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# Truck Trip Generation Study



**City of Fontana  
County of San Bernardino  
State of California**

August 2003

# **TRUCK TRIP GENERATION STUDY**

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### CITY OF FONTANA

#### Location

The City of Fontana is located in Southern California in the southwestern portion of San Bernardino County. Fontana is situated approximately 50 miles east of the City of Los Angeles, approximately 110 miles north of the City of San Diego, and approximately 15 miles west of the Cities of Riverside and San Bernardino. The City is bordered to the north by the San Bernardino National Forest, to the east by the City of Rialto, and to the west by the City of Rancho Cucamonga, and by the City of Ontario, the Jurupa Hills and the unincorporated areas of Riverside County located to the south. The region in which Fontana is located is often referred to as the Inland Empire.

#### History

In 1913, the town site of Fontana was officially founded by A.B. Miller between Foothill Boulevard and the Santa Fe railroad line. Over 4,000 people from the local area showed up on June 7, 1913, to celebrate the opening of the town site. The first three prominent buildings erected in the town site, the grammar school, packing house, and Pacific Electric Railway Depot, were constructed in 1914.

During the period extending from 1915 through 1920, agricultural activity in the region was extremely successful. During this time, water development ensued and the planting of citrus and deciduous orchards expanded. The orchards produced numerous varieties of oranges, along with lemons and seedless grapefruit. The Fontana Development Company continued to increase the acreage being planted and, by the end of 1920, approximately 5,000 acres of citrus orchards and approximately 12,000 acres of deciduous orchards had been planted. In addition, approximately 1,000 acres of peanuts, barley, sweet potatoes, hay, and the like had been cultivated, and grapes, poultry, and swine were also

leading commodities. Diversifications of the agricultural industry in the Fontana area, in addition to the entire Southern California region, were in no small part due to the efforts of A.B. Miller.

The popularity of Fontana as a prime location for establishing an orchard, vineyard, or poultry house led to a dramatic rise in the population within the community. From 1924 to 1926, the City of Fontana doubled in size, reaching an estimated population of 4,200 citizens. Although the reliance on agriculture and livestock would dominate Fontana until the early 1940s, economic change was on the horizon.

In 1942, the economic focus of the City of Fontana was shifted with the opening of the Kaiser Steel Mill. By the end of the 1940s, there were over 8,000 people employed by Kaiser Steel in Fontana, with a payroll of approximately \$38 million (approximately \$262 million in year 2000 dollars, when adjusted for inflation). In an attempt to keep pace with Fontana's rapidly growing population, residential development also flourished and, during 1949, building permits totaled \$16,197,525 (approximately \$112 million in year 2000 dollars). The result of this industrial boom meant that the orchards, which had once dominated the Fontana landscape, were being replaced by companies such as the Basalt Rock Company (manufacturers of steel and concrete pipe), the Western Steel Company, the Taylor Forge and Pipe Works, the Graver Tank and Manufacturing Company (manufacturers of steel tanks), and the West Coast Loading Corporation (manufacturers of flares).

The City of Fontana was incorporated June 25, 1952, during this boom in the economy. By 1954, Fontana's population totaled approximately 15,000 residents. The economy of Fontana continued to be dominated by the steel industry until the late 1970s, when Kaiser Steel began to reduce production and trimmed their



workforce. In 1984, Kaiser Steel ceased production altogether at the Fontana plant, but the plate steel and rolling mill plant was acquired by the California Steel Industry (CSI) and is still in operation today employing a work force of over 1,000.

### **Present**

Today the City of Fontana covers approximately 36 square miles, while its sphere of influence encompasses an area of approximately 56 square miles. According to the U.S. Bureau of the Census, the population of Fontana has risen from 87,535 in 1990 to 139,100 in 2002, which is an increase of over 47 percent. The California Department of Finance estimates that the 2003 population in Fontana has grown to 145,770, which is an increase of over 970 percent since 1954.

The economy of Fontana has gone through many permutations since the early reliance of the economy on agriculture until the early 1940s, which was followed by the dominance of the steel industry until the 1980s. Today the economy is supported by the many distribution centers located in Fontana because of the City's location to major good movement transportation routes like: Interstate 10; Interstate 15; Interstate 60; the recently completed Interstate 210; the Burlington Northern and Santa Fe and Union Pacific Railroads; the Ontario International Airport; and, the ports of Los Angeles and Long Beach. These distribution centers include Target, Sears, Napa Auto Parts, Mercedes Benz, Big 5 Sporting Goods, and Home Shopping Network. In addition, Metrolink provides local rail connection to surrounding communities throughout Southern California.

# 1. PURPOSE AND BACKGROUND





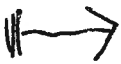
### PURPOSE AND BACKGROUND

A truck trip generation study was completed for the City of Fontana in 1992. This was an innovative project, with the findings from the study published in the ITE Journal in 1994. This was one of the first published studies on truck trip generation. However, the study was completed in the early 1990s when California was in the midst of a severe recession. The City of Fontana initiated this current study to determine truck trip generation data to reflect more normal economic conditions.

Extensive areas have been developed as industrial and warehouse uses both within and adjacent to Fontana. These uses generate a high volume of large truck traffic that significantly impacts local area freeways and arterials.

The purpose of this study is to evaluate the vehicle trip generation characteristics of several land use categories that typically generate significant volumes of truck traffic. The study presents equations that are to be used to predict the vehicle trip generation characteristics for the land use categories that have been evaluated.

The methodology of this study is structured to follow procedures of the ITE trip generation manual. This study contributes to the relatively limited information provided by the ITE trip generation manual on truck internal land uses by addressing several land uses that are not covered by this manual and by presenting vehicle trip generation rates with break down by axles.



The study is based solely on locally collected data. The study results may be most applicable to local conditions in Southern California.

### SIGNIFICANCE TO THE INLAND EMPIRE

The Inland Empire area has had a significant growth over the last two decades in truck intense land use developments. The strategic location of the Inland Empire, well served by major East-West and North-South national and international freight lines, both rail, freeway and air

freight airports, draws national and international freight carriers, warehousing and logistic industries to locate in the Inland Empire. The Interstate 10 and Interstate 15 confluence has the highest number of trucks in the nation, and some of the regional arterials have 30% to 40% truck traffic.

The tremendous growth in truck intense land uses in the Inland Empire area has created a major impact on the regional and local circulation system. Many two-lane rural routes which once served local citrus farms or vineyards, now serve as major truck routes. Most of these roads do not have the traffic handling capacity and the infrastructure capacity to accommodate this shift in land use, particularly the increase in truck traffic. Therefore the need arises for studies such as this one, in order to provide a valuable tool to public agencies staff and officials in planning land use developments and roadway infrastructure development capable of handling the area's growth.

Local governmental agencies such as the City of Fontana as well as regional transportation agencies, such as San Bernardino County Transportation Department, San Bernardino County Associated Governments (SANBAG), Riverside Transportation Commission (RTC), CALTRANS, and Southern California Association of Governments (SCAG), all have a need to properly identify and forecast truck impacts to our highway system. This study has been conducted in consultations with these agencies.

This study will be a primary tool in the preparation of Traffic Impact Analysis (TIA's) for Congestion Management Plan (CMP) compliance in southern California, since it reflects trip making with local characteristics. The results of this study will be utilized in several regional and sub-regional transportation studies to help determine the impact of truck traffic on our circulation system. It is also anticipated that the data in this study will be incorporated in the Institute of Transportation Engineers (ITE) Trip Generation Manual.



## 2. DEFINITION OF TERMS





## DEFINITION OF TERMS

### Land Use Categories

#### Warehousing (ITE code 150)

Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas.

Light warehouses are 100,000 square feet G. F. A. or less.

Heavy warehouses are greater than 100,000 square feet G. F. A.

#### General Light Industrial (ITE code 110)

Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing (ITE code 140) is sometimes vague. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. All of the facilities surveyed are freestanding and devoted to a single use.

#### General Heavy Industrial (ITE code 120)

Heavy industrial facilities usually have a high number of employees per industrial plant and could also be categorized as manufacturing facilities (ITE code 140). The distinction between heavy industrial and manufacturing is vague. However, heavy industrial uses are limited to the manufacturing of large items.

#### Industrial Park (ITE code 130)

Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each

type of use from one location to another. Many industrial parks contained highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries.

#### Truck Sales and Leasing (not an ITE category)

Facilities included in this category are primarily for the sale and leasing of new heavy duty commercial vehicles, 10,000 GVW, or greater. Typically, the facilities are located along major arterials in either commercial or industrial areas. The facilities can also include maintenance services, part sales, and used truck sales.

#### Used Truck Lots (not an ITE category)

Facilities included in this category are similar to the category, truck sales and leasing, however, they are primarily for the sale of used heavy duty commercial vehicles (10,000 GVW, or greater). Typically, the facilities are located along major arterials in either commercial or industrial areas. The facilities can also include maintenance services, and part sales.

#### Truck Terminal (ITE code 030)

Truck terminals are facilities where goods are transferred between trucks, or trucks and railroads.

#### Truck Stops (not an ITE category)

The primary function of a truck stop is to provide fueling for truckers. Ancillary services include maintenance services, restaurants, and the sale of sundries. The general motoring public also extensively uses these facilities.

### Vehicle Classifications

#### Passenger Vehicles (Pass Veh)

Motorcycles, passenger cars, pickups, vans, and other two-axle, four tire vehicles. Included in this



class are campers, motorhomes, ambulances, minibuses, hearses, carryalls, including vehicles pulling recreational or other light trailers.

**Large 2 Axle (Lge 2 Ax)**

Buses, including all vehicles manufactured as passenger carrying vehicles with two axles and six tires, or three or more axles. Two-axle truck tractors without trailers. Two-axle, six-tire single unit trucks, including camping and recreational vehicles, motorhomes, and large step vans having two axles and dual rear tires.

**3 Axle**

Three-axle, single-unit trucks. All vehicles on a single frame having three axles, including three-axle buses and tractors.

**4+ Axle**

Four or more axle single unit trucks. Single trailer trucks (combos), including all vehicles consisting of two units, of which the pulling unit is a tractor or a single unit truck. Multi-trailer trucks (combos), including all vehicles consisting of three or more units of which the pulling unit is a tractor or a single unit truck. The most common truck in this category is the 5-axle 18 wheeler semi-tractor-trailer.

No DOUBLE TRAILER TRUCKS INCLUDED,

**Statistical Terms**

**Independent Variable**

A physical and measurable unit describing the site generator that can be used to predict the value of the dependent variable (trip ends). In this study, four independent variables have been used. These are: number of employees, gross building area, acreage, and vehicle fueling positions (for truck stops only).

**Dependent Variable**

The result of the trip generation equation, i.e., trip ends.

**Weighted Average Trip Rate**

The weighted average trip rate is calculated by summing all trip ends and all independent variable units (e.g. number of employees) and then dividing the sum of the trip ends by the sum of the independent variable units. This is the method preferred by ITE to calculate the average trip rate.

**Mean Trip Rate**

The average trip rate of the sample set. This is calculated by computing the trip rate for each site in the sample set, then summing the trip rates and dividing by the number of samples.

**Standard Deviation**

A measure of how widely dispersed the data points are around the calculated average. The lower in the standard deviation, meaning the less dispersion there is in the data, the better the data fit. In this study, the standard deviation has been calculated in relation to the mean trip rate.

**Regression Equation**

An equation expressing the relationship between the independent variable and the dependent variable.

**Linear Regression**

An equation that, when plotted, shows a linear relationship between the independent variable and the dependent variable. The equation is expressed in the following form:

$$\text{dependent variable} = \text{coefficient} * \text{independent variable} + y \text{ intercept}$$



### Logarithmic Regression

An equation that, when plotted, shows a curvilinear relationship between the independent variable and the dependent variable. The equation is expressed in the following form:

dependent variable = y intercept \* coefficient ^  
independent variable

### r squared

Also known as the "Coefficient of Determination". A measure of the variance in the dependent variable with the independent variable. As the r squared value increases towards 1.0, the better the correlation between the dependent and independent variable. In this study, a regression equation must have an r squared value of 0.8 or greater to be considered appropriate for use.

## Miscellaneous Terms

### Street Trip Rate

This is the one-hour weekday trip generation rate for 7 a.m. to 8 a.m. and 5 p.m. to 6 p.m., and corresponds to the "average trip rate for the peak hour of the adjacent street traffic" from the ITE trip generation manual. These hours are the peak hours of traffic flow in the area of the surveyed sites.

### Site Trip Rate

This is the vehicle trip generation rate during the hour of highest volume of traffic entering and exiting the surveyed site during the AM or PM hours. This corresponds to the "average trip rate for the peak hour of the generator."

### Gross Building Area

This term corresponds to "gross floor area" as used in the ITE trip generation manual.

### Vehicle Fueling Positions

The number of vehicles that can be fueled simultaneously at a truck stop.

### 3. METHODOLOGY





## METHODOLOGY

### Site Selection

Most sites that were analyzed in the study are located in Fontana or adjacent areas in unincorporated San Bernardino County, Ontario, and Rancho Cucamonga. Only one site is located outside of this area; a truck stop, located in Palm Springs.

The following criteria were considered in the selection of sites to be analyzed:

- **The site is freestanding.** The site does not share parking areas or driveways with adjacent developments.
- **Cooperation of the site occupant.** The site occupant voluntarily agreed to participate in the study by allowing driveway counts, and provide information about the site such as the number of on-site employees.
- **Availability of data concerning the site.** Data were available from public records concerning site characteristics such as building gross floor area and acreage.

### Site Traffic Counts

Traffic counts for the study were collected in late 2002 by the firm of Counts Unlimited, Inc. of Moreno Valley, California. Traffic counting consisted of three tasks that are discussed as follows:

#### 1) Midblock 24-hour Counts

Midblock traffic counts were taken at 10 arterial locations using automatic traffic counters. These counts were taken for 24-hour periods, recorded in 15-minute increments. The purpose of these counts was to identify a.m. and p.m. peak hours of traffic on arterial streets in the area encompassing the sites that were analyzed. From these data, it was

determined that the peak hours with the highest traffic volumes are 7:00 to 8:00 a.m. in the morning, and 5:00 to 6:00 p.m. in the afternoon.

#### 2) Driveway 24-hour Counts

Driveway traffic counts were taken at the driveways of all sites except two truck stops. Automatic traffic counters (ATCs) were used to tabulate 24-hour counts, recorded in 15-minute increments. The purpose of these counts was to identify the a.m. and p.m. peak hours of total vehicle trip generation of each site. These counts were also used to estimate the daily (24-hour) total vehicle trip generation of each site.

In addition, it was subsequently found that the ATCs were not accurately tabulating the total number of vehicles entering and exiting any individual site or driveway. The ATCs could not accurately tabulate vehicle classifications. Due to the high percentage of multi-axle vehicles, the ATCs consistently tabulated a greater number of vehicles than actually occurred.

To correct this deficiency, driveway 24-hour counts were concurrently collected manually and with the ATCs at eight sites, and the results compared.

This analysis showed that, on average, the manual counts were only forty-four (44) percent of the ATCs' counts. The results of this analysis are shown in Appendix B.

This factor was applied to the driveway 24-hour counts for all remaining sites that were not manually counted, for the purpose of calculating 24-hour trip generation rates.

#### 3) Driveway Peak Period Counts

Manual traffic counts were taken for each site driveway, except two truck stops. The counts were collected for a.m. and p.m. peak periods, and recorded in 15-minute increments. At a minimum,



these periods encompassed 7:00 a.m. to 8:00 a.m. and 5:00 p.m. to 6:00 p.m. plus the peak hours of site vehicle trip generation identified by the driveway 24-hour counts. The manual counts quantified entering and exiting trips. In addition, the manual counts quantified the following vehicle classifications: passenger vehicles, large 2-axle vehicles, 3-axle vehicles, and 4-axle vehicles or greater.

### Calculation of Trip Generation Rates and Equations

A total of nine land use classifications were analyzed in this study. Except as noted, the following statistical information pertaining to trip generation rates were calculated for each land use classification:

- Weighted average trip rate of the sample set
- Mean trip rate of the sample set
- Standard deviation of the sample set
- y intercept and coefficient of the linear regression equation
- y intercept and coefficient of the logarithmic regression equation
- r square value of the linear and logarithmic regression equation

Except for truck stops, trip generation statistics were calculated for three independent variables, including:

- Number of employees
- Gross building area, measured in 1000 square feet (KSF)
- Acres

The statistics were calculated for five periods:

- Daily (24-hour)
- a.m. peak hour street
- p.m. peak hour street
- a.m. peak hour site
- p.m. peak hour site

For all periods, except daily, trip generation statistics were calculated for total vehicle trips (including passenger vehicles), and truck trips (excluding passenger vehicles). Trip generation statistics for daily truck trips were not calculated because vehicle classifications counts could not be obtained from the driveway 24-hour counts.

According to the Institute of Transportation Engineers (ITE) <sup>1</sup>, the weighted average trip rate is to be preferred over the mean trip rate. Sites in the sample set with a large variance from the mean have excessive influence over the average rate, therefore the weighted average trip rate is recommended. The mean trip rate is also reported for the purpose of measuring the size of the variance of the sample set, when compared to the standard deviation.

LINEST and LOGEST functions of the Microsoft Excel software application were used to calculate y intercept, coefficients, and r square statistics for the linear and logarithmic regression equations. Statistical data for linear regression and logarithmic regression equations were not reported if there were less than four sites in the sample set, or if there was a 0 value reported in the sample set.

### Truck Stops

Trip generation statistics were calculated for two independent variables, the number of fueling positions and acres. The sample set for truck stops included two sites for which there were only p.m. peak period driveway counts. Due to this limitation in available count data, trip generation regression statistics were computed for the following only:

- p.m. peak hour street
- p.m. peak hour site

<sup>1</sup> Institute of Transportation Engineers, "Trip Generation 6<sup>th</sup> Edition, An Informational Report of the Institute of Transportation Engineers," Volume 3, 1997, p. 17.



However, weighted average trip rate and mean trip rate of truck stops were computed for all five periods.

**Criteria for Recommending Trip Generation Rates and Equations**

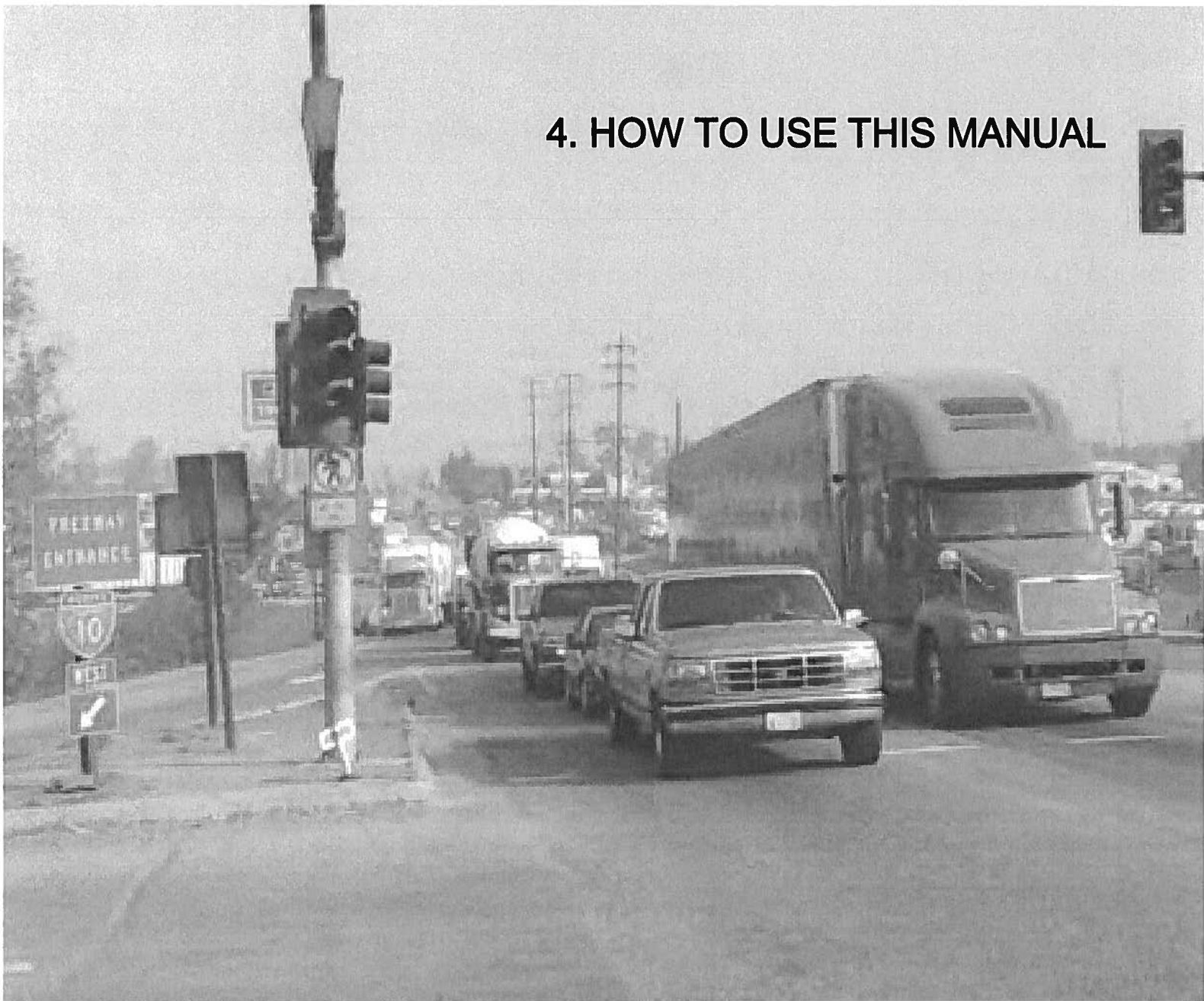
A list of recommended trip generation rates is reported in the section of this report entitled, "Summary of Recommended Trip Generation Rates." For all land use classifications, the weighted average trip rates are reported.

