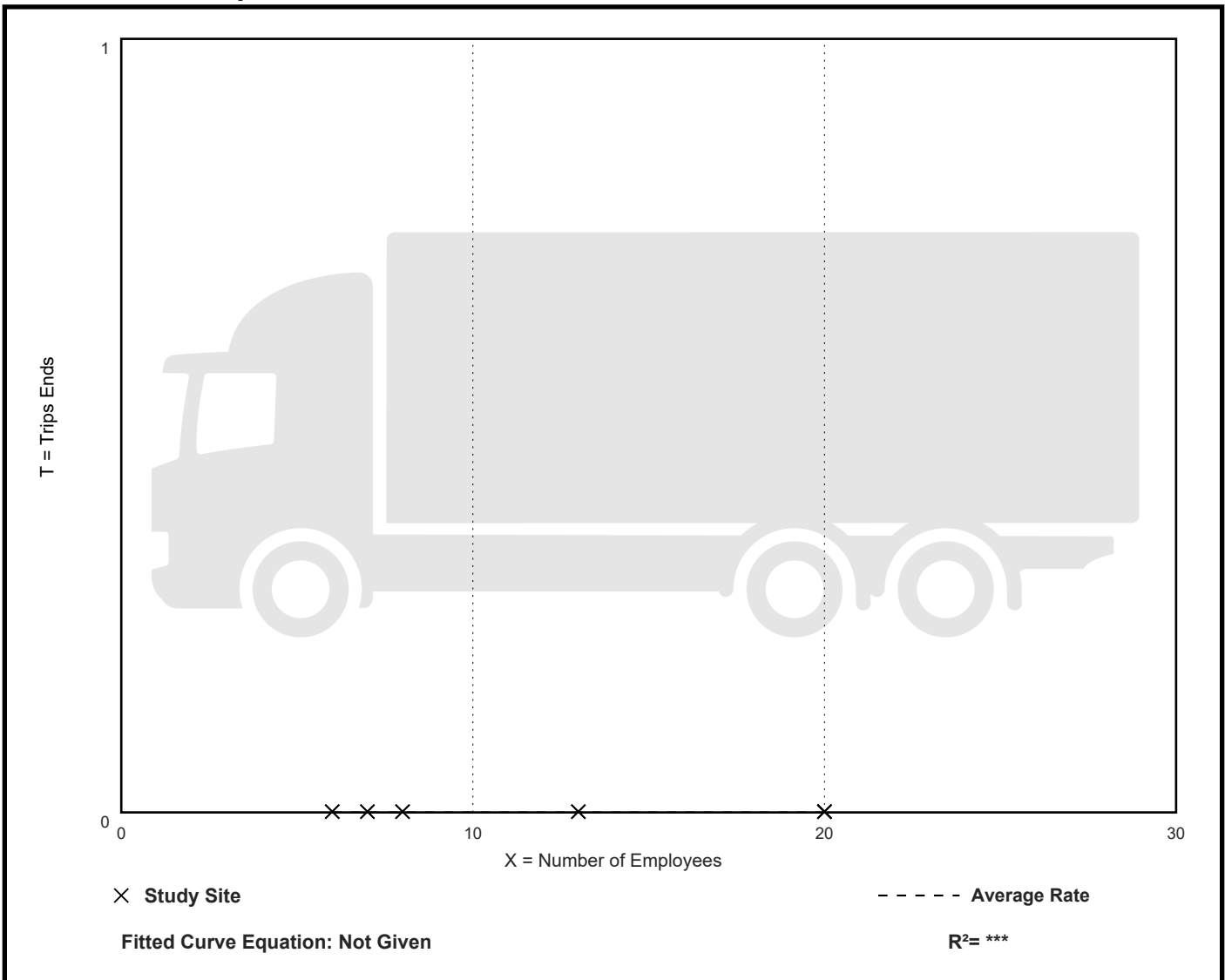
Avg. Num. of Employees: 12

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



Automobile Parts Sales (843)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

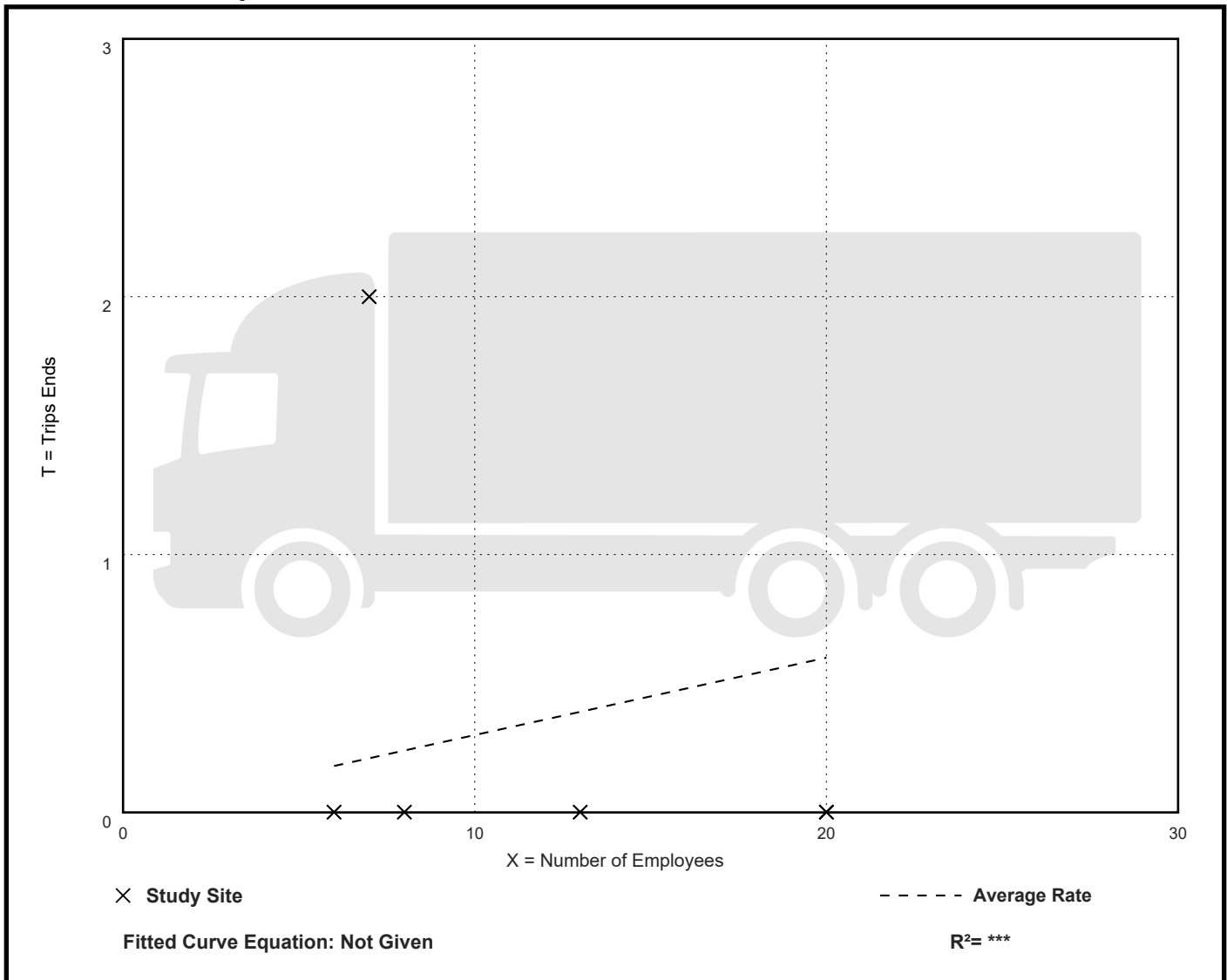
Avg. Num. of Employees: 12

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.29	0.09

Data Plot and Equation



Automobile Parts Sales (843)

Truck Trip Ends vs: Employees

**On a: Weekday,
PM Peak Hour of Generator**

Setting/Location: General Urban/Suburban

Number of Studies: 6

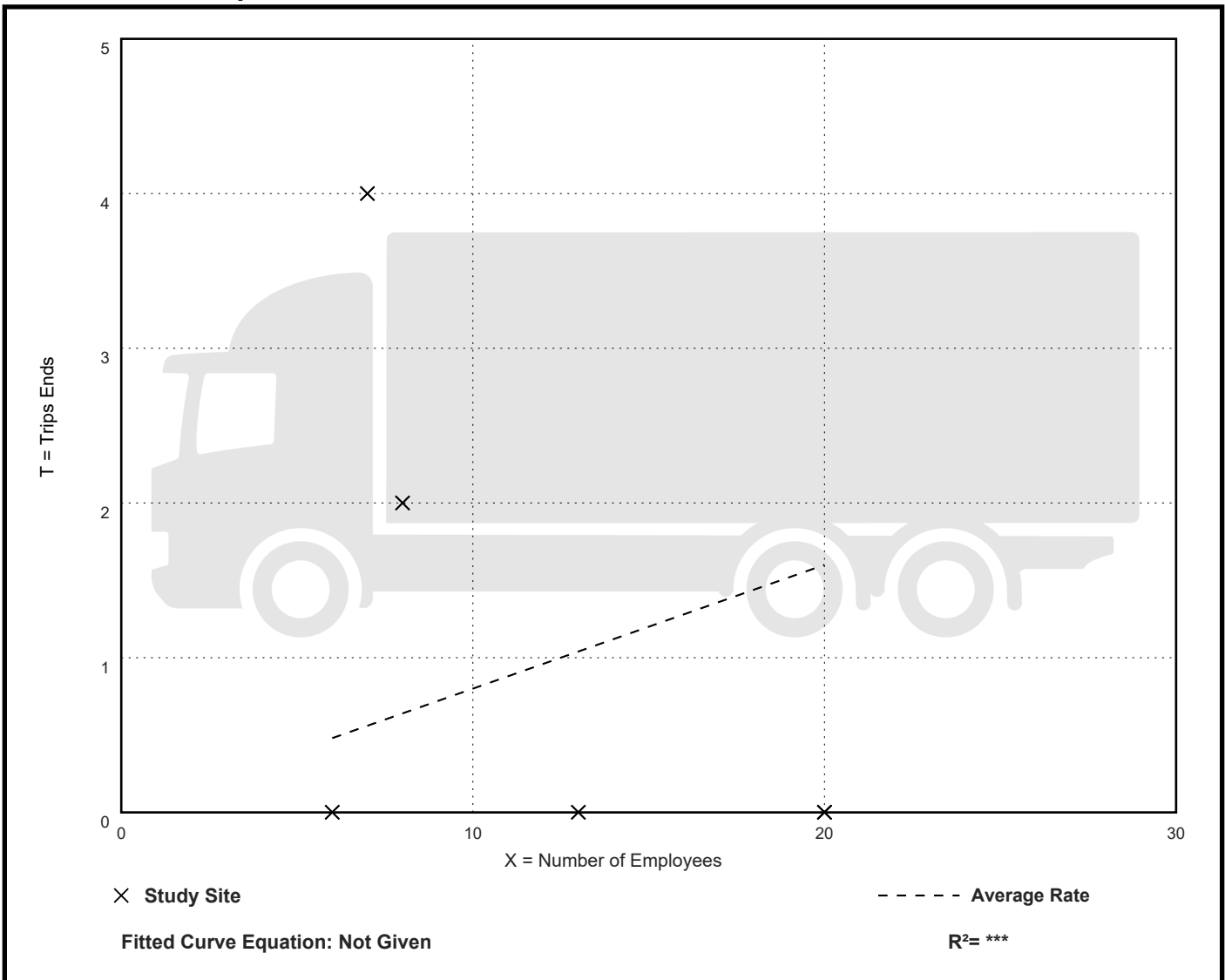
Avg. Num. of Employees: 12

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.57	0.19

Data Plot and Equation



Tire Store (848)

