

# Drive-in Bank (912)

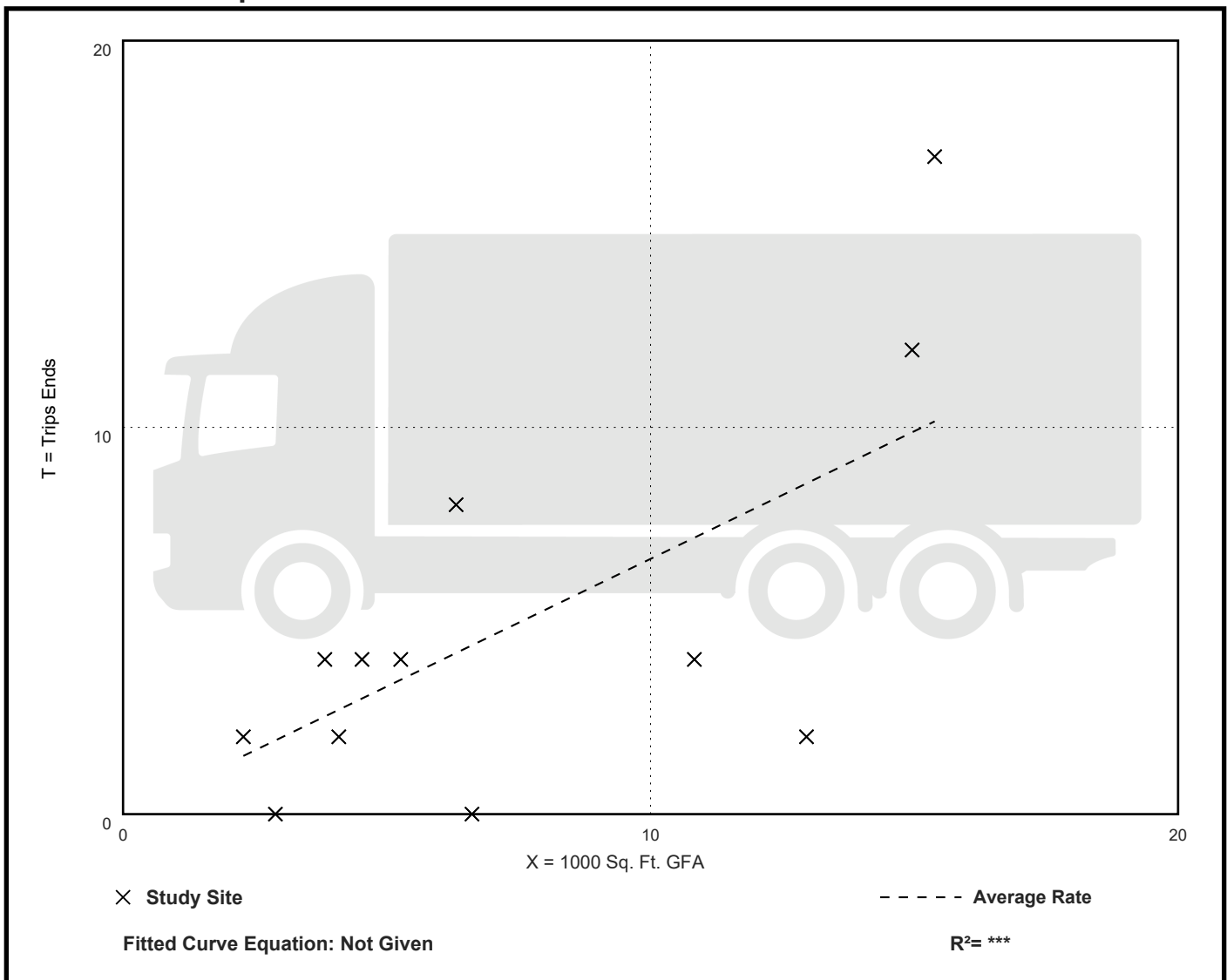
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 12  
Avg. 1000 Sq. Ft. GFA: 7  
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.66	0.00 - 1.27	0.43

## Data Plot and Equation



# Drive-in Bank (912)

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: 18

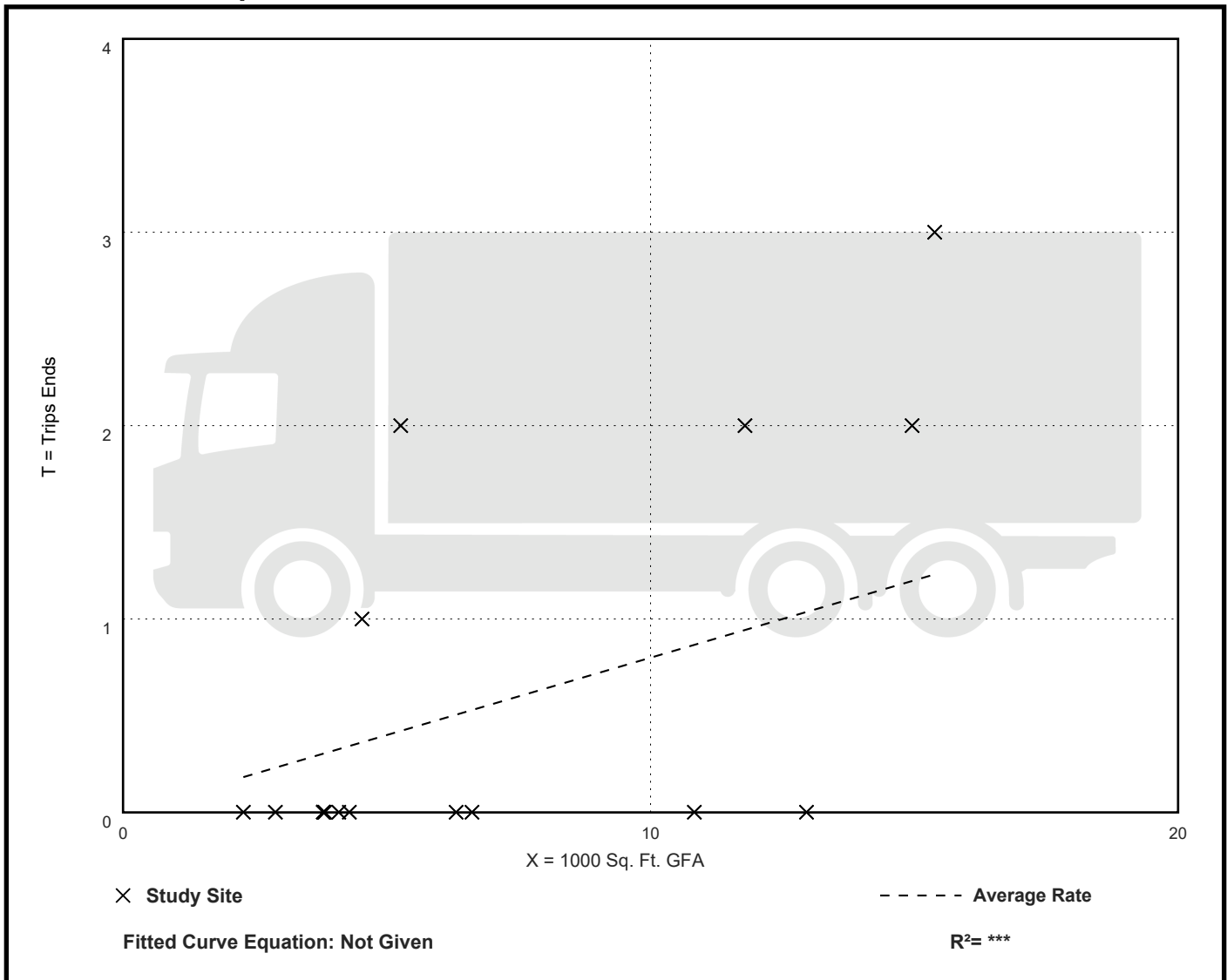
Avg. 1000 Sq. Ft. GFA: 7

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.38	0.11

## Data Plot and Equation



# Drive-in Bank (912)

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

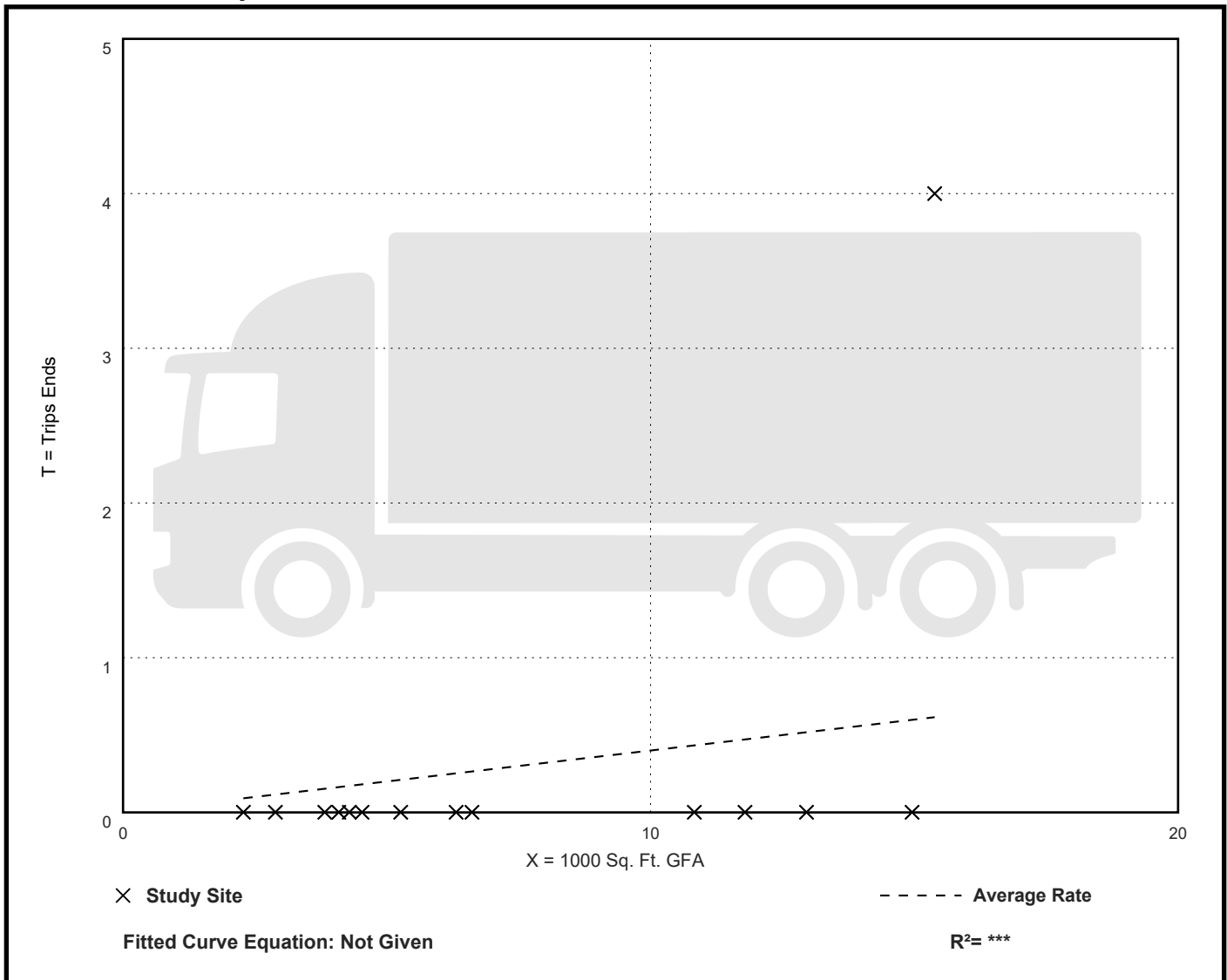
Avg. 1000 Sq. Ft. GFA: 8

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 - 0.26	0.09

## Data Plot and Equation



# Drive-in Bank (912)

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

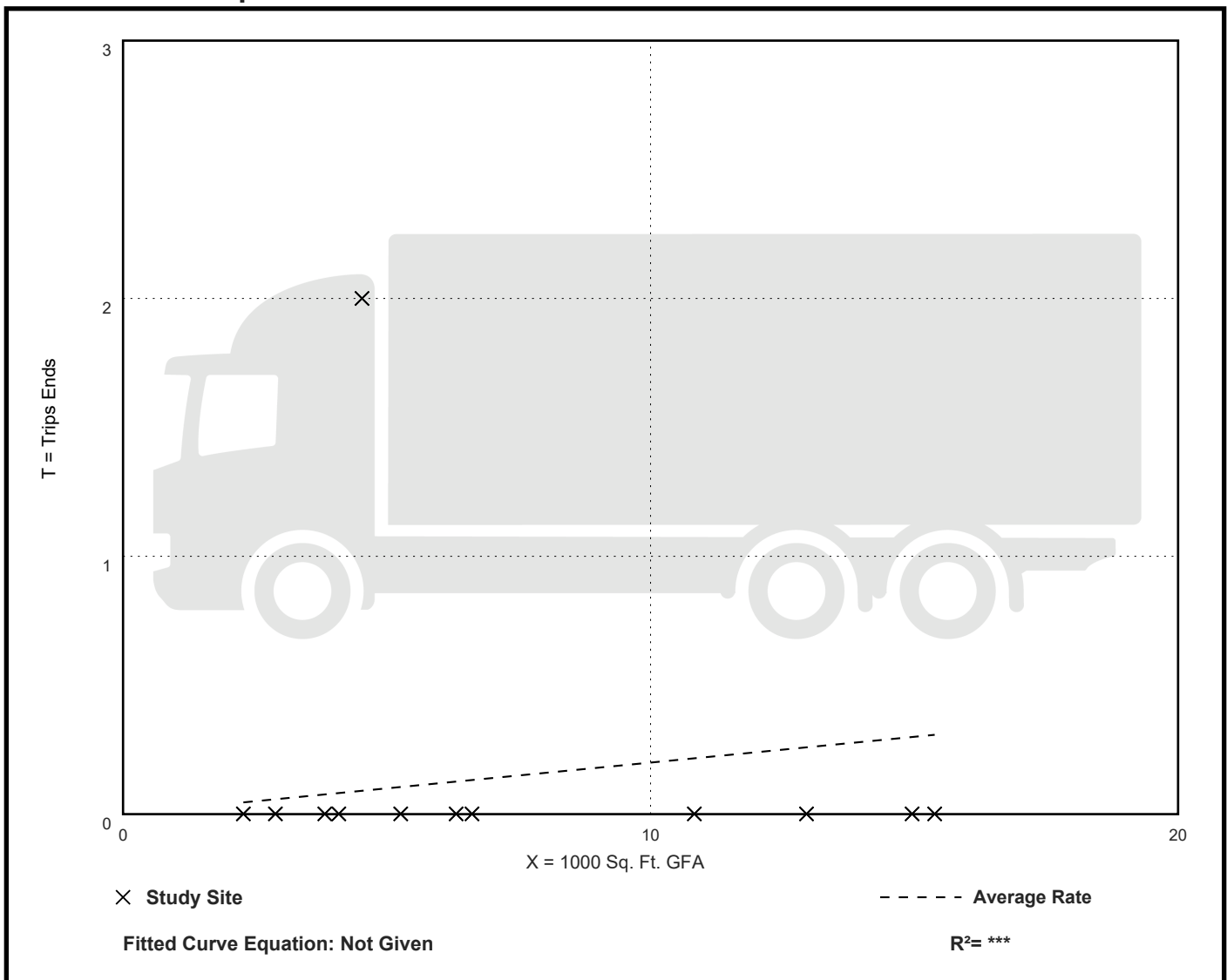
Avg. 1000 Sq. Ft. GFA: 7

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 - 0.44	0.10

## Data Plot and Equation



# Drive-in Bank (912)

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

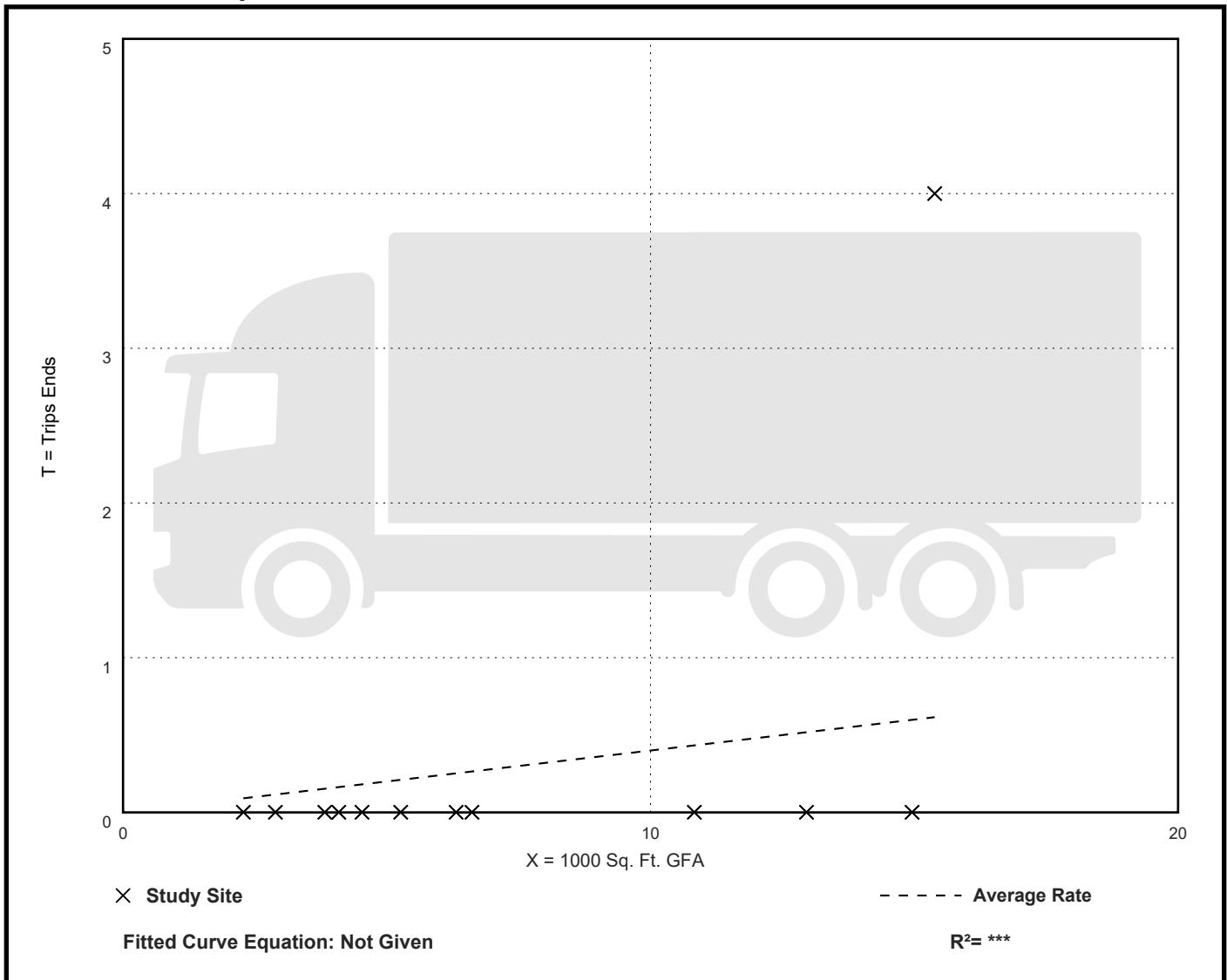
Avg. 1000 Sq. Ft. GFA: 7

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	0.10

## Data Plot and Equation



# Drive-in Bank (912)

Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 12

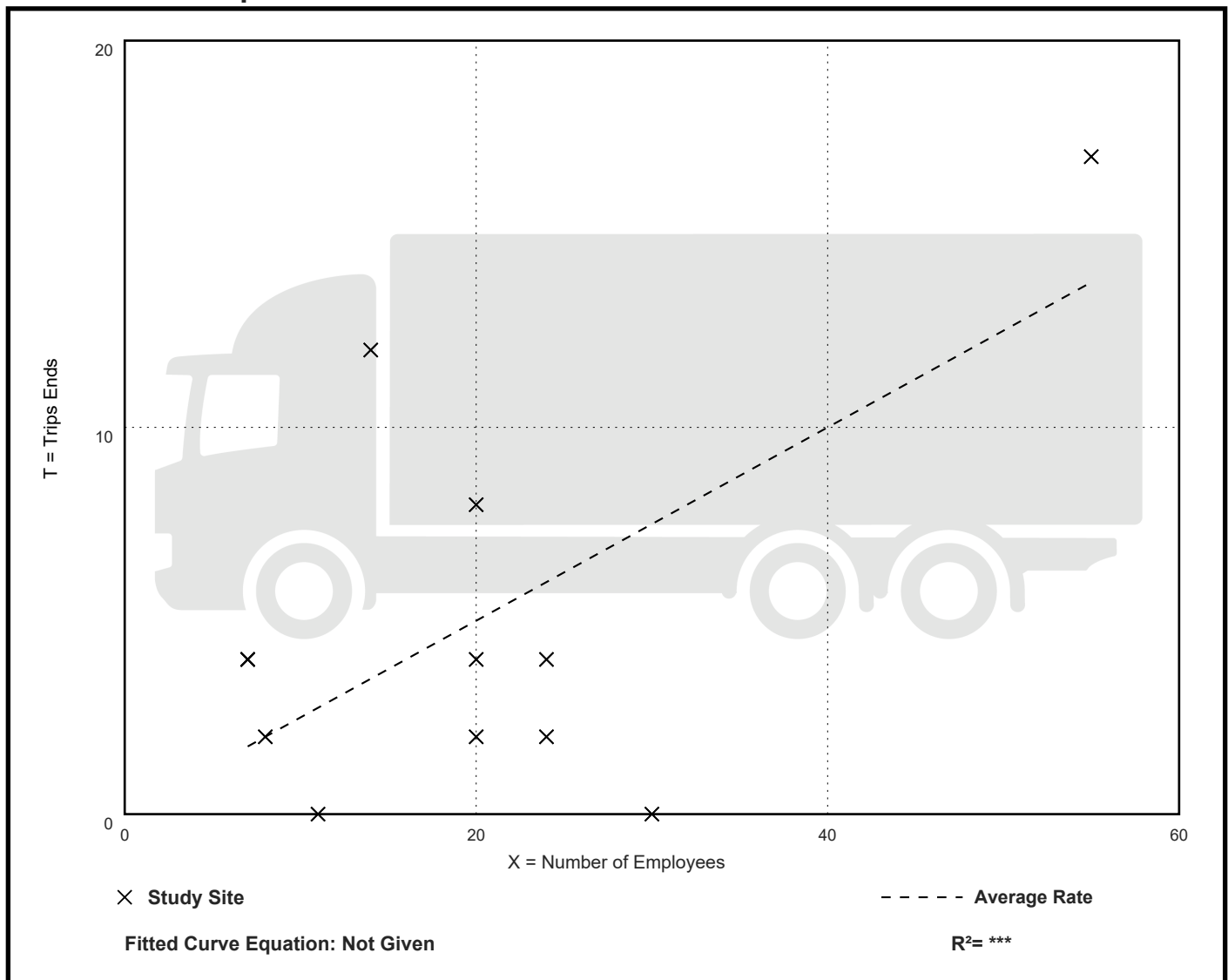
Avg. Num. of Employees: 20

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.25	0.00 - 0.86	0.23

## Data Plot and Equation



# Drive-in Bank (912)

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: 14

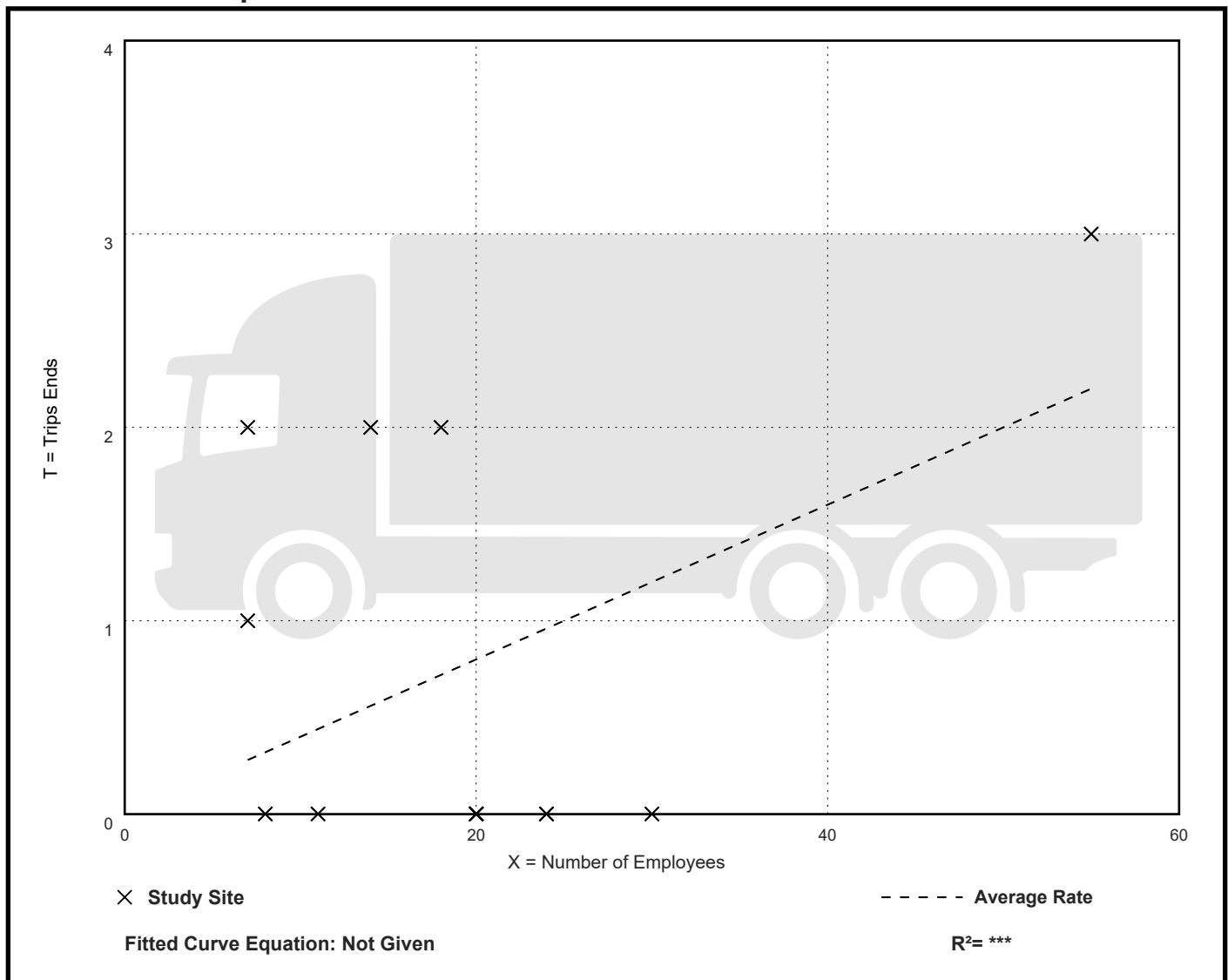
Avg. Num. of Employees: 20

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.29	0.06

## Data Plot and Equation



# Drive-in Bank (912)

## 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

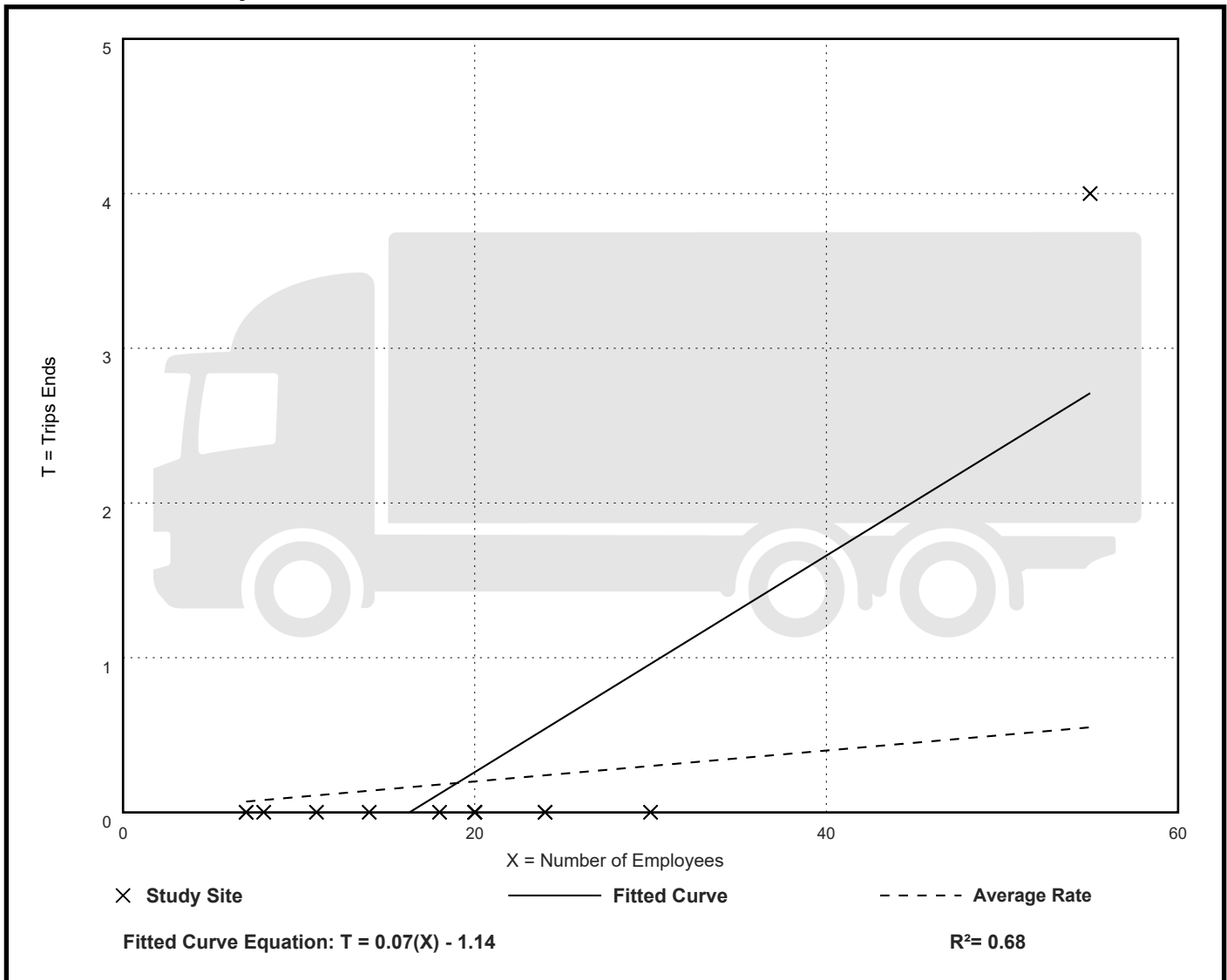
Avg. Num. of Employees: 20

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.07	0.03

## Data Plot and Equation





# Drive-in Bank (912)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 12

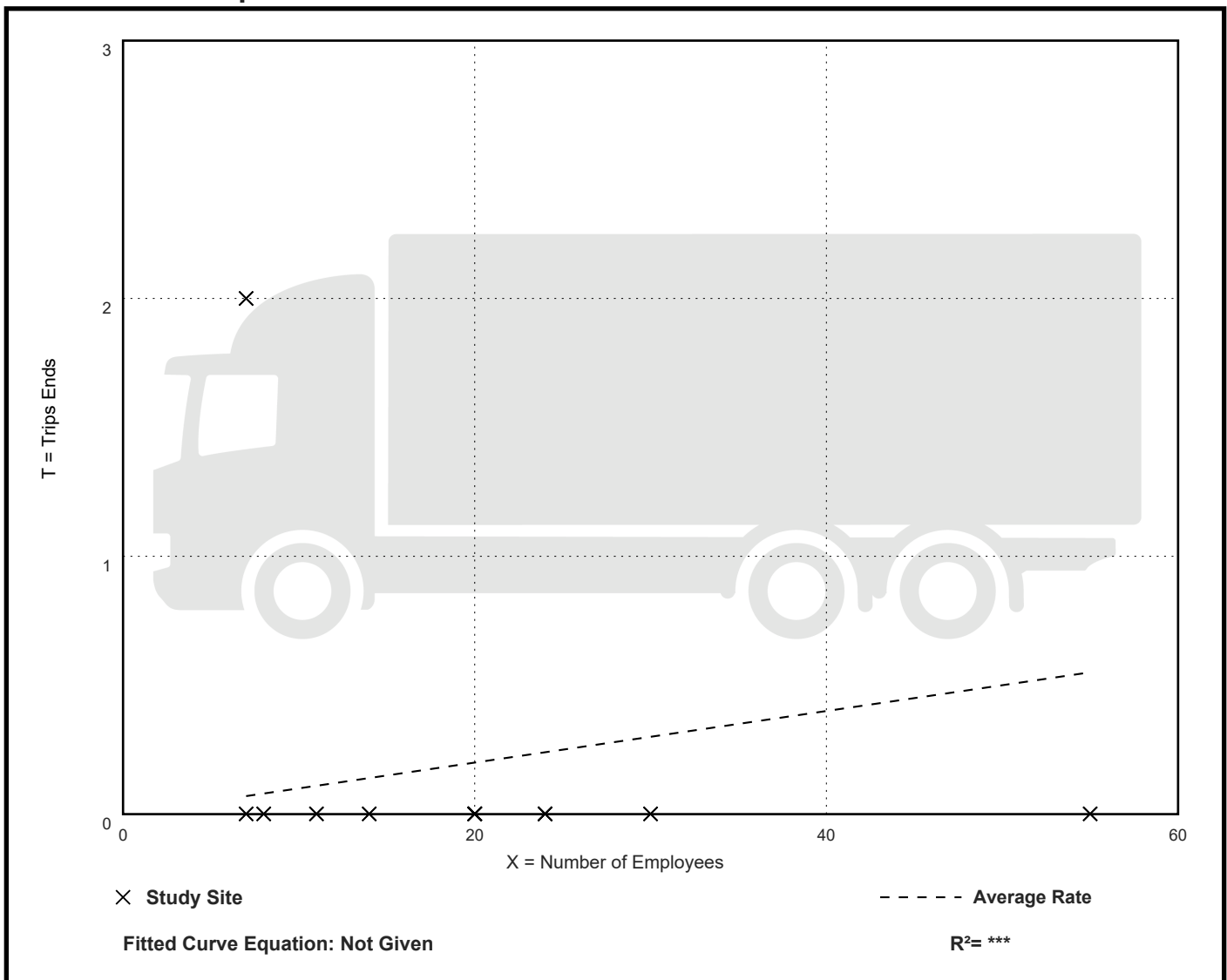
Avg. Num. of Employees: 20

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.29	0.05

## Data Plot and Equation



# Drive-in Bank (912)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 12

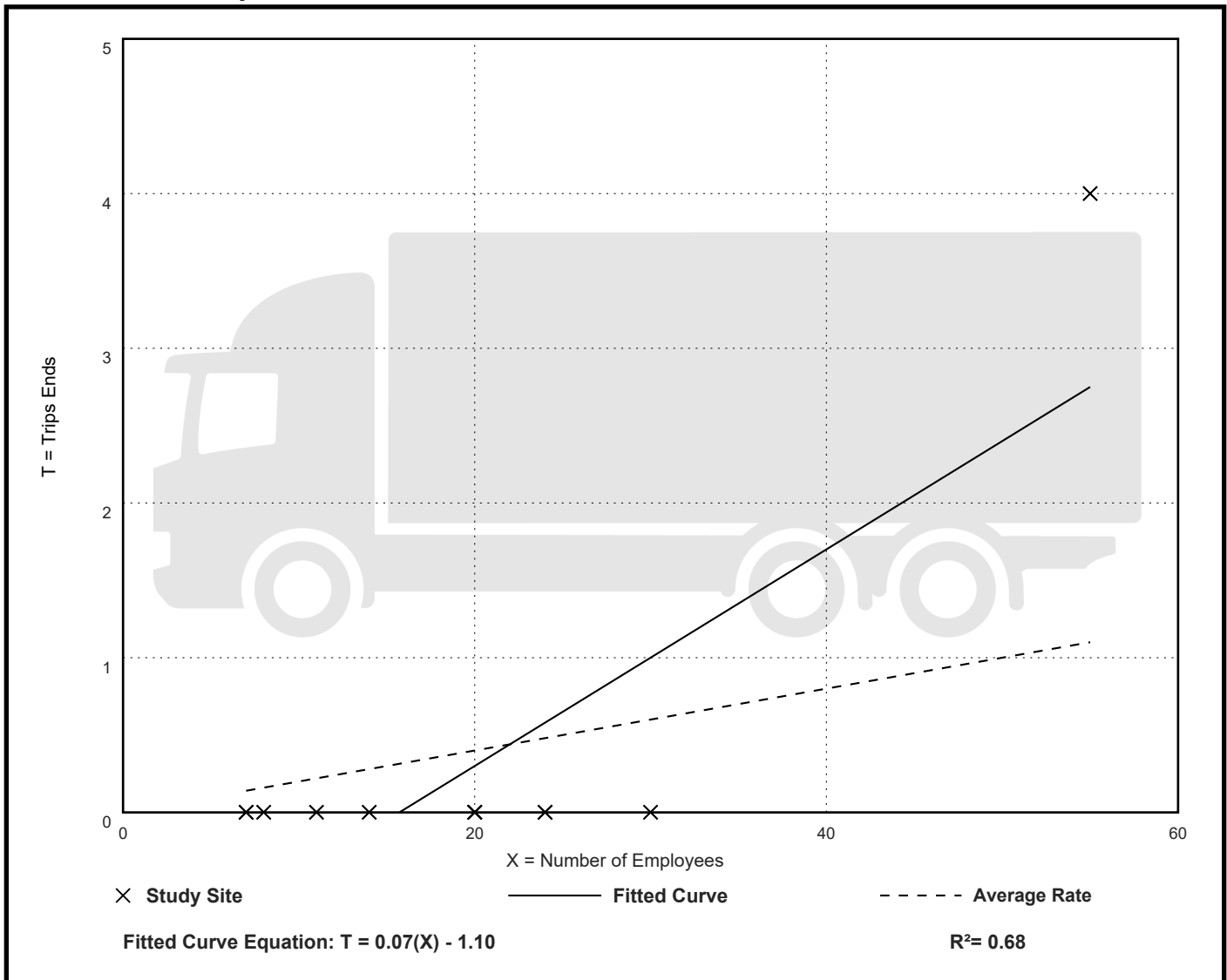
Avg. Num. of Employees: 20

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

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

## Data Plot and Equation



# Fine Dining Restaurant (931)

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: 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