Any regression equation which has an r square value of .80 or greater is also reported. An r square value of .80 or greater indicates a high degree of correlation between the independent variable (number of employees, gross floor area, acres, or number of fueling positions) and the dependent variable (total vehicle or truck trips).

Regression equations that have an r square value less than .80 are not reported. Regression equations that have an r square value of .50 or greater to less than .80 are identified as marginal.



## 4. HOW TO USE THIS MANUAL





**HOW TO USE THIS MANUAL**

Information in this report is to be used to compute site trip generation of total vehicles and large trucks for land uses included in the following categories:

- Light Warehousing
- Heavy Warehousing
- General Light Industrial
- General Heavy Industrial
- Industrial Park
- Truck Sales and Leasing
- Used Truck Sales
- Truck Terminals
- Truck Stops

The main body of this report includes Chapters 5, 6, and 7 which contain the results of the trip generation analysis for the land use categories listed above. Chapters 5 and 6 contain summaries of recommended data to be used to calculate total vehicle and large truck trip generation. Chapter 7 contains more detailed information on the analysis of each land use category addressed in this report. In addition, the appendix lists detailed information on each site that has been included in the study.

**Using Trip Generation Rates and Equations**

For all land use classifications, except truck stops, trip generation rates and equations are reported for three independent variables. These are: number of employees, gross building area, and acres. For truck stops, the only independent variable is number of fueling positions.

Rates and equations for total vehicle trip generation are reported for five time periods:

- a.m. peak hour - street
- p.m. peak hour - street
- a.m. peak hour - site
- p.m. peak hour - site
- Daily

Rates and equations for large truck trip generation are reported for all the same periods, except the daily time period.

Trip generation has been computed by the following methods:

- Weighted average trip rate
- Linear regression equation
- Logarithmic regression equation

**Examples of Trip Generation Rates and Equations**  
**Example: 25,000 square feet gross building area,**  
**Used Truck Sales,**  
**a.m. peak hour (street)**

	Equation Form	Equation	Result - a.m. peak hour trips
Weighted average trip rate	Number of trips = weighted average trip rate * X	25 * 1.132	28
Linear regression	Number of trips = coefficient * X + y intercept	.932 * 25 + 5.537	29
Logarithmic regression	Number of trips = y intercept * coefficient ^ X	10.979 * 1.027 ^ 25	21

The results of the computations for all land use classifications, vehicle classifications, independent variables, and time periods are reported in Chapter 7.

The recommended trip generation rates and equations are summarized in Chapter 5. In all cases, weighted average trip rates are reported in Chapter 5. Also, linear regression and logarithmic regression equations are reported when a high correlation has been determined to exist between the dependent and independent variable as measured by the r square statistic.



**Selection of Appropriate Trip Generation Rate or Equation**

Guidance for the selection of an appropriate trip generation rate or equation is found in Chapter 3, "Guidelines for Estimating Trip Generation" of the Trip Generation Handbook, An ITE Recommended Practice, Institute of Transportation Engineers, March 2001.

Users are cautioned to not use regression equations when the independent variable is small and the equation's y intercept is a large positive or negative value. Also, logarithmic equations may not be appropriate when the independent variable is greatly outside the range of the size of the sample set from which the equations are derived.

**Using Vehicle Mix and Enter/Exit Splits**

Vehicle mix and enter/exit splits by land use classifications are summarized in Chapter 6. These data are also in Chapter 7.

Vehicle mix is expressed as a percentage of each vehicle classification that has been counted. Vehicle mix has been calculated for two conditions, which are as follows:

**Condition #1: mix of all large trucks**

*Example:*

	Lge 2 Ax	3 Axle	4 + Axle	Total
%age:	26.3	42.9	30.8	100

**Condition # 2: mix of all vehicles**

*Example:*

	Pass Veh	Lge 2 Ax	3 Axle	4 + Axle	Total
%age:	73.7	4.9	12.1	9.2	100

Condition #1 mix is to be applied to computation of large truck trip generation for a.m. and p.m. peak hours. Condition #2 mix is to be applied to computation of the total daily vehicle trip generation.

**Using Enter/Exit Splits**

Enter/exit splits are expressed as percentages for four time periods, which are the following:

- a.m. peak hour - site
- p.m. peak hour - site
- a.m. peak hour - street
- p.m. peak hour - street

For each period, splits are provided for total vehicles and large trucks. For the daily period, it is assumed that the split between entering and exiting trips is typically a 50/50 split.



**Application of Vehicle Mix and Enter/Exit Split Factors**  
**Example: 25,000 square feet gross building area, Used Truck Sales**

**Calculation of a.m. peak hour (street) total vehicles enter/exit split:**

1. Calculate a.m. peak hour (street) total vehicle trip generation:  
 Linear regression equation:  $.932 * 25 + 5.537 = 29$  vehicle trips
2. Calculate enter/exit split (street):
 

	Enter:	Exit:
%age:	68.85	31.15
Vehicle trips:	20	9

**Calculation of a.m. peak hour (street) large truck vehicle mix and enter/exit split:**

1. Calculate a.m. peak hour (street) large truck trip generation:  
 Linear regression:  $.387 * 25 - 1.172 = 9$  large truck trips
2. Calculate vehicle mix (Condition #1 - large truck mix):
 

	Lge 2 Ax	3 Axle	4 + Axle	Total
%age:	26.3	42.9	30.8	100
Large truck trips:	2	4	3	9
3. Calculate enter/exit split (street):
 

	Enter:	Exit:
%age:	48.78	51.22
Vehicle trips:	4	5

**Calculation of daily total vehicle mix and enter/exit split:**

1. Calculate daily total vehicle trip generation:  
 Linear regression:  $40.401 * 25 + 5.993 = 1016$  vehicle trips
2. Calculate vehicle mix (Condition #2 -total vehicle mix):
 

	Pass Veh	Lge 2 Ax	3 Axle	4 + Axle	Total
%age:	73.7	4.9	12.1	9.2	100
Vehicle trips:	749	50	123	93	1,015
3. Calculate enter/exit split, assume 50/50 split
  - a. Total vehicle:
 

	Enter:	Exit:
%age:	50	50
Vehicle trips:	508	508
  - b. Large truck:
 

	Enter:	Exit:
%age:	50	50
Large truck trips:	133	133

# 5. SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS





**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS**

**Classification:** Light Warehouse

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily									
Total Vehicles	3.713*X	Marginal	Marginal	1.659*X	Marginal	4156.615*.991^X	35.874*X	Marginal	Marginal
AM Street									
Total Vehicles	0.273*X	n.a.	n.a.	0.122*X	Marginal	Marginal	2.637*X	Marginal	Marginal
Trucks	0.051*X	-0.041+10.328	15.349*0.989^X	0.023*X	Marginal	n.a.	0.497*X	Marginal	Marginal
PM Street									
Total Vehicles	0.201*X	n.a.	n.a.	0.090*X	n.a.	n.a.	1.946*X	n.a.	n.a.
Trucks	0.047*X	n.a.	Marginal	0.021*X	0.051*X-7.461	0.463*1.010^X	0.454*X	n.a.	n.a.
AM Site									
Total Vehicles	0.327*X	n.a.	n.a.	0.146*X	n.a.	n.a.	3.156*X	Marginal	Marginal
Trucks	0.065*X	n.a.	Marginal	0.029*X	n.a.	n.a.	0.627*X	Marginal	Marginal
PM Site									
Total Vehicles	0.282*X	0.221*X+6.813	13.375*1.007^X	0.126*X	n.a.	n.a.	2.726*X	Marginal	Marginal
Trucks	0.074*X	n.a.	n.a.	0.033*X	n.a.	n.a.	0.713*X	Marginal	Marginal

Note: All symbols are per Microsoft Excel (+, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



Truck Trip Generation Study

SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

Classification: Heavy Warehouse

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily									
Total Vehicles	4.657*X	n.a.	n.a.	3.547*X	n.a.	n.a.	69.959*X	n.a.	n.a.
AM Street									
Total Vehicles	0.091*X	Marginal	n.a.	0.070*X	0.032*X+21.235	Marginal	1.373*X	0.589*X+22.708	Marginal
Trucks	0.034*X	0.021*X+6.025	8.090*1.001^X	0.026*X	0.016*X+5.638	7.929*1.001^X	0.518*X	0.301*X+6.291	8.220*1.017^X
PM Street									
Total Vehicles	0.095*X	0.054*X+17.889	22.051*1.001^X	0.073*X	0.042*X+17.592	Marginal	1.433*X	0.771*X+19.178	Marginal
Trucks	0.034*X	Marginal	n.a.	0.026*X	0.023*X+1.584	Marginal	0.509*X	0.419*X+2.609	Marginal
AM Site									
Total Vehicles	0.309*X	0.268*X+17.625	50.347*1.002^X	0.235*X	0.215*X+11.213	48.177*1.001^X	4.637*X	3.951*X+19.862	50.856*1.025^X
Trucks	0.040*X	n.a.	n.a.	0.030*X	n.a.	n.a.	0.596*X	n.a.	n.a.
PM Site									
Total Vehicles	0.417*X	0.390*X+11.980	Marginal	0.318*X	0.323*X+2.803	49.975*1.002^X	6.268*X	5.902*X+10.616	50.560*1.030^X
Trucks	0.044*X	0.021*X+9.850	Marginal	0.033*X	0.016*X+10.004	Marginal	0.656*X	0.291*X+10.585	Marginal

Note: All symbols are per Microsoft Excel (+, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)**

**Classification:** Light Industrial

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
<b>Daily</b>									
Total Vehicles	8.046*X	9.322*X-55.491	64.160X <sup>1.035</sup> X	11.744*X	Marginal	n.a.	37.313*X	35.607*X+16.007	87.895* <sup>1.132</sup> X
<b>AM Street</b>									
Total Vehicles	0.466*X	Marginal	Marginal	0.679*X	n.a.	n.a.	2.159*X	n.a.	Marginal
Trucks	0.184*X	n.a.	n.a.	0.268*X	n.a.	n.a.	0.853*X	n.a.	n.a.
<b>PM Street</b>									
Total Vehicles	0.299*X	Marginal	Marginal	0.436*X	0.193*X+7.240	8.152* <sup>1.013</sup> X	1.386*X	Marginal	6.258* <sup>1.070</sup> X
Trucks	0.069*X	0.093*X-1.026	0.570* <sup>1.034</sup> X	0.101*X	0.056*X+1.323	Marginal	0.320*X	0.329*X-0.090	0.835* <sup>1.122</sup> X
<b>AM Site</b>									
Total Vehicles	0.787*X	1.004*X-9.410	7.306* <sup>1.032</sup> X	1.149*X	0.615*X+15.911	Marginal	3.651*X	3.729*X-0.725	9.947* <sup>1.119</sup> X
Trucks	0.224*X	n.a.	n.a.	0.327*X	Marginal	15.086* <sup>0.977</sup> X	1.039*X	n.a.	n.a.
<b>PM Site</b>									
Total Vehicles	1.069*X	1.224*X-6.744	12.310* <sup>1.028</sup> X	1.560*X	0.742*X+24.373	26.078* <sup>1.015</sup> X	4.957*X	4.345*X-5.749	16.771* <sup>1.098</sup> X
Trucks	0.201*X	n.a.	n.a.	0.294*X	n.a.	n.a.	0.933*X	n.a.	n.a.

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.





**Truck Trip Generation Study**

**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)**

**Classification:** Heavy Industrial

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily									
Total Vehicles	3.787*X	n.a.	n.a.	7.541*X	n.a.	n.a.	71.607*X	n.a.	n.a.
AM Street									
Total Vehicles	0.237*X	n.a.	n.a.	0.473*X	n.a.	n.a.	4.490*X	n.a.	n.a.
Trucks	0.105*X	n.a.	n.a.	0.209*X	n.a.	n.a.	1.985*X	n.a.	n.a.
PM Street									
Total Vehicles	0.158*X	Marginal	Marginal	0.315*X	Marginal	n.a.	2.993*X	Marginal	n.a.
Trucks	0.058*X	n.a.	n.a.	0.116*X	n.a.	n.a.	1.100*X	n.a.	n.a.
AM Site									
Total Vehicles	0.352*X	0.177*X+27.122	28.109*1.003^X	0.701*X	n.a.	n.a.	6.659*X	n.a.	n.a.
Trucks	0.095*X	n.a.	n.a.	0.190*X	n.a.	n.a.	1.802*X	n.a.	n.a.
PM Site									
Total Vehicles	0.278*X	0.059*X+33.809	33.793*1.001^X	0.553*X	Marginal	Marginal	5.254*X	n.a.	n.a.
Trucks	0.126*X	n.a.	n.a.	0.251*X	n.a.	n.a.	2.382*X	n.a.	n.a.

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



**Truck Trip Generation Study**

**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)**

**Classification:** Industrial Park

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily									
Total Vehicles	2.485*X	1.638*X+156.726	188.297*1.004^X	1.236*X	Marginal	Marginal	24.805*X	n.a.	Marginal
AM Street									
Total Vehicles	0.191*X	Marginal	Marginal	0.095*X	n.a.	n.a.	1.902*X	n.a.	n.a.
Trucks	0.078*X	Marginal	Marginal	0.039*X	n.a.	n.a.	0.782*X	n.a.	n.a.
PM Street									
Total Vehicles	0.193*X	Marginal	Marginal	0.096*X	n.a.	n.a.	1.929*X	n.a.	n.a.
Trucks	0.097*X	Marginal	Marginal	0.048*X	n.a.	n.a.	0.971*X	n.a.	n.a.
AM Site									
Total Vehicles	0.265*X	Marginal	Marginal	0.132*X	n.a.	n.a.	2.644*X	n.a.	n.a.
Trucks	0.053*X	n.a.	n.a.	0.026*X	n.a.	n.a.	0.526*X	n.a.	n.a.
PM Site									
Total Vehicles	0.382*X	0.397*X+2.740	16.146*1.007^X	0.190*X	n.a.	n.a.	3.818*X	n.a.	n.a.
Trucks	0.120*X	Marginal	Marginal	0.060*X	n.a.	n.a.	1.201*X	n.a.	n.a.

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



**Truck Trip Generation Study**

**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)**

**Classification:** Truck Sales and Leasing

Period	NO. OF EMPLOYEES		GROSS BUILDING AREA (KSF)		ACRES	
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
<b>Daily</b>						
Total Vehicles	10.380*X	10.161*X+14.571	44.902*1.035^X	23.517*X	Marginal	Marginal
AM Street						
Total Vehicles	0.605*X	0.638*X-2.148	0.927*1.047^X	1.371*X	1.208*X+4.795	0.764*1.830^X
Trucks	0.056*X	0.063*X-0.410	n.a.	0.128*X	Marginal	n.a.
PM Street						
Total Vehicles	0.556*X	0.551*X+0.336	2.806*1.032^X	1.261*X	1.018*X+7.110	2.492*1.524^X
Trucks	0.098*X	Marginal	1.819*1.017^X	0.221*X	Marginal	1.672*1.247^X
AM Site						
Total Vehicles	0.883*X	0.871*X+0.836	2.890*1.038^X	2.002*X	1.597*X+11.883	2.453*1.635^X
Trucks	0.308*X	Marginal	3.103*1.024^X	0.698*X	Marginal	2.793*1.367^X
PM Site						
Total Vehicles	0.823*X	0.656*X+11.133	12.591*1.019^X	1.865*X	1.160*X+20.711	11.783*1.285^X
Trucks	0.297*X	Marginal	4.732*1.018^X	0.673*X	0.530*X+4.190	Marginal

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



**Truck Trip Generation Study**

**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)**

**Classification:** Used Truck Sales

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily									
Total Vehicles	20.874 <sup>X</sup>	n.a.	n.a.	20.039 <sup>X</sup>	20.671-17.428	137.430*1.033 <sup>X</sup>	67.996 <sup>X</sup>	94.942 <sup>X</sup> -219.206	102.271*1.159 <sup>X</sup>
AM Street									
Total Vehicles	1.179 <sup>X</sup>	n.a.	n.a.	1.132 <sup>X</sup>	0.932 <sup>X</sup> +5.537	10.979*1.027 <sup>X</sup>	3.841 <sup>X</sup>	4.233 <sup>X</sup> -3.183	8.786*1.124 <sup>X</sup>
Trucks	0.358 <sup>X</sup>	n.a.	n.a.	0.344 <sup>X</sup>	0.387 <sup>X</sup> -1.172	n.a.	1.168 <sup>X</sup>	1.753 <sup>X</sup> -4.759	n.a.
PM Street									
Total Vehicles	1.481 <sup>X</sup>	n.a.	n.a.	1.422 <sup>X</sup>	1.122 <sup>X</sup> +8.283	13.124*1.028 <sup>X</sup>	4.825 <sup>X</sup>	5.024 <sup>X</sup> -1.622	Marginal
Trucks	0.226 <sup>X</sup>	n.a.	n.a.	0.217 <sup>X</sup>	Marginal	n.a.	0.738 <sup>X</sup>	Marginal	n.a.
AM Site									
Total Vehicles	1.764 <sup>X</sup>	n.a.	n.a.	1.694 <sup>X</sup>	1.155 <sup>X</sup> +14.876	22.051*1.020 <sup>X</sup>	5.747 <sup>X</sup>	5.323 <sup>X</sup> +3.450	18.125*1.097 <sup>X</sup>
Trucks	0.594 <sup>X</sup>	n.a.	n.a.	0.571 <sup>X</sup>	0.503 <sup>X</sup> +1.855	n.a.	1.936 <sup>X</sup>	2.309 <sup>X</sup> -3.030	n.a.
PM Site									
Total Vehicles	1.575 <sup>X</sup>	n.a.	n.a.	1.513 <sup>X</sup>	.973 <sup>X</sup> +14.899	Marginal	5.132 <sup>X</sup>	4.617 <sup>X</sup> +4.193	Marginal
Trucks	0.481 <sup>X</sup>	n.a.	n.a.	0.462 <sup>X</sup>	.396 <sup>X</sup> +1.812	Marginal	1.567 <sup>X</sup>	1.847 <sup>X</sup> -2.272	Marginal

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



Truck Trip Generation Study

SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)

Classification: Truck Terminals

Period	NO. OF EMPLOYEES			GROSS BUILDING AREA (KSF)			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily									
Total Vehicles	3.428*X	1.844*X+480.332	Marginal	16.857*X	Marginal	n.a.	42.582*X	27.391*X+370.843	Marginal
AM Street									
Total Vehicles	0.104*X	n.a.	n.a.	0.511*X	n.a.	n.a.	1.290*X	n.a.	n.a.
Trucks	0.047*X	n.a.	n.a.	0.231*X	n.a.	n.a.	0.584*X	n.a.	n.a.
PM Street									
Total Vehicles	0.122*X	Marginal	Marginal	0.600*X	n.a.	n.a.	1.516*X	Marginal	Marginal
Trucks	0.062*X	Marginal	Marginal	0.304*X	n.a.	n.a.	0.768*X	0.408*X+8.790	Marginal
AM Site									
Total Vehicles	0.157*X	Marginal	n.a.	0.770*X	n.a.	n.a.	1.946*X	n.a.	n.a.
Trucks	0.059*X	n.a.	Marginal	0.288*X	Marginal	Marginal	0.727*X	n.a.	n.a.
PM Site									
Total Vehicles	0.176*X	n.a.	n.a.	0.864*X	n.a.	n.a.	2.181*X	Marginal	n.a.
Trucks	0.091*X	n.a.	n.a.	0.446*X	n.a.	n.a.	1.126*X	n.a.	n.a.

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.



**SUMMARY OF RECOMMENDED TRIP GENERATION RATES AND EQUATIONS (Cont'd)**

Classification: Truck Stops

Period	NO. OF FUELING POSITIONS			ACRES		
	Weighted Average Trips	Linear Regression	Logarithmic Regression	Weighted Average Trips	Linear Regression	Logarithmic Regression
Daily						
Total Vehicles	34.565*X	n.a.	n.a.	319.730*X	n.a.	n.a.
AM Street						
Total Vehicles	2.257*X	n.a.	n.a.	20.875*X	n.a.	n.a.
Trucks	1.189*X	n.a.	n.a.	11.000*X	n.a.	n.a.
PM Street						
Total Vehicles	8.216*X	n.a.	n.a.	76.000*X	n.a.	n.a.
Trucks	4.811*X	n.a.	n.a.	44.500*X	n.a.	n.a.
AM Site						
Total Vehicles	2.324*X	n.a.	n.a.	21.500*X	n.a.	n.a.
Trucks	1.878*X	n.a.	n.a.	17.375*X	n.a.	n.a.
PM Site						
Total Vehicles	9.500*X	n.a.	n.a.	87.875*X	n.a.	n.a.
Trucks	5.000*X	n.a.	n.a.	46.250*X	n.a.	n.a.