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: 6

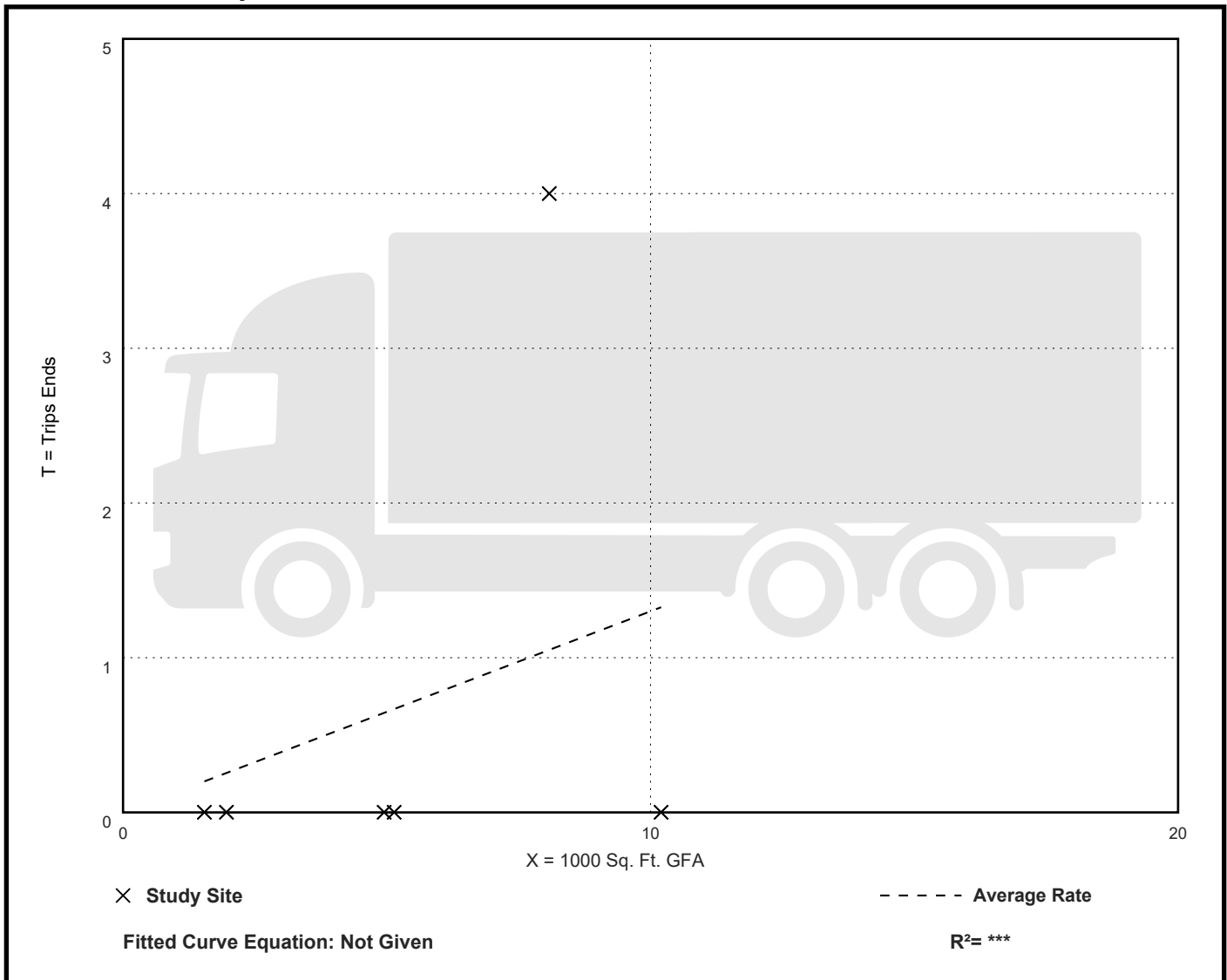
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.50	0.24

Data Plot and Equation



Tire Store (848)

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: 7

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
0.00	0.00 - 0.00	***

Data Plot and Equation



Tire Store (848)

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

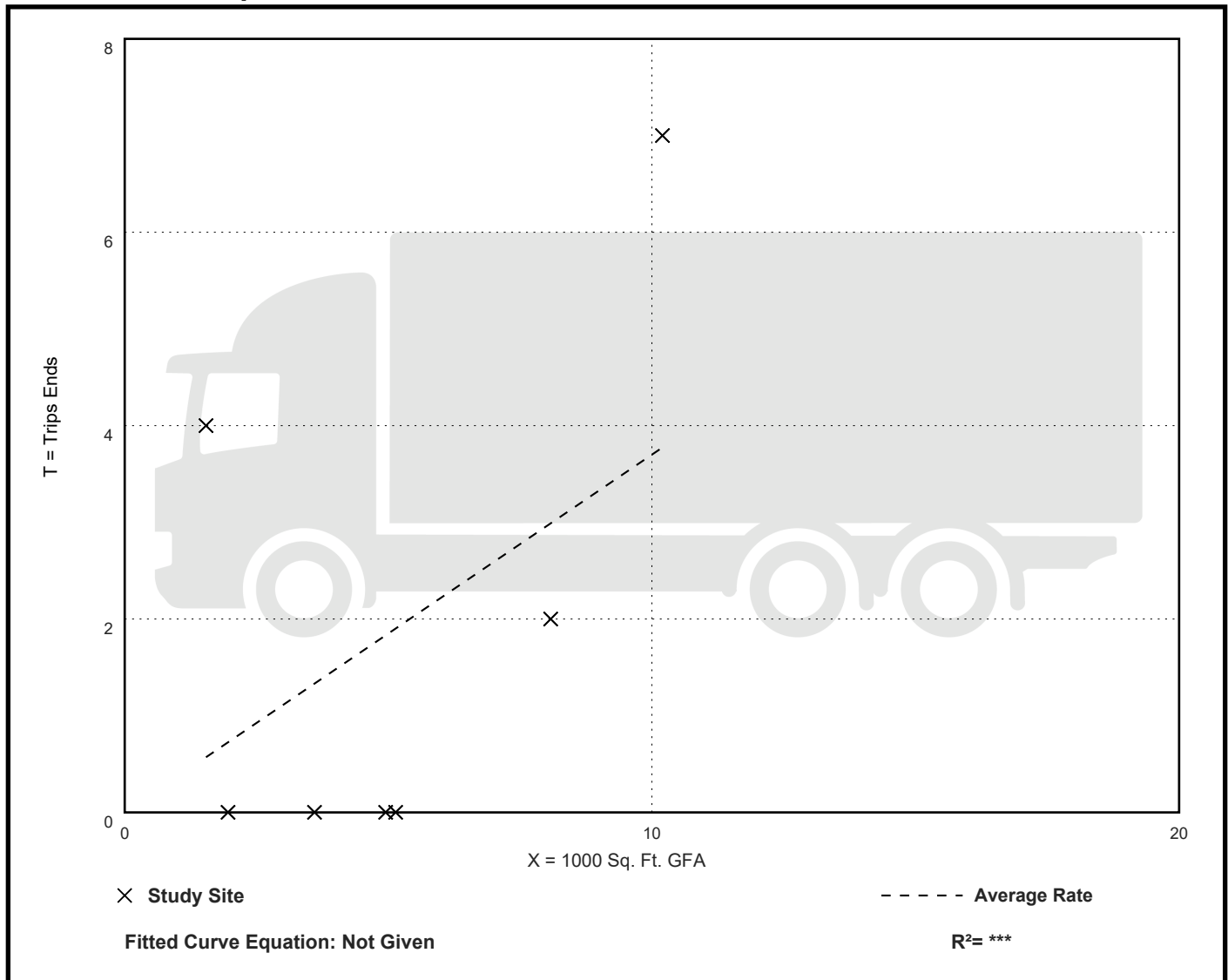
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.37	0.00 - 2.59	0.60

Data Plot and Equation



Tire Store (848)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

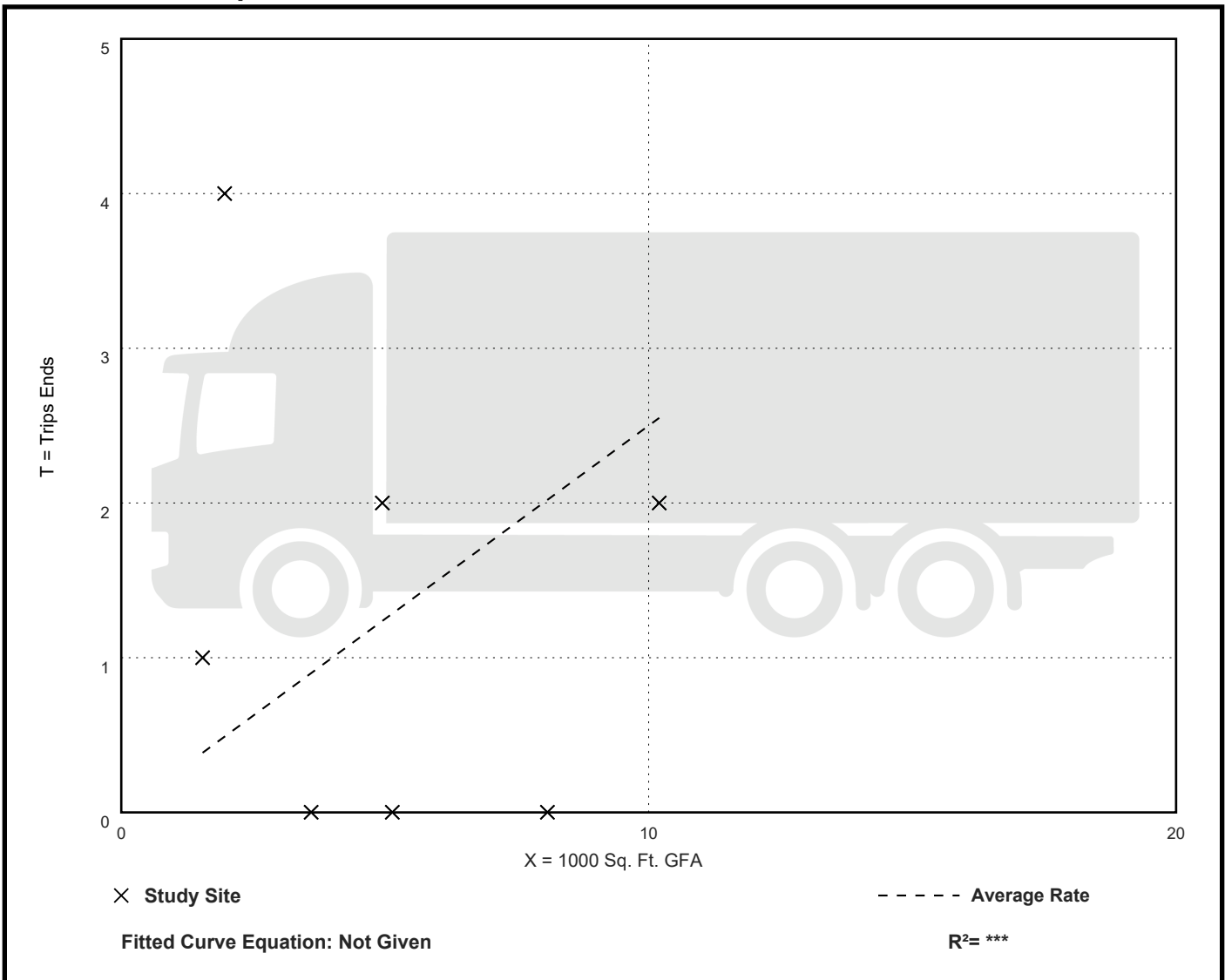
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 56% entering, 44% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.25	0.00 - 2.04	0.50

Data Plot and Equation



Tire Store (848)

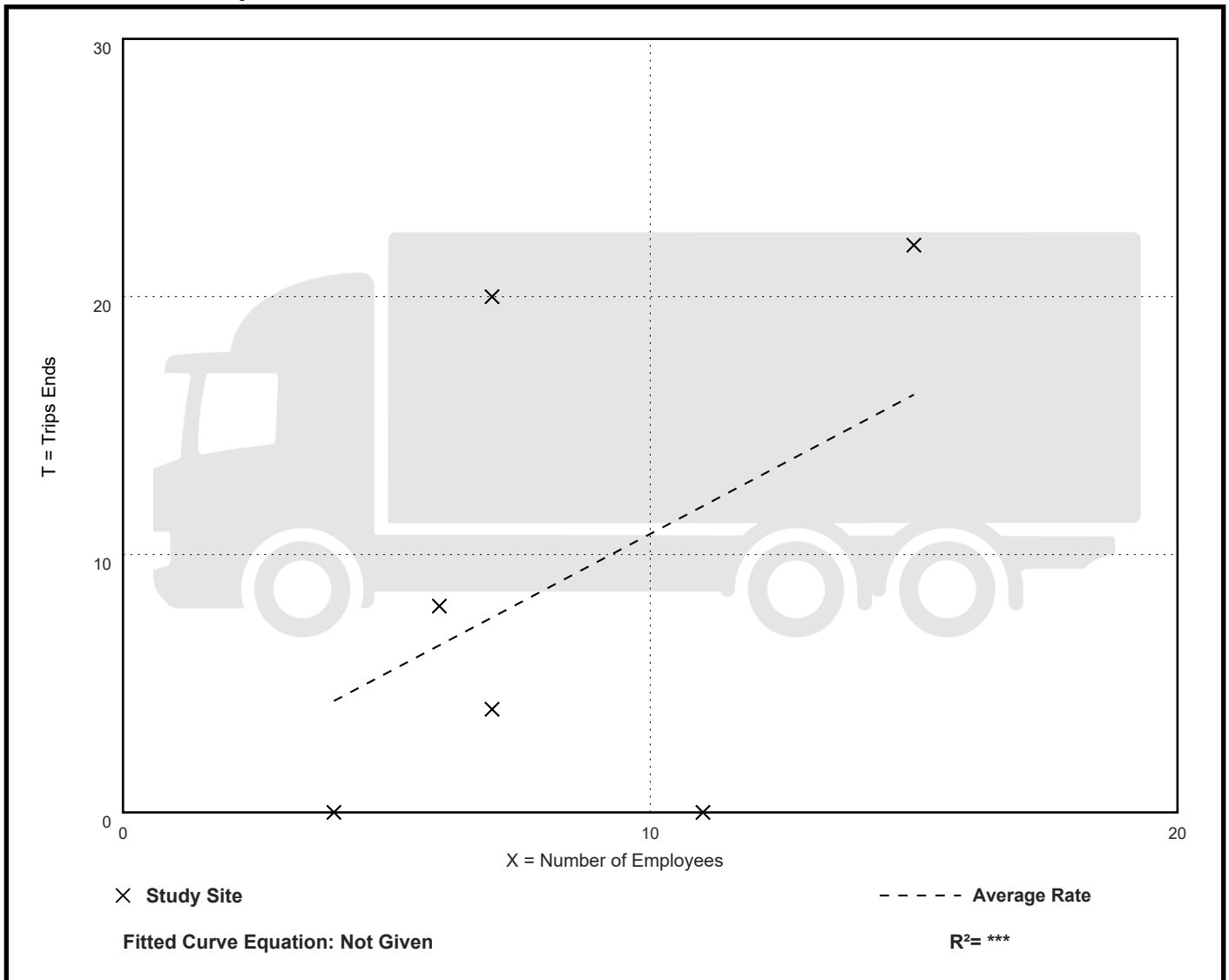
Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Employees: 8
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.08	0.00 - 2.86	1.03

