West Virginia Department of Transportation Research Project #125

TRIP GENERATION RATES, PEAKING CHARACTERISTICS, AND VEHICLE MIX CHARACTERISTICS OF SPECIAL WEST VIRGINIA GENERATORS

VOLUME 2: APPENDICES

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APPENDIX A

ITE Format Graphs
Residential Subdivisions

Subdivisions

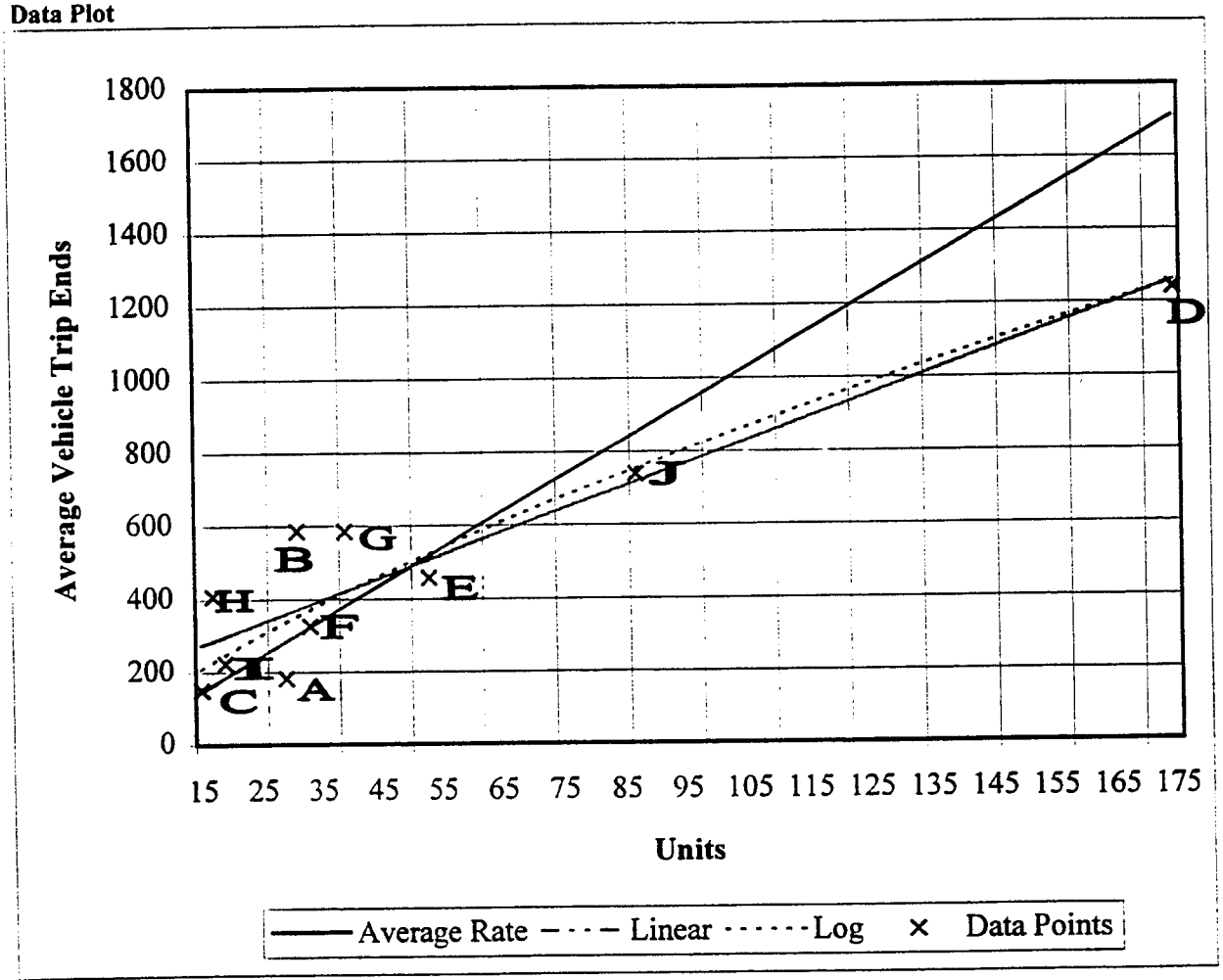
Average Vehicle Trip Ends V/S: Units
On a: Weekday

Number of Studies: 10
Average SEV Value: 50
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
9.78	6.28-22.63	5.36

Data Plot



Linear Equation Trip Ends=180.69+6.17(Units) r^2=0.85

Log Equation Trip Ends=28.50(Units)$^{0.73}$ r^2=0.70

Subdivisions

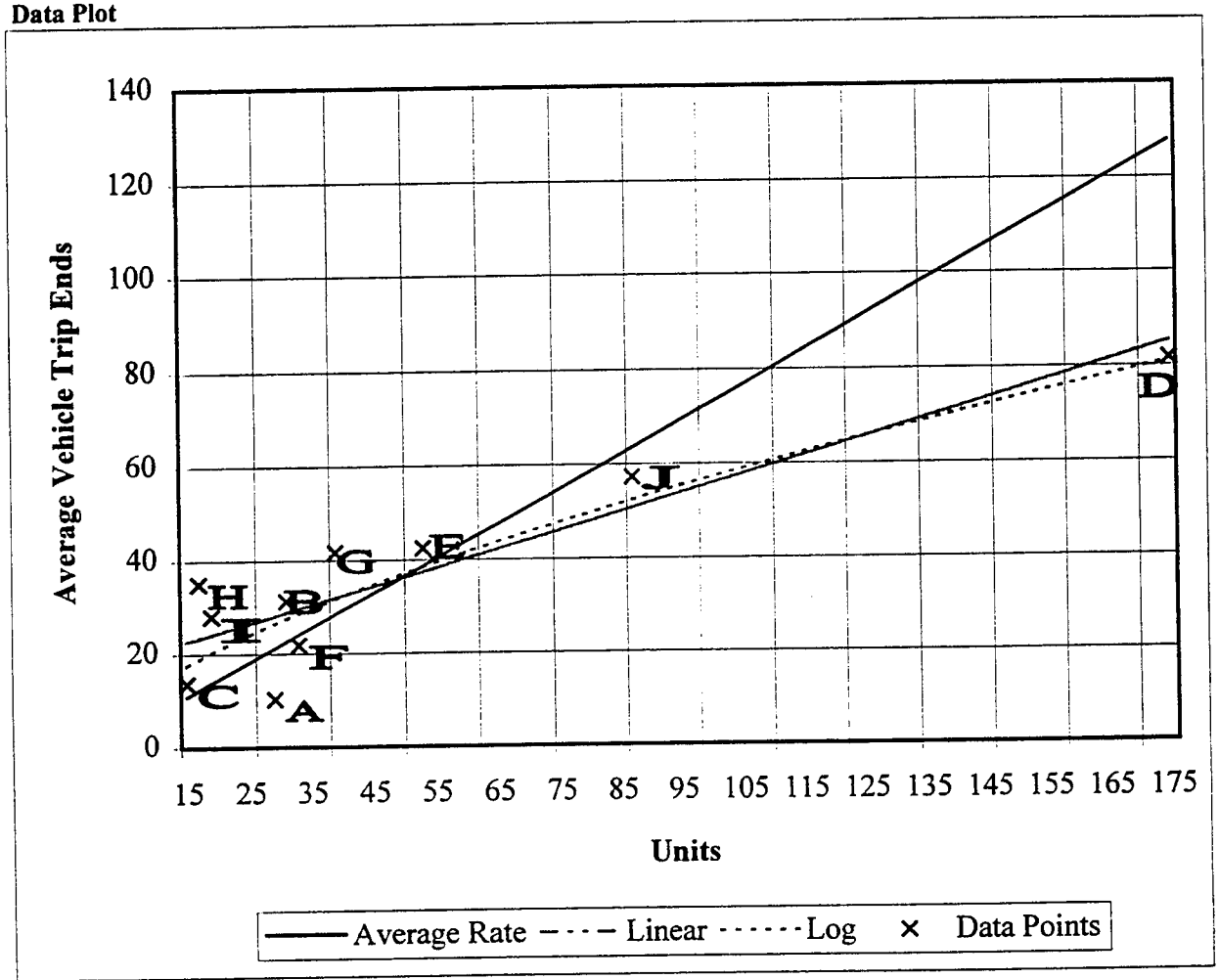
Average Vehicle Trip Ends V/S: Units
On a: Weekday AM Peak

Number of Studies: 10
Average SEV Value: 50
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.73	0.35-1.96	0.47

Data Plot



Linear Equation Trip Ends=16.71+0.39(Units) r^2=0.81

Log Equation Trip Ends=3.22(Units)$^{0.62}$ r^2=0.56

Subdivisions

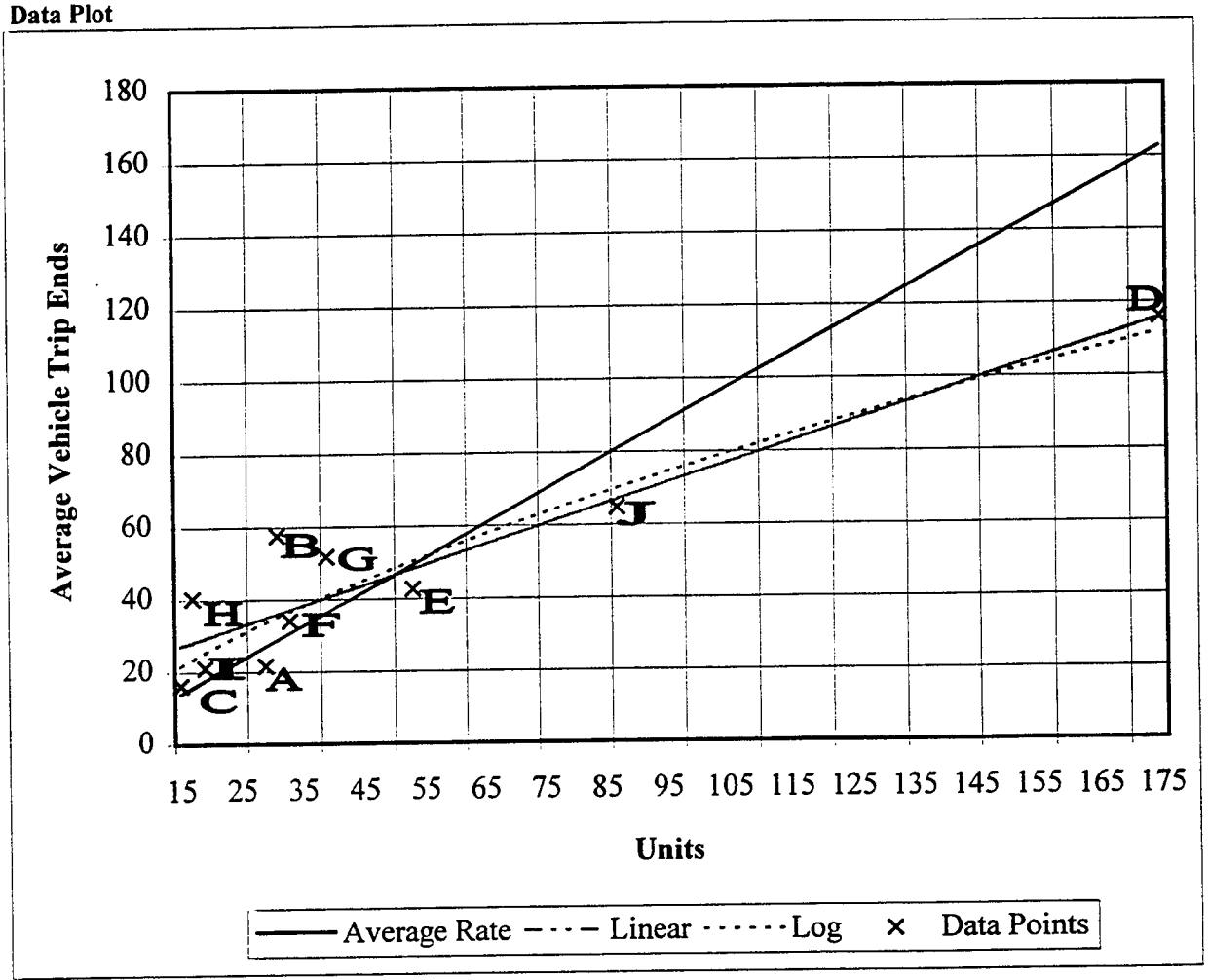
Average Vehicle Trip Ends V/S: Units
On a: Weekday PM Peak

Number of Studies: 10
Average SEV Value: 50
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.66-2.23	0.52

Data Plot



Linear Equation Trip Ends=18.80+0.55(Units) r^2=0.85

Log Equation Log Trip Rate=1.25+0.67 Log (Units) r^2=0.71

Subdivisions

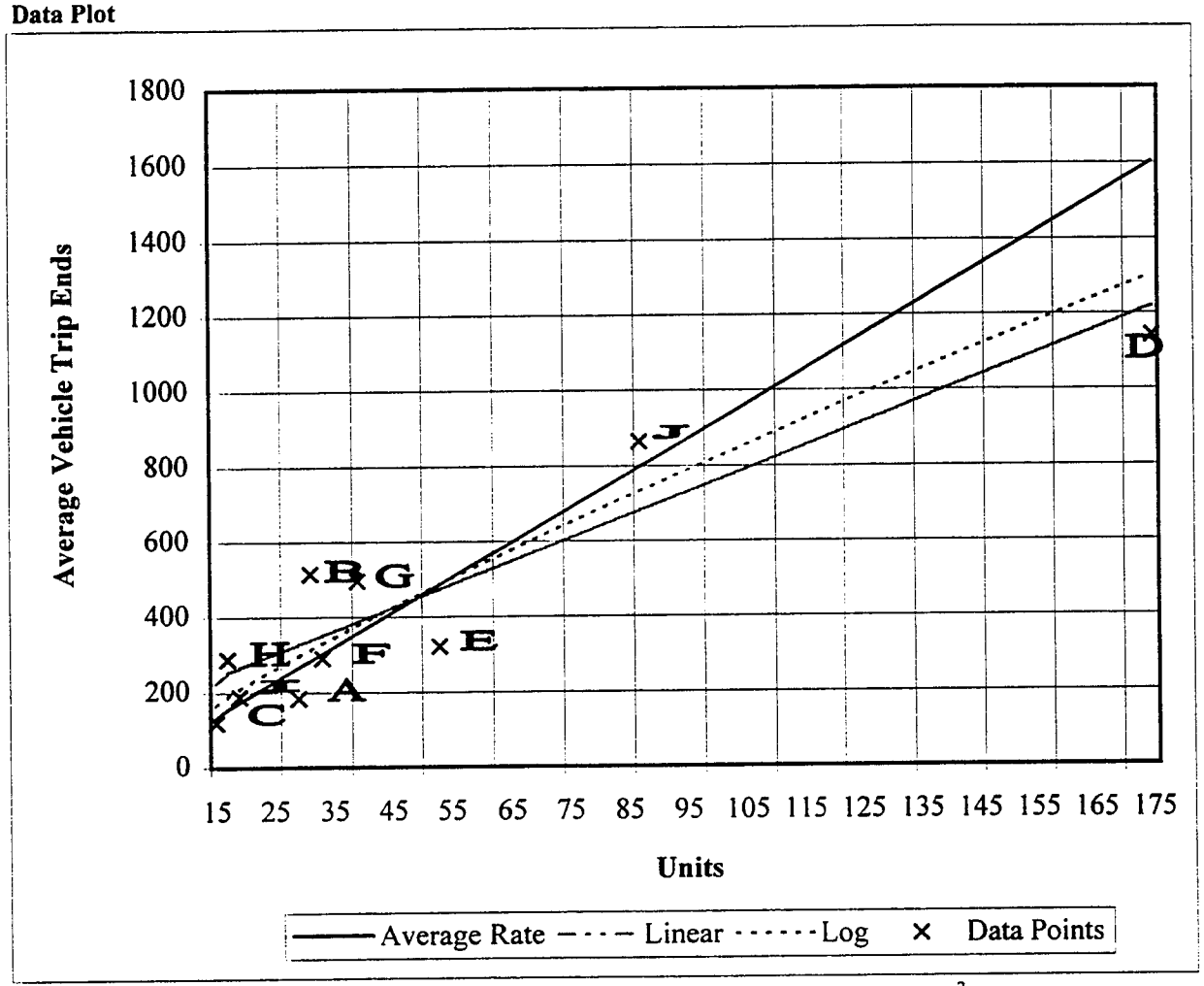
Average Vehicle Trip Ends V/S: Units
On a: Saturday

Number of Studies: 10
Average SEV Value: 50
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
8.80	6.04-16.58	3.85

Data Plot



Linear Equation Trip Ends=129.81+6.21(Units) r^2=0.85

Log Equation Trip Ends=17.64 $(Units)^{0.83}$ r^2=0.77

Subdivisions

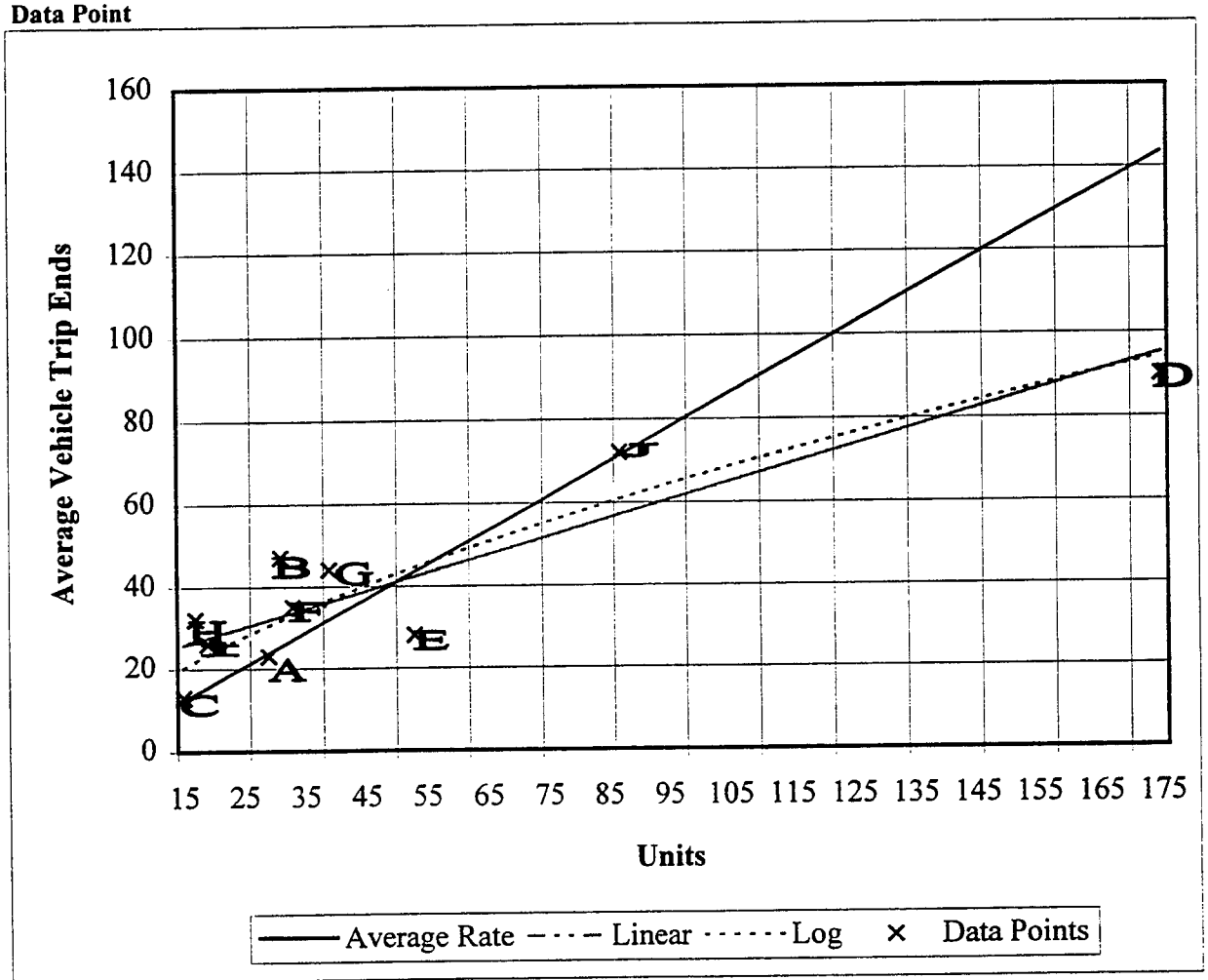
Average Vehicle Trip Ends V/S: Units
On a: Saturday Peak

Number of Studies: 10
Average SEV Value: 50
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.82	0.51-1.78	0.41

Data Point



Linear Equation Trip Ends=19.27+0.43(Units) r^2=0.80

Log Equation Trip Ends=3.67(Units)$^{0.63}$ r^2=0.71

Subdivisions

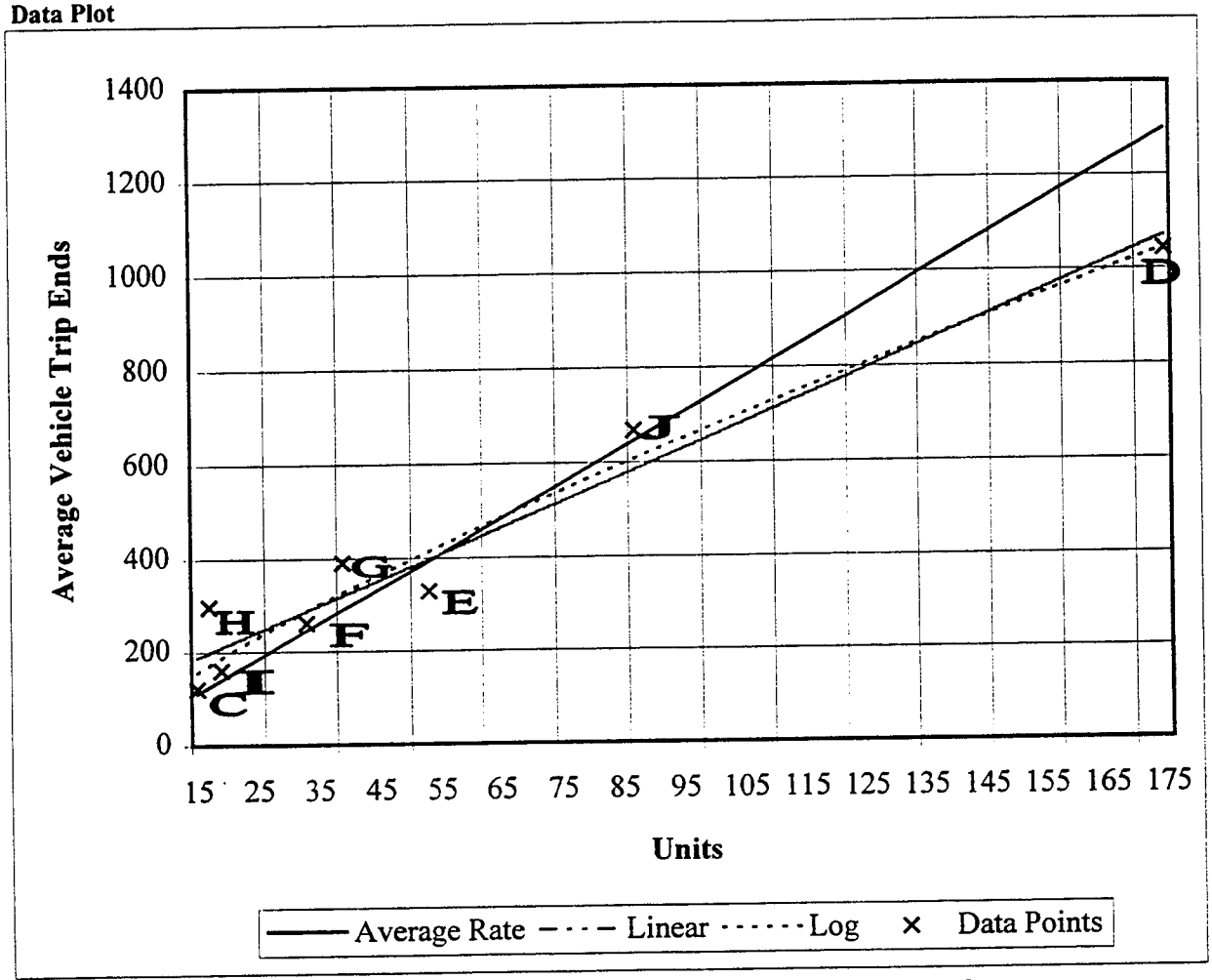
Average Vehicle Trip Ends V/S: Units
On a: Sunday

Number of Studies: 8
Average SEV Value: 55
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
7.42	5.95-16.44	3.34

Data Plot



Linear Equation Trip Ends=104.46+5.52(Units) r^2=0.95

Log Equation Trip Ends=19.11(Units)$^{0.77}$ r^2=0.87

Subdivisions

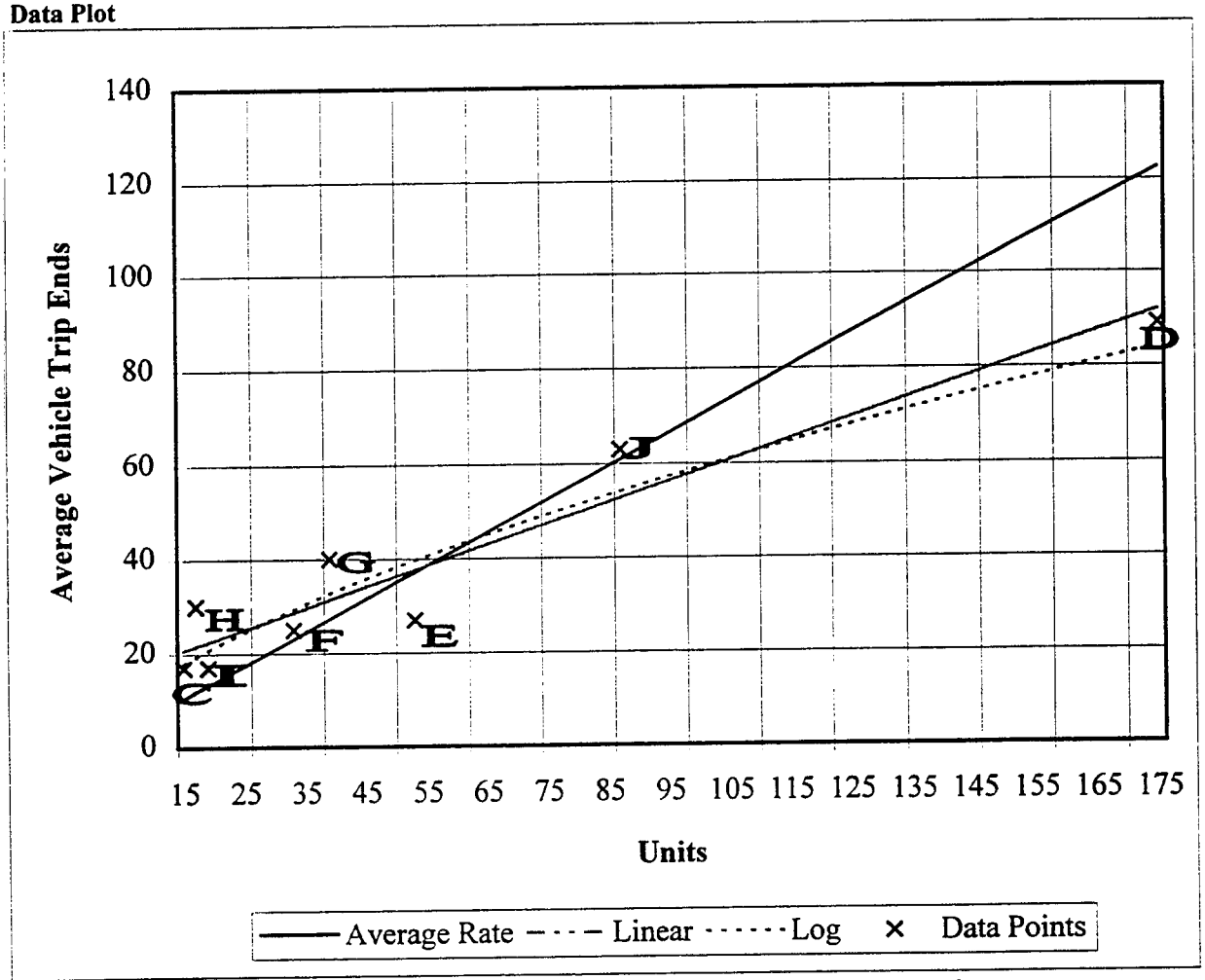
Average Vehicle Trip Ends V/S: Units
On a: Sunday Peak

Number of Studies: 8
Average SEV Value: 55
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.51-1.67	0.38

Data Plot



Linear Equation Trip Ends=14.01+0.44(Units) r^2=0.90

Log Equation Trip Ends=3.22(Units)$^{0.63}$ r^2=0.81

APPENDIX B

ITE Format Graphs
Mobile Home Parks

Mobile Homes

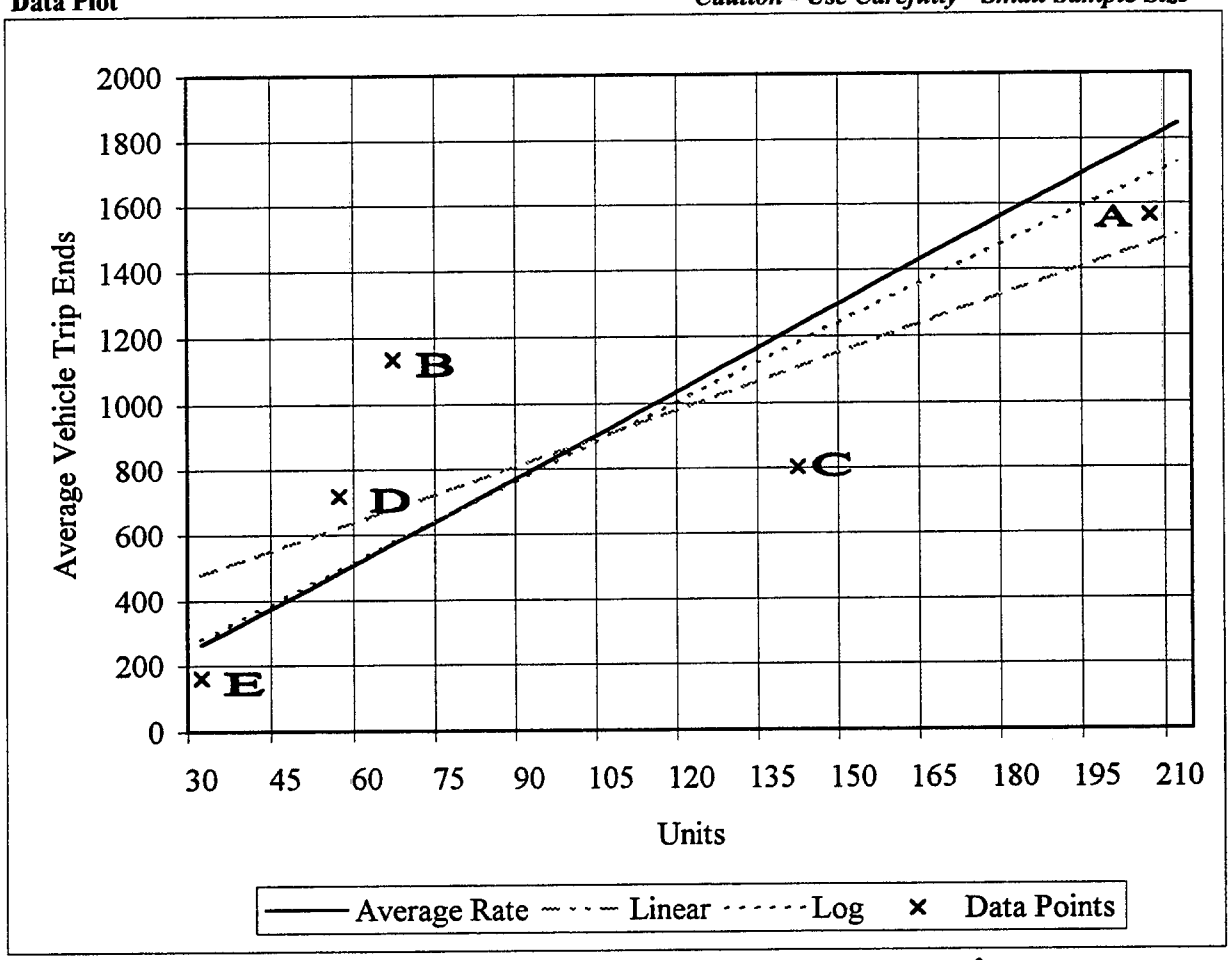
Average Vehicle Trip Ends V/S: Units
On a: Weekday