Note: All symbols are per Microsoft Excel (+, -, \*, and ^) add, subtract, multiply and raise to a power. "X" is the independent variable.

## 6. VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY





**VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY**

**Classification:** Light Warehouse

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
24.7	20.6	54.6	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
80.3	5.2	4.5	10.0	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	73.97	26.03	62.07	37.93	23.81	76.19	45.45	54.55
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	73.77	26.23	65.22	34.78	20.00	80.00	31.58	68.42





VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

Classification: Heavy Warehouse



Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
16.95	22.71	60.34	100					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
79.57	3.46	4.64	12.33	100				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	85.66	14.34	46.38	53.62	46.01	53.99	56.58	43.42
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	50.94	49.06	45.00	55.00	30.72	69.28	45.76	54.24



VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

Classification: Light Industrial

Recommended Large Truck Mix (%)							
Lge 2 Ax	3 Axle	4+ Axle	Total				
32.7	17.9	49.4	100.0				
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total			
78.6	8.0	3.9	9.5	100.0			
Site Entering & Exiting							
a.m.				p.m.			
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
64.96	35.04	41.03	58.97	43.01	56.99	42.86	57.14
Split							
Street Entering & Exiting							
a.m.				p.m.			
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
60.49	39.51	37.50	62.50	29.17	70.83	66.67	33.33
Split							



VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

Classification: Heavy Industrial

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
11.1	36.0	53.0	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
61.2	6.1	12.7	19.9	100.0				
Site Entering & Exiting								
Split	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
	65.60	34.40	50.85	49.15	43.02	56.98	58.82	41.18
Street Entering & Exiting								
Split	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
	69.39	30.61	47.69	52.31	28.42	71.58	55.56	44.44



**VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
7.9	7.1	85.0	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
52.8	4.0	3.3	39.8	100.0				
Site Entering & Exiting								
Split	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
	68.88	31.12	58.97	41.03	43.11	56.89	51.69	48.31
Street Entering & Exiting								
Split	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
	60.99	39.01	50.00	50.00	32.87	67.13	37.50	62.50



VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

Classification: Truck Sales and Leasing

Recommended Large Truck Mix ( %)							
Lge 2 Ax	3 Axle	4+ Axle	Total				
42.8	33.0	24.2	100.0				
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total			
72.7	11.7	9.0	6.6	100.0			
Site Entering & Exiting							
a.m.				p.m.			
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
40.90	59.10	48.94	51.06	51.70	48.30	55.14	44.86
Street Entering & Exiting							
a.m.				p.m.			
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
46.85	53.15	52.86	47.14	36.21	63.79	50.98	49.02



VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)

Classification: Used Truck Sales

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
26.3	42.9	30.8	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
73.7	4.9	12.1	9.2	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	47.59	52.41	39.68	60.32	53.29	46.71	49.02	50.98
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	68.85	31.15	48.78	51.22	29.94	70.06	33.33	66.67



**VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Terminals

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
11.9	24.4	63.7	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
46.0	6.1	13.9	34.0	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	51.27	48.73	49.23	50.77	46.36	53.64	66.39	33.61
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	52.86	47.14	43.75	56.25	60.80	39.20	66.30	33.70



**VEHICLE MIX AND ENTER/EXIT SPLITS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Stops

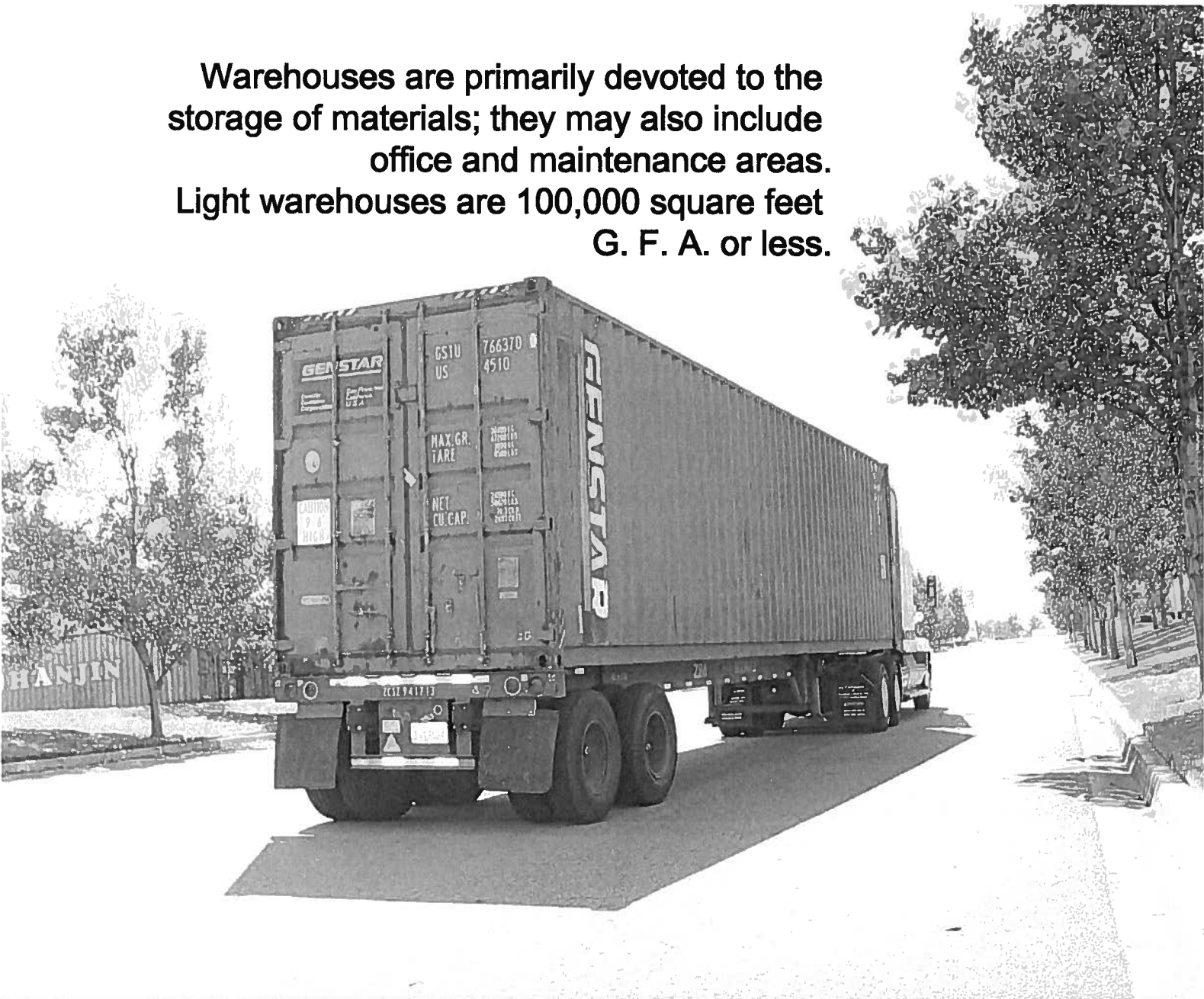
Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
4.9	16.2	78.9	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
44.1	2.2	9.0	44.6	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	52.33	47.67	53.96	46.04	50.92	49.08	54.86	45.14
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	46.11	53.89	45.45	54.55	50.00	50.00	53.09	46.91



## 7. TRIP GENERATION ANALYSIS BY LAND USE CATEGORY



Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas. Light warehouses are 100,000 square feet G. F. A. or less.



## Light Warehousing (ITE code 150)





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY**

**Classification:** Light Warehouse

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	3.713	1.659	35.874
Mean Trip Rate	6.755	1.710	37.111
Standard Deviation	6.868	.638	14.695
Linear Regression			
Coefficient	1.149	-3.676	-63.690
y Intercept	286.492	1334.121	1151.451
r Squared	.700	.791	.606
Logarithmic Regression			
Coefficient	1.003	.991	.855
y Intercept	296.840	4156.615	2444.849
r Squared	.642	.838	.597
<b>Trip Rates</b>			
JR Distribution	17.006	1.319	29.653
Medline Industries	4.044	2.196	40.511
Kumo Tires	3.561	1.020	22.222
Barth & Dryfuss	2.409	2.307	56.058
Mean Trip Rates	6.755	1.710	37.111



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Warehouse

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.273	0.122	2.637	0.051	0.023	0.497
Mean Trip Rate	0.516	0.116	2.505	0.148	0.022	0.479
Standard Deviation	0.479	0.086	1.886	0.205	0.013	0.292
Linear Regression						
Coefficient	-0.098	0.802	14.280	-0.041	0.082	1.907
y Intercept	41.493	-170.055	-134.646	10.328	-14.692	-16.306
r Squared	0.102	0.750	0.607	0.961	0.422	0.587
Logarithmic Regression						
Coefficient	0.996	1.022	1.517	0.989	1.019	1.817
y Intercept	36.190	0.099	0.197	15.349	0.040	0.004
r Squared	0.179	0.765	0.700	0.915	0.279	0.724
<b>Trip Rates</b>						
JR Distribution	1.000	0.078	1.744	0.450	0.035	0.785
Medline Industries	0.150	0.081	1.503	0.042	0.023	0.417
Kumo Tires	0.854	0.244	5.327	0.098	0.028	0.609
Barth & Dryfuss	0.062	0.060	1.448	0.004	0.004	0.103
Mean Trip Rates	0.516	0.116	2.505	0.148	0.022	0.479



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Warehouse

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.201	0.090	1.946	0.047	0.021	0.454
Mean Trip Rate	0.291	0.088	1.913	0.109	0.021	0.451
Standard Deviation	0.198	0.047	1.049	0.130	0.004	0.095
Linear Regression						
Coefficient	0.025	0.294	5.354	-0.012	0.051	0.725
y Intercept	19.723	-50.989	-39.423	6.623	-7.461	-3.138
r Squared	0.023	0.350	0.296	0.497	0.937	0.487
Logarithmic Regression						
Coefficient	1.003	1.008	1.200	0.998	1.010	1.144
y Intercept	13.650	2.340	2.315	6.677	0.463	1.071
r Squared	0.146	0.125	0.150	0.534	0.919	0.464
<b>Trip Rates</b>						
JR Distribution	0.400	0.031	0.697	0.300	0.023	0.523
Medline Industries	0.158	0.086	1.586	0.033	0.018	0.334
Kumo Tires	0.512	0.147	3.196	0.085	0.024	0.533
Barth & Dryfuss	0.093	0.089	2.172	0.018	0.017	0.414
Mean Trip Rates	0.291	0.088	1.913	0.109	0.021	0.451



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Warehouse

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.327	0.146	3.156	0.065	0.029	0.627
Mean Trip Rate	0.475	0.143	2.951	0.131	0.029	0.599
Standard Deviation	0.366	0.127	2.548	0.123	0.023	0.406
Linear Regression						
Coefficient	-0.088	0.487	20.387	-0.027	-0.008	2.736
y Intercept	46.310	-85.325	-199.280	10.259	9.205	-24.386
r Squared	0.050	0.171	0.763	0.210	0.002	0.610
Logarithmic Regression						
Coefficient	0.996	1.013	2.074	0.991	1.008	2.007
y Intercept	35.703	1.015	0.005	14.712	0.723	0.002
r Squared	0.080	0.090	0.786	0.505	0.039	0.782
<b>Trip Rates</b>						
JR Distribution	0.500	0.039	0.872	0.300	0.023	0.523
Medline Industries	0.442	0.240	4.424	0.108	0.059	1.085
Kumo Tires	0.927	0.265	5.784	0.110	0.031	0.685
Barth & Dryfuss	0.031	0.030	0.724	0.004	0.004	0.103
Mean Trip Rates	0.475	0.143	2.951	0.131	0.029	0.599



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Warehouse

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.282	0.126	2.724	0.074	0.033	0.713
Mean Trip Rate	0.392	0.130	2.903	0.137	0.033	0.699
Standard Deviation	0.272	0.088	2.236	0.118	0.013	0.209
Linear Regression						
Coefficient	0.221	-0.324	-11.027	-0.010	0.021	1.894
y Intercept	6.813	112.420	159.026	9.361	3.001	-13.658
r Squared	0.938	0.222	0.658	0.071	0.035	0.730
Logarithmic Regression						
Coefficient	1.007	0.990	0.753	0.998	1.003	1.282
y Intercept	13.375	340.838	733.582	9.196	3.740	0.440
r Squared	0.993	0.259	0.527	0.102	0.042	0.766
<b>Trip Rates</b>						
JR Distribution	0.800	0.062	1.395	0.300	0.023	0.523
Medline Industries	0.233	0.127	2.337	0.092	0.050	0.918
Kumo Tires	0.268	0.077	1.674	0.134	0.038	0.837
Barth & Dryfuss	0.267	0.255	6.205	0.022	0.021	0.517
Mean Trip Rates	0.392	0.130	2.903	0.137	0.033	0.699



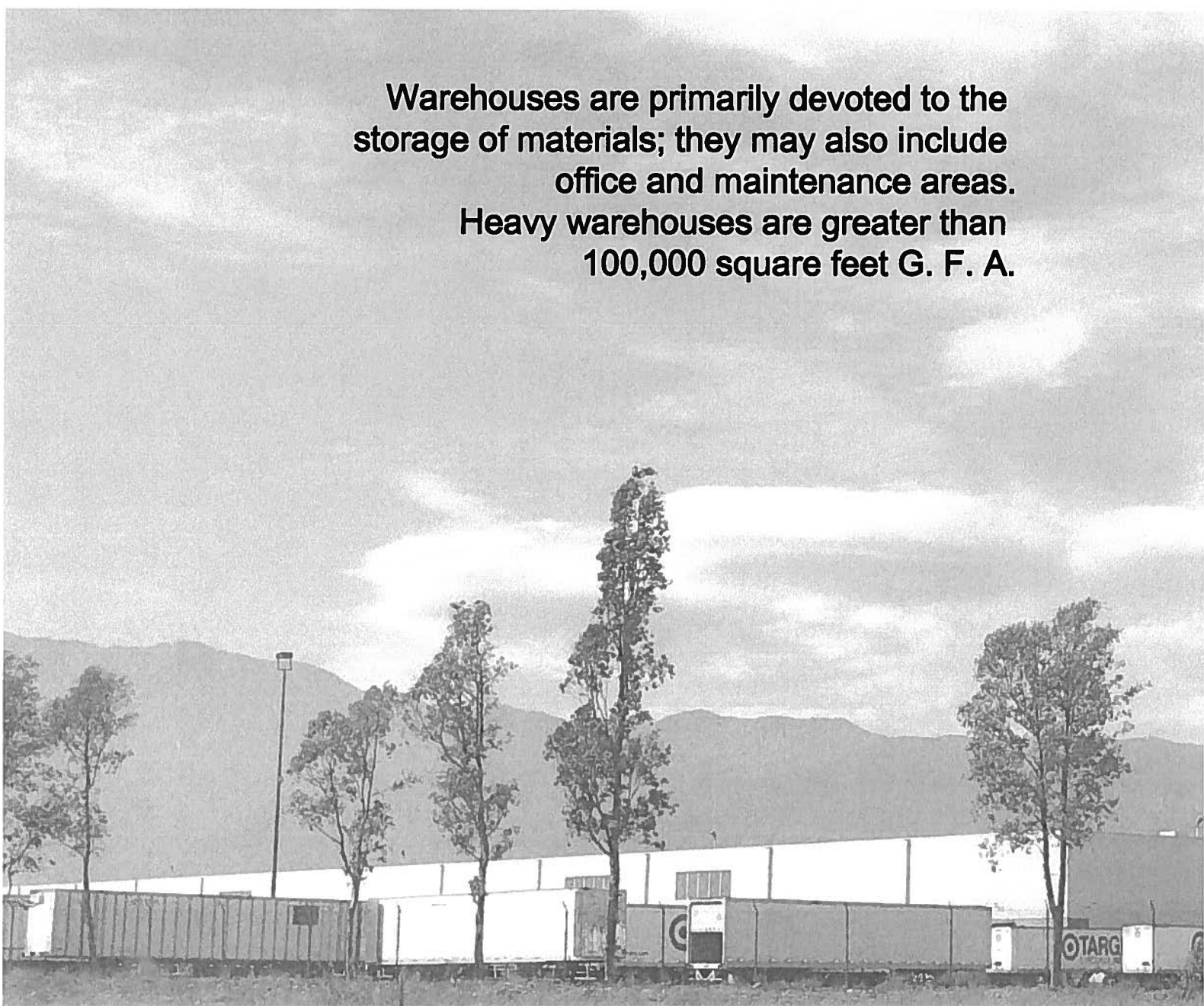
TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

Classification: Light Warehouse

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
24.7	20.6	54.6	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
80.3	5.2	4.5	10.0	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	73.97	26.03	62.07	37.93	23.81	76.19	45.45	54.55
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	73.77	26.23	65.22	34.78	20.00	80.00	31.58	68.42



**Warehouses are primarily devoted to the storage of materials; they may also include office and maintenance areas. Heavy warehouses are greater than 100,000 square feet G. F. A.**



## **Heavy Warehousing (ITE code 150)**





**Truck Trip Generation Study**

**Classification:** Heavy Warehouse

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	4.657	3.547	69.959
Mean Trip Rate	2.842	1.970	39.244
Standard Deviation	3.382	2.515	48.279
Linear Regression			
Coefficient	n.a.	n.a.	n.a.
y Intercept	n.a.	n.a.	n.a.
r Squared	n.a.	n.a.	n.a.
Logarithmic Regression			
Coefficient	n.a.	n.a.	n.a.
y Intercept	n.a.	n.a.	n.a.
r Squared	n.a.	n.a.	n.a.
Trip Rates			
Target	6.685	5.252	98.888
Thrifty/Big 5	0.000	0.000	0.000
TAB	4.683	2.629	58.087
Sportsmart	0.000	0.000	0.000
Mean Trip Rates	2.842	1.970	39.244



Incomplete Data

Uses Zero Data to Reduce Trip Rates  
 Compare w/ Appendix A - AI



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Warehouse

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.091	0.070	1.373	0.034	0.026	0.518
Mean Trip Rate	0.138	0.092	1.941	0.046	0.034	0.710
Standard Deviation	0.096	0.042	0.980	0.021	0.015	0.326
Linear Regression						
Coefficient	0.037	0.032	0.589	0.021	0.016	0.301
y Intercept	23.872	21.235	22.708	6.025	5.638	6.291
r Squared	0.656	0.811	0.798	0.956	0.946	0.950
Logarithmic Regression						
Coefficient	1.001	1.001	1.014	1.001	1.001	1.017
y Intercept	25.094	22.937	23.826	8.090	7.929	8.220
r Squared	0.455	0.649	0.630	0.916	0.902	0.907
<b>Trip Rates</b>						
Target	0.060	0.047	0.888	0.026	0.021	0.390
Thrifty/Big 5	0.165	0.083	1.737	0.045	0.023	0.474
TAB	0.263	0.147	3.256	0.075	0.042	0.930
Sportsmart	0.064	0.090	1.883	0.036	0.050	1.046
Mean Trip Rates	0.138	0.092	1.941	0.046	0.034	0.710



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Warehouse

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.095	0.073	1.433	0.034	0.026	0.509
Mean Trip Rate	0.122	0.097	2.016	0.042	0.025	0.529
Standard Deviation	0.041	0.057	1.207	0.031	0.012	0.268
Linear Regression						
Coefficient	0.054	0.042	0.771	0.026	0.023	0.419
y Intercept	17.889	17.592	19.178	3.330	1.584	2.609
r Squared	0.949	0.885	0.896	0.758	0.917	0.905
Logarithmic Regression						
Coefficient	1.001	1.001	1.016	1.002	1.002	1.031
y Intercept	22.051	22.144	22.866	4.646	3.677	4.002
r Squared	0.818	0.731	0.744	0.387	0.616	0.595
<b>Trip Rates</b>						
Target	0.070	0.055	1.036	0.030	0.024	0.444
Thrifty/Big 5	0.170	0.085	1.789	0.080	0.040	0.842
TAB	0.119	0.067	1.473	0.050	0.028	0.620
Sportsmart	0.129	0.180	3.766	0.007	0.010	0.209
Mean Trip Rates	0.122	0.097	2.016	0.042	0.025	0.529



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Warehouse

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.309	0.235	4.637	0.040	0.030	0.596
Mean Trip Rate	0.341	0.254	5.249	0.072	0.048	1.027
Standard Deviation	0.107	0.076	1.607	0.057	0.028	0.640
Linear Regression						
Coefficient	0.268	0.215	3.951	-0.002	0.000	0.004
y Intercept	17.625	11.213	19.862	17.946	17.042	17.146
r Squared	0.971	0.983	0.987	0.021	0.002	0.001
Logarithmic Regression						
Coefficient	1.002	1.001	1.025	1.000	1.000	1.001
y Intercept	50.347	48.177	50.856	17.038	16.027	16.167
r Squared	0.900	0.921	0.924	0.005	0.016	0.012
<b>Trip Rates</b>						
Target	0.285	0.224	4.223	0.015	0.012	0.229
Thrifty/Big 5	0.495	0.248	5.211	0.090	0.045	0.947
TAB	0.325	0.182	4.031	0.144	0.081	1.783
Sportsmart	0.257	0.361	7.531	0.039	0.055	1.151
Mean Trip Rates	0.341	0.254	5.249	0.072	0.048	1.027