# High-Turnover (Sit-Down) Restaurant (932)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 30

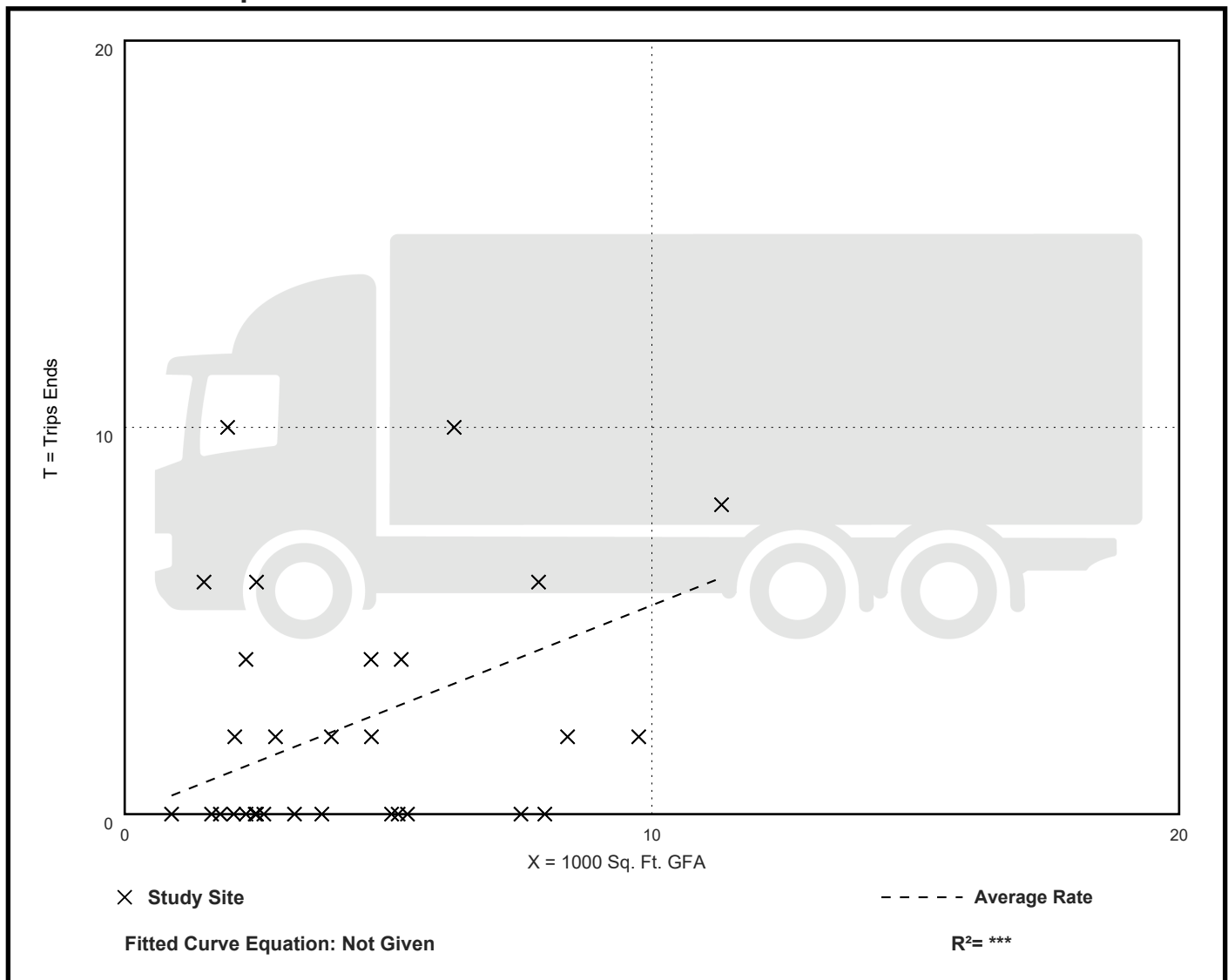
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.54	0.00 - 5.12	0.88

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

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

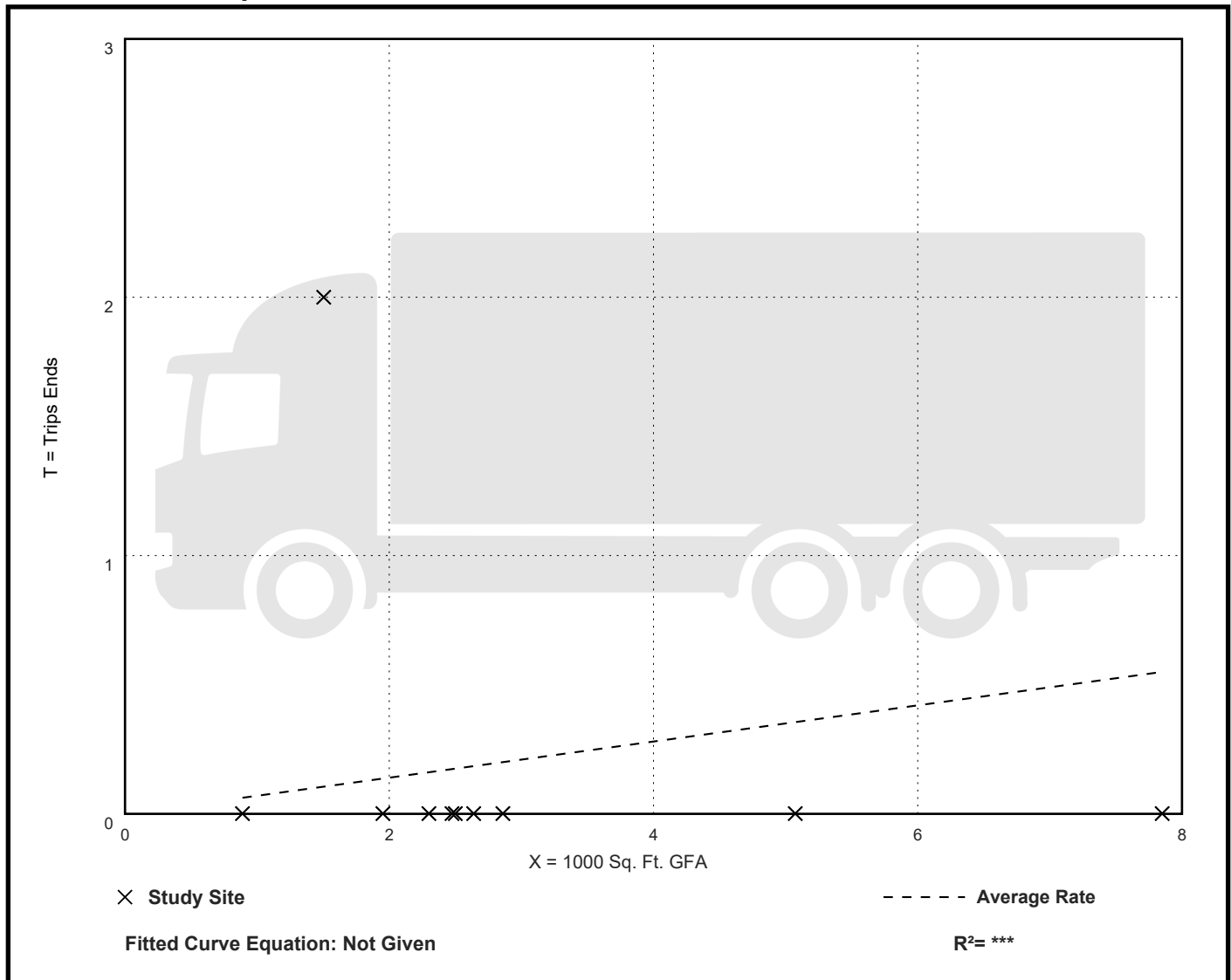
Avg. 1000 Sq. Ft. GFA: 3

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 - 1.33	0.31

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

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: 29

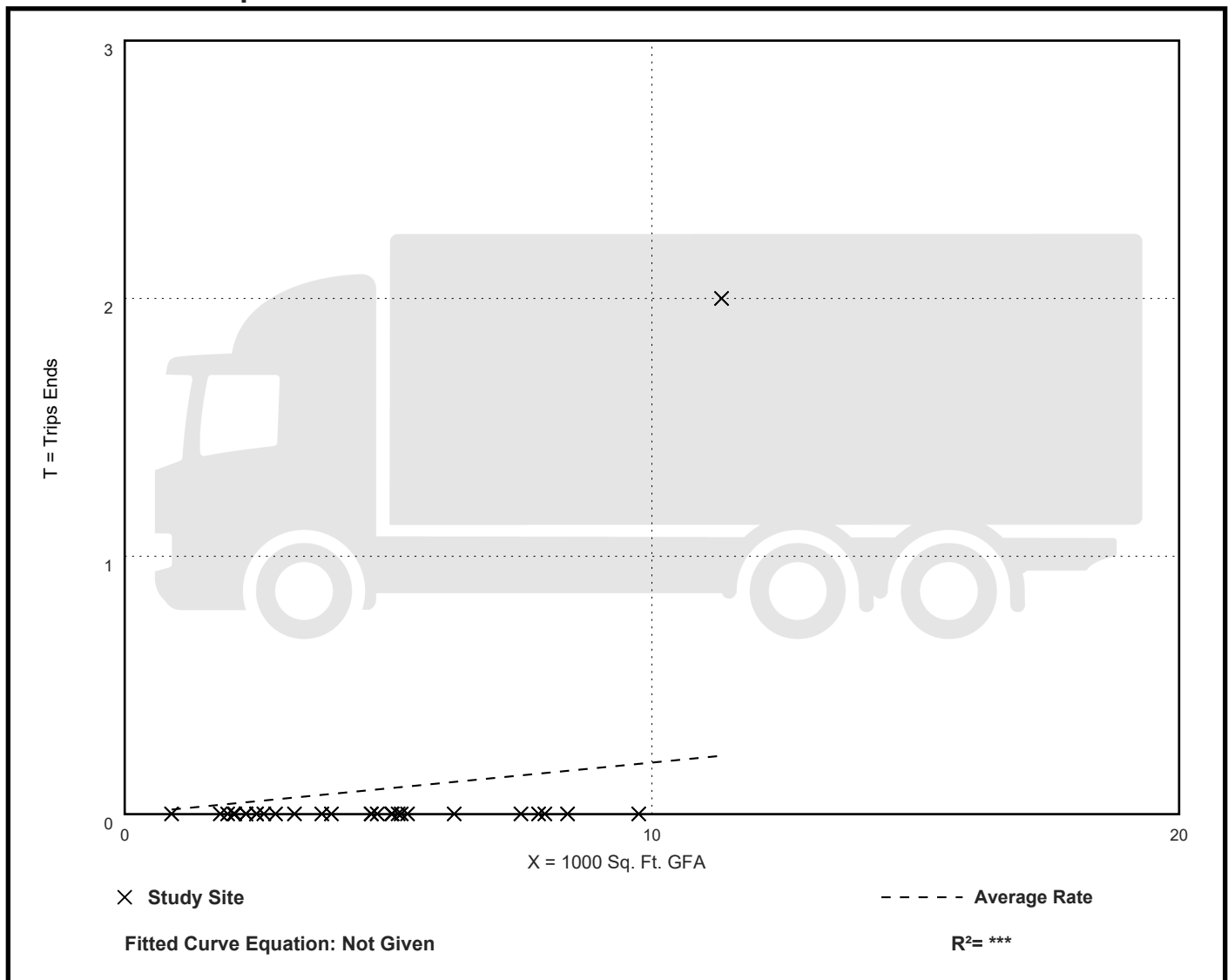
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

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

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

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 29

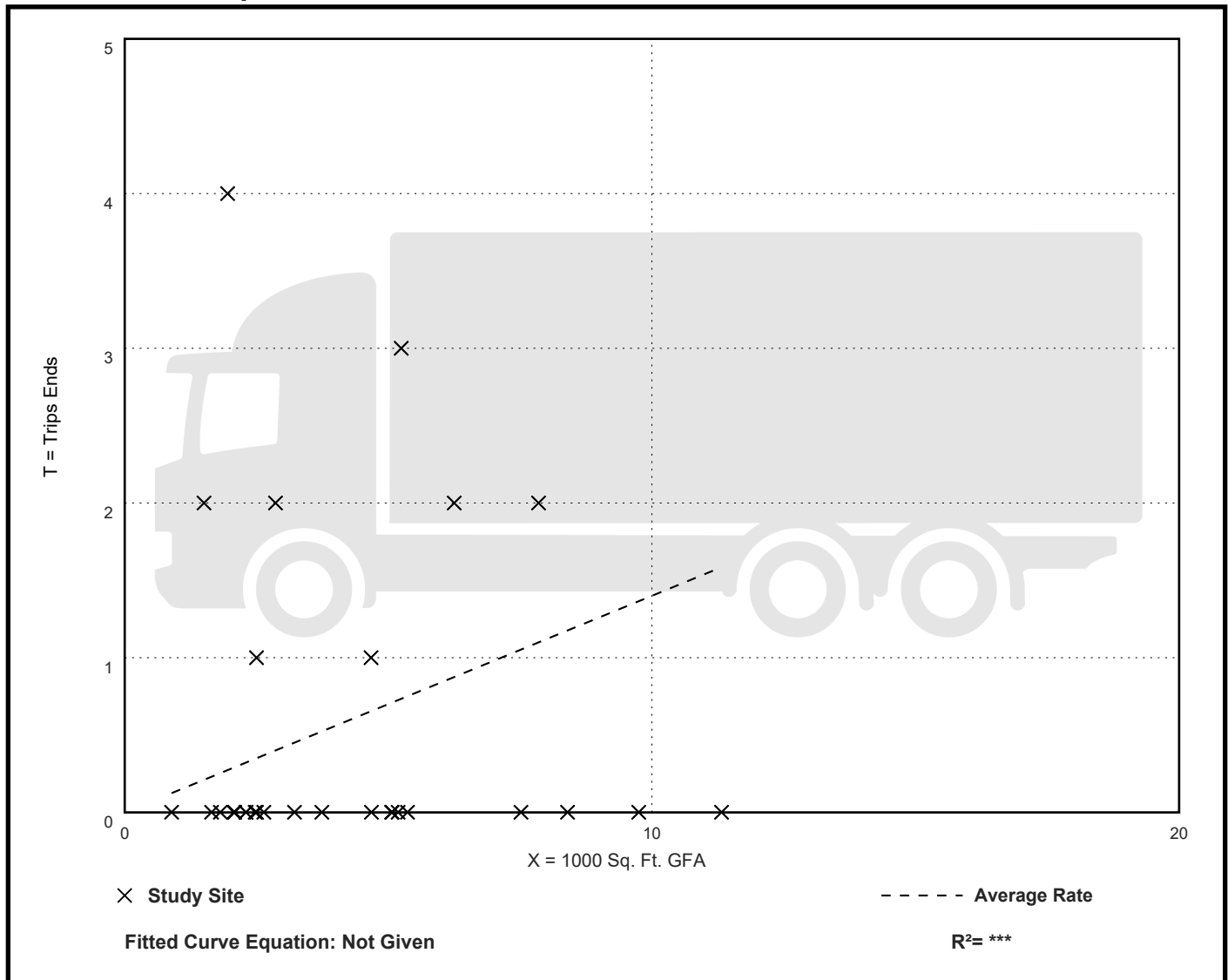
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 47% entering, 53% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.14	0.00 - 2.05	0.34

## Data Plot and Equation





# High-Turnover (Sit-Down) Restaurant (932)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 31

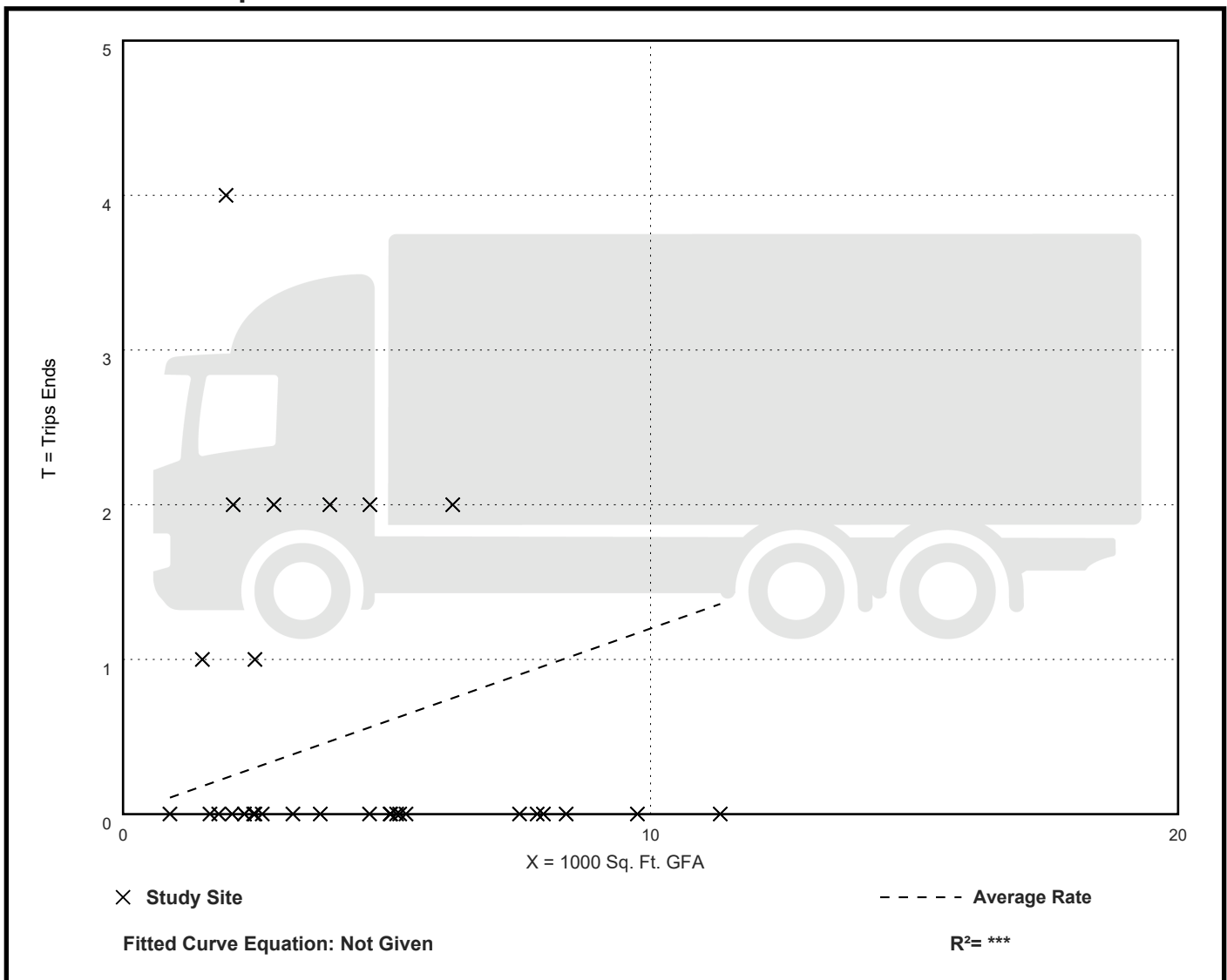
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.12	0.00 - 2.05	0.32

## Data Plot and Equation





# High-Turnover (Sit-Down) Restaurant (932)

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

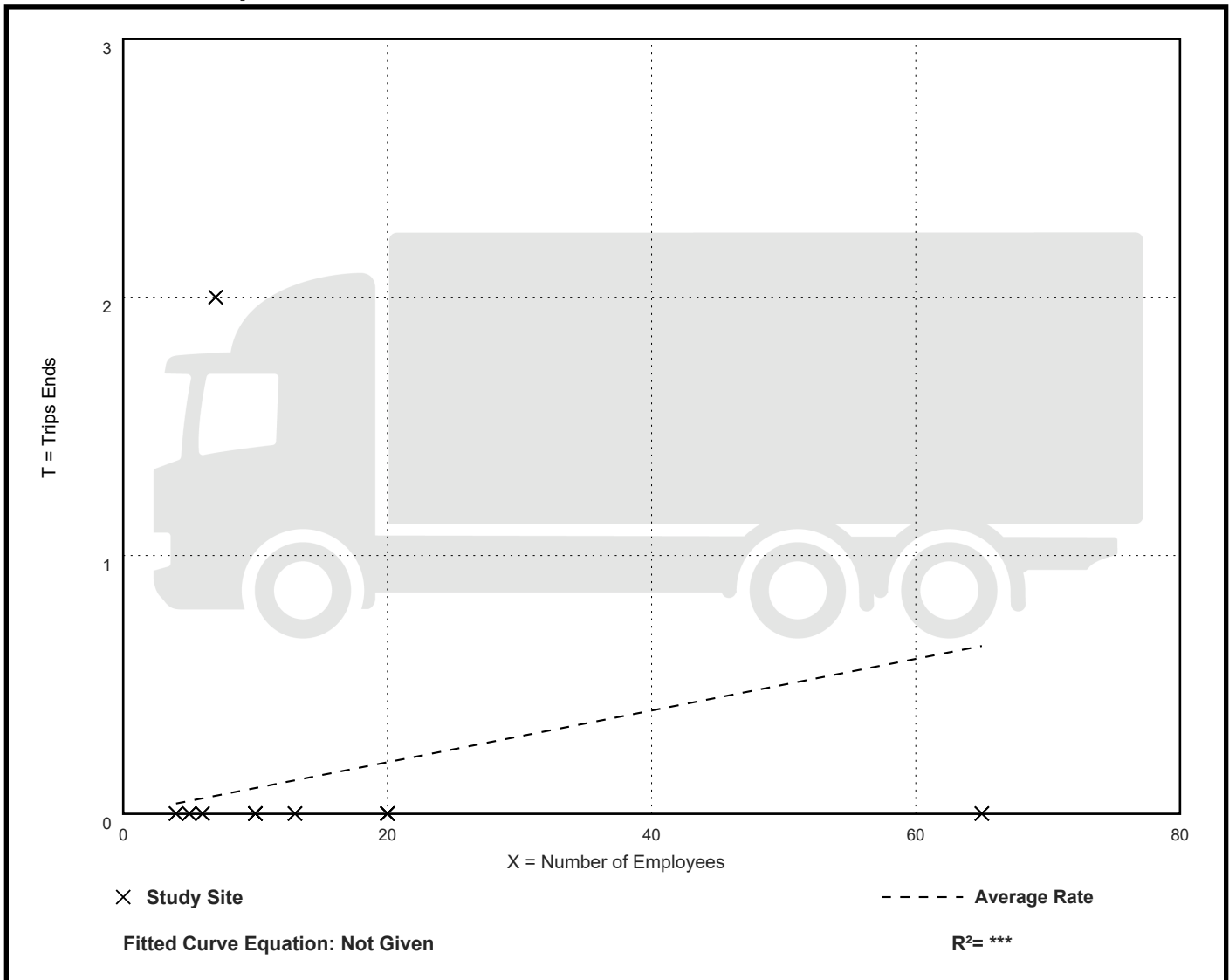
Avg. Num. of Employees: 16

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.29	0.06

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

## 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: 28

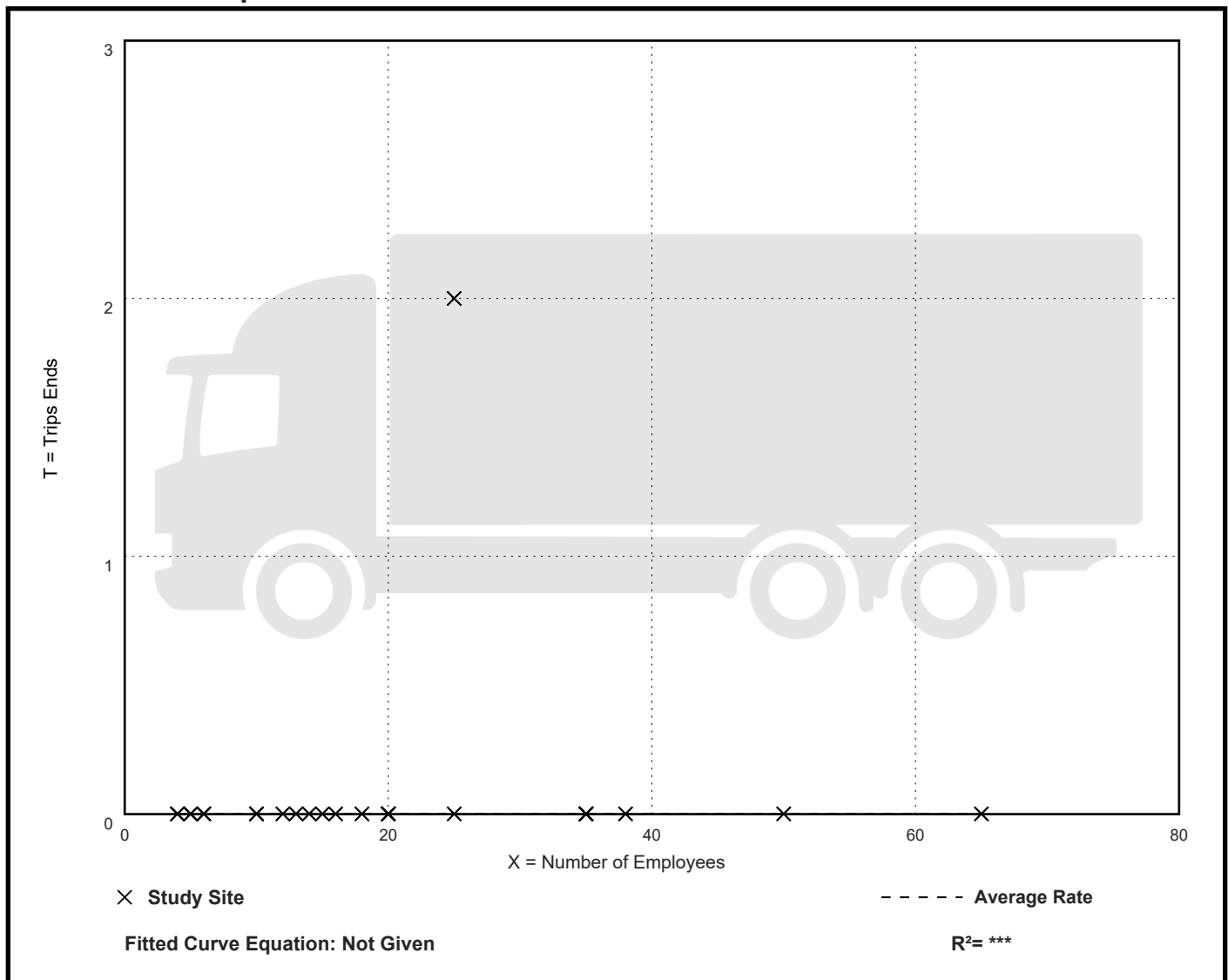
Avg. Num. of Employees: 20

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

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

## Data Plot and Equation



# High-Turnover (Sit-Down) Restaurant (932)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 29

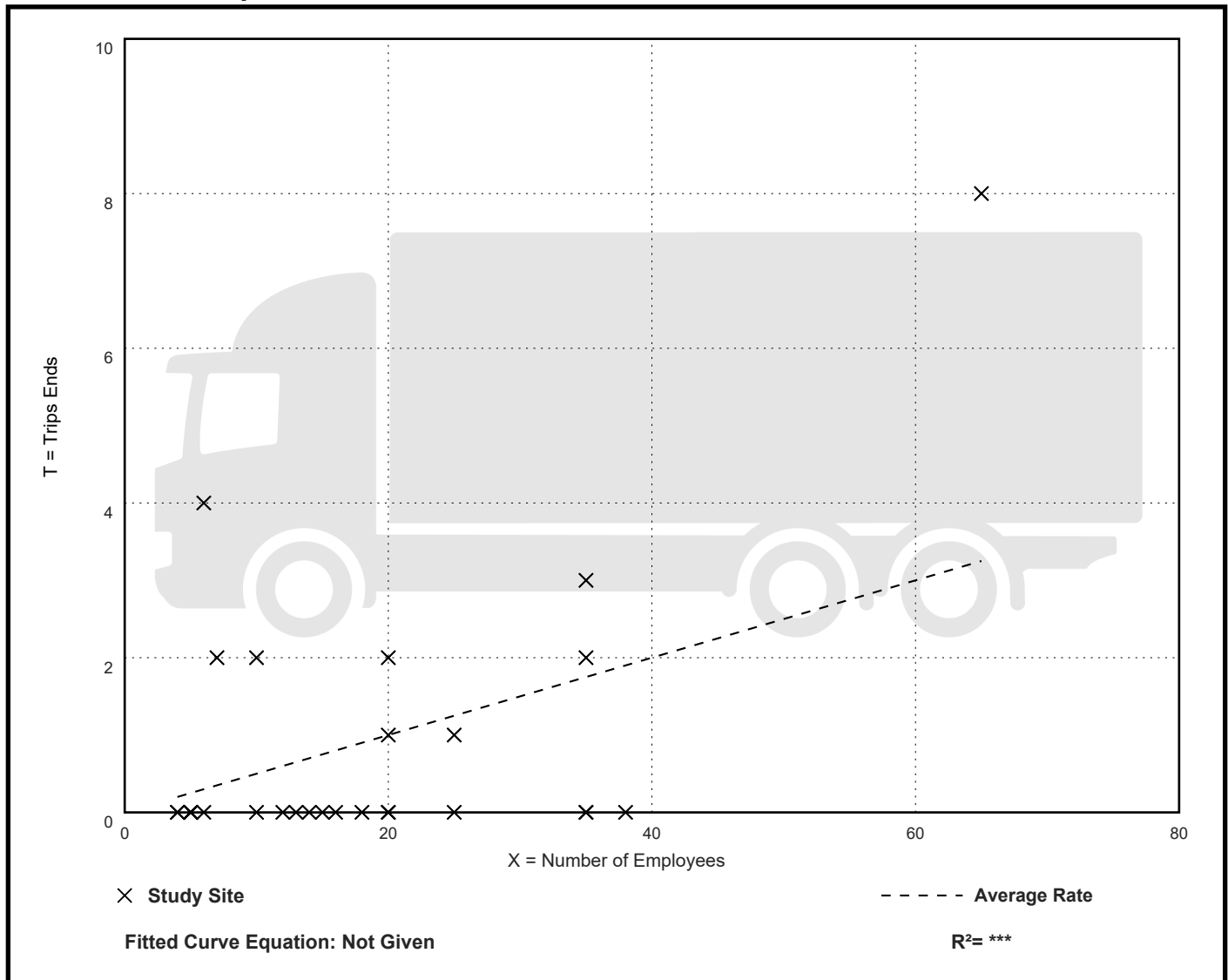
Avg. Num. of Employees: 18

Directional Distribution: 48% entering, 52% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.05	0.00 - 0.67	0.09