Number of Studies: 5
Average SEV Value: 99.8
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
8.79	5.39-16.95	5.03

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=307.21+5.71(Units) r^2=0.62

Log Equation Trip Ends=11.59 $(Units)^{0.94}$ r^2=0.67

Mobile Homes

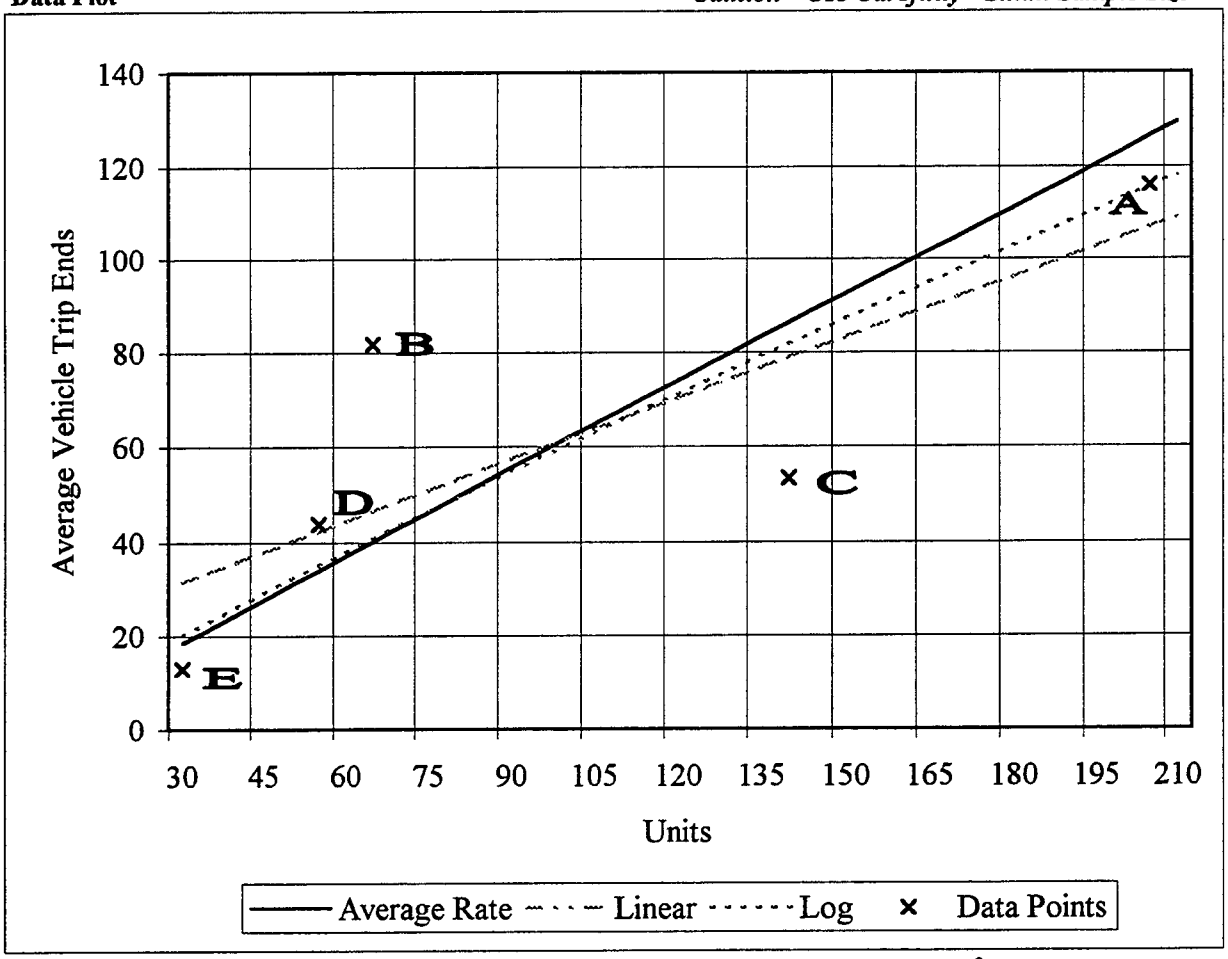
Average Vehicle Trip Ends V/S: Units
On a: Weekday AM Peak

Number of Studies: 5
Average SEV Value: 99.8
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.62	0.38-1.22	0.34

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=18.50+0.43(Units) r^2=0.63

Log Equation Trip Ends=0.92 $(Units)^{0.91}$ r^2=0.69

Mobile Homes

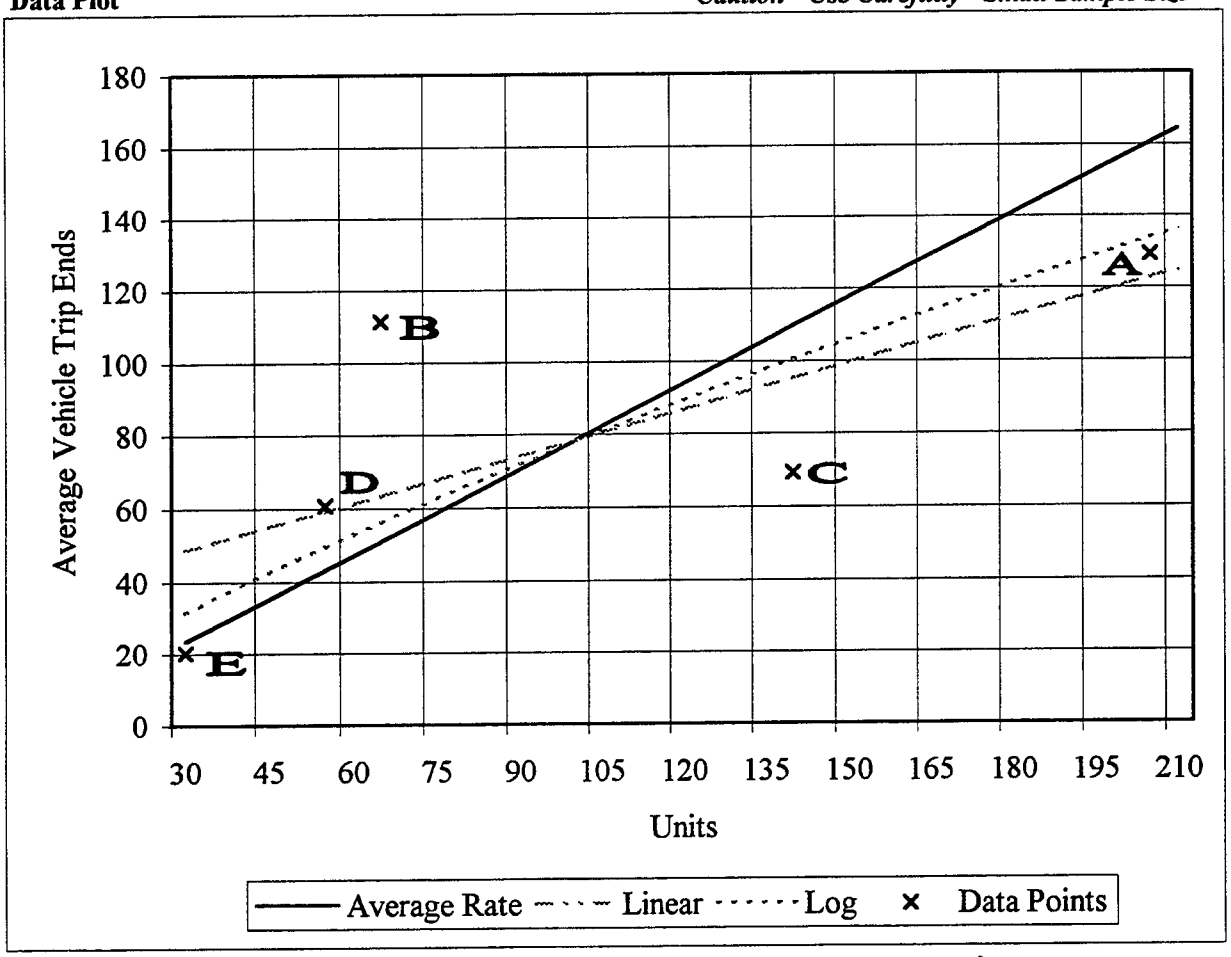
Average Vehicle Trip Ends V/S: Units
On a: Weekday PM Peak

Number of Studies: 5
Average SEV Value: 99.8
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.78	0.49-1.66	0.47

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=35.91+0.42(Units) r^2=0.50

Log Equation Trip Ends=$2.41(\text{Units})^{0.76}$ r^2=0.62

Mobile Homes

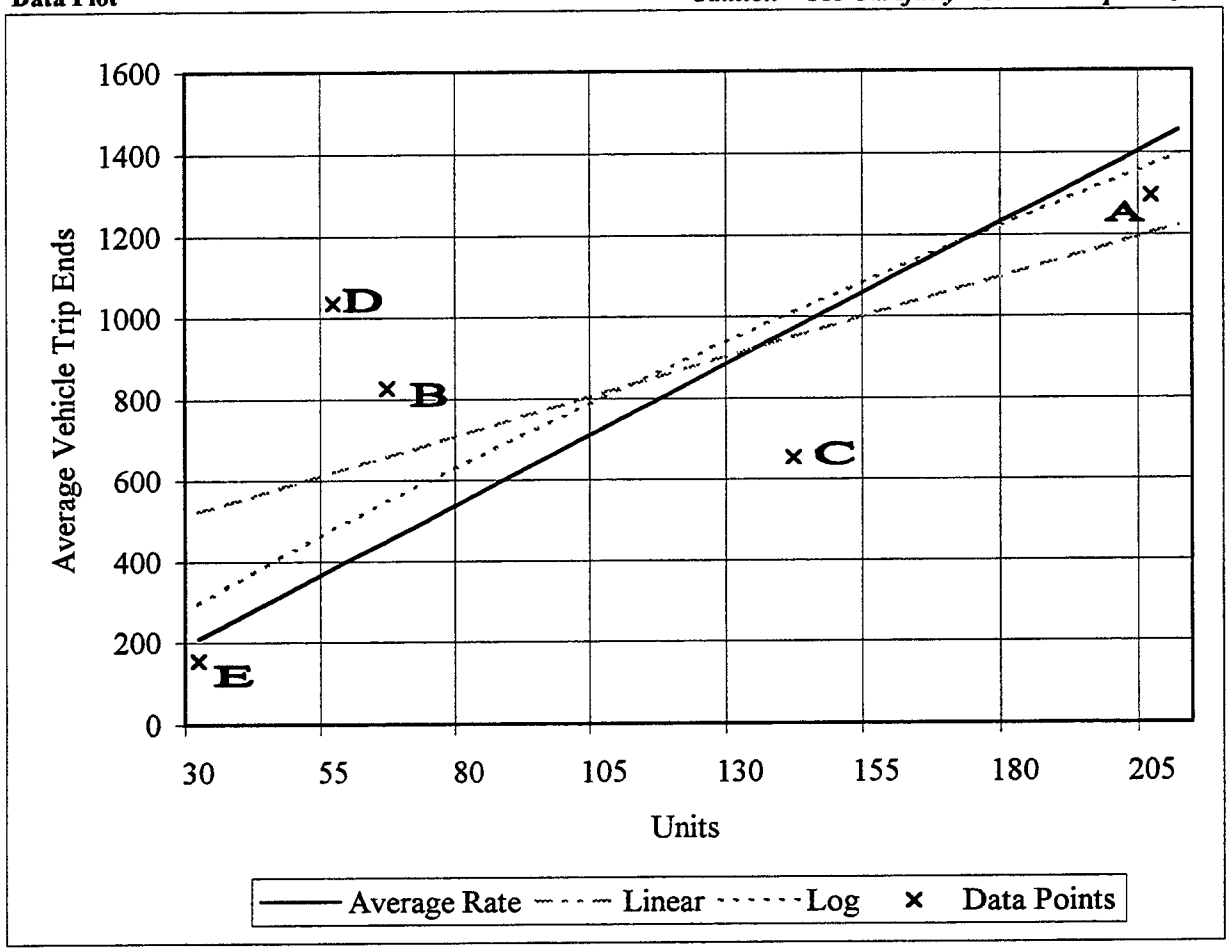
Average Vehicle Trip Ends V/S: Units
On a: Saturday

Number of Studies: 5
Average SEV Value: 99.8
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
7.95	4.67-18.48	5.95

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=405.18+3.89(Units) r^2=0.42

Log Equation Trip Ends=19.49(Units)$^{0.80}$ r^2=0.53

(Equations with r^2 <0.5 are not recommended for use)

Mobile Homes

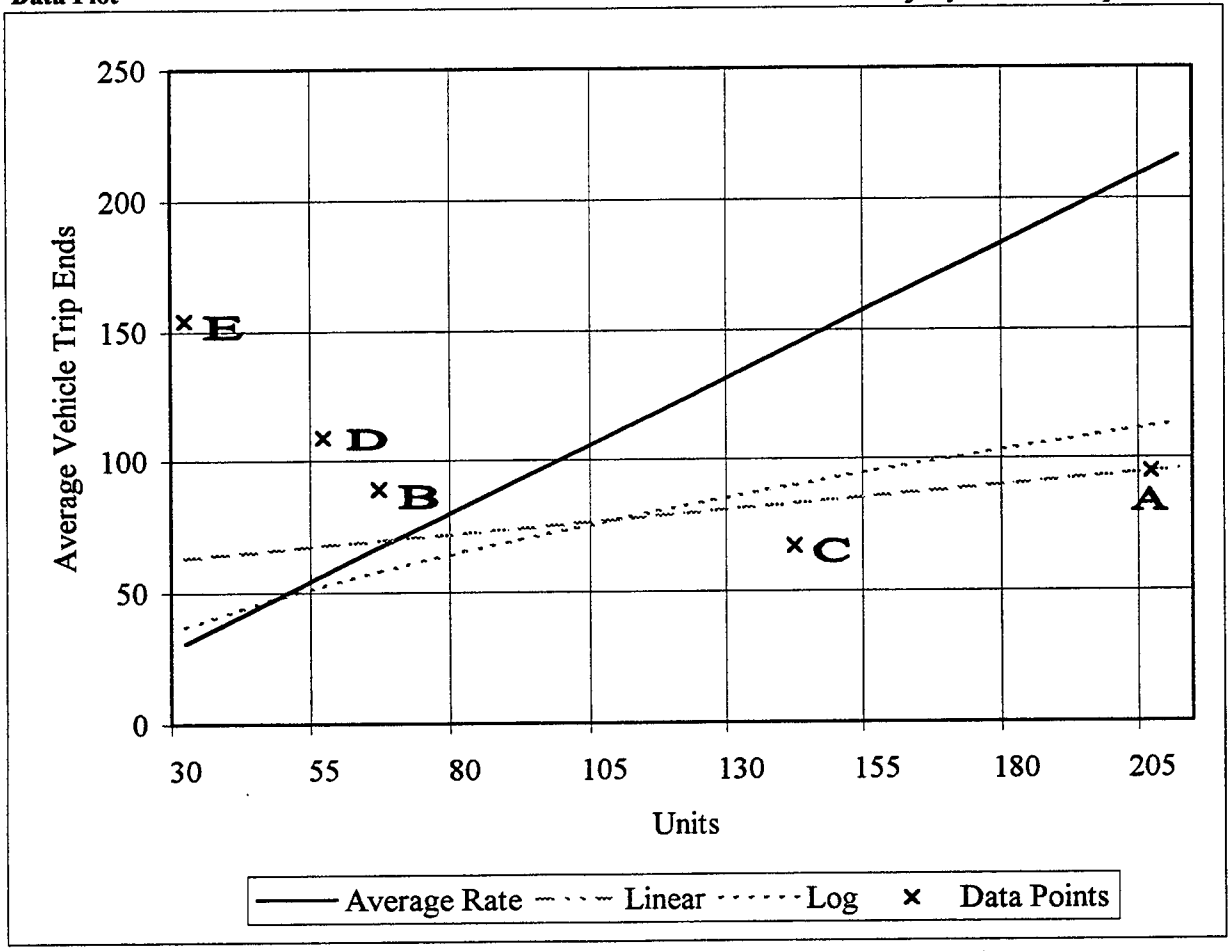
Average Vehicle Trip Ends V/S: Units
On a: Saturday Peak

Number of Studies: 5
Average SEV Value: 99.8
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
1.03	0.46-5.13	1.93

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=57.71+0.18(Units) r^2=0.14

Log Equation Trip Ends=5.21 $(Units)^{0.58}$ r^2=0.38

(Equations with r^2 <0.5 are not recommended for use)

Mobile Homes

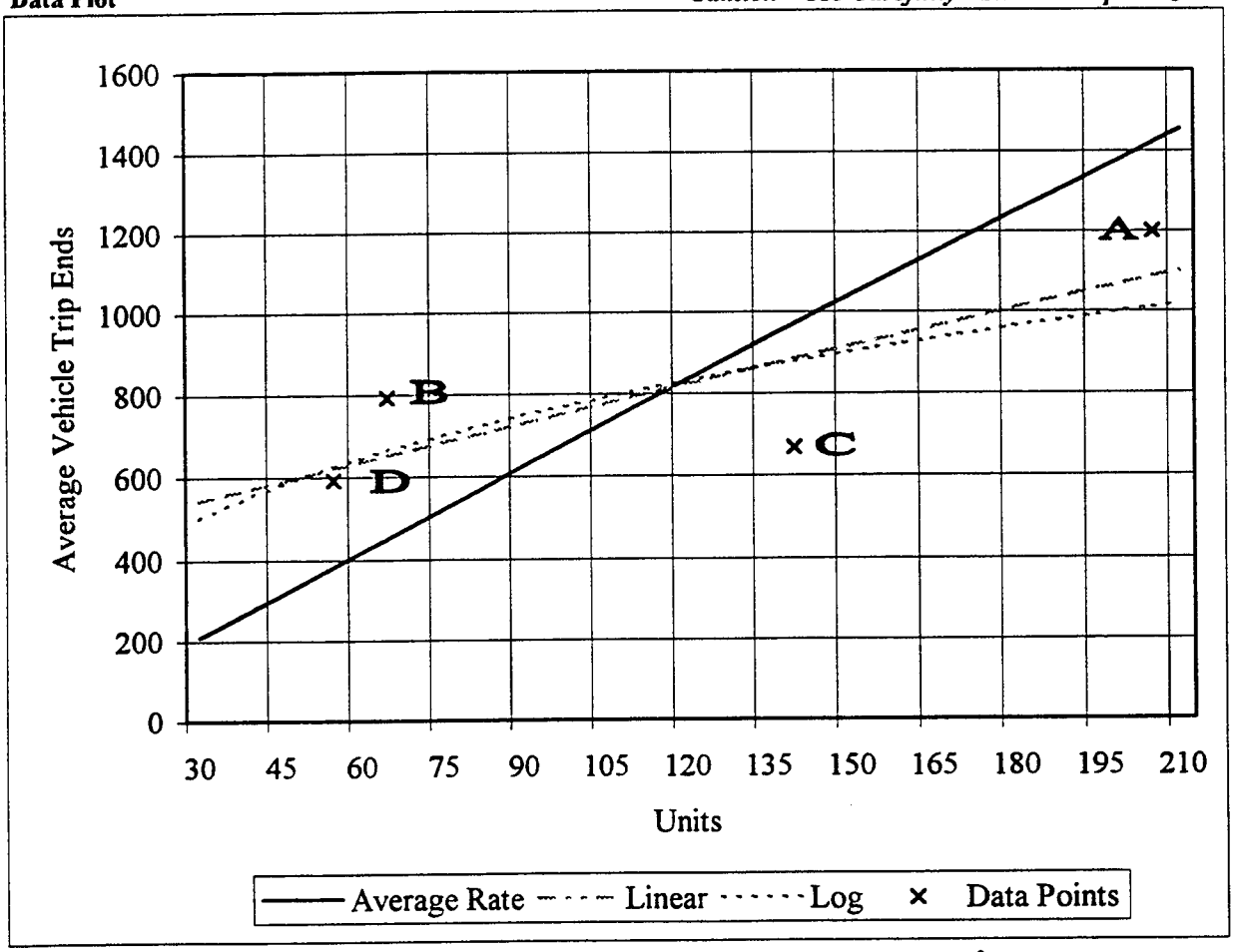
Average Vehicle Trip Ends V/S: Units
On a: Sunday

Number of Studies: 4
Average SEV Value: 117.25
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
6.93	4.77-11.82	3.47

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=447.51+3.12(Units) r^2=0.65

Log Equation Trip=144.03 $(Units)^{0.37}$ r^2=0.53

Mobile Homes

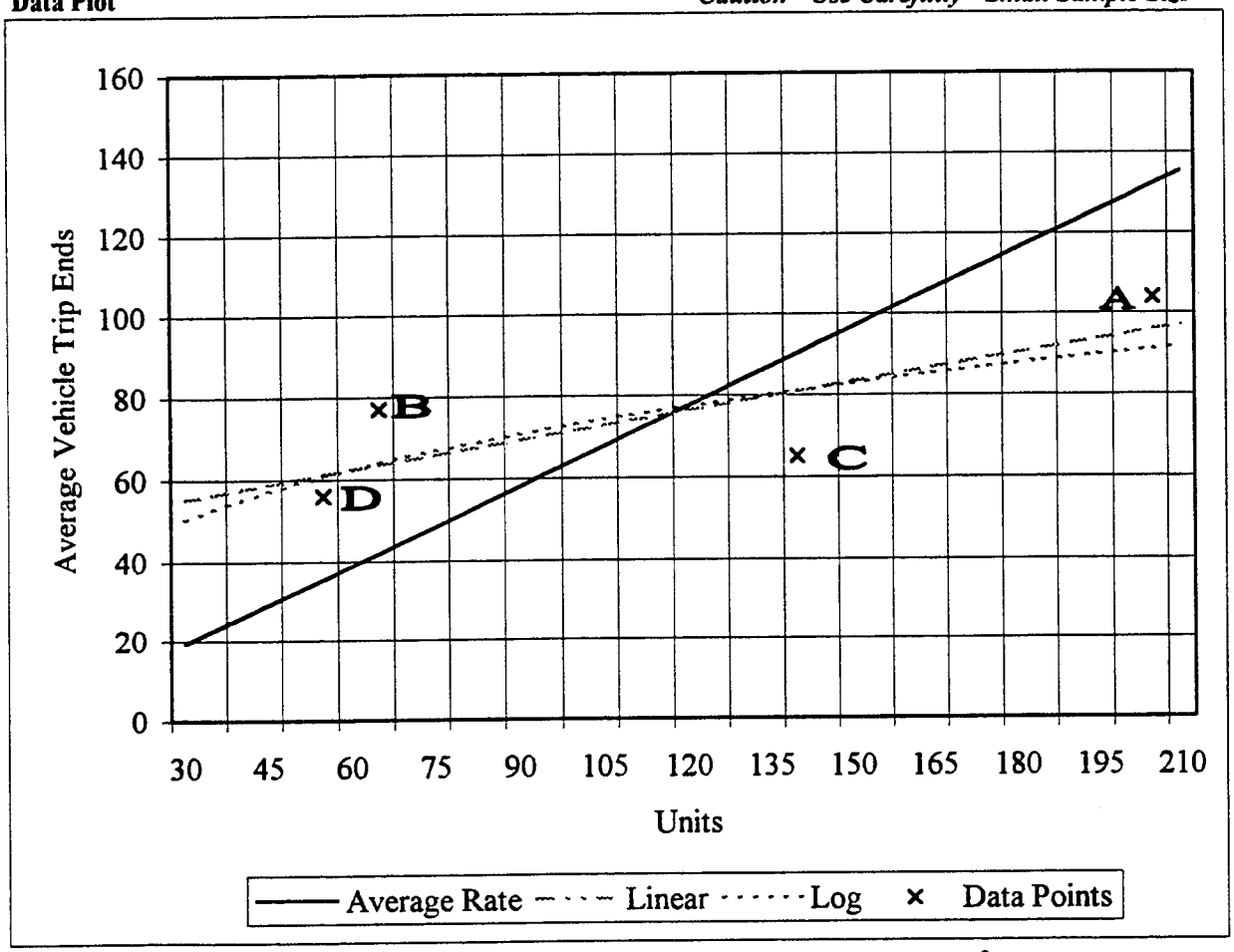
Average Vehicle Trip Ends V/S: Units
On a: Sunday Peak

Number of Studies: 4
Average SEV Value: 117.25
Directional Distribution: Not Studied

Trip Generation per Unit

Average Rate	Range of Rates	Standard Deviation
0.64	0.46-1.15	0.35

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=48.25+0.23(Units) r^2=0.61

Log Equation Trip Ends=17.64 $(Units)^{0.31}$ r^2=0.51

Mobile Home Park
(240)

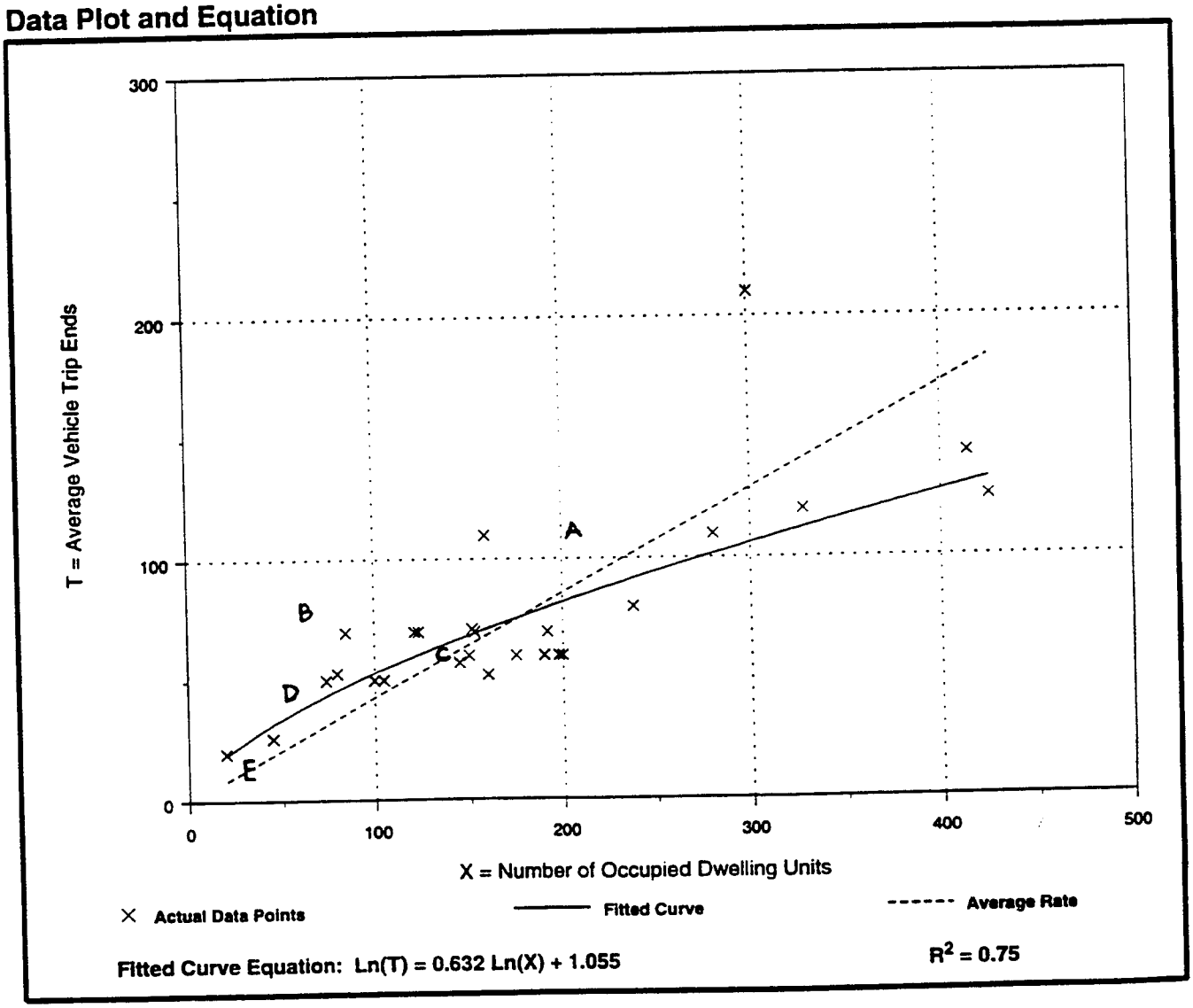
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 26
Avg. Num. of Occupied Dwelling Units: 177
Directional Distribution: 26% entering, 74% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.43	0.29 - 1.00	0.67

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.632\ Ln(X) + 1.055$

$R^2 = 0.75$

Mobile Home Park
(240)

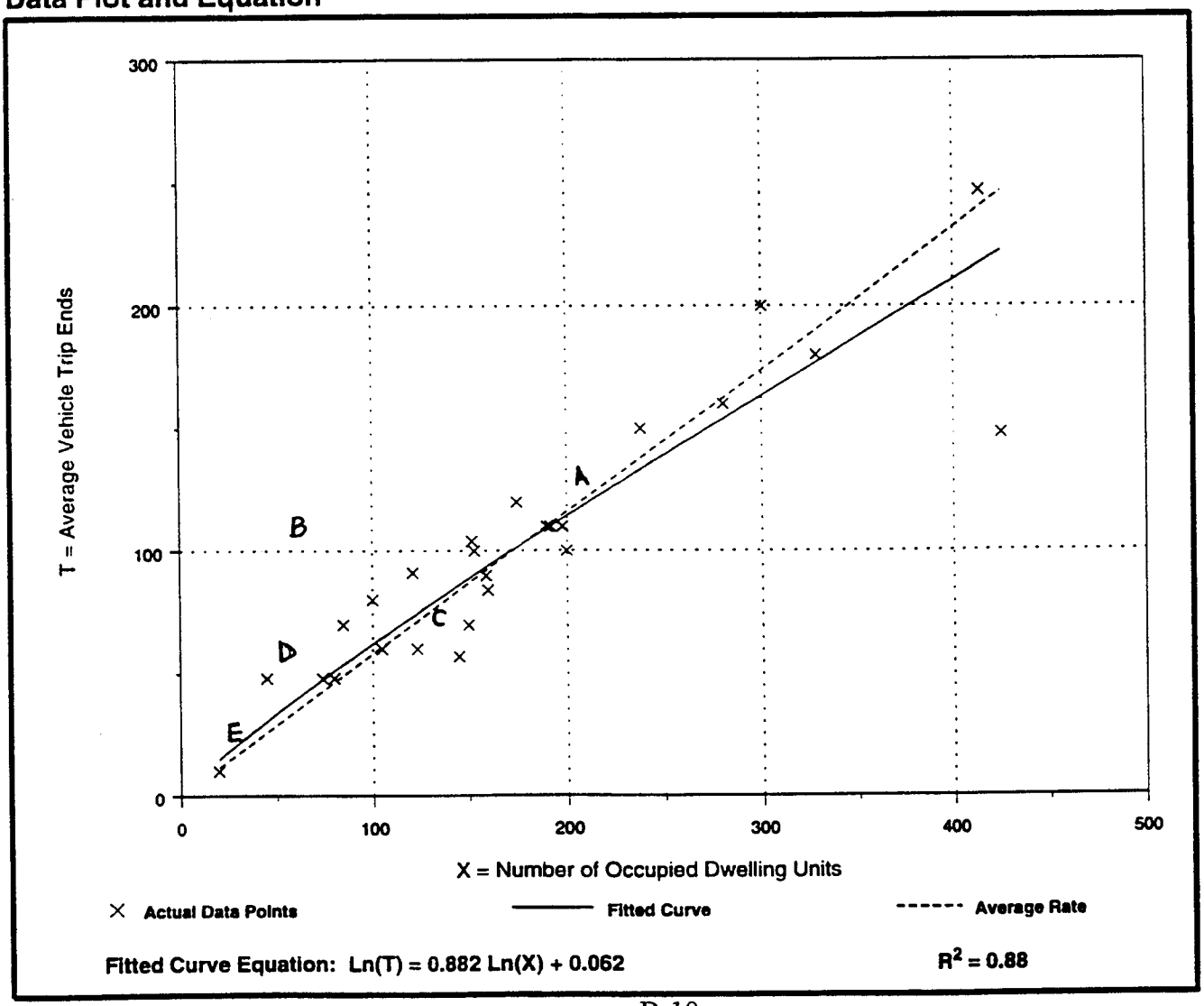
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 26
Avg. Num. of Occupied Dwelling Units: 177
Directional Distribution: 62% entering, 38% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.58	0.35 - 1.07	0.77

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.882\ Ln(X) + 0.062$ $R^2 = 0.88$

Mobile Home Park
(240)