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Warehouse

**Period:** PM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.417	0.318	6.268	0.044	0.033	0.656
Mean Trip Rate	0.447	0.308	6.335	0.060	0.047	0.997
Standard Deviation	0.263	0.091	1.851	0.029	0.029	0.632
Linear Regression						
Coefficient	0.390	0.323	5.902	0.021	0.016	0.291
y Intercept	11.980	-2.803	10.616	9.850	10.004	10.585
r Squared	0.905	0.973	0.971	0.911	0.801	0.814
Logarithmic Regression						
Coefficient	1.002	1.002	1.030	1.001	1.001	1.013
y Intercept	55.428	49.975	53.560	11.324	11.587	11.874
r Squared	0.726	0.839	0.833	0.785	0.639	0.654
<b>Trip Rates</b>						
Target	0.405	0.318	5.984	0.030	0.024	0.444
Thrifty/Big 5	0.825	0.413	8.684	0.050	0.025	0.526
TAB	0.338	0.189	4.186	0.100	0.056	1.240
Sportsmart	0.221	0.311	6.485	0.061	0.085	1.778
Mean Trip Rates	0.447	0.308	6.335	0.060	0.047	0.997

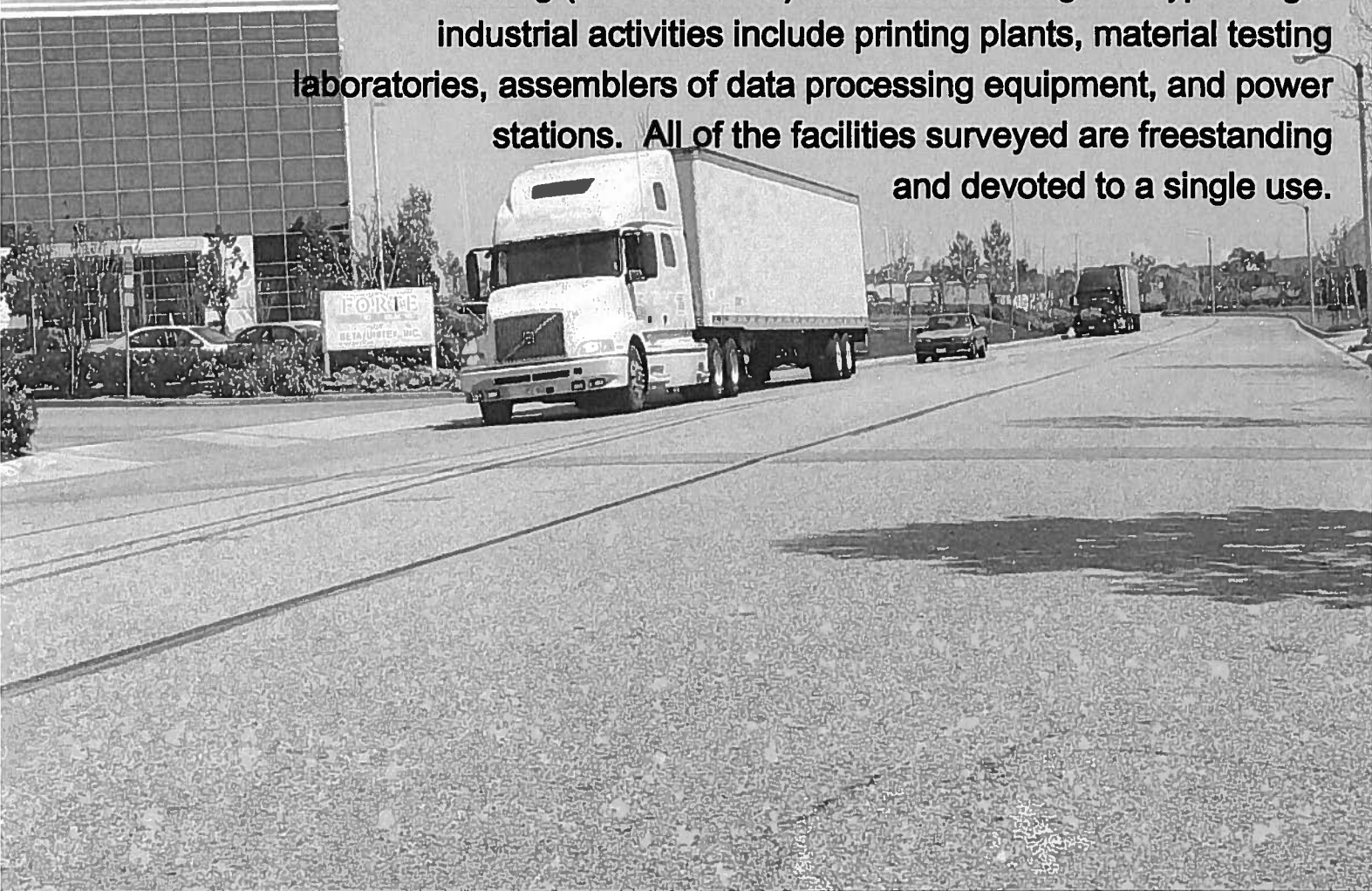


TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

Classification: Heavy Warehouse

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
16.95	22.71	60.34	100					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
79.57	3.46	4.64	12.33	100				
Site Entering & Exiting								
	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
Split	85.66	14.34	46.38	53.62	46.01	53.99	56.58	43.42
Street Entering & Exiting								
	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
Split	50.94	49.06	45.00	55.00	30.72	69.28	45.76	54.24

Light industrial facilities usually employ fewer than 500 persons and have an emphasis on activities other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing (ITE code 140) is sometimes vague. Typical light industrial activities include printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. All of the facilities surveyed are freestanding and devoted to a single use.



## Light Industrial (ITE code 110)







**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Industrial

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	8.046	11.744	37.313
Mean Trip Rate	7.646	21.615	38.017
Standard Deviation	2.532	19.861	6.565
Linear Regression			
Coefficient	9.322	5.047	35.607
y Intercept	-55.491	199.586	16.007
r Squared	0.811	0.665	0.938
Logarithmic Regression			
Coefficient	1.035	1.015	1.132
y Intercept	64.160	178.220	87.895
r Squared	0.820	0.463	0.864
<b>Trip Rates</b>			
G & F Pallets	5.693	15.180	40.123
H Master Halco-Fence	9.014	7.427	35.952
Angelus Blocks	10.525	51.006	45.761
Peterman Lumber	5.353	12.848	30.231
Mean Trip Rates	7.646	21.615	38.017



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Industrial

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.466	0.679	2.159	0.184	0.268	0.853
Mean Trip Rate	0.451	1.222	2.369	0.193	0.642	0.998
Standard Deviation	0.178	0.805	1.133	0.116	0.660	0.537
Linear Regression						
Coefficient	0.415	0.134	1.149	0.058	-0.041	0.116
y Intercept	2.205	16.245	9.471	5.491	9.212	6.910
r Squared	0.564	0.166	0.343	0.058	0.080	0.019
Logarithmic Regression						
Coefficient	1.032	1.011	1.100	1.017	0.998	1.048
y Intercept	4.162	12.004	6.714	2.961	6.624	4.037
r Squared	0.698	0.215	0.504	0.193	0.006	0.114
<b>Trip Rates</b>						
G & F Pallets	0.313	0.833	2.203	0.125	0.333	0.881
H Master Halco-Fence	0.357	0.294	1.425	0.071	0.059	0.285
Angelus Blocks	0.425	2.060	1.848	0.325	1.575	1.413
Peterman Lumber	0.708	1.700	4.000	0.250	0.600	1.412
Mean Trip Rates	0.451	1.222	2.369	0.193	0.642	0.998



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Industrial

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.299	0.436	1.386	0.069	0.101	0.320
Mean Trip Rate	0.336	0.861	1.870	0.065	0.157	0.338
Standard Deviation	0.164	0.587	1.404	0.015	0.070	0.092
Linear Regression						
Coefficient	0.264	0.193	1.036	0.093	0.056	0.329
y Intercept	1.505	7.240	3.282	-1.026	1.323	-0.090
r Squared	0.643	0.961	0.783	0.912	0.943	0.916
Logarithmic Regression						
Coefficient	1.017	1.013	1.070	1.034	1.018	1.122
y Intercept	5.591	8.152	6.258	0.570	1.452	0.835
r Squared	0.649	0.950	0.798	0.994	0.760	0.921
<b>Trip Rates</b>						
G & F Pallets	0.563	1.500	3.965	0.063	0.167	0.441
H Master Halco-Fence	0.343	0.282	1.368	0.086	0.071	0.342
Angelus Blocks	0.250	1.212	1.087	0.050	0.242	0.217
Peterman Lumber	0.188	0.450	1.059	0.063	0.150	0.353
Mean Trip Rates	0.336	0.861	1.870	0.065	0.157	0.338



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Industrial

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.787	1.149	3.651	0.224	0.327	1.039
Mean Trip Rate	0.757	1.928	3.902	0.301	1.004	1.724
Standard Deviation	0.160	1.165	0.974	0.210	0.885	1.408
Linear Regression						
Coefficient	1.004	0.615	3.729	-0.116	-0.135	-0.459
y Intercept	-9.410	15.911	-0.725	14.783	13.782	14.051
r Squared	0.883	0.928	0.965	0.165	0.632	0.206
Logarithmic Regression						
Coefficient	1.032	1.017	1.119	0.975	0.977	0.905
y Intercept	7.306	17.503	9.947	22.606	15.086	19.323
r Squared	0.972	0.745	0.990	0.358	0.849	0.448
<b>Trip Rates</b>						
G & F Pallets	0.750	2.000	5.286	0.500	1.333	3.524
H Master Halco-Fence	0.971	0.800	3.875	0.029	0.024	0.114
Angelus Blocks	0.725	3.513	3.152	0.425	2.060	1.848
Peterman Lumber	0.583	1.400	3.294	0.250	0.600	1.412
<b>Mean Trip Rates</b>	<b>0.757</b>	<b>1.928</b>	<b>3.902</b>	<b>0.301</b>	<b>1.004</b>	<b>1.724</b>



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Light Industrial

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	1.069	1.560	4.957	0.201	0.294	0.933
Mean Trip Rate	1.071	2.673	5.707	0.320	1.061	1.915
Standard Deviation	0.205	1.298	2.222	0.336	1.120	2.370
Linear Regression						
Coefficient	1.224	0.742	4.345	-0.199	-0.124	-0.563
y Intercept	-6.744	24.373	5.749	17.400	12.438	14.032
r Squared	0.914	0.940	0.912	0.407	0.441	0.259
Logarithmic Regression						
Coefficient	1.028	1.015	1.098	0.971	0.983	0.918
y Intercept	12.310	26.078	16.771	23.765	10.826	14.679
r Squared	0.986	0.798	0.920	0.525	0.476	0.351
<b>Trip Rates</b>						
G & F Pallets	1.250	3.333	8.811	0.750	2.000	5.286
H Master Halco-Fence	1.229	1.012	4.900	0.043	0.035	0.171
Angelus Blocks	0.825	3.998	3.587	0.425	2.060	1.848
Peterman Lumber	0.979	2.350	5.529	0.063	0.150	0.353
<b>Mean Trip Rates</b>	<b>1.071</b>	<b>2.673</b>	<b>5.707</b>	<b>0.320</b>	<b>1.061</b>	<b>1.915</b>



TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

Classification: Light Industrial

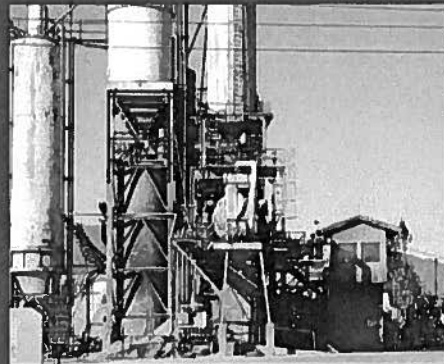
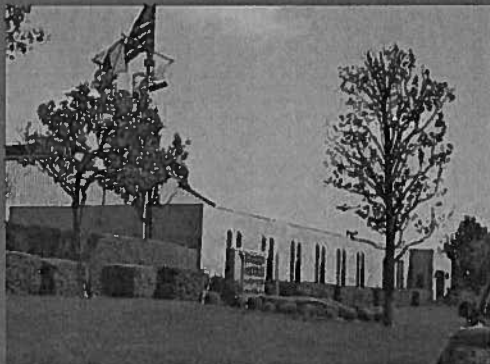
Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
32.7	17.9	49.4	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
78.6	8.0	3.9	9.5	100.0				
Site Entering & Exiting								
	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
Split	64.96	35.04	41.03	58.97	43.01	56.99	42.86	57.14
Street Entering & Exiting								
	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
Split	60.49	39.51	37.50	62.50	29.17	70.83	66.67	33.33

**Heavy industrial facilities usually have a high number of employees per industrial plant and could also be categorized as manufacturing facilities (ITE code 140).**

**The distinction between heavy industrial and manufacturing is vague. However, heavy industrial uses are limited to the manufacturing of large items.**



**Heavy Industrial (ITE code 120)**





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Industrial

**Period:** Total Daily Traffic

<b>Statistics</b>	<b>No. of Employees</b>	<b>Gross Building Area (KSF)</b>	<b>Acres</b>
<b>Weighted Average Trips</b>	3.787	7.541	71.607
<b>Mean Trip Rate</b>	16.899	n.a.	95.274
<b>Standard Deviation</b>	20.058	n.a.	90.883
<b>Linear Regression</b>			
<b>Coefficient</b>	-1.301	-0.729	9.472
<b>y Intercept</b>	787.394	642.786	508.575
<b>r Squared</b>	0.250	0.024	0.023
<b>Logarithmic Regression</b>			
<b>Coefficient</b>	0.998	1.000	1.036
<b>y Intercept</b>	696.928	471.928	356.436
<b>r Squared</b>	0.278	0.000	0.097
<b>Trip Rates</b>			
James Hardie	2.966	3.274	36.687
Robertson Ready Mix	44.051	n.a.	229.064
Forged Metals	0.589	3.193	40.078
All State Recycling	19.993	7.850	75.266
<b>Mean Trip Rates</b>	16.899	n.a.	95.274





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Industrial

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.237	0.473	4.490	0.105	0.209	1.985
Mean Trip Rate	0.784	n.a	5.712	0.458	n.a	2.539
Standard Deviation	0.759	n.a	2.800	0.773	n.a	3.925
Linear Regression						
Coefficient	0.032	0.065	1.189	-0.051	-0.033	0.424
y Intercept	31.805	31.668	27.022	24.156	18.826	12.779
r Squared	0.152	0.193	0.368	0.186	0.024	0.022
Logarithmic Regression						
Coefficient	1.001	1.002	1.036	0.995	1.003	1.121
y Intercept	28.520	29.616	25.721	12.964	5.150	2.509
r Squared	0.197	0.151	0.295	0.171	0.019	0.188
<b>Trip Rates</b>						
James Hardie	0.211	0.233	2.616	0.088	0.097	1.090
Robertson Ready Mix	1.692	n.a.	8.800	1.615	n.a.	8.400
Forged Metals	0.106	0.573	7.198	0.003	0.015	0.195
All State Recycling	1.125	0.442	4.235	0.125	0.049	0.471
Mean Trip Rates	0.784	n.a.	5.712	0.458	n.a.	2.539



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Industrial

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TOTAL		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.158	0.315	2.993	0.058	0.116	1.100
Mean Trip Rate	0.444	n.a.	3.648	0.228	n.a.	1.720
Standard Deviation	0.380	n.a.	1.684	0.387	n.a.	1.943
Linear Regression						
Coefficient	0.049	0.088	1.188	-0.004	-0.066	-0.630
y Intercept	16.868	17.667	14.772	9.694	14.103	14.153
r Squared	0.565	0.543	0.573	0.006	0.388	0.206
Logarithmic Regression						
Coefficient	1.002	1.004	1.051	1.002	0.992	0.929
y Intercept	15.595	17.015	14.907	3.581	8.521	8.677
r Squared	0.546	0.378	0.431	0.042	0.219	0.121
<b>Trip Rates</b>						
James Hardie	0.159	0.175	1.962	0.009	0.010	0.109
Robertson Ready Mix	0.846	n.a.	4.400	0.808	n.a.	4.200
Forged Metals	0.083	0.449	5.642	0.034	0.186	2.335
All State Recycling	0.688	0.270	2.588	0.063	0.025	0.235
Mean Trip Rates	0.444	n.a.	3.648	0.228	n.a.	1.720



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Industrial

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.352	0.701	6.659	0.095	0.190	1.802
Mean Trip Rate	0.914	n.a.	8.392	0.379	n.a.	2.030
Standard Deviation	0.869	n.a.	5.686	0.430	n.a.	2.113
Linear Regression						
Coefficient	0.177	0.215	2.025	-0.028	0.052	1.210
y Intercept	27.122	37.807	37.922	19.127	10.687	4.844
r Squared	0.953	0.425	0.218	0.119	0.123	0.380
Logarithmic Regression						
Coefficient	1.003	1.005	1.045	n.a.	n.a.	n.a.
y Intercept	28.109	33.507	33.519	n.a.	n.a.	n.a.
r Squared	0.900	0.489	0.254	n.a.	n.a.	n.a.
<b>Trip Rates</b>						
James Hardie	0.326	0.360	4.033	0.119	0.131	1.471
Robertson Ready Mix	0.962	n.a.	5.000	0.962	n.a.	5.000
Forged Metals	0.243	1.317	16.537	0.000	0.000	0.000
All State Recycling	2.125	0.834	8.000	0.438	0.172	1.647
Mean Trip Rates	0.914	n.a.	8.392	0.379	n.a.	2.030



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Industrial

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.278	0.553	5.254	0.126	0.251	2.382
Mean Trip Rate	0.947	n.a.	6.894	0.526	n.a.	3.068
Standard Deviation	0.923	n.a.	2.943	0.608	n.a.	2.656
Linear Regression						
Coefficient	0.059	0.090	1.028	-0.032	0.000	0.571
y Intercept	33.809	35.972	34.585	24.436	19.494	14.826
r Squared	0.851	0.597	0.445	0.163	0.000	0.091
Logarithmic Regression						
Coefficient	1.001	1.002	1.024	0.998	1.001	1.044
y Intercept	33.793	35.704	34.567	21.330	15.107	11.400
r Squared	0.859	0.576	0.431	0.161	0.014	0.172
<b>Trip Rates</b>						
James Hardie	0.233	0.258	2.888	0.110	0.122	1.362
Robertson Ready Mix	1.346	n.a.	7.000	1.346	n.a.	7.000
Forged Metals	0.146	0.790	9.922	0.023	0.124	1.556
All State Recycling	2.063	0.810	7.765	0.625	0.245	2.353
Mean Trip Rates	0.947	n.a.	6.894	0.526	n.a.	3.068



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Heavy Industrial

Recommended Large Truck Mix (%)				
Lge 2 Ax	3 Axle	4+ Axle	Total	
11.1	36.0	53.0	100.0	
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total
61.2	6.1	12.7	19.9	100.0

Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	65.60	34.40	50.85	49.15	43.02	56.98	58.82	41.18

Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	69.39	30.61	47.69	52.31	28.42	71.58	55.56	44.44

**Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a varied mix of manufacturing, services, and warehouse facilities.**



**Industrial Park (ITE code 130)**





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	2.485	1.236	24.805
Mean Trip Rate	3.465	2.691	48.392
Standard Deviation	2.328	2.834	46.320
Linear Regression			
Coefficient	1.638	0.480	9.381
y Intercept	156.726	281.071	285.841
r Squared	0.819	0.574	0.486
Logarithmic Regression			
Coefficient	1.004	1.001	1.026
y Intercept	188.297	260.728	260.033
r Squared	0.869	0.617	0.558
<b>Trip Rates</b>			
Herman Engr & Man	6.893	6.896	116.180
Arrow head	2.203	1.717	39.456
Schlosser Company	1.848	1.424	22.828
Excel Logistics	2.915	0.729	15.104
<b>Mean Trip Rates</b>	<b>3.465</b>	<b>2.691</b>	<b>48.392</b>



**sTRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.191	0.095	1.902	0.078	0.039	0.782
Mean Trip Rate	0.301	0.259	4.658	0.075	0.060	1.190
Standard Deviation	0.293	0.322	5.354	0.056	0.053	1.142
Linear Regression						
Coefficient	0.148	0.004	-0.073	0.124	0.005	-0.023
y Intercept	7.937	33.826	36.596	-8.419	12.688	14.922
r Squared	0.514	0.003	0.002	0.537	0.007	0.000
Logarithmic Regression						
Coefficient	1.004	1.000	0.999	1.009	1.001	1.012
y Intercept	15.894	29.562	31.435	1.631	6.024	6.638
r Squared	0.557	0.006	0.000	0.741	0.056	0.024
<b>Trip Rates</b>						
Herman Engr & Man	0.733	0.734	12.360	0.100	0.100	1.685
Arrowhead	0.233	0.182	4.179	0.143	0.112	2.567
Schlosser Company	0.119	0.092	1.471	0.029	0.022	0.353
Excel Logistics	0.120	0.030	0.622	0.030	0.008	0.155
Mean Trip Rates	0.301	0.259	4.658	0.075	0.060	1.190