## Data Plot and Equation





# Fast-Food Restaurant without Drive-Through Window (933)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 5

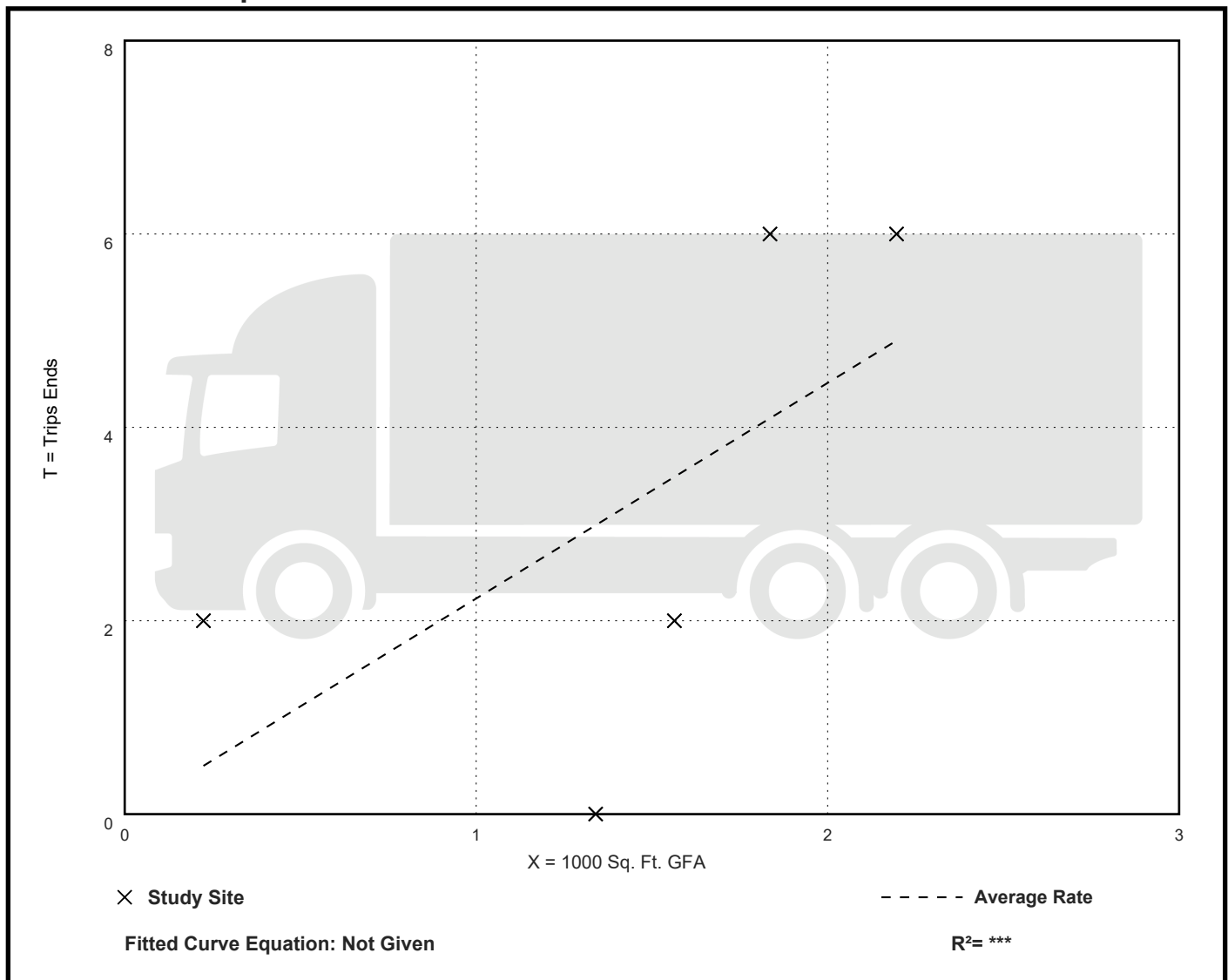
Avg. 1000 Sq. Ft. GFA: 1

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
2.23	0.00 - 8.93	1.90

## Data Plot and Equation



# Fast-Food Restaurant without Drive-Through Window (933)

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

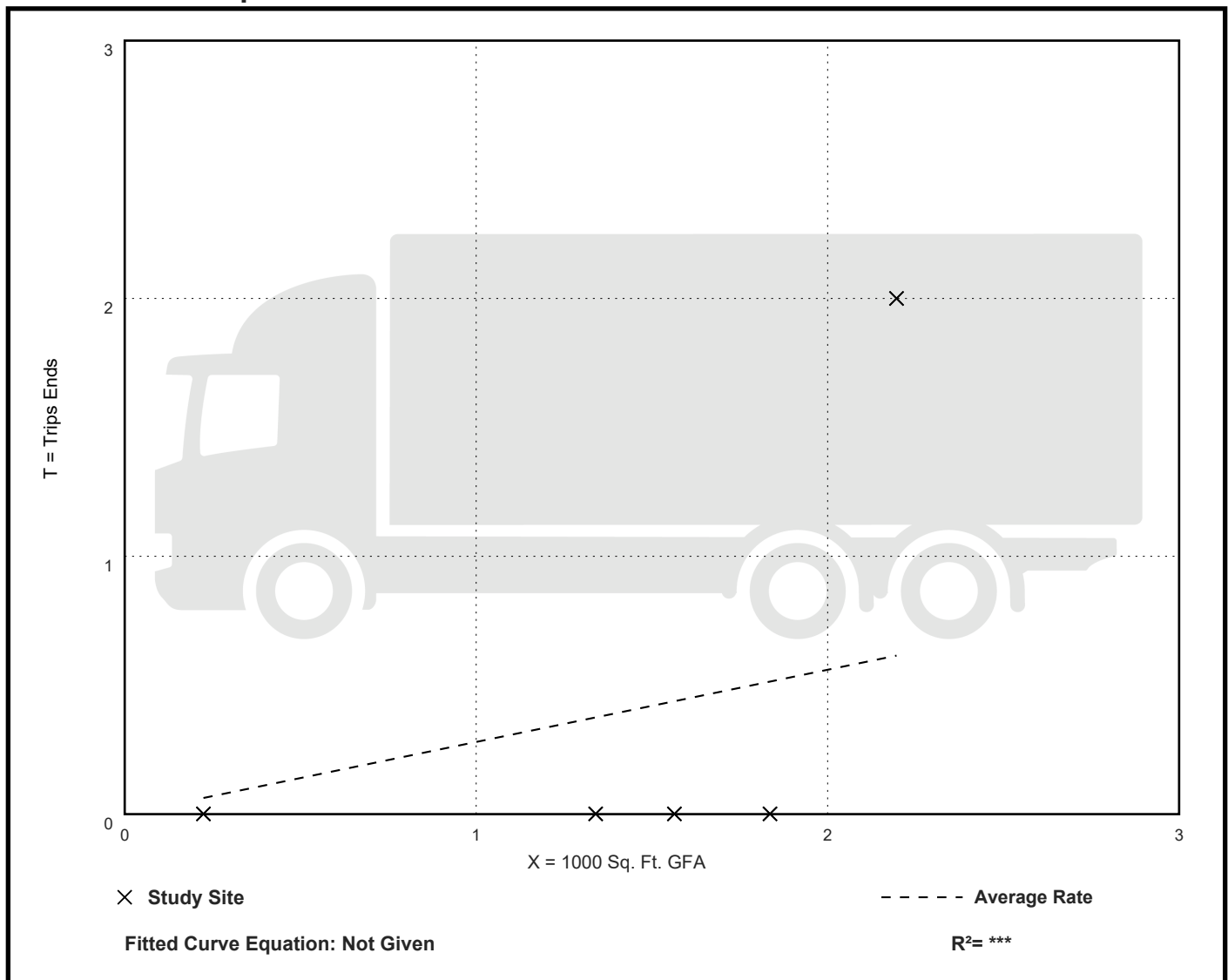
Avg. 1000 Sq. Ft. GFA: 1

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.28	0.00 - 0.91	0.47

## Data Plot and Equation





# Fast-Food Restaurant without Drive-Through Window (933)

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

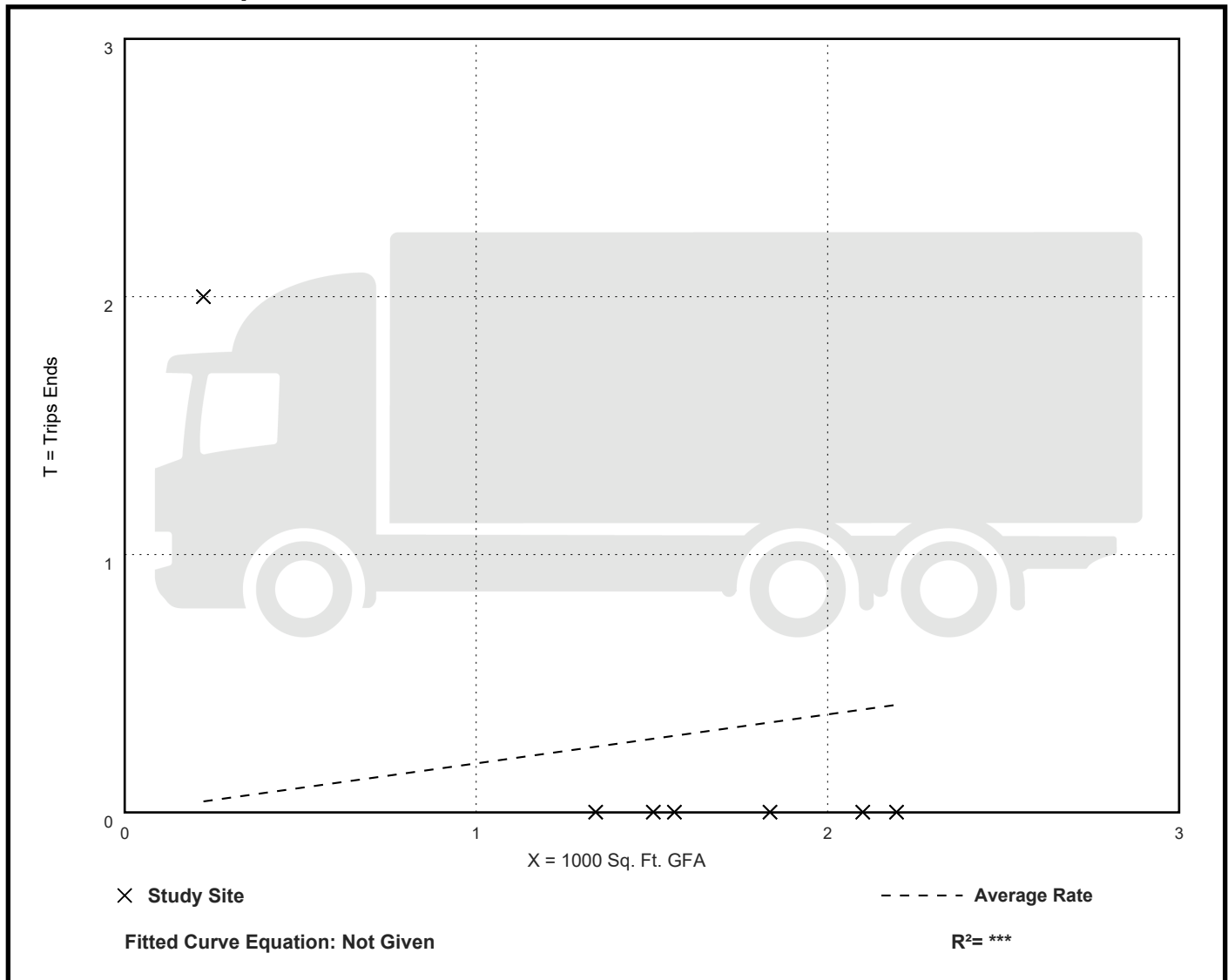
Avg. 1000 Sq. Ft. GFA: 2

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 - 8.93	1.38

## Data Plot and Equation



# Fast-Food Restaurant without Drive-Through Window (933)

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: 2

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



# Fast-Food Restaurant without Drive-Through Window (933)

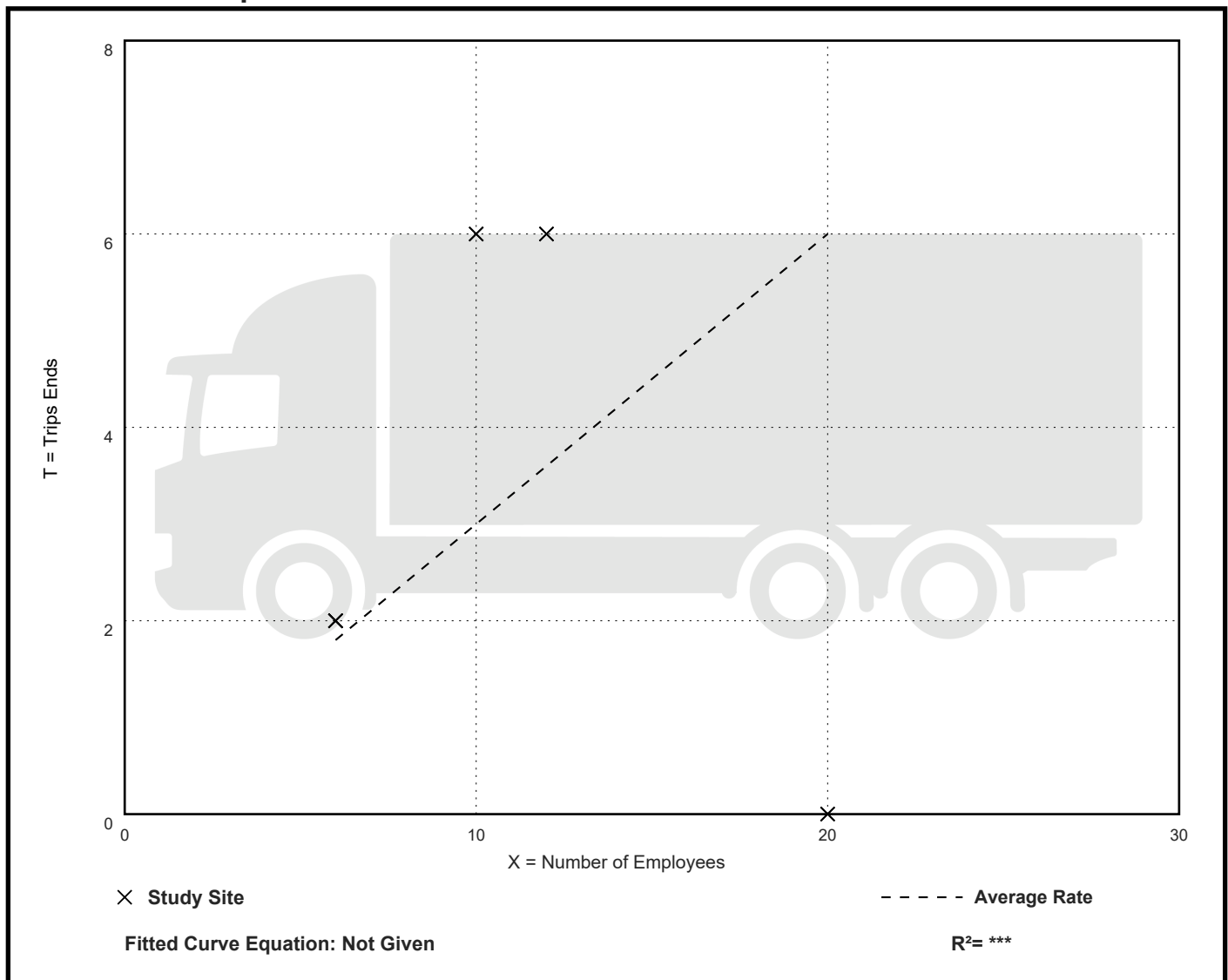
Truck Trip Ends vs: Employees  
On a Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 5  
Avg. Num. of Employees: 11  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.30	0.00 - 0.60	0.27

## Data Plot and Equation



# Fast-Food Restaurant without Drive-Through Window (933)

## 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

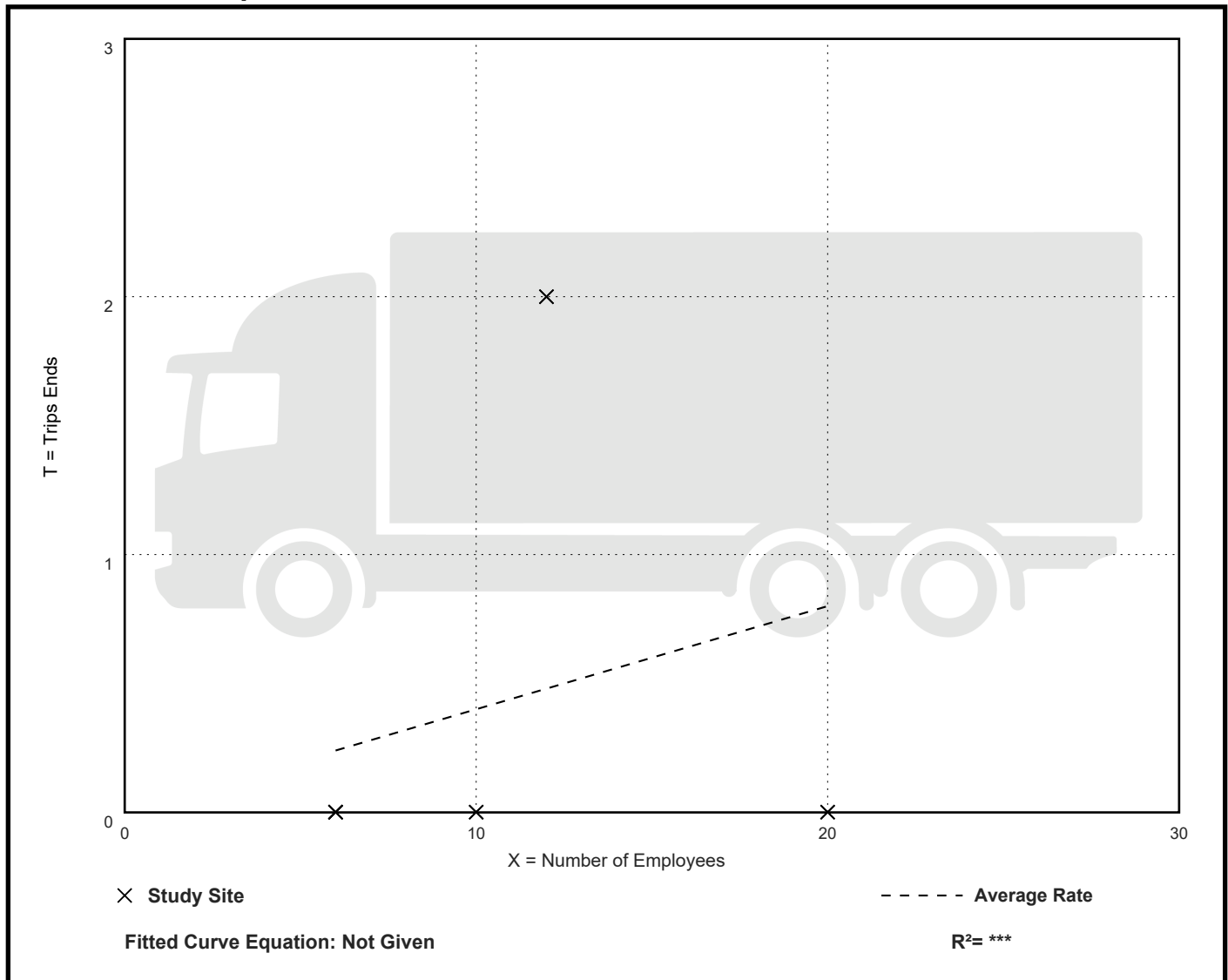
Avg. Num. of Employees: 11

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.17	0.08

## Data Plot and Equation



# Fast-Food Restaurant without Drive-Through Window (933)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

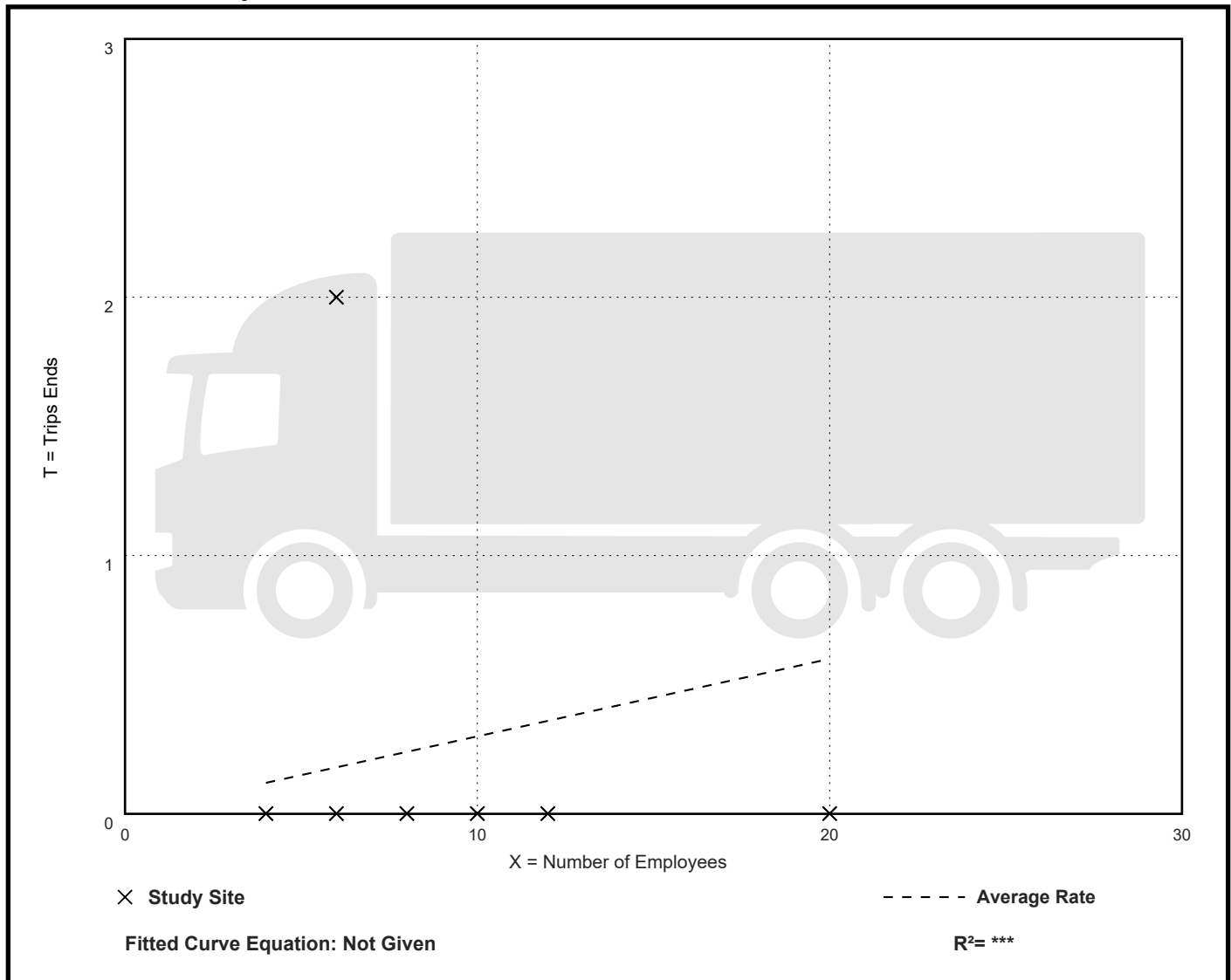
Avg. Num. of Employees: 9

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.10

## Data Plot and Equation



# Fast-Food Restaurant without Drive-Through Window (933)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 7

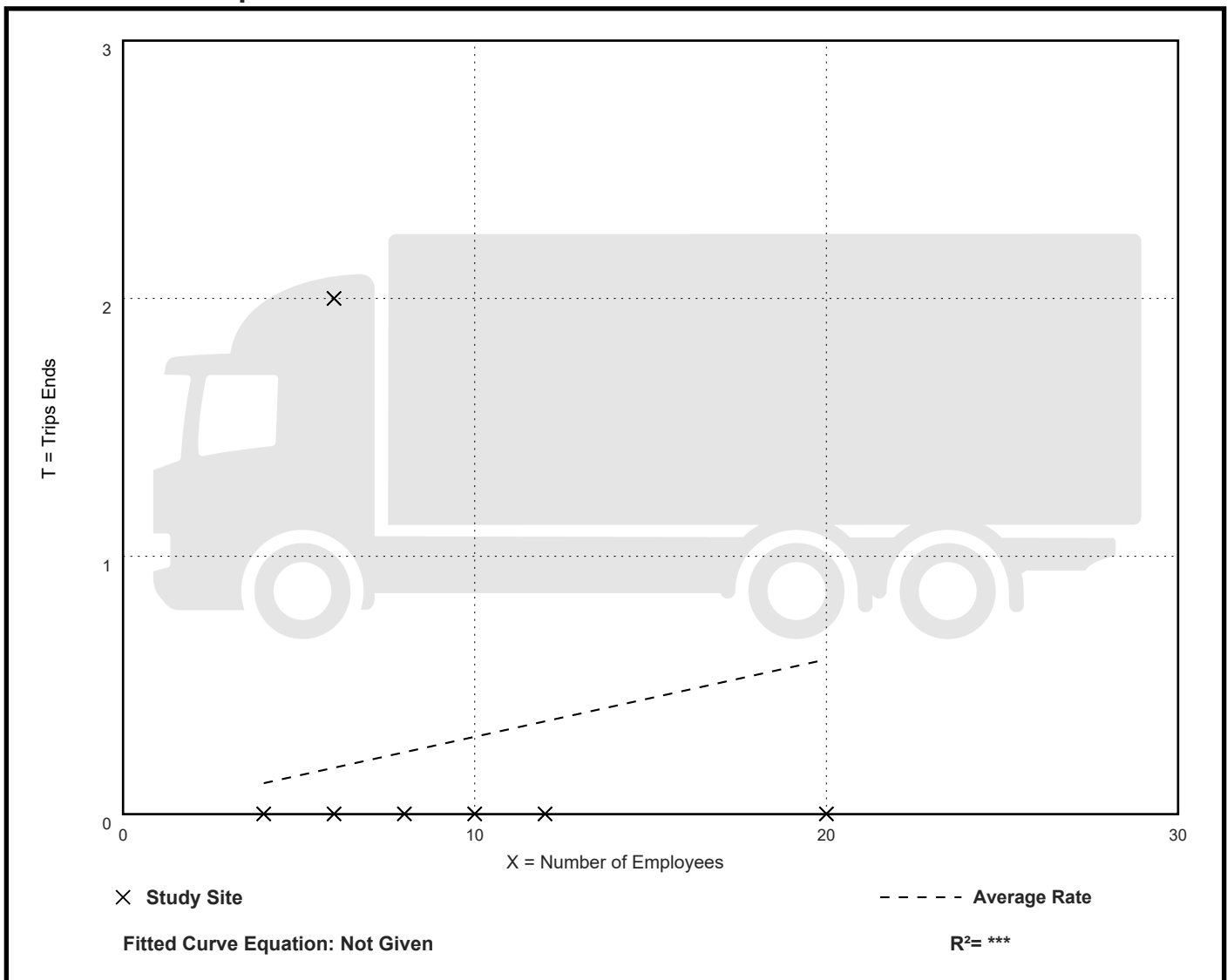
Avg. Num. of Employees: 9

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.33	0.10

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

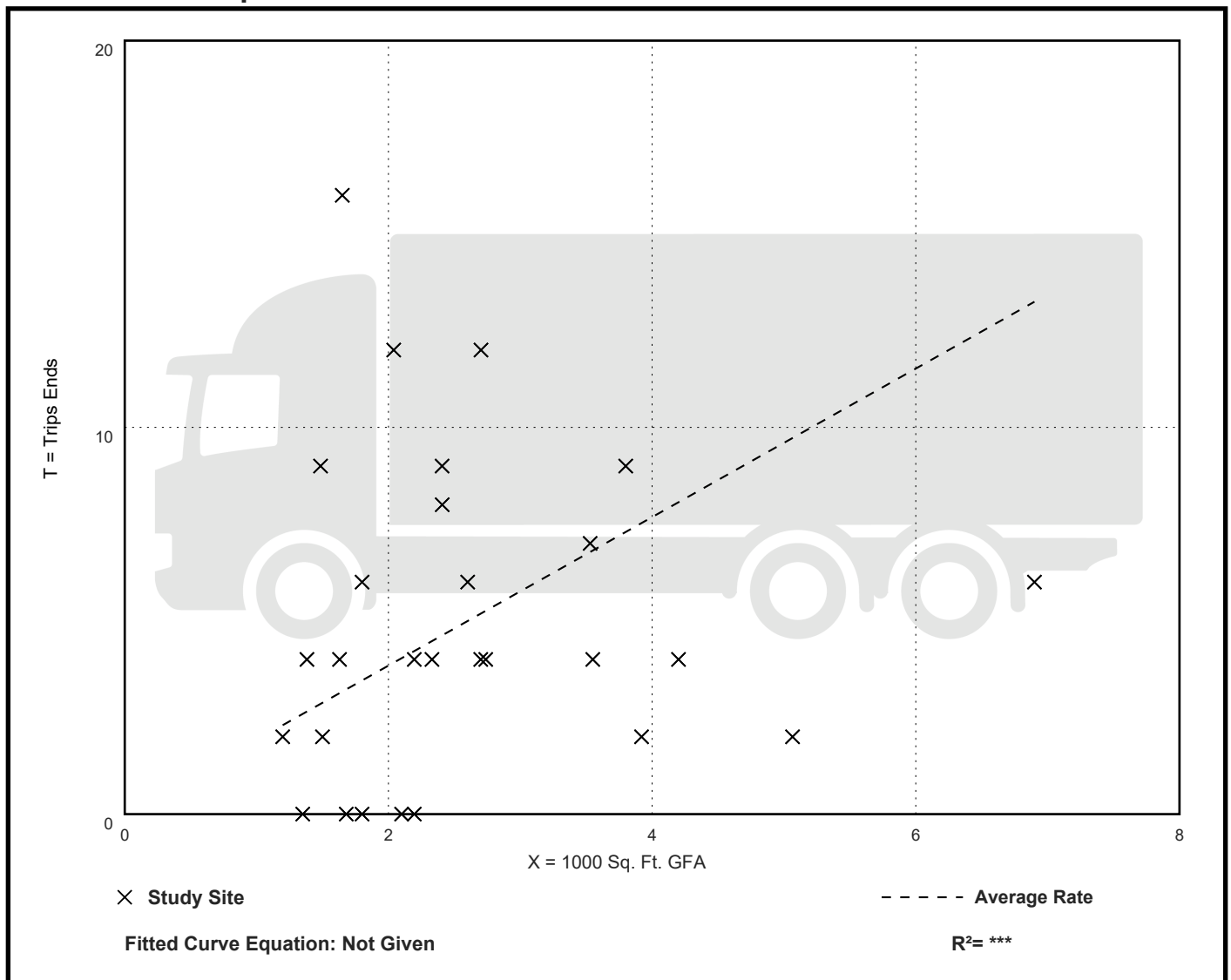
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
 On a: Weekday

Setting/Location: General Urban/Suburban  
 Number of Studies: 28  
 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
1.92	0.00 - 9.70	1.93

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

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

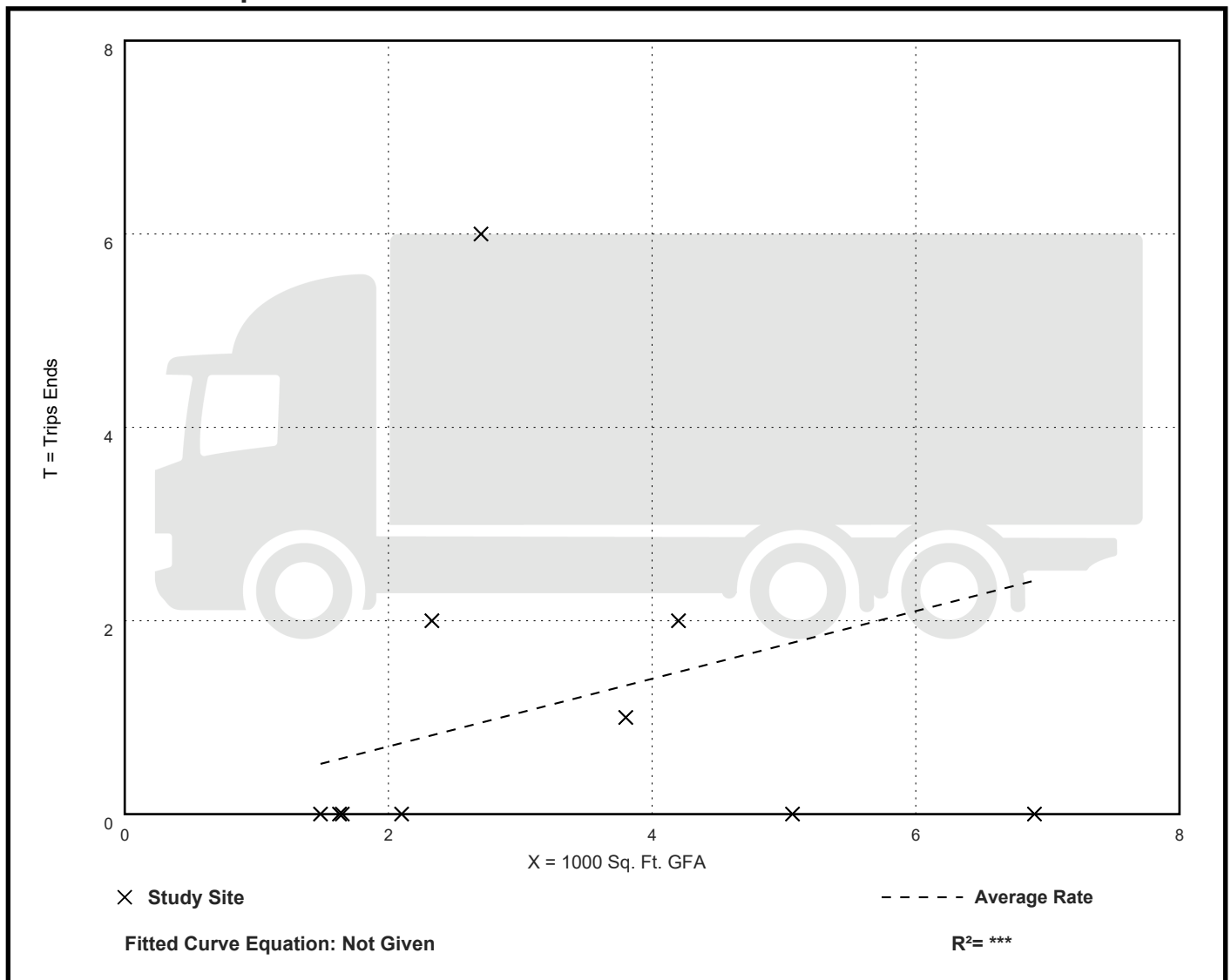
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 55% entering, 45% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.35	0.00 - 2.22	0.66

## Data Plot and Equation





# Fast-Food Restaurant with Drive-Through Window (934)

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: 29

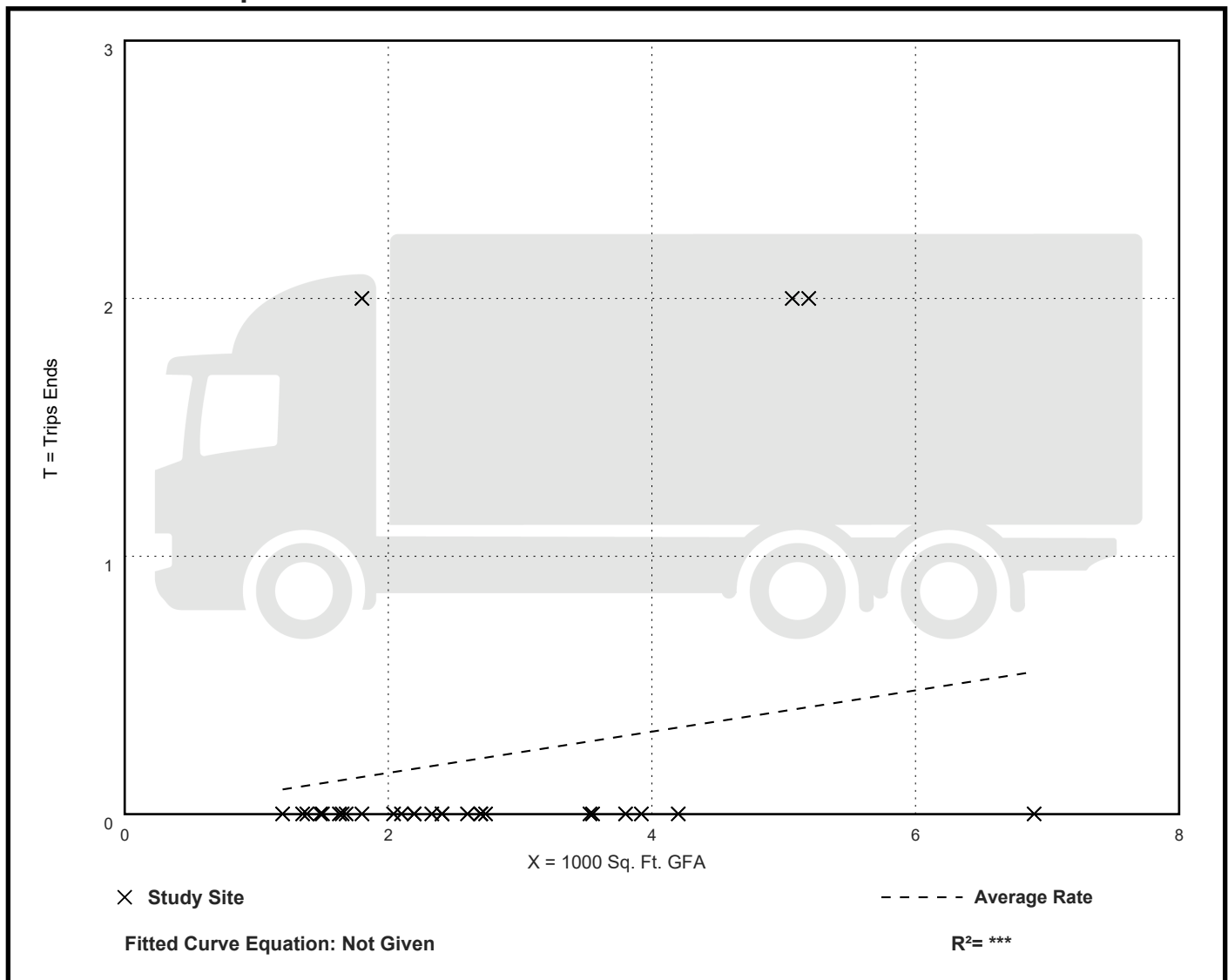
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 1.11	0.21

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 28

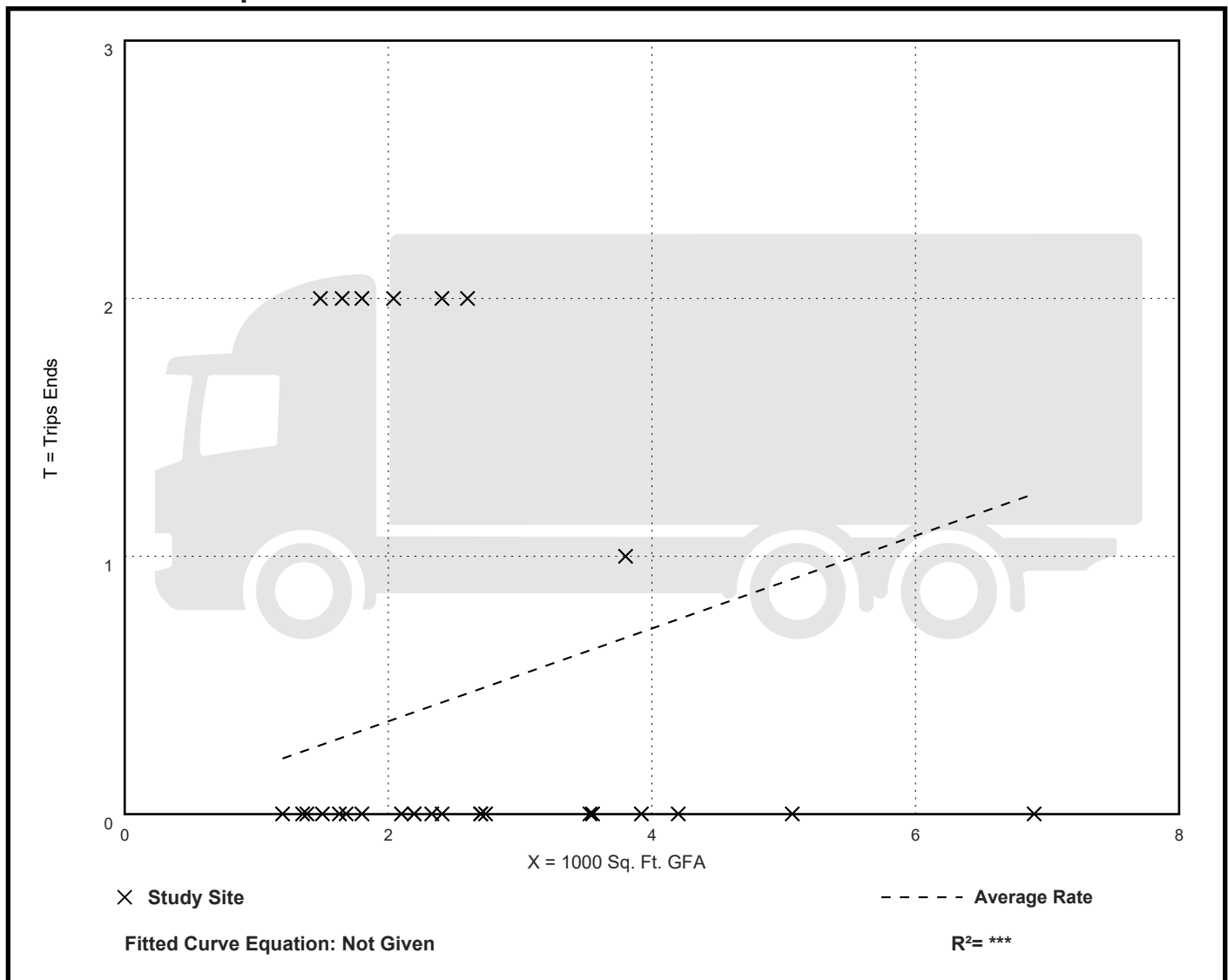
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 62% entering, 38% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.18	0.00 - 1.35	0.39