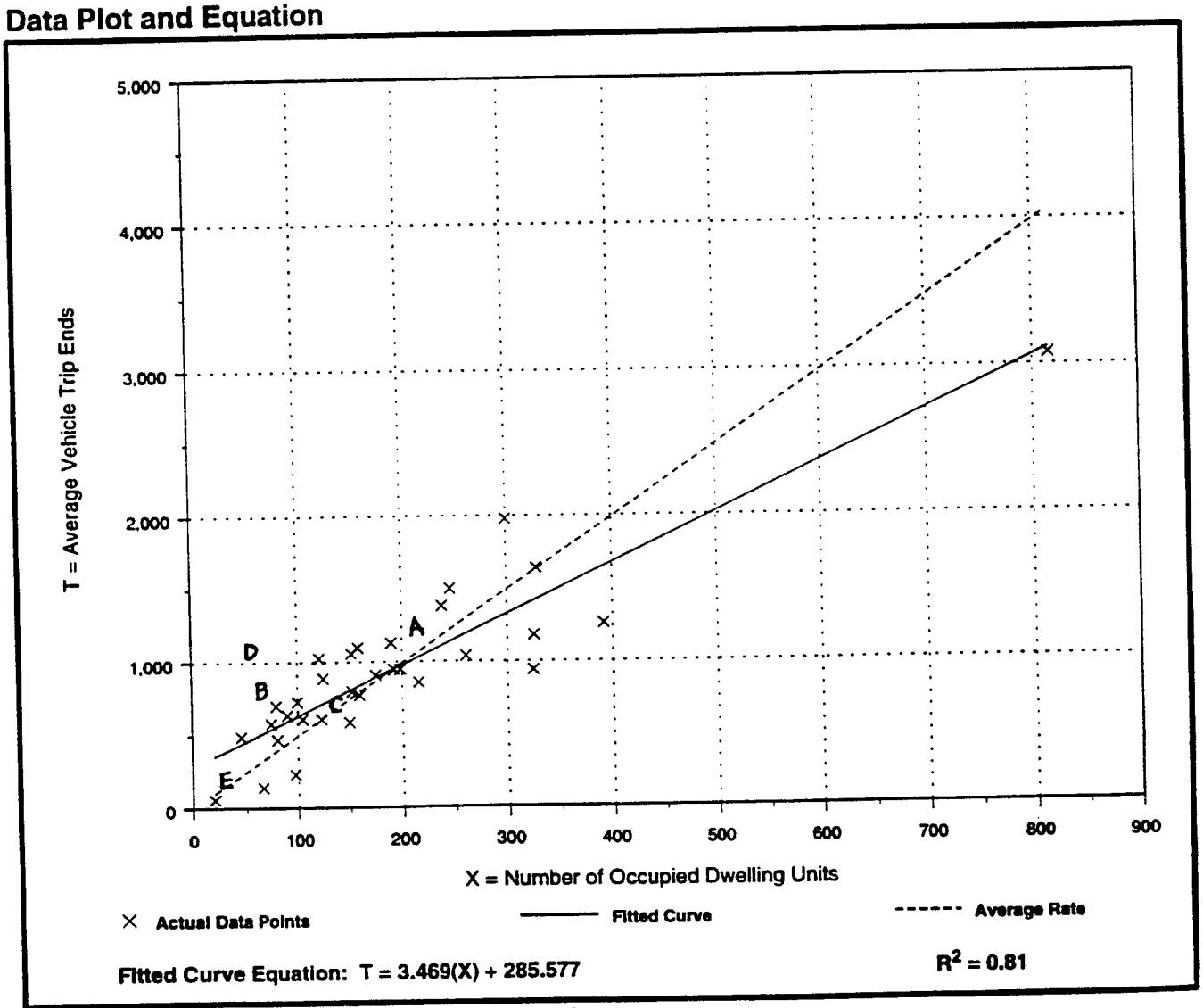
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Saturday**

Number of Studies: 32
Avg. Num. of Occupied Dwelling Units: 191
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.97	2.12 - 10.93	2.73

Data Plot and Equation



Fitted Curve Equation: $T = 3.469(X) + 285.577$

$R^2 = 0.81$

Mobile Home Park
(240)

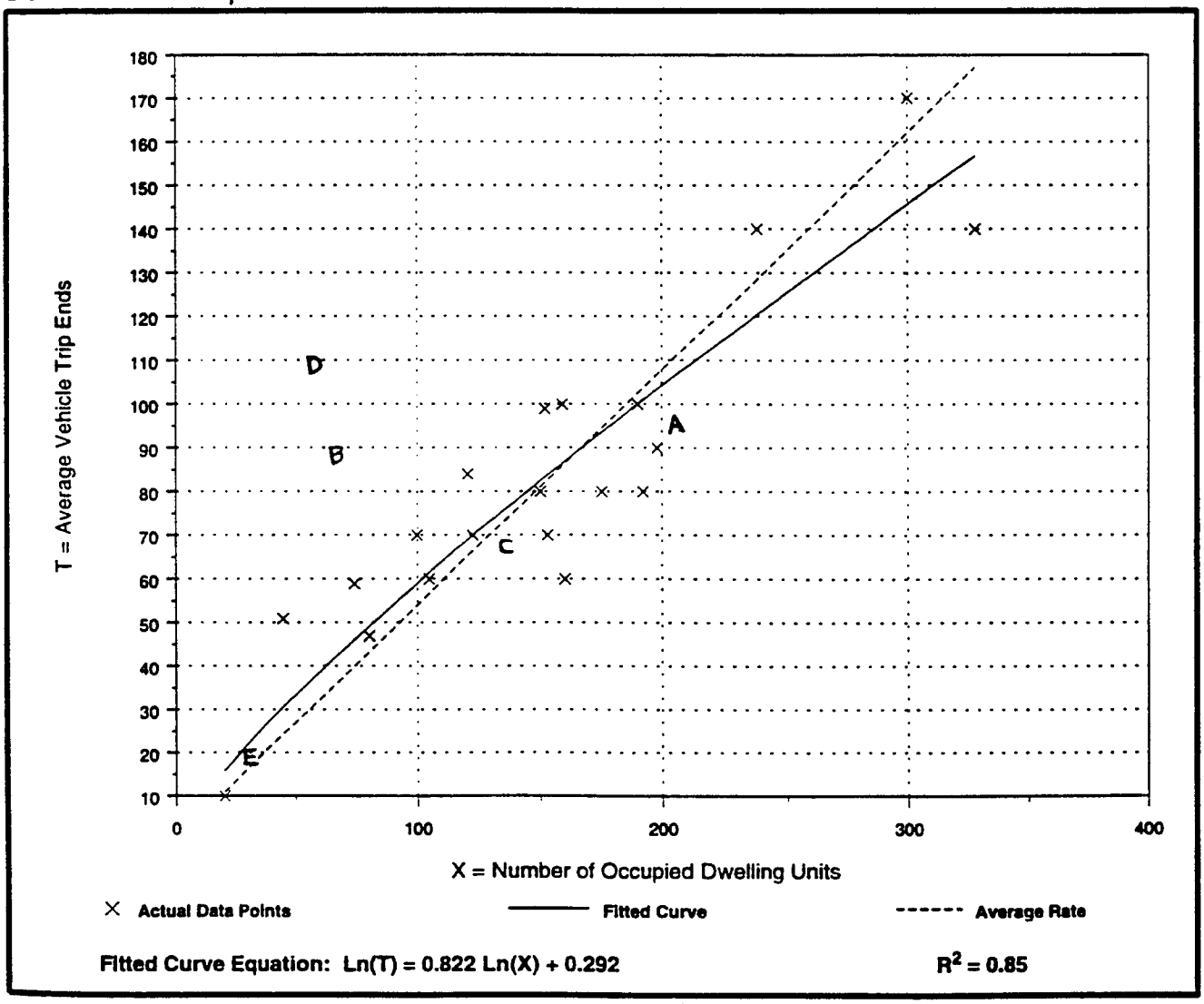
Average Vehicle Trip Ends vs: **Occupied Dwelling Units**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 20
Avg. Num. of Occupied Dwelling Units: 153
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.54	0.38 - 1.13	0.74

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.822\ Ln(X) + 0.292$ $R^2 = 0.85$

Mobile Home Park
(240)

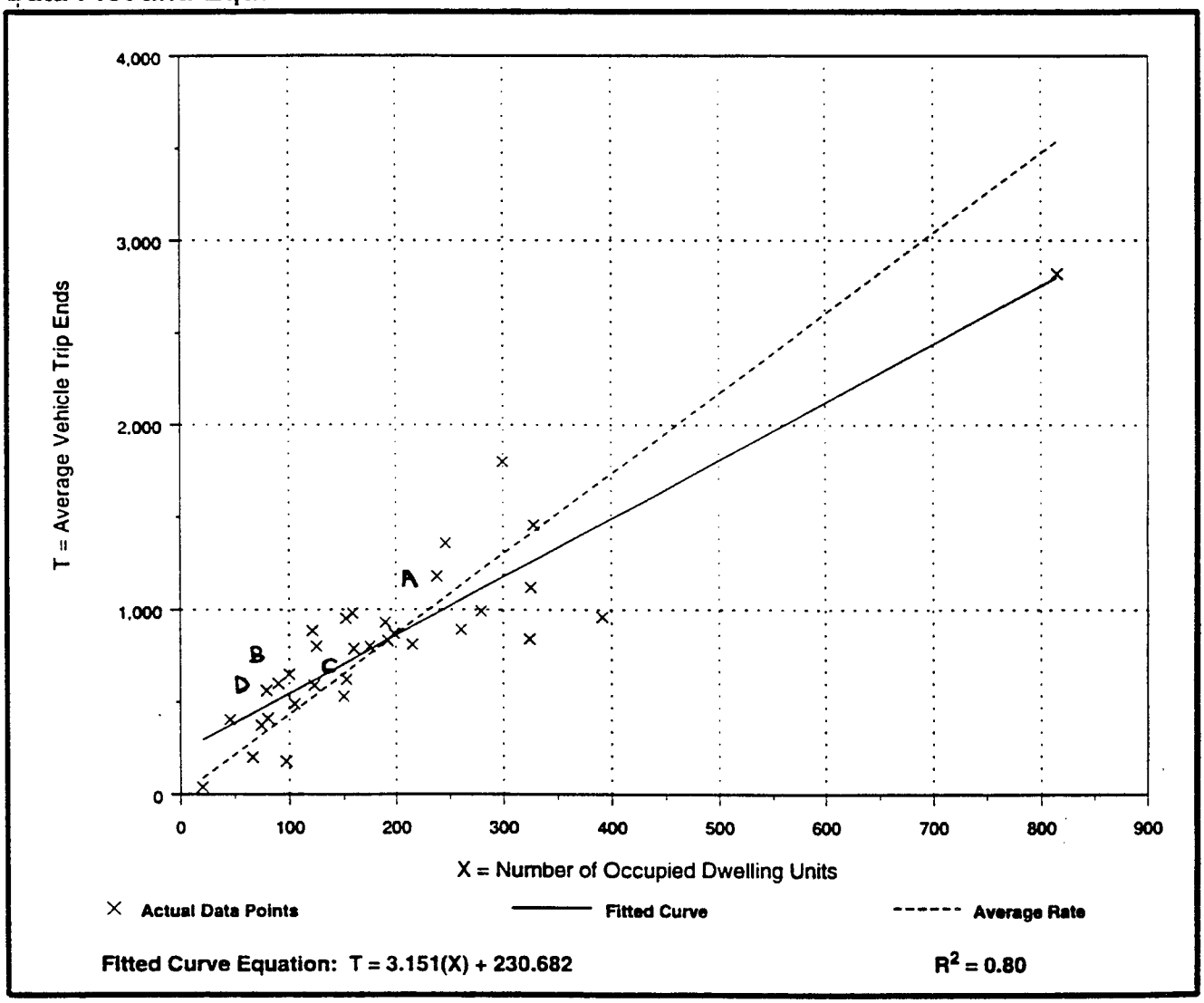
Average Vehicle Trip Ends vs: Occupied Dwelling Units
On a: Sunday

Number of Studies: 33
Avg. Num. of Occupied Dwelling Units: 193
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.34	1.86 - 8.98	2.47

Data Plot and Equation



Fitted Curve Equation: T = 3.151(X) + 230.682

R^2 = 0.80

Mobile Home Park
(240)

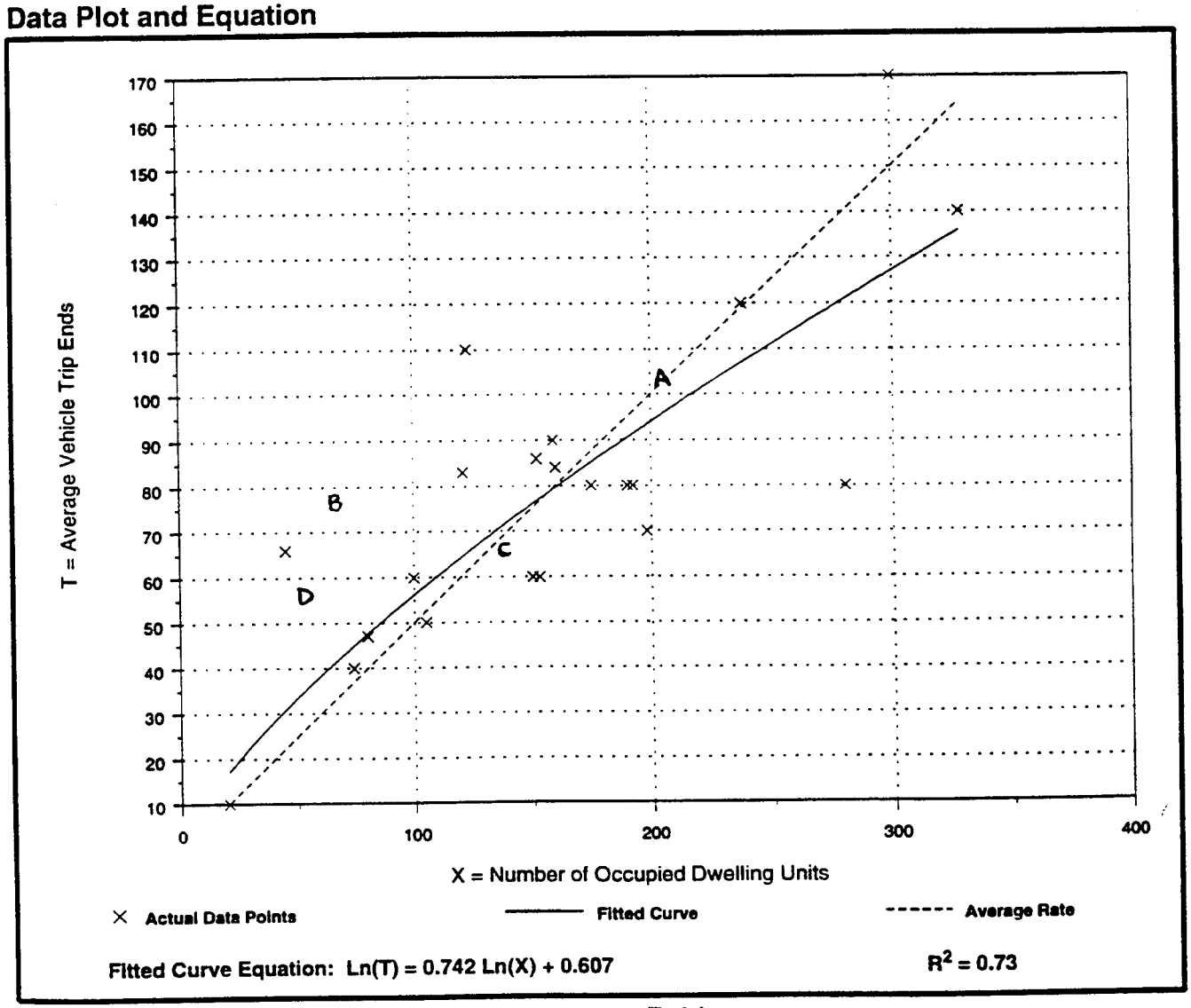
Average Vehicle Trip Ends vs: Occupied Dwelling Units
On a: Sunday,
Peak Hour of Generator

Number of Studies: 21
Avg. Num. of Occupied Dwelling Units: 159
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.50	0.29 - 1.47	0.72

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.742 Ln(X) + 0.607

$R^2 = 0.73$

APPENDIX C

ITE Format Graphs
Light Industrial Parks

Industrial Parks

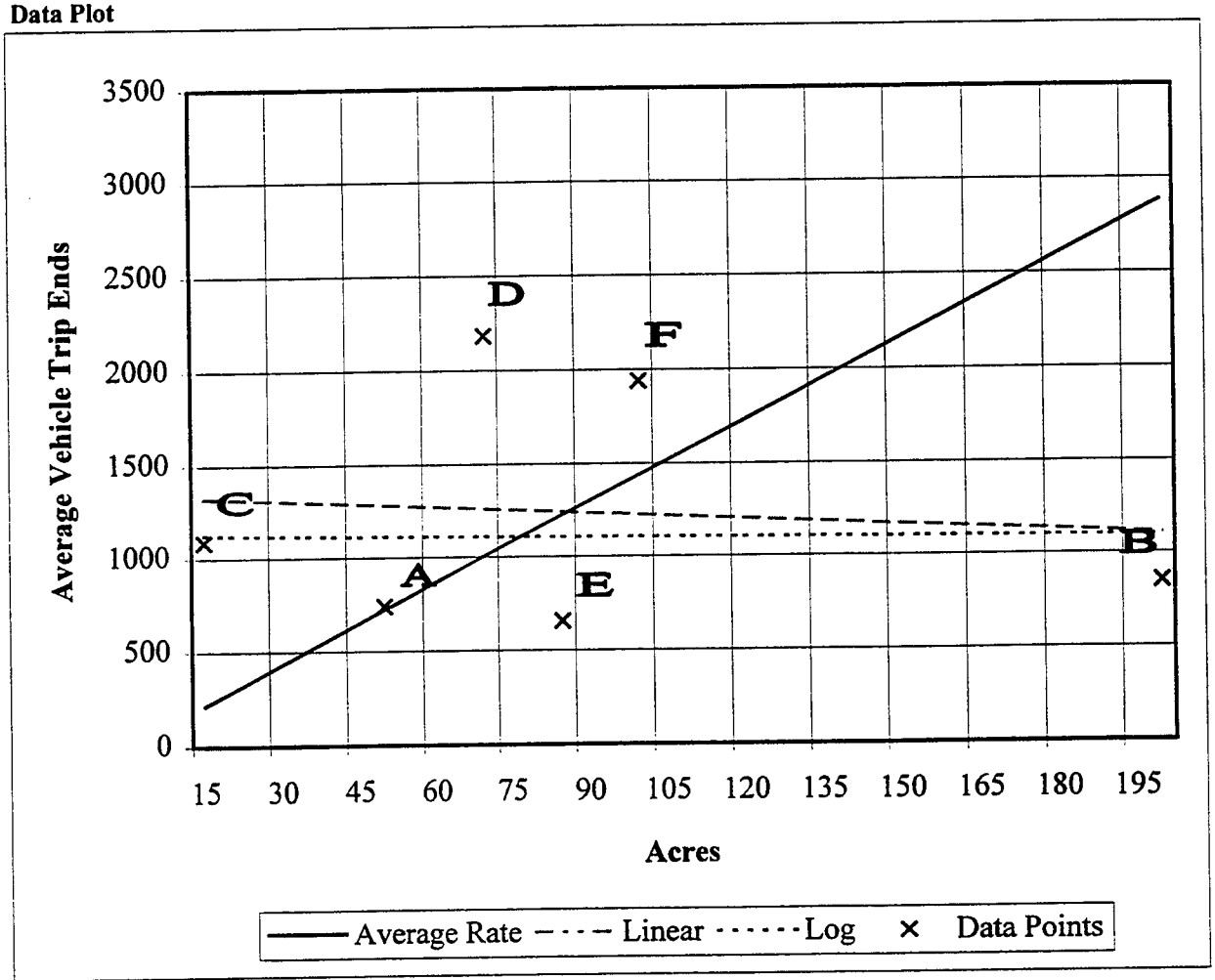
Average Vehicle Trip Ends V/S: Developed Acres
On a: Weekday

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
14.40	4.24-72.32	25.09

Data Plot



Linear Equation Trip Ends=1339.45-1.15(Acres) r^2=0.01

Log Equation Trip Ends=1153(Acres)$^{-0.01}$ r^2=0.00

(Equations with r^2 <0.5 are not recommended for use)

Industrial Parks

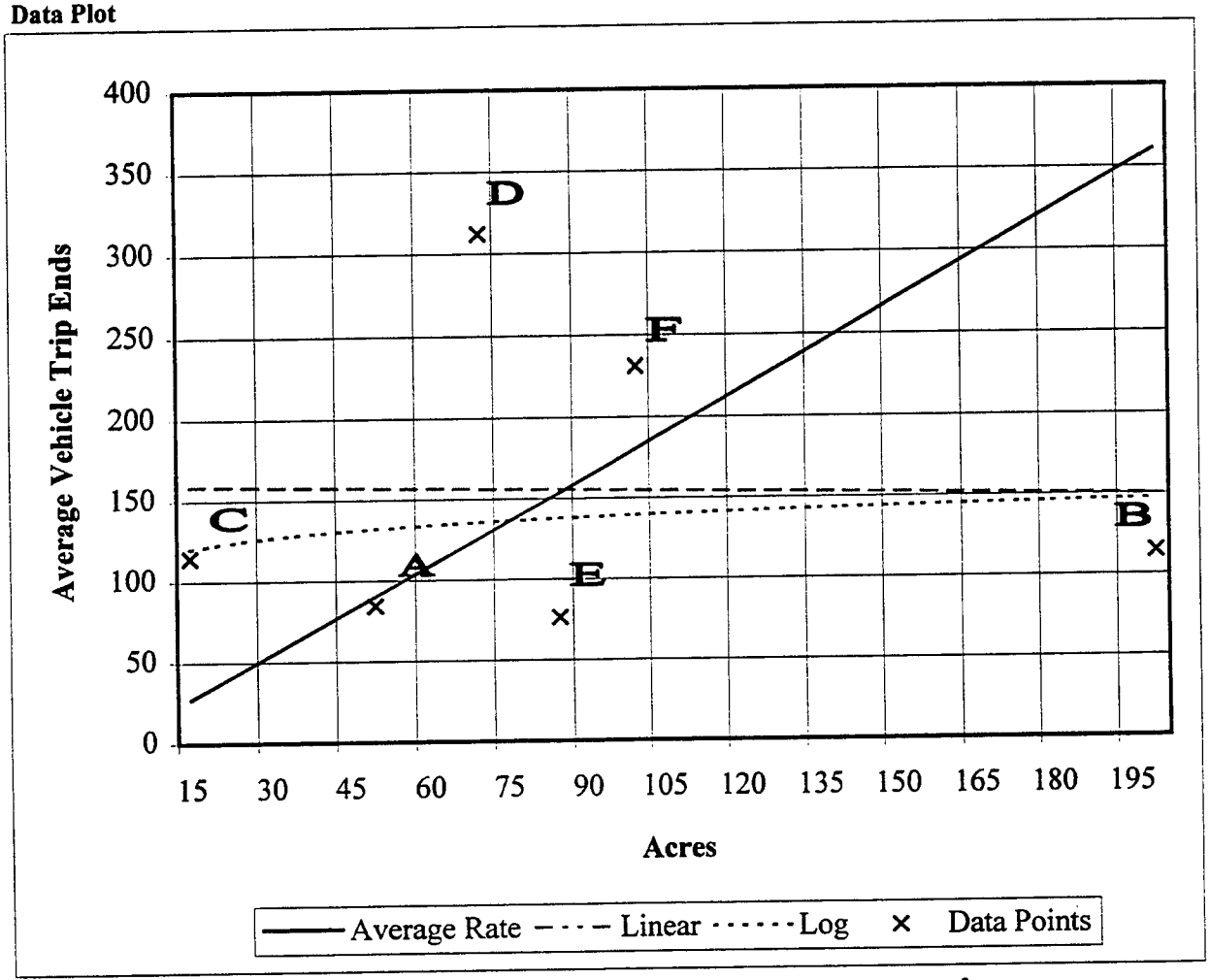
Average Vehicle Trip Ends V/S: Developed Acres
On a: Weekday AM Peak

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
1.80	0.57-7.63	2.70

Data Plot



Linear Equation Trip Ends=159.50-0.05(Acres) r^2=0.00

Log Equation Trip Ends=96.5(Acres)$^{0.08}$ r^2=0.01

(Equations with r^2 <0.5 are not recommended for use)

Industrial Parks

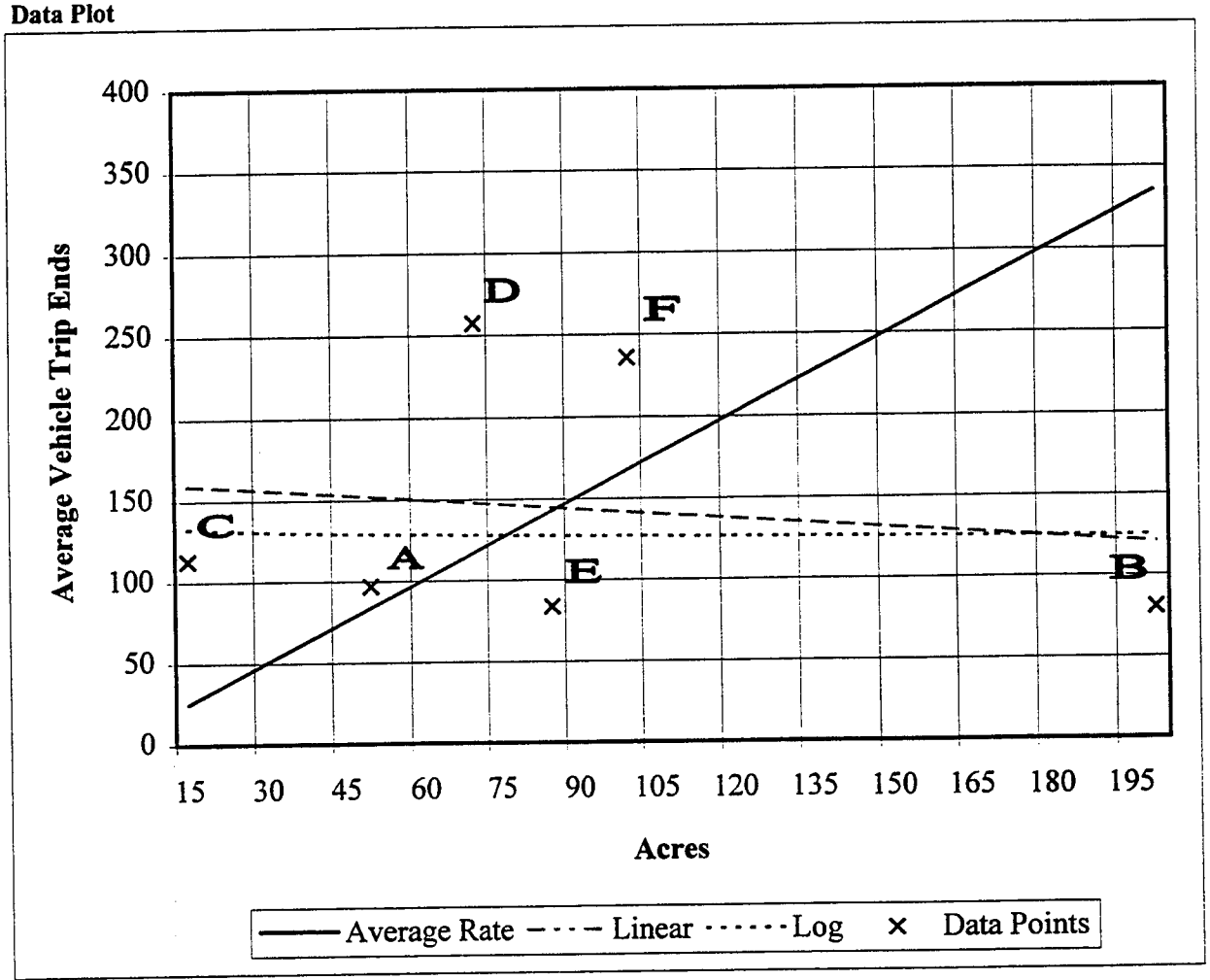
Average Vehicle Trip Ends V/S: Developed Acres
On a: Weekday PM Peak

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
1.68	0.40-7.52	2.58

Data Plot



Linear Equation Trip Ends=162.33-0.21(Acres) r^2=0.03

Log Equation Trip Ends=141.2(Acres)$^{-0.02}$ r^2=0.00

(Equations with r^2 <0.5 are not recommended for use)

Industrial Parks

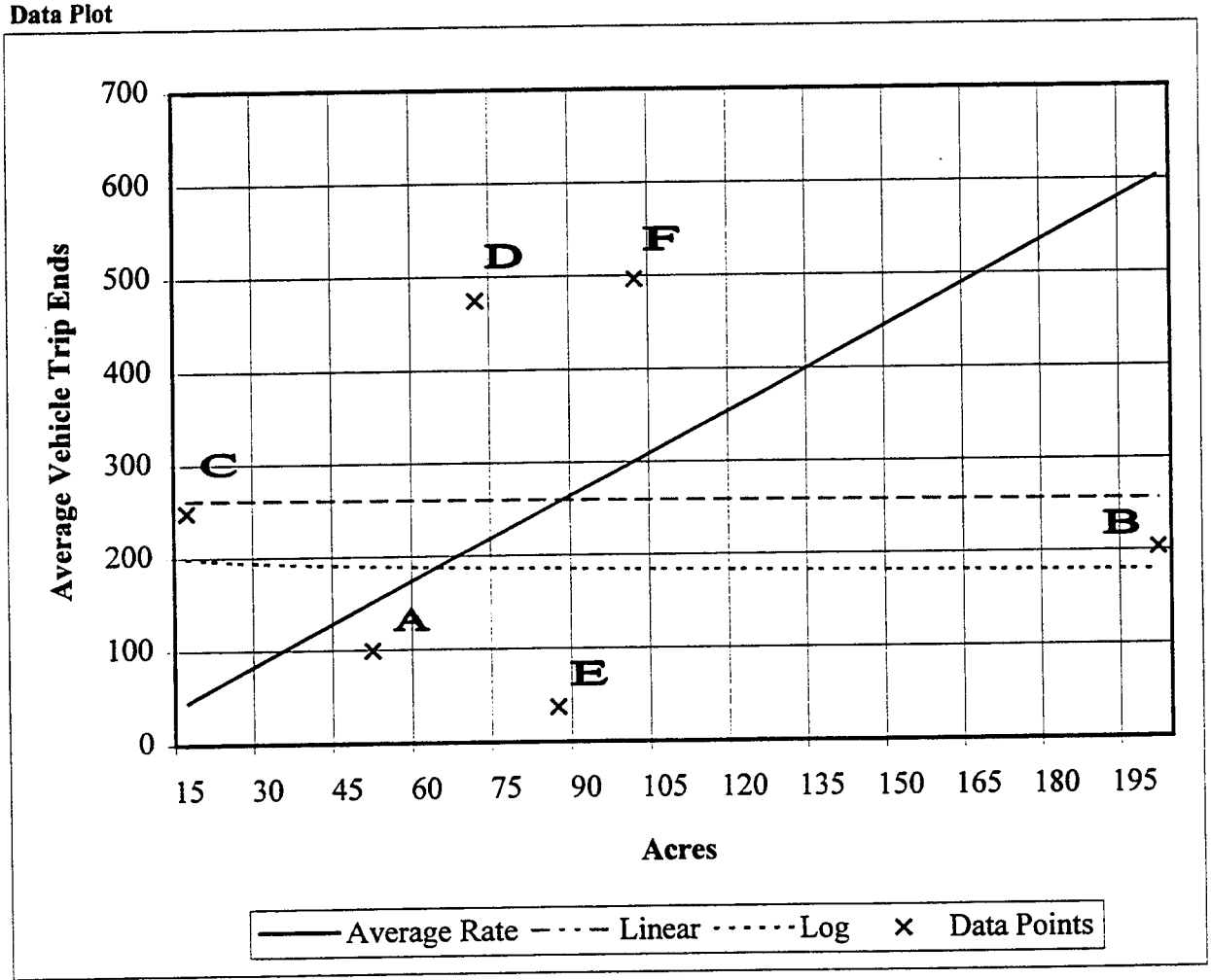
Average Vehicle Trip Ends V/S: Developed Acres
On a: Saturday

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
3.01	0.43-16.53	6.03

Data Plot



Linear Equation Trip Ends=261.81-0.03(Acres) r^2=0.00

Log Equation Trip Ends=221.4 $(Acres)^{-0.04}$ r^2=0.00

(Equations with r^2 <0.5 are not recommended for use)