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.193	0.096	1.929	0.097	0.048	0.971
Mean Trip Rate	0.264	0.226	4.118	0.104	0.084	1.624
Standard Deviation	0.215	0.239	4.039	0.072	0.076	1.474
Linear Regression						
Coefficient	0.196	-0.002	-0.189	0.139	0.006	-0.007
y Intercept	-0.449	36.323	39.259	-7.783	15.596	18.122
r Squared	0.560	0.000	0.009	0.539	0.009	0.000
Logarithmic Regression						
Coefficient	1.005	1.000	0.995	1.008	1.001	1.010
y Intercept	11.387	30.047	31.701	2.898	8.738	9.602
r Squared	0.607	0.003	0.012	0.702	0.059	0.023
<b>Trip Rates</b>						
Herman Engr & Man	0.567	0.567	9.551	0.167	0.167	2.809
Arrowhead	0.263	0.205	4.716	0.167	0.130	2.985
Schlosser Company	0.143	0.110	1.765	0.038	0.029	0.471
Excel Logistics	0.085	0.021	0.440	0.045	0.011	0.233
Mean Trip Rates	0.264	0.226	4.118	0.104	0.084	1.624



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.265	0.132	2.644	0.053	0.026	0.526
Mean Trip Rate	0.406	0.351	6.321	0.131	0.125	2.197
Standard Deviation	0.384	0.422	7.023	0.205	0.208	3.468
Linear Regression						
Coefficient	0.225	-0.001	-0.236	0.020	-0.011	-0.320
y Intercept	7.339	49.317	53.370	5.987	13.674	15.680
r Squared	0.509	0.000	0.010	0.043	0.094	0.191
Logarithmic Regression						
Coefficient	1.004	1.000	0.995	n.a.	n.a.	n.a.
y Intercept	20.177	42.995	45.748	n.a.	n.a.	n.a.
r Squared	0.536	0.002	0.014	n.a.	n.a.	n.a.
<b>Trip Rates</b>						
Herman Engr & Man	0.967	0.967	16.292	0.433	0.434	7.303
Arrowhead	0.340	0.265	6.090	0.080	0.062	1.433
Schlosser Company	0.176	0.136	2.176	0.000	0.000	0.000
Excel Logistics	0.140	0.035	0.725	0.010	0.003	0.052
Mean Trip Rates	0.406	0.351	6.321	0.131	0.125	2.197



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.382	0.190	3.818	0.120	0.060	1.201
Mean Trip Rate	0.441	0.349	6.429	0.143	0.117	2.212
Standard Deviation	0.193	0.265	4.559	0.105	0.116	2.084
Linear Regression						
Coefficient	0.397	0.026	0.393	0.154	0.010	0.043
y Intercept	-2.740	61.106	63.464	-6.228	18.503	21.450
r Squared	0.816	0.028	0.014	0.523	0.018	0.001
Logarithmic Regression						
Coefficient	1.007	1.001	1.017	1.006	1.001	1.011
y Intercept	16.146	41.914	41.775	4.869	11.470	12.702
r Squared	0.952	0.116	0.106	0.604	0.084	0.033
<b>Trip Rates</b>						
Herman Engr & Man	0.700	0.700	11.798	0.267	0.267	4.494
Arrowhead	0.457	0.356	8.179	0.193	0.151	3.463
Schlosser Company	0.362	0.279	4.471	0.043	0.033	0.529
Excel Logistics	0.245	0.061	1.269	0.070	0.018	0.363
Mean Trip Rates	0.441	0.349	6.429	0.143	0.117	2.212



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Industrial Park

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
7.9	7.1	85.0	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
52.8	4.0	3.3	39.8	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	68.88	31.12	58.97	41.03	43.11	56.89	51.69	48.31
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	60.99	39.01	50.00	50.00	32.87	67.13	37.50	62.50

**Facilities included in this category are primarily for the sale and leasing of new heavy duty commercial vehicles, 10,000 GVW, or greater. Typically, the facilities are located along major arterials in either commercial or industrial areas. The facilities can also include maintenance services, part sales, and used truck sales.**



**Truck Sales and Leasing (not an ITE category)**





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Sales and Leasing

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	10.380	23.517	129.691
Mean Trip Rate	11.626	30.031	116.763
Standard Deviation	2.624	14.272	32.265
Linear Regression			
Coefficient	10.161	14.874	136.639
y Intercept	14.571	253.696	-36.982
r Squared	0.998	0.684	0.965
Logarithmic Regression			
Coefficient	1.035	1.049	1.590
y Intercept	44.902	105.898	36.432
r Squared	0.981	0.619	0.978
<b>Trip Rates</b>			
Kenworth	10.493	22.233	138.512
Peterbilt	10.000	16.473	141.694
Trans-West Truck Cntr.	10.463	49.029	115.091
Sarris Truck Sales, Inc.	15.547	32.389	71.754
Mean Trip Rates	11.626	30.031	116.763



**Truck Trip Generation Study**

**Classification:** Truck Sales and Leasing

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.605	1.371	7.562	0.056	0.128	0.705
Mean Trip Rate	0.535	1.313	6.306	0.042	0.117	0.539
Standard Deviation	0.201	0.539	4.148	0.030	0.104	0.391
Linear Regression						
Coefficient	0.638	1.208	7.765	0.063	0.091	0.839
y Intercept	-2.148	4.795	-1.080	-0.410	1.077	-0.717
r Squared	0.835	0.959	0.663	0.888	0.603	0.855
Logarithmic Regression						
Coefficient	1.047	1.072	1.830	n.a	n.a.	n.a
y Intercept	0.927	2.490	0.764	n.a.	n.a.	n.a
r Squared	0.977	0.728	0.924	n.a	n.a.	n.a
<b>Trip Rates</b>						
Kenworth	0.586	1.241	7.733	0.071	0.150	0.933
Peterbuilt	0.793	1.306	11.238	0.046	0.076	0.651
Trans-West Truck Cntr.	0.429	2.008	4.714	0.052	0.243	0.571
Sam's Truck Sales, Inc.	0.333	0.694	1.538	0.000	0.000	0.000
Mean Trip Rate	0.535	1.313	6.306	0.042	0.117	0.539



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Sales and Leasing

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.556	1.261	6.952	0.098	0.221	1.221
Mean Trip Rate	0.660	1.575	6.506	0.234	0.531	1.628
Standard Deviation	0.253	0.511	2.470	0.290	0.581	1.019
Linear Regression						
Coefficient	0.551	1.018	6.791	0.080	0.120	1.057
y Intercept	0.336	7.110	0.853	1.186	2.976	0.877
r Squared	0.869	0.948	0.705	0.703	0.508	0.658
Logarithmic Regression						
Coefficient	1.032	1.051	1.524	1.017	1.024	1.247
y Intercept	2.806	5.446	2.492	1.819	2.700	1.672
r Squared	0.978	0.760	0.910	0.921	0.616	0.892
<b>Trip Rates</b>						
Kenworth	0.535	1.134	7.067	0.121	0.257	1.600
Peterbilt	0.690	1.136	9.772	0.069	0.114	0.977
Trans-West Truck Cntr.	0.416	1.947	4.571	0.078	0.365	0.857
Sam's Truck Sales, Inc.	1.000	2.083	4.615	0.667	1.389	3.077
Mean Trip Rate	0.660	1.575	6.506	0.234	0.531	1.628





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Sales and Leasing

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.883	2.002	11.038	0.308	0.698	3.852
Mean Trip Rate	0.912	2.252	9.774	0.479	1.147	4.123
Standard Deviation	0.214	0.799	5.051	0.362	0.754	1.651
Linear Regression						
Coefficient	0.871	1.597	10.795	0.252	0.458	3.155
y Intercept	0.836	11.883	1.296	3.754	7.061	3.708
r Squared	0.817	0.878	0.671	0.570	0.603	0.479
Logarithmic Regression						
Coefficient	1.038	1.058	1.635	1.024	1.036	1.367
y Intercept	2.890	6.496	2.453	3.103	5.154	2.793
r Squared	0.961	0.708	0.913	0.841	0.628	0.800
<b>Trip Rates</b>						
Kenworth	0.747	1.584	9.867	0.182	0.385	2.400
Peterbuilt	1.172	1.931	16.612	0.437	0.720	6.189
Trans-West Truck Cntr.	0.727	3.408	8.000	0.299	1.400	3.286
Sam's Truck Sales, Inc.	1.000	2.083	4.615	1.000	2.083	4.615
Mean Trip Rate	0.912	2.252	9.774	0.479	1.147	4.123



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Sales and Leasing

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.823	1.865	10.287	0.297	0.673	3.711
Mean Trip Rate	1.671	3.841	12.608	0.627	1.379	4.704
Standard Deviation	1.779	3.557	5.509	0.702	1.405	2.682
Linear Regression						
Coefficient	0.656	1.160	8.249	0.236	0.530	2.631
y Intercept	11.133	20.711	10.843	4.087	4.190	5.744
r Squared	0.881	0.881	0.745	0.529	0.858	0.354
Logarithmic Regression						
Coefficient	1.019	1.031	1.285	1.018	1.034	1.246
y Intercept	12.591	18.519	11.783	4.732	5.839	4.823
r Squared	0.959	0.763	0.887	0.811	0.903	0.656
<b>Trip Rates</b>						
Kenworth	0.697	1.477	9.200	0.222	0.471	2.933
Peterbuilt	0.954	1.572	13.518	0.437	0.720	6.189
Trans-West Truck Cntr.	0.701	3.286	7.714	0.182	0.852	2.000
Sam's Truck Sales, Inc.	4.333	9.028	20.000	1.667	3.472	7.692
Mean Trip Rates	1.671	3.841	12.608	0.627	1.379	4.704



TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

Classification: Truck Sales and Leasing

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
42.8	33.0	24.2	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
72.7	11.7	9.0	6.6	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	40.90	59.10	48.94	51.06	51.70	48.30	55.14	44.86
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	46.85	53.15	52.86	47.14	36.21	63.79	50.98	49.02

Facilities included in this category are primarily for the sale of used heavy duty commercial vehicles, 10,000 GVW, or greater. Typically, the facilities are located along major arterials in either commercial or industrial areas.



Used Truck Sales (not an ITE category)





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Used Truck Sales

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	20.874	20.039	67.996
Mean Trip Rate	24.702	24.242	55.201
Standard Deviation	31.090	12.604	20.243
Linear Regression			
Coefficient	-5.828	20.671	94.942
y Intercept	707.592	-17.428	-219.206
r Squared	0.014	0.987	1.000
Logarithmic Regression			
Coefficient	1.009	1.033	1.159
y Intercept	265.680	137.430	102.271
r Squared	0.014	0.974	0.948
<b>Trip Rates</b>			
Arrow	13.640	42.625	35.074
SelecTruck-Freightliner	71.100	20.737	83.335
TCI	7.400	14.000	51.800
TEC CAL	6.666	19.606	50.596
<b>Mean Trip Rates</b>	<b>24.702</b>	<b>24.242</b>	<b>55.201</b>



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Used Truck Sales

**Period:** AM Peak Hour Street Total/AM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	1.179	1.132	3.841	0.358	0.344	1.168
Mean Trip Rate	1.383	1.661	3.609	0.386	0.247	0.863
Standard Deviation	1.400	0.984	0.803	0.595	0.168	0.649
Linear Regression						
Coefficient	-0.120	0.932	4.233	-0.036	0.387	1.753
y Intercept	34.420	5.537	-3.183	10.458	-1.172	-4.759
r Squared	0.003	1.000	0.991	0.002	1.000	0.987
Logarithmic Regression						
Coefficient	1.013	1.027	1.124	n.a.	n.a.	n.a.
y Intercept	16.312	10.979	8.786	n.a.	n.a.	n.a.
r Squared	0.039	0.941	0.886	n.a.	n.a.	n.a.
<b>Trip Rates</b>						
Arrow	1.000	3.125	2.571	0.000	0.000	0.000
SelecTruck-Freightliner	3.455	1.008	4.049	1.273	0.371	1.492
TCI	0.629	1.189	4.400	0.171	0.324	1.200
TEC CAL	0.450	1.324	3.416	0.100	0.294	0.759
Mean Trip Rates	1.383	1.661	3.609	0.386	0.247	0.863



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Used Truck Sales

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	1.481	1.422	4.825	0.226	0.217	0.738
Mean Trip Rate	1.677	1.945	4.614	0.235	0.171	0.650
Standard Deviation	1.685	0.833	1.857	0.322	0.230	0.854
Linear Regression						
Coefficient	0.016	1.122	5.024	0.015	0.200	0.860
y Intercept	38.817	8.283	-1.622	5.590	0.480	-0.999
r Squared	0.000	0.988	0.952	0.001	0.785	0.697
Logarithmic Regression						
Coefficient	1.022	1.028	1.125	n.a.	n.a.	n.a.
y Intercept	15.777	13.124	10.680	n.a.	n.a.	n.a.
r Squared	0.095	0.839	0.752	n.a.	n.a.	n.a.
<b>Trip Rates</b>						
Arrow	1.000	3.125	2.571	0.000	0.000	0.000
SelecTruck-Freightliner	4.182	1.220	4.901	0.682	0.199	0.799
TCI	1.000	1.892	7.000	0.257	0.486	1.800
TEC CAL	0.525	1.544	3.985	0.000	0.000	0.000
Mean Trip Rates	1.677	1.945	4.614	0.235	0.171	0.650



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Used Truck Sales

**Period:** AM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	1.764	1.694	5.747	0.594	0.571	1.936
Mean Trip Rate	2.309	3.572	6.047	0.829	1.171	1.858
Standard Deviation	1.931	3.875	1.194	0.829	1.552	1.155
Linear Regression						
Coefficient	-0.576	1.155	5.323	-0.435	0.503	2.309
y Intercept	62.007	14.876	3.450	27.267	1.855	-3.030
r Squared	0.044	0.968	0.987	0.120	0.884	0.893
Logarithmic Regression						
Coefficient	0.990	1.020	1.097	0.939	1.032	1.150
y Intercept	49.852	22.051	18.125	43.553	3.472	2.633
r Squared	0.042	0.971	0.982	0.323	0.431	0.416
<b>Trip Rates</b>						
Arrow	3.000	9.375	7.714	1.111	3.472	2.857
Selec Truck-Freightliner	4.727	1.379	5.541	1.864	0.544	2.184
TCI	0.857	1.622	6.000	0.314	0.595	2.200
TEC CAL	0.650	1.912	4.934	0.025	0.074	0.190
Mean Trip Rates	2.309	3.572	6.047	0.829	1.171	1.858





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Used Truck Sales

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	1.575	1.513	5.132	0.481	0.462	1.567
Mean Trip Rate	2.195	3.732	5.565	0.687	1.027	1.525
Standard Deviation	1.896	4.721	2.440	0.683	1.402	0.850
Linear Regression						
Coefficient	-0.753	0.973	4.617	-0.369	0.396	1.847
y Intercept	61.705	14.899	4.193	22.534	1.812	-2.272
r Squared	0.094	0.855	0.925	0.140	0.884	0.922
Logarithmic Regression						
Coefficient	0.980	1.019	1.096	0.959	1.026	1.127
y Intercept	57.602	19.892	15.795	25.697	4.223	3.235
r Squared	0.146	0.660	0.762	0.329	0.681	0.715
<b>Trip Rates</b>						
Arrow	3.444	10.764	8.857	1.000	3.125	2.571
SelecTruck-Freightliner	4.182	1.220	4.901	1.500	0.437	1.758
TCI	0.429	0.811	3.000	0.171	0.324	1.200
TEC CAL	0.725	2.132	5.503	0.075	0.221	0.569
Mean Trip Rates	2.195	3.732	5.565	0.687	1.027	1.525

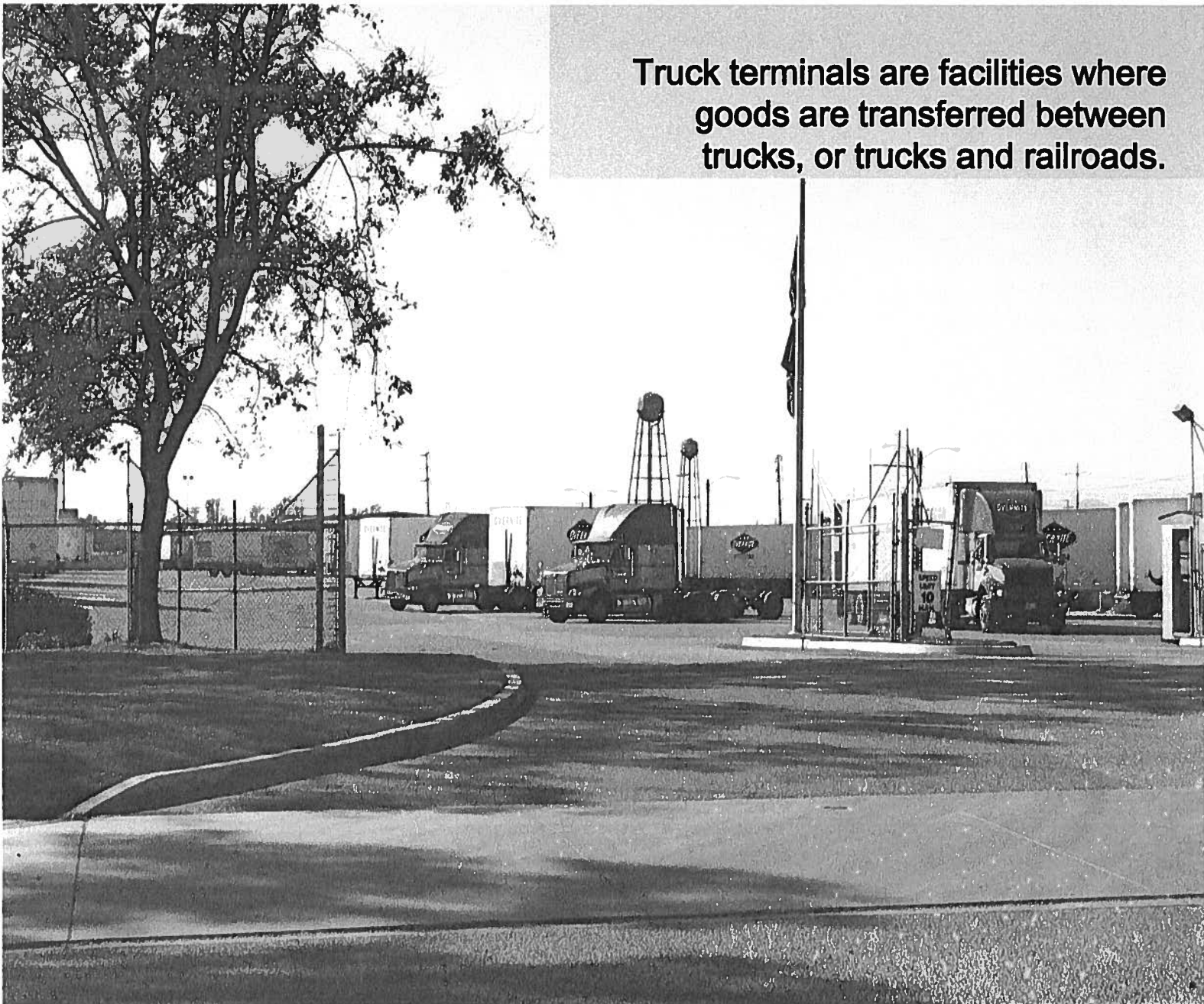


TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

Classification: Used Truck Sales

Recommended Large Truck Mix (%)								
Lge 2 Ax		3 Axle		4+ Axle		Total		
26.3		42.9		30.8		100.0		
Pass Veh		Lge 2 Ax		3 Axle		4+ Axle		Total
73.7		4.9		12.1		9.2		100.0
Site Entering & Exiting								
a.m.					p.m.			
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	47.59	52.41	39.68	60.32	53.29	46.71	49.02	50.98
Street Entering & Exiting								
a.m.					p.m.			
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	68.85	31.15	48.78	51.22	29.94	70.06	33.33	66.67

**Truck terminals are facilities where goods are transferred between trucks, or trucks and railroads.**



**Truck Terminal (ITE code 030)**





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Terminals

**Period:** Total Daily Traffic

Statistics	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	3.428	16.857	42.582
Mean Trip Rate	5.490	32.775	52.500
Standard Deviation	2.930	34.597	28.337
Linear Regression			
Coefficient	1.844	8.249	27.391
y Intercept	480.332	530.855	370.843
r Squared	0.928	0.776	0.831
Logarithmic Regression			
Coefficient	1.002	1.007	1.027
y Intercept	507.692	555.870	455.905
r Squared	0.728	0.512	0.653
<b>Trip Rates</b>			
Arrow	9.423	11.461	44.172
SelecTruck-Freightliner	5.444	24.102	94.556
TCI	4.711	83.905	36.663
TEC CAL	2.379	11.631	34.608
<b>Mean Trip Rates</b>	<b>5.490</b>	<b>32.775</b>	<b>52.500</b>



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Terminals

**Period:** AM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	AM PEAK HOUR STREET TOTAL			AM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.104	0.511	1.290	0.047	0.231	0.584
Mean Trip Rate	0.222	1.314	2.033	0.101	0.542	0.940
Standard Deviation	0.156	1.516	1.510	0.074	0.556	0.763
Linear Regression						
Coefficient	0.003	-0.018	0.011	0.003	0.005	0.007
y Intercept	30.620	32.615	31.227	13.401	13.931	14.087
r Squared	0.006	0.010	0.000	0.024	0.003	0.001
Logarithmic Regression						
Coefficient	1.000	1.000	1.004	1.000	1.001	1.004
y Intercept	26.759	29.118	26.724	11.714	12.427	11.971
r Squared	0.041	0.000	0.026	0.078	0.020	0.032
<b>Trip Rates</b>						
T N T Bestway	0.417	0.507	1.953	0.194	0.236	0.911
Overnite Transportation	0.237	1.048	4.113	0.116	0.513	2.011
USF Bestway	0.198	3.524	1.540	0.075	1.333	0.583
Roadway Express Inc.	0.036	0.177	0.527	0.018	0.086	0.255
Mean Trip Rates	0.222	1.314	2.033	0.101	0.542	0.940