Data Plot and Equation



Tire Store (848)

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: 5

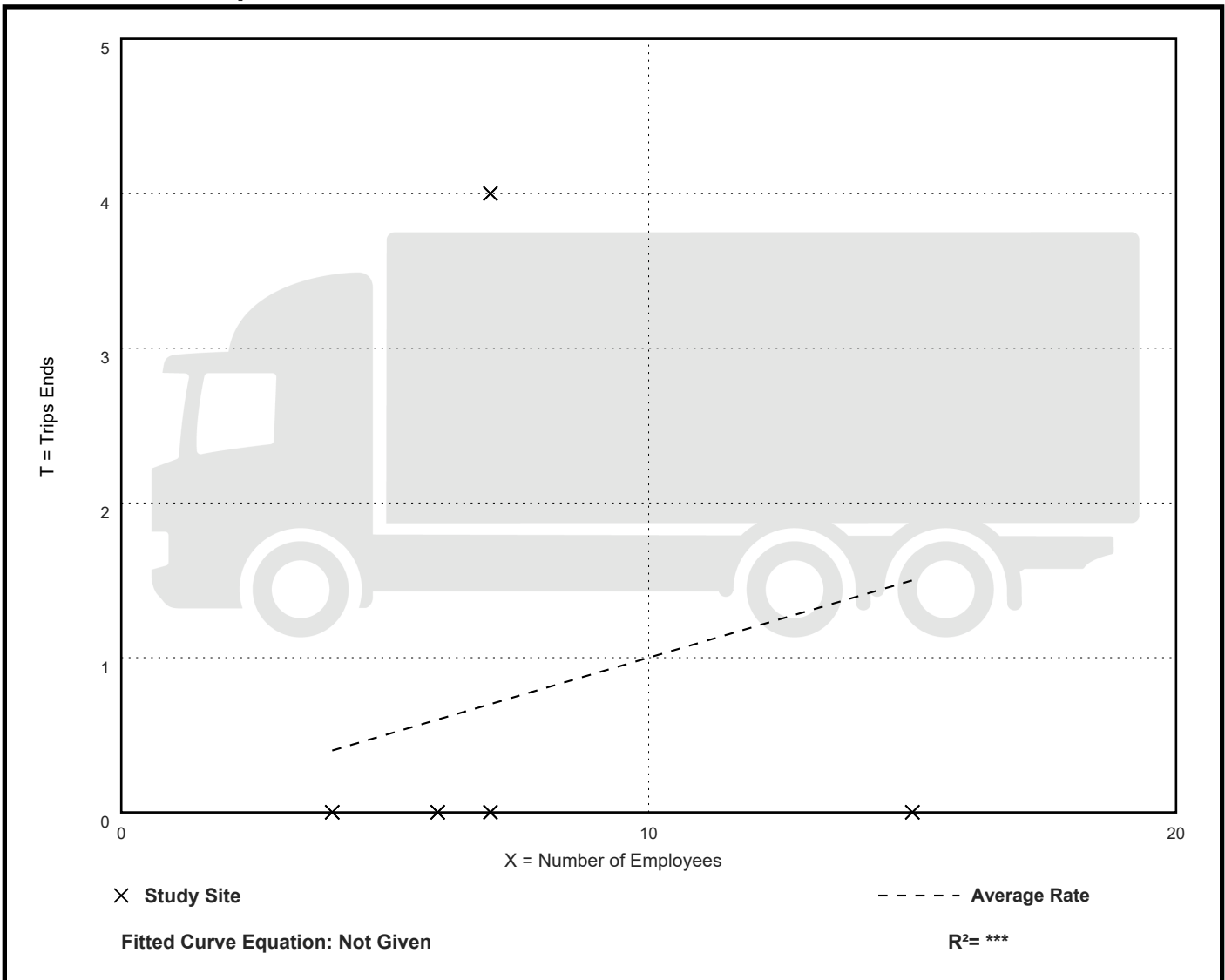
Avg. Num. of Employees: 8

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.57	0.25

Data Plot and Equation



Tire Store (848)

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: 8

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



Tire Store (848)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

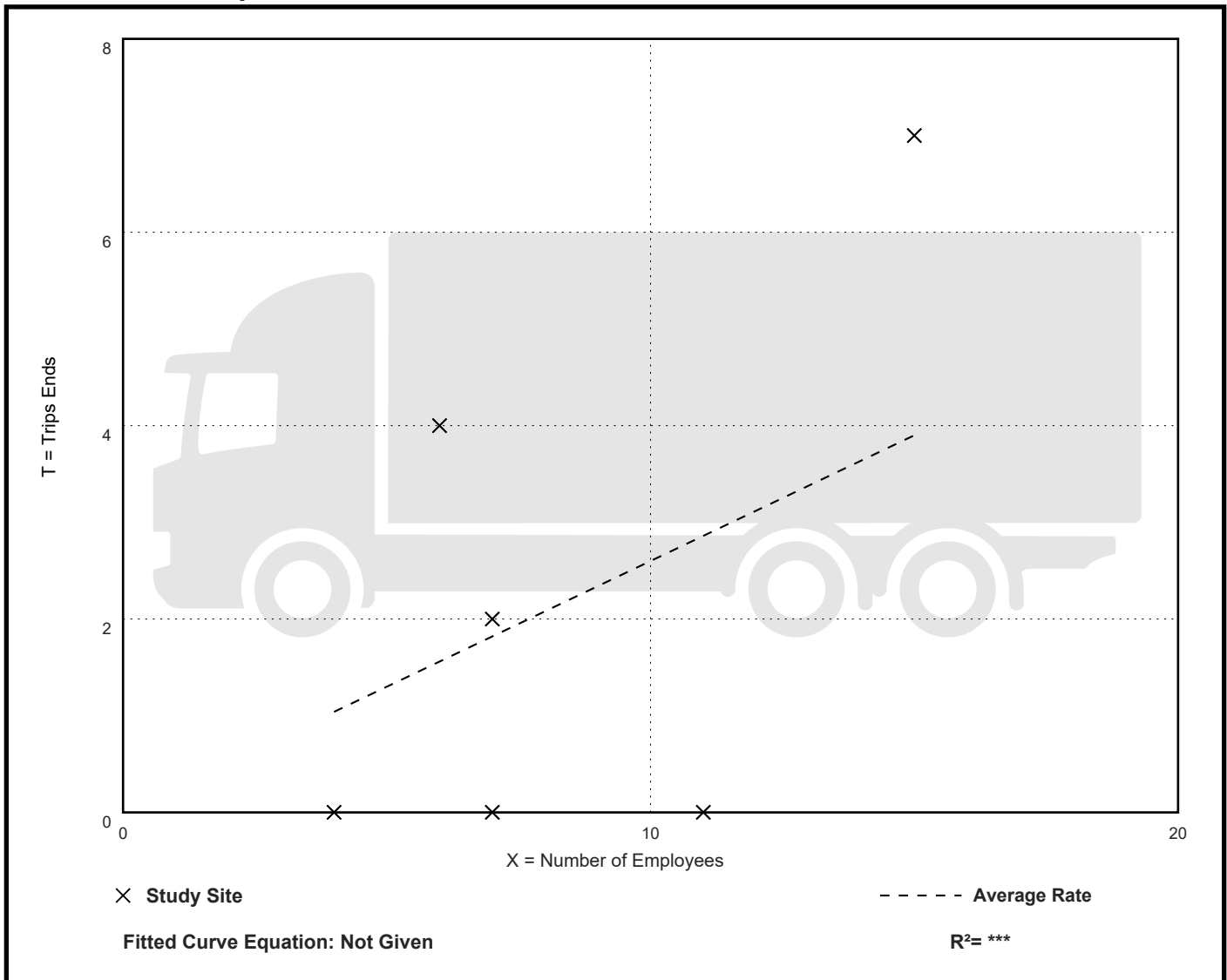
Avg. Num. of Employees: 8

Directional Distribution: 46% entering, 54% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.26	0.00 - 0.67	0.27

Data Plot and Equation



Tire Store (848)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 6

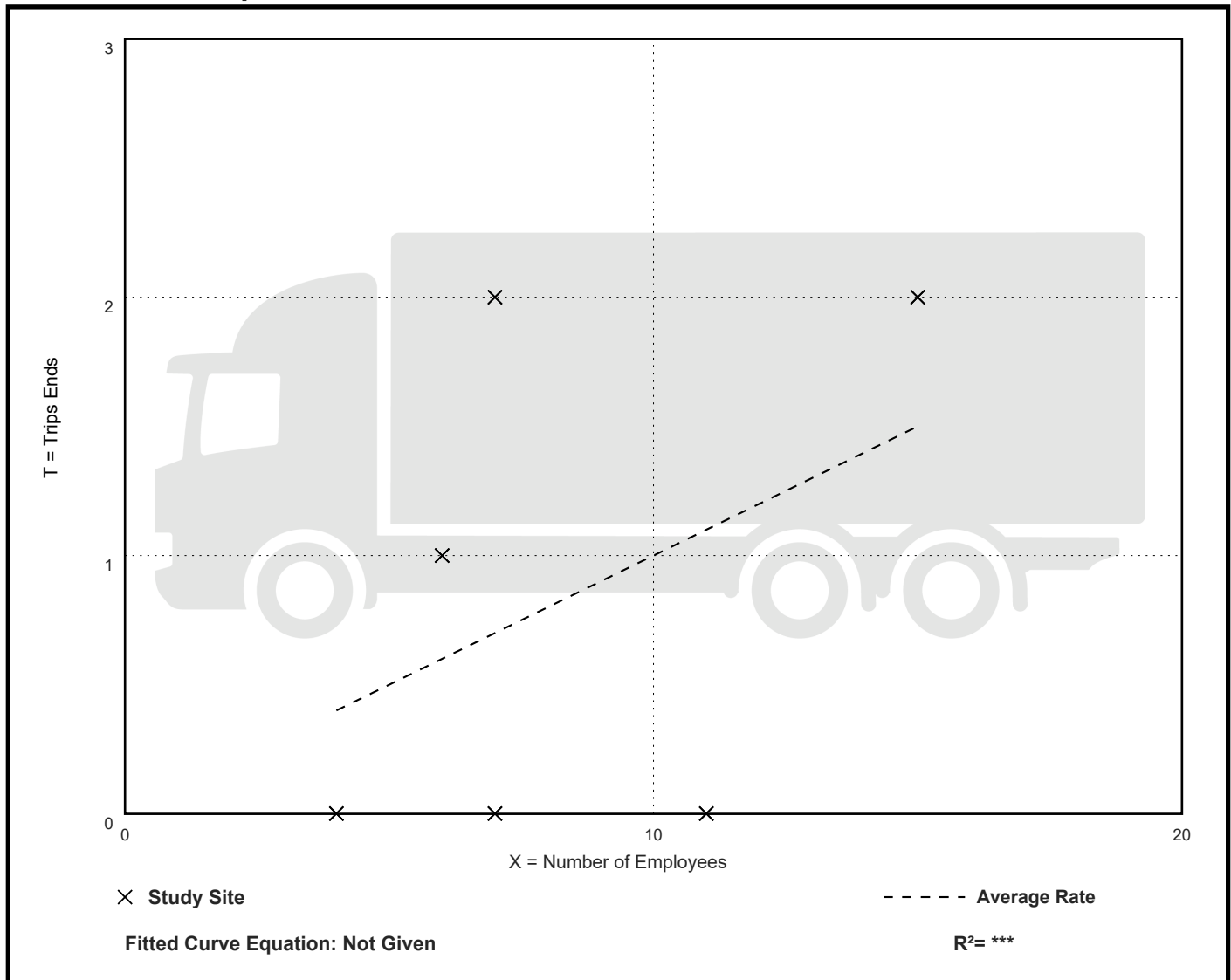
Avg. Num. of Employees: 8

Directional Distribution: 60% entering, 40% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 0.29	0.11

Data Plot and Equation



Tire Store (848)