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 28

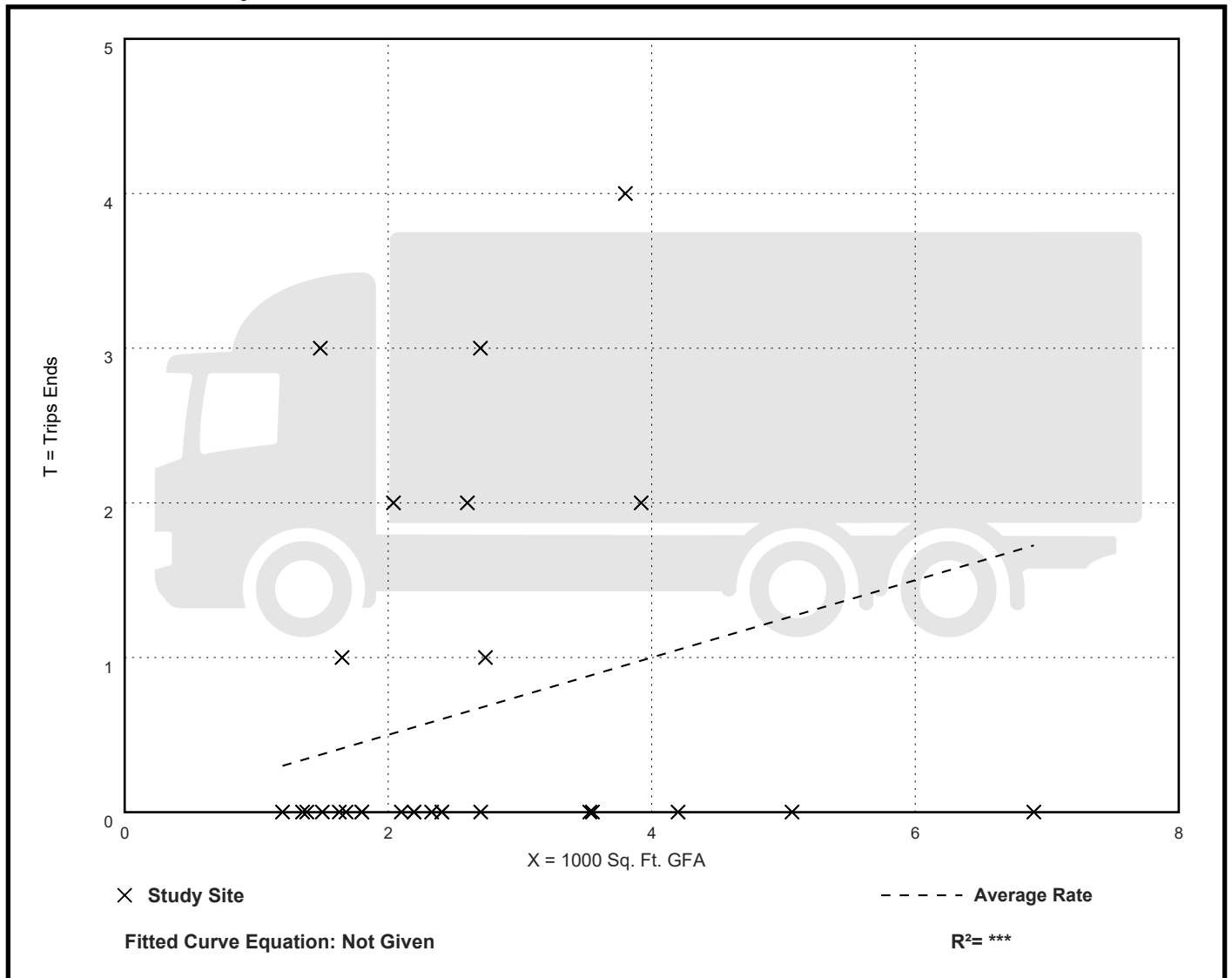
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.25	0.00 - 2.02	0.46

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

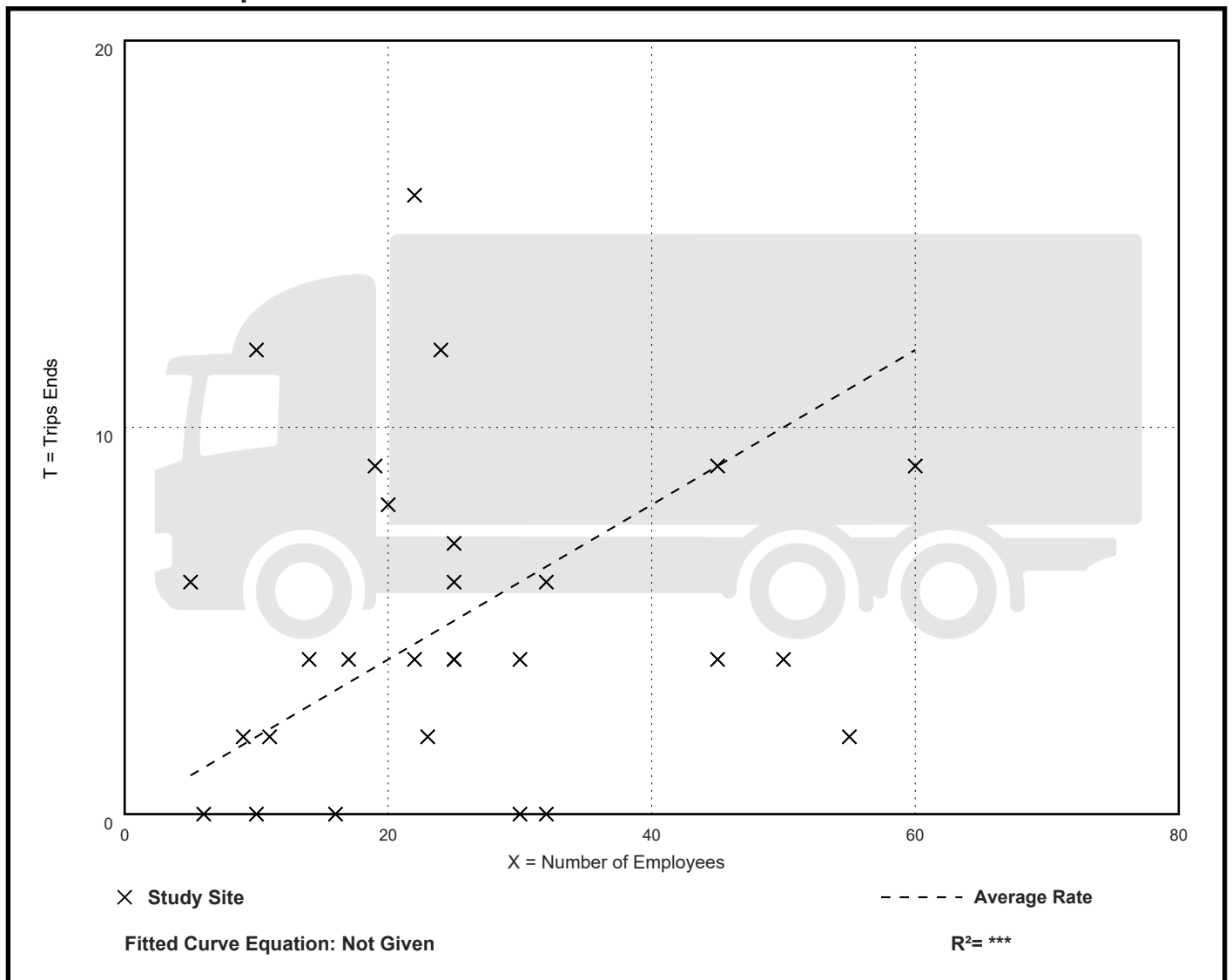
Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 28  
Avg. Num. of Employees: 25  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.20	0.00 - 1.20	0.22

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

## 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

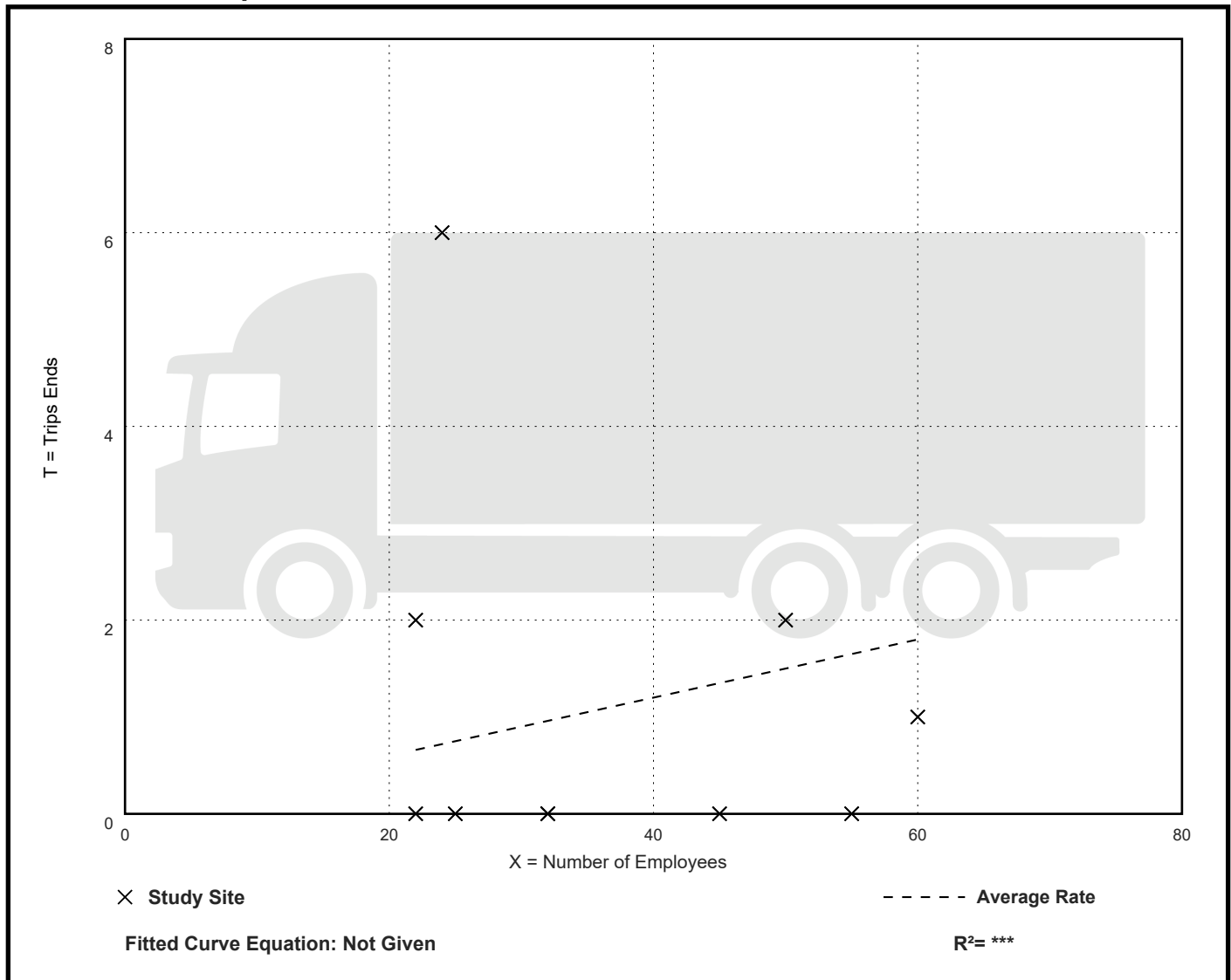
Avg. Num. of Employees: 37

Directional Distribution: 55% entering, 45% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.25	0.07

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

## 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: 28

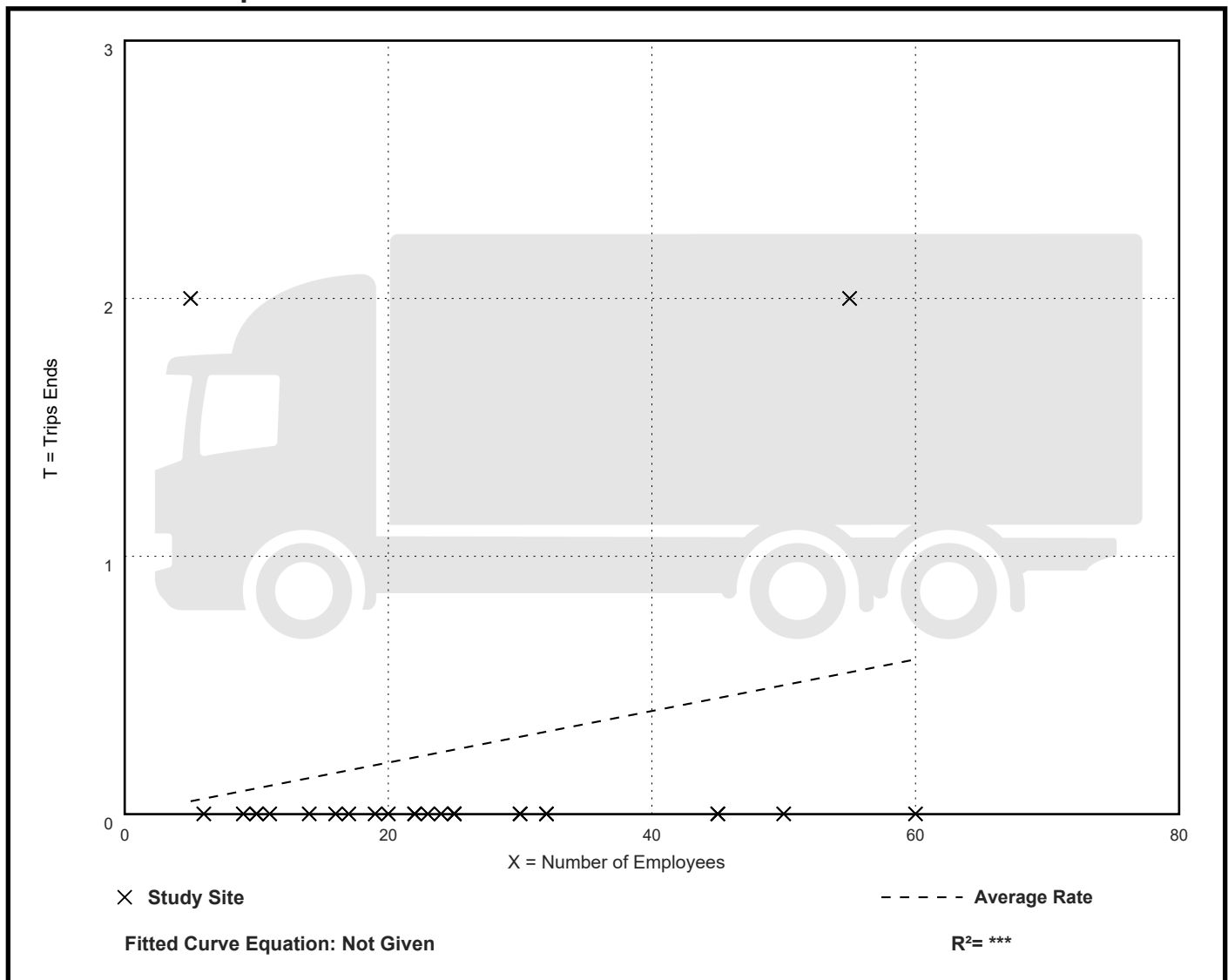
Avg. Num. of Employees: 25

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.01	0.00 - 0.40	0.04

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 28

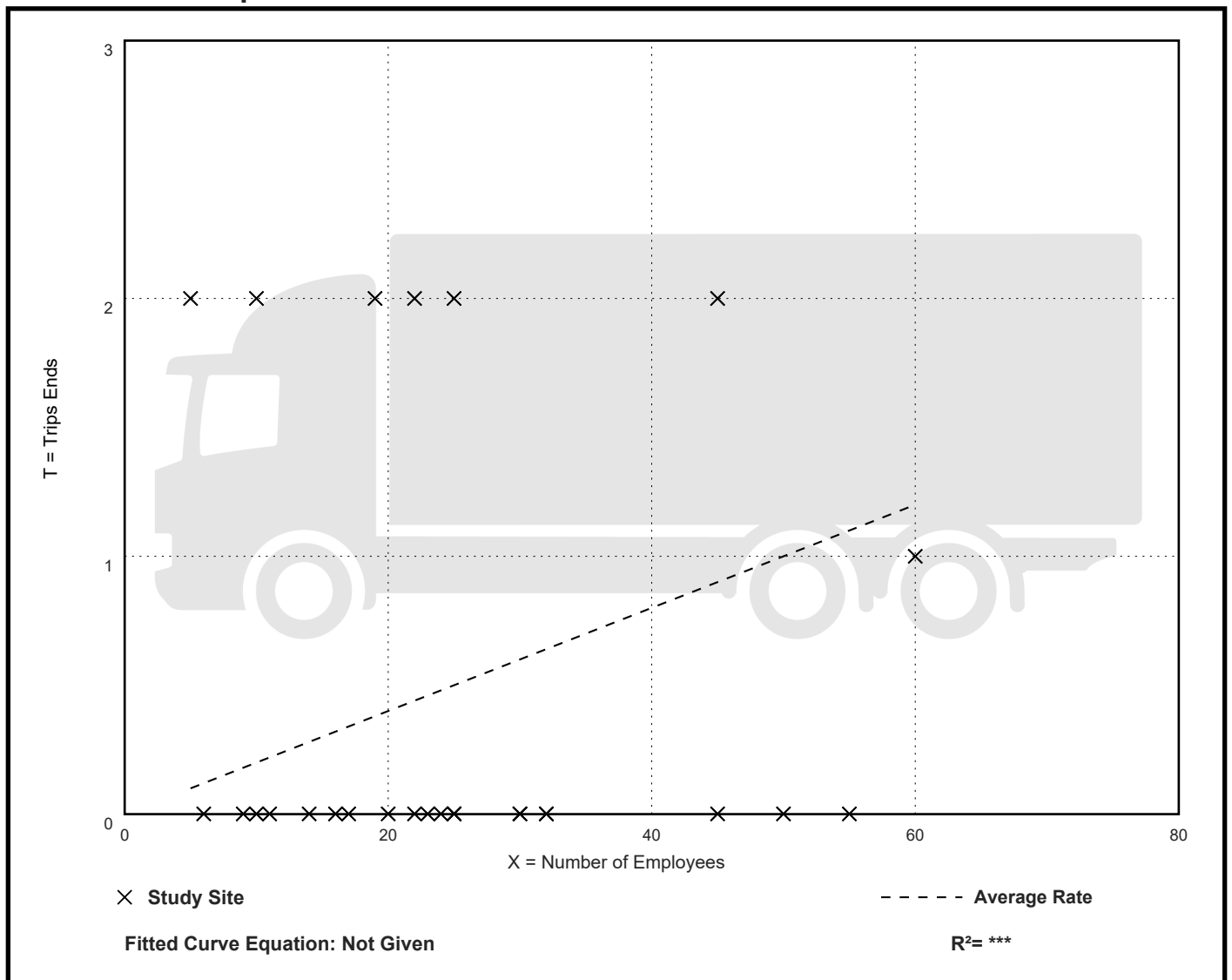
Avg. Num. of Employees: 25

Directional Distribution: 62% entering, 38% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.40	0.05

## Data Plot and Equation



# Fast-Food Restaurant with Drive-Through Window (934)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 28

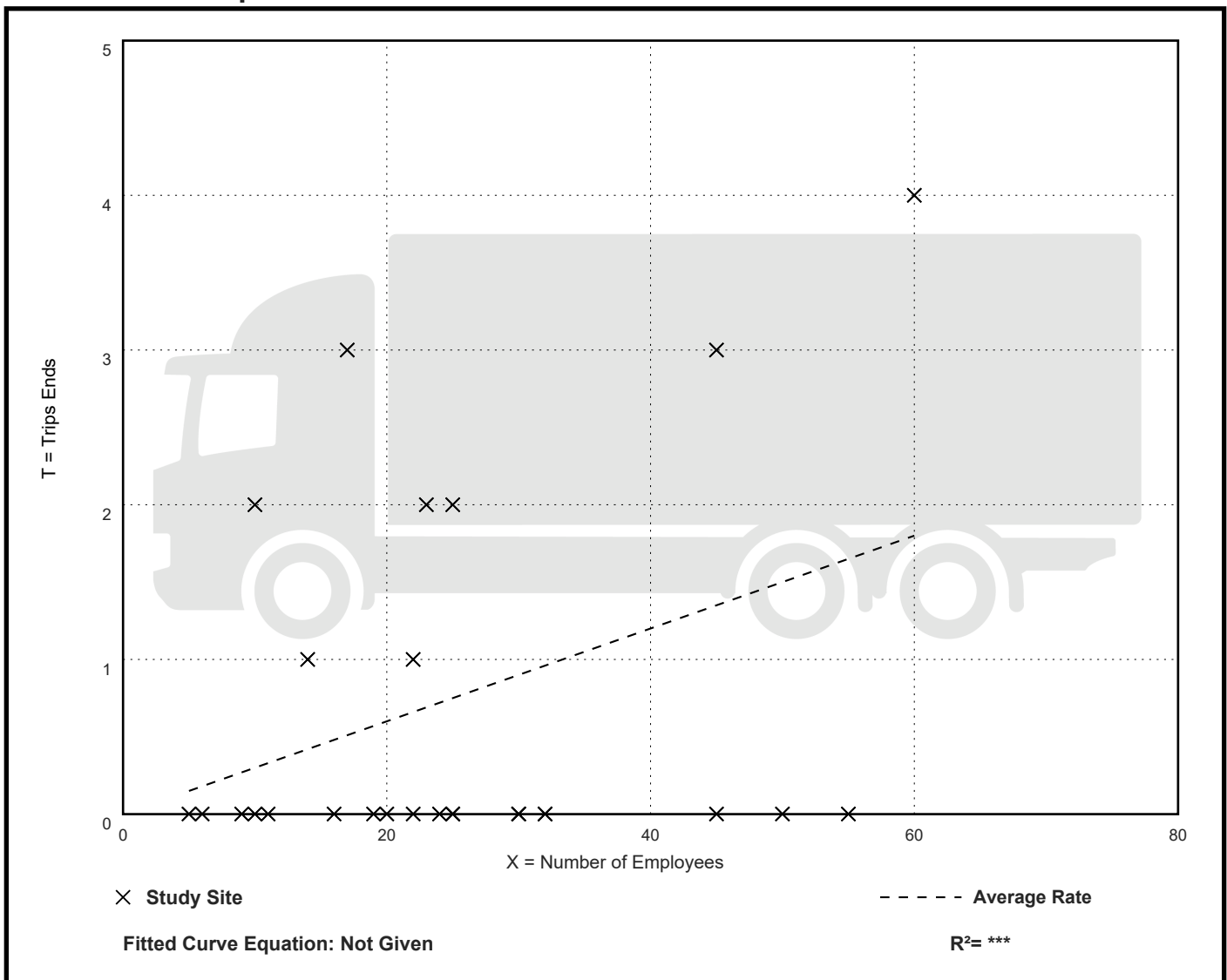
Avg. Num. of Employees: 25

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.03	0.00 - 0.20	0.05

## Data Plot and Equation





# Quick Lubrication Vehicle Shop (941)

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

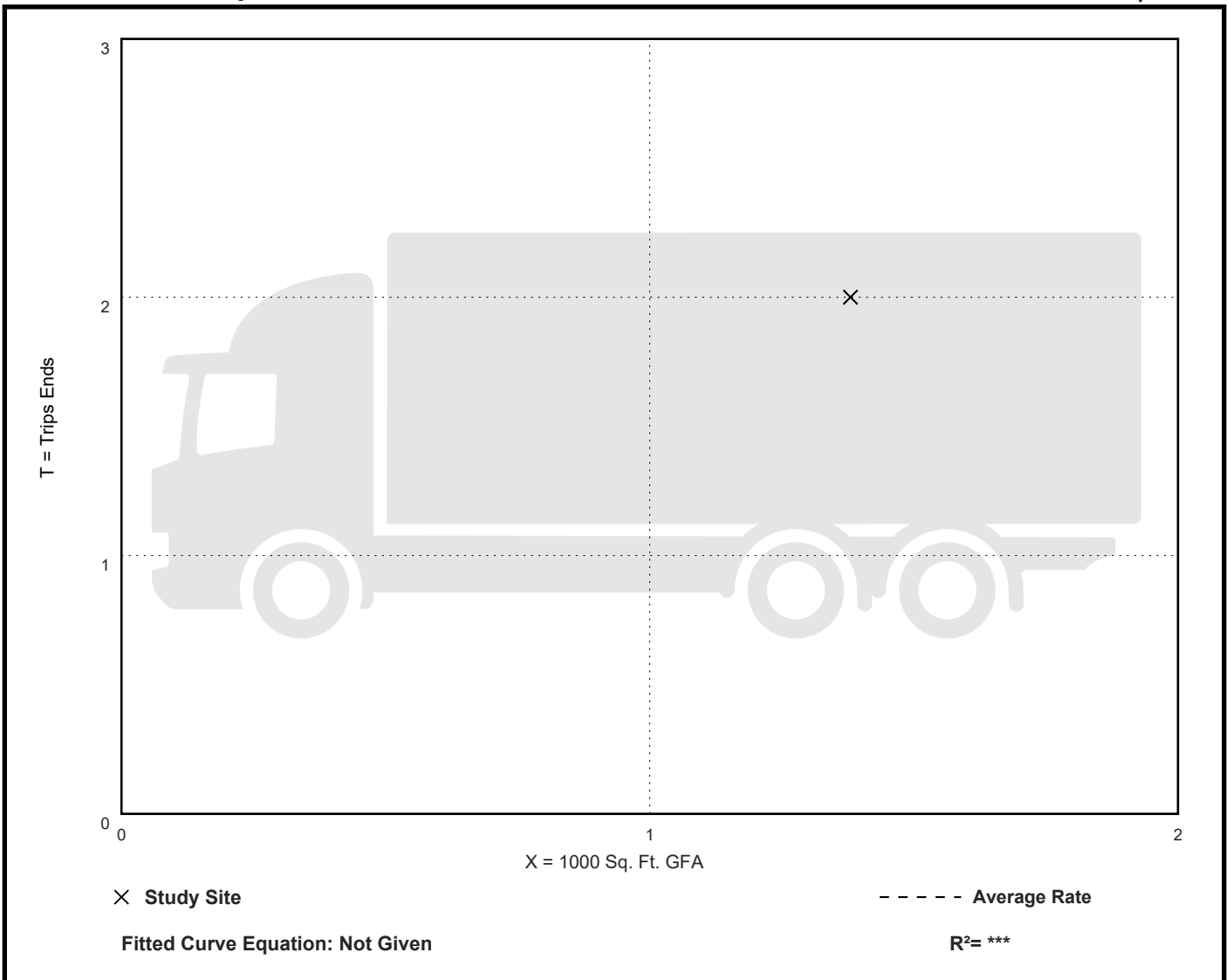
Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. 1000 Sq. Ft. GFA: 1  
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
1.45	1.45 - 1.45	***