Industrial Parks

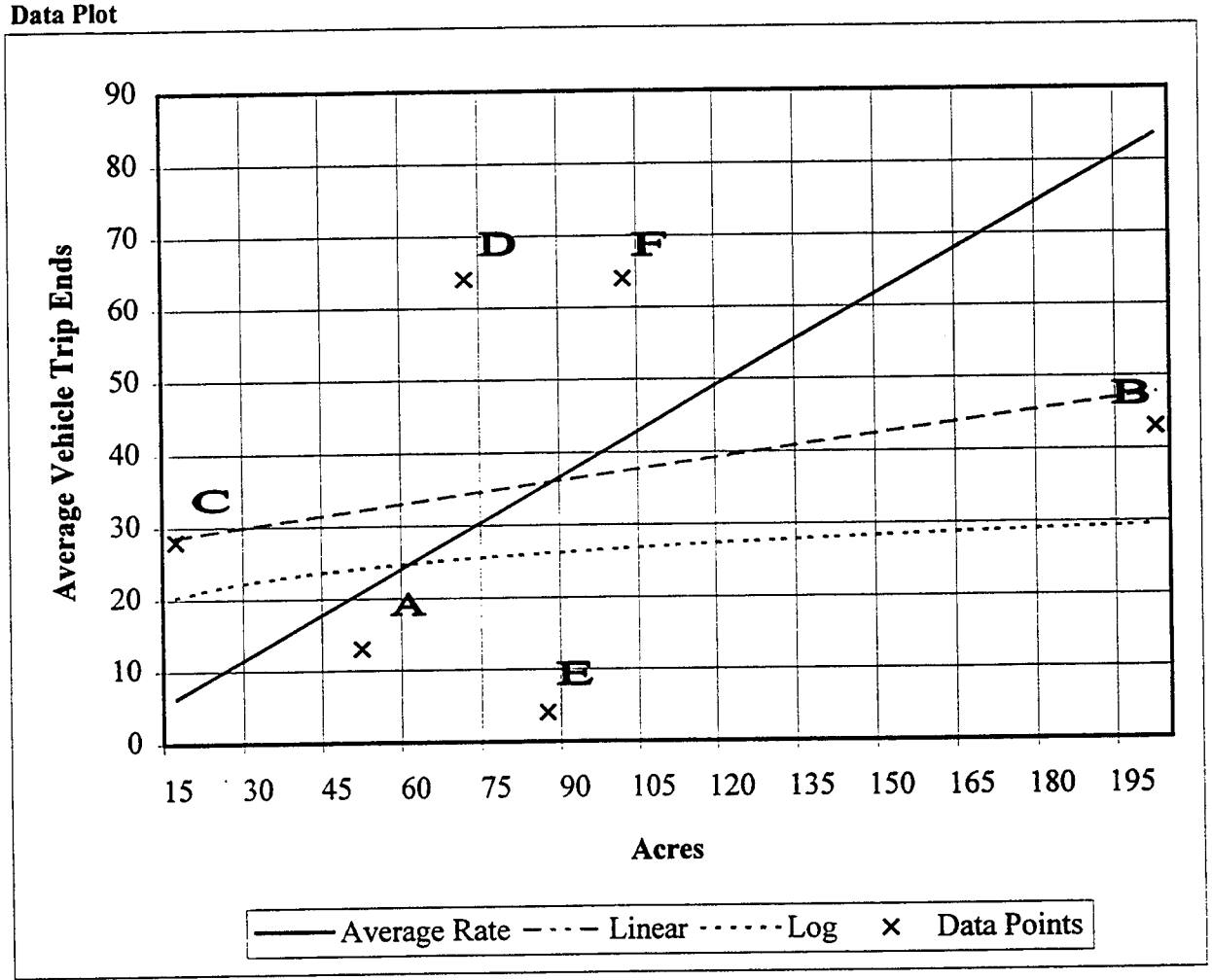
Average Vehicle Trip Ends V/S: Developed Acres
On a: Saturday Peak

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.42	0.05-1.87	0.67

Data Plot



Linear Equation Trip Ends=27.08+0.10(Acres) r^2=0.07

Log Equation Trip Ends=13.7(Acres)$^{0.14}$ r^2=0.01

(Equations with r^2 <0.5 are not recommended for use)

Industrial Parks

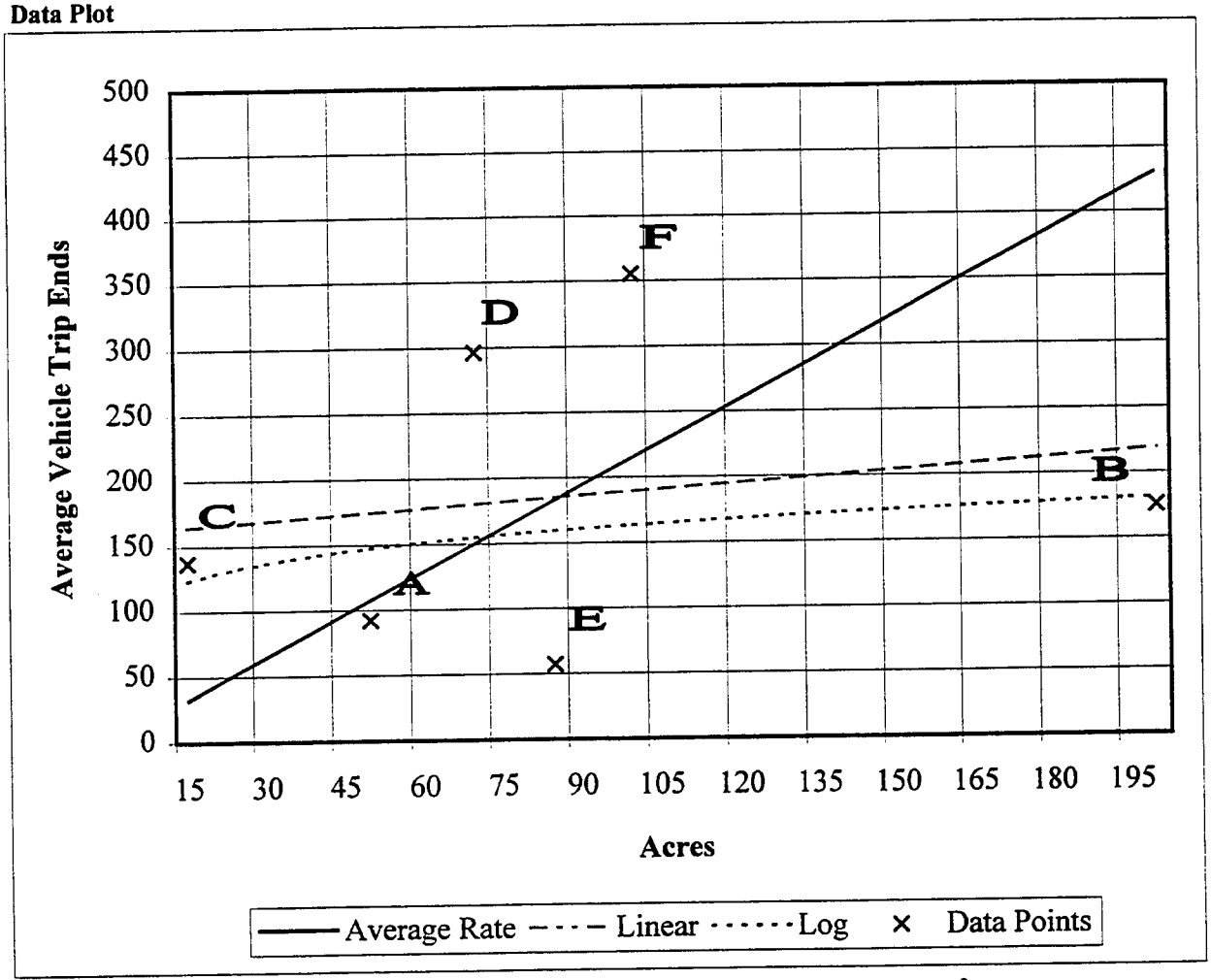
Average Vehicle Trip Ends V/S: Developed Acres
On a: Sunday

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
2.15	0.66-9.13	3.16

Data Plot



Linear Equation Trip Ends=159.94+0.29(Acres) r^2=0.03

Log Equation Trip Ends=82.3(Acres)$^{0.15}$ r^2=0.03

(Equations with r^2 <0.5 are not recommended for use)

Industrial Parks

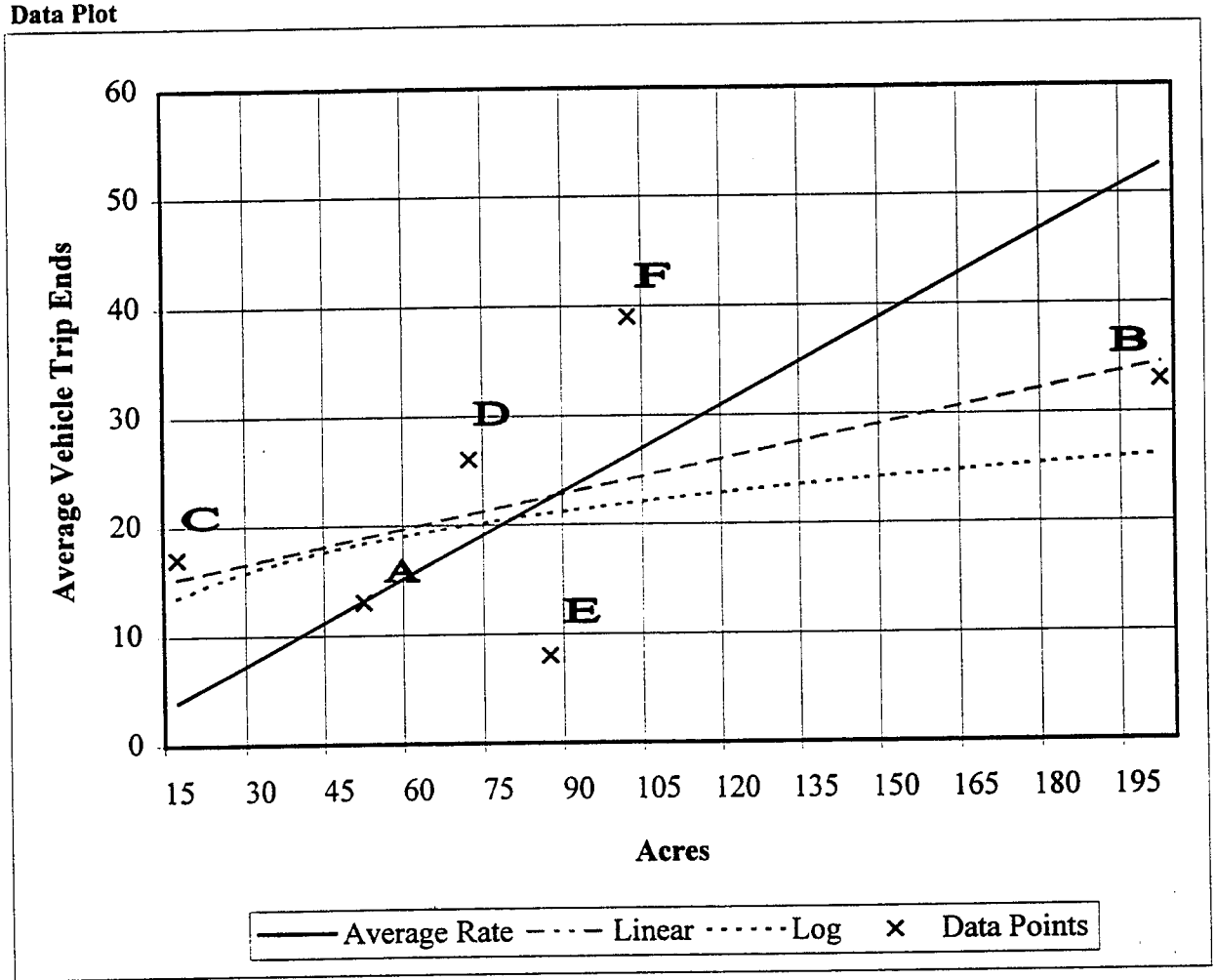
Average Vehicle Trip Ends V/S: Developed Acres
On a: Sunday Peak

Number of Studies: 6
Average SEV Value: 86
Directional Distribution: Not Studied

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.26	0.09-1.13	0.38

Data Plot



Linear Equation Trip Ends=13.67+0.10(Acres) r^2=0.30

Log Equation Trip Ends=6.82(Acres)$^{0.25}$ r^2=0.13

(Equations with r^2 <0.5 are not recommended for use)

Industrial Park
(130)

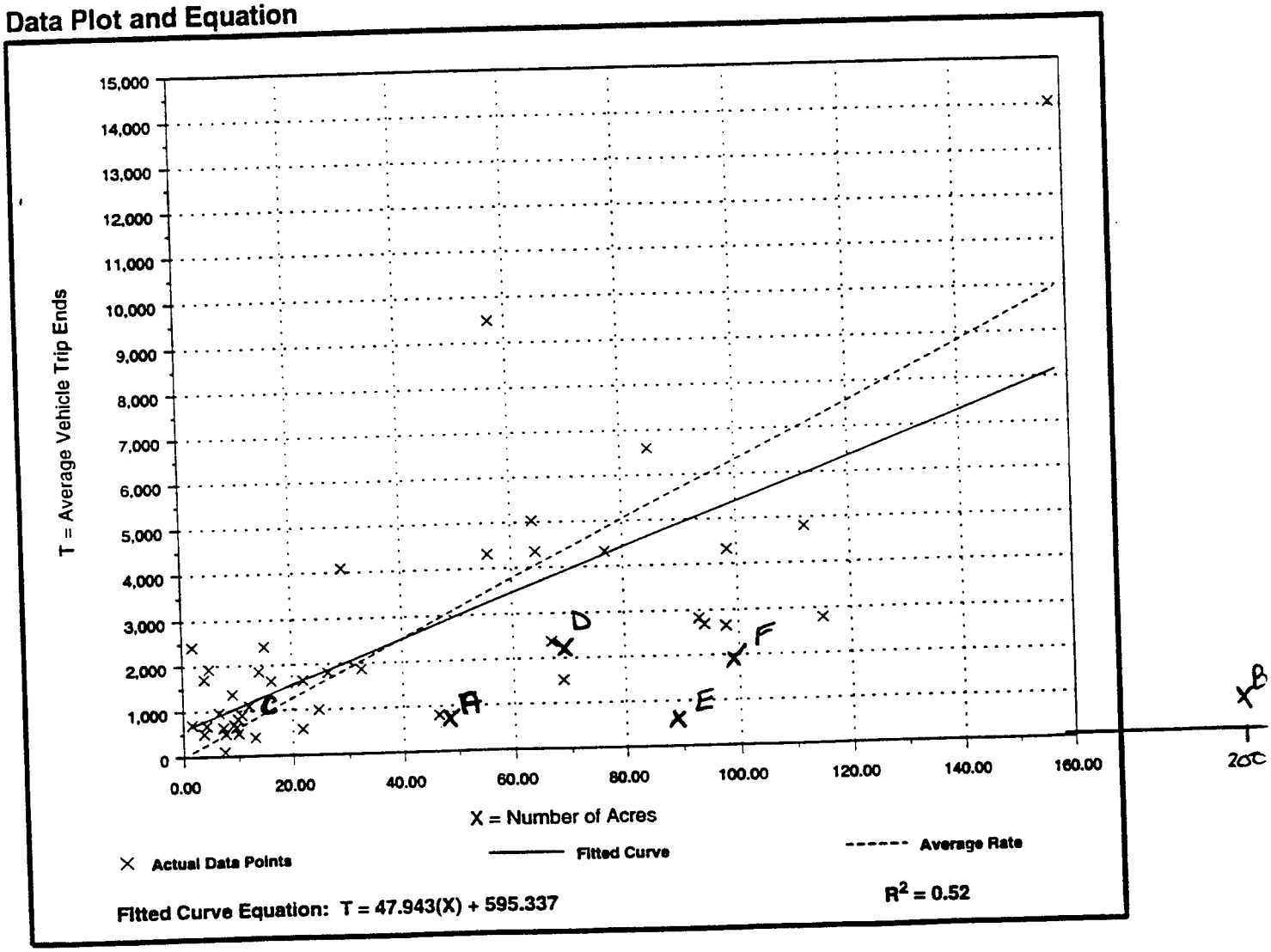
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday**

Number of Studies: 43
Average Number of Acres: 39
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
63.11	13.87 - 1272.63	62.04

Data Plot and Equation



Industrial Park
(130)

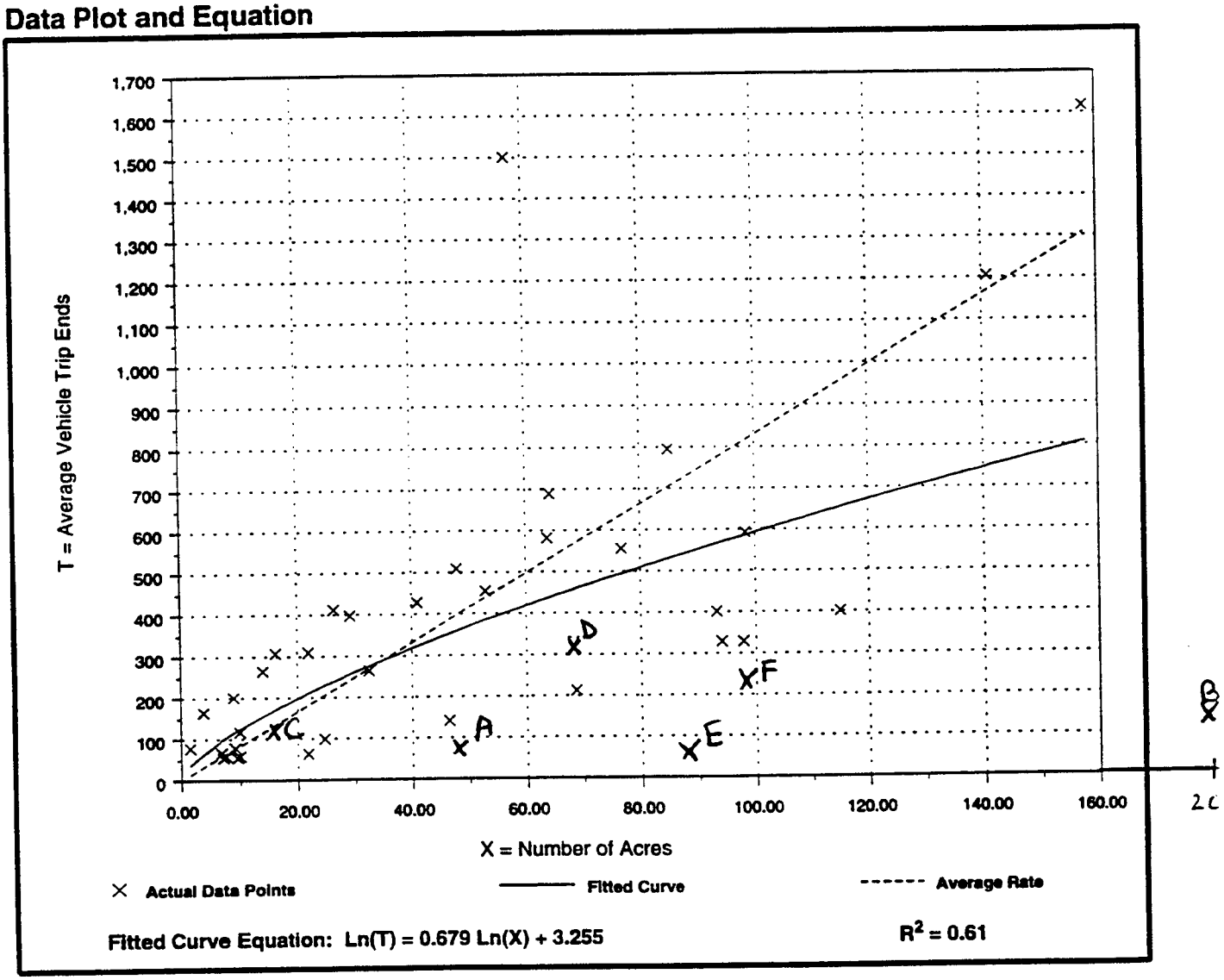
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 35
Average Number of Acres: 48
Directional Distribution: 87% entering, 13% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
8.29	2.94 - 48.75	6.12

Data Plot and Equation



Industrial Park
(130)

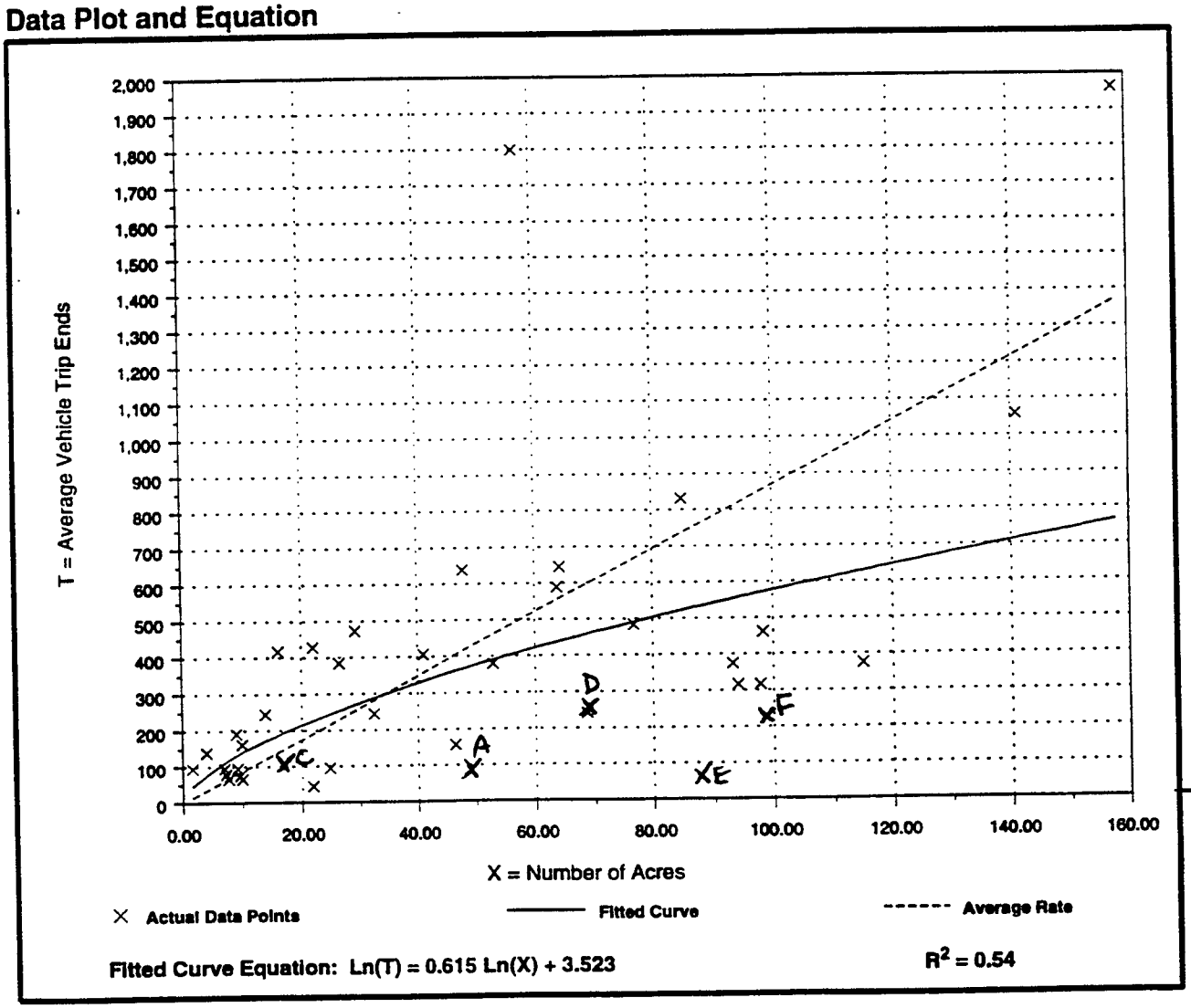
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 35
Average Number of Acres: 48
Directional Distribution: 21% entering, 79% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
8.67	2.11 - 59.38	7.16

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 0.615\ Ln(X) + 3.523$

$R^2 = 0.54$

Industrial Park
(130)

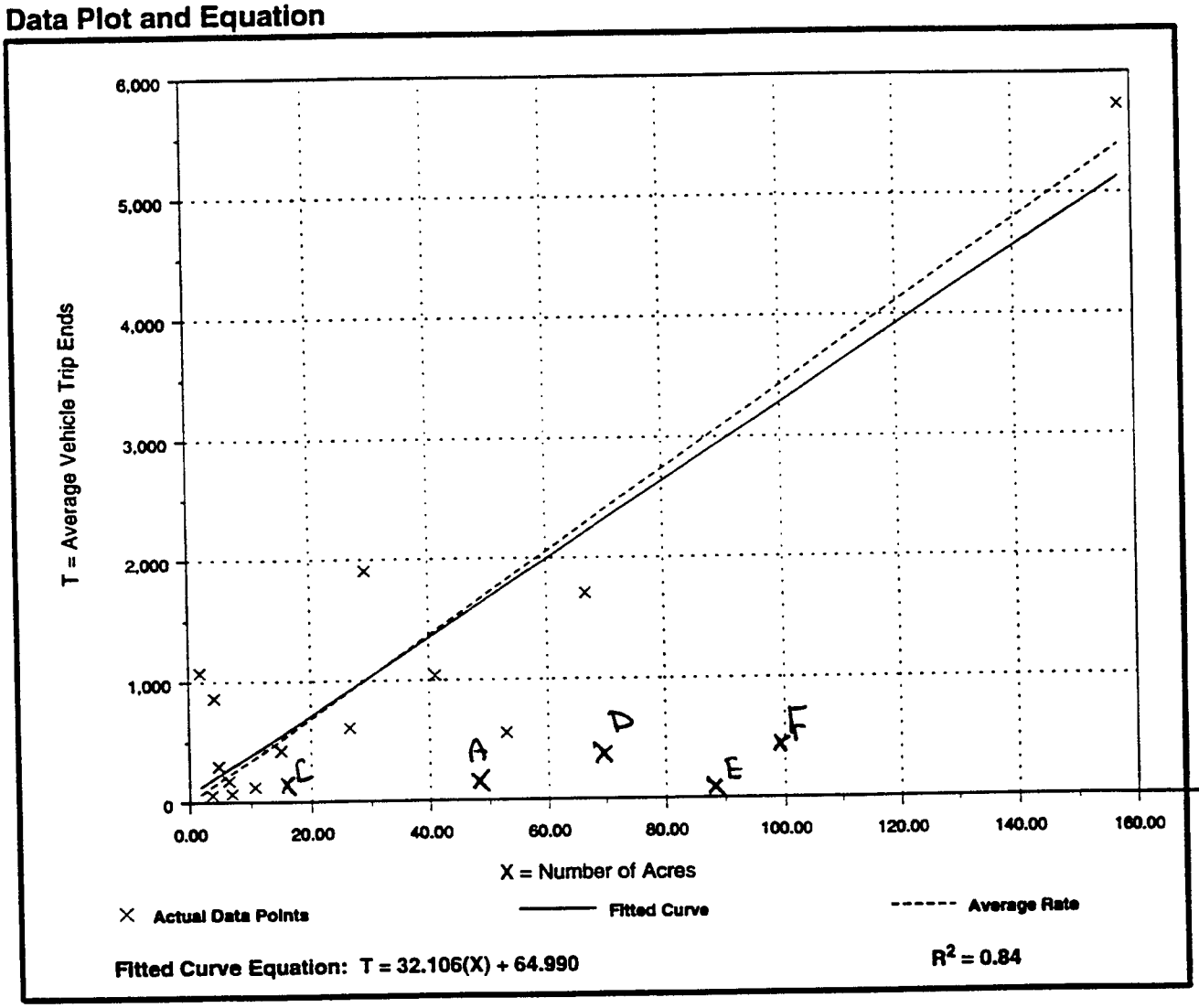
Average Vehicle Trip Ends vs: Acres
On a: Saturday

Number of Studies: 14
Average Number of Acres: 31
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
34.23	10.00 - 564.21	41.91

Data Plot and Equation



Industrial Park
(130)

Average Vehicle Trip Ends vs: **Acres**
On a: **Saturday,**
Peak Hour of Generator

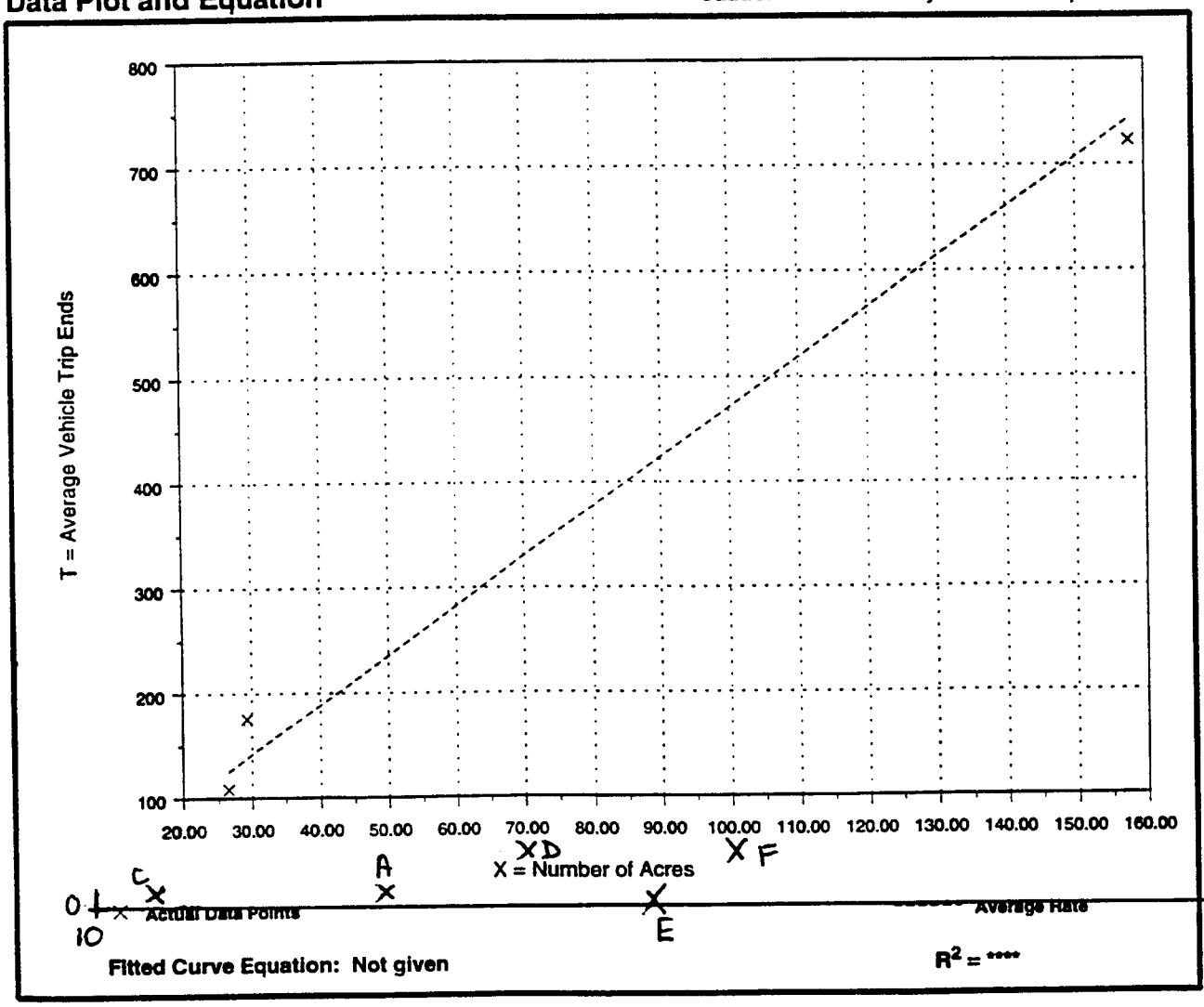
Number of Studies: 3
Average Number of Acres: 71
Directional Distribution: 32% entering, 68% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
4.71	4.08 - 6.01	2.23

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Industrial Park
(130)