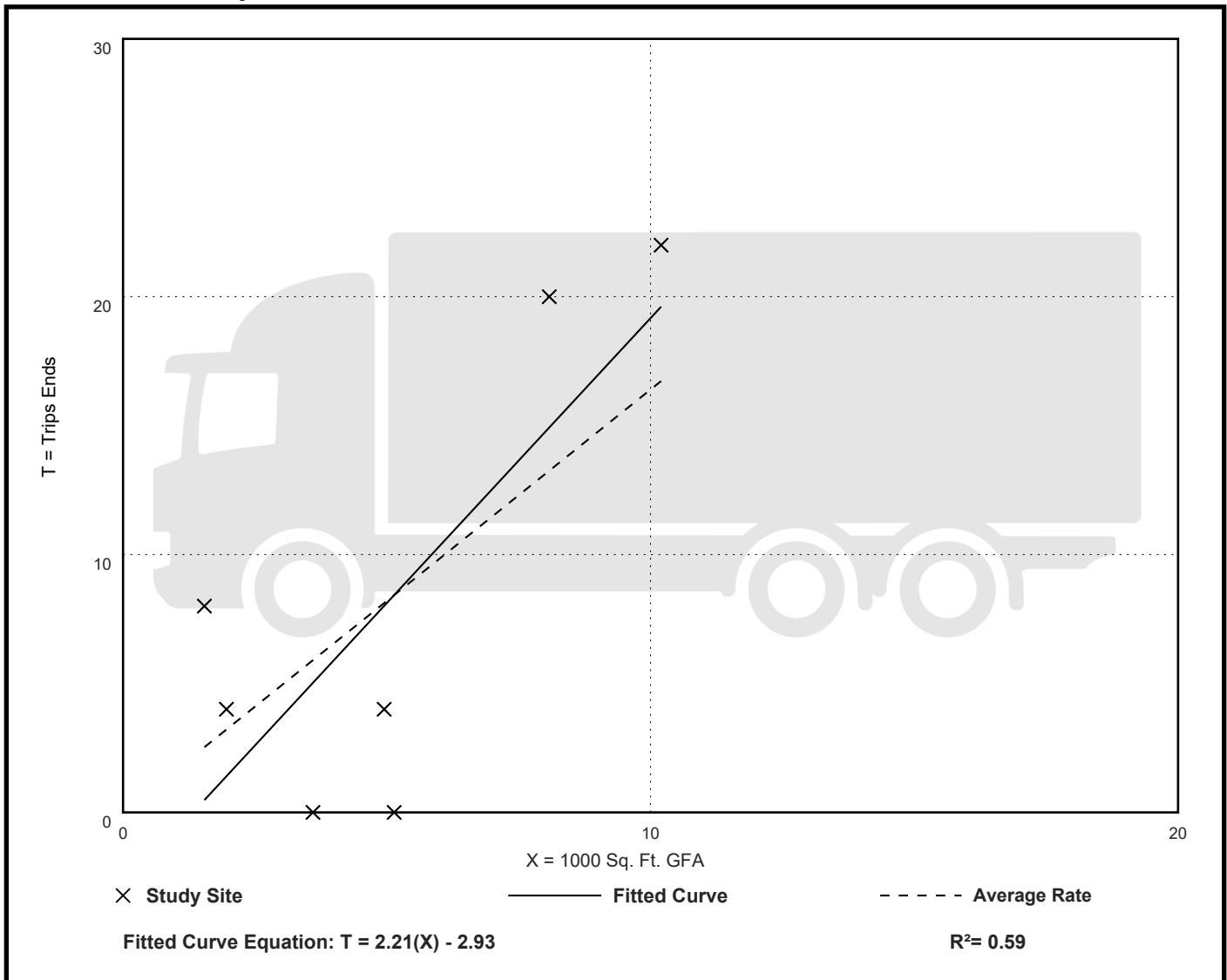
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.64	0.00 - 5.19	1.35

Data Plot and Equation



Supermarket (850)

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: 1

Avg. 1000 Sq. Ft. GFA: 61

Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.10 - 0.10	***

Data Plot and Equation

Caution – Small Sample Size



Home Improvement Superstore (862)

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: 4

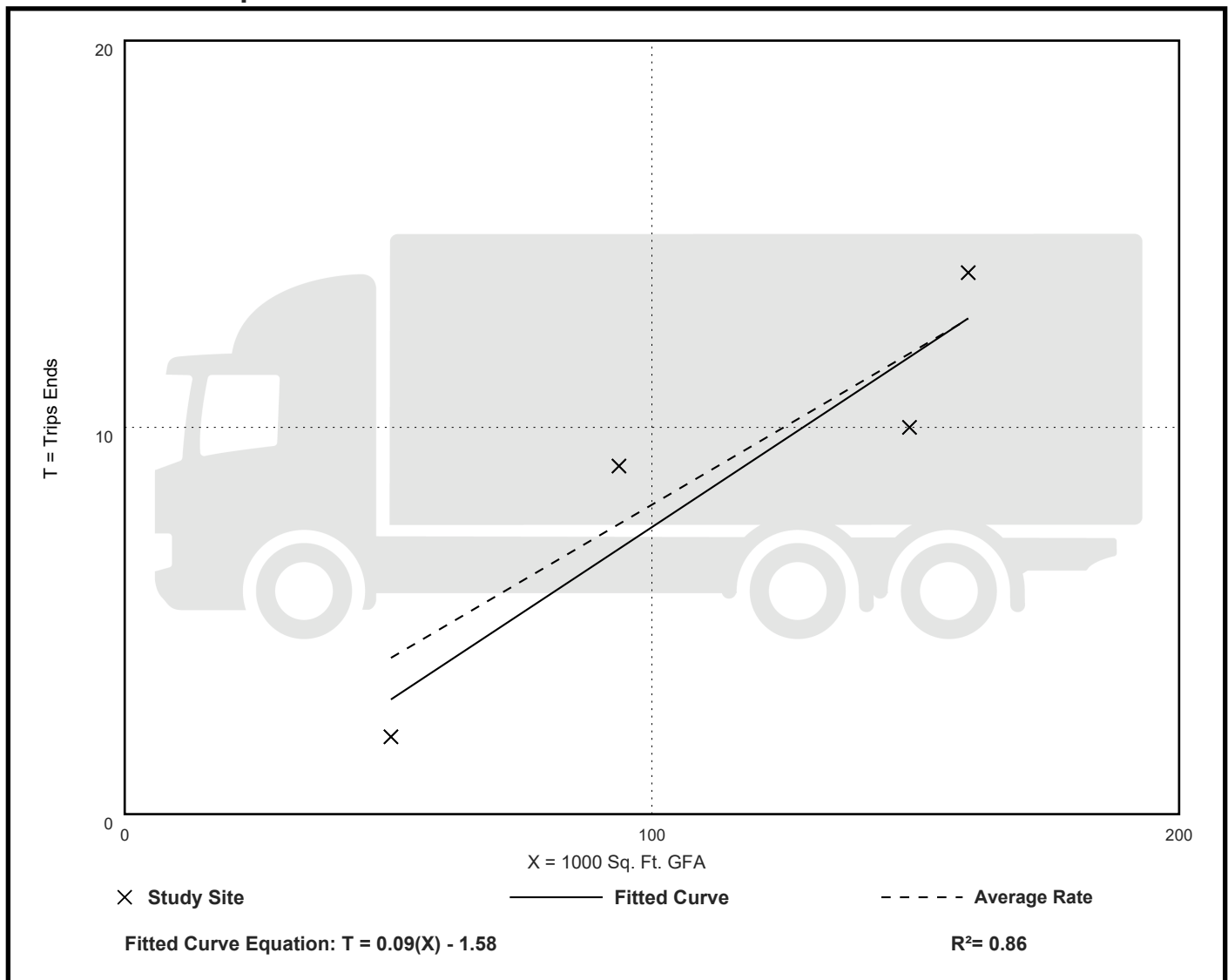
Avg. 1000 Sq. Ft. GFA: 113

Directional Distribution: 60% entering, 40% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.08	0.04 - 0.10	0.02

Data Plot and Equation



Home Improvement Superstore (862)

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

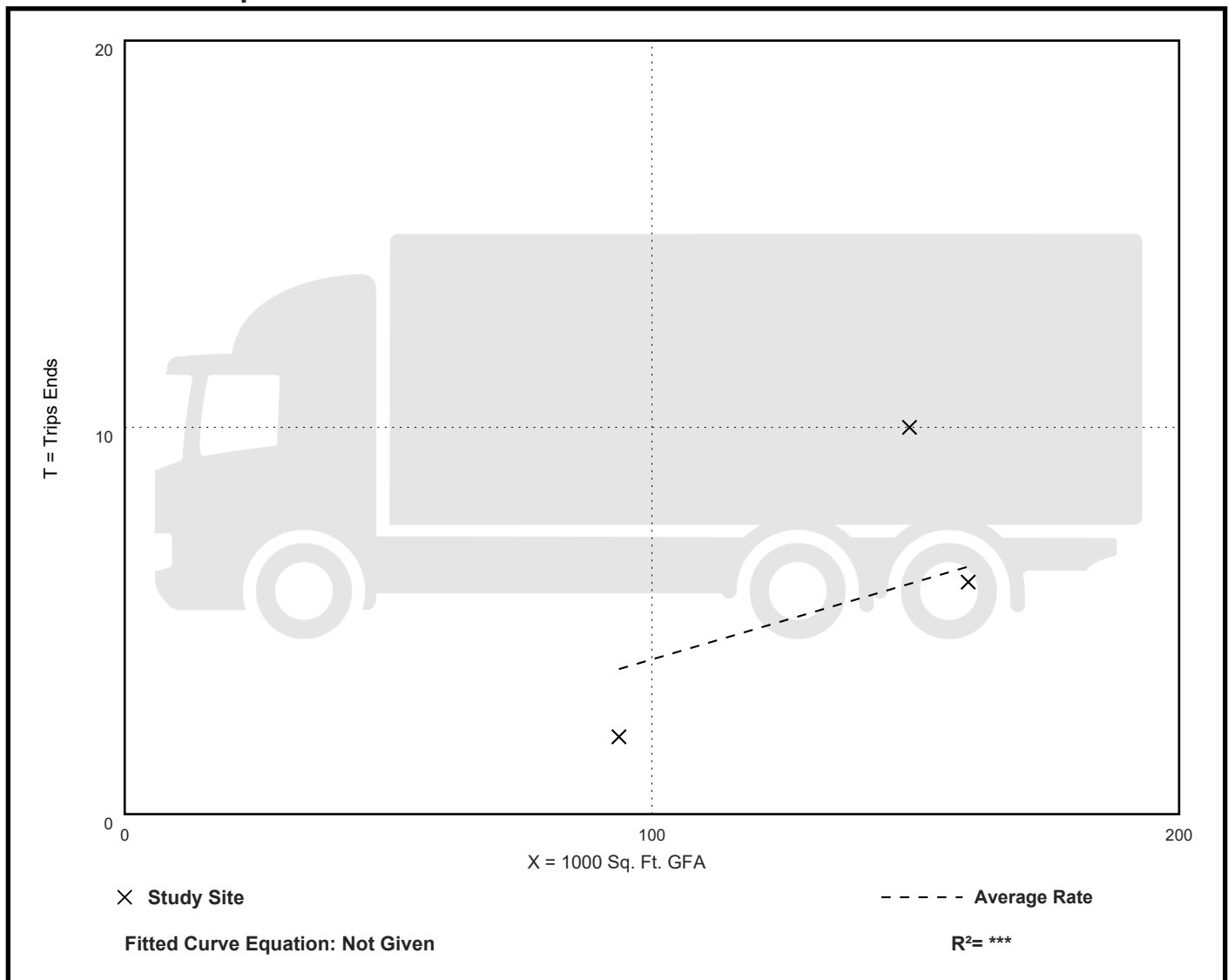
Avg. 1000 Sq. Ft. GFA: 134

Directional Distribution: 56% entering, 44% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.02 - 0.07	0.02

Data Plot and Equation



Home Improvement Superstore (862)