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Terminals

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL			PM PEAK HOUR STREET TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.122	0.600	1.516	0.062	0.304	0.768
Mean Trip Rate	0.269	1.550	2.095	0.142	0.756	1.004
Standard Deviation	0.241	1.960	0.881	0.151	0.963	0.490
Linear Regression						
Coefficient	0.030	0.100	0.539	0.022	0.090	0.408
y Intercept	28.013	30.811	23.851	11.941	13.195	8.790
r Squared	0.542	0.260	0.726	0.637	0.428	0.853
Logarithmic Regression						
Coefficient	1.001	1.003	1.015	1.001	1.004	1.022
y Intercept	27.150	29.520	24.203	11.951	12.871	9.925
r Squared	0.519	0.235	0.685	0.498	0.310	0.739
<b>Trip Rates</b>						
T N T Bestway	0.611	0.743	2.865	0.361	0.439	1.693
Overnite Transportation	0.153	0.676	2.651	0.047	0.210	0.823
USF Bestway	0.251	4.476	1.956	0.123	2.190	0.957
Roadway Express Inc.	0.063	0.306	0.909	0.038	0.183	0.545
Mean Trip Rates	0.269	1.550	2.095	0.142	0.756	1.004



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Terminals

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL			AM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.157	0.770	1.946	0.059	0.288	0.727
Mean Trip Rate	0.293	1.776	2.714	0.156	0.977	1.243
Standard Deviation	0.183	2.027	1.692	0.136	1.333	0.812
Linear Regression						
Coefficient	0.044	0.167	0.642	-0.018	-0.123	-0.233
y Intercept	34.247	37.172	31.833	23.314	25.337	23.437
r Squared	0.550	0.337	0.481	0.318	0.598	0.208
Logarithmic Regression						
Coefficient	1.001	1.004	1.016	0.998	0.991	0.979
y Intercept	30.970	33.976	29.010	23.595	26.045	25.025
r Squared	0.441	0.231	0.396	0.509	0.758	0.405
<b>Trip Rates</b>						
TNT Bestway	0.528	0.642	2.474	0.333	0.405	1.563
Overnite Transportation	0.295	1.305	5.119	0.116	0.513	2.011
USF Bestway	0.267	4.762	2.081	0.166	2.952	1.290
Roadway Express Inc.	0.081	0.397	1.182	0.008	0.037	0.109
Mean Trip Rates	0.293	1.776	2.714	0.156	0.977	1.243



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Terminals

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL			PM PEAK HOUR SITE TRUCK		
	No. of Employees	Gross Building Area (KSF)	Acres	No. of Employees	Gross Building Area (KSF)	Acres
Weighted Average Trips	0.176	0.864	2.181	0.091	0.446	1.126
Mean Trip Rate	0.335	2.310	2.891	0.194	1.269	1.697
Standard Deviation	0.222	3.107	1.276	0.135	1.650	1.047
Linear Regression						
Coefficient	0.043	0.125	0.786	0.002	-0.033	0.063
y Intercept	40.073	45.548	34.058	26.907	29.562	25.968
r Squared	0.388	0.134	0.516	0.003	0.042	0.015
Logarithmic Regression						
Coefficient	1.001	1.003	1.018	1.000	1.000	1.005
y Intercept	35.506	40.255	31.450	23.461	26.204	22.491
r Squared	0.378	0.132	0.461	0.035	0.005	0.050
<b>Trip Rates</b>						
T N T Bestway	0.611	0.743	2.865	0.361	0.439	1.693
Overnite Transportation	0.253	1.118	4.388	0.174	0.769	3.016
USF Bestway	0.390	6.952	3.038	0.209	3.714	1.623
Roadway Express Inc.	0.088	0.428	1.273	0.031	0.153	0.455
Mean Trip Rates	0.335	2.310	2.891	0.194	1.269	1.697



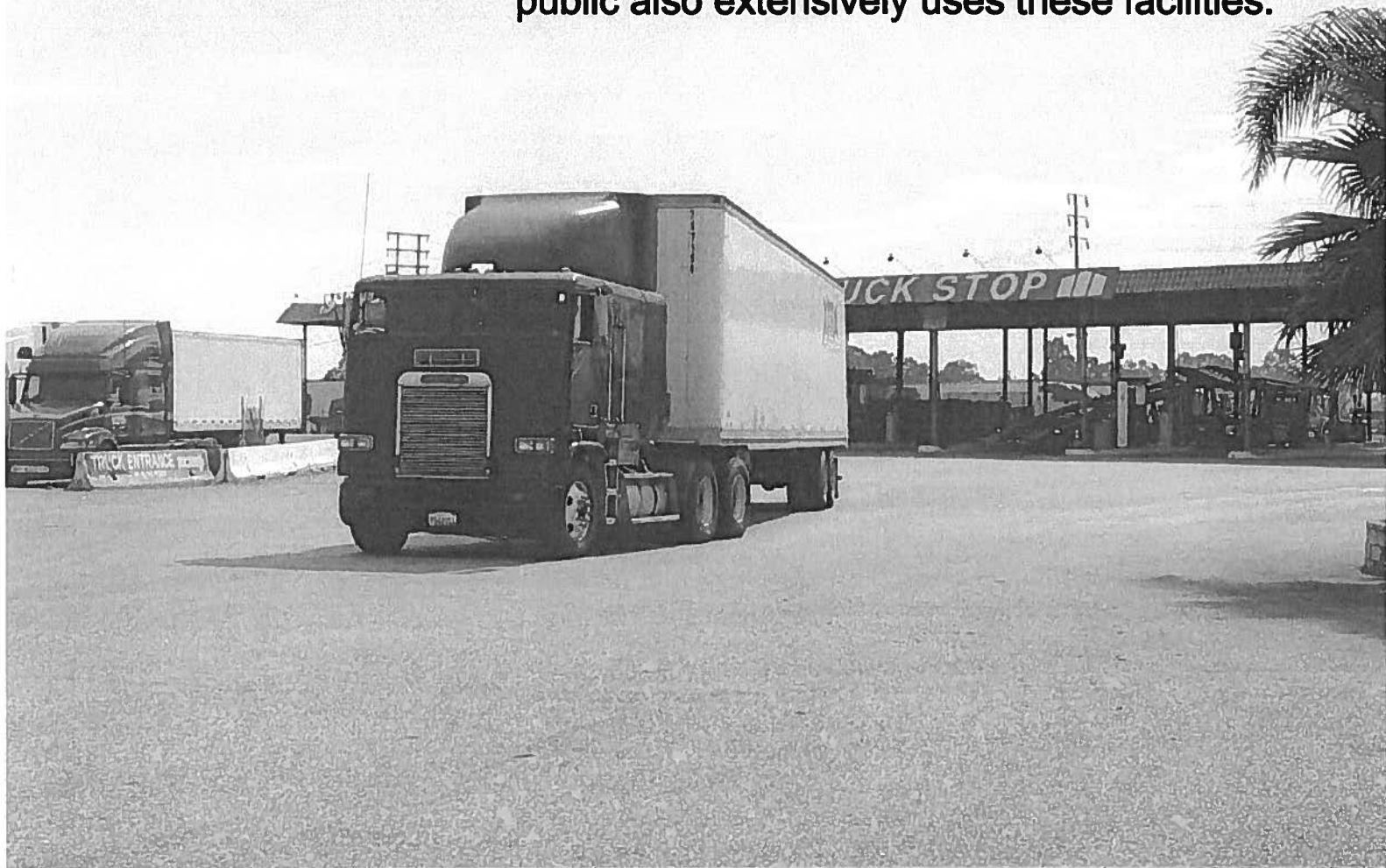


TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

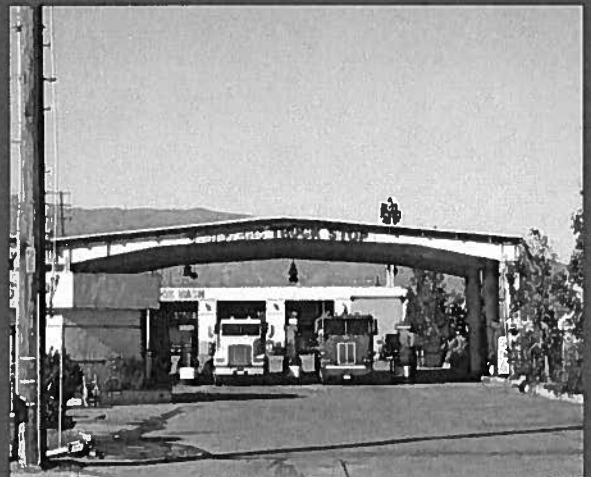
Classification: Truck Terminals

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
11.9	24.4	63.7	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
46.0	6.1	13.9	34.0	100.0				
Site Entering & Exiting								
	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
Split	51.27	48.73	49.23	50.77	46.36	53.64	66.39	33.61
Street Entering & Exiting								
	a.m.				p.m.			
	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit
Split	52.86	47.14	43.75	56.25	60.80	39.20	66.30	33.70

The primary function of a truck stop is to provide fueling for truckers. Ancillary services include maintenance services, restaurants, and the sale of sundries. The general motoring public also extensively uses these facilities.



## Truck Stops (not an ITE category)





**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Stops

**Period:** Total Daily Traffic

Statistics	TOTAL DAILY TRAFFIC	TOTAL DAILY TRAFFIC
	No. of Fueling Positions	Acres
Weighted Average Trips	34.565	319.730
Mean Trip Rate	63.946	359.657
Standard Deviation	39.016	219.535
Linear Regression		
Coefficient	n.a.	n.a.
y Intercept	n.a.	n.a.
r Squared	n.a.	n.a.
Logarithmic Regression		
Coefficient	n.a.	n.a.
y Intercept	n.a.	n.a.
r Squared	n.a.	n.a.
<b>Trip Rates</b>		
3 Sisters Truck Stop	79.400	272.380
A-Z Fuel Stop	48.490	446.930
Pilot Truck Stop	0.000	0.000
T/A Truck Stop	0.000	0.000
<b>Mean Trip Rates</b>	<b>63.946</b>	<b>359.657</b>



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Stops

**Period:** AM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	AM PEAK HOUR STREET TOTAL		AM PEAK HOUR STREET TRUCK	
	No. of Fueling Positions	Acres	No. of Fueling Positions	Acres
Weighted Average Trips	2.257	20.875	1.189	11.000
Mean Trip Rate	2.088	32.149	1.675	16.700
Standard Deviation	2.441	15.144	2.311	0.155
Linear Regression				
Coefficient	n.a.	n.a.	n.a.	n.a.
y Intercept	n.a.	n.a.	n.a.	n.a.
r Squared	n.a.	n.a.	n.a.	n.a.
Logarithmic Regression				
Coefficient	n.a.	n.a.	n.a.	n.a.
y Intercept	n.a.	n.a.	n.a.	n.a.
r Squared	n.a.	n.a.	n.a.	n.a.
<b>Trip Rates</b>				
3 Sisters Truck Stop	3.700	21.441	4.900	16.810
A-Z Fuel Stop	4.650	42.857	1.800	16.590
Pilot Truck Stop	0.000	n.a.	0.000	n.a.
T/A Truck Stop	0.000	n.a.	0.000	n.a.
<b>Mean Trip Rates</b>	<b>2.088</b>	<b>32.149</b>	<b>1.675</b>	<b>16.700</b>



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Stops

**Period:** PM Peak Hour Street Total/PM Peak Hour Street Truck

Statistics	PM PEAK HOUR STREET TOTAL		PM PEAK HOUR STREET TRUCK	
	No. of Fueling Positions	Acres	No. of Fueling Positions	Acres
Weighted Average Trips	8.216	76.000	4.811	44.500
Mean Trip Rate	8.548	32.149	5.371	16.700
Standard Deviation	4.535	15.144	2.760	0.155
Linear Regression				
Coefficient	-16.176	n.a.	-6.412	n.a.
y Intercept	451.265	n.a.	207.618	n.a.
r Squared	0.297	n.a.	0.085	n.a.
Logarithmic Regression				
Coefficient	0.885	n.a.	0.897	n.a.
y Intercept	1339.042	n.a.	575.237	n.a.
r Squared	0.365	n.a.	0.170	n.a.
<b>Trip Rates</b>				
3 Sisters Truck Stop	4.600	21.441	4.900	16.810
A-Z Fuel Stop	4.650	42.857	1.800	16.590
Pilot Truck Stop	12.733	n.a.	6.467	n.a.
T/A Truck Stop	12.211	n.a.	8.316	n.a.
<b>Mean Trip Rates</b>	<b>8.548</b>	<b>32.149</b>	<b>5.371</b>	<b>16.700</b>



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Stops

**Period:** AM Peak Hour Site Total/AM Peak Hour Site Truck

Statistics	AM PEAK HOUR SITE TOTAL		AM PEAK HOUR SITE TRUCK	
	No. of Fueling Positions	Acres	No. of Fueling Positions	Acres
Weighted Average Trips	2.324	21.500	1.878	17.375
Mean Trip Rate	2.150	21.550	1.738	17.852
Standard Deviation	2.949	0.154	2.319	1.474
Linear Regression				
Coefficient	n.a.	n.a.	n.a.	n.a.
y Intercept	n.a.	n.a.	n.a.	n.a.
r Squared	n.a.	n.a.	n.a.	n.a.
Logarithmic Regression				
Coefficient	n.a.	n.a.	n.a.	n.a.
y Intercept	n.a.	n.a.	n.a.	n.a.
r Squared	n.a.	n.a.	n.a.	n.a.
<b>Trip Rates</b>				
3 Sisters Truck Stop	6.250	21.441	4.900	16.810
A-Z Fuel Stop	2.350	21.659	2.050	18.894
Pilot Truck Stop	0.000	n.a.	0.000	n.a.
T/A Truck Stop	0.000	n.a.	0.000	n.a.
Mean Trip Rates	2.150	21.550	1.738	17.852



**TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)**

**Classification:** Truck Stops

**Period:** PM Peak Hour Site Total/PM Peak Hour Site Truck

Statistics	PM PEAK HOUR SITE TOTAL		PM PEAK HOUR SITE TRUCK	
	No. of Fueling Positions	Acres	No. of Fueling Positions	Acres
Weighted Average Trips	9.500	87.875	5.000	46.250
Mean Trip Rate	9.907	28.693	5.288	15.317
Standard Deviation	6.281	10.256	3.360	2.111
Linear Regression				
Coefficient	-20.735	n.a.	-0.529	n.a.
y Intercept	559.353	n.a.	102.294	n.a.
r Squared	0.222	n.a.	0.000	n.a.
Logarithmic Regression				
Coefficient	0.860	n.a.	0.950	n.a.
y Intercept	2476.988	n.a.	197.298	n.a.
r Squared	0.319	n.a.	0.027	n.a.
<b>Trip Rates</b>				
3 Sisters Truck Stop	5.100	21.441	4.900	16.810
A-Z Fuel Stop	3.900	35.945	1.500	13.825
Plot Truck Stop	14.733	n.a.	5.067	n.a.
T/A Truck Stop	15.895	n.a.	9.684	n.a.
<b>Mean Trip Rates</b>	<b>9.907</b>	<b>28.693</b>	<b>5.288</b>	<b>15.317</b>



TRIP GENERATION ANALYSIS BY LAND USE CATEGORY (Cont'd)

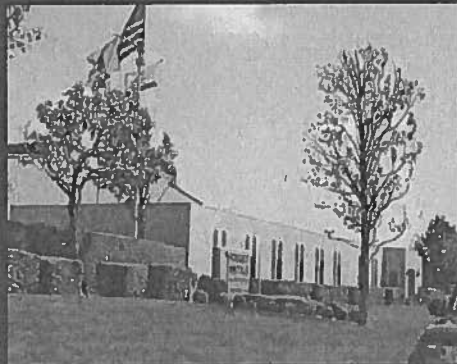
Classification: Truck Stops

Recommended Large Truck Mix (%)								
Lge 2 Ax	3 Axle	4+ Axle	Total					
4.9	16.2	78.9	100.0					
Pass Veh	Lge 2 Ax	3 Axle	4+ Axle	Total				
44.1	2.2	9.0	44.6	100.0				
Site Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	52.33	47.67	53.96	46.04	50.92	49.08	54.86	45.14
Street Entering & Exiting								
a.m.				p.m.				
Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	Total Enter	Total Exit	Large Truck Enter	Large Truck Exit	
Split	46.11	53.89	45.45	54.55	50.00	50.00	53.09	46.91



# APPENDICES

- A. Surveyed Site List
- B. Analysis of 24-hour Driveway Counts
- C. Peak Arterial Locations





## Truck Trip Generation Study

### APPENDIX A – SURVEYED SITE LIST

Land Uses	Name of Site	ID. No	Location of Site	Peak Hour AM	Peak Hour PM	No. of Employees	Gross Area
Warehouse, Light (< 100TSF)	JR Distribution	3	10850 Business	6:45-7:45	16:30-17:30	20	257,810
	Medline Industries	22	14650 Meyer Canyon	6:15-7:15	13:45-14:45	120	221,000
	Kumo Tires	23	14605 Miller Ave.	7:15-8:15	17:15-18:15	82	286,353
	Barth & Dryfuss	24	1150 S. Etiwanda	6:45-7:45	15:45-16:45	225	235,000
Warehouse, Heavy (>100TSF)	Target	4	14750 Miller Ave.	5:00-6:00	15:45-16:45	1,100	1,400,000
	Thrifty/Big 5	5	7351 McGuire	4:00-5:00	13:15-14:15	200	400,000
	TAB	6	13050 Marlay Ave	6:00-7:00	14:45-15:45	160	285,000
	Sportsmart	25	12925 Marlay Ave	5:15-6:15	14:30-15:30	280	199,580
Industrial, Light	G & F Pallets	26	10407 Elm Ave.	7:15-8:15	13:15-14:15	16	6,000
	H Master Halco-Fence	27	9121 Cherry Ave.	5:00-6:00	13:15-14:15	70	84,960
	Angelus Blocks	28	14515 Whittram Ave	8:00-9:00	13:15-14:15	40	8,254
	Peterman Lumber	38	10330 Elm Ave	6:45-7:45	14:00-15:00	48	20,000
Industrial, Heavy	James Hardie	13	10573 Beech	7:15-8:15	13:45-14:45	227	205,633
	Robertson Ready Mix	15	13792 Slover Ave.	7:00-8:00	16:45-17:45	26	120
	Forged Metals	29	10901 Elm Avenue	3:00-4:00	13:45-14:45	350	64,520
	All State Recycling	39	8889 Etiwanda	10:15-11:15	12:45-13:45	16	40,750
Industrial Park	Herman Engr & Manufc	18	8827 Rochester	10:00-11:00	16:45-17:45	30	29,987
	Arrowhead	31	5772 Jurupa /Etiwanda	4:15-5:15	13:15-14:15	300	385,000
	Schlosser Company	32	11711 Arrow	4:00-5:00	15:15-16:15	210	272,500
	Excel Logistics	40	101 Napa-off	3:15-4:15	11:45-12:45	200	800,000
Truck Sales and Leasing	Kenworth	19	9730 Cherry Ave.	7:30-8:30	16:45-17:45	99	46,725
	Peterbuilt	20	14490 Slover Ave	11:00-12:00	13:30-14:30	87	52,813
	Trans-West Truck Cntr.	21	10150 Cherry Ave.	9:30-10:30	13:15-14:15	77	16,432
	Sam's Truck Sales, Inc	43	15083 Valley Blvd	7:45-8:45	16:00-17:00	3	1,440
Used Truck Sales	Arrow	33	10175 Cherry Ave	10:30-11:30	14:00-15:00	9	2,880
	SelecTruck-Freightliner	34	13750 Valley Blvd	11:15-12:15	16:45-17:45	22	75,432
	TCI	35	Cherry/Merill	10:45-11:45	16:45-17:45	35	18,500
	TEC CAL	41	14085 Valley	7:45-8:45	12:45-13:45	40	13,600
Truck Terminals	T N T Bestway	46	10691 Poplar	10:15-11:15	16:45-17:45	36	29,600
	Overnite Transportation	36	9880 Banana Ave.	10:45-11:45	18:30-19:30	190	42,920
	USF Bestway	37	10661 Etiwanda Ave.	9:30-10:30	19:45-20:45	187	10,500
	Roadway Express Inc.	47	18298 Slover Ave.	6:15-7:15	14:30-15:30	800	163,650
Truck Stops	3 Sisters Truck Stop	44	14416 Slover	9:30-10:30	12:15-13:15	22	14800
	A-Z Fuel Stop	45	14529 SanBerdo	7:00-8:00	15:45-16:45	6	4000



Complete to page 35.