## Data Plot and Equation

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

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: 1

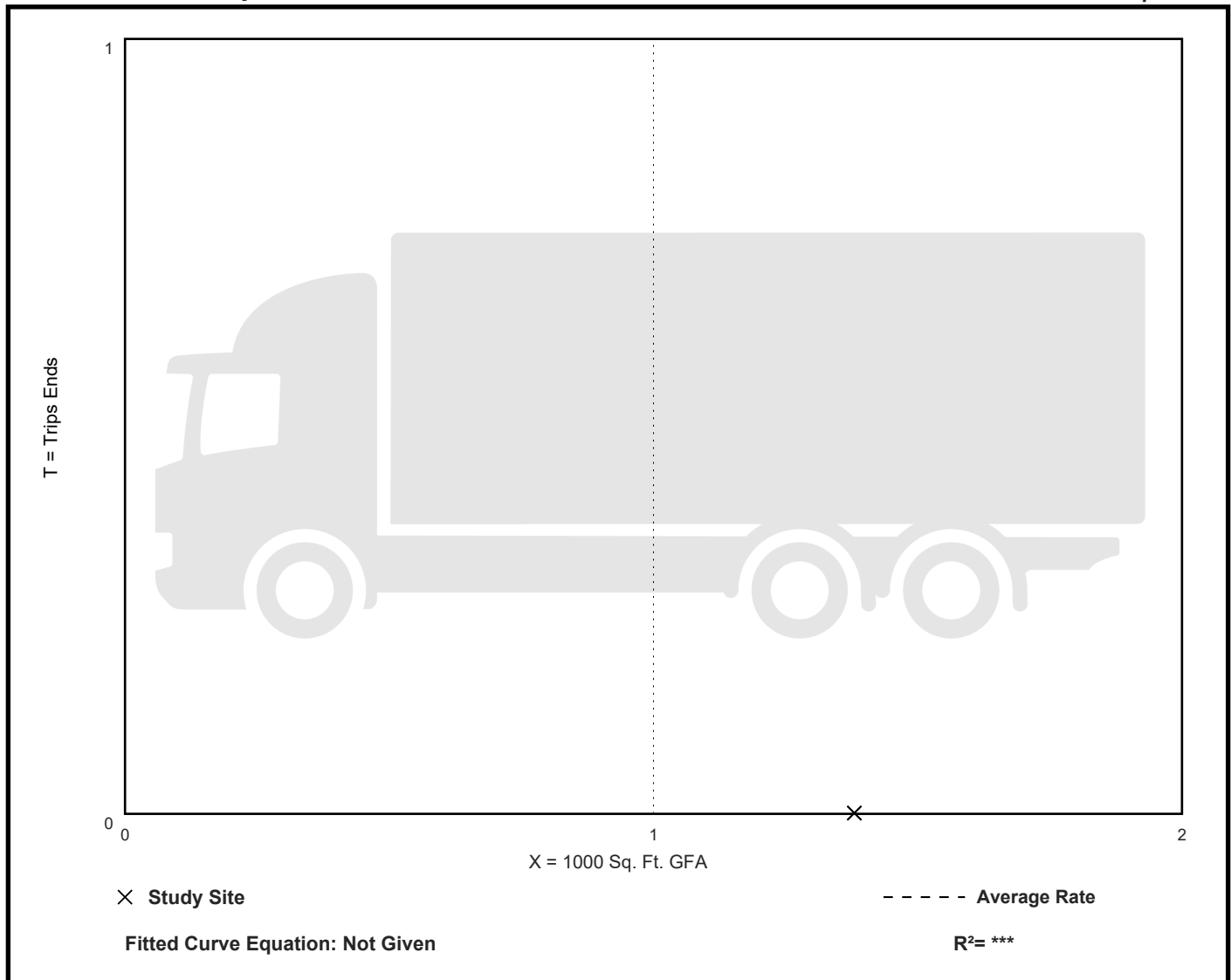
Directional Distribution: Not Available

## 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

*Caution – Small Sample Size*



# Quick Lubrication Vehicle Shop (941)

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: 1

Avg. 1000 Sq. Ft. GFA: 1

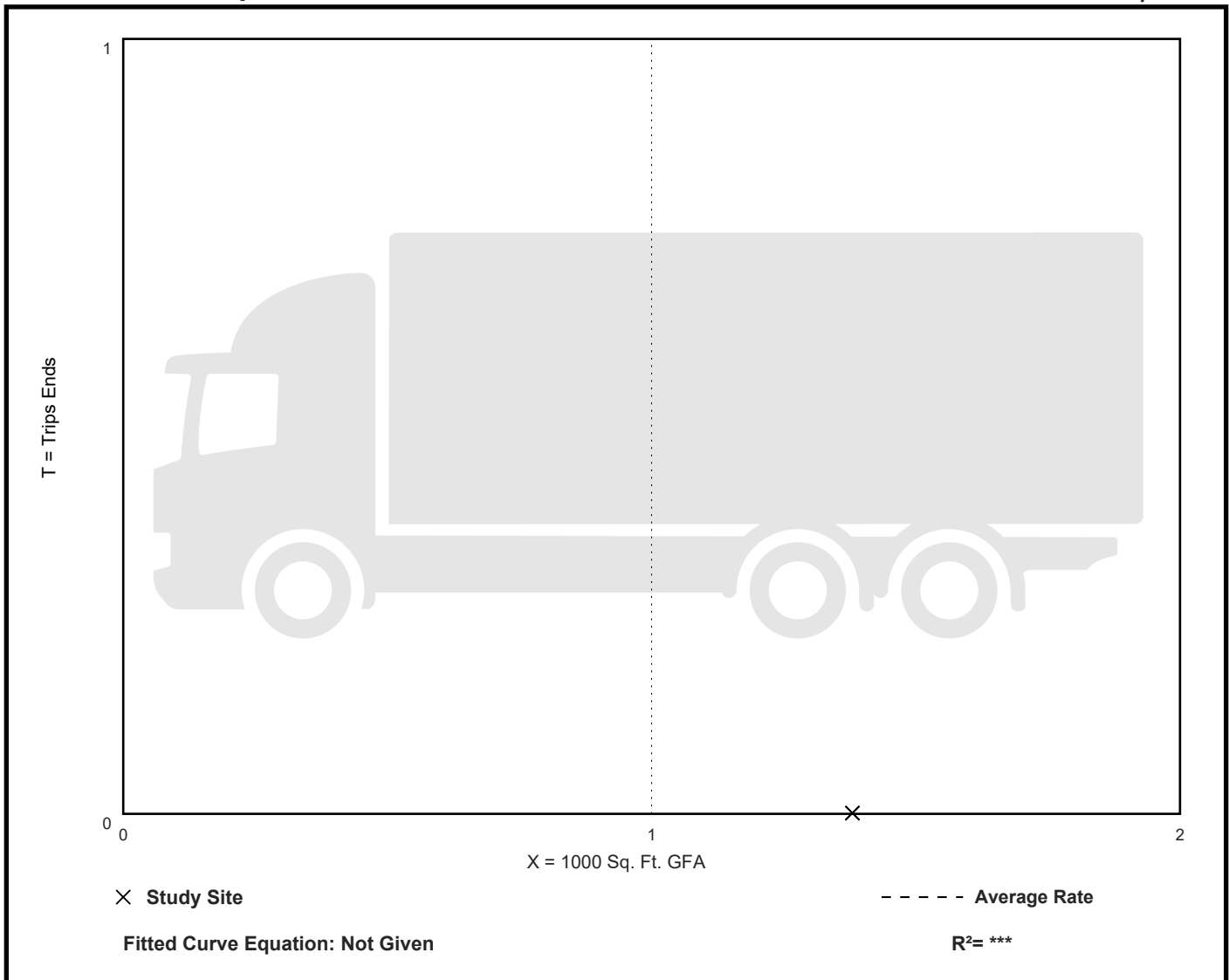
Directional Distribution: Not Available

## 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

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

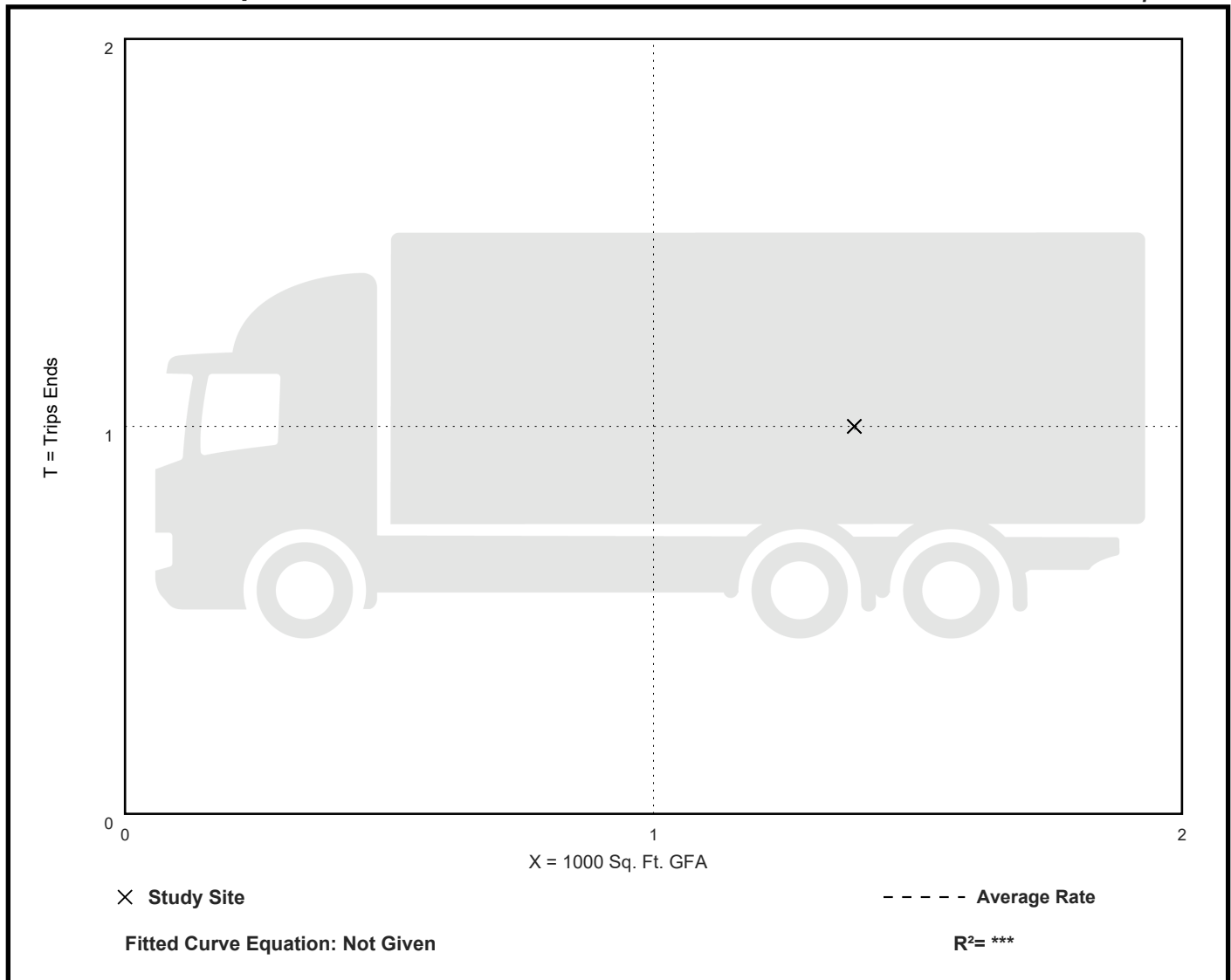
Directional Distribution: Not Available

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

Average Rate	Range of Rates	Standard Deviation
0.72	0.72 - 0.72	***

## Data Plot and Equation

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 1

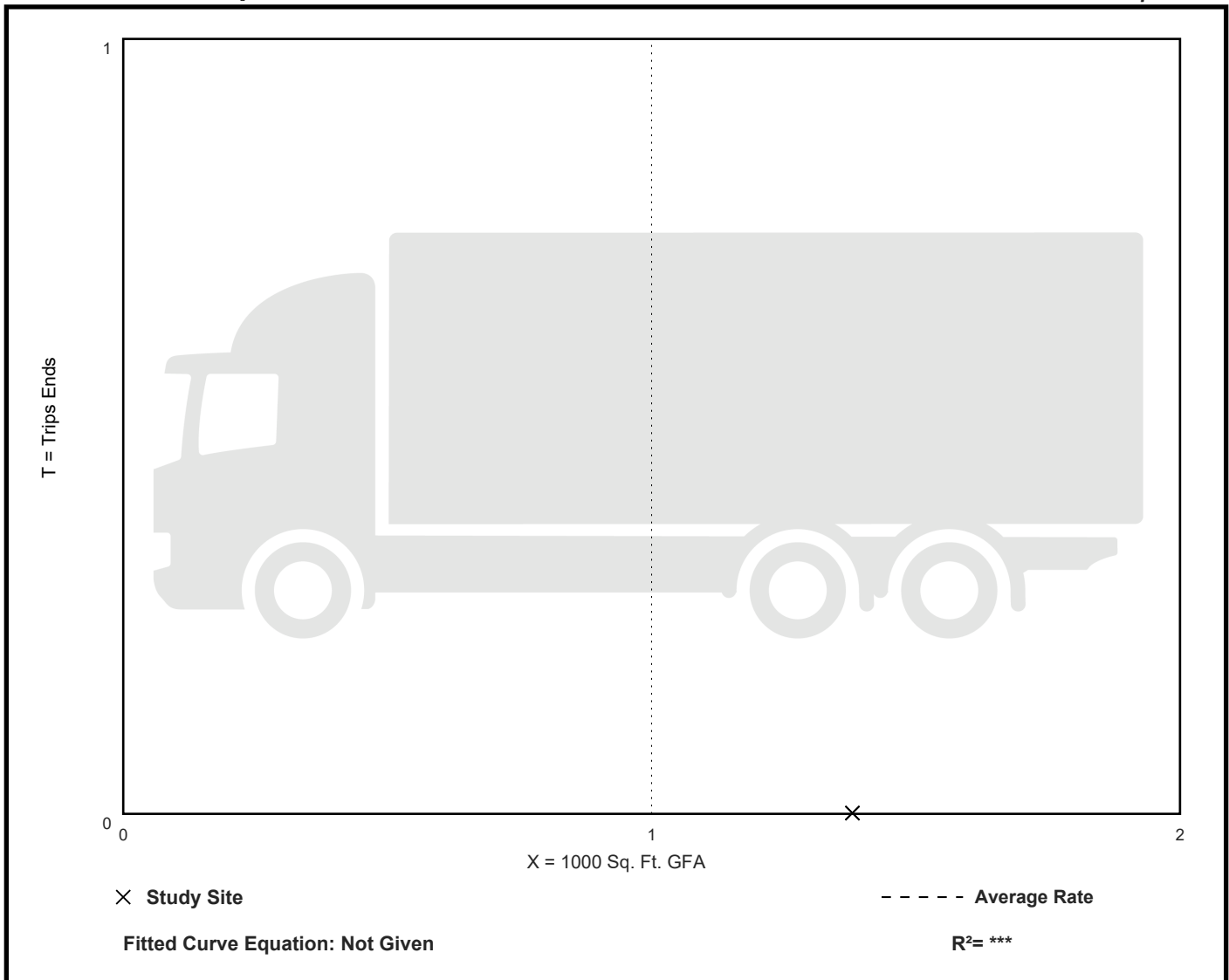
Directional Distribution: Not Available

## 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

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

Truck Trip Ends vs: Employees  
On a: Weekday

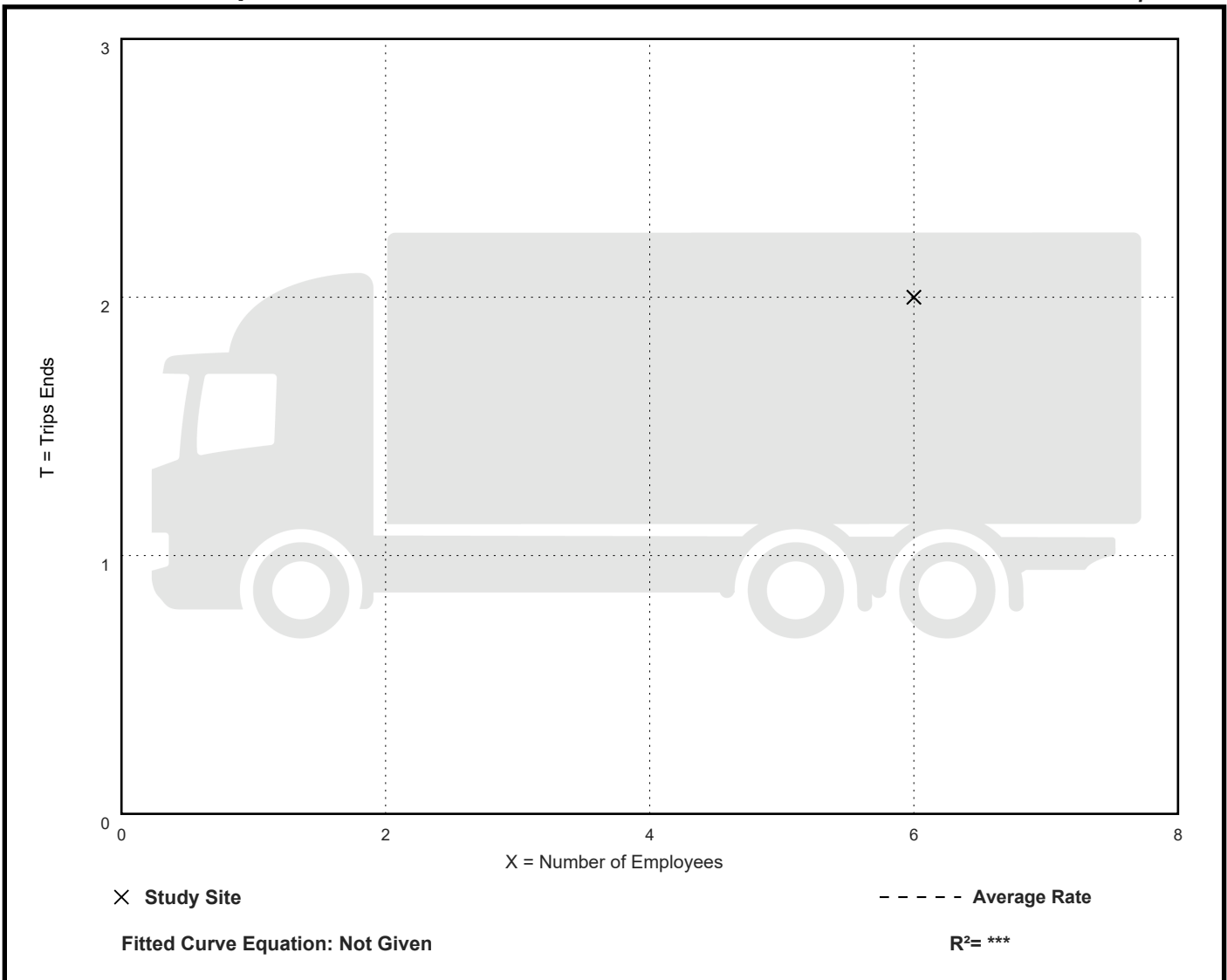
Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. Num. of Employees: 6  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.33	0.33 - 0.33	***

## Data Plot and Equation

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

## 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: 6

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

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

## 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: 6

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

*Caution – Small Sample Size*





# Quick Lubrication Vehicle Shop (941)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 6

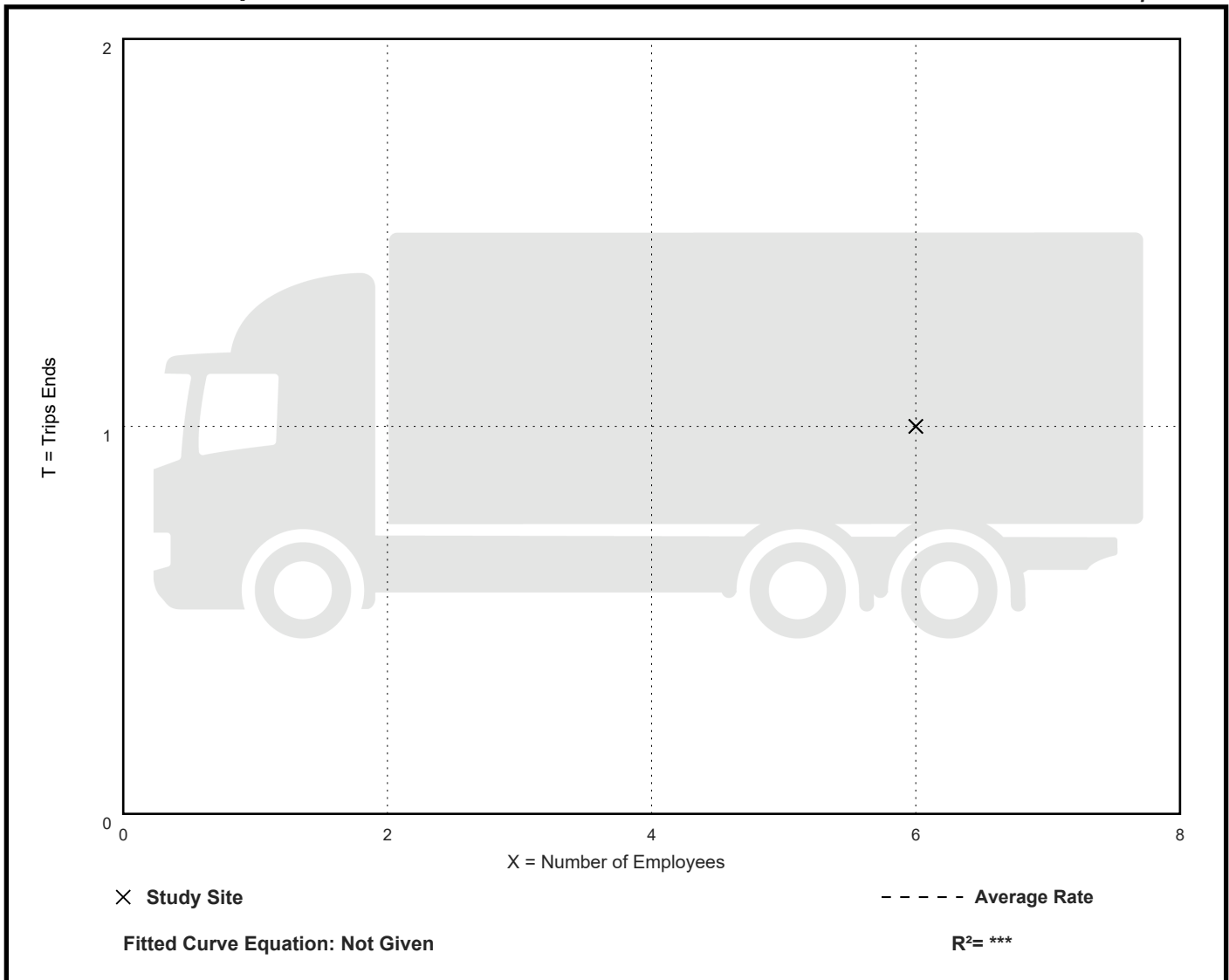
Directional Distribution: Not Available

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.17	0.17 - 0.17	***

## Data Plot and Equation

Caution – Small Sample Size



# Quick Lubrication Vehicle Shop (941)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Employees: 6

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

Caution – Small Sample Size



# Automobile Parts and Service Center (943)

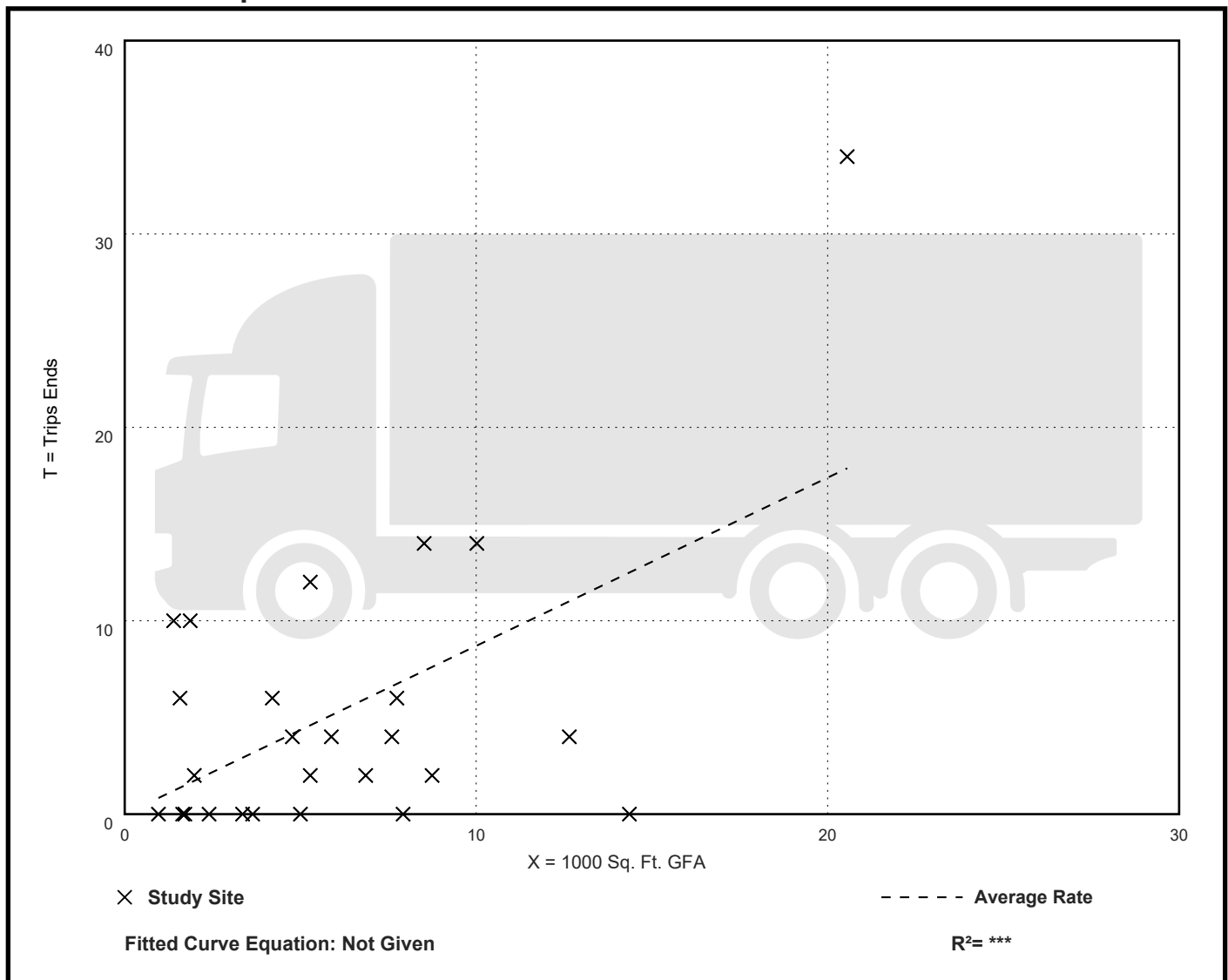
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 26  
Avg. 1000 Sq. Ft. GFA: 6  
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.87	0.00 - 7.18	1.10

## Data Plot and Equation



# Automobile Parts and Service Center (943)

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

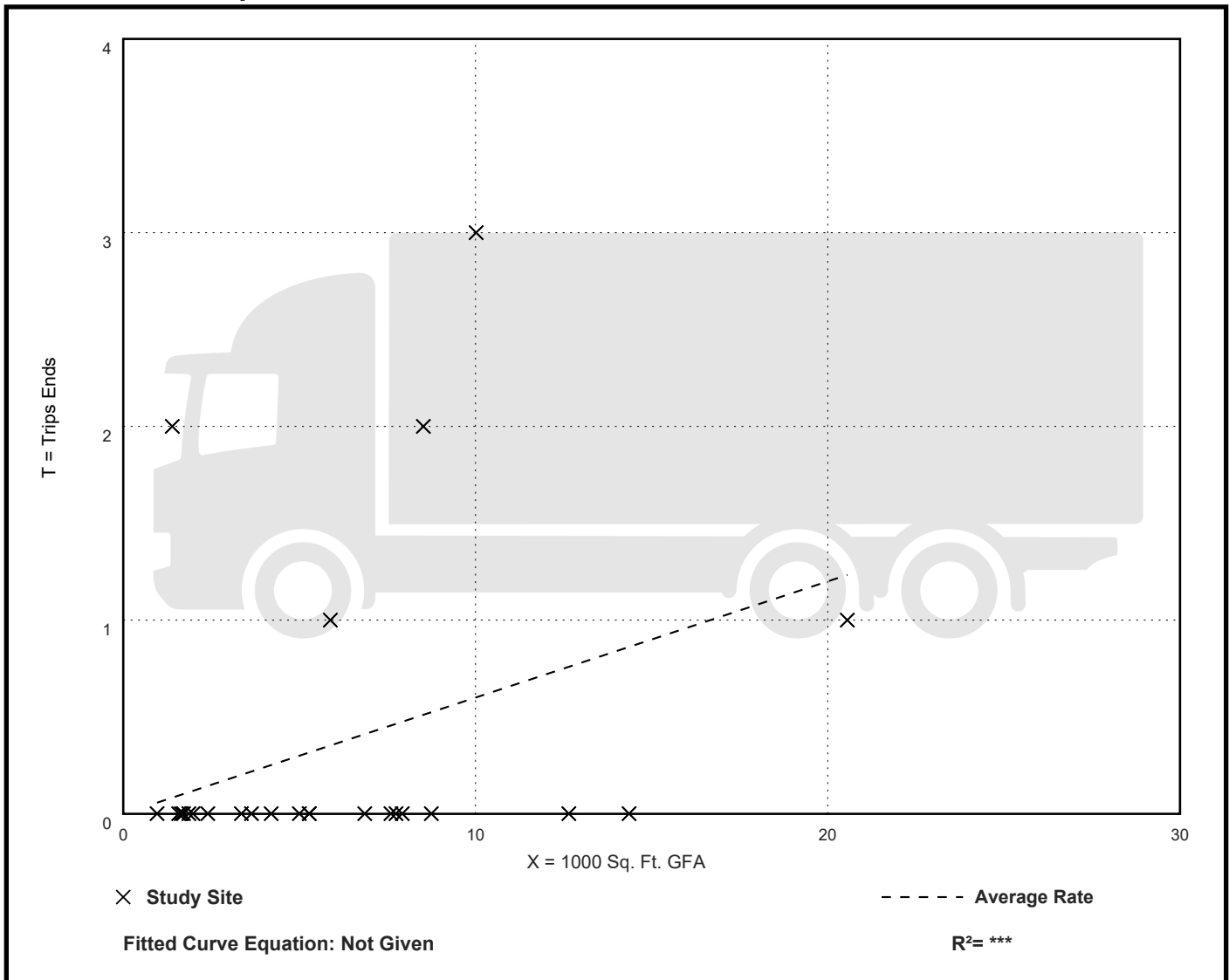
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 67% entering, 33% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 1.44	0.16

## Data Plot and Equation



# Automobile Parts and Service Center (943)

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: 26

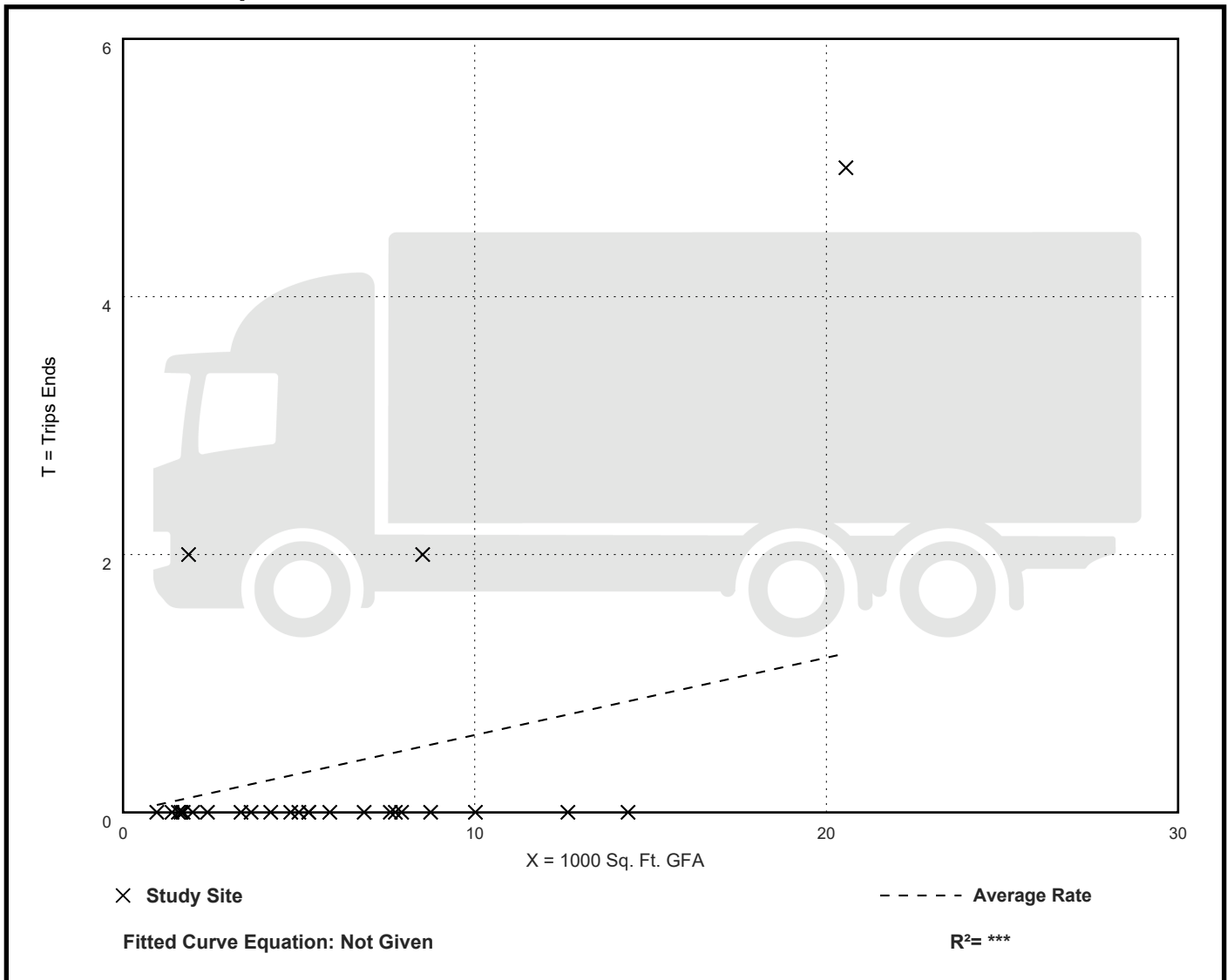
Avg. 1000 Sq. Ft. GFA: 6

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 - 1.07	0.15

## Data Plot and Equation



# Automobile Parts and Service Center (943)

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

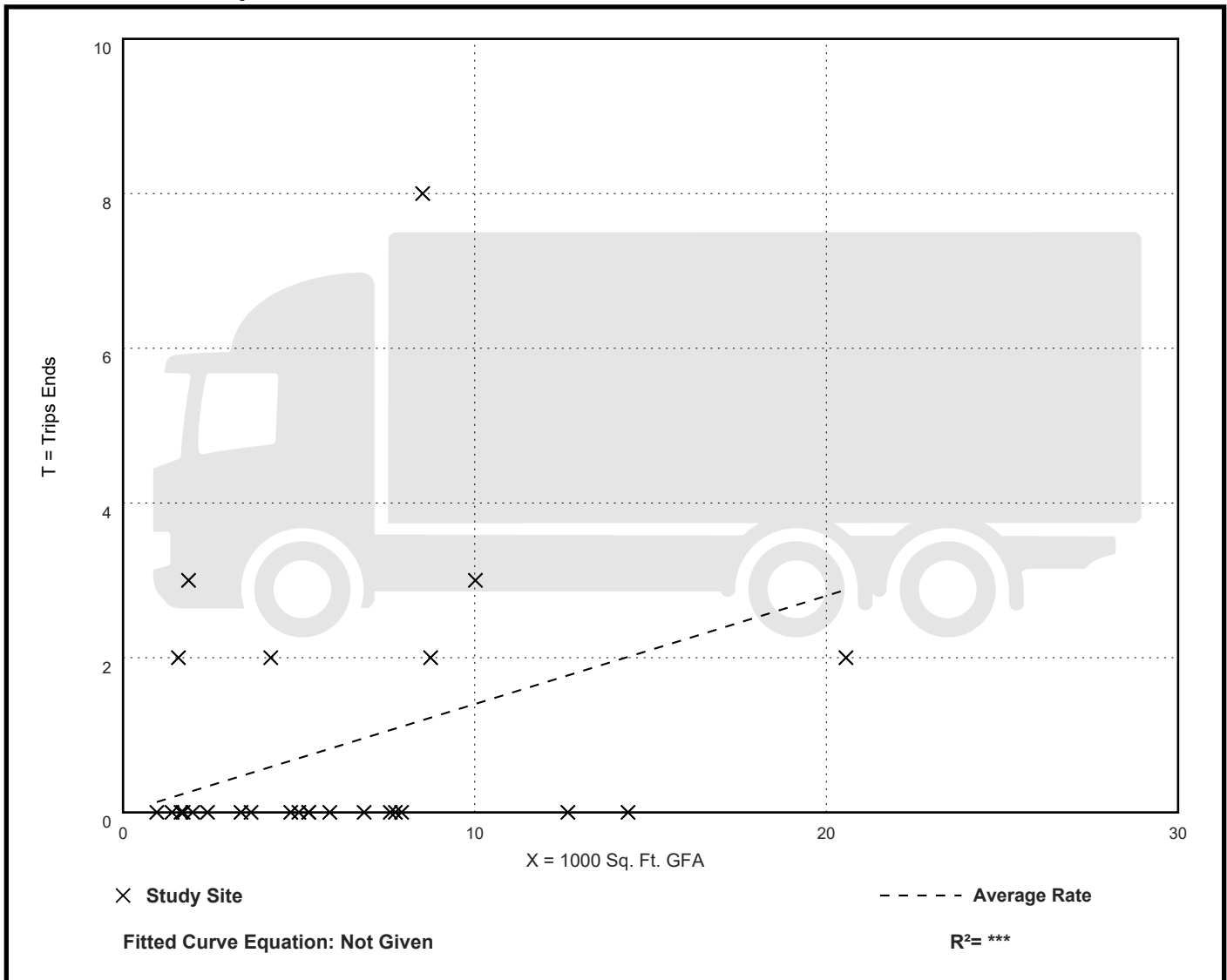
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 55% entering, 45% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.14	0.00 - 1.61	0.31

## Data Plot and Equation



# Automobile Parts and Service Center (943)

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

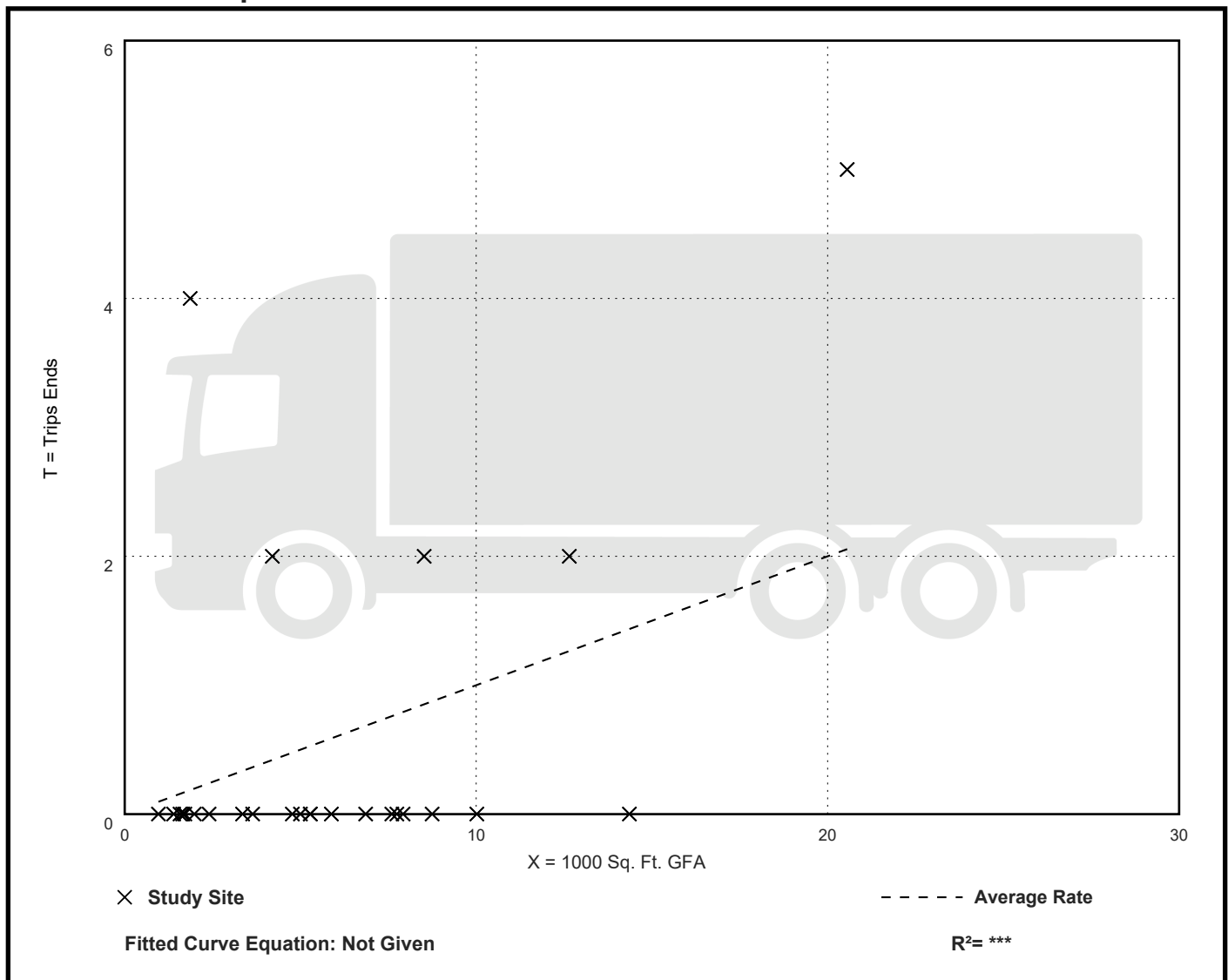
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 47% entering, 53% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 2.15	0.26