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: Dense Multi-Use Urban

Number of Studies: 4

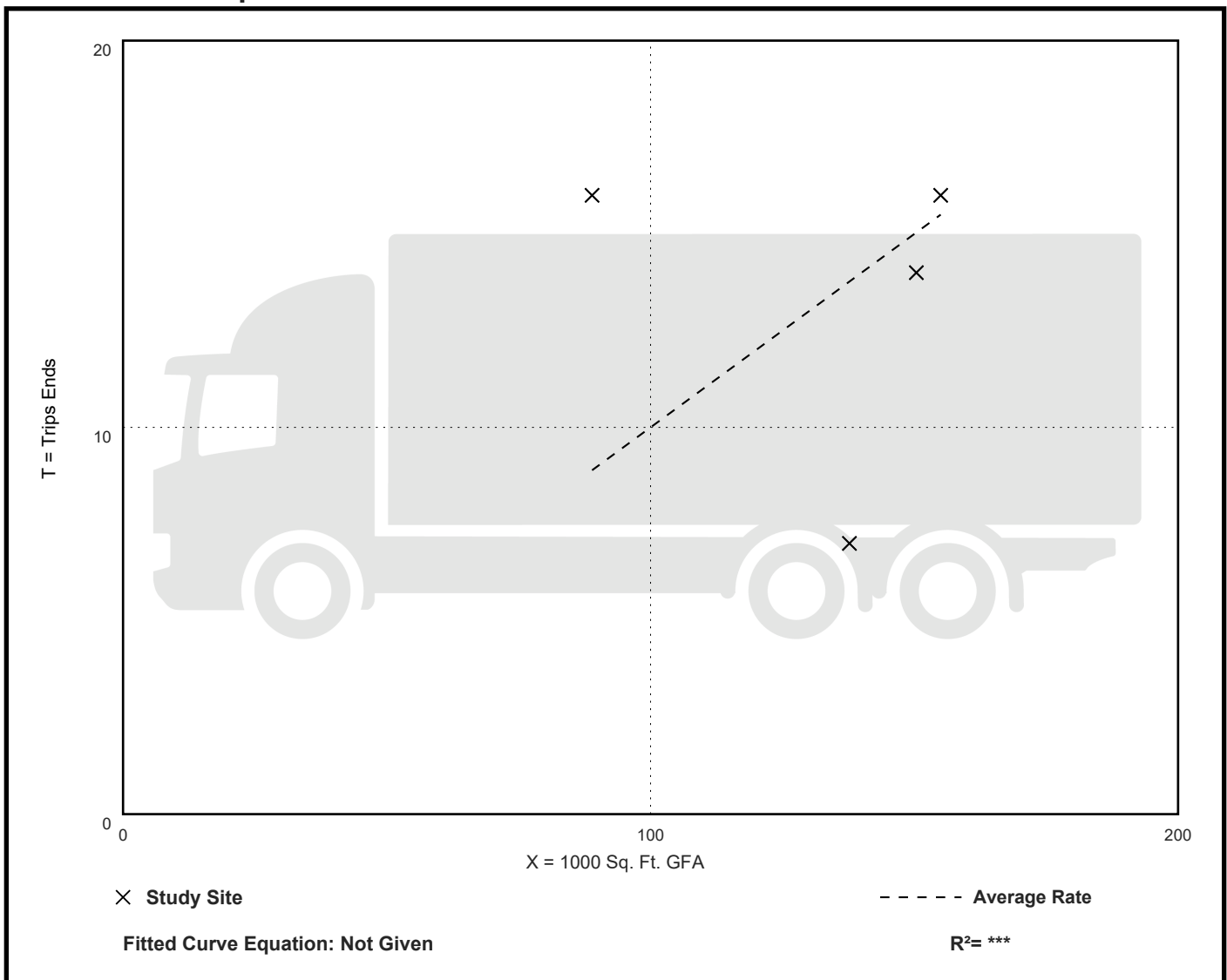
Avg. 1000 Sq. Ft. GFA: 133

Directional Distribution: 49% entering, 51% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.05 - 0.18	0.05

Data Plot and Equation



Home Improvement Superstore (862)

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: Dense Multi-Use Urban

Number of Studies: 4

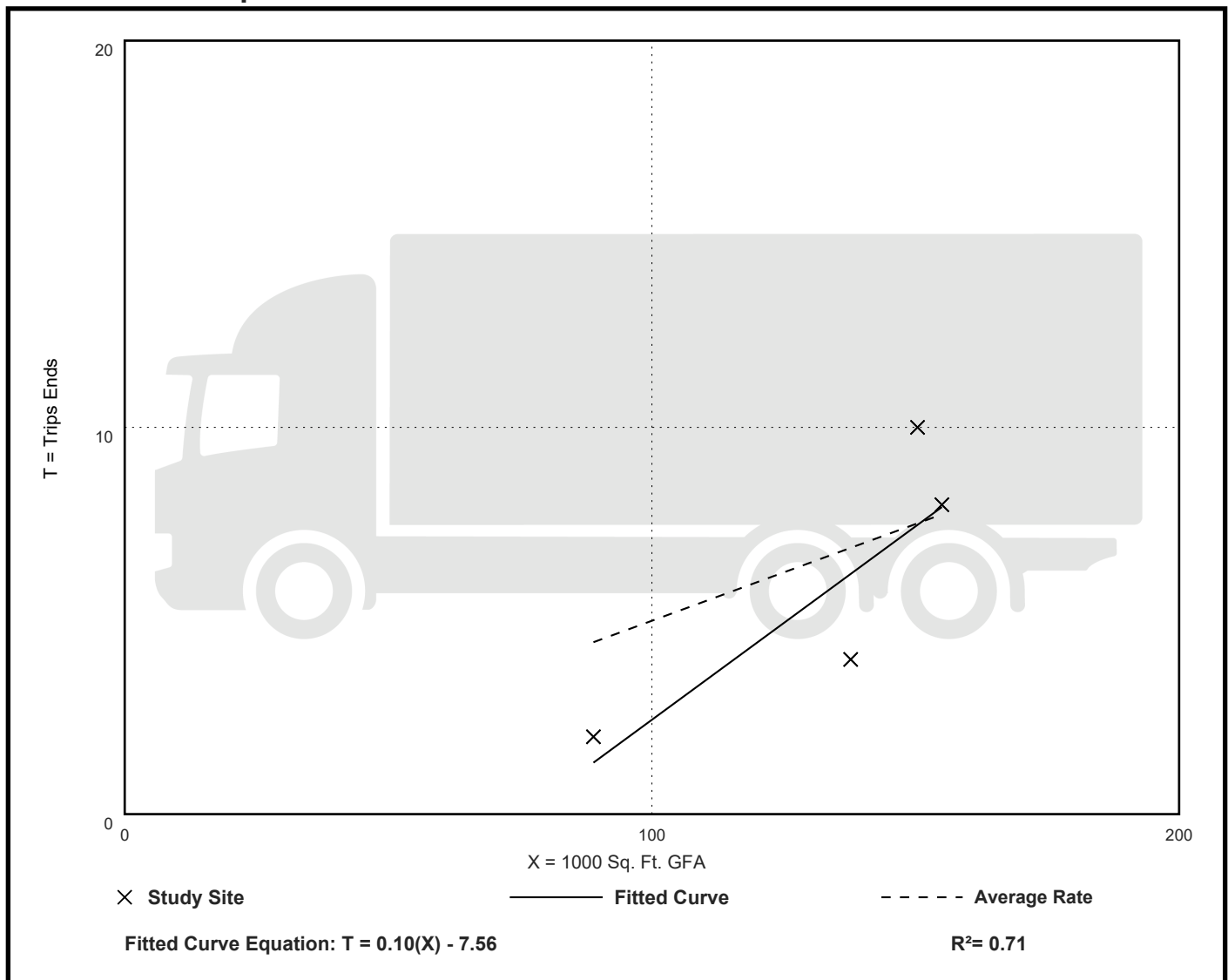
Avg. 1000 Sq. Ft. GFA: 133

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.07	0.02

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

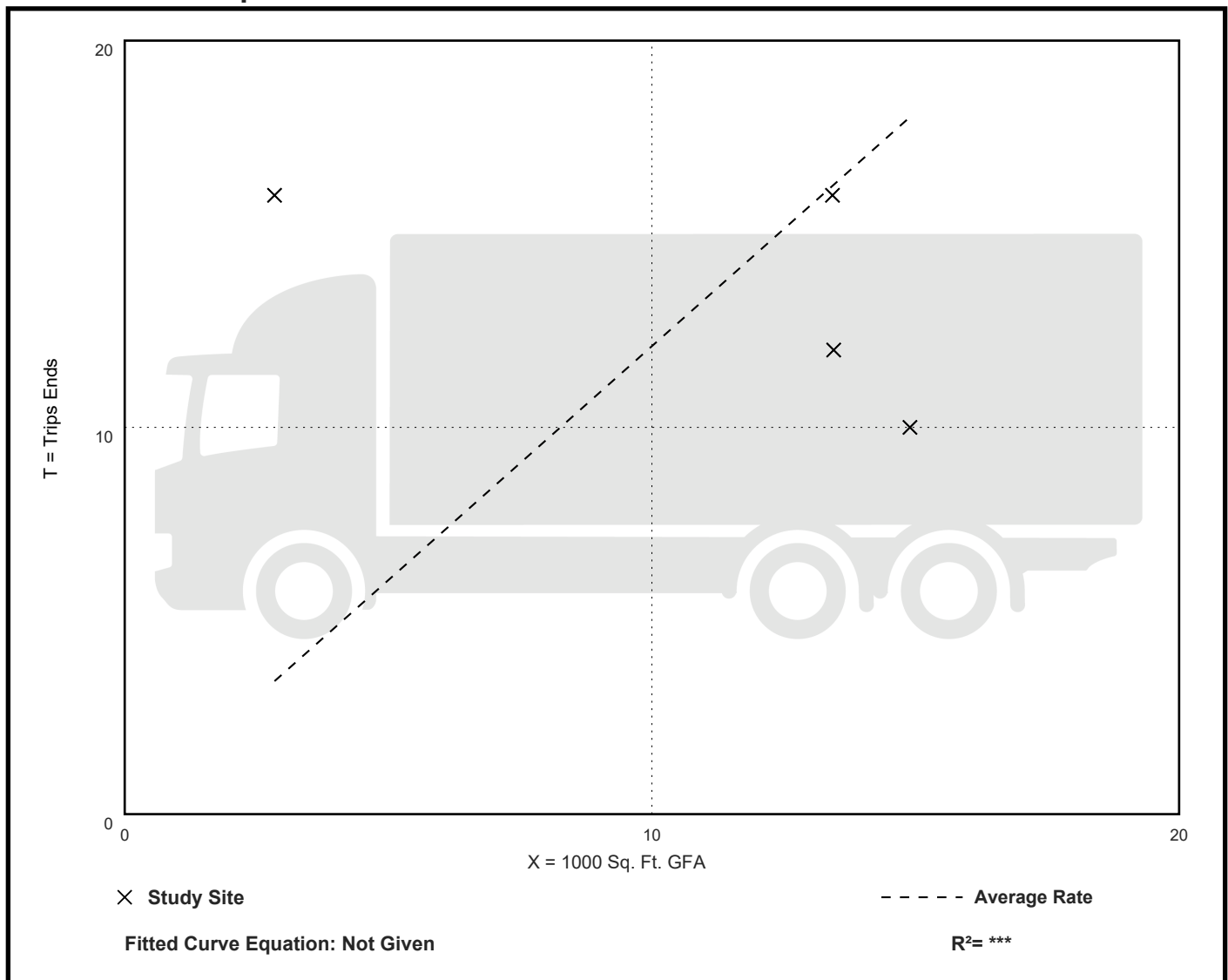
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.21	0.67 - 5.63	1.35