## Truck Trip Generation Study

### APPENDIX B – ANALYSIS OF 24 HOUR DRIVEWAY COUNTS (comparison of manual counts to ATC data)

Site # Site Name	A Manual Count	B Tube Count	C Col. A/Col. B
6 Marley	593.00	1408.00	.42
20 Peterbilt	870.00	2135.00	.41
23 Kumo	292.00	818.00	.36
28 Angeles	421.00	1164.00	.36
29 Forged Metals	206.00	1042.00	.20
35 TCI	583.00	810.00	.72
37 Bestway	881.00	1782.00	.49
44 3 Sisters	1588.00	2861.00	.56
Sum	534.00	12018.00	.45
Mean Col. C			.44
Standard Deviation Col C.			.15

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOFHCICH.twf  
 Start Date: 8/5/2002  
 Start Time: 12:00:00 PM  
 Site Code: 000043101334  
 CITY OF FONTANA  
 FOOTHILL BOULEVARD  
 B/CITRUS AVENUE & CHERRY AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
8/5/2002	12:00:00 PM	0	703	124	3	20	4	0	7	2	0	1	0	0
8/5/2002	1:00:00 PM	2	847	158	4	29	6	0	12	3	1	2	0	0
8/5/2002	2:00:00 PM	2	987	206	9	24	4	0	15	5	1	0	0	1
8/5/2002	3:00:00 PM	5	1219	190	4	25	5	0	11	5	0	2	1	1
8/5/2002	4:00:00 PM	3	1033	167	4	19	3	0	15	2	1	0	1	0
8/5/2002	5:00:00 PM	3	1195	190	7	26	2	0	12	3	0	0	0	1
8/5/2002	6:00:00 PM	5	898	169	3	25	1	0	4	4	0	0	0	0
8/5/2002	7:00:00 PM	4	723	119	2	7	3	0	5	2	0	0	0	0
8/5/2002	8:00:00 PM	3	526	76	2	3	1	0	2	1	0	1	0	0
8/5/2002	9:00:00 PM	3	461	73	1	6	2	0	0	0	0	0	0	1
8/5/2002	10:00:00 PM	2	384	52	1	2	3	0	1	0	0	0	0	0
8/5/2002	11:00:00 PM	0	278	36	0	2	1	0	0	1	0	0	0	0
8/6/2002	12:00:00 AM	0	222	30	1	3	0	0	2	0	0	1	0	0
8/6/2002	1:00:00 AM	0	126	23	0	1	0	0	1	0	0	0	0	0
8/6/2002	2:00:00 AM	0	85	15	0	0	3	0	0	1	0	0	0	0
8/6/2002	3:00:00 AM	0	96	11	0	1	1	0	0	0	0	0	0	0
8/6/2002	4:00:00 AM	1	103	18	3	2	1	0	1	0	0	0	0	0
8/6/2002	5:00:00 AM	0	167	25	1	4	3	0	2	0	0	0	0	0
8/6/2002	6:00:00 AM	3	360	64	5	10	0	0	4	1	0	0	0	0
8/6/2002	7:00:00 AM	4	552	97	7	21	1	0	1	2	0	0	0	0
8/6/2002	8:00:00 AM	1	493	102	0	15	4	1	7	4	0	0	0	0
8/6/2002	9:00:00 AM	2	506	101	4	22	3	0	5	6	1	0	0	0
8/6/2002	10:00:00 AM	0	565	92	8	16	5	0	8	2	0	0	0	1
8/6/2002	11:00:00 AM	0	702	137	5	23	1	0	6	0	0	0	0	0

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOFHCICH.twf  
 Start Date: 8/5/2002  
 Start Time: 12:00:00 PM  
 Site Code: 000043101334  
 CITY OF FONTANA  
 FOOTHILL BOULEVARD  
 B/CITRUS AVENUE & CHERRY AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
8/5/2002	12:00:00 PM	5	642	179	6	26	3	0	8	14	0	0	0	0
8/5/2002	1:00:00 PM	3	704	174	6	33	2	0	7	10	0	2	0	0
8/5/2002	2:00:00 PM	4	846	207	10	20	8	0	2	6	0	0	0	0
8/5/2002	3:00:00 PM	2	679	148	3	21	5	0	4	10	0	0	0	1
8/5/2002	4:00:00 PM	4	755	134	5	26	4	0	11	8	0	1	1	0
8/5/2002	5:00:00 PM	3	709	186	2	21	6	0	5	2	2	0	0	0
8/5/2002	6:00:00 PM	2	646	142	2	16	7	0	1	5	0	0	1	0
8/5/2002	7:00:00 PM	3	545	130	1	7	1	0	5	6	0	0	0	0
8/5/2002	8:00:00 PM	2	453	119	1	9	0	0	3	5	0	1	0	0
8/5/2002	9:00:00 PM	6	402	66	1	8	1	0	1	7	0	0	0	0
8/5/2002	10:00:00 PM	0	274	51	0	3	2	0	1	5	0	0	0	0
8/5/2002	11:00:00 PM	0	164	25	0	1	0	0	0	0	0	0	0	0
8/6/2002	12:00:00 AM	0	101	21	0	1	0	0	0	0	0	0	0	0
8/6/2002	1:00:00 AM	0	63	15	0	2	2	0	1	3	0	1	0	0
8/6/2002	2:00:00 AM	1	66	19	0	4	0	0	2	7	0	0	0	0
8/6/2002	3:00:00 AM	1	137	50	2	4	1	0	1	1	0	0	0	0
8/6/2002	4:00:00 AM	3	421	135	2	12	2	0	3	3	0	0	0	0
8/6/2002	5:00:00 AM	5	814	210	3	29	0	0	2	7	0	0	0	0
8/6/2002	6:00:00 AM	6	807	220	4	26	4	0	6	4	0	0	1	0
8/6/2002	7:00:00 AM	5	874	242	3	25	1	0	4	8	0	0	0	0
8/6/2002	8:00:00 AM	3	589	163	8	17	4	0	3	7	0	0	0	0
8/6/2002	9:00:00 AM	4	562	148	5	30	3	0	3	12	0	0	0	0
8/6/2002	10:00:00 AM	6	561	134	5	23	4	0	7	10	0	0	1	0
8/6/2002	11:00:00 AM	4	613	163	5	24	4	0	6	8	0	0	0	0

File Name: C:\Program Files\JAMAR\TraxPro\Trip Generation\FOVAWOCH.TWF  
 Start Date: 7/30/2002  
 Start Time: 12:00:00 AM  
 Site Code: 43106355  
 Station ID: FOVAWOCH  
 CITY OF FONTANA  
 VALLEY BOULEVARD  
 WEST OF CHERRY AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/30/2002	12:00:00 AM	0	47	15	0	5	3	0	0	18	0	2	0	2
7/30/2002	1:00:00 AM	1	27	11	0	3	6	0	0	18	0	1	0	2
7/30/2002	2:00:00 AM	0	26	10	0	3	1	0	1	13	0	2	0	0
7/30/2002	3:00:00 AM	1	19	6	2	1	7	0	0	16	0	1	0	0
7/30/2002	4:00:00 AM	2	30	7	1	3	7	0	1	18	1	1	2	0
7/30/2002	5:00:00 AM	2	48	13	2	6	5	0	2	24	1	1	0	1
7/30/2002	6:00:00 AM	2	100	37	4	12	5	0	3	30	1	1	0	0
7/30/2002	7:00:00 AM	1	140	48	6	18	9	0	0	26	0	2	0	0
7/30/2002	8:00:00 AM	3	116	52	7	19	11	0	7	31	0	1	1	1
7/30/2002	9:00:00 AM	3	125	59	5	34	12	0	3	51	0	2	0	0
7/30/2002	10:00:00 AM	3	135	64	7	22	15	0	7	51	1	0	3	1
7/30/2002	11:00:00 AM	3	161	81	10	36	10	0	7	36	0	1	0	1
7/30/2002	12:00:00 PM	2	196	90	11	37	16	1	8	58	1	1	2	0
7/30/2002	1:00:00 PM	5	245	99	17	31	18	0	7	48	0	1	0	0
7/30/2002	2:00:00 PM	3	313	126	8	50	13	1	8	58	0	0	2	0
7/30/2002	3:00:00 PM	6	446	132	6	53	19	0	7	59	1	2	1	1
7/30/2002	4:00:00 PM	3	430	130	9	43	14	1	5	77	0	0	1	0
7/30/2002	5:00:00 PM	6	381	117	11	42	5	0	5	61	0	0	0	2
7/30/2002	6:00:00 PM	1	197	57	4	21	9	0	4	53	0	1	0	1
7/30/2002	7:00:00 PM	0	133	51	4	15	5	0	2	27	0	2	0	1
7/30/2002	8:00:00 PM	2	105	41	5	12	5	0	2	33	0	2	0	0
7/30/2002	9:00:00 PM	1	92	23	2	9	5	0	0	27	0	1	0	0
7/30/2002	10:00:00 PM	1	78	18	1	3	5	0	1	9	0	2	0	0
7/30/2002	11:00:00 PM	1	64	16	3	5	5	0	0	16	0	1	0	0

**CITY OF FONTANA**  
**Visual Classification Count**  
**From a turning movement count request by the city on 2/20/2002**

**Cherry Ave N/O Valley Blvd**

Interval	Northbound				Southbound					
	Beginning	Pass Veh	Lge 2-3 Ax	4+ Axle	Total	Pass Veh	Lge 2-3 Ax	4+ Axle	Total	
6:00		111	10	12	133		109	18	17	144
6:15		112	11	19	142		130	19	24	173
6:30		211	22	17	250		173	28	26	227
6:45		172	7	17	196		153	27	18	198
7:00		158	15	22	195		211	24	16	251
7:15		176	10	21	207		182	15	22	219
7:30		140	13	16	169		173	22	25	220
7:45		182	12	26	220		141	29	24	194
8:00		101	16	15	132		132	38	22	192
8:15		116	25	29	170		140	38	34	212
8:30		92	28	27	147		134	41	21	196
8:45		103	20	25	148		130	38	34	202
<b>Total</b>		<b>1674</b>	<b>189</b>	<b>246</b>	<b>2109</b>		<b>1808</b>	<b>337</b>	<b>283</b>	<b>2428</b>

11:00		132	23	38	193		112	40	36	188
11:15		129	16	32	177		114	43	32	189
11:30		117	16	35	168		117	42	26	185
11:45		116	20	25	161		95	36	20	151
12:00		118	21	27	166		138	43	29	210
12:15		121	27	17	165		135	29	27	191
12:30		126	25	25	176		123	27	26	176
12:45		120	10	24	154		125	38	17	180
<b>Total</b>		<b>979</b>	<b>158</b>	<b>223</b>	<b>1360</b>		<b>959</b>	<b>298</b>	<b>213</b>	<b>1470</b>

15:00		136	18	12	166		142	19	19	180
15:15		132	16	13	161		152	20	12	184
15:30		138	8	12	158		170	23	14	207
15:45		139	18	7	164		164	26	21	211
16:00		147	10	6	163		224	12	17	253
16:15		145	9	11	165		186	9	23	218
16:30		113	12	7	132		147	11	13	171
16:45		117	4	10	131		179	8	18	205
17:00		121	6	6	133		165	14	14	193
17:15		126	4	12	142		175	11	15	201
17:30		115	3	6	124		177	9	11	197
17:45		113	4	9	126		181	12	11	204
18:00		93	5	6	104		156	18	14	188
18:15		113	2	4	119		117	8	5	130
18:30		104	1	5	110		134	3	16	153
18:45		123	3	10	136		107	3	7	117
<b>Total</b>		<b>1975</b>	<b>123</b>	<b>136</b>	<b>2234</b>		<b>2576</b>	<b>206</b>	<b>230</b>	<b>3012</b>

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOSBWOBE.TWF  
 Start Date: 7/24/2002  
 Start Time: 7:00:00 AM  
 Site Code: 43107858  
 CITY OF FONTANA  
 SAN BERNARDINO AVENUE  
 W/O BEECH AVE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/24/2002	7:00:00 AM	0	274	47	7	20	1	0	2	0	0	0	0	0
7/24/2002	8:00:00 AM	2	265	49	11	7	5	0	0	0	0	0	0	0
7/24/2002	9:00:00 AM	0	234	31	9	14	3	0	2	6	0	0	0	0
7/24/2002	10:00:00 AM	2	261	58	13	11	3	0	1	12	0	0	0	0
7/24/2002	11:00:00 AM	1	243	71	10	13	4	0	1	5	0	0	0	1
7/24/2002	12:00:00 PM	3	329	65	13	22	2	0	0	2	0	0	0	1
7/24/2002	1:00:00 PM	5	380	76	9	13	1	0	3	4	0	1	0	0
7/24/2002	2:00:00 PM	2	424	101	6	14	5	0	3	7	0	0	0	1
7/24/2002	3:00:00 PM	1	571	129	11	14	2	0	3	4	1	1	0	0
7/24/2002	4:00:00 PM	1	559	111	12	22	3	0	4	3	0	0	0	0
7/24/2002	5:00:00 PM	3	556	99	7	21	4	1	4	5	0	0	0	0
7/24/2002	6:00:00 PM	0	523	95	7	7	1	1	1	2	0	0	0	0
7/24/2002	7:00:00 PM	0	439	91	3	2	1	0	0	2	0	0	0	0
7/24/2002	8:00:00 PM	3	326	61	3	12	0	0	0	2	0	0	0	0
7/24/2002	9:00:00 PM	0	263	43	4	1	0	0	0	0	0	0	0	0
7/24/2002	10:00:00 PM	0	179	25	2	0	0	0	0	1	0	0	0	0
7/24/2002	11:00:00 PM	1	98	22	0	0	0	0	0	0	0	0	0	0
7/25/2002	12:00:00 AM	0	42	6	0	0	0	0	0	0	0	0	0	0
7/25/2002	1:00:00 AM	0	17	3	0	0	0	0	0	1	0	0	0	0
7/25/2002	2:00:00 AM	0	26	3	0	1	0	0	0	0	0	0	0	0
7/25/2002	3:00:00 AM	0	34	7	0	0	1	0	0	1	0	0	0	0
7/25/2002	4:00:00 AM	0	67	13	1	1	0	0	0	2	0	0	0	0
7/25/2002	5:00:00 AM	0	149	39	2	6	0	0	0	3	0	0	0	0
7/25/2002	6:00:00 AM	0	227	50	5	11	2	0	2	2	0	1	0	0



File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOVAWOC1.twf  
 Start Date: 8/5/2002  
 Start Time: 12:00:00 PM  
 Site Code: 431059  
 CITY OF FONTANA  
 VALLEY BOULEVARD  
 W/CITRUS AVENUE  
 24 HR DIRECTIONAL CLASSIFICATON COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
8/5/2002	12:00:00 PM	0	338	132	6	38	6	0	13	9	0	0	0	0
8/5/2002	1:00:00 PM	2	347	127	9	41	1	0	14	4	0	0	1	0
8/5/2002	2:00:00 PM	1	468	169	10	45	4	0	10	10	0	3	1	0
8/5/2002	3:00:00 PM	1	537	175	11	39	4	0	5	5	0	5	0	1
8/5/2002	4:00:00 PM	1	579	191	2	43	4	0	9	11	0	2	0	0
8/5/2002	5:00:00 PM	0	639	162	1	31	4	0	3	6	0	0	0	0
8/5/2002	6:00:00 PM	0	408	95	9	17	3	0	4	6	0	1	0	0
8/5/2002	7:00:00 PM	0	285	90	6	31	1	0	4	6	0	1	1	0
8/5/2002	8:00:00 PM	1	177	60	3	27	1	0	1	4	0	0	0	0
8/5/2002	9:00:00 PM	0	165	35	1	12	0	0	1	4	0	0	0	0
8/5/2002	10:00:00 PM	0	92	35	1	8	0	0	0	4	0	0	0	0
8/5/2002	11:00:00 PM	0	82	26	0	9	0	0	2	1	0	0	0	0
8/6/2002	12:00:00 AM	0	34	18	0	2	0	0	1	0	0	0	0	0
8/6/2002	1:00:00 AM	0	35	5	1	6	1	0	0	1	0	0	0	0
8/6/2002	2:00:00 AM	0	25	9	2	3	0	0	0	1	0	0	0	0
8/6/2002	3:00:00 AM	0	25	13	0	1	1	0	1	1	0	0	0	0
8/6/2002	4:00:00 AM	0	54	20	3	4	0	0	3	1	0	0	0	0
8/6/2002	5:00:00 AM	0	128	37	2	13	1	0	2	4	0	1	0	0
8/6/2002	6:00:00 AM	0	195	62	5	19	0	0	3	5	0	0	0	0
8/6/2002	7:00:00 AM	2	256	86	8	32	4	0	7	5	0	1	0	0
8/6/2002	8:00:00 AM	1	246	88	8	34	1	0	6	6	0	0	0	0
8/6/2002	9:00:00 AM	3	212	102	8	46	2	0	6	14	0	0	0	0
8/6/2002	10:00:00 AM	1	229	97	13	46	5	0	9	5	0	0	0	0
8/6/2002	11:00:00 AM	0	293	132	10	39	2	0	11	7	0	3	0	0

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOVAWOC1.twf  
 Start Date: 8/5/2002  
 Start Time: 12:00:00 PM  
 Site Code: 431059  
 CITY OF FONTANA  
 VALLEY BOULEVARD  
 W/CITRUS AVENUE  
 24 HR DIRECTIONAL CLASSIFICATON COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
8/5/2002	12:00:00 PM	0	421	126	8	37	7	0	11	10	1	1	0	0
8/5/2002	1:00:00 PM	0	400	102	7	18	5	0	7	23	1	1	0	0
8/5/2002	2:00:00 PM	0	407	107	6	32	7	0	4	21	1	1	0	0
8/5/2002	3:00:00 PM	1	443	96	6	27	7	0	6	16	0	0	0	0
8/5/2002	4:00:00 PM	2	421	95	3	17	6	0	2	11	0	0	0	1
8/5/2002	5:00:00 PM	2	417	83	4	16	1	0	1	10	1	0	0	1
8/5/2002	6:00:00 PM	0	370	61	1	13	2	0	0	6	0	0	1	0
8/5/2002	7:00:00 PM	2	322	53	2	7	2	0	1	9	0	0	0	0
8/5/2002	8:00:00 PM	1	308	51	1	2	2	0	0	5	0	1	0	0
8/5/2002	9:00:00 PM	0	234	48	2	9	0	0	0	8	0	0	0	0
8/5/2002	10:00:00 PM	0	140	26	2	3	0	0	0	5	0	0	0	0
8/5/2002	11:00:00 PM	0	88	11	0	3	0	0	1	1	0	0	0	0
8/6/2002	12:00:00 AM	0	52	5	0	2	0	0	0	4	0	1	0	0
8/6/2002	1:00:00 AM	1	43	7	0	0	1	0	0	1	0	0	0	0
8/6/2002	2:00:00 AM	0	32	7	0	2	0	0	0	2	0	0	0	0
8/6/2002	3:00:00 AM	0	34	4	0	4	0	0	0	2	0	0	0	0
8/6/2002	4:00:00 AM	0	100	28	0	3	0	0	0	2	0	0	0	0
8/6/2002	5:00:00 AM	4	250	35	1	7	1	0	3	6	0	1	1	0
8/6/2002	6:00:00 AM	3	303	85	4	17	5	0	0	8	0	0	1	0
8/6/2002	7:00:00 AM	3	372	77	1	13	1	0	1	8	0	0	0	0
8/6/2002	8:00:00 AM	1	275	63	9	31	4	0	3	12	1	1	0	0
8/6/2002	9:00:00 AM	1	282	91	6	32	5	0	5	12	0	0	0	0
8/6/2002	10:00:00 AM	1	281	94	7	39	3	0	4	18	1	0	0	0
8/6/2002	11:00:00 AM	2	351	92	8	42	7	0	5	15	0	0	0	0

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOETSOSL.TWF  
 Start Date: 7/30/2002  
 Start Time: 5:00:00 PM  
 Site Code: 43106361  
 CITY OF FONTANA  
 ETIWANDA AVENUE  
 SOUTH OF SLOVER AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/30/2002	5:00:00 PM	9	484	79	4	26	13	0	19	60	1	4	0	2
7/30/2002	6:00:00 PM	6	284	67	4	11	15	0	10	54	1	4	1	2
7/30/2002	7:00:00 PM	5	304	49	1	7	11	0	11	39	2	3	0	1
7/30/2002	8:00:00 PM	3	258	32	2	2	11	0	4	33	3	2	1	1
7/30/2002	9:00:00 PM	4	233	27	2	4	6	0	5	49	0	1	0	0
7/30/2002	10:00:00 PM	1	225	23	0	1	6	0	1	39	2	1	1	0
7/30/2002	11:00:00 PM	2	131	18	0	3	8	0	3	36	0	3	0	0
7/31/2002	12:00:00 AM	2	89	9	1	2	6	0	1	31	0	9	0	1
7/31/2002	1:00:00 AM	2	82	12	0	0	5	0	0	25	1	2	0	0
7/31/2002	2:00:00 AM	1	95	10	0	7	6	0	1	23	0	3	0	1
7/31/2002	3:00:00 AM	0	166	25	0	3	10	0	9	31	0	3	1	0
7/31/2002	4:00:00 AM	2	390	58	0	5	11	0	14	30	0	2	1	2
7/31/2002	5:00:00 AM	5	747	110	2	20	9	0	19	45	5	10	1	0
7/31/2002	6:00:00 AM	4	588	115	6	7	12	0	17	52	2	8	2	2
7/31/2002	7:00:00 AM	4	515	119	9	13	16	0	25	68	5	10	3	1
7/31/2002	8:00:00 AM	0	330	83	9	31	12	0	23	83	4	9	0	1
7/31/2002	9:00:00 AM	0	295	69	8	30	9	0	14	100	1	9	1	1
7/31/2002	10:00:00 AM	1	267	94	7	45	12	0	22	77	2	4	3	1
7/31/2002	11:00:00 AM	2	284	92	12	29	27	0	16	82	2	8	2	2
7/31/2002	12:00:00 PM	1	336	89	6	34	29	0	16	95	2	4	1	1
7/31/2002	1:00:00 PM	0	451	122	15	33	28	0	21	81	1	5	1	1
7/31/2002	2:00:00 PM	3	593	103	12	34	26	0	24	87	1	7	1	2
7/31/2002	3:00:00 PM	1	484	111	3	36	21	0	15	70	0	3	0	0
7/31/2002	4:00:00 PM	0	446	81	5	27	14	0	17	56	4	0	1	0