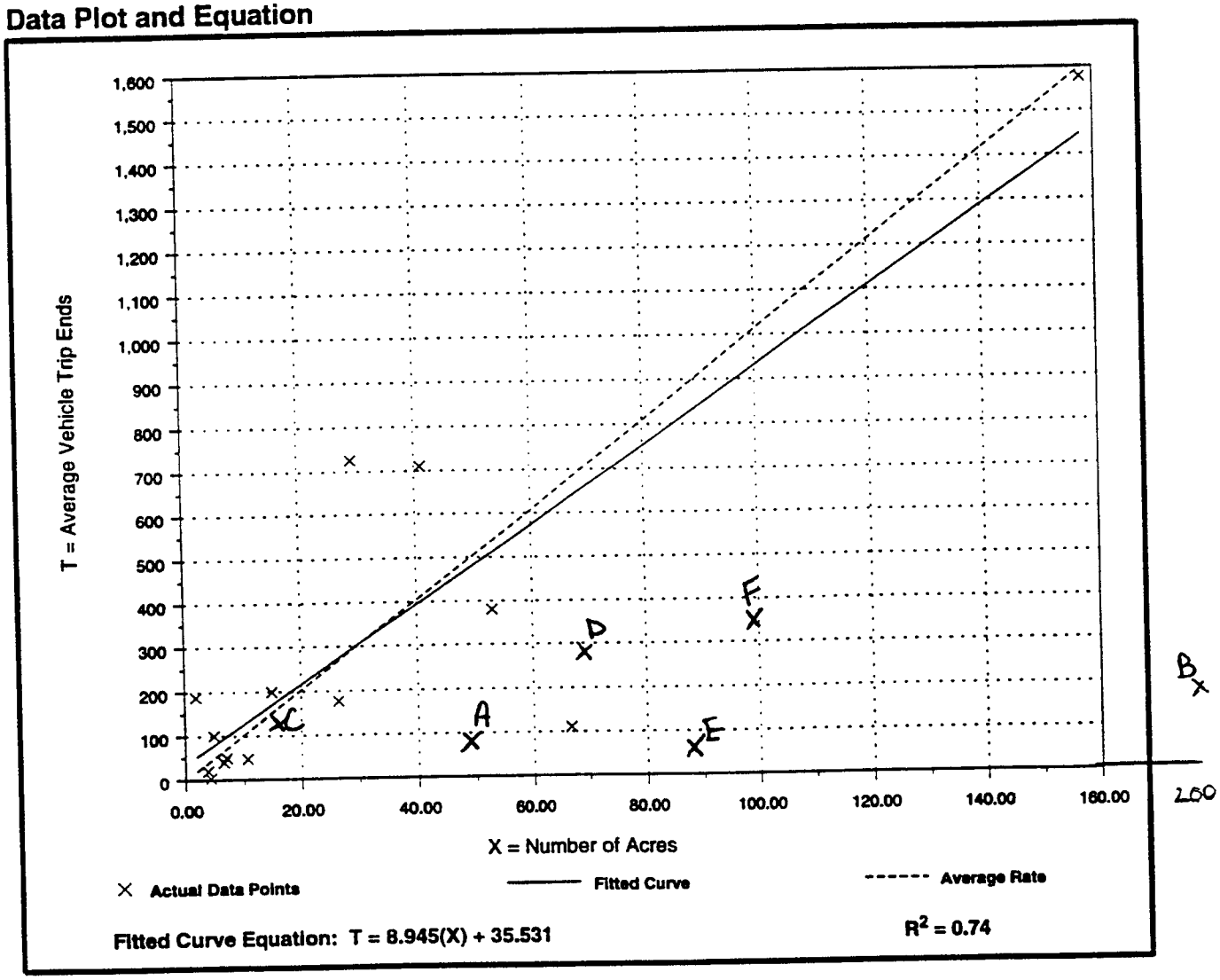
Average Vehicle Trip Ends vs: Acres
On a: Sunday

Number of Studies: 14
Average Number of Acres: 31
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
10.11	0.93 - 98.95	9.02

Data Plot and Equation



Industrial Park
(130)

Average Vehicle Trip Ends vs: **Acres**
On a: **Sunday,**
Peak Hour of Generator

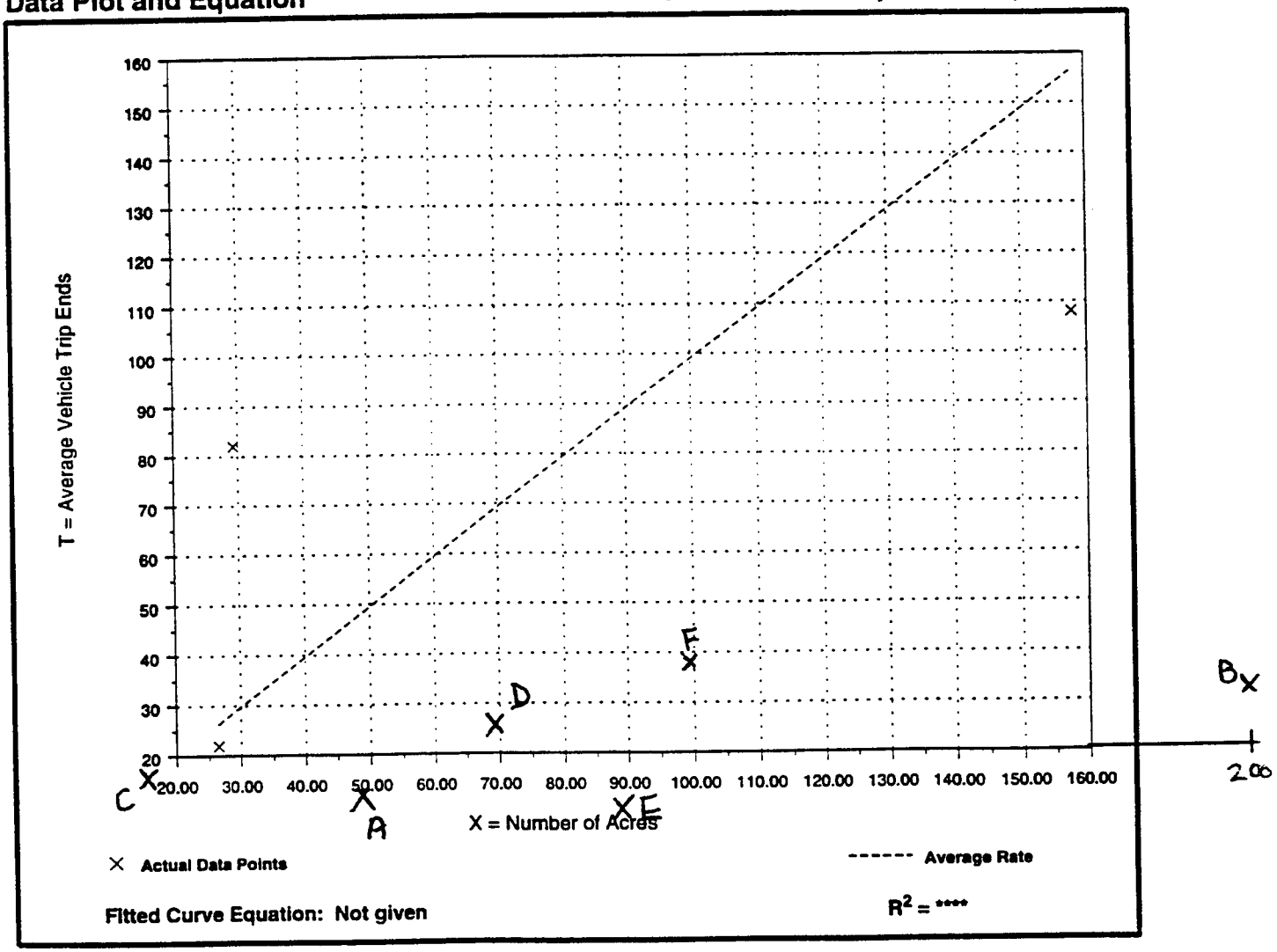
Number of Studies: 3
Average Number of Acres: 71
Directional Distribution: 46% entering, 54% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
0.99	0.68 - 2.80	1.22

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

APPENDIX D

ITE Format Graphs
Regional Jails

Regional Jails

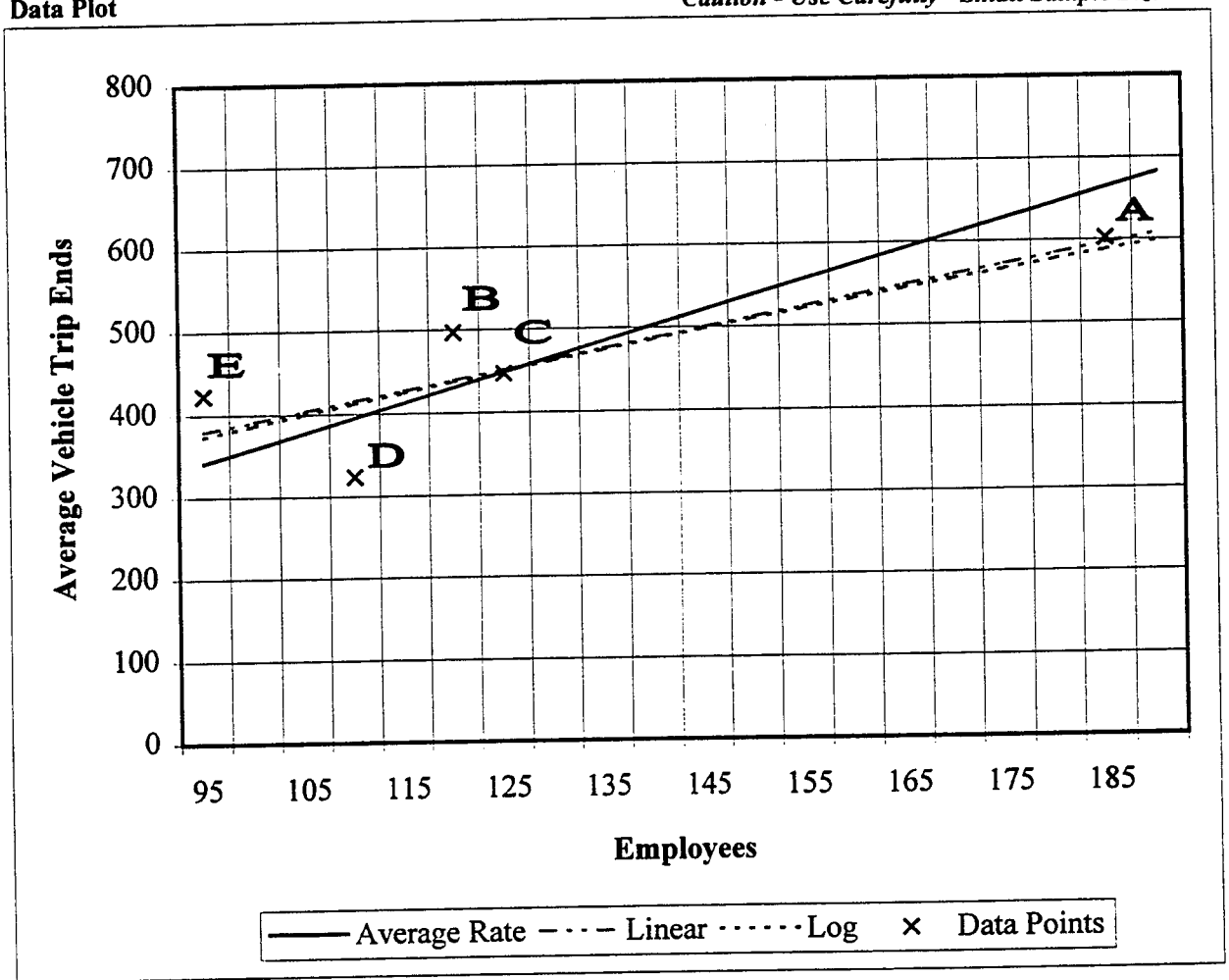
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.59	2.89-4.40	0.63

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=150.47+2.41(Employees) r^2=0.66

Log Equation Trip Ends=16.76(Employees)$^{0.68}$ r^2=0.54

Regional Jails

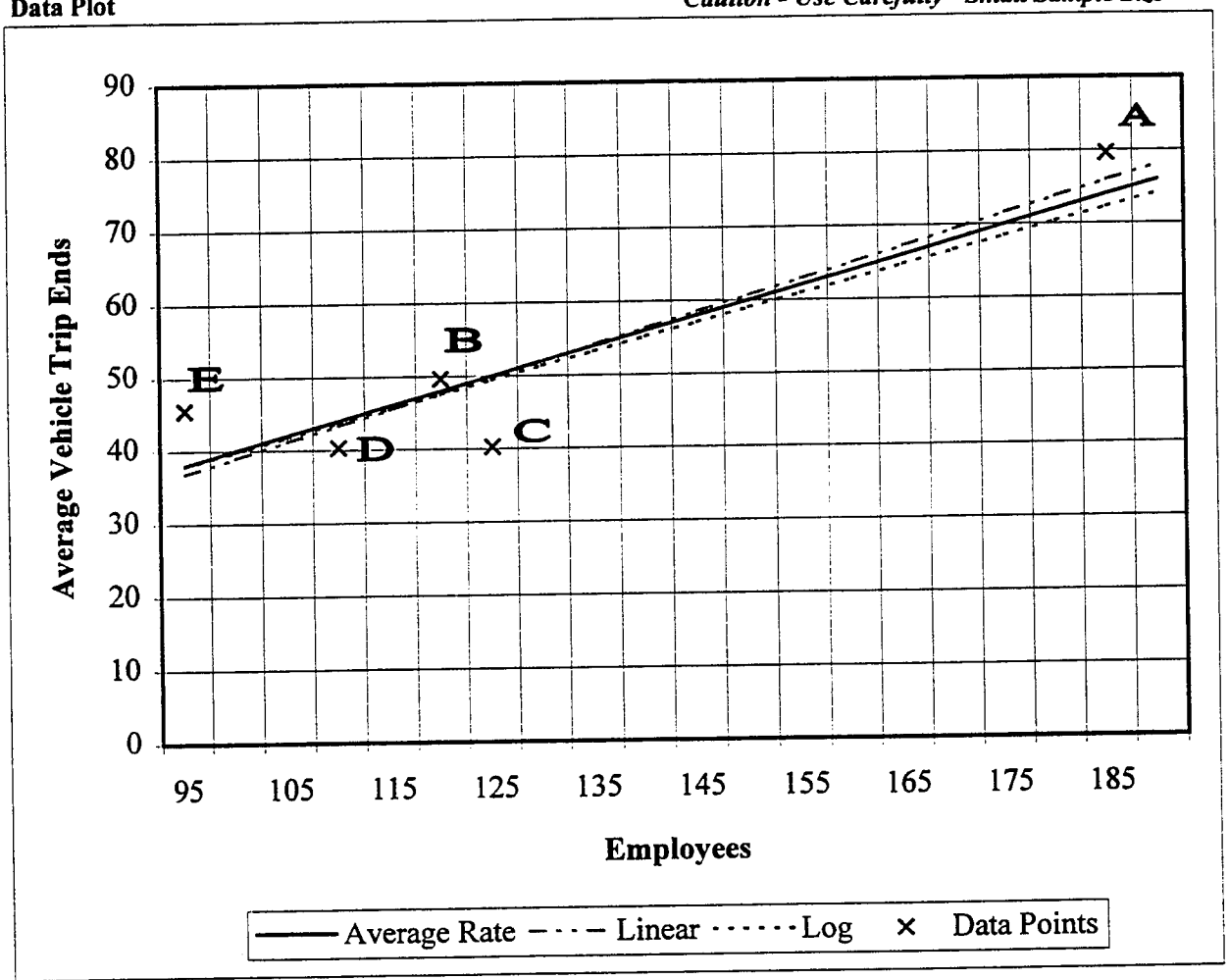
Average Vehicle Trip Ends V/S: Employees
On a: Weekday AM Peak

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.40	0.32-0.47	0.06

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-4.53+0.43(Employees) r^2=0.82

Log Equation Trip Ends=0.46(Employees)$^{0.97}$ r^2=0.71

Regional Jails

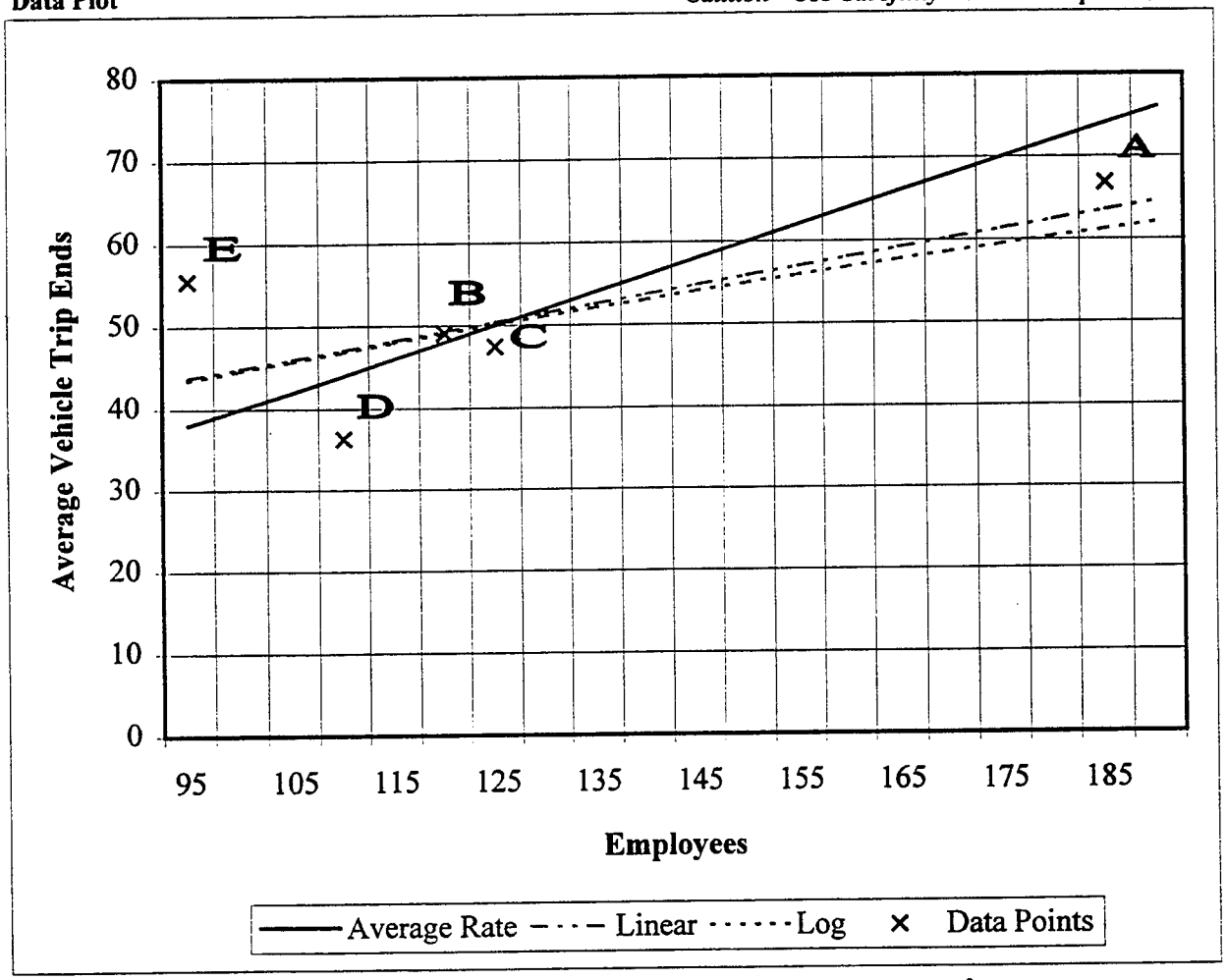
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.40	0.32-0.58	0.10

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=22.94+0.22(Employees) r^2=0.45

Log Equation Trip Ends=4.21(Employees)$^{0.51}$ r^2=0.31

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

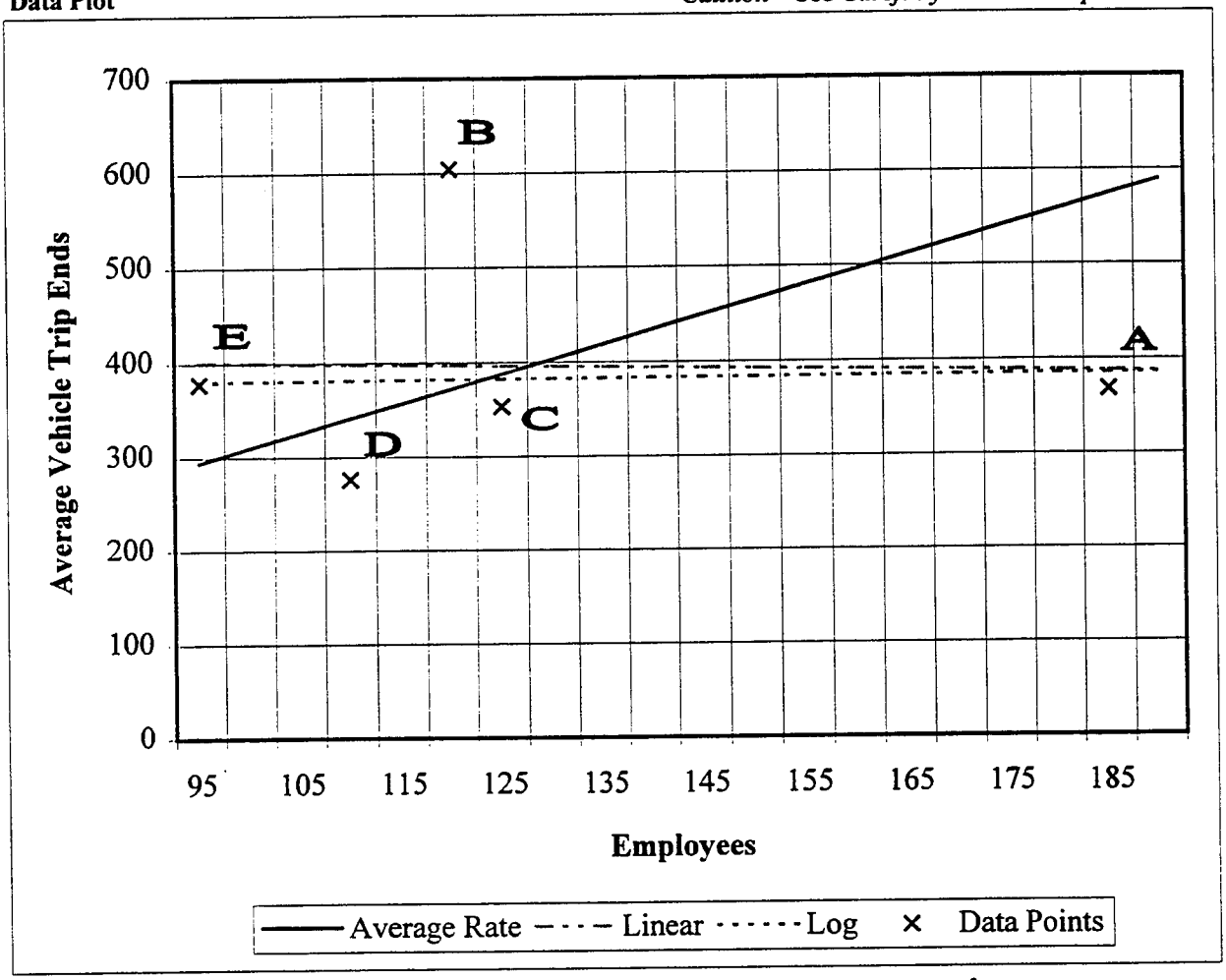
Average Vehicle Trip Ends V/S: Employees
On a: Saturday

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.10	1.98-5.03	1.23

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=413.77-0.14(Employees) r^2=0.00

Log Equation Trip Ends=346.44(Employees)$^{0.02}$ r^2=0.00

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

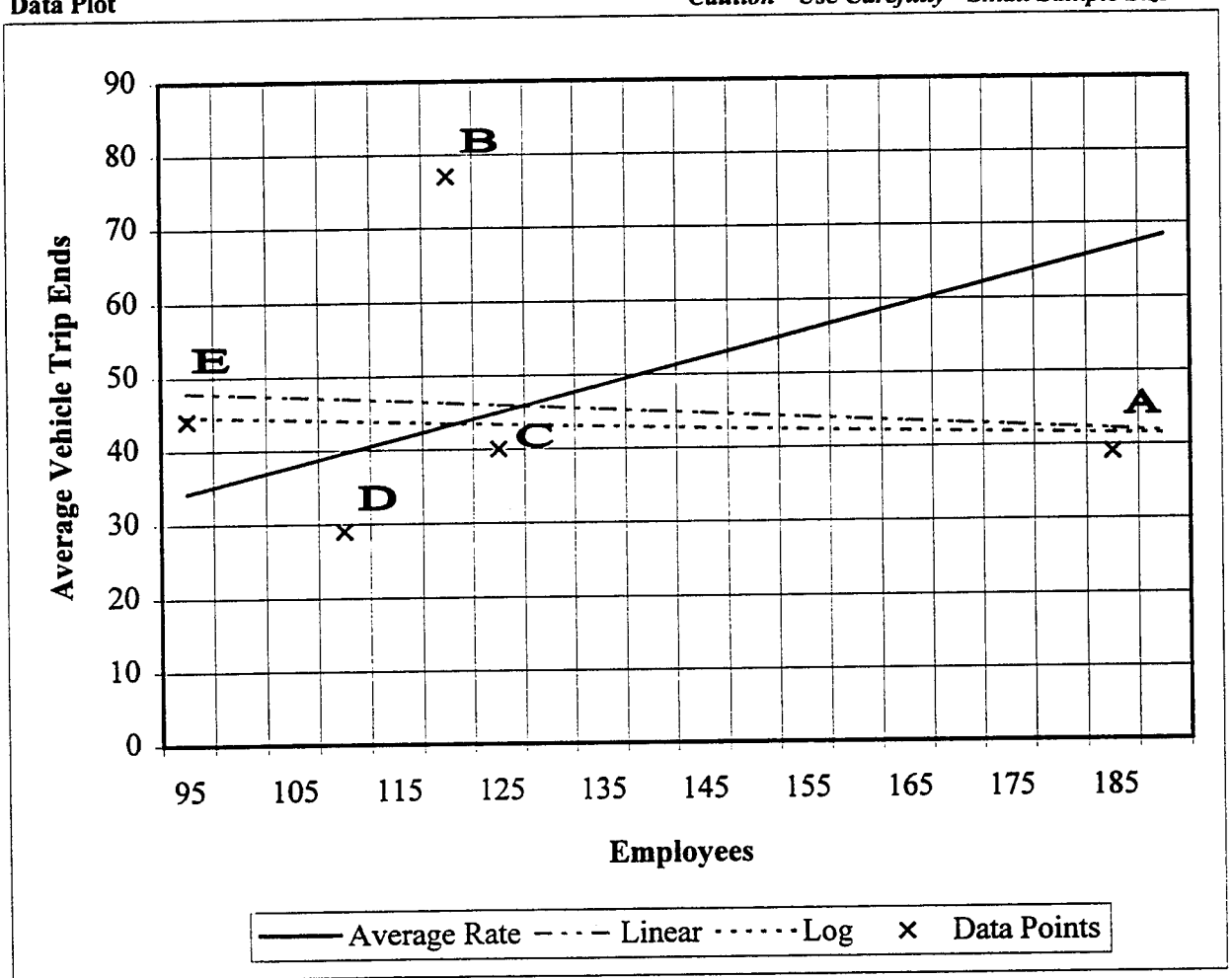
Average Vehicle Trip Ends V/S: Employees
On a: Saturday Peak

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.36	0.21-0.64	0.17

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=53.93-0.06(Employees) r^2=0.01

Log Equation Trip Ends=71.85(Employees)$^{-0.10}$ r^2=0.01

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

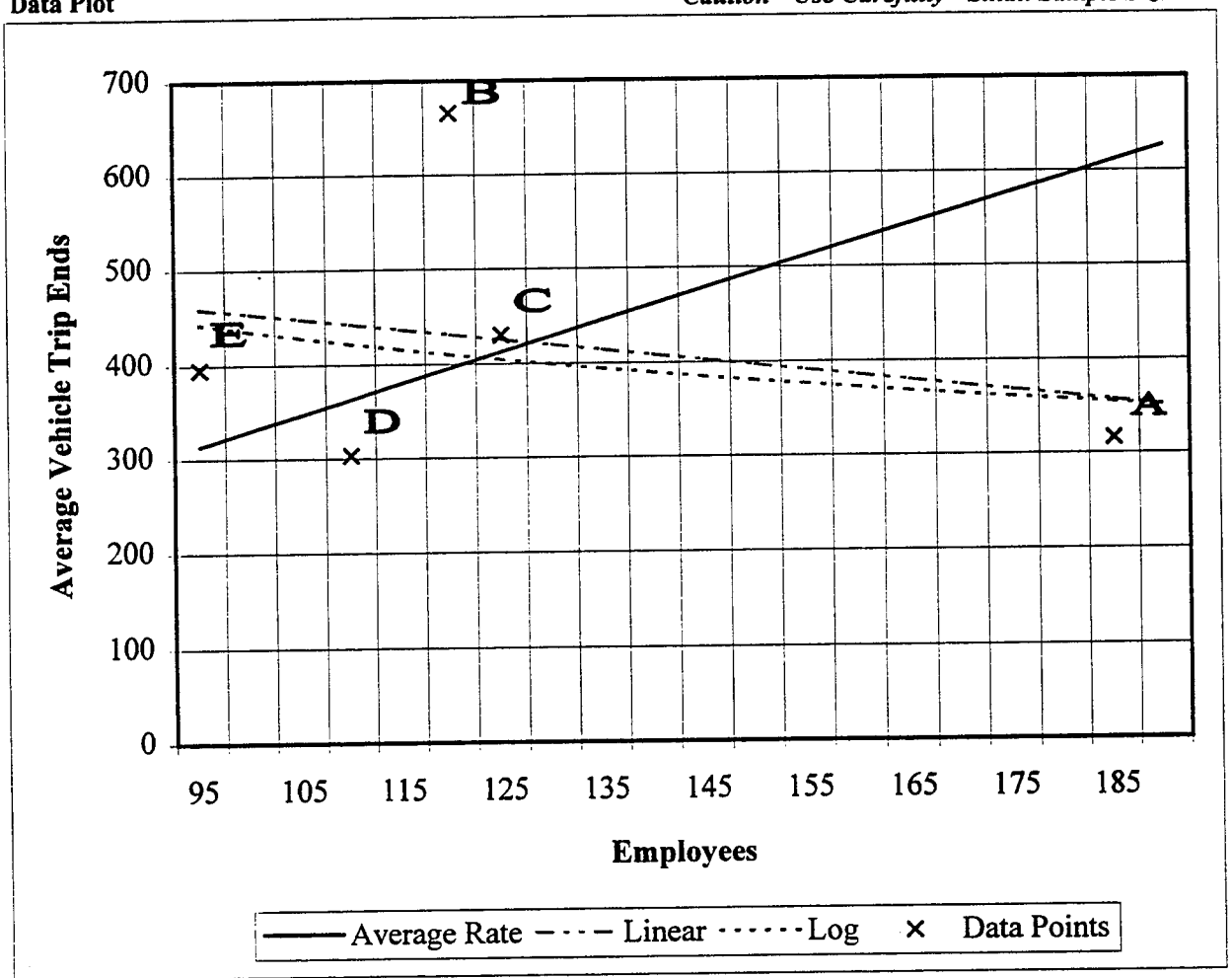
Average Vehicle Trip Ends V/S: Employees
On a: Sunday

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.30	1.70-5.55	1.45

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=567.12-1.14(Employees) r^2=0.07