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

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

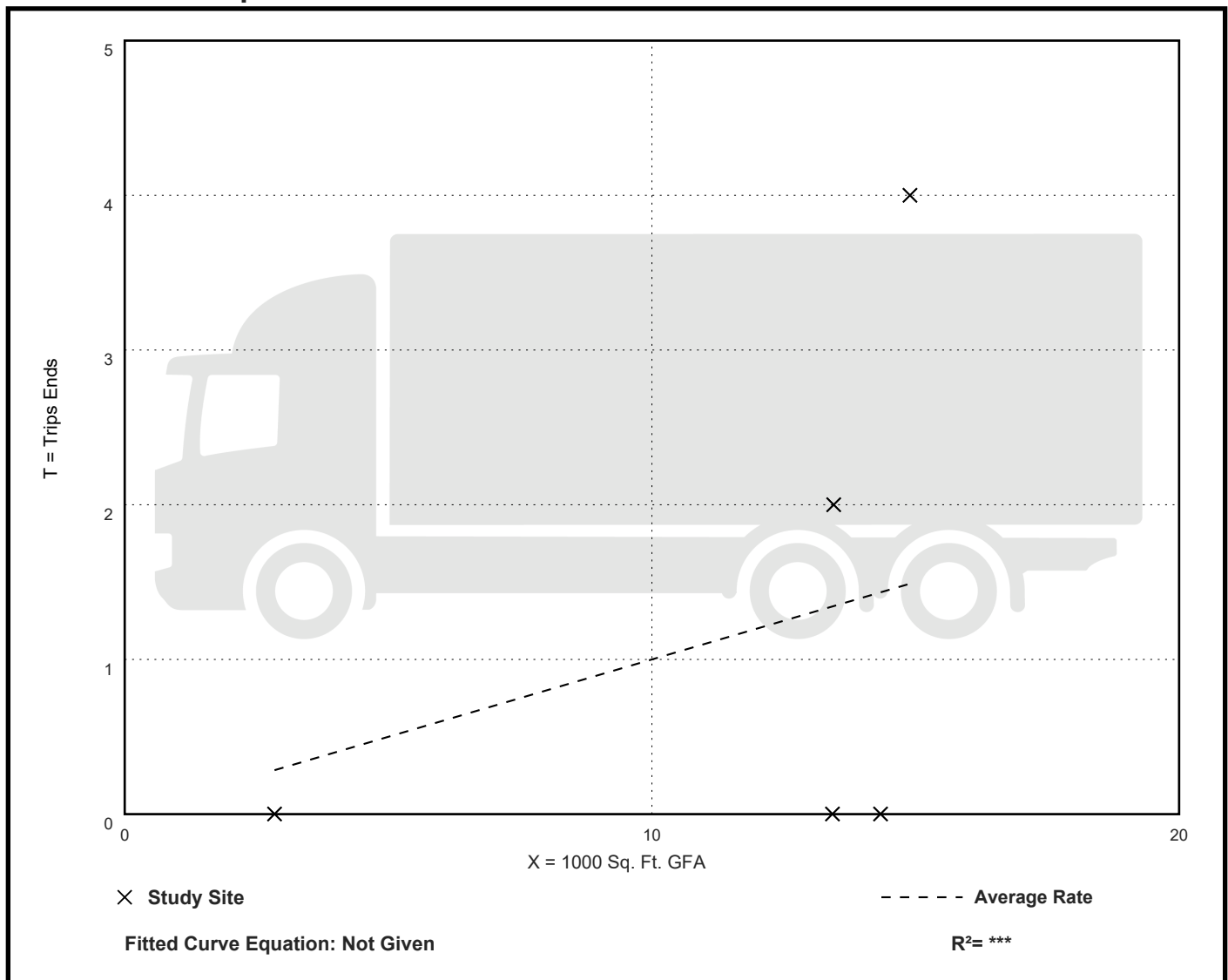
Avg. 1000 Sq. Ft. GFA: 12

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 - 0.27	0.13

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

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

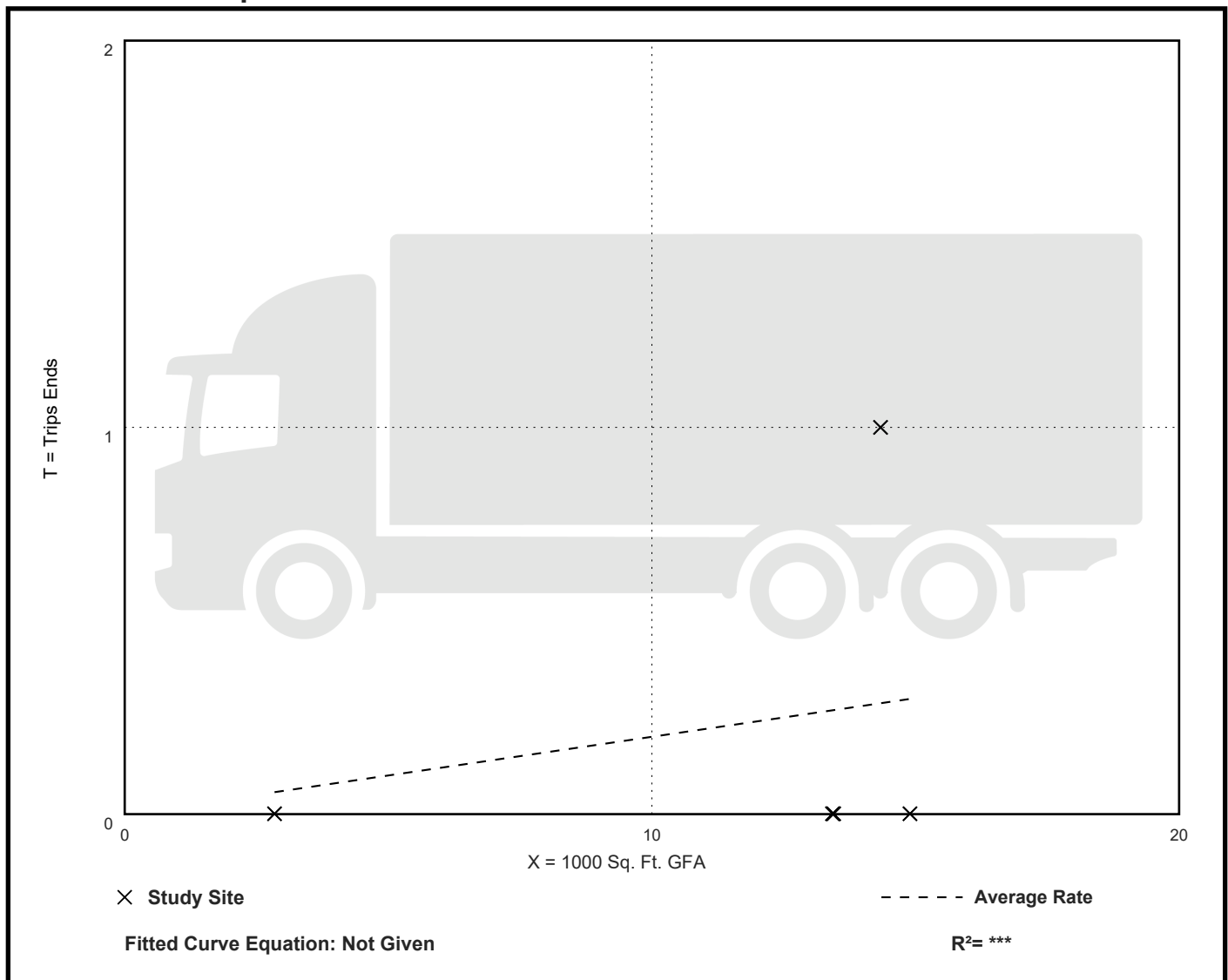
Avg. 1000 Sq. Ft. GFA: 12

Directional Distribution: Not Available

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.07	0.03

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

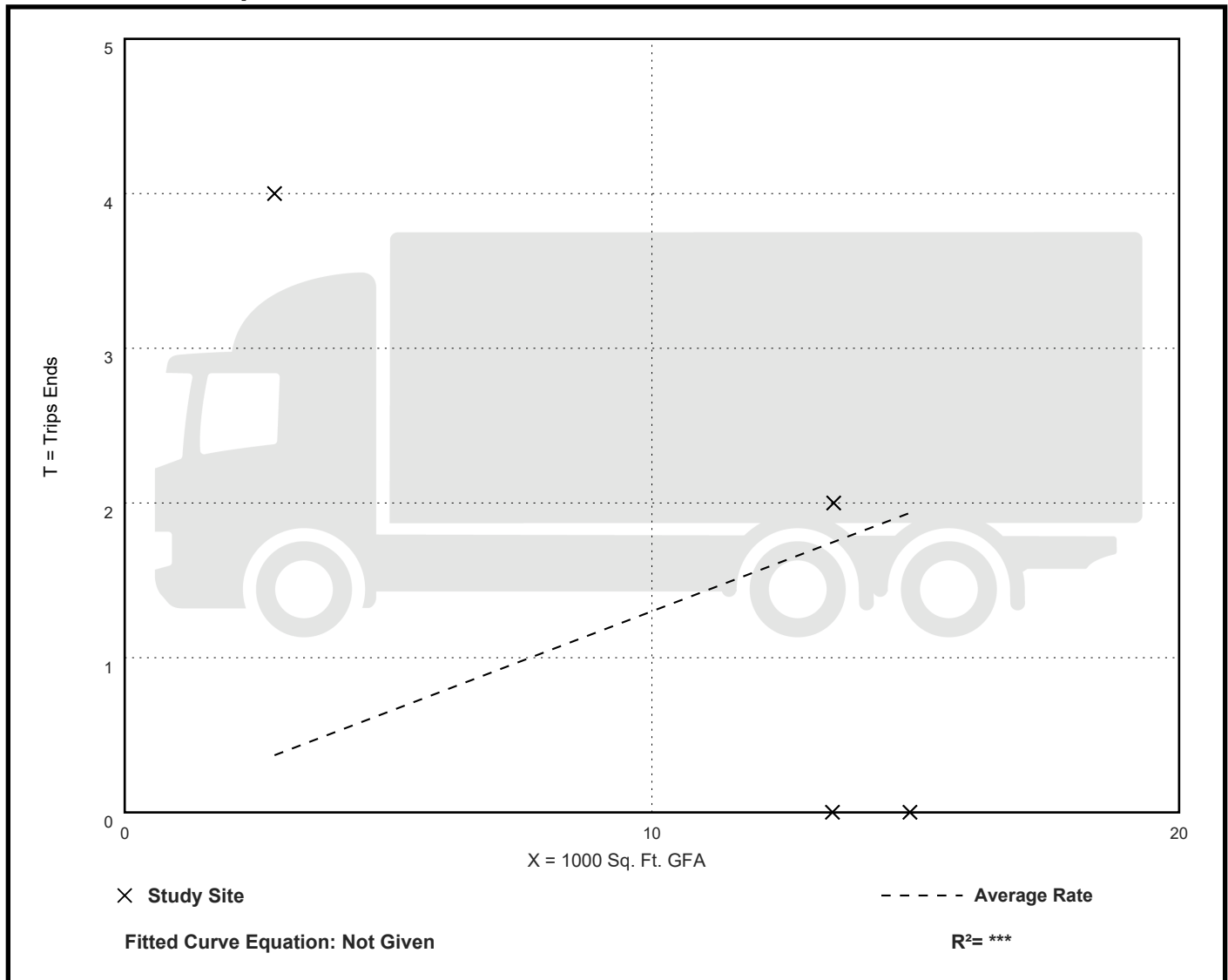
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 1.41	0.39

Data Plot and Equation



Pharmacy/Drugstore with Drive-Through Window (881)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

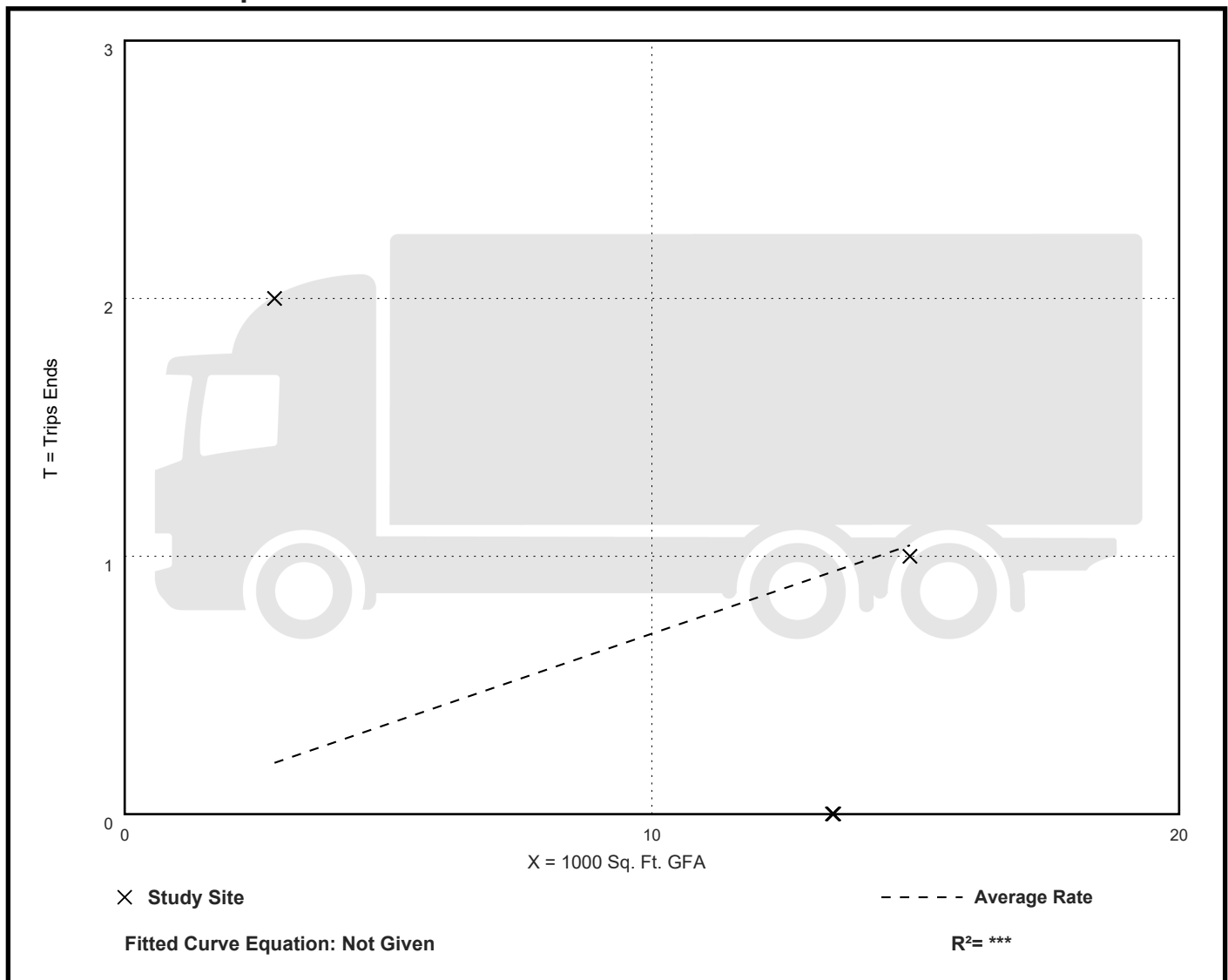
Avg. 1000 Sq. Ft. GFA: 11

Directional Distribution: 33% entering, 67% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.70	0.20

Data Plot and Equation



Furniture Store (890)