## Data Plot and Equation



# Automobile Parts and Service Center (943)

Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 26

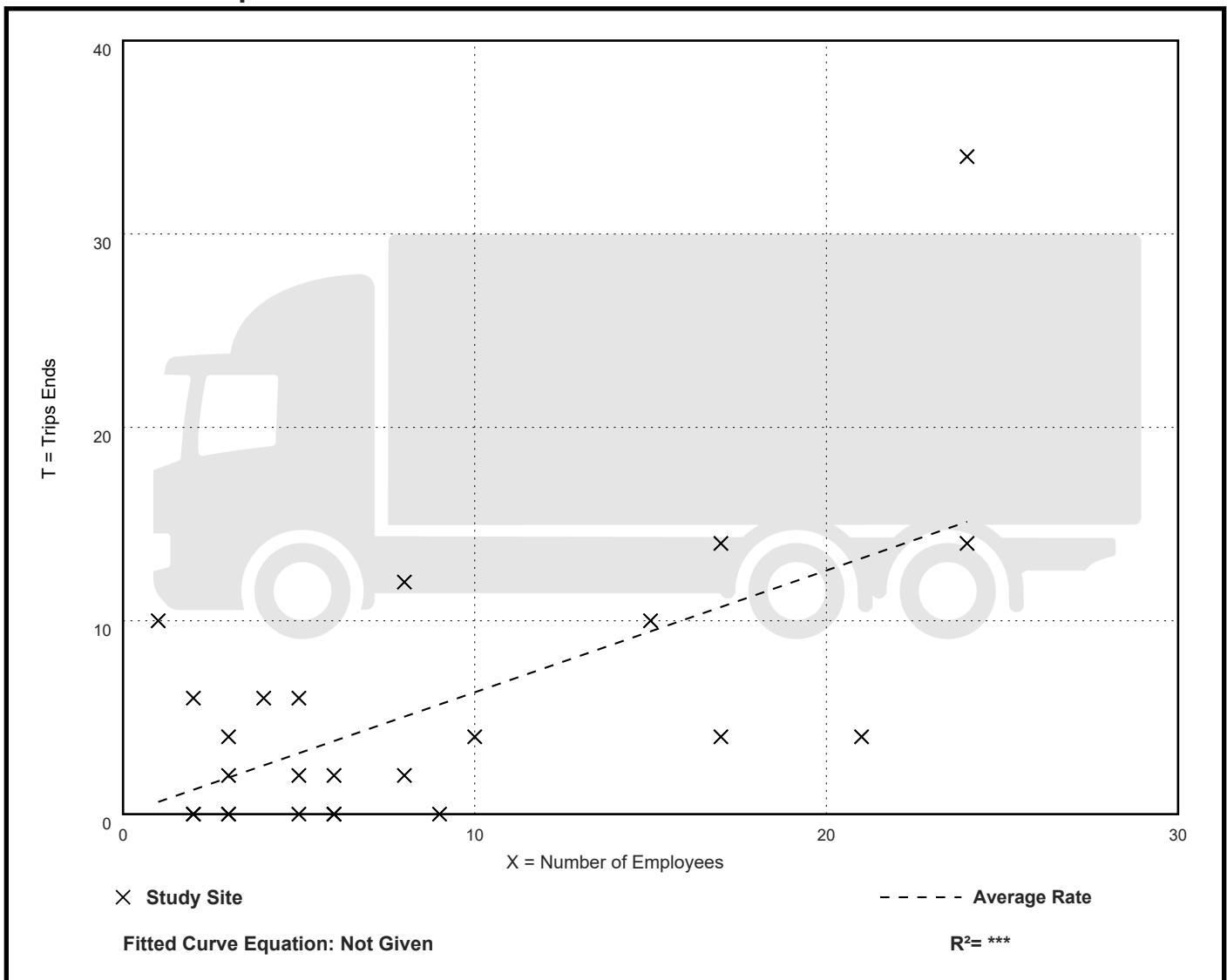
Avg. Num. of Employees: 8

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.63	0.00 - 10.00	0.86

## Data Plot and Equation





# Automobile Parts and Service Center (943)

## 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

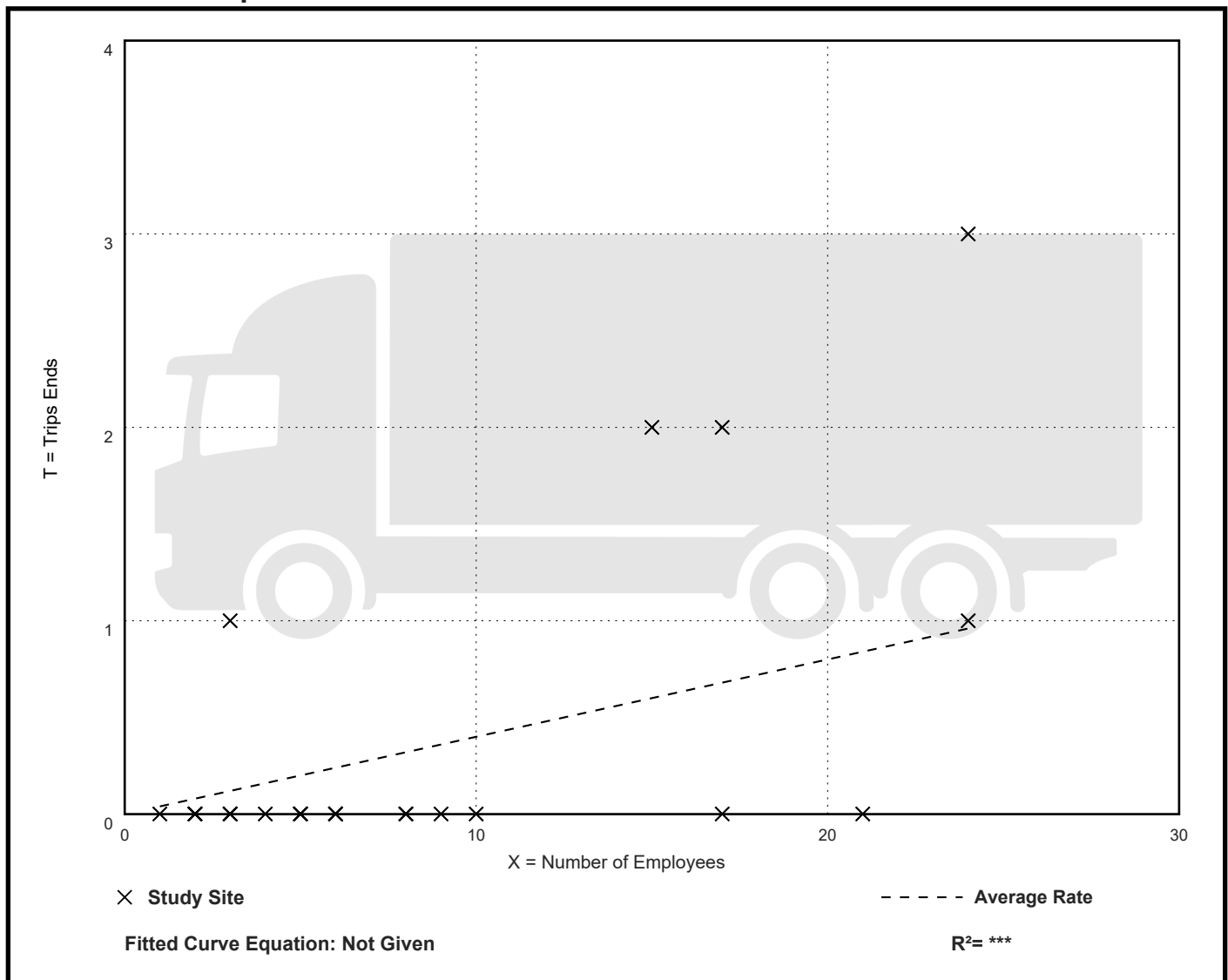
Avg. Num. of Employees: 8

Directional Distribution: 67% entering, 33% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.33	0.07

## Data Plot and Equation



# Automobile Parts and Service Center (943)

## 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

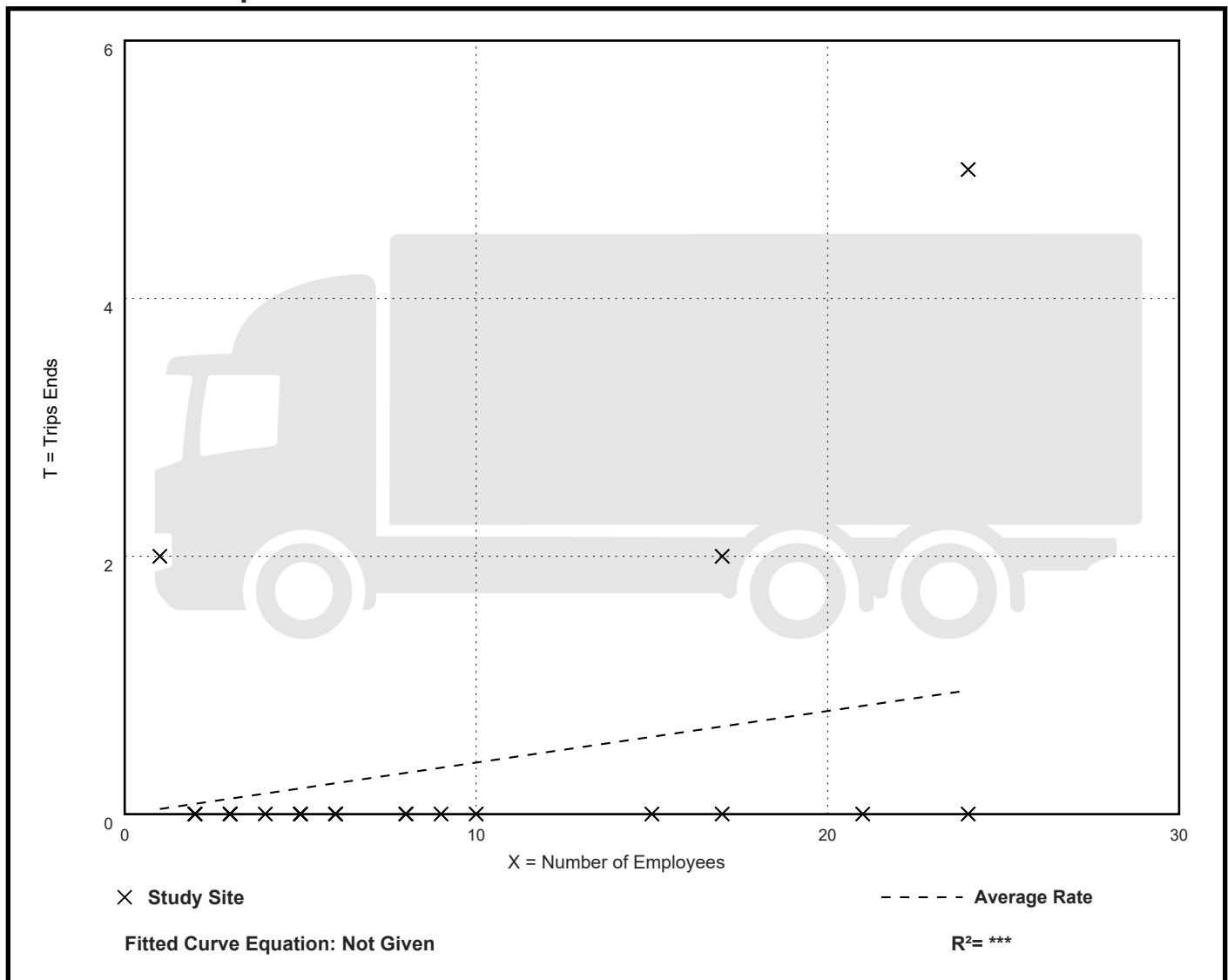
Avg. Num. of Employees: 8

Directional Distribution: 44% entering, 56% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 2.00	0.15

## Data Plot and Equation



# Automobile Parts and Service Center (943)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 26

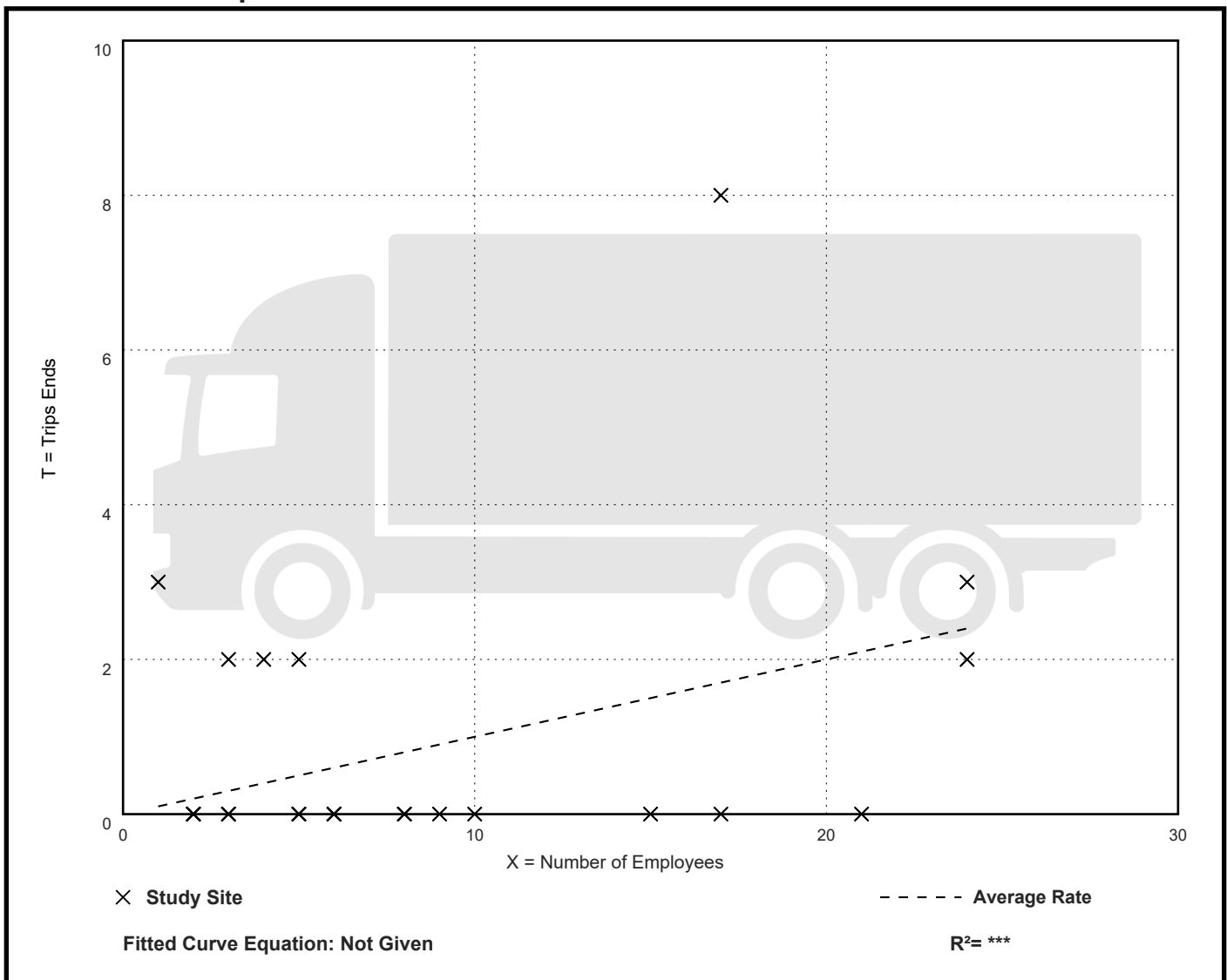
Avg. Num. of Employees: 8

Directional Distribution: 55% entering, 45% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.10	0.00 - 3.00	0.26

## Data Plot and Equation



# Automobile Parts and Service Center (943)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 26

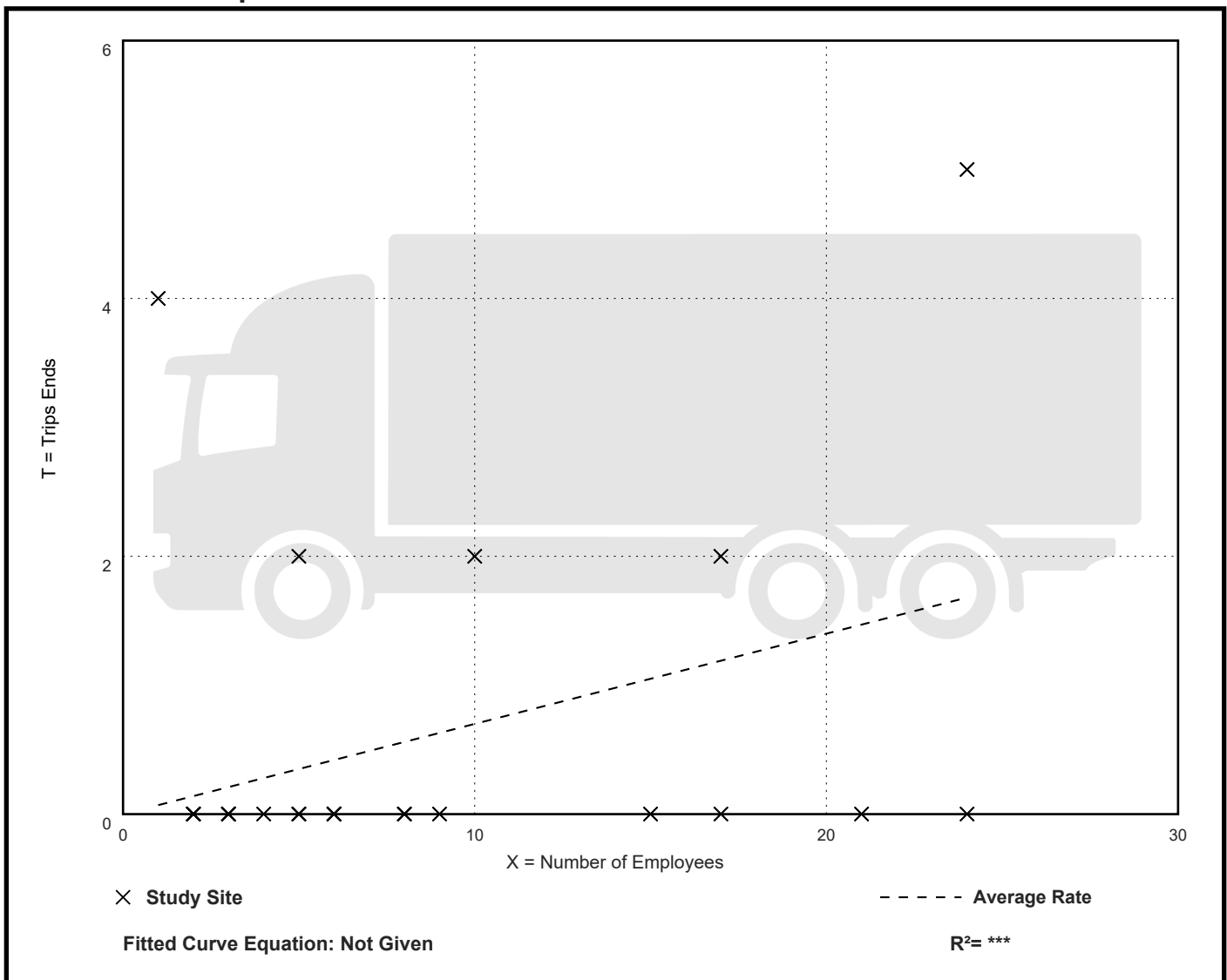
Avg. Num. of Employees: 8

Directional Distribution: 47% entering, 53% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 4.00	0.29

## Data Plot and Equation



# Convenience Store/Gas Station - GFA (2-4k) (945)

## Truck Trip Ends vs: Vehicle Fueling Positions

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

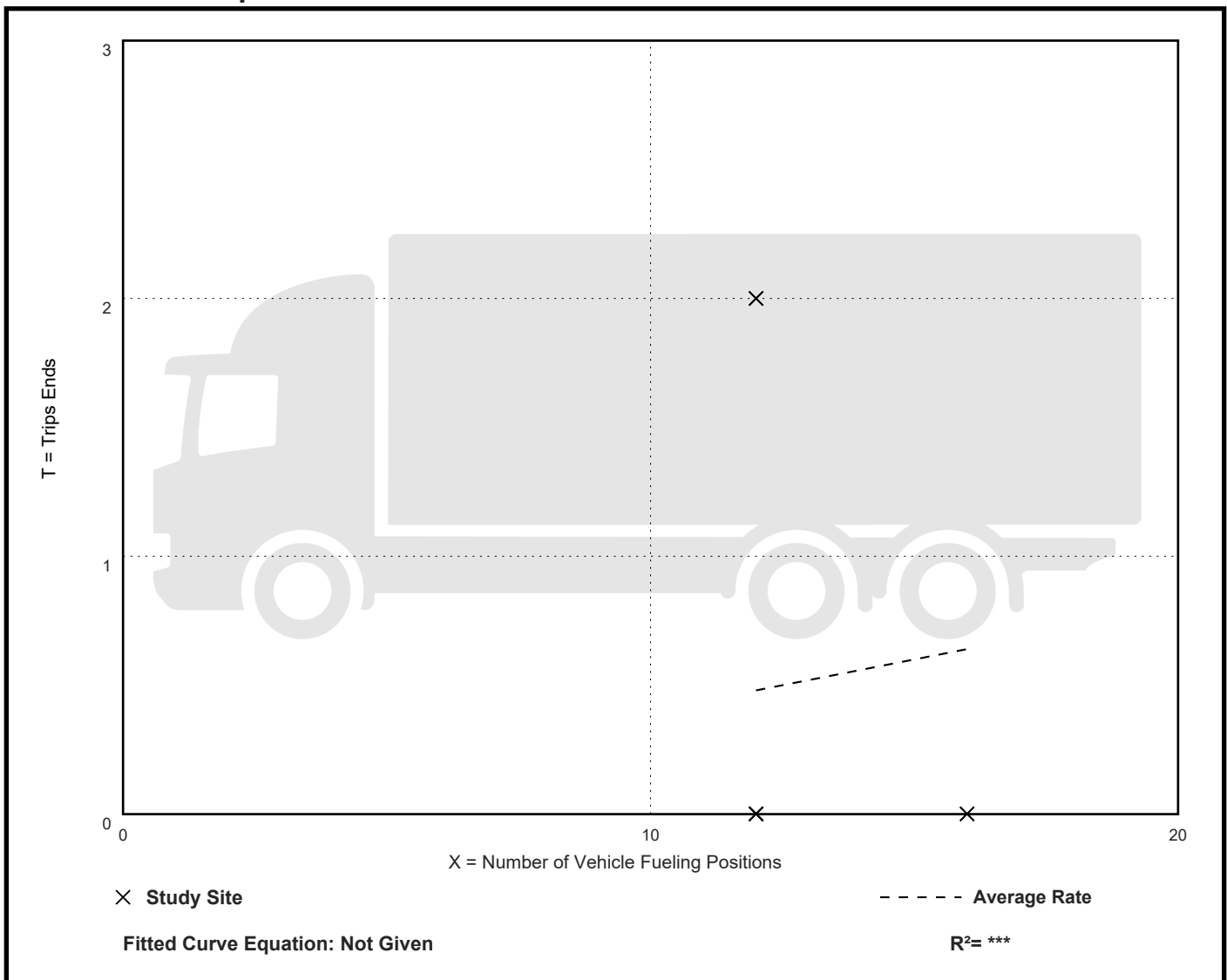
Avg. Num. of Vehicle Fueling Positions: 13

Directional Distribution: 75% entering, 25% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
0.04	0.00 - 0.17	0.08

## Data Plot and Equation



# Convenience Store/Gas Station - GFA (2-4k) (945)

## Truck Trip Ends vs: Vehicle Fueling Positions

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

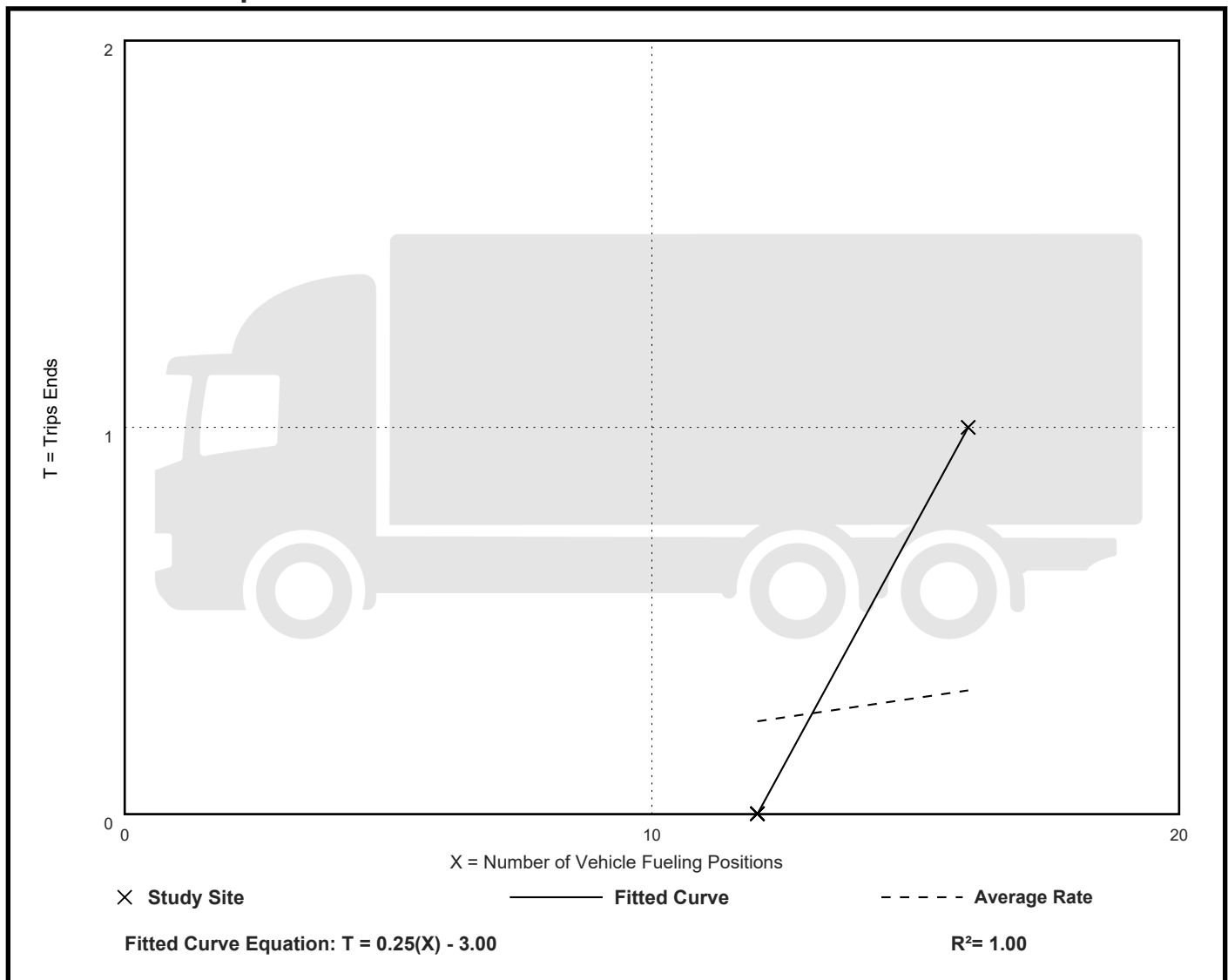
Avg. Num. of Vehicle Fueling Positions: 13

Directional Distribution: 48% entering, 52% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
0.02	0.00 - 0.06	0.03

## Data Plot and Equation



# Convenience Store/Gas Station - GFA (2-4k) (945)

Truck Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

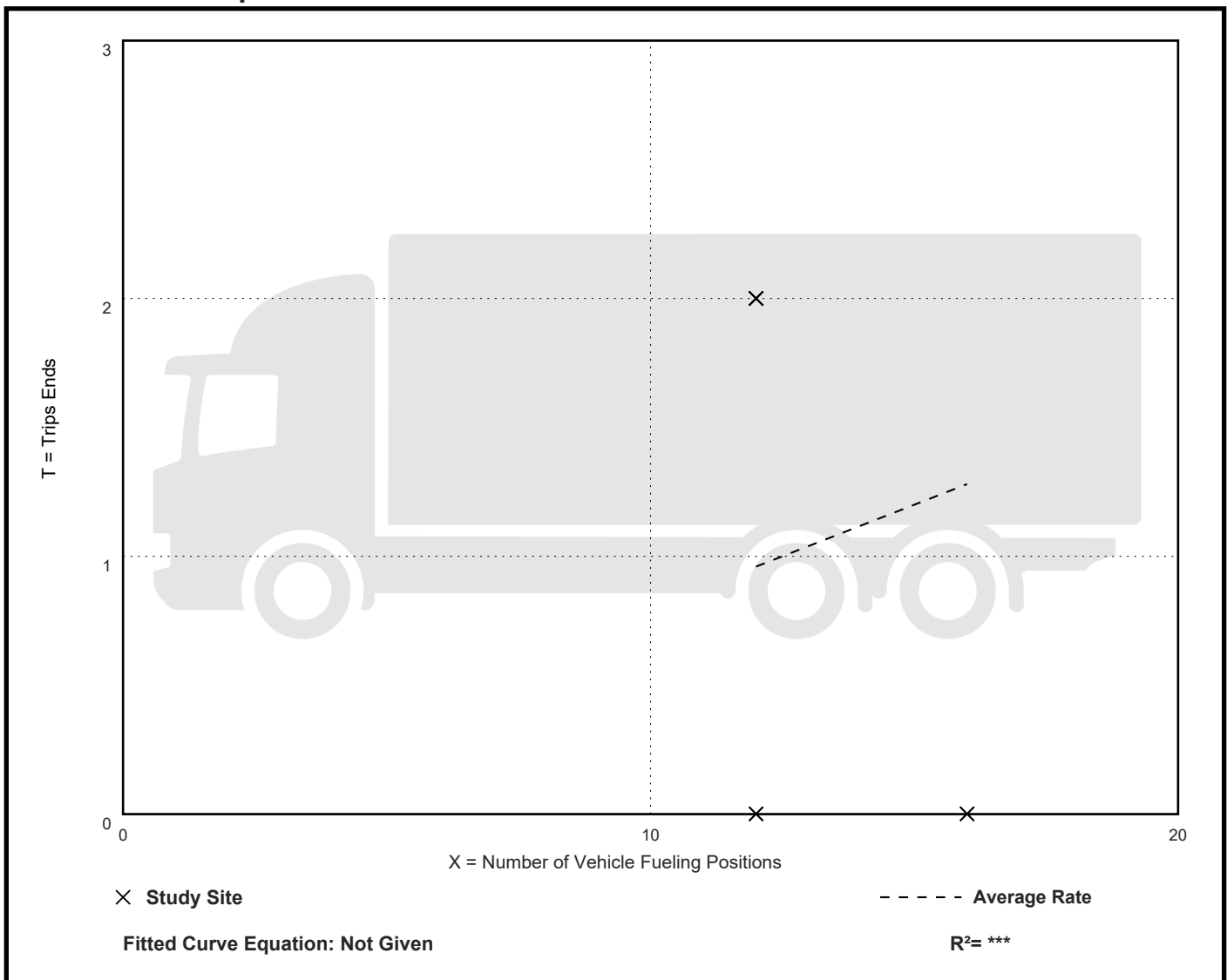
Avg. Num. of Vehicle Fueling Positions: 13

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
0.08	0.00 - 0.17	0.10

## Data Plot and Equation



# Convenience Store/Gas Station - GFA (2-4k) (945)

Truck Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. Num. of Vehicle Fueling Positions: 13

Directional Distribution: 54% entering, 46% exiting

## Truck Trip Generation per Vehicle Fueling Position

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

## Data Plot and Equation





# Convenience Store/Gas Station - None (945)

Truck Trip Ends vs: Employees  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 29

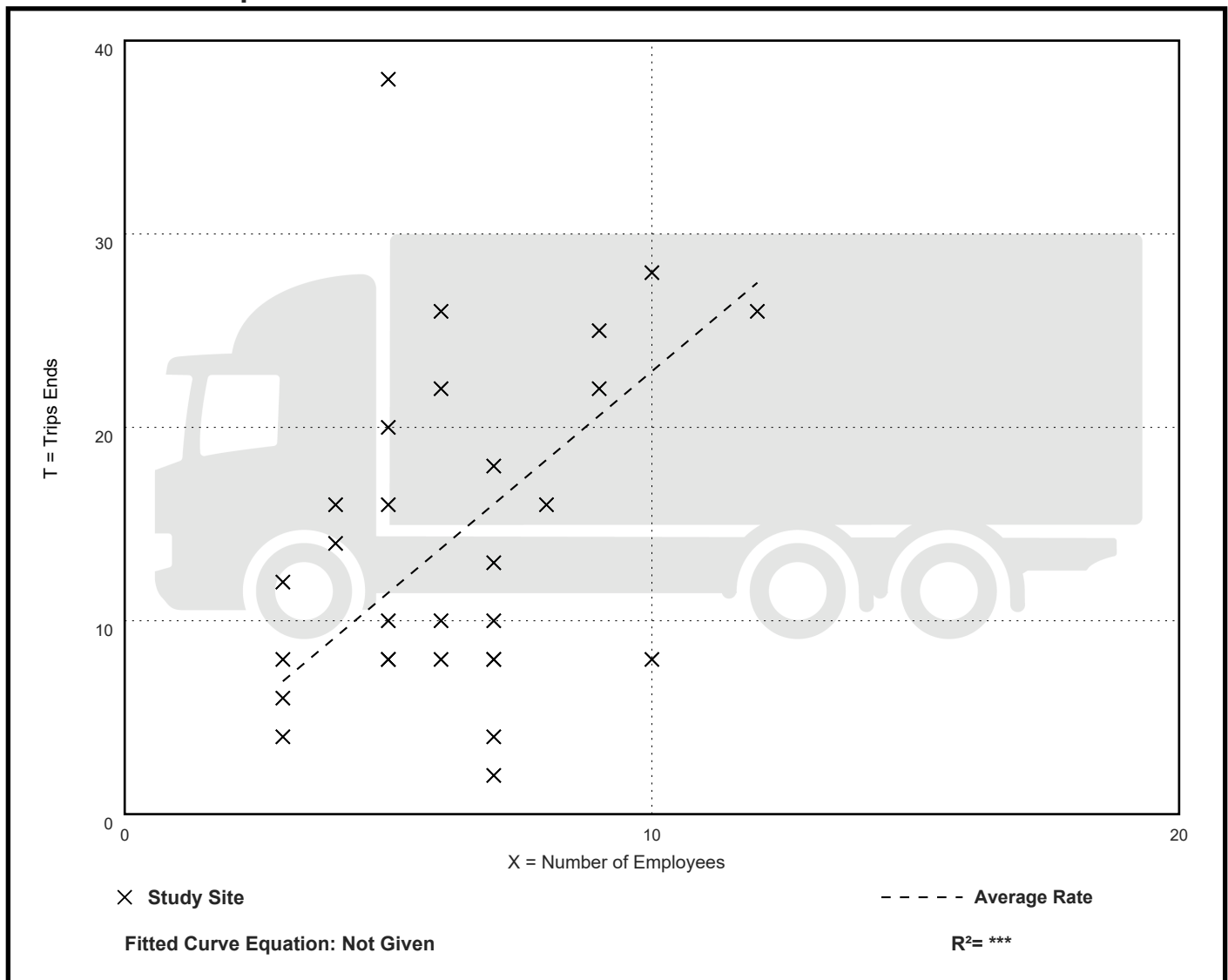
Avg. Num. of Employees: 6

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.29	0.29 - 7.60	1.40

## Data Plot and Equation



# Convenience Store/Gas Station - None (945)

## 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: 29

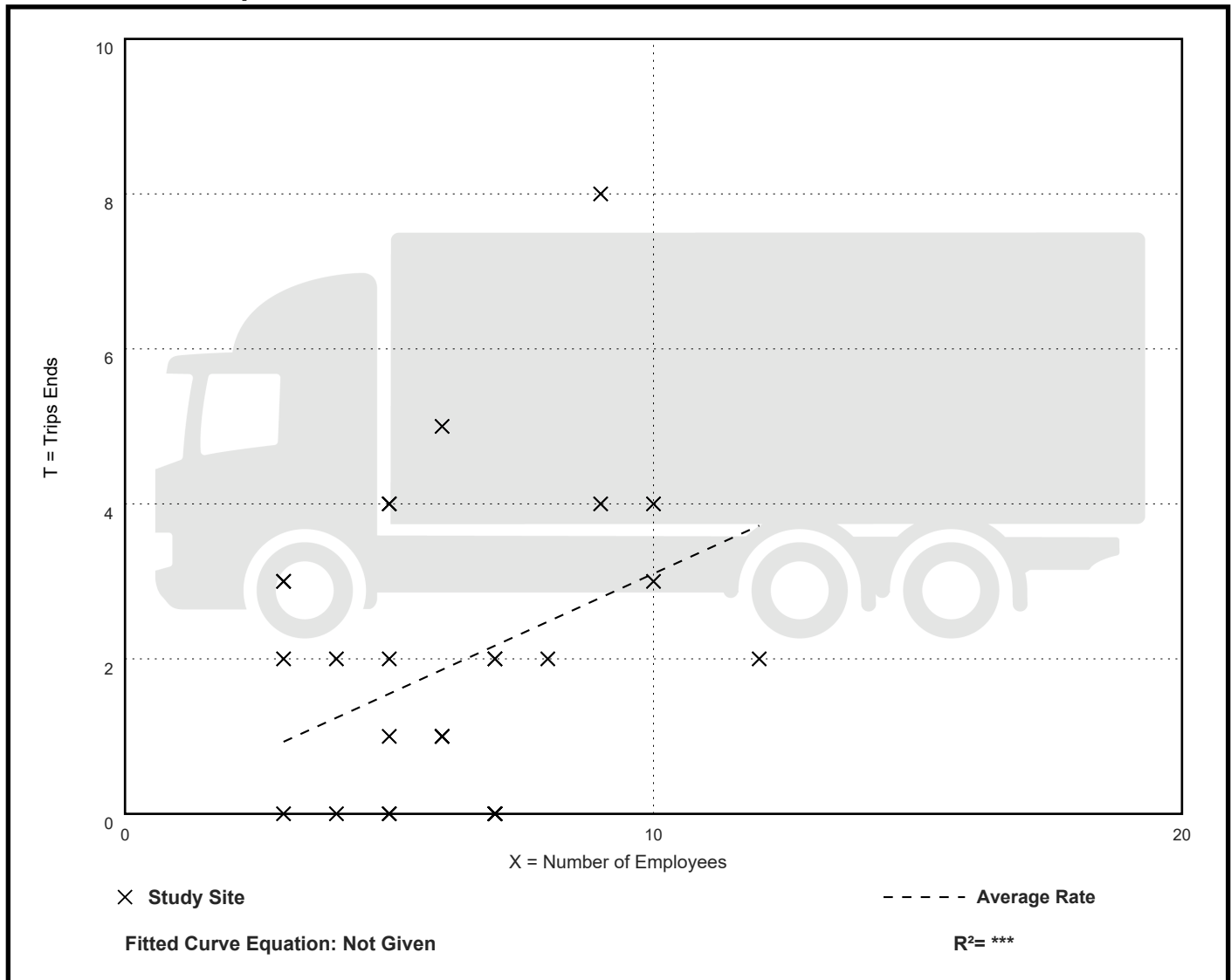
Avg. Num. of Employees: 6

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.31	0.00 - 1.00	0.31

## Data Plot and Equation





# Convenience Store/Gas Station - None (945)

Truck Trip Ends vs: Employees

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 29

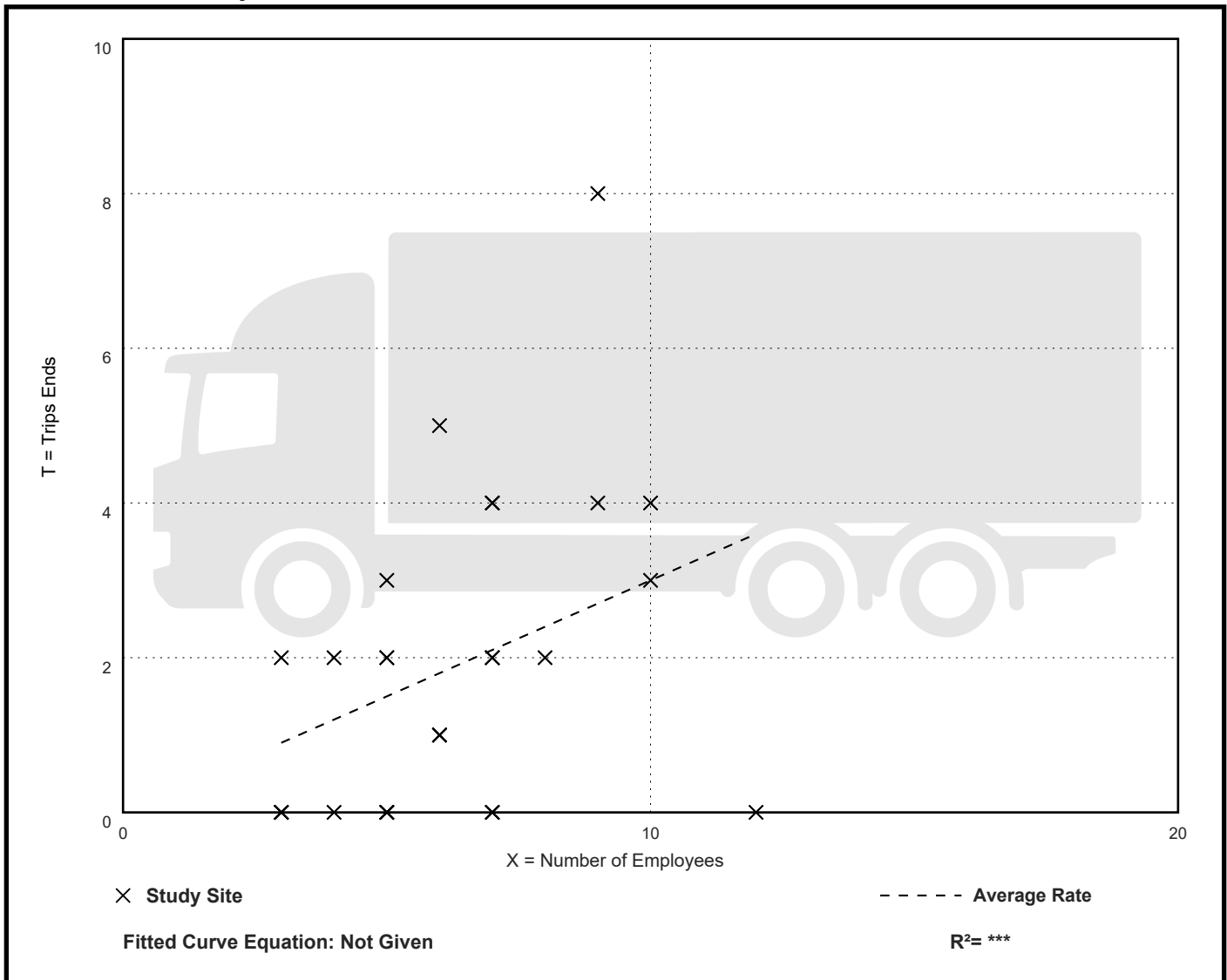
Avg. Num. of Employees: 6

Directional Distribution: 44% entering, 56% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.30	0.00 - 0.89	0.27