Log Equation Trip Ends=2022(Employees)$^{-0.33}$ r^2=0.07

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

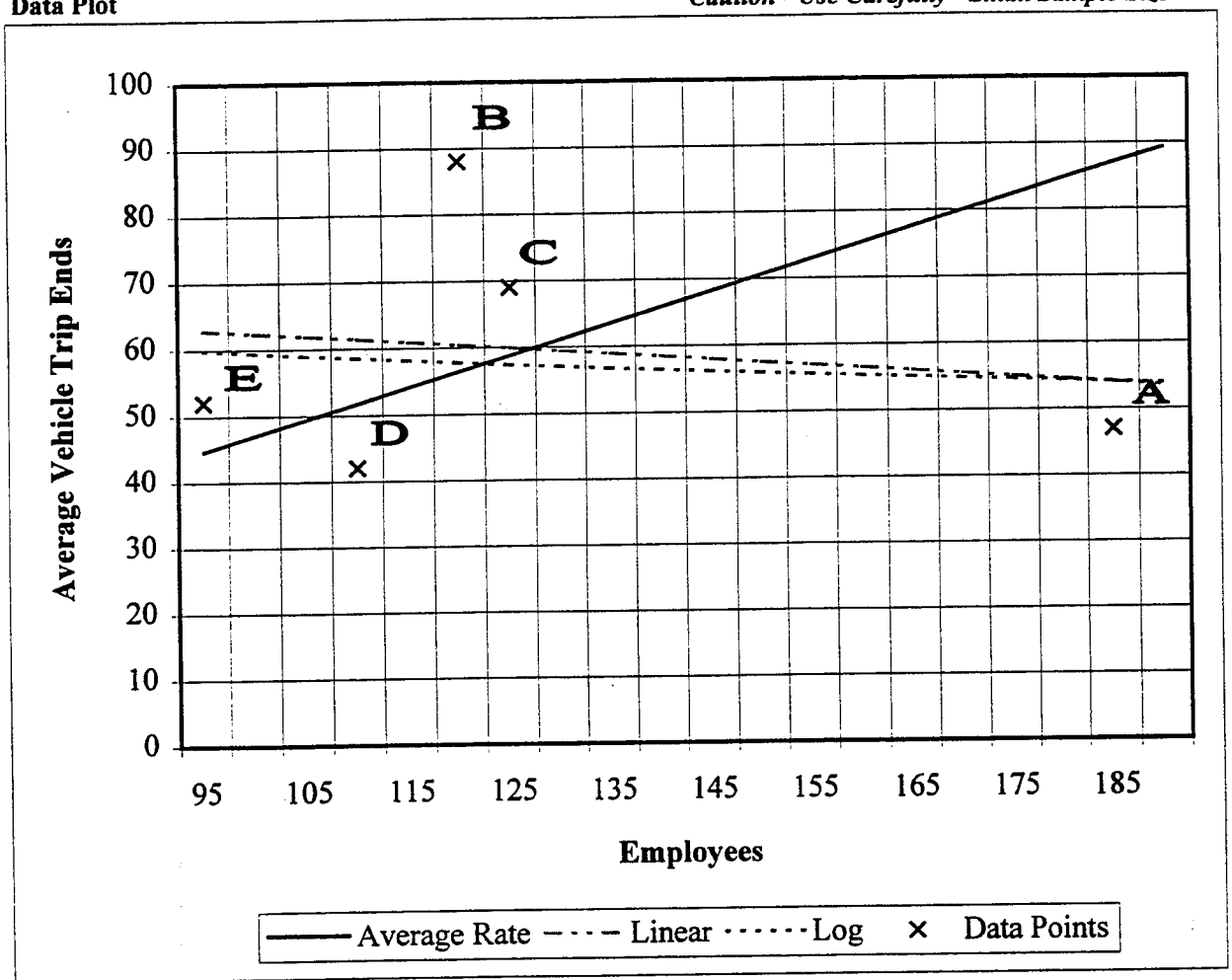
Average Vehicle Trip Ends V/S: Employees
On a: Sunday Peak

Number of Studies: 5
Average SEV Value: 128
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.47	0.25-0.73	0.18

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=72.10-0.10(Employees) r^2=0.03

Log Equation Trip Ends=119.11(Employees)$^{-0.15}$ r^2=0.02

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

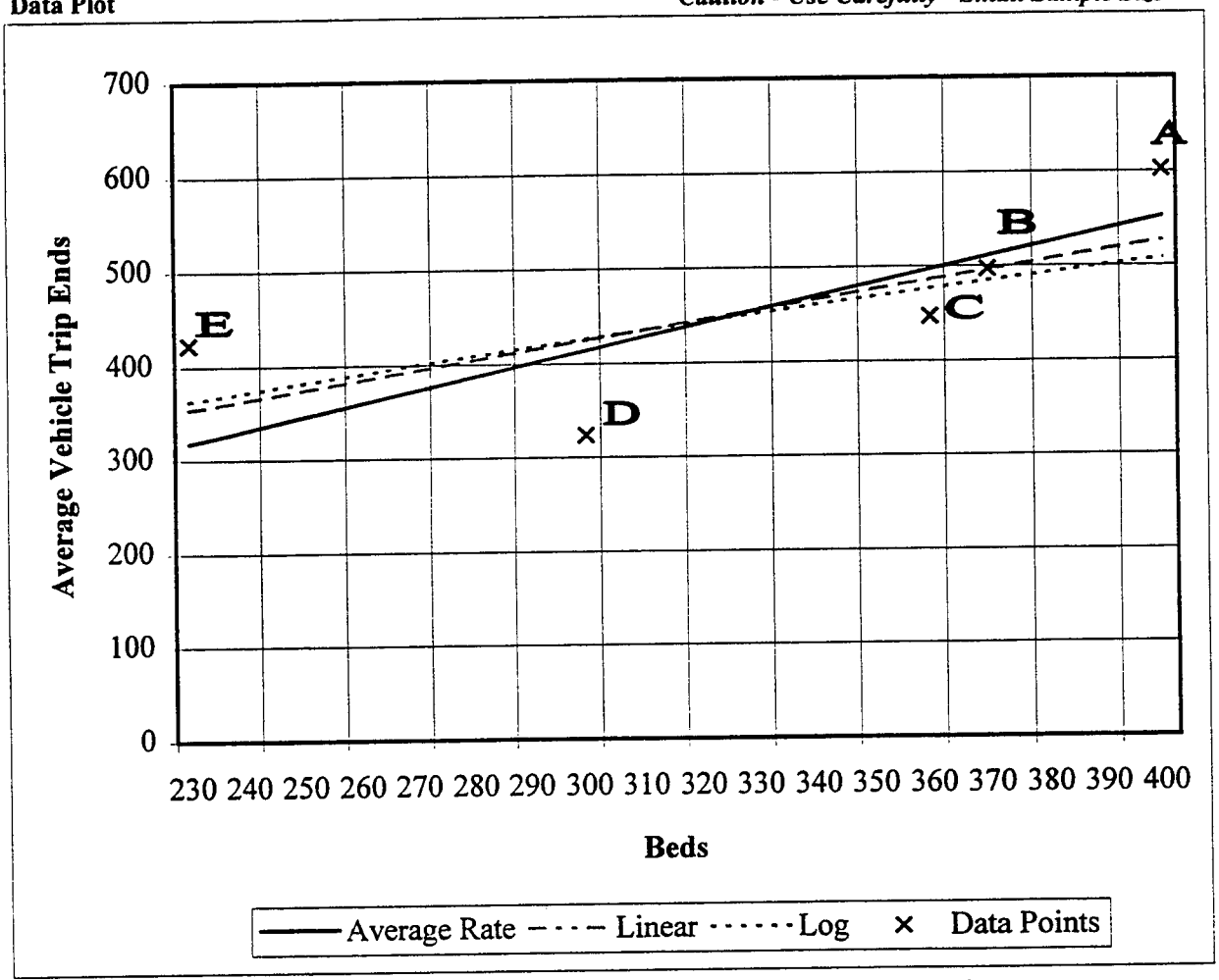
Average Vehicle Trip Ends V/S: Beds
On a: Weekday

Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.38	1.08-184	0.29

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=118.75+1.02(Beds) r^2=0.46

Log Equation Trip Ends=13.15(Beds)$^{0.60}$ r^2=0.36

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

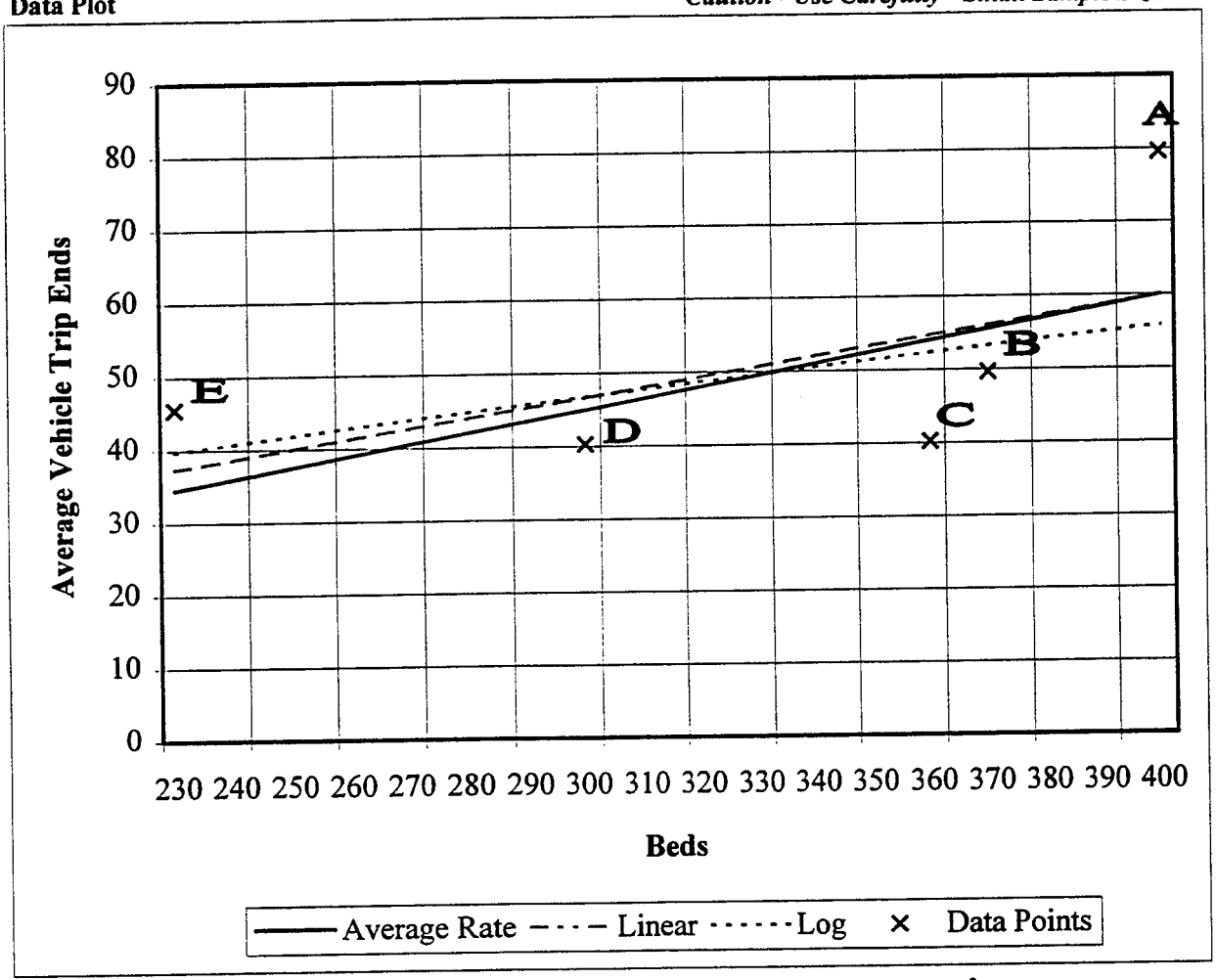
Average Vehicle Trip Ends V/S: Beds
On a: Weekday AM Peak

Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.15	0.11-0.20	0.04

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=6.72+0.13(Beds) r^2=0.30

Log Equation Trip Ends=1.40(Beds)$^{0.62}$ r^2=0.24

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

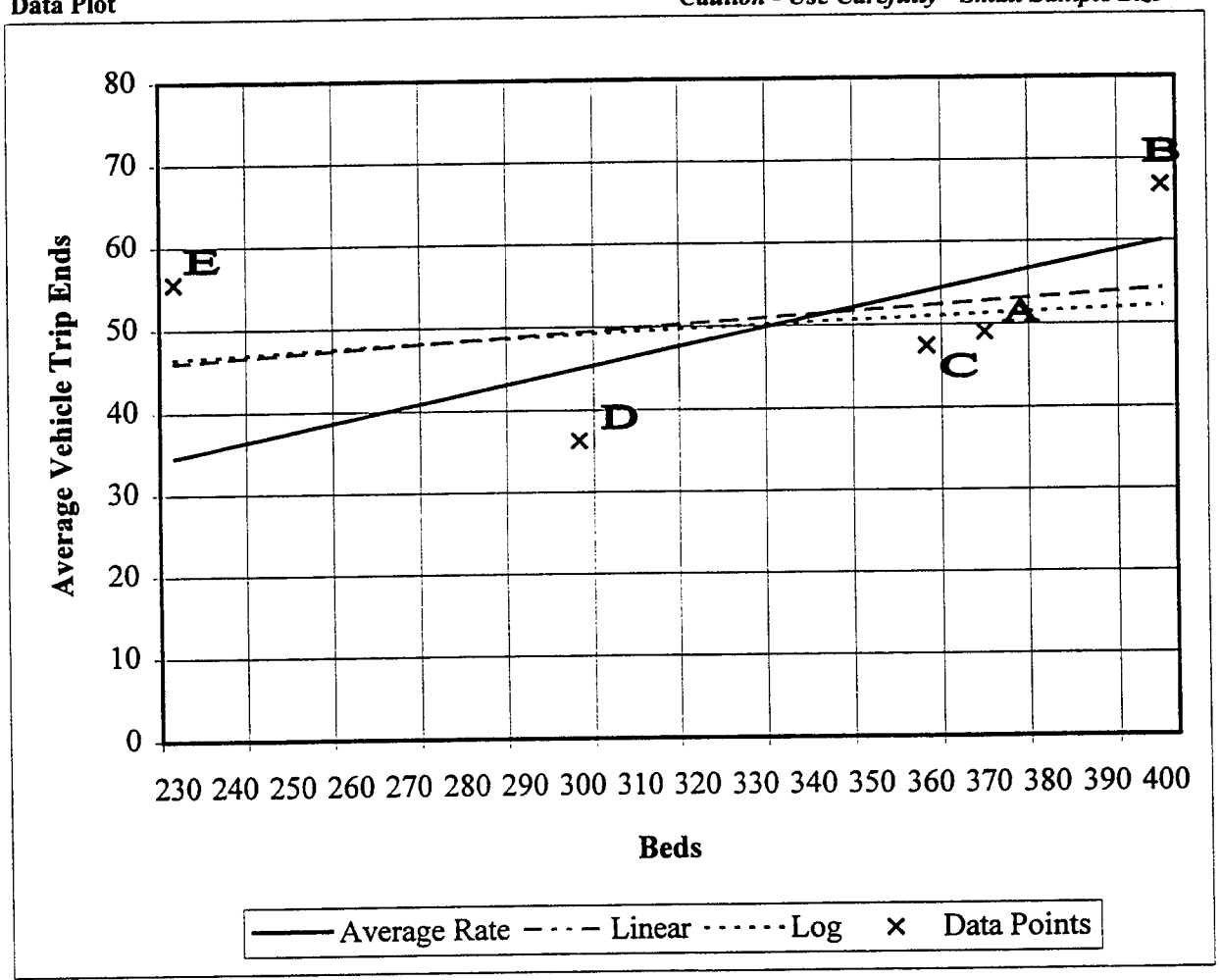
Average Vehicle Trip Ends V/S: Beds
On a: Weekday PM Peak

Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.15	0.12-0.24	0.05

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=34.84+0.05(Beds) r^2=0.09

Log Equation Trip Ends=15.01(Beds)$^{0.21}$ r^2=0.04

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

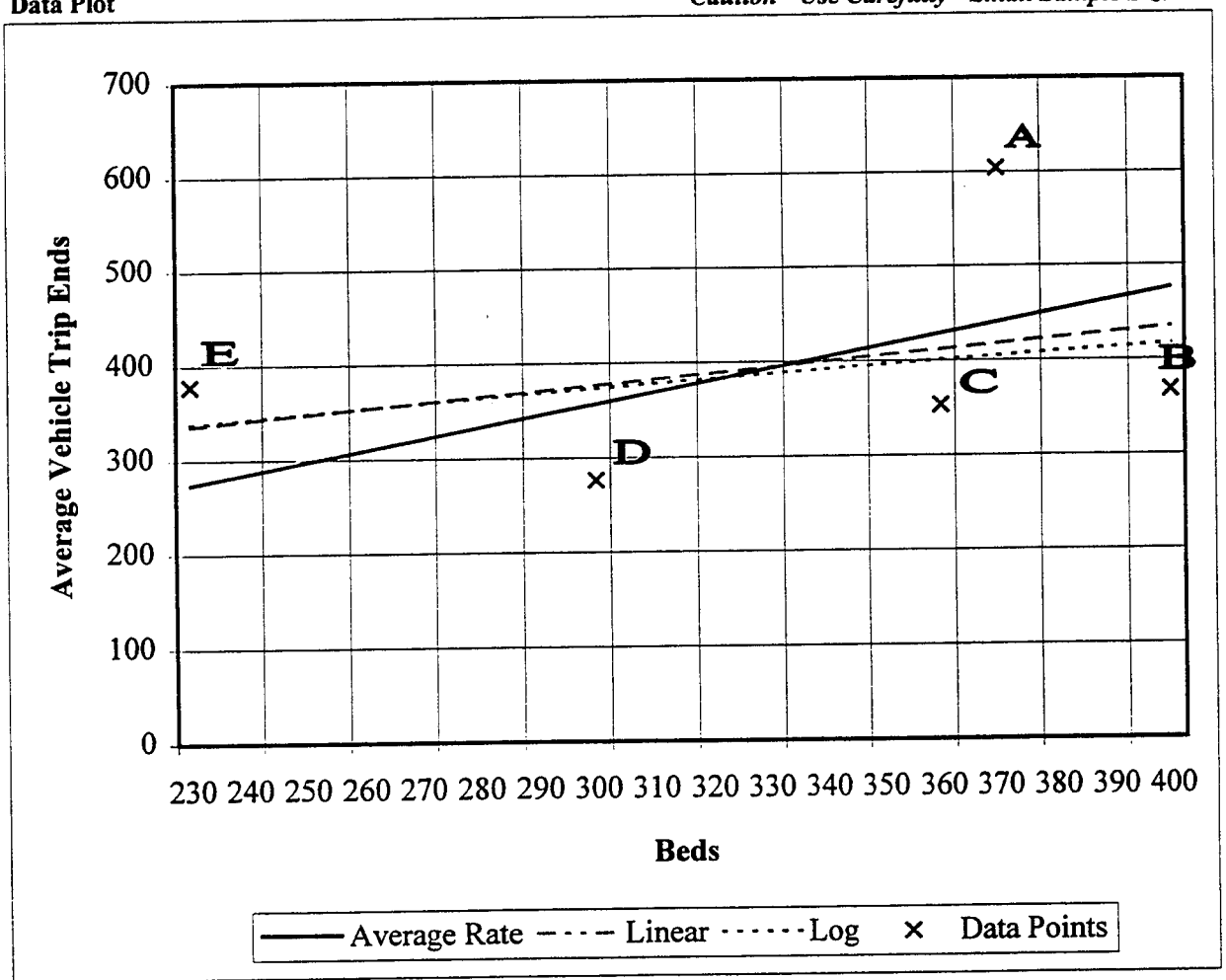
Average Vehicle Trip Ends V/S: Beds
On a: Saturday

Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.19	0.92-1.64	0.38

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=201.98+0.58(Beds) r^2=0.10

Log Equation Trip Ends=42.77(Beds)$^{0.38}$ r^2=0.09

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

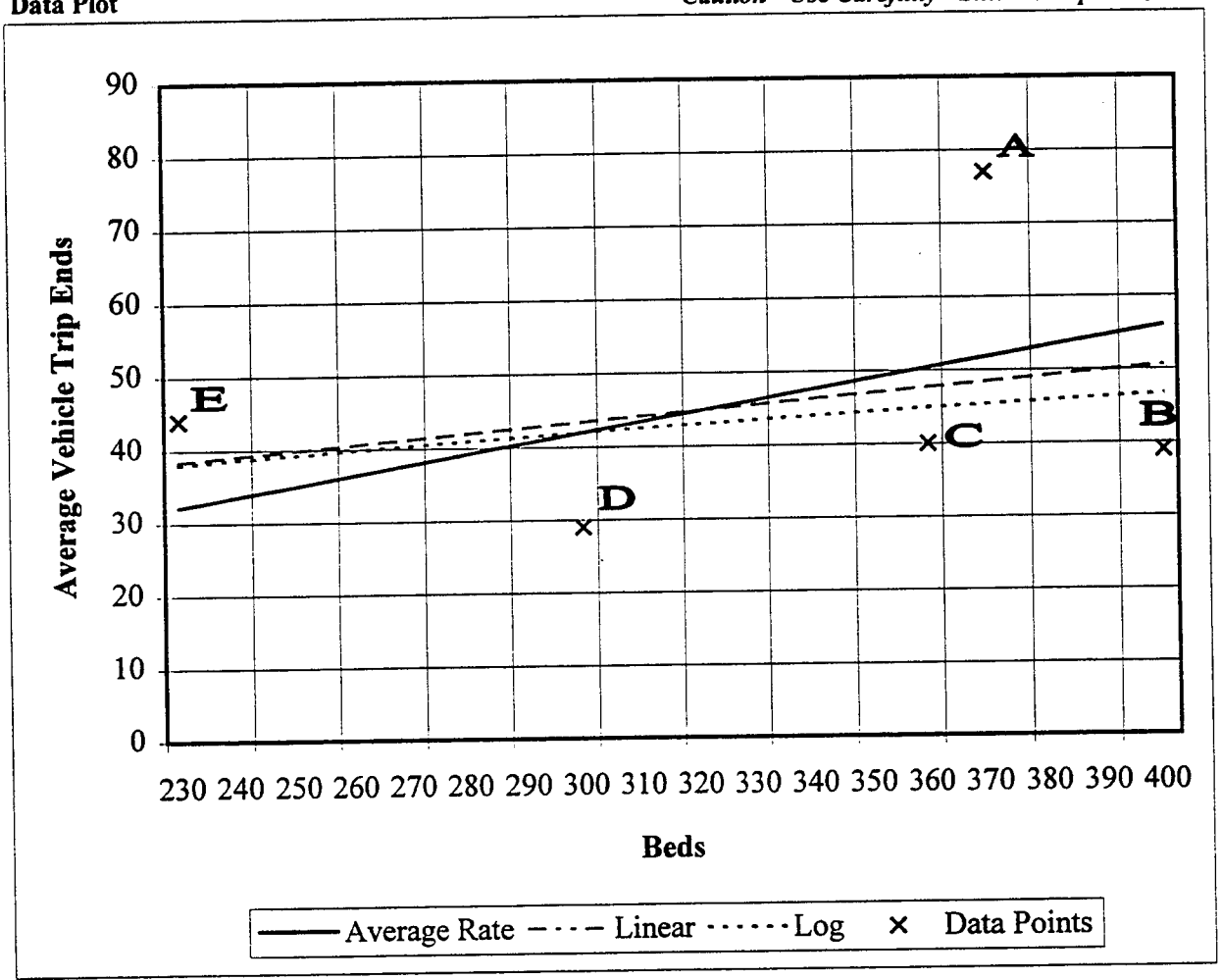
Average Vehicle Trip Ends V/S: Beds
On a: Saturday Peak

Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.14	0.10-0.21	0.05

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=21.89+0.07(Beds) r^2=0.07

Log Equation Trip Ends=5.03(Beds)$^{0.37}$ r^2=0.05

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

Average Vehicle Trip Ends V/S: Beds
On a: Sunday

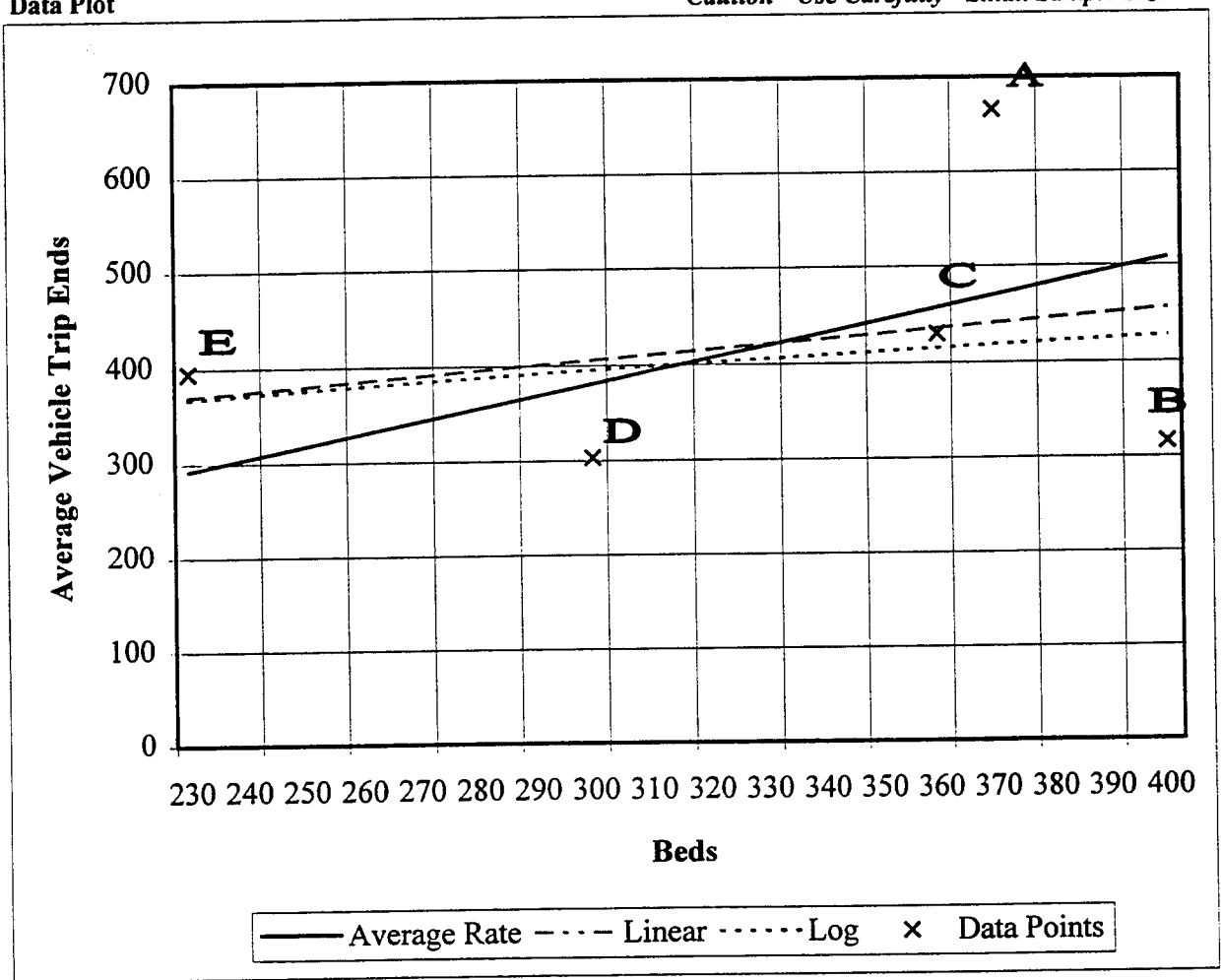
Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
1.27	0.79-1.79	0.44

Data Plot

Caution - Use Carefully - Small Sample Size



Linear Equation Trip Ends=254.17+0.50(Beds) r^2=0.06

Log Equation Trip Ends=83.92(Beds)$^{0.27}$ r^2=0.04

(Equations with r^2 <0.5 are not recommended for use)

Regional Jails

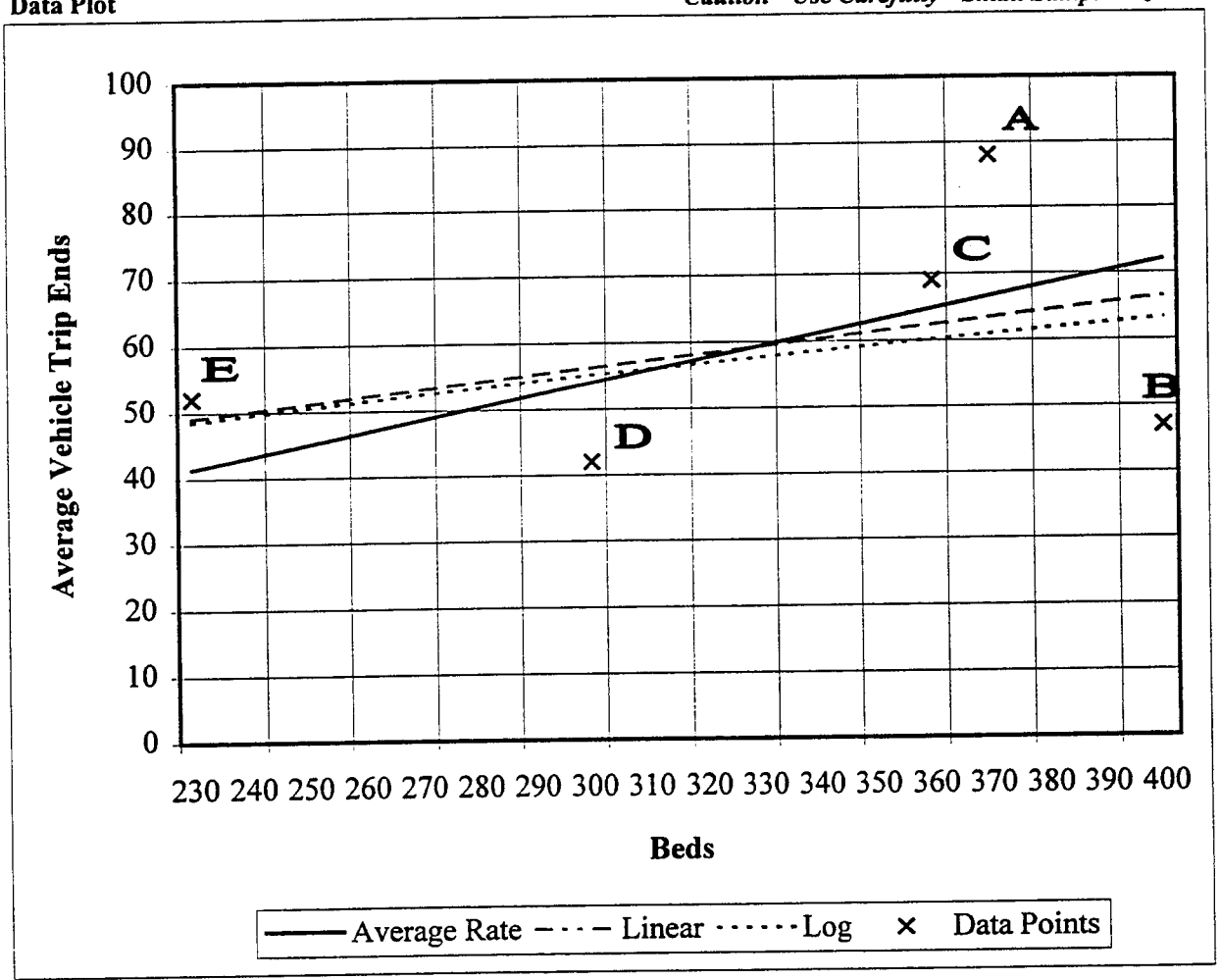
Average Vehicle Trip Ends V/S: Beds
On a: Sunday Peak

Number of Studies: 5
Average SEV Value: 333
Directional Distribution: Not Studied

Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.18	0.12-0.24	0.05

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=25.52+0.10(Beds) r^2=0.14

Log Equation Trip Ends=3.59(Beds)$^{0.48}$ r^2=0.13

(Equations with r^2 <0.5 are not recommended for use)

APPENDIX E

ITE Format Graphs
Shopping Centers

Shopping Centers

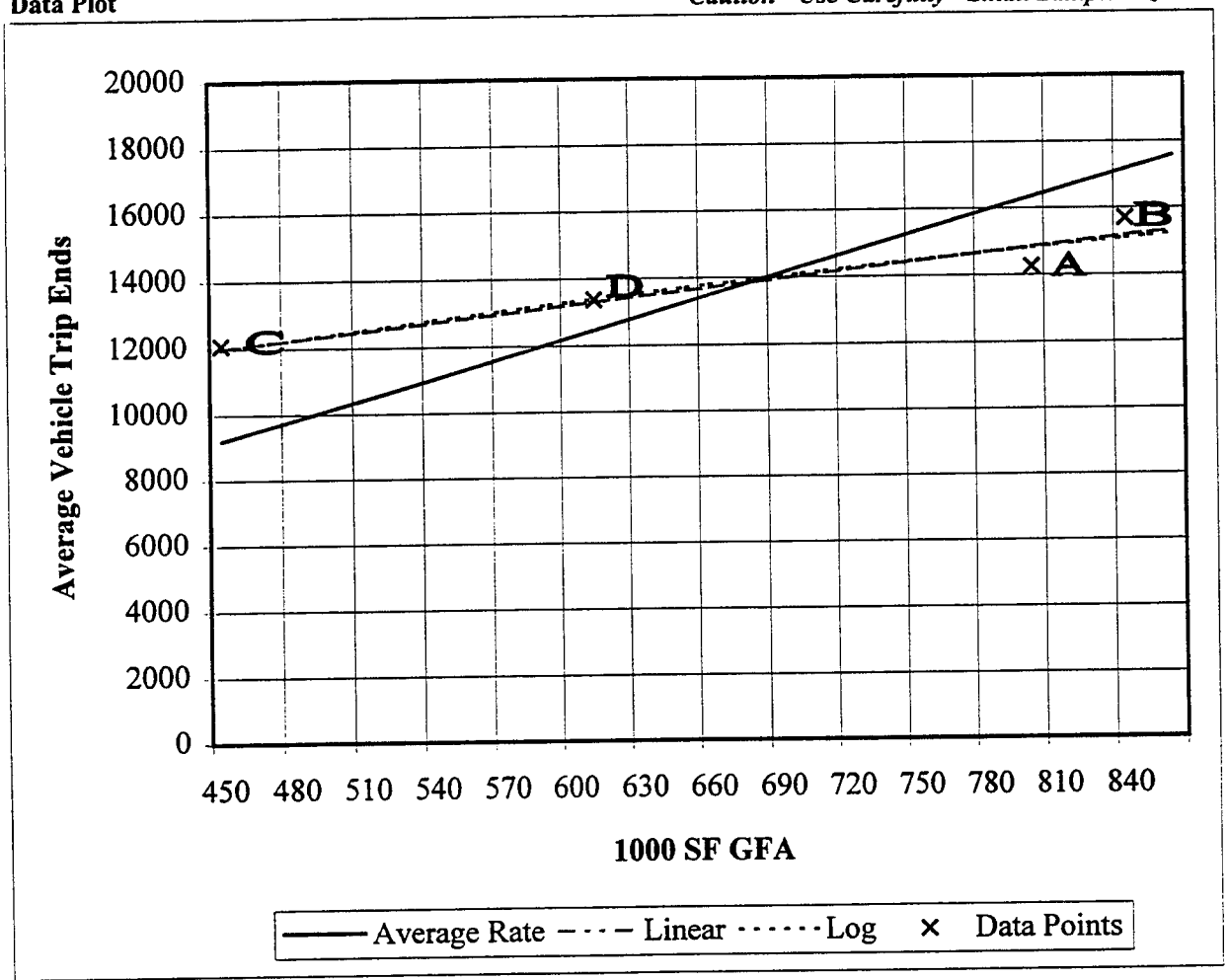
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
20.44	17.80-26.54	3.94