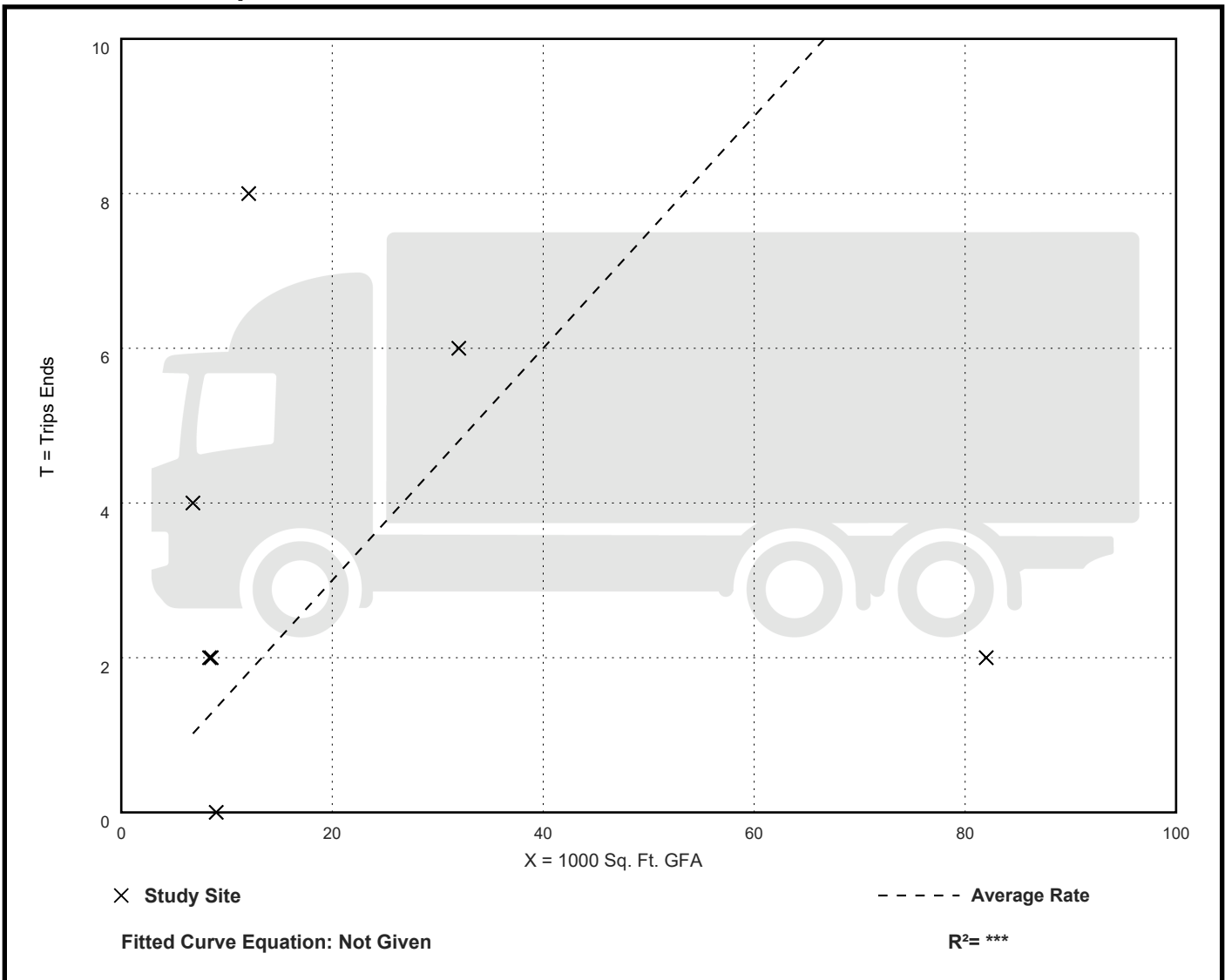
Truck Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.00 - 0.66	0.21

Data Plot and Equation



Furniture Store (890)

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

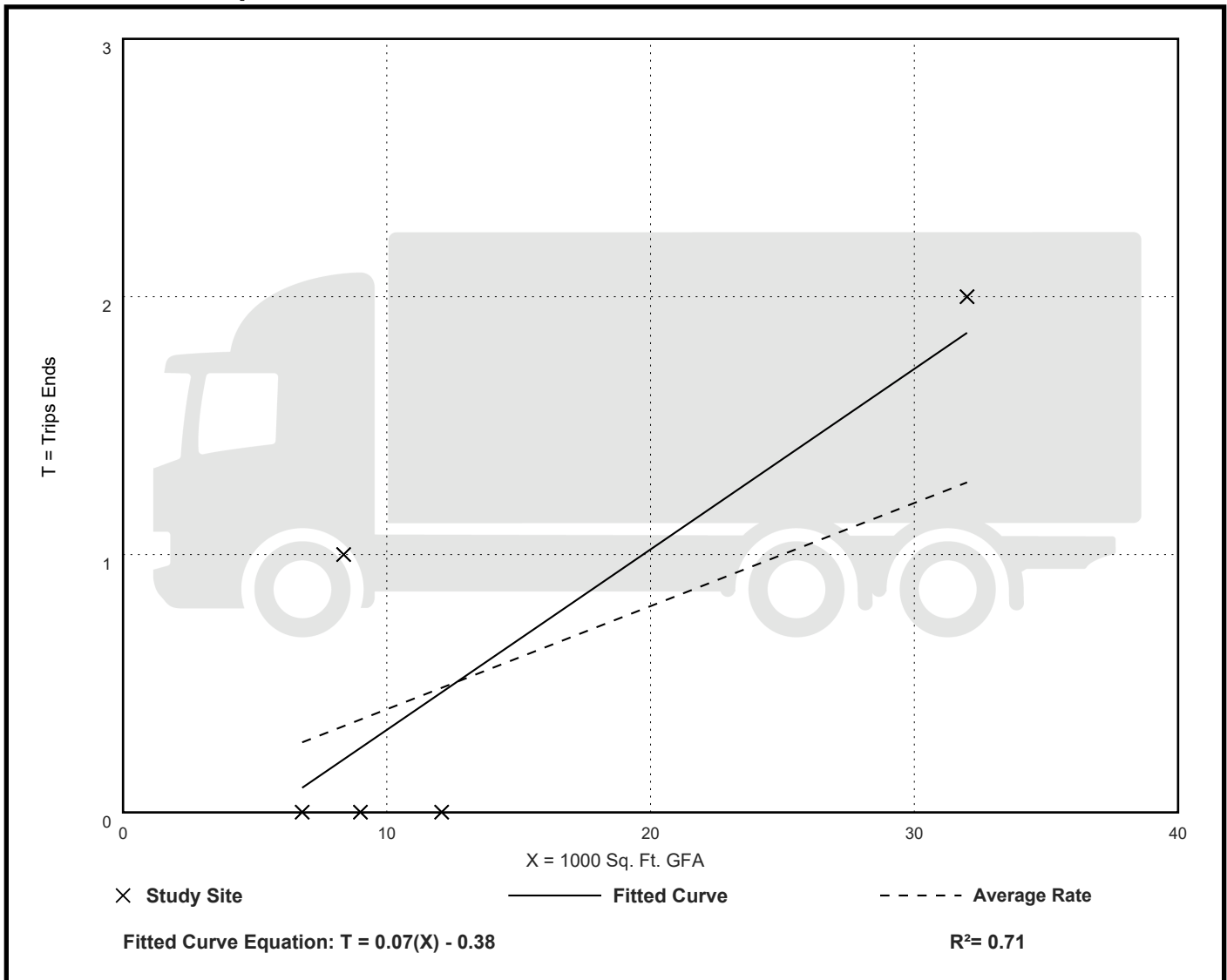
Avg. 1000 Sq. Ft. GFA: 14

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 - 0.12	0.05

Data Plot and Equation



Furniture Store (890)

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: 13

Avg. 1000 Sq. Ft. GFA: 48

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



Furniture Store (890)

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

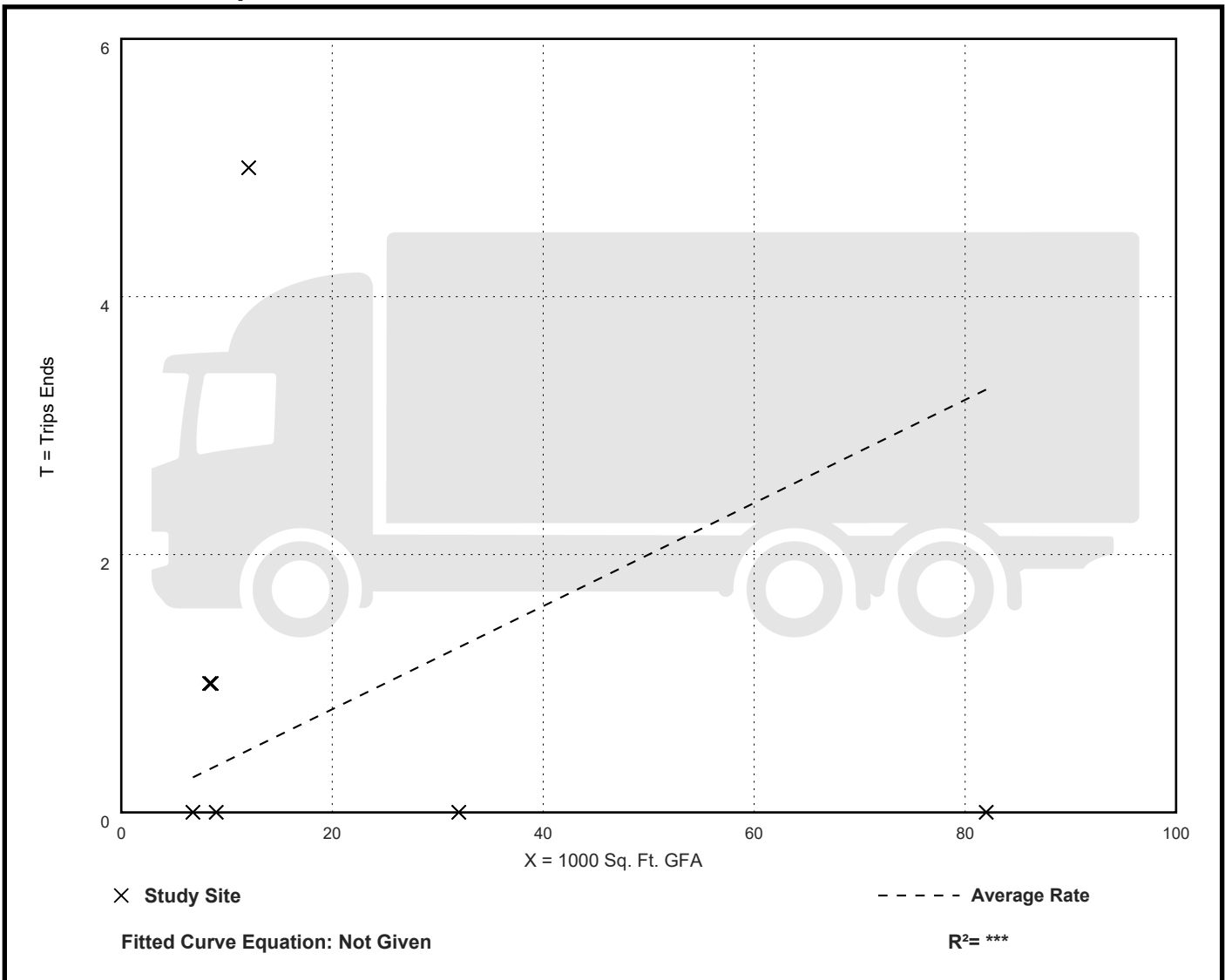
Avg. 1000 Sq. Ft. GFA: 23

Directional Distribution: 43% entering, 57% exiting

Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.41	0.12

Data Plot and Equation



Furniture Store (890)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

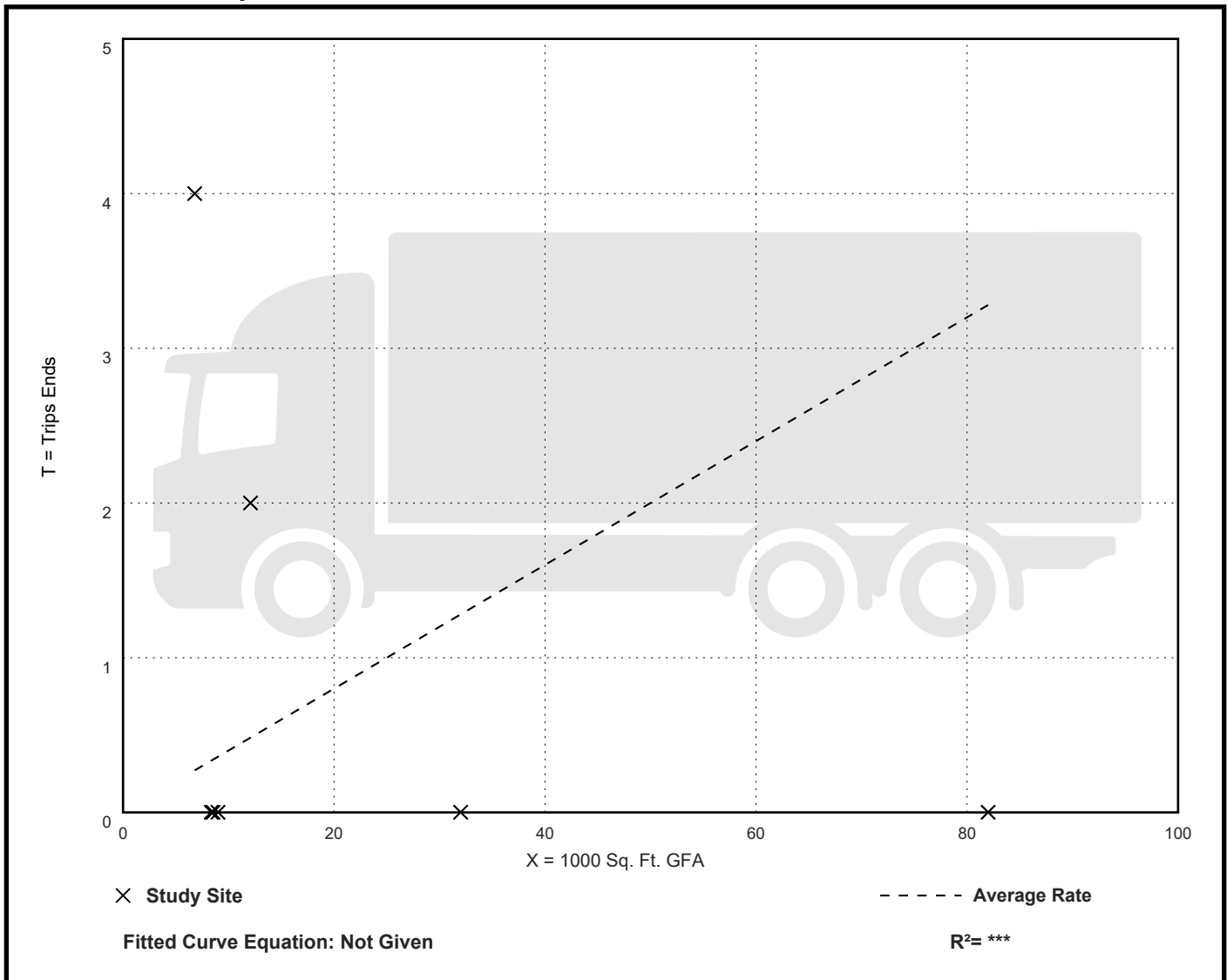
Avg. 1000 Sq. Ft. GFA: 23

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 - 0.59	0.13

Data Plot and Equation



Furniture Store (890)