## Data Plot and Equation



# Convenience Store/Gas Station - None (945)

Truck Trip Ends vs: Employees

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 29

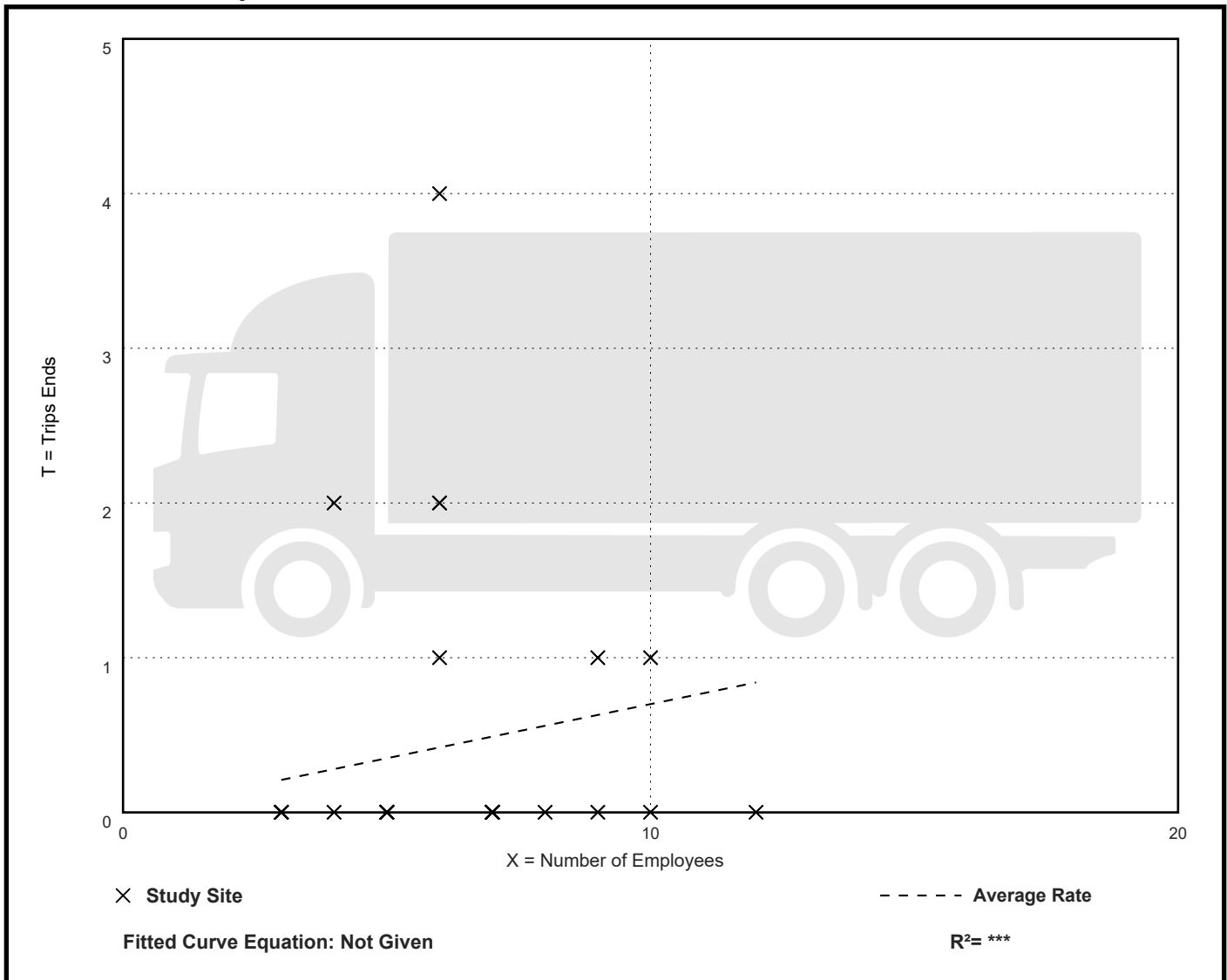
Avg. Num. of Employees: 6

Directional Distribution: 54% entering, 46% exiting

## Truck Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.67	0.16

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (2-8) (945)

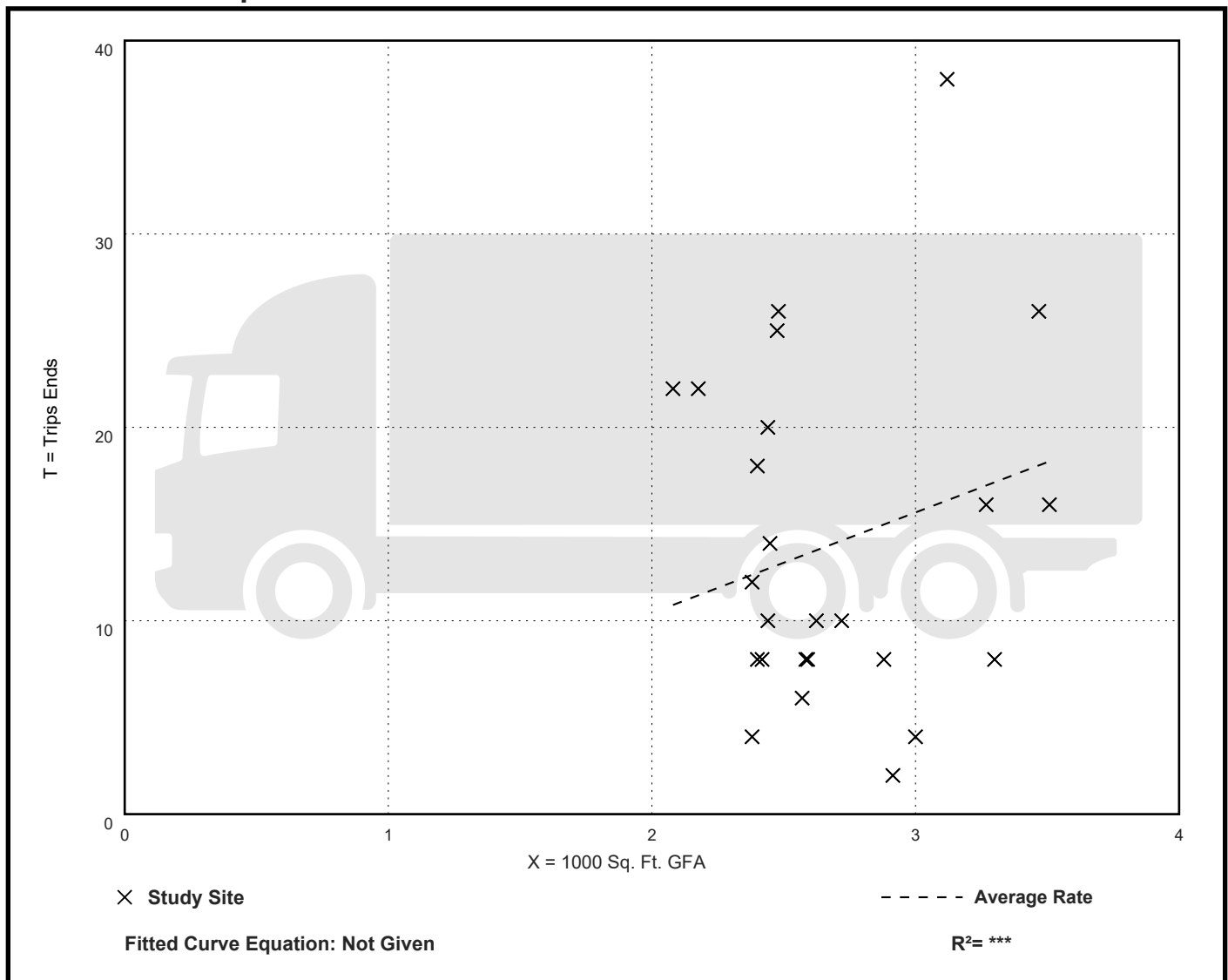
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 25  
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
5.20	0.69 - 12.18	3.30

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (2-8) (945)

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

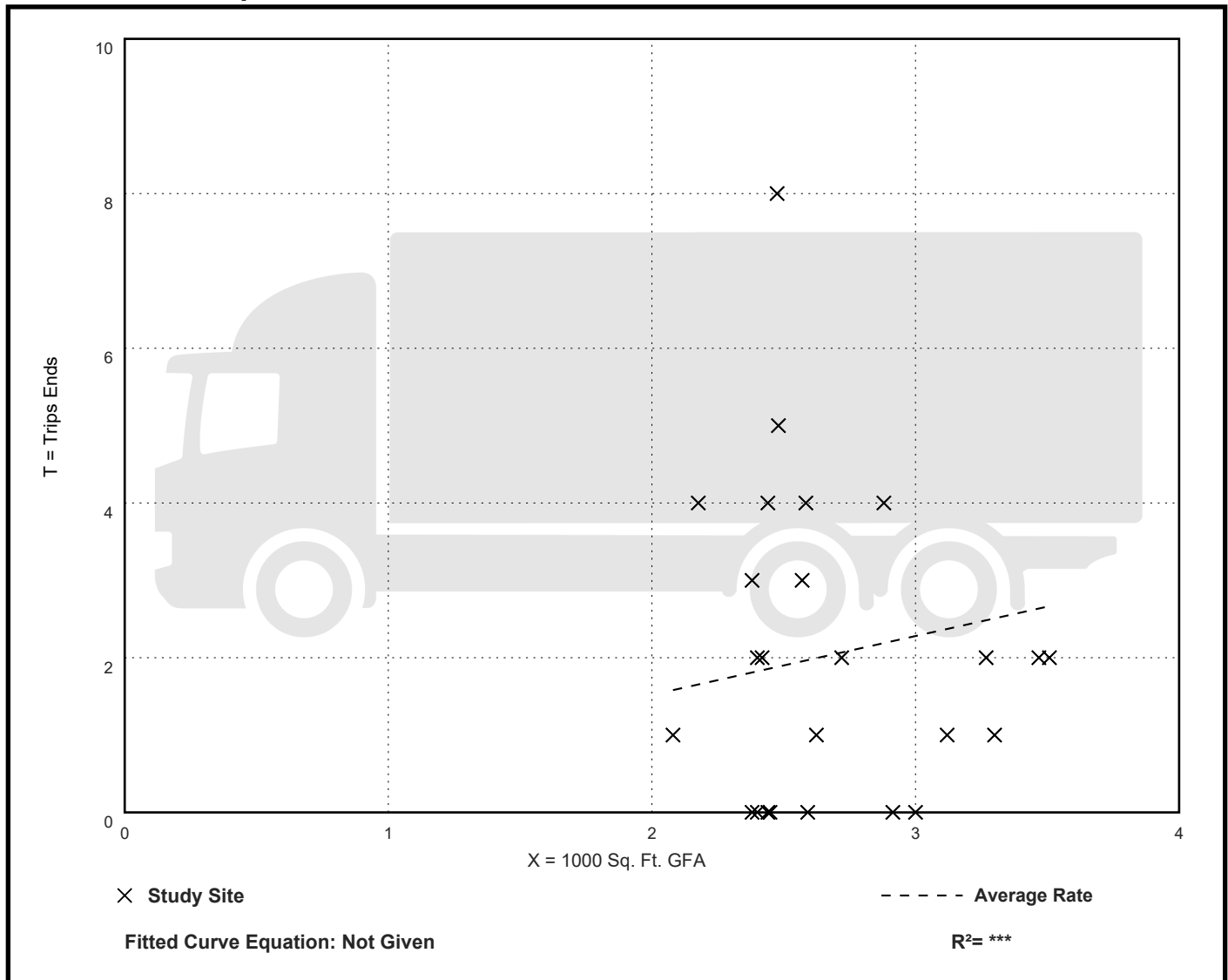
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 49% entering, 51% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.76	0.00 - 3.23	0.79

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (2-8) (945)

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

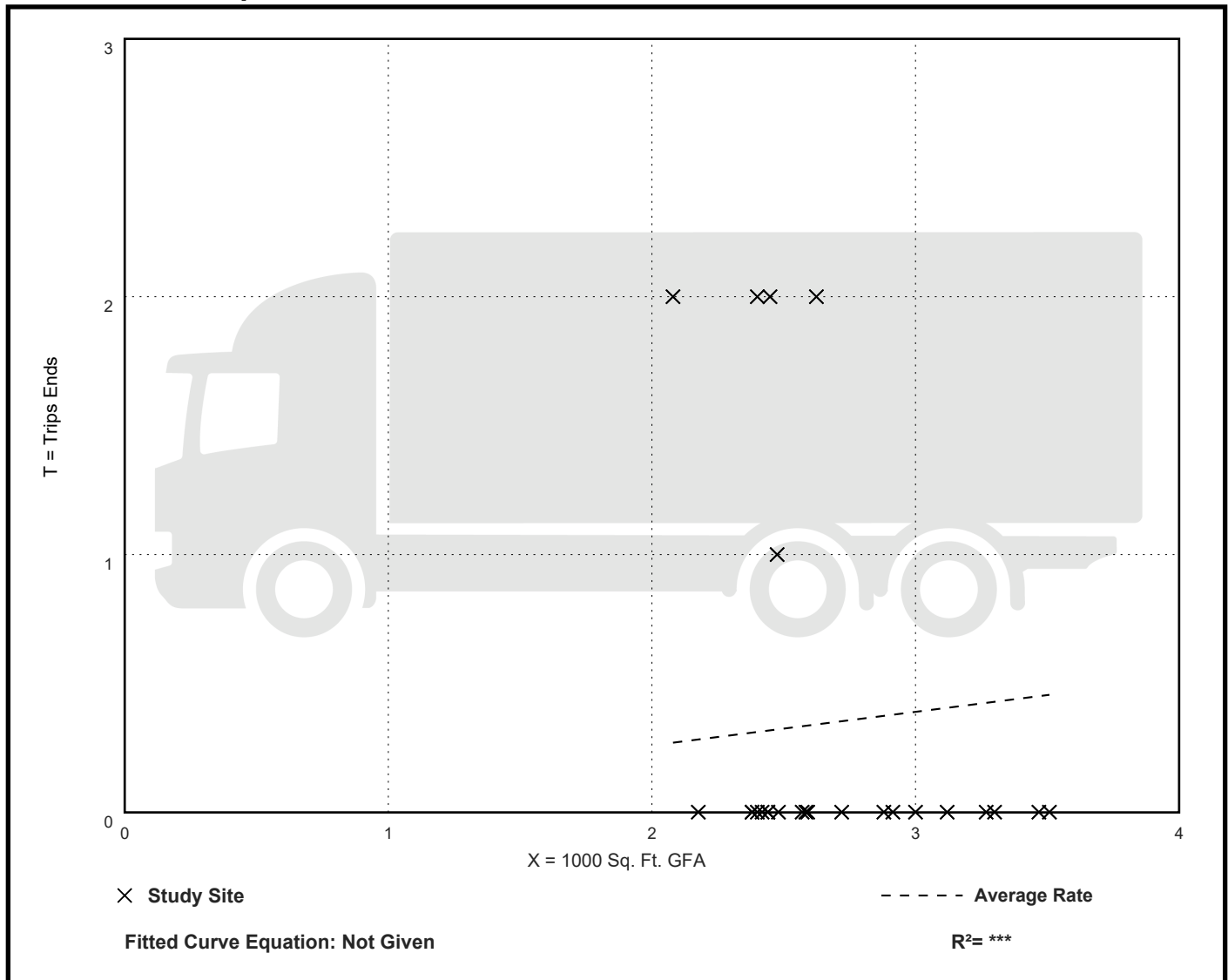
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 56% entering, 44% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.13	0.00 - 0.96	0.30

## Data Plot and Equation





# Convenience Store/Gas Station - VFP (2-8) (945)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 25

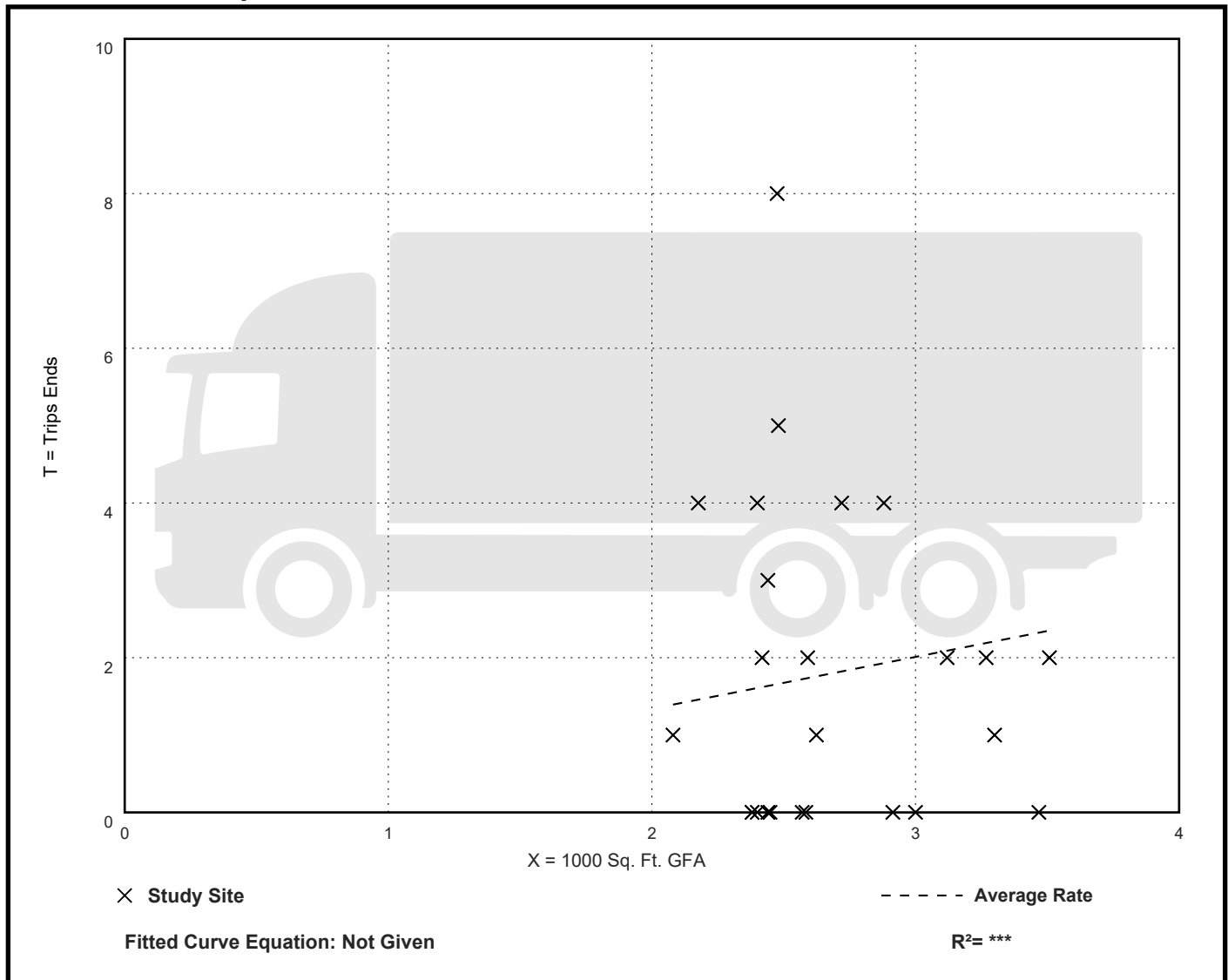
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 44% entering, 56% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.67	0.00 - 3.23	0.82

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (2-8) (945)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 25

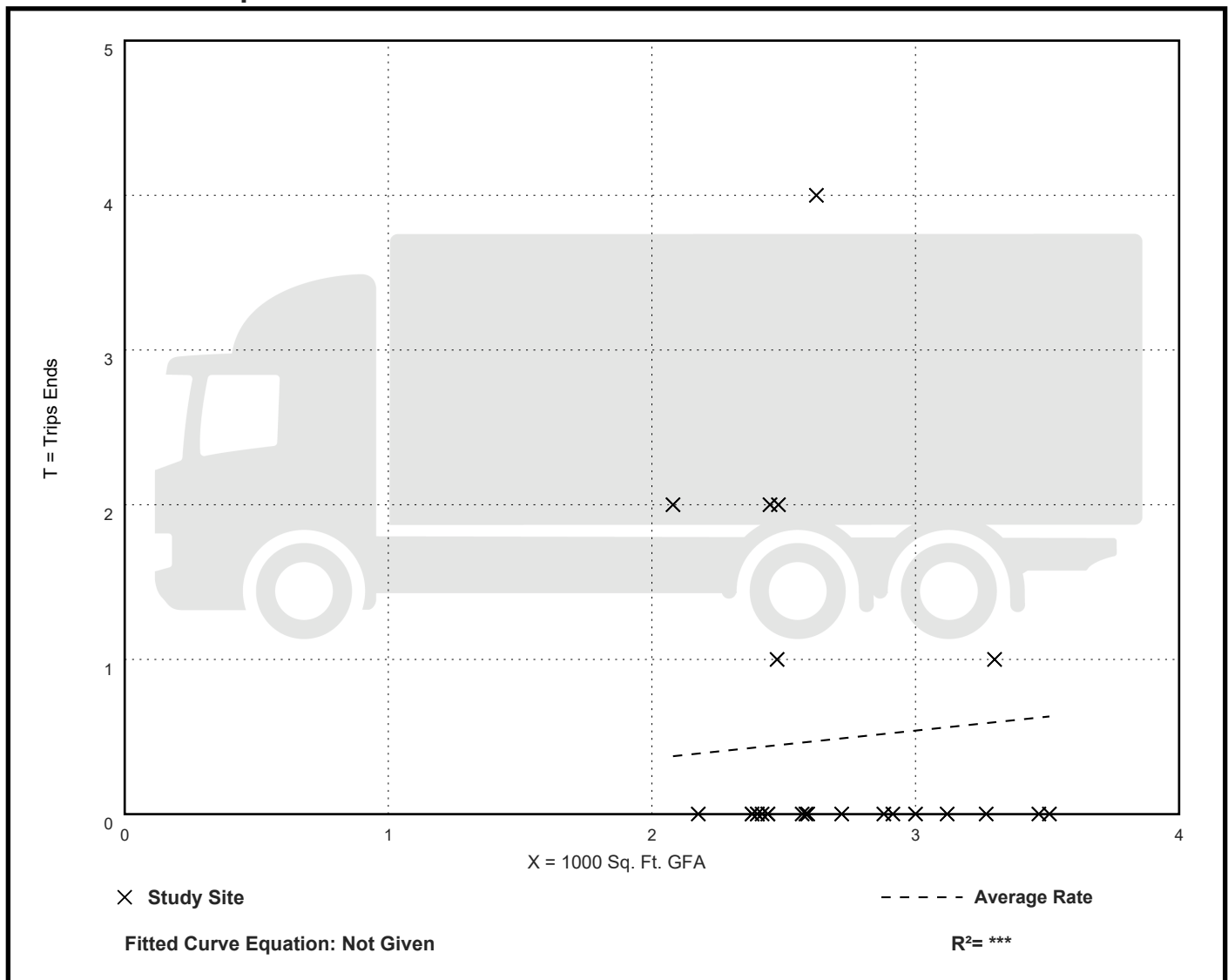
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 58% entering, 42% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.18	0.00 - 1.52	0.39

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (9-15) (945)

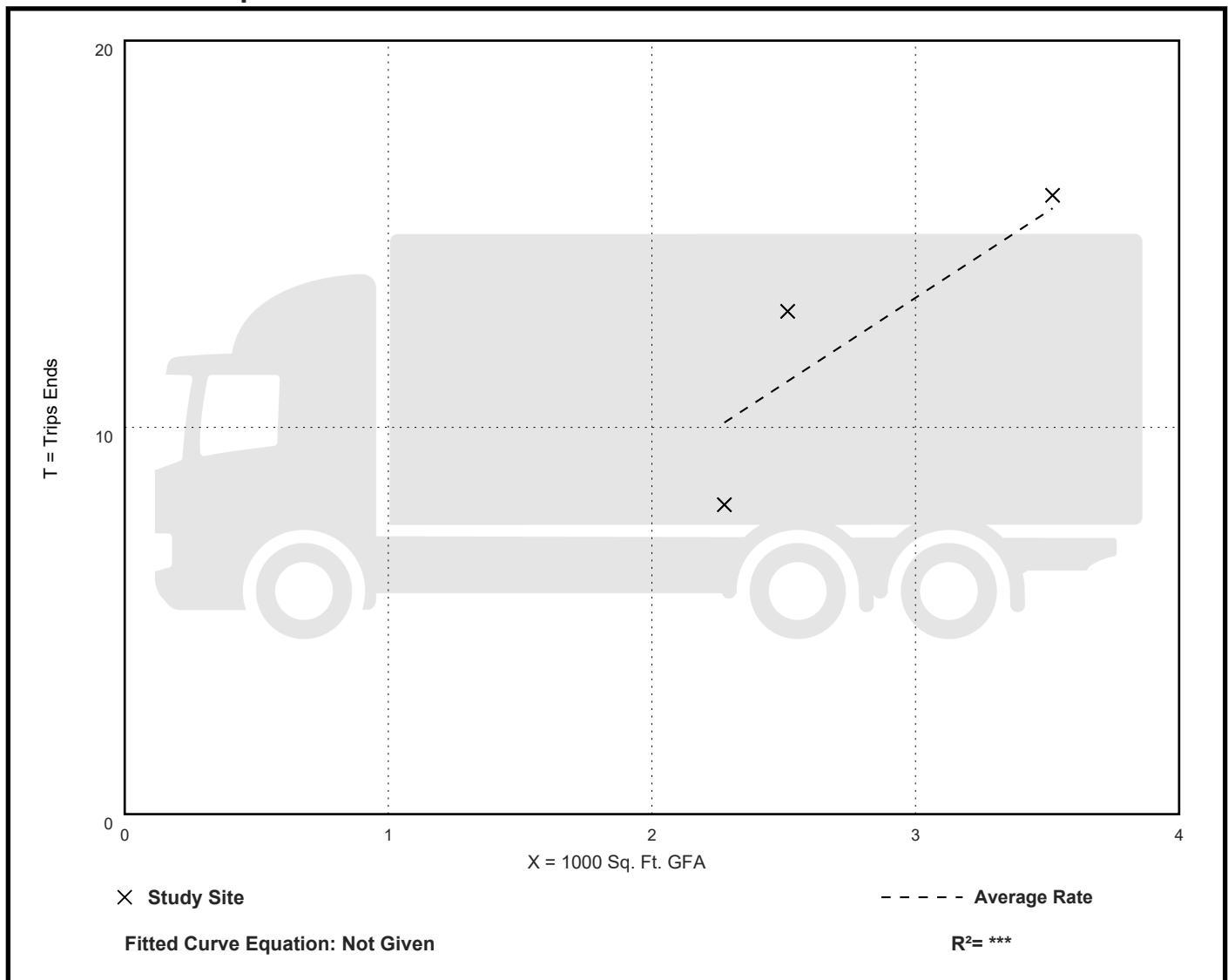
Truck Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

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

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

Average Rate	Range of Rates	Standard Deviation
4.45	3.52 - 5.17	0.77

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (9-15) (945)

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

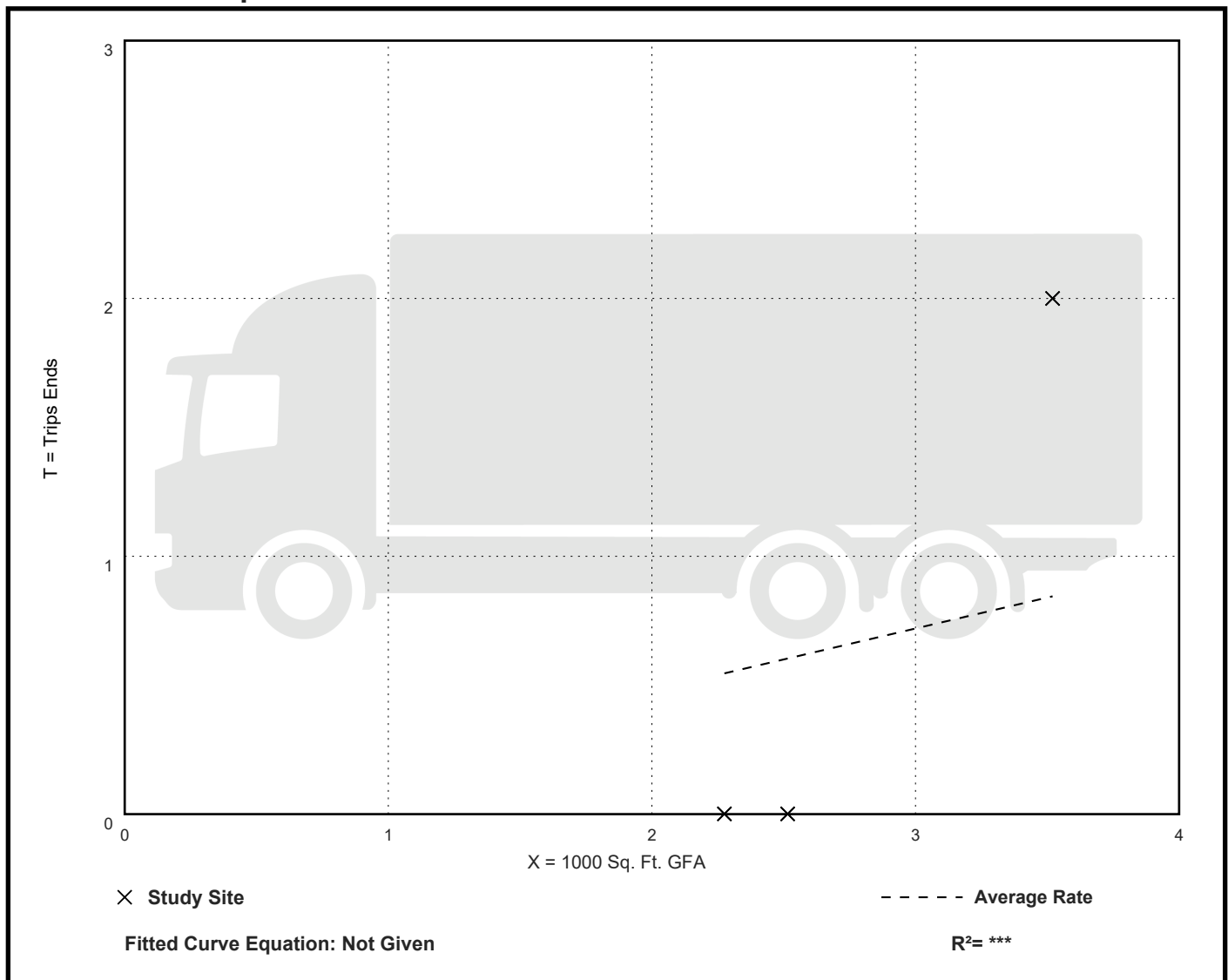
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 51% entering, 49% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.24	0.00 - 0.57	0.34

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (9-15) (945)

**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: 3

Directional Distribution: 48% entering, 52% 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



# Convenience Store/Gas Station - VFP (9-15) (945)

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

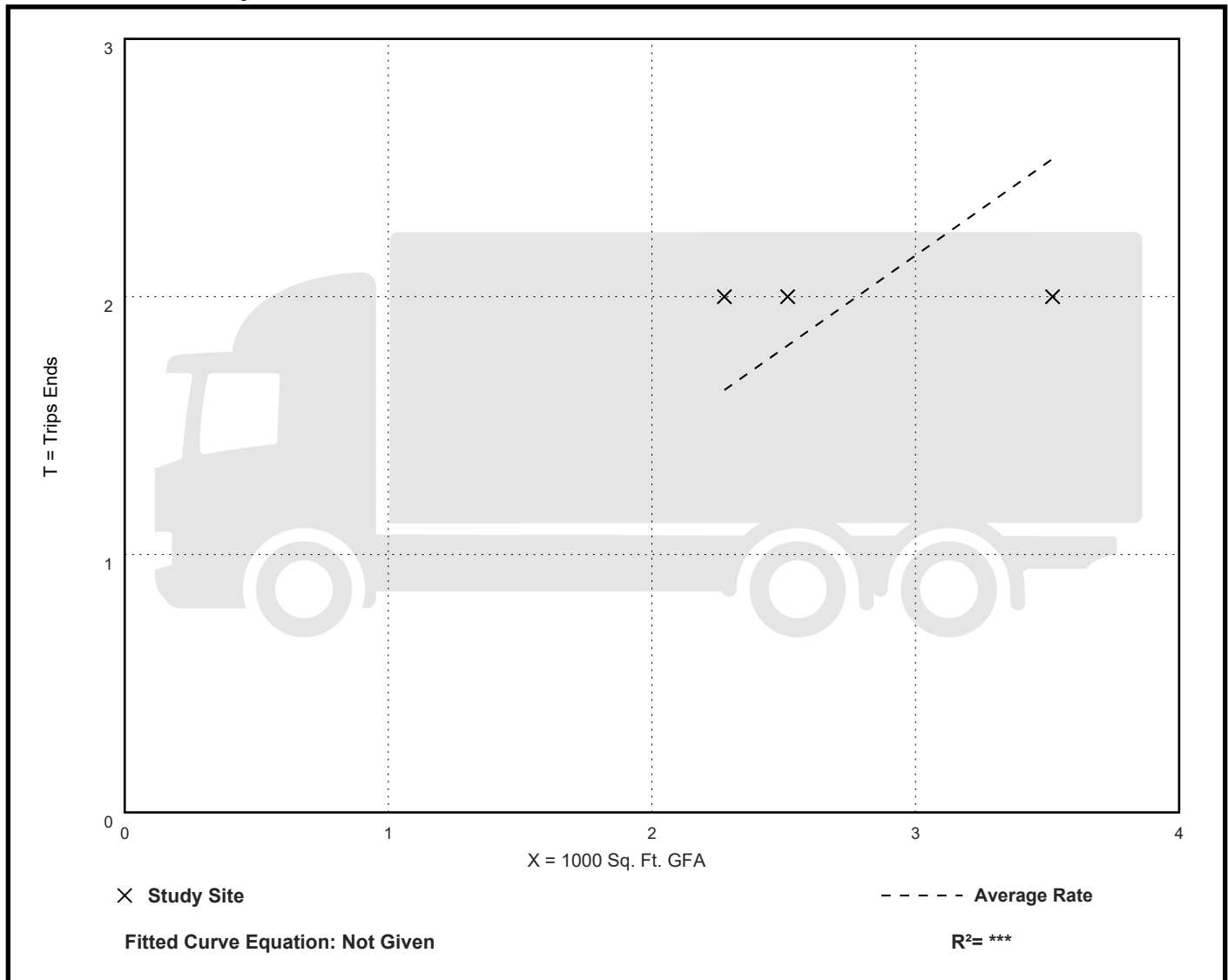
Avg. 1000 Sq. Ft. GFA: 3

Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.72	0.57 - 0.88	0.17

## Data Plot and Equation



# Convenience Store/Gas Station - VFP (9-15) (945)

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: 3

Directional Distribution: 54% entering, 46% 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