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOMUSOSLNC.twf  
 Start Date: 7/30/2002  
 Start Time: 4:00:00 PM  
 Site Code: 431084  
 CITY OF FONTANA  
 MULBERRY AVENUE  
 S/SLOVER AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
7/30/2002	4:00:00 PM	1	141	33	4	11	8	1	7	22	0	3	0	0
7/30/2002	5:00:00 PM	0	120	26	3	6	3	0	7	21	0	3	0	2
7/30/2002	6:00:00 PM	0	93	23	3	4	1	0	5	8	0	4	0	0
7/30/2002	7:00:00 PM	1	74	13	1	3	4	0	3	7	0	1	0	0
7/30/2002	8:00:00 PM	0	41	9	0	2	1	0	2	8	0	1	0	0
7/30/2002	9:00:00 PM	0	44	6	0	1	1	0	1	4	0	3	0	0
7/30/2002	10:00:00 PM	0	22	6	0	0	1	0	0	6	0	8	0	0
7/30/2002	11:00:00 PM	1	38	4	0	0	0	0	0	6	0	9	0	0
7/31/2002	12:00:00 AM	0	31	8	0	0	1	0	0	6	0	11	0	0
7/31/2002	1:00:00 AM	0	14	3	0	1	3	0	0	0	0	3	0	0
7/31/2002	2:00:00 AM	0	18	3	0	1	4	0	0	2	0	3	0	0
7/31/2002	3:00:00 AM	1	41	8	0	0	3	0	2	2	0	6	0	0
7/31/2002	4:00:00 AM	0	59	10	0	2	2	0	0	1	0	6	0	0
7/31/2002	5:00:00 AM	1	99	22	1	5	3	0	4	4	0	3	0	0
7/31/2002	6:00:00 AM	1	154	40	0	9	8	0	3	6	1	15	1	2
7/31/2002	7:00:00 AM	2	232	55	3	16	3	0	6	9	0	6	0	3
7/31/2002	8:00:00 AM	1	82	33	2	11	7	0	2	18	0	2	0	1
7/31/2002	9:00:00 AM	0	77	21	3	9	8	0	8	17	0	7	0	2
7/31/2002	10:00:00 AM	0	86	30	3	11	2	1	6	26	0	2	0	0
7/31/2002	11:00:00 AM	1	99	45	2	15	5	0	8	16	0	4	0	2
7/31/2002	12:00:00 PM	0	118	54	3	17	2	0	5	18	0	2	1	0
7/31/2002	1:00:00 PM	1	112	34	1	10	7	0	5	29	1	3	1	0
7/31/2002	2:00:00 PM	2	111	31	9	10	6	0	12	20	0	5	2	2
7/31/2002	3:00:00 PM	1	136	48	7	12	3	0	8	16	2	1	1	2

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOMUSOSLSC.twf  
 Start Date: 7/30/2002  
 Start Time: 4:00:00 PM  
 Site Code: 431055  
 CITY OF FONTANA  
 MULBERRY AVENUE  
 S/SLOVER AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/30/2002	4:00:00 PM	1	137	41	4	24	3	0	6	10	0	0	1	0
7/30/2002	5:00:00 PM	1	119	61	0	20	4	0	2	8	0	4	0	0
7/30/2002	6:00:00 PM	1	92	27	0	10	1	0	10	6	0	3	0	0
7/30/2002	7:00:00 PM	1	61	17	2	9	1	0	7	4	0	3	0	0
7/30/2002	8:00:00 PM	0	52	11	0	1	3	0	1	2	0	1	0	0
7/30/2002	9:00:00 PM	0	33	15	0	2	1	0	1	2	0	2	0	0
7/30/2002	10:00:00 PM	0	33	17	0	4	0	0	0	3	0	2	0	0
7/30/2002	11:00:00 PM	0	31	9	0	1	1	0	0	5	0	3	0	0
7/31/2002	12:00:00 AM	0	23	8	0	3	2	0	2	2	0	1	0	0
7/31/2002	1:00:00 AM	0	12	0	0	1	0	0	1	2	0	2	0	0
7/31/2002	2:00:00 AM	0	14	2	0	2	0	0	0	3	0	2	0	0
7/31/2002	3:00:00 AM	0	31	12	0	4	1	0	0	4	0	3	0	0
7/31/2002	4:00:00 AM	1	52	14	0	4	3	0	1	4	0	2	0	0
7/31/2002	5:00:00 AM	2	129	35	2	5	3	0	4	6	0	3	0	0
7/31/2002	6:00:00 AM	0	102	41	6	12	1	0	8	13	0	4	0	0
7/31/2002	7:00:00 AM	2	126	38	3	14	1	0	12	12	0	2	0	0
7/31/2002	8:00:00 AM	1	89	27	2	21	2	0	10	15	0	0	0	0
7/31/2002	9:00:00 AM	1	94	34	7	16	6	0	9	15	0	1	0	0
7/31/2002	10:00:00 AM	0	66	26	3	17	3	0	9	14	1	4	0	0
7/31/2002	11:00:00 AM	0	81	26	3	22	5	0	8	9	0	0	0	0
7/31/2002	12:00:00 PM	0	84	35	2	25	5	0	14	17	0	0	0	0
7/31/2002	1:00:00 PM	0	96	31	3	15	7	0	4	18	0	4	1	0
7/31/2002	2:00:00 PM	1	82	44	3	24	4	0	4	9	0	6	0	0
7/31/2002	3:00:00 PM	0	131	48	3	24	4	0	7	9	1	5	0	0

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOVAWOCH.twf  
 Start Date: 7/30/2002  
 Start Time: 12:00:00 AM  
 Site Code: 43106355  
 CITY OF FONTANA  
 VALLEY BOULEVARD  
 WEST OF CHERRY AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/30/2002	12:00:00 AM	0	60	17	1	3	3	0	4	11	1	0	0	1
7/30/2002	1:00:00 AM	0	32	9	0	1	3	0	3	15	0	2	0	0
7/30/2002	2:00:00 AM	0	25	6	4	1	5	0	1	18	0	1	0	0
7/30/2002	3:00:00 AM	2	31	7	0	4	6	1	0	18	0	0	0	1
7/30/2002	4:00:00 AM	0	53	19	4	3	9	0	1	14	0	1	1	0
7/30/2002	5:00:00 AM	2	152	55	3	6	16	0	1	12	0	1	1	0
7/30/2002	6:00:00 AM	2	352	107	7	28	27	0	4	23	0	4	0	0
7/30/2002	7:00:00 AM	4	363	120	10	31	21	0	5	24	0	3	0	0
7/30/2002	8:00:00 AM	4	391	112	15	51	11	0	5	32	0	3	1	0
7/30/2002	9:00:00 AM	0	209	80	14	26	5	0	4	31	0	0	0	0
7/30/2002	10:00:00 AM	2	193	86	18	42	6	0	7	31	0	0	2	1
7/30/2002	11:00:00 AM	3	213	100	18	24	10	0	5	41	0	3	0	0
7/30/2002	12:00:00 PM	1	239	93	16	36	10	1	4	45	0	1	0	1
7/30/2002	1:00:00 PM	2	248	110	17	26	11	0	10	30	0	0	1	2
7/30/2002	2:00:00 PM	4	300	116	19	32	7	0	8	51	2	0	0	0
7/30/2002	3:00:00 PM	4	329	103	18	42	9	0	8	52	0	0	2	1
7/30/2002	4:00:00 PM	2	295	109	13	35	10	1	1	34	0	0	2	0
7/30/2002	5:00:00 PM	4	246	93	12	31	7	0	3	37	1	0	1	0
7/30/2002	6:00:00 PM	19	222	81	8	25	6	1	7	36	0	0	0	0
7/30/2002	7:00:00 PM	11	131	50	12	7	2	0	4	25	0	2	0	1
7/30/2002	8:00:00 PM	7	116	34	4	12	2	0	2	24	0	0	0	0
7/30/2002	9:00:00 PM	6	129	49	4	6	3	1	3	16	0	0	0	0
7/30/2002	10:00:00 PM	4	84	26	2	3	7	0	3	14	0	0	0	0
7/30/2002	11:00:00 PM	8	56	25	1	4	4	0	3	16	0	2	0	0

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOCHSOSL.twf  
 Start Date: 8/6/2002  
 Start Time: 1:00:00 PM  
 Site Code: 36099012  
 CITY OF FONTANA  
 CHERRY AVENUE  
 S/SLOVER AVE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
8/6/2002	1:00:00 PM	5	608	107	7	29	13	6	9	21	0	3	0	0
8/6/2002	2:00:00 PM	10	528	104	2	30	15	0	12	33	0	1	2	1
8/6/2002	3:00:00 PM	4	547	98	4	30	19	2	15	24	0	0	0	0
8/6/2002	4:00:00 PM	6	538	98	8	21	13	3	12	28	1	1	2	0
8/6/2002	5:00:00 PM	4	615	90	4	13	10	3	9	20	1	1	3	1
8/6/2002	6:00:00 PM	6	656	89	4	10	5	0	13	21	0	3	0	0
8/6/2002	7:00:00 PM	9	629	84	4	12	10	0	9	9	0	0	0	0
8/6/2002	8:00:00 PM	0	646	72	2	7	8	1	2	10	0	0	0	0
8/6/2002	9:00:00 PM	3	497	54	2	12	4	2	8	10	1	5	1	2
8/6/2002	10:00:00 PM	4	396	45	3	2	5	0	5	10	1	6	1	0
8/6/2002	11:00:00 PM	2	273	29	0	2	4	0	5	10	0	4	2	1
8/7/2002	12:00:00 AM	1	175	20	0	2	3	0	0	10	0	7	3	7
8/7/2002	1:00:00 AM	2	118	13	0	1	5	0	2	8	0	3	0	2
8/7/2002	2:00:00 AM	1	73	7	0	2	9	0	0	4	0	2	1	0
8/7/2002	3:00:00 AM	2	98	18	1	4	3	0	4	6	0	0	0	1
8/7/2002	4:00:00 AM	1	229	43	0	6	3	0	2	14	0	5	0	0
8/7/2002	5:00:00 AM	1	391	74	1	14	8	0	6	18	1	4	0	0
8/7/2002	6:00:00 AM	3	472	106	5	33	17	1	5	8	0	6	1	0
8/7/2002	7:00:00 AM	4	585	108	8	34	13	2	6	15	1	3	2	0
8/7/2002	8:00:00 AM	5	466	99	4	36	16	1	8	26	1	2	0	2
8/7/2002	9:00:00 AM	7	462	98	7	40	16	2	7	23	1	3	0	4
8/7/2002	10:00:00 AM	7	438	102	5	31	16	0	12	23	2	1	0	4
8/7/2002	11:00:00 AM	6	465	116	7	27	18	2	22	30	1	1	2	0
8/7/2002	12:00:00 PM	3	539	116	2	36	4	1	10	38	2	0	0	1

File Name: C:\Program Files\JAMAR\TraxPro\Data Files\FOSLWOCI.TWF  
 Start Date: 7/24/2002  
 Start Time: 7:00:00 AM  
 Site Code: 43108079  
 CITY OF FONTANA  
 SLOVER AVENUE  
 WEST OF CITRUS AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/24/2002	7:00:00 AM	3	481	88	6	25	3	0	10	42	1	7	0	1
7/24/2002	8:00:00 AM	2	412	104	10	26	10	0	11	43	2	4	2	2
7/24/2002	9:00:00 AM	1	356	109	1	24	6	0	14	42	1	6	1	2
7/24/2002	10:00:00 AM	0	390	102	6	30	16	0	15	46	3	9	0	1
7/24/2002	11:00:00 AM	1	544	154	5	30	17	0	12	49	1	6	1	1
7/24/2002	12:00:00 PM	2	525	129	9	35	12	0	16	47	4	6	2	13
7/24/2002	1:00:00 PM	2	526	130	7	16	15	0	17	48	2	8	2	9
7/24/2002	2:00:00 PM	3	640	123	7	19	11	0	14	20	4	4	0	5
7/24/2002	3:00:00 PM	2	637	114	13	25	9	0	21	30	5	1	1	5
7/24/2002	4:00:00 PM	2	564	98	10	17	10	0	11	25	5	3	3	15
7/24/2002	5:00:00 PM	1	601	94	4	14	10	0	11	24	2	3	0	0
7/24/2002	6:00:00 PM	1	353	44	2	8	5	0	9	21	0	3	0	0
7/24/2002	7:00:00 PM	3	284	57	2	6	8	0	9	18	0	2	0	0
7/24/2002	8:00:00 PM	1	230	38	3	9	6	0	9	9	0	0	0	1
7/24/2002	9:00:00 PM	2	185	26	1	8	4	0	8	6	1	2	0	2
7/24/2002	10:00:00 PM	1	147	28	0	3	1	0	6	2	0	1	0	0
7/24/2002	11:00:00 PM	1	93	11	0	2	0	0	2	5	0	2	0	0
7/25/2002	12:00:00 AM	1	53	6	1	0	3	0	6	7	0	7	0	0
7/25/2002	1:00:00 AM	0	31	7	1	0	2	0	6	2	0	9	0	0
7/25/2002	2:00:00 AM	0	32	8	0	0	2	0	2	5	0	4	0	0
7/25/2002	3:00:00 AM	1	87	17	2	1	1	0	4	4	0	3	0	0
7/25/2002	4:00:00 AM	3	173	37	2	2	4	0	6	6	0	7	1	0
7/25/2002	5:00:00 AM	3	394	71	3	8	6	0	5	20	1	8	1	1
7/25/2002	6:00:00 AM	3	451	71	8	22	5	0	14	22	3	8	1	0



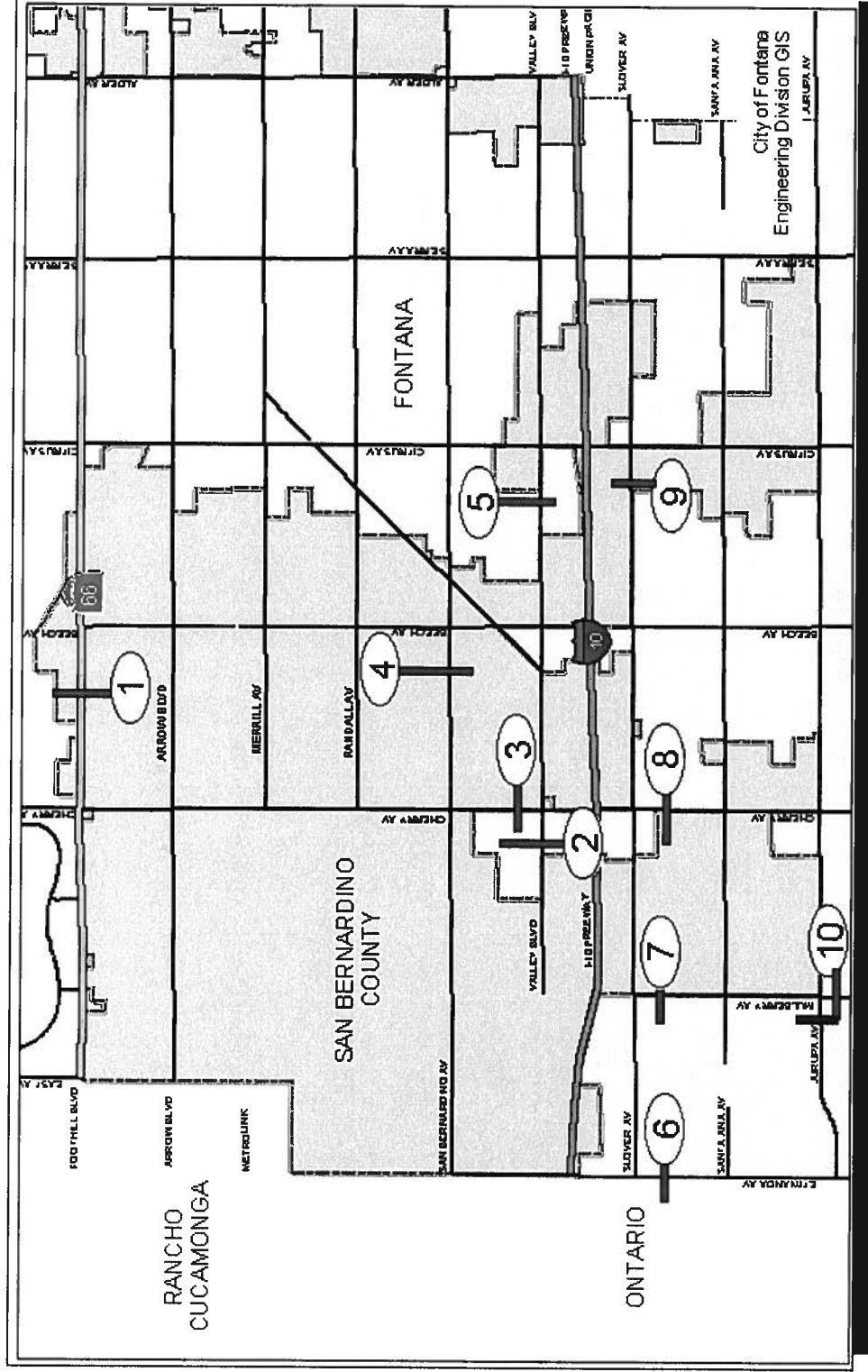
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 Start Time: 12:00:00 AM  
 Site Code: 43103235  
 CITY OF FONTANA  
 JURUPA AVENUE  
 WEST OF MULBERRY AVENUE  
 24 HR DIRECTIONAL CLASSIFICATION COUNT

Date	Time	Bikes	Cars & Trlrs	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axl Multi
7/24/2002	12:00:00 AM	0	117	32	1	3	2	0	1	8	0	4	0	0
7/24/2002	1:00:00 AM	2	86	19	1	8	1	0	3	2	0	2	0	0
7/24/2002	2:00:00 AM	0	62	13	2	4	1	0	0	4	0	1	0	0
7/24/2002	3:00:00 AM	2	83	30	2	5	2	0	3	7	0	4	0	0
7/24/2002	4:00:00 AM	1	183	57	4	11	6	0	3	14	0	4	0	0
7/24/2002	5:00:00 AM	2	435	89	7	19	9	0	6	19	0	6	1	0
7/24/2002	6:00:00 AM	5	575	139	5	38	6	0	16	15	0	16	0	0
7/24/2002	7:00:00 AM	4	603	176	10	45	7	0	18	18	1	4	0	0
7/24/2002	8:00:00 AM	5	462	122	11	39	4	0	25	37	0	5	1	0
7/24/2002	9:00:00 AM	5	386	102	16	48	11	0	22	28	0	1	1	0
7/24/2002	10:00:00 AM	2	359	116	11	70	11	0	31	34	0	2	1	1
7/24/2002	11:00:00 AM	1	429	111	19	67	10	0	22	31	0	3	0	0
7/24/2002	12:00:00 PM	7	508	154	21	52	7	0	28	33	0	1	0	0
7/24/2002	1:00:00 PM	1	498	148	17	54	7	0	29	35	0	3	0	0
7/24/2002	2:00:00 PM	4	649	192	19	65	7	0	36	34	0	7	0	2
7/24/2002	3:00:00 PM	8	829	205	30	82	3	0	38	40	0	15	0	0
7/24/2002	4:00:00 PM	5	863	224	18	56	10	0	42	21	1	6	0	0
7/24/2002	5:00:00 PM	8	921	215	5	58	5	0	47	20	0	8	1	0
7/24/2002	6:00:00 PM	2	639	178	7	49	4	0	42	17	0	7	0	0
7/24/2002	7:00:00 PM	0	470	109	2	24	5	0	31	12	0	11	0	1
7/24/2002	8:00:00 PM	2	372	72	2	21	2	0	19	3	0	4	0	0
7/24/2002	9:00:00 PM	1	337	81	4	11	6	1	6	4	0	5	0	0
7/24/2002	10:00:00 PM	0	260	63	4	11	4	0	9	6	0	0	0	0
7/24/2002	11:00:00 PM	0	160	35	2	5	5	0	7	4	0	6	0	0



# Truck Trip Generation Study

## APPENDIX C – Peak Arterial Locations



1. Foothill Blvd. between Citrus and Cherry.
2. Valley Blvd. West of Cherry.
3. Cherry Ave North of Valley Blvd.
4. San Bernardino Ave. West of Beech Ave.
5. Valley Blvd. West of Citrus.
6. Etiwanda Ave. South of Slolver.
7. Mulberry Avenue South of Slolver Avenue.
8. Cherry Ave. South of Slolver.
9. Slolver Ave. West of Citrus and
10. Jurupa Avenue West of Mulberry Avenue.