Truck Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

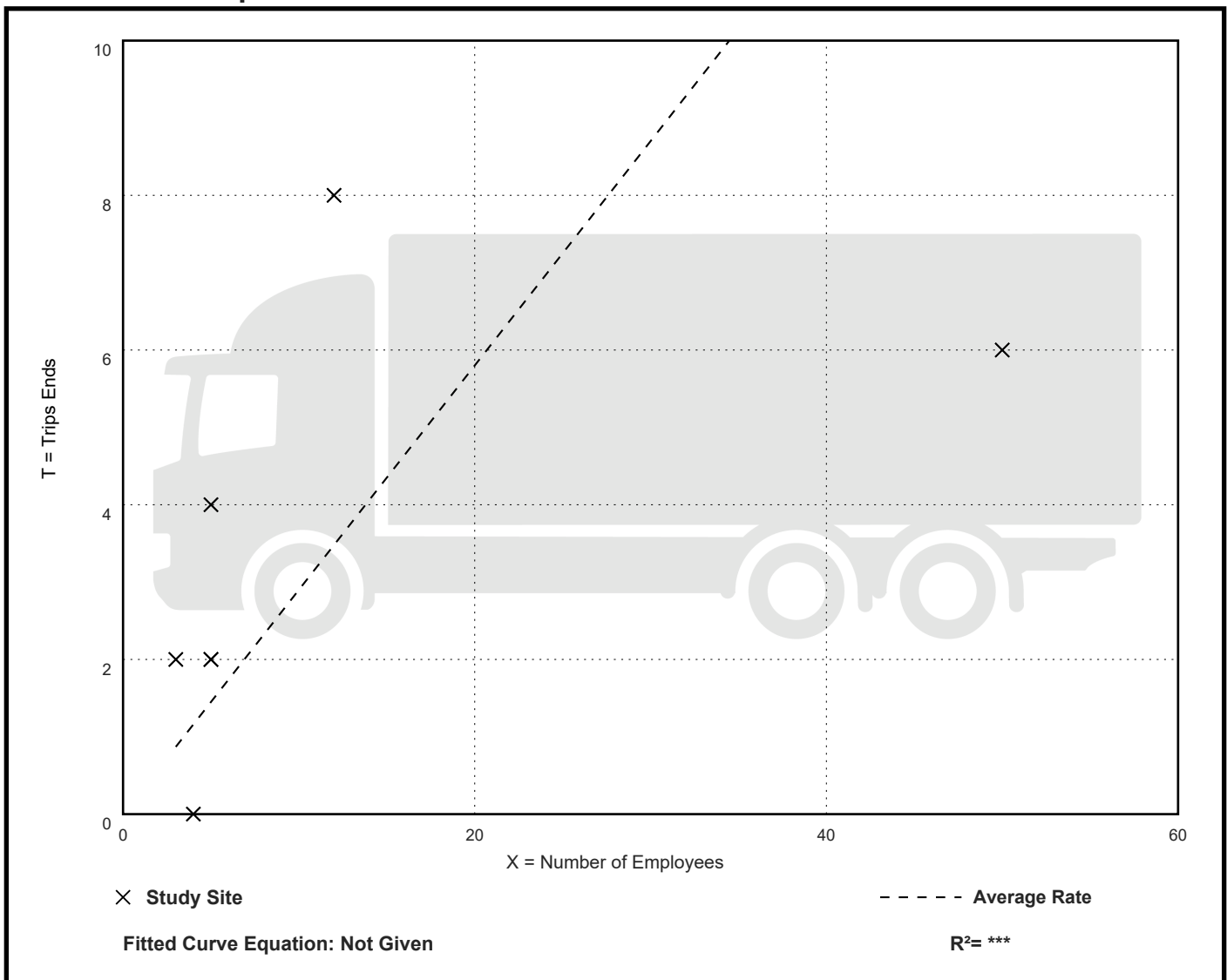
Avg. Num. of Employees: 12

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.29	0.00 - 0.80	0.27

Data Plot and Equation



Furniture Store (890)

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: 5

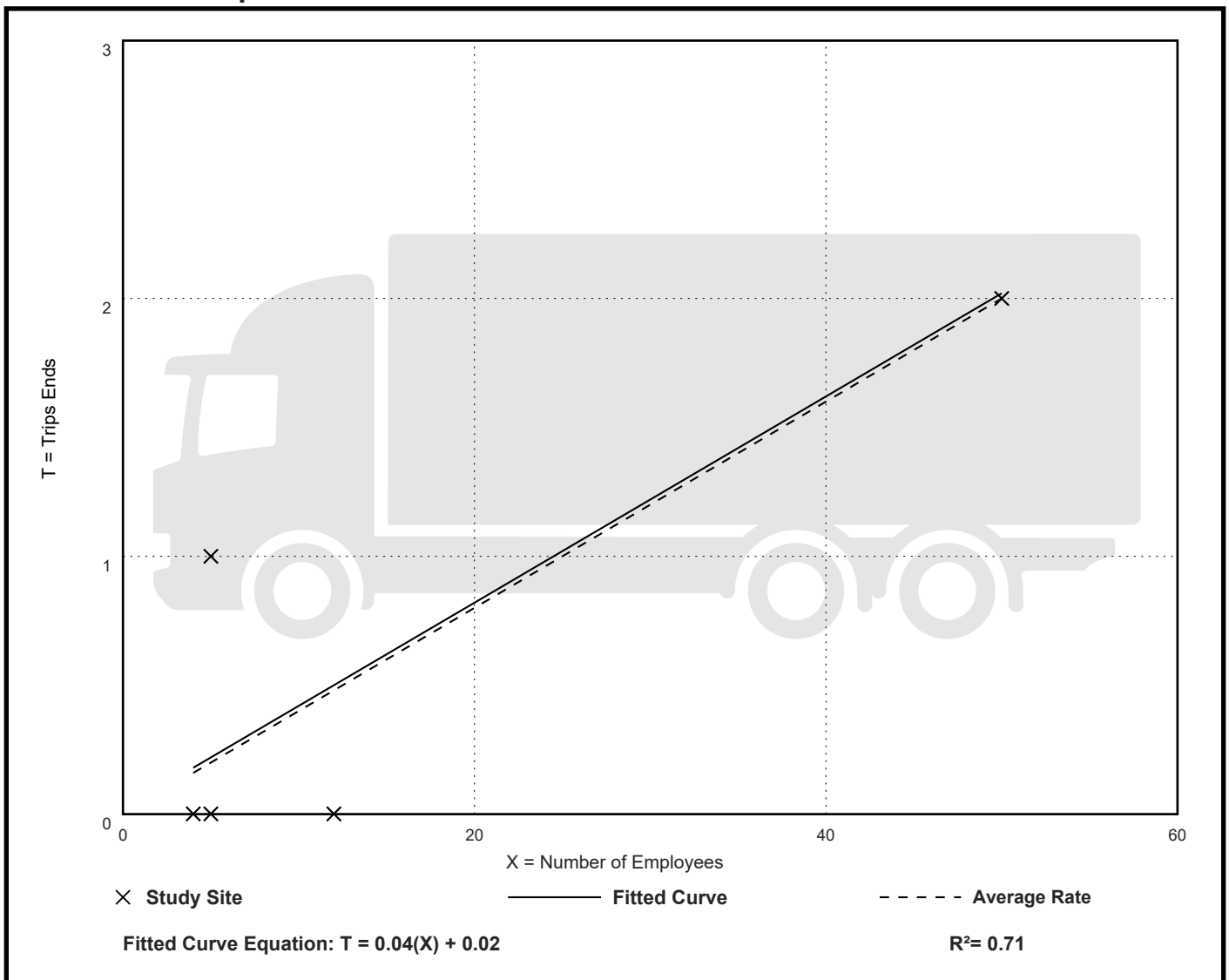
Avg. Num. of Employees: 15

Directional Distribution: 67% entering, 33% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.20	0.05

Data Plot and Equation



Furniture Store (890)

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: 13

Avg. Num. of Employees: 24

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



Furniture Store (890)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

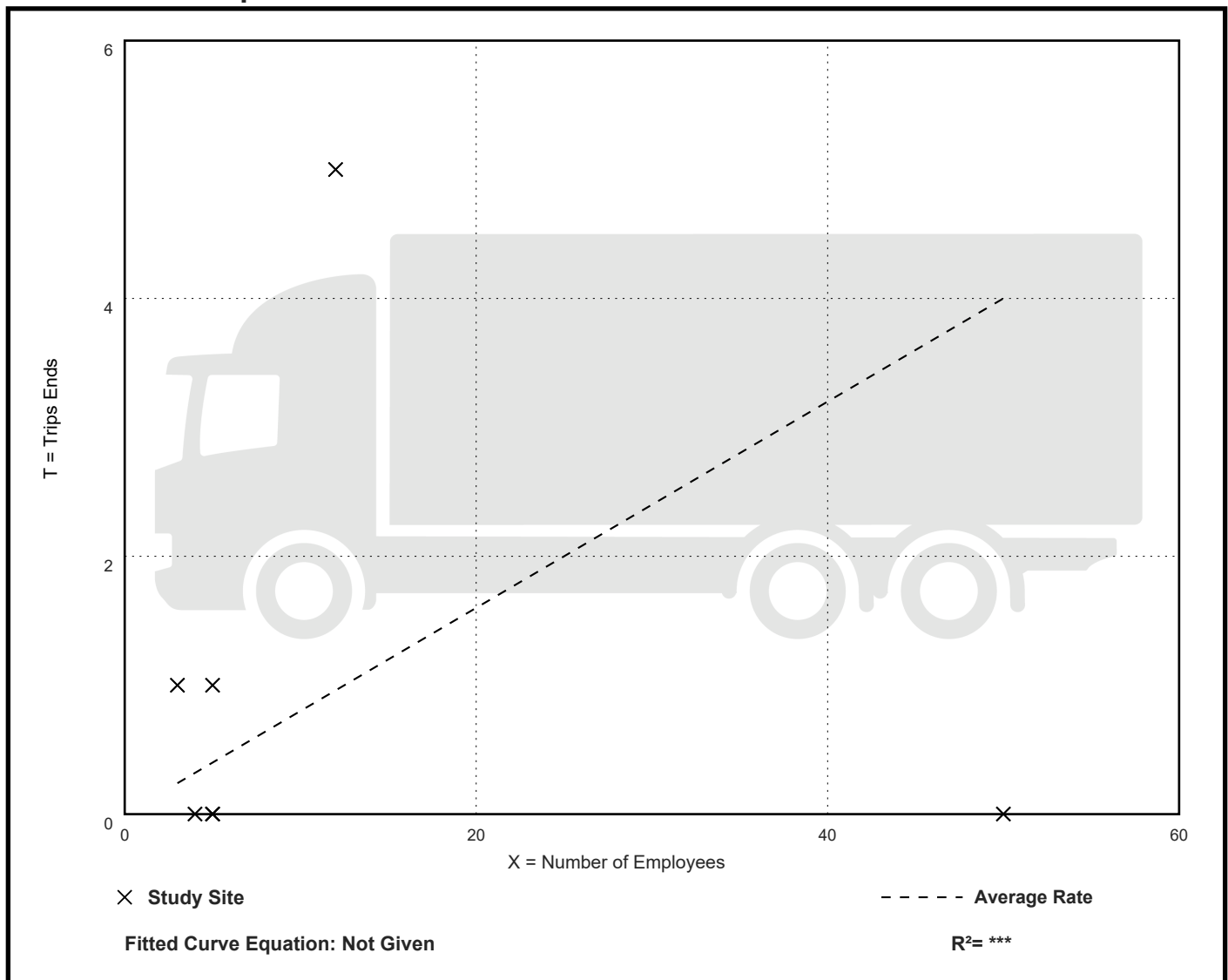
Avg. Num. of Employees: 12

Directional Distribution: 43% entering, 57% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.42	0.17

Data Plot and Equation



Furniture Store (890)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

Avg. Num. of Employees: 12

Directional Distribution: 50% entering, 50% exiting

Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.80	0.21

Data Plot and Equation