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=8341.02+8.13(1000 SF GFA) r^2=0.91

Log Equation Trip Ends=1236.45(1000 SF GFA)$^{0.37}$ r^2=0.91

Shopping Centers

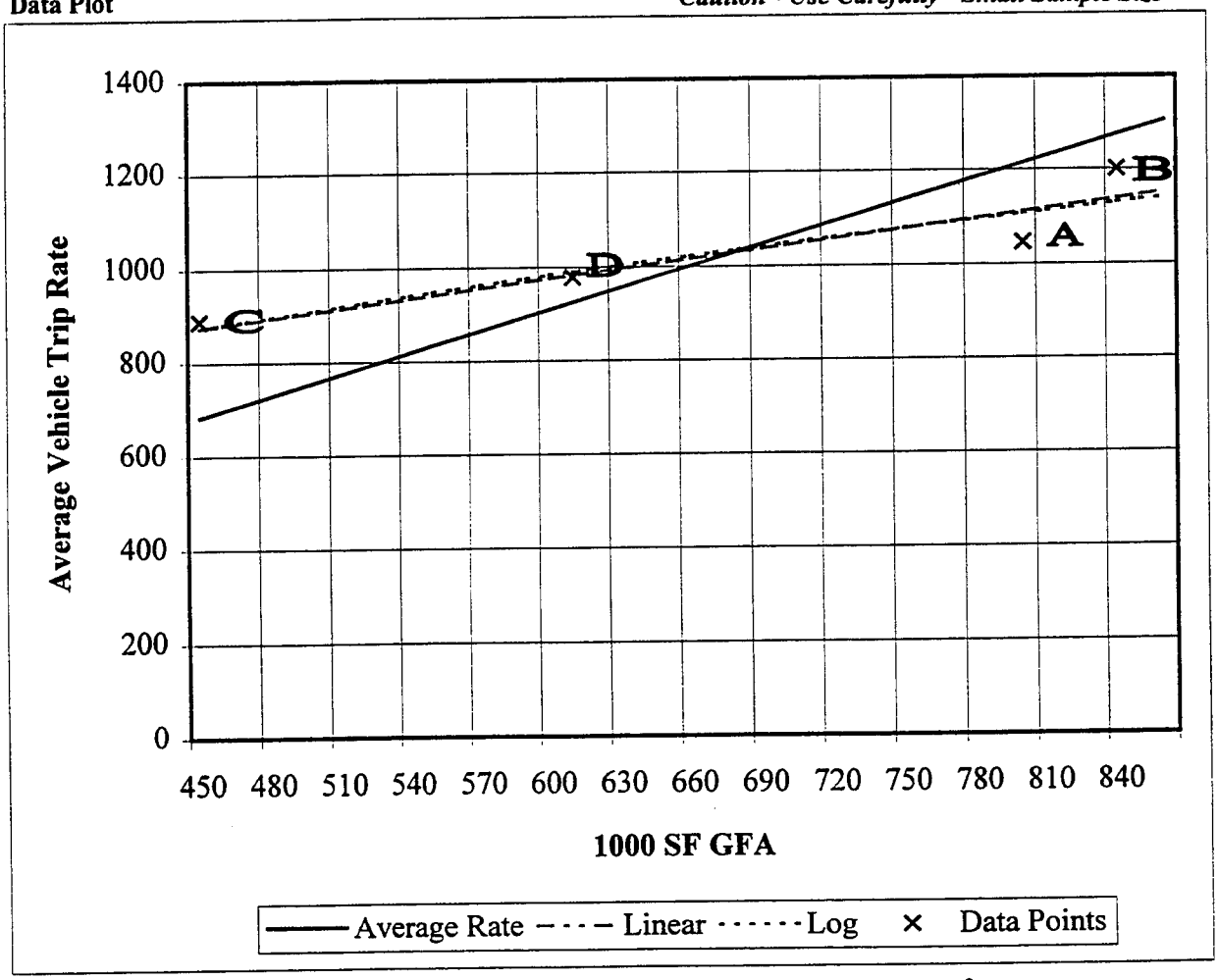
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday AM Peak

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
1.52	1.31-1.95	0.28

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=570.24+0.68(1000 SF GFA) r^2=0.84

Log Equation Trip Ends=70.81(1000 SF GFA)$^{0.41}$ r^2=0.84

Shopping Centers

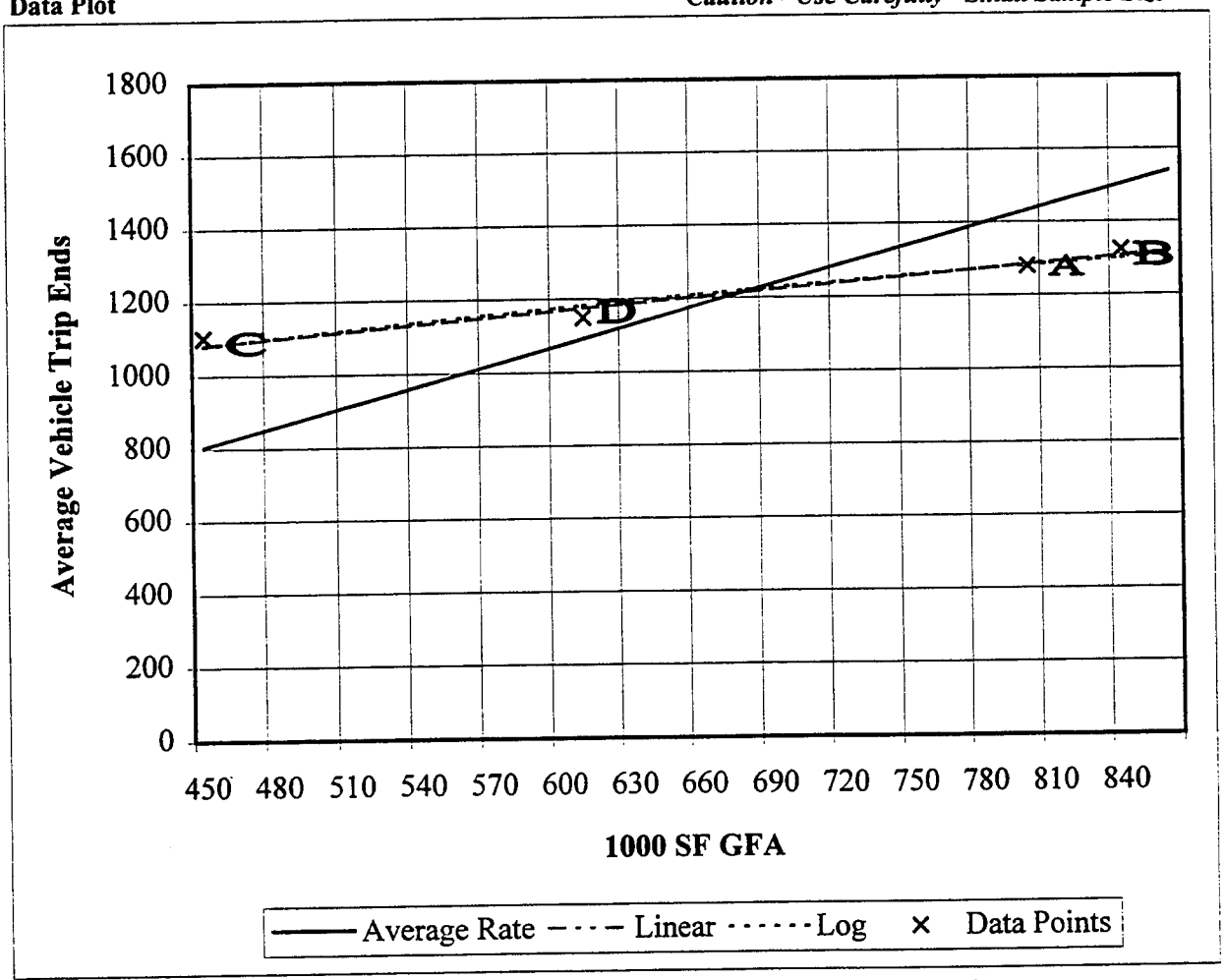
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday PM Peak

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
1.79	1.58-2.42	0.39

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=820.75+0.58(1000 SF GFA) r^2=0.96

Log Equation Trip Ends=175.91(1000 SF GFA)$^{0.30}$ r^2=0.93

Shopping Centers

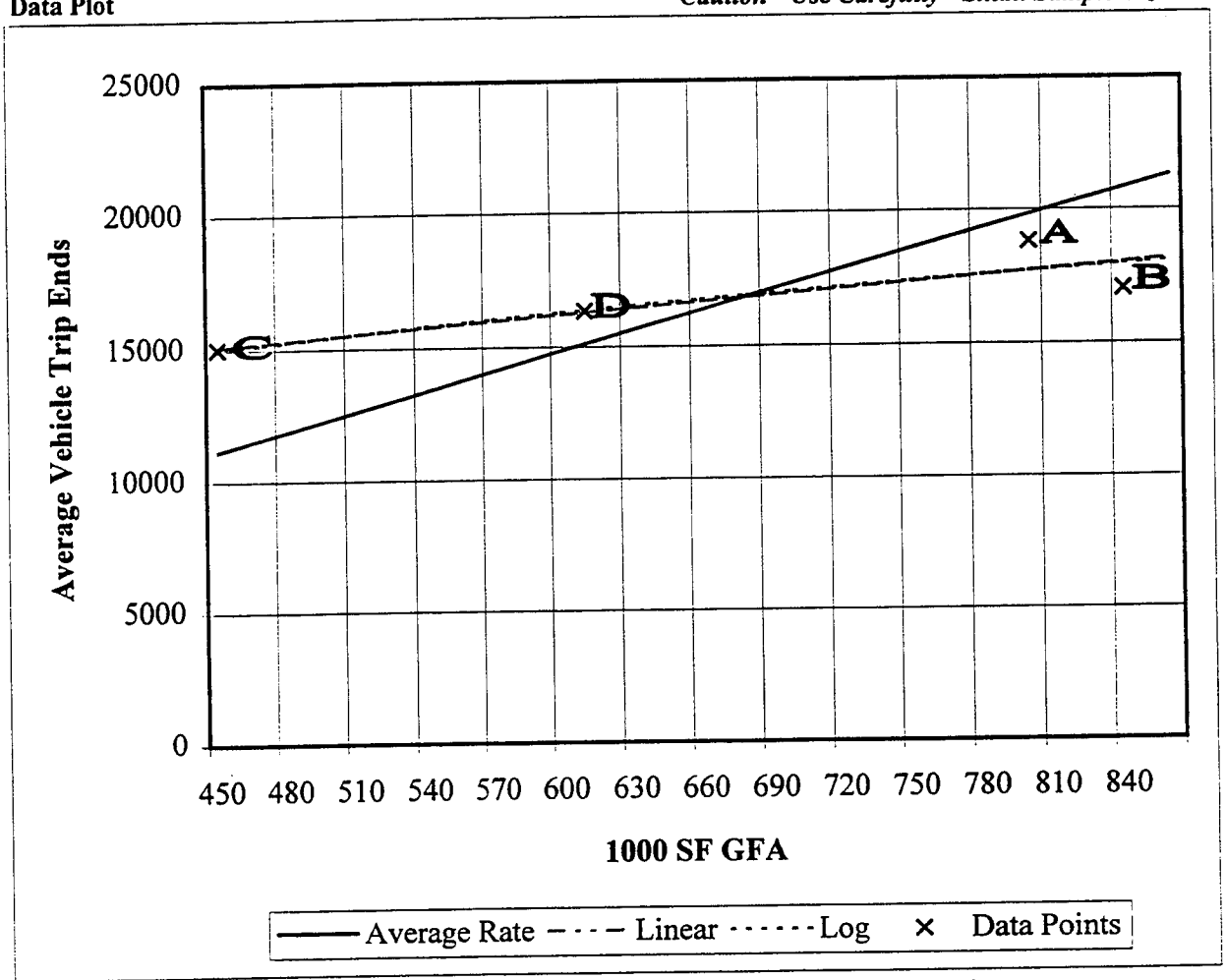
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Saturday

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
24.78	20.28-32.96	5.40

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=11717.00+7.49(1000 SF GFA) r^2=0.71

Log Equation Trip Ends=2565.73(1000 SF GFA)$^{0.29}$ r^2=0.75

Shopping Centers

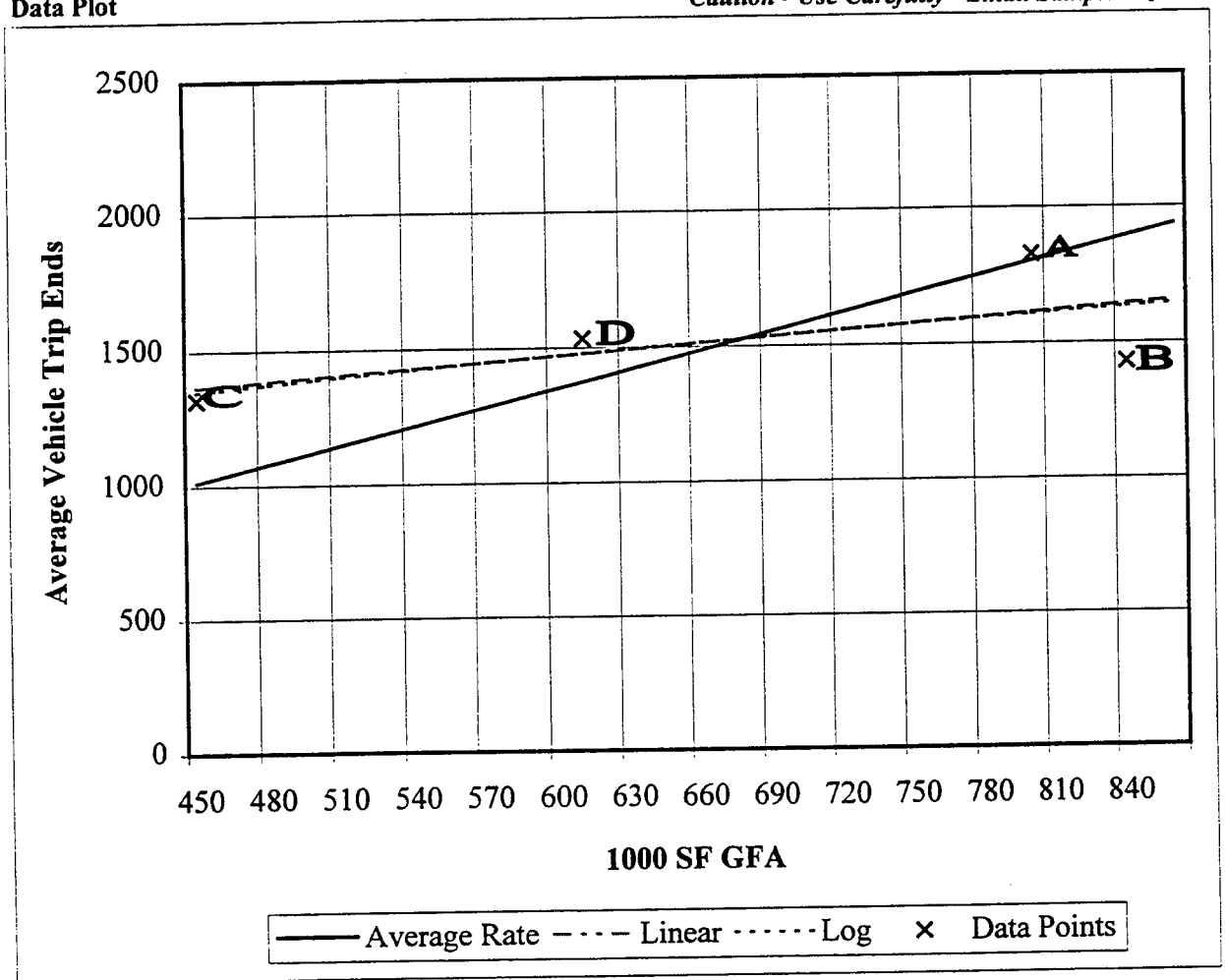
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Saturday Peak

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
2.25	1.70-2.89	0.50

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=1045.51+0.71(1000 SF GFA) r^2=0.33

Log Equation Trip Ends=206.44(1000 SF GFA)$^{0.31}$ r^2=0.39

(Equations with r^2 <0.5 are not recommended for use)

Shopping Centers

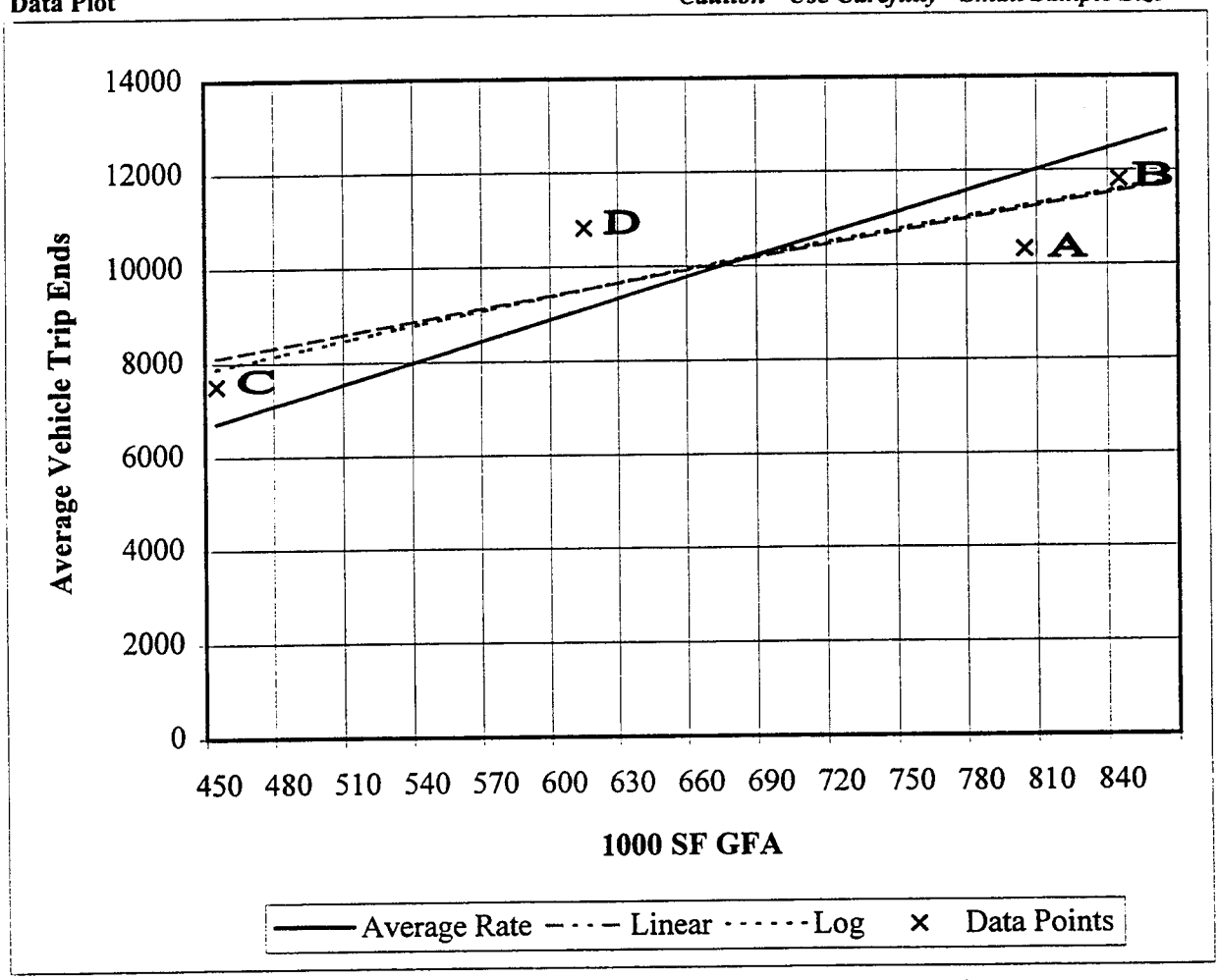
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Sunday

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
14.93	12.90-17.57	2.15

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=4134.47+8.23(1000 SF GFA) r^2=0.72

Log Equation Trip Ends=181.27(1000 SF GFA)$^{0.62}$ r^2=0.78

Shopping Centers

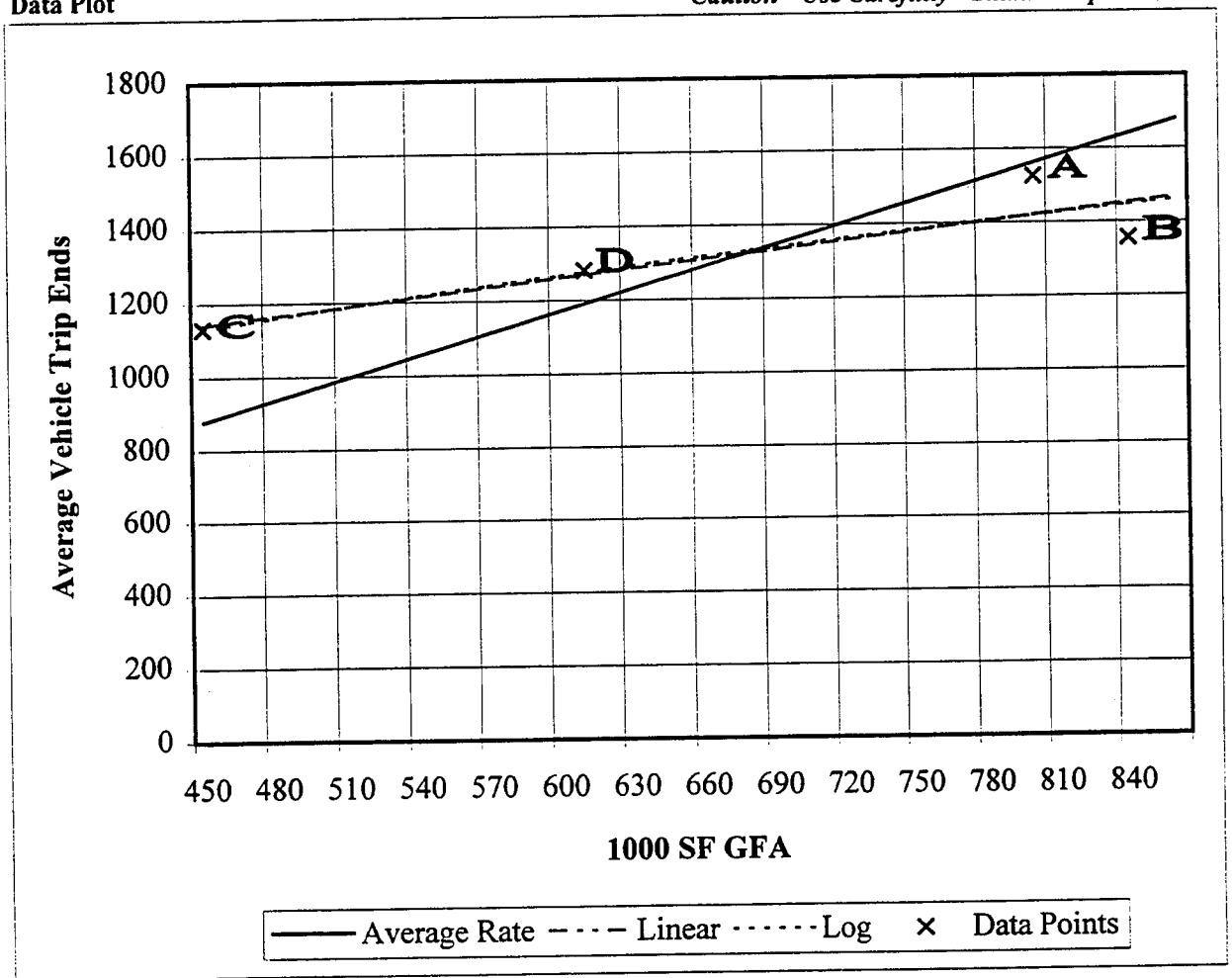
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Sunday Peak

Number of Studies: 4
Average SEV Value: 677.75
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
1.95	1.62-2.48	0.36

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=779.99+0.80(1000 SF GFA) r^2=0.75

Log Equation Trip Ends=100.48(1000 SF GFA)$^{0.40}$ r^2=0.80

Shopping Centers

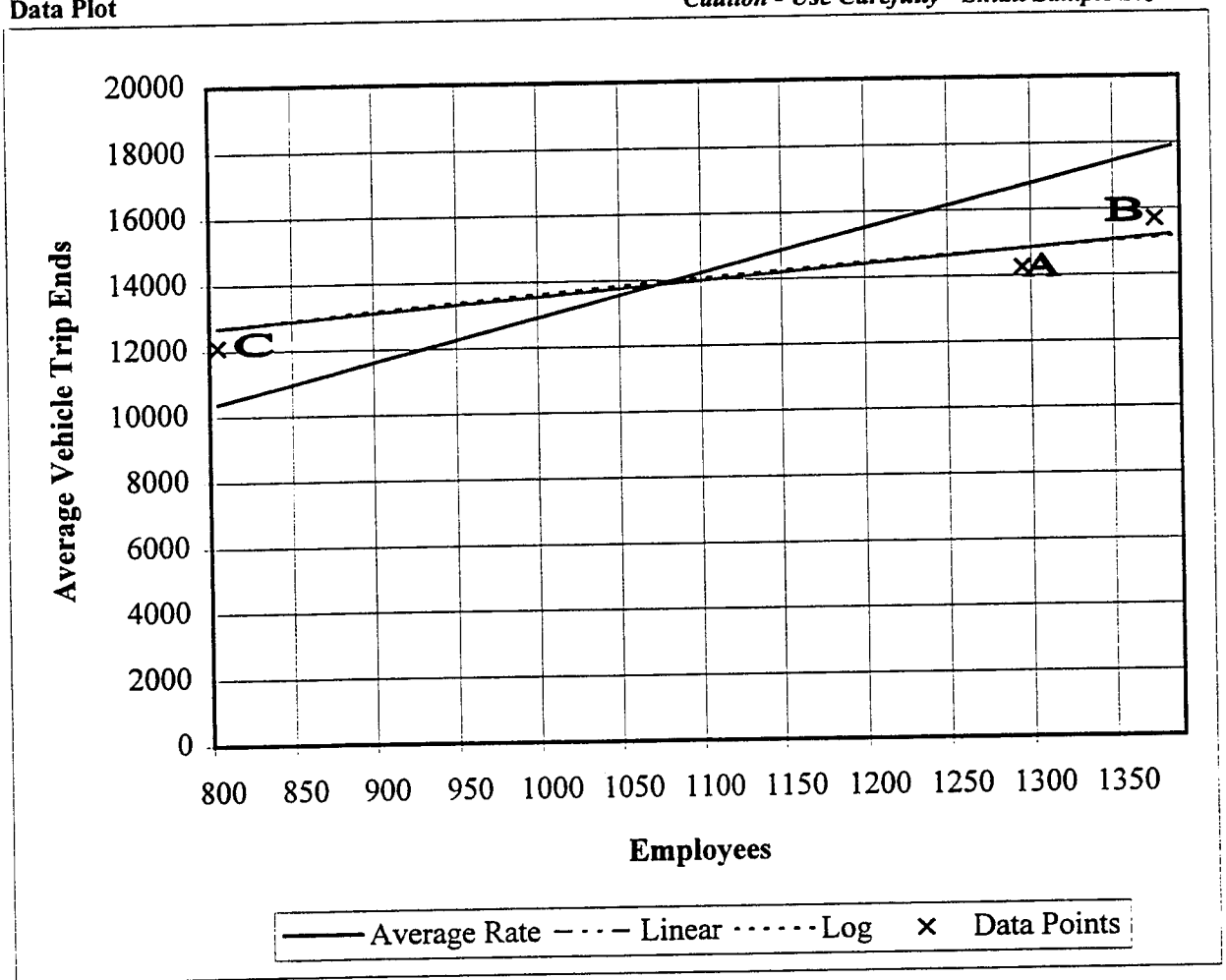
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
12.97	10.96-16.65	2.78

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=9210.10+4.34(Employees) r^2=0.79

Log Equation Trip Ends=1422.26(Employees)$^{0.33}$ r^2=0.77

Shopping Centers

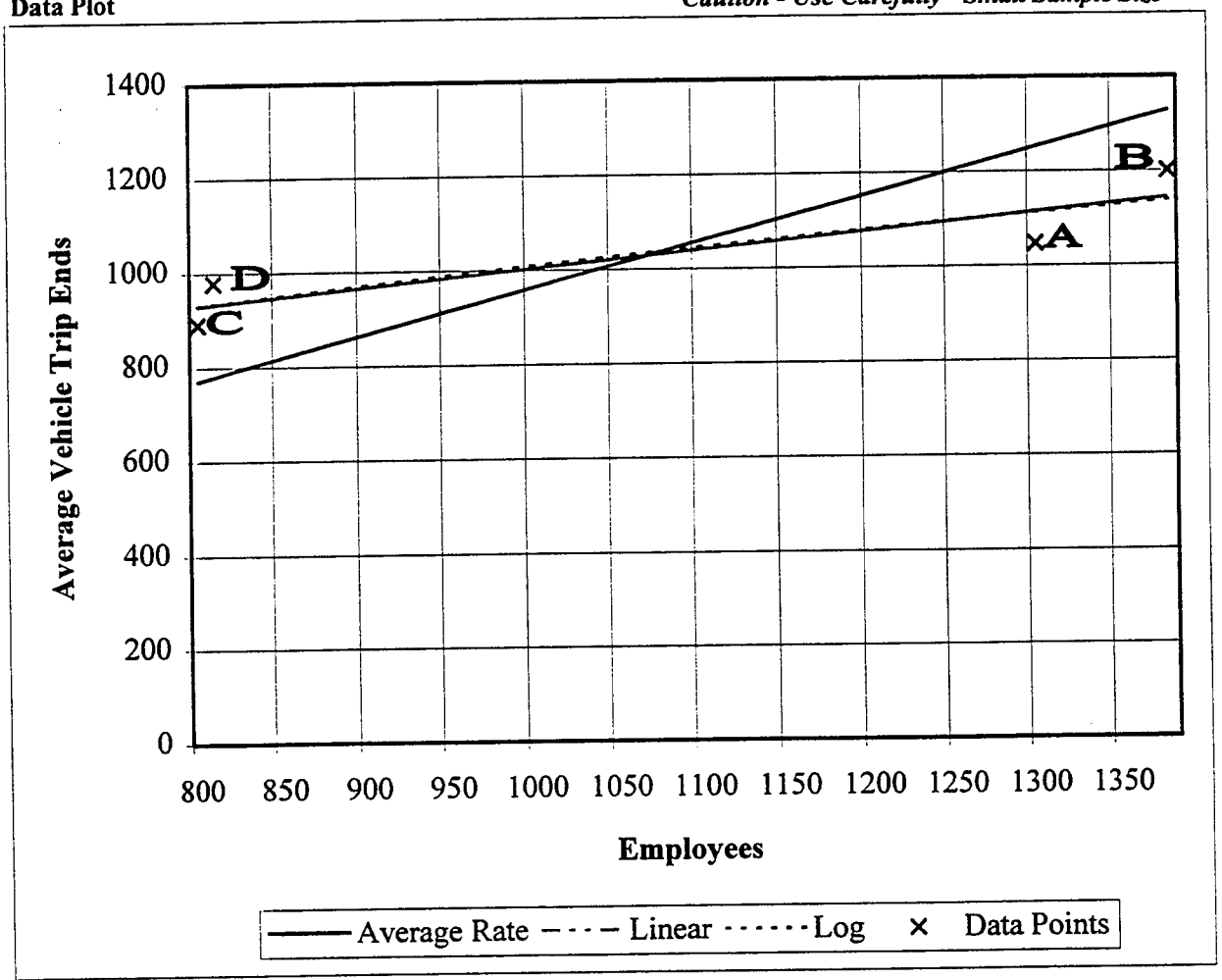
Average Vehicle Trip Ends V/S: Employees
On a: Weekday AM Peak