# Convenience Store/Gas Station - VFP (16-24) (945)

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

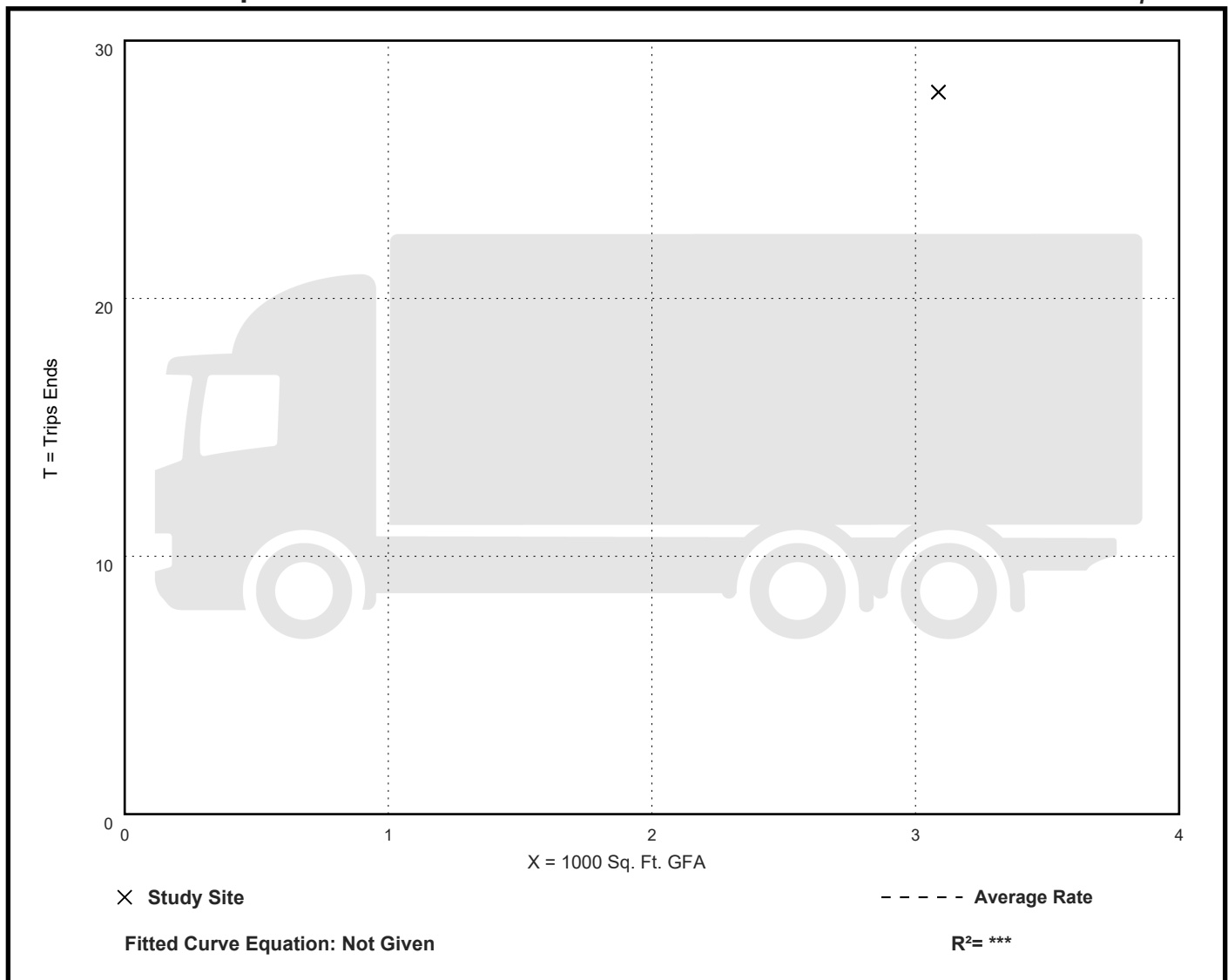
Setting/Location: General Urban/Suburban  
Number of Studies: 1  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 50% entering, 50% exiting

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

Average Rate	Range of Rates	Standard Deviation
9.07	9.07 - 9.07	***

## Data Plot and Equation

Caution – Small Sample Size





# Convenience Store/Gas Station - VFP (16-24) (945)

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: 3

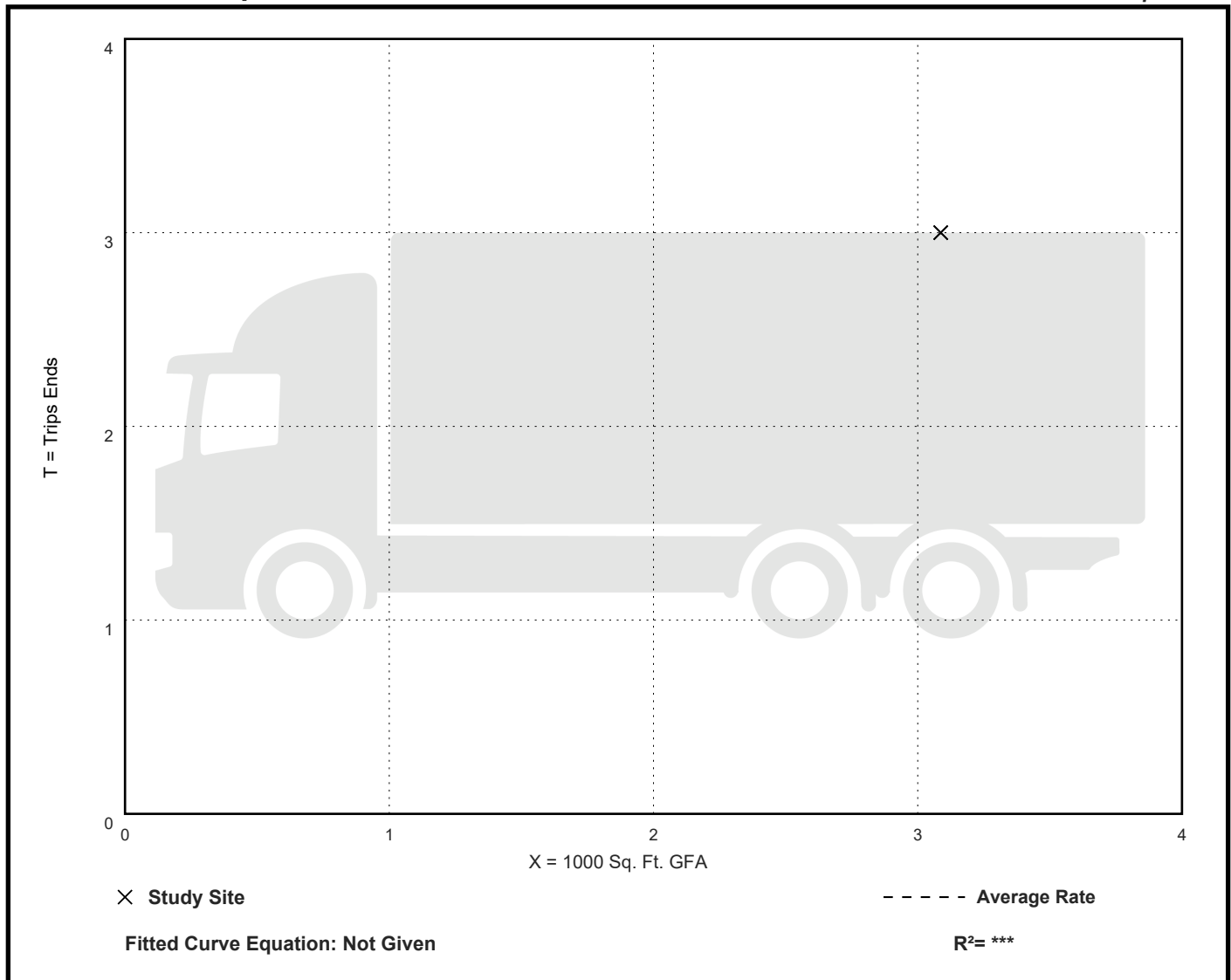
Directional Distribution: 33% entering, 67% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.97	0.97 - 0.97	***

## Data Plot and Equation

Caution – Small Sample Size



# Convenience Store/Gas Station - VFP (16-24) (945)

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: 1

Avg. 1000 Sq. Ft. GFA: 3

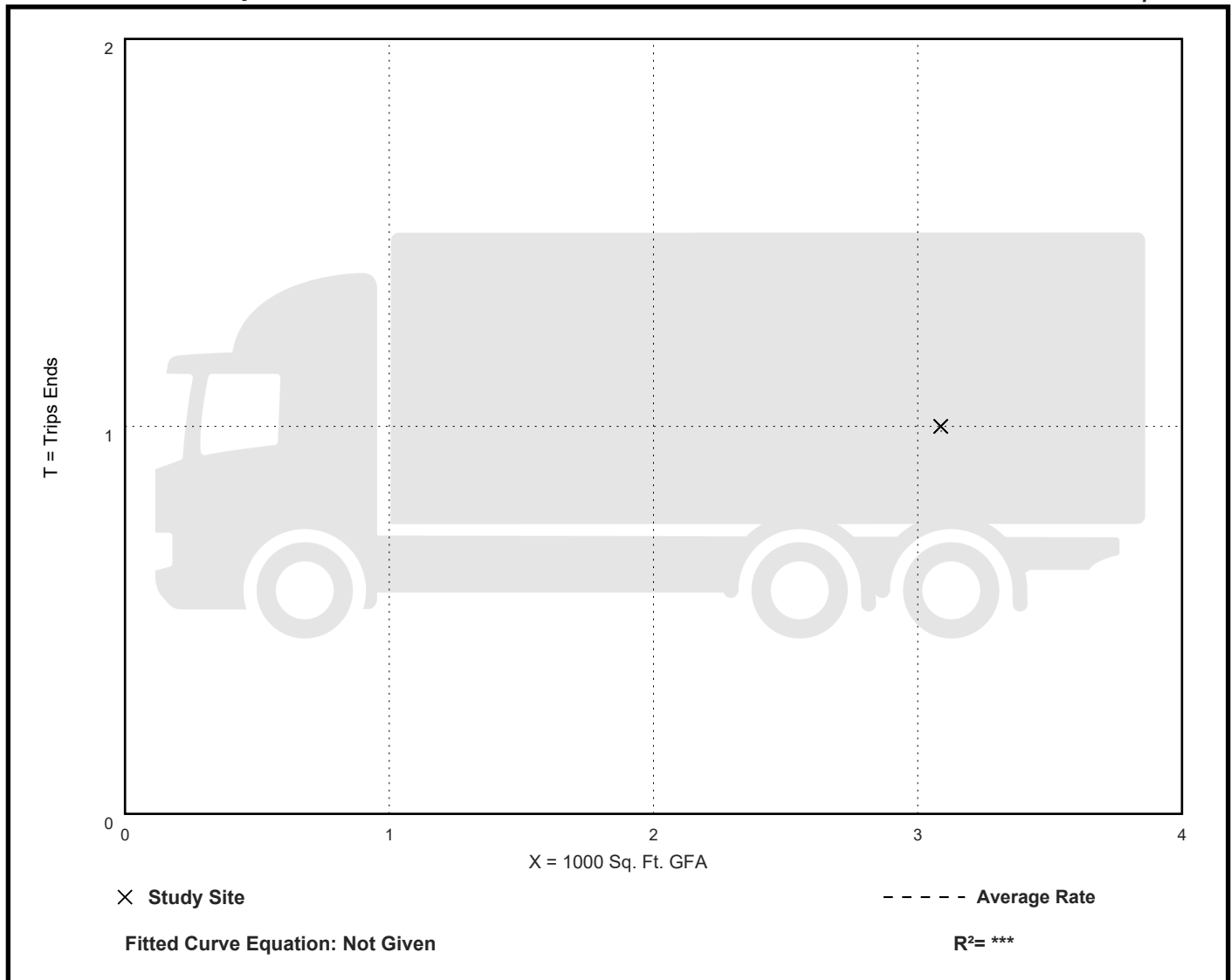
Directional Distribution: 48% entering, 52% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.32	0.32 - 0.32	***

## Data Plot and Equation

Caution – Small Sample Size



# Convenience Store/Gas Station - VFP (16-24) (945)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 3

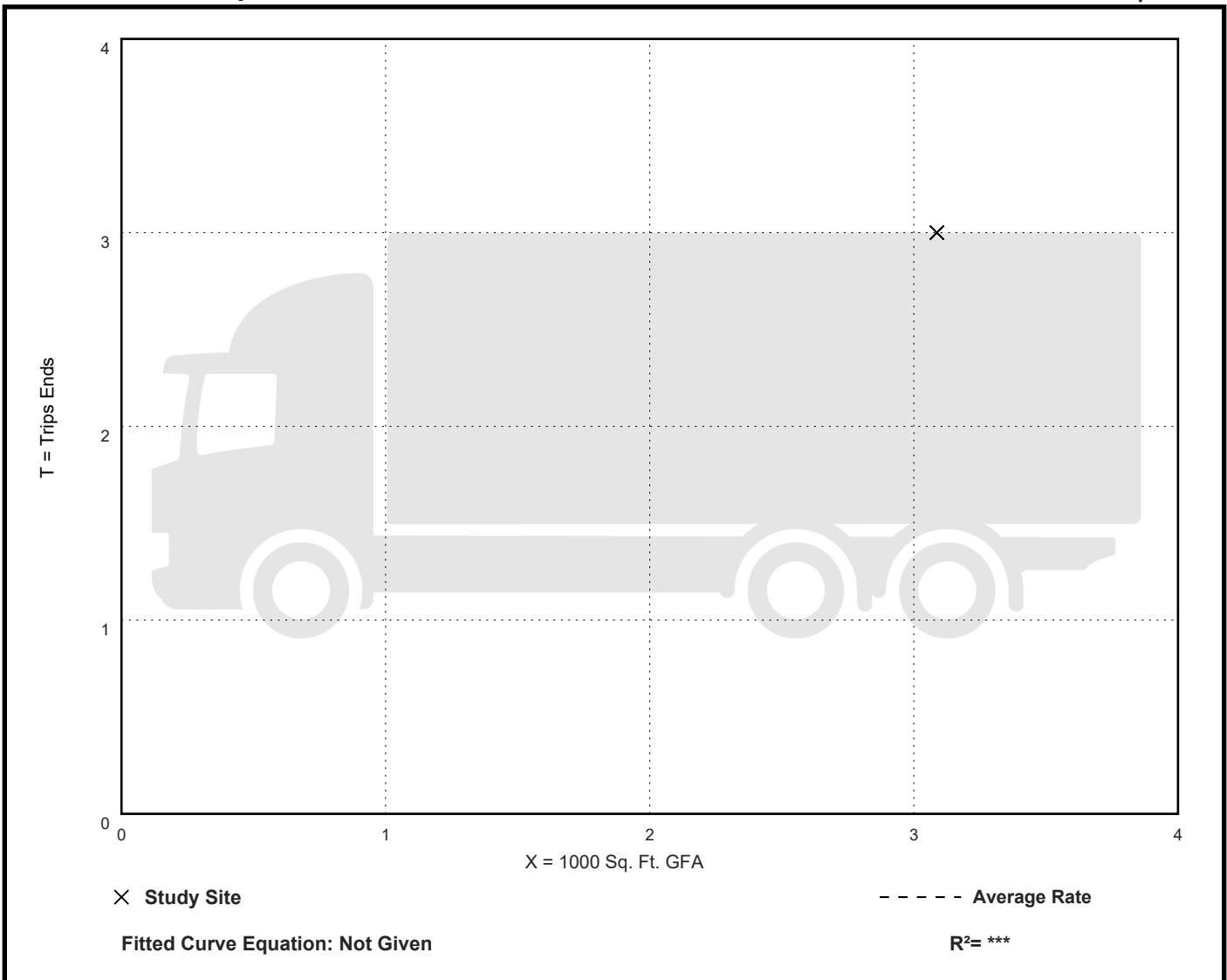
Directional Distribution: 33% entering, 67% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.97	0.97 - 0.97	***

## Data Plot and Equation

Caution – Small Sample Size



# Convenience Store/Gas Station - VFP (16-24) (945)

Truck Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. 1000 Sq. Ft. GFA: 3

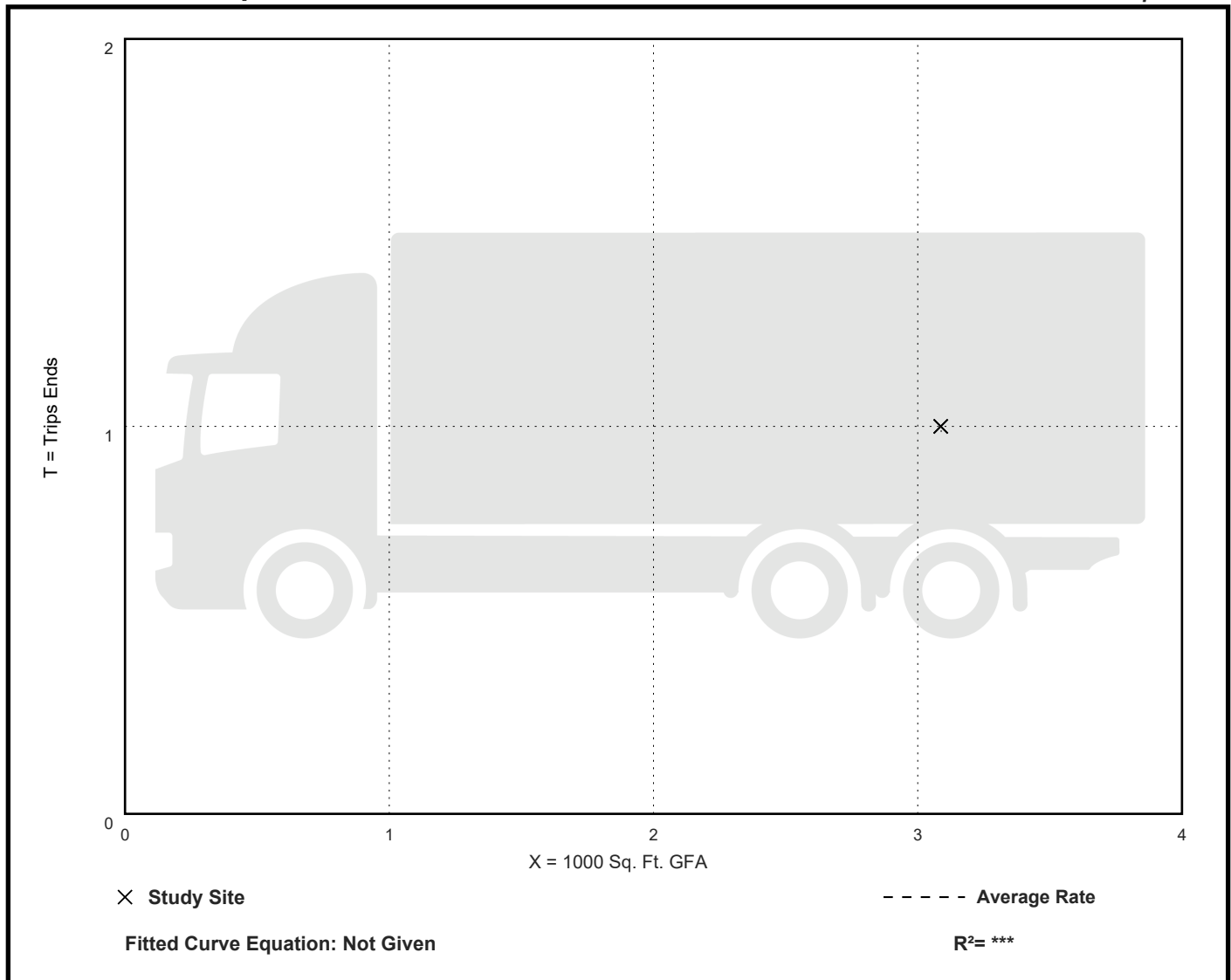
Directional Distribution: 54% entering, 46% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.32	0.32 - 0.32	***

## Data Plot and Equation

Caution – Small Sample Size



# Truck Stop (950)

Truck Trip Ends vs: Vehicle Fueling Positions  
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Vehicle Fueling Positions: 9

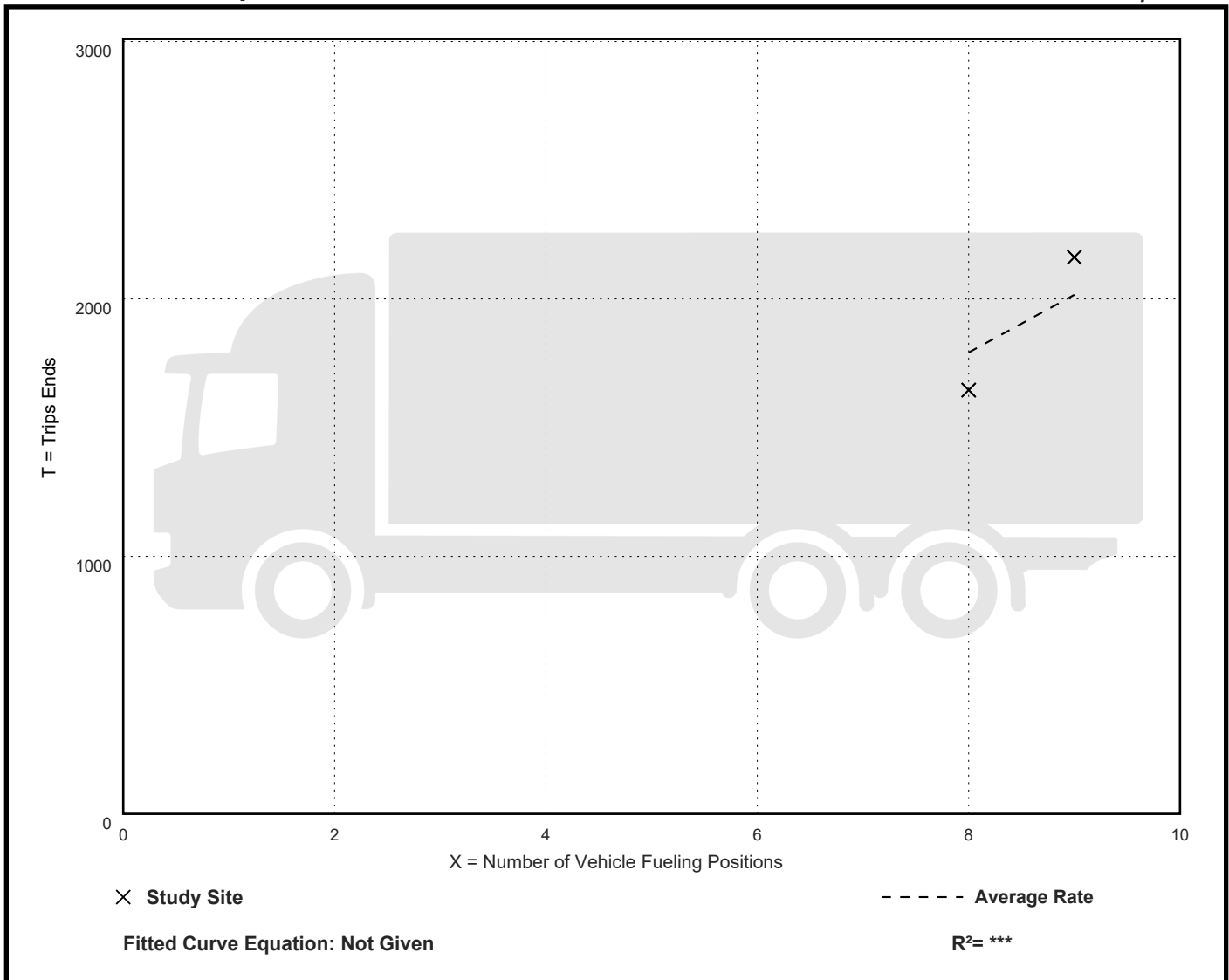
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
224.00	205.75 - 240.22	***

## Data Plot and Equation

Caution – Small Sample Size



# Truck Stop (950)

## Truck Trip Ends vs: Vehicle Fueling Positions

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

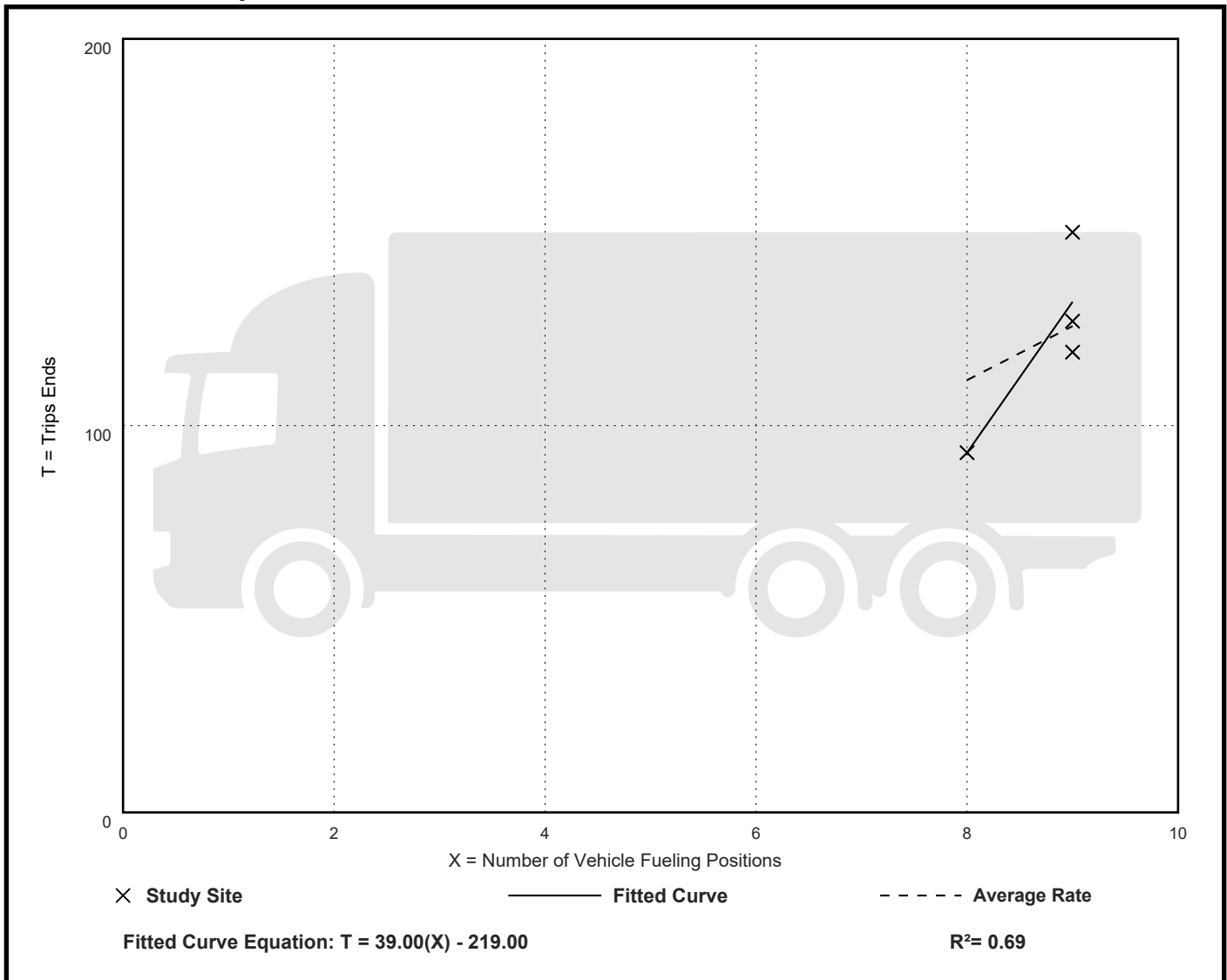
Avg. Num. of Vehicle Fueling Positions: 9

Directional Distribution: 49% entering, 51% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
13.97	11.63 - 16.67	2.09

## Data Plot and Equation



# Truck Stop (950)

## Truck Trip Ends vs: Vehicle Fueling Positions

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

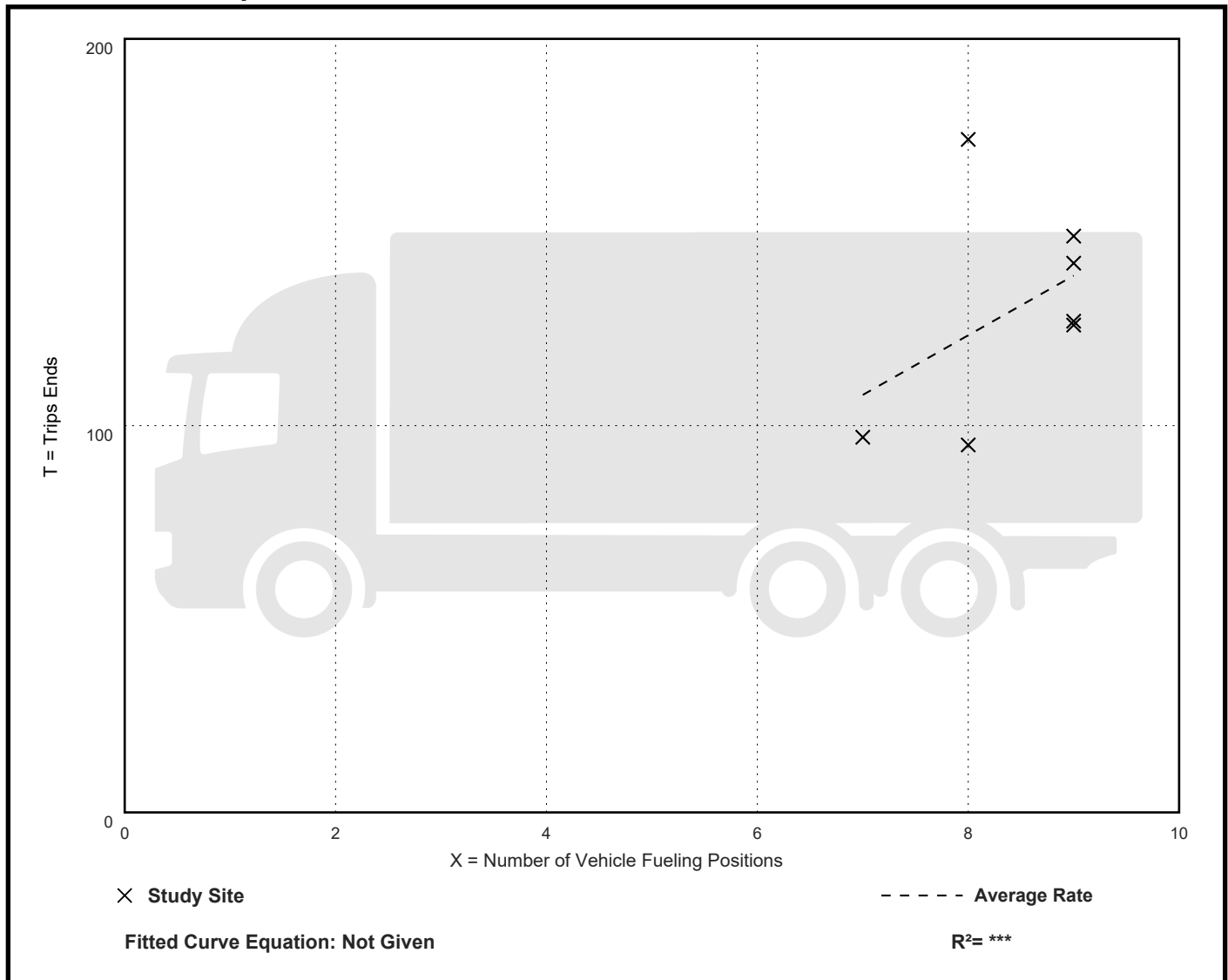
Avg. Num. of Vehicle Fueling Positions: 8

Directional Distribution: 53% entering, 47% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
15.42	11.88 - 21.75	3.10

## Data Plot and Equation



# Truck Stop (950)

Truck Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

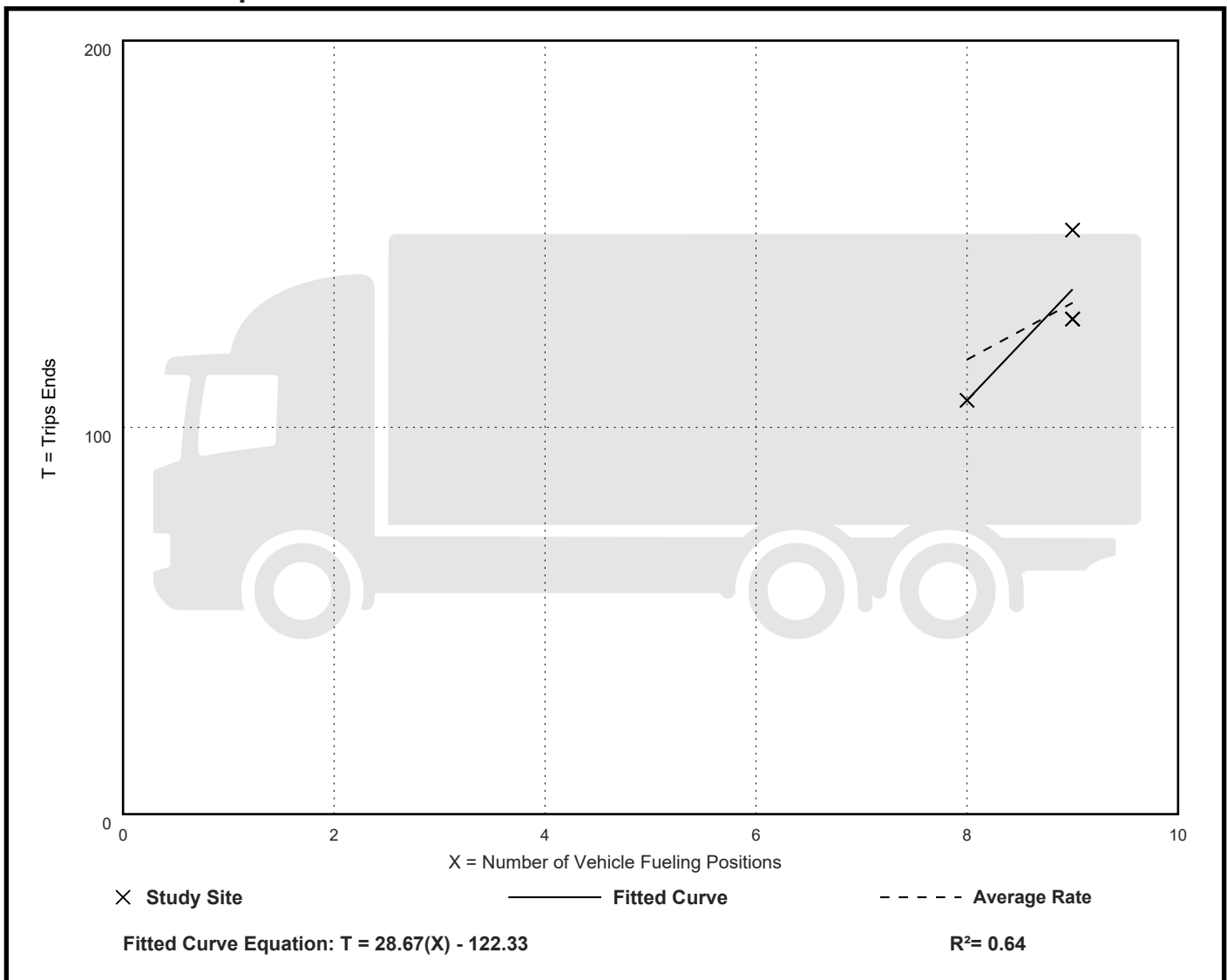
Avg. Num. of Vehicle Fueling Positions: 9

Directional Distribution: 51% entering, 49% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
14.69	13.38 - 16.78	1.47

## Data Plot and Equation





# Truck Stop (950)

Truck Trip Ends vs: Vehicle Fueling Positions

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 4

Avg. Num. of Vehicle Fueling Positions: 9

Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
15.20	13.88 - 17.11	1.39

## Data Plot and Equation