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.96	0.80-1.22	0.19

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=632.58+0.37(Employees) r^2=0.76

Log Equation Trip Ends=77.48(Employees)$^{0.37}$ r^2=0.76

Shopping Centers

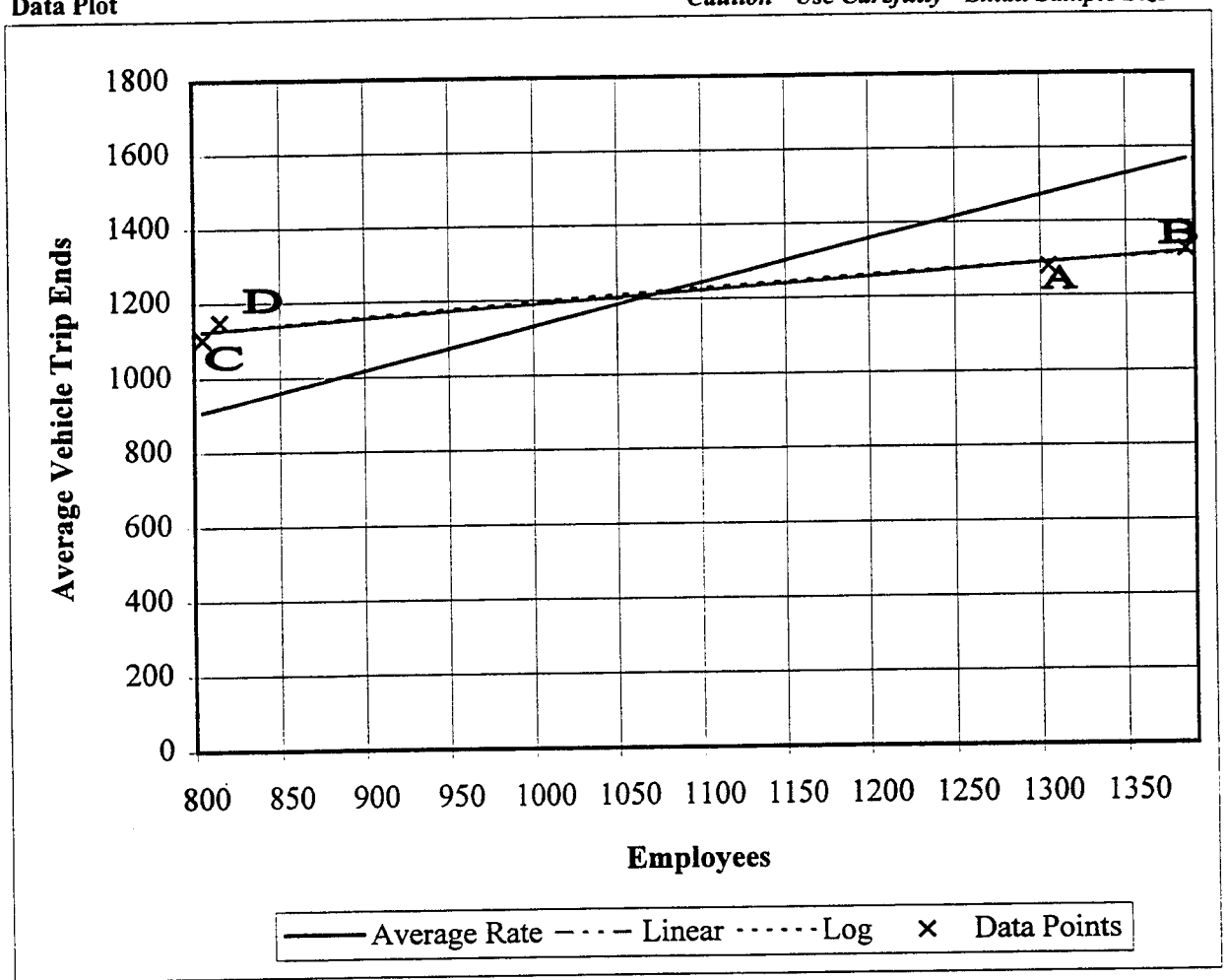
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.14	0.97-1.43	0.25

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=857.34+0.33(Employees) r^2=0.96

Log Equation Trip Ends=164.02(Employees)$^{0.29}$ r^2=0.96

Shopping Centers

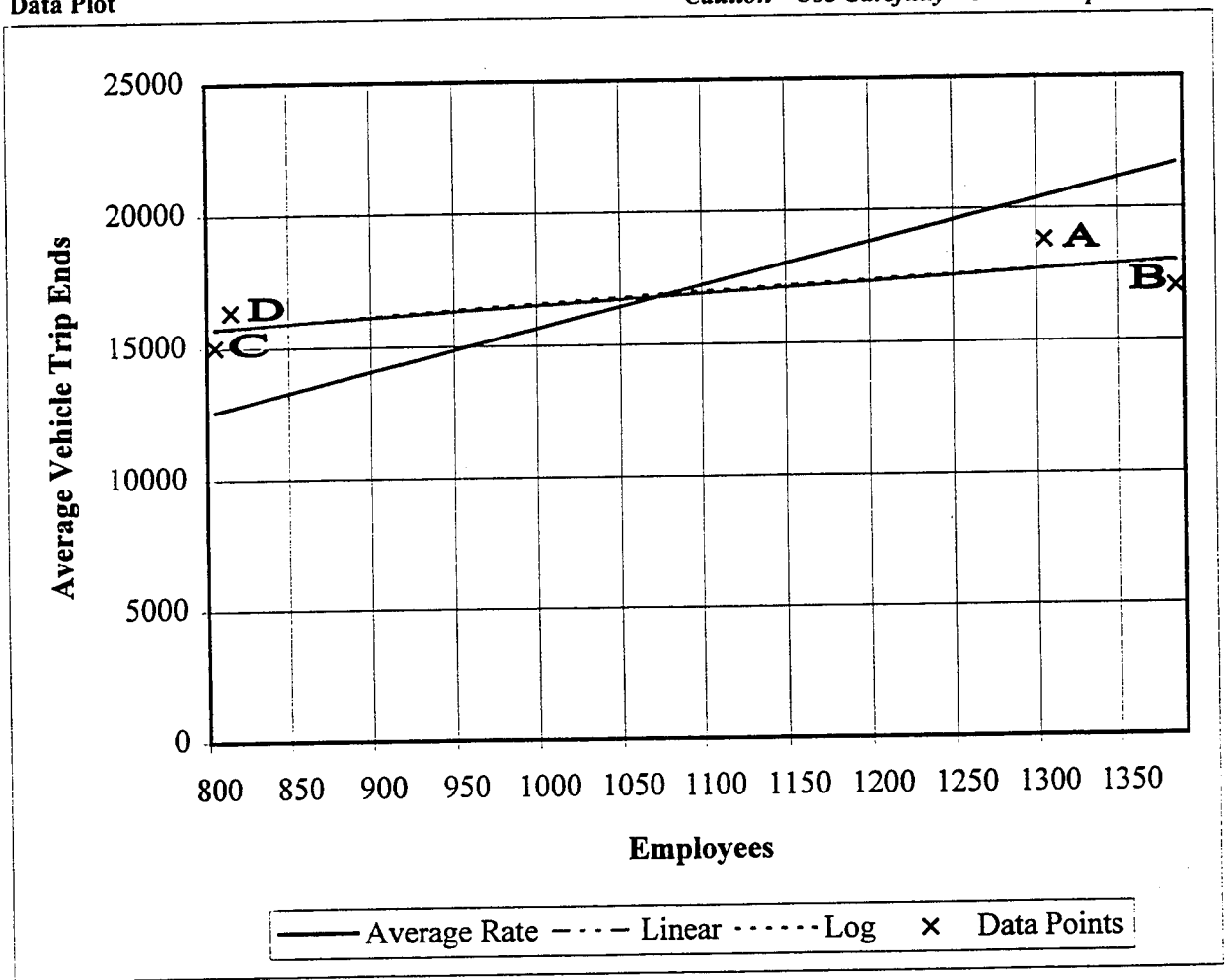
Average Vehicle Trip Ends V/S: Employees
On a: Saturday

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
15.72	12.44-20.33	3.67

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=12560.10+3.96(Employees) r^2=0.60

Log Equation Trip Ends=2921.93(Employees)$^{0.25}$ r^2=0.63

Shopping Centers

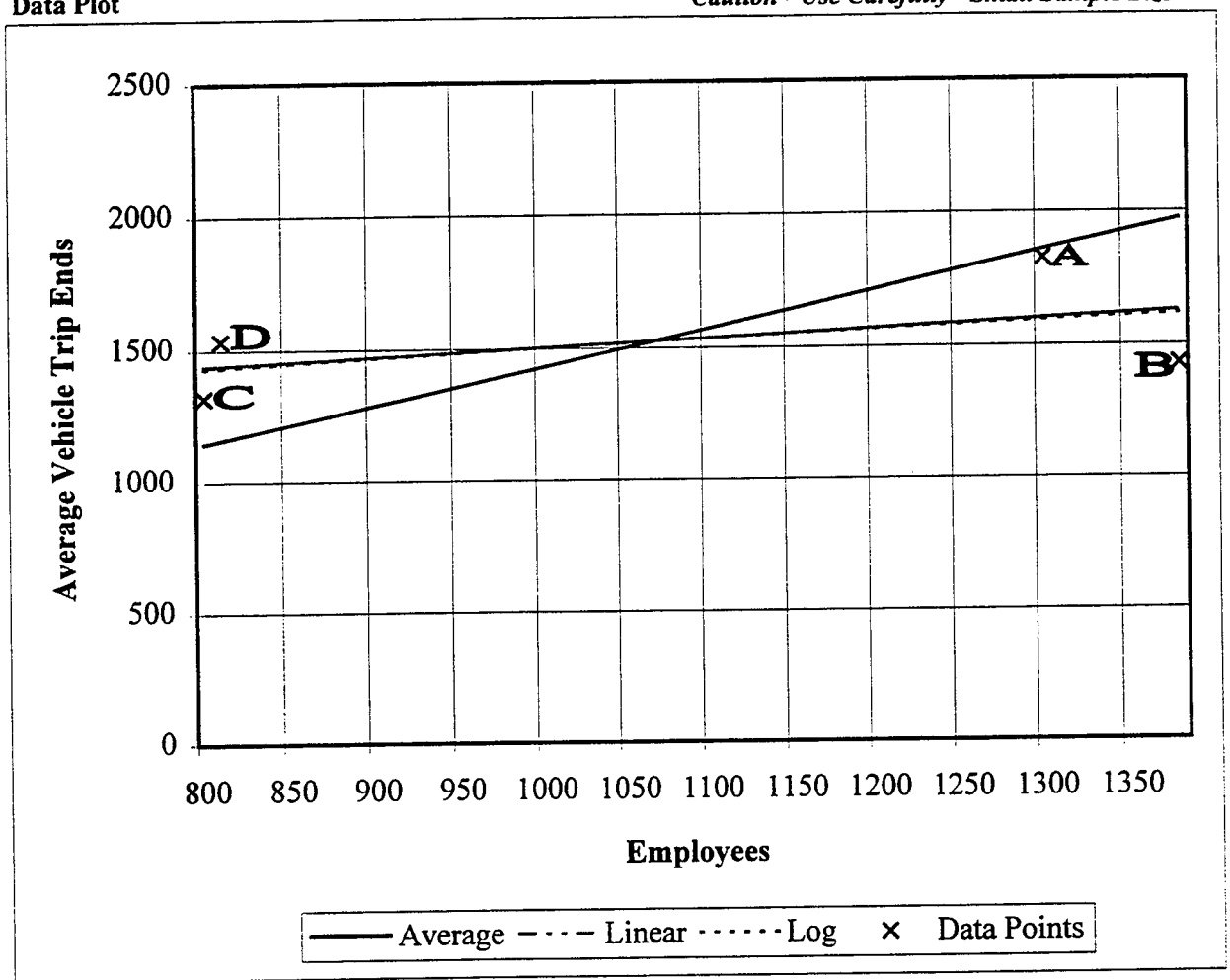
Average Vehicle Trip Ends V/S: Employees
On a: Saturday Peak

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.43	1.04-1.91	0.37

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=1174.19+0.33(Employees) r^2=0.22

Log Equation Trip Ends=314.19(Employees)$^{0.23}$ r^2=0.23

(Equations with r^2 <0.5 are not recommended for use)

Shopping Centers

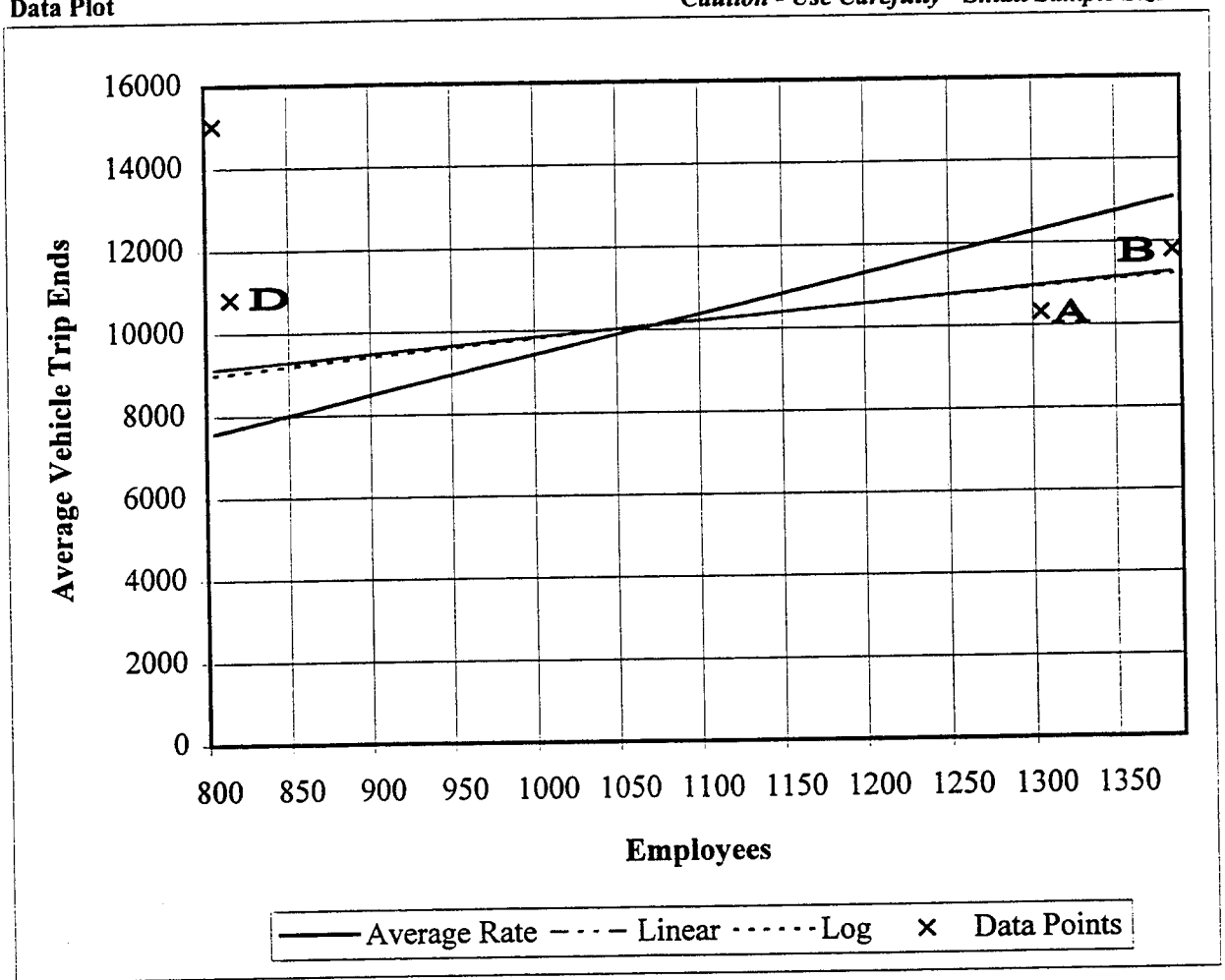
Average Vehicle Trip Ends V/S: Employees
On a: Sunday

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
9.47	7.94-13.47	2.48

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=6139.53+3.72(Employees) r^2=0.39

Log Equation Trip Ends=578.25(Employees)$^{0.41}$ r^2=0.38

Shopping Centers

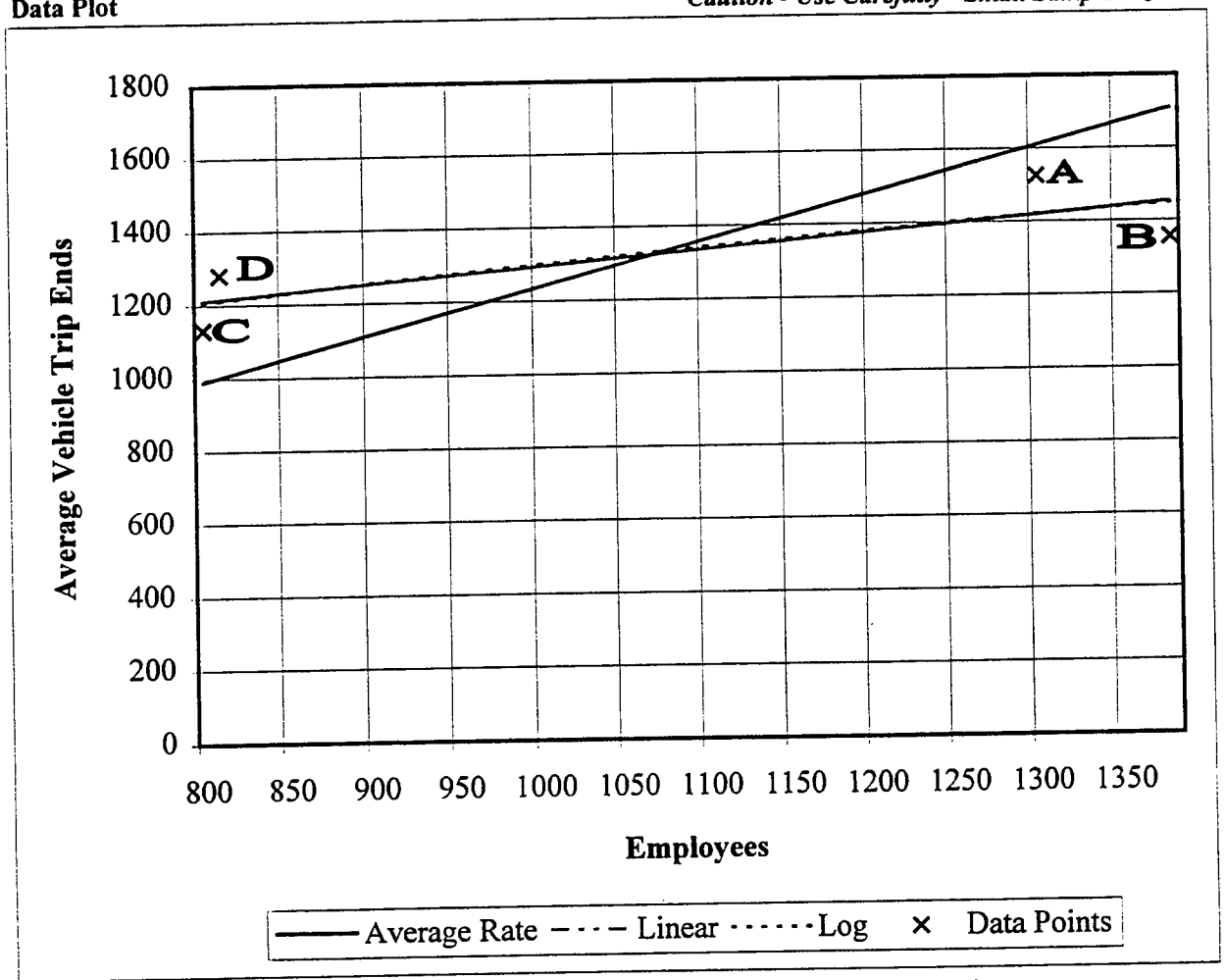
Average Vehicle Trip Ends V/S: Employees
On a: Sunday Peak

Number of Studies: 4
Average SEV Value: 1068
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.24	0.99-1.59	0.36

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=875.85+0.42(Employees) r^2=0.62

Log Equation Trip Ends=76.71(Employees)$^{0.34}$ r^2=0.64

APPENDIX F

ITE Format Graphs
Superstores

Super Stores

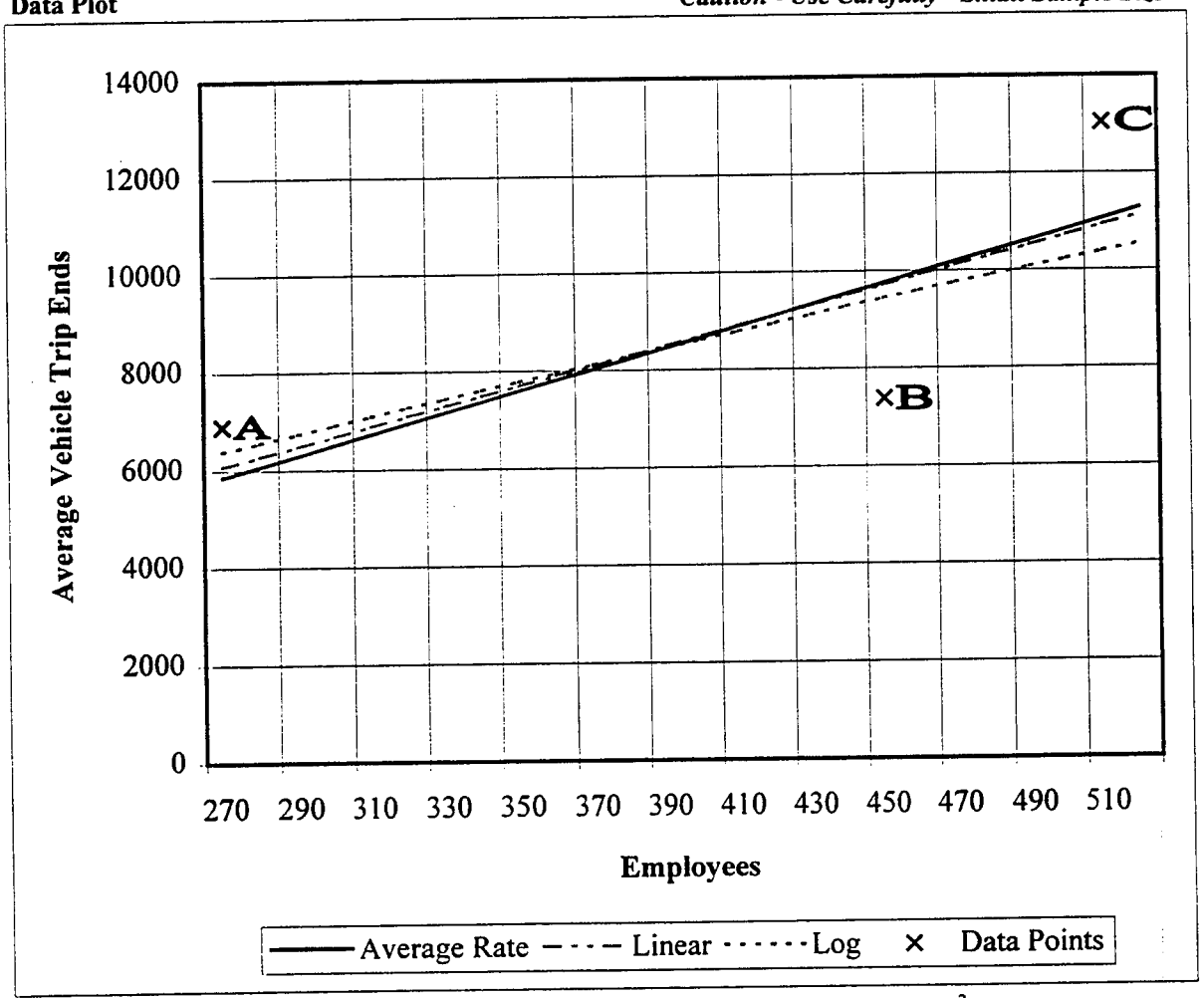
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 3
Average SEV Value: 420
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
21.68	16.03-25.06	5.10

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=612.99+20.22(Employees) r^2=0.55

Log Equation Trip Ends=86.40(Employees)$^{0.77}$ r^2=0.52

Super Stores

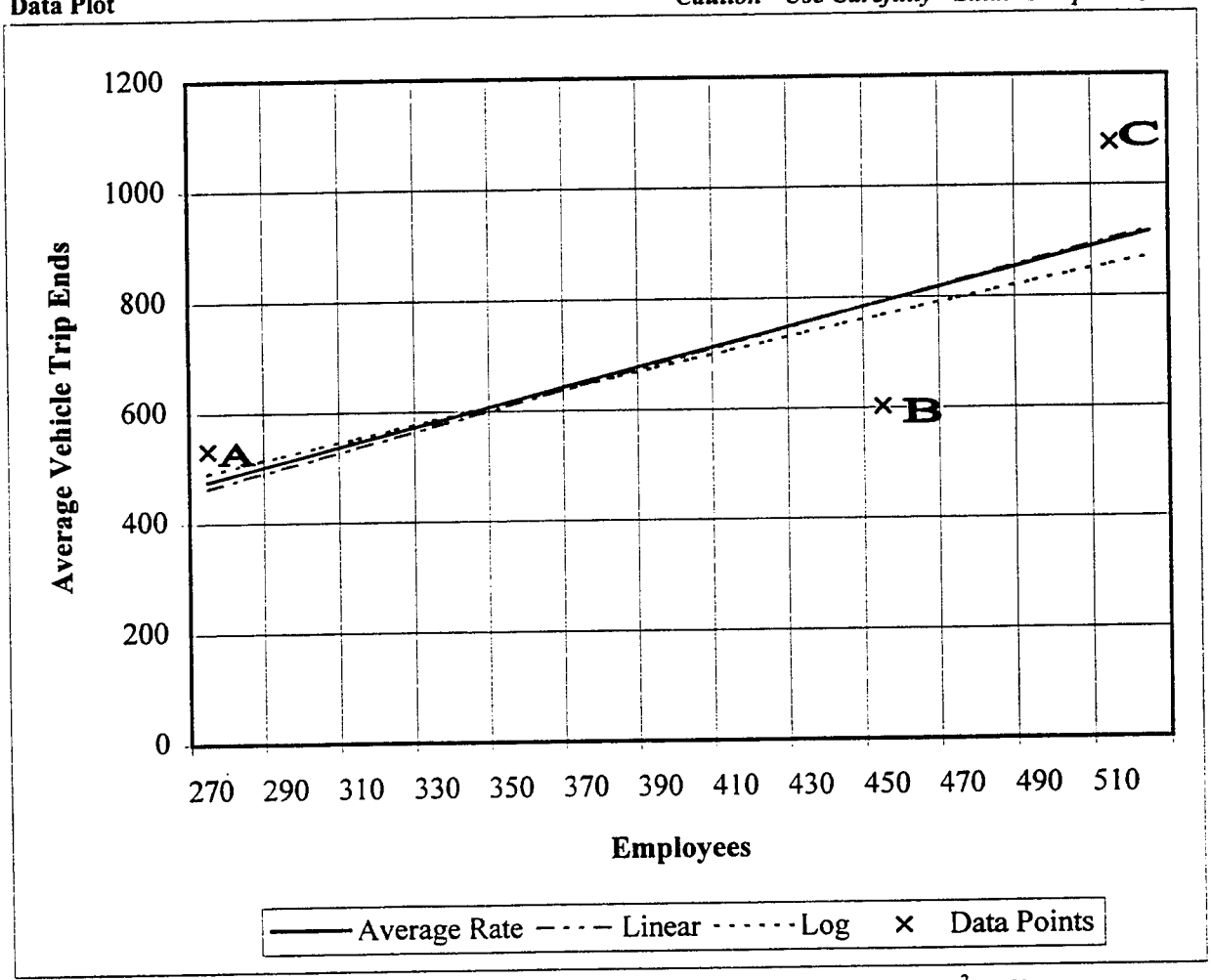
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 3
Average SEV Value: 420
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.76	1.31-2.07	0.40

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-31.16+1.83(Employees) r^2=0.60

Log Equation Trip Ends=3.56(Employees)$^{0.88}$ r^2=0.59

Super Stores

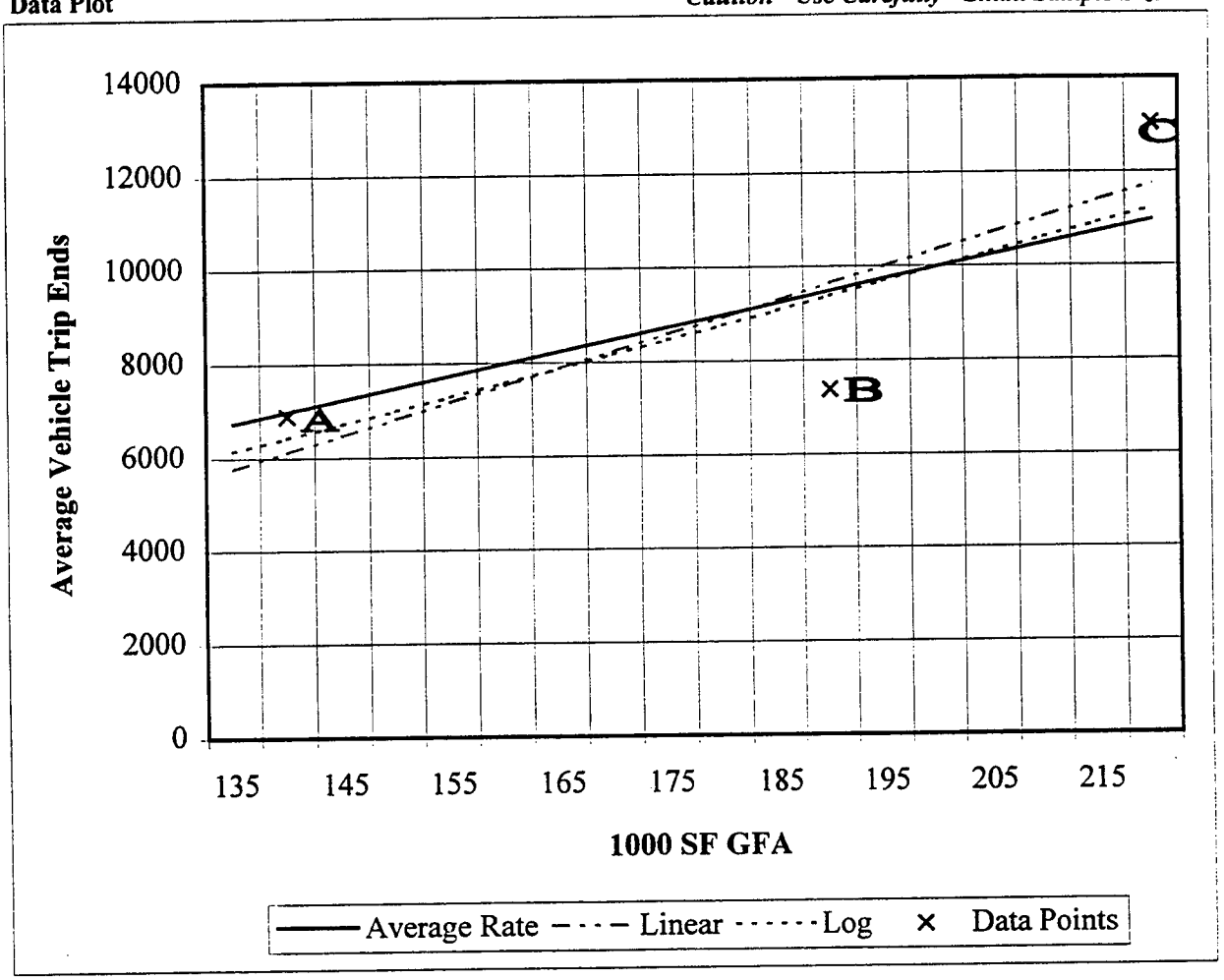
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday

Number of Studies: 3
Average SEV Value: 182.33
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
49.89	39.23-59.23	10.00

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-3735.30+70.3789(1000 SF GFA) r^2=0.71

Log Equation Trip Ends=14.44(1000 SF GFA)$^{1.23}$ r^2=0.68

Super Stores

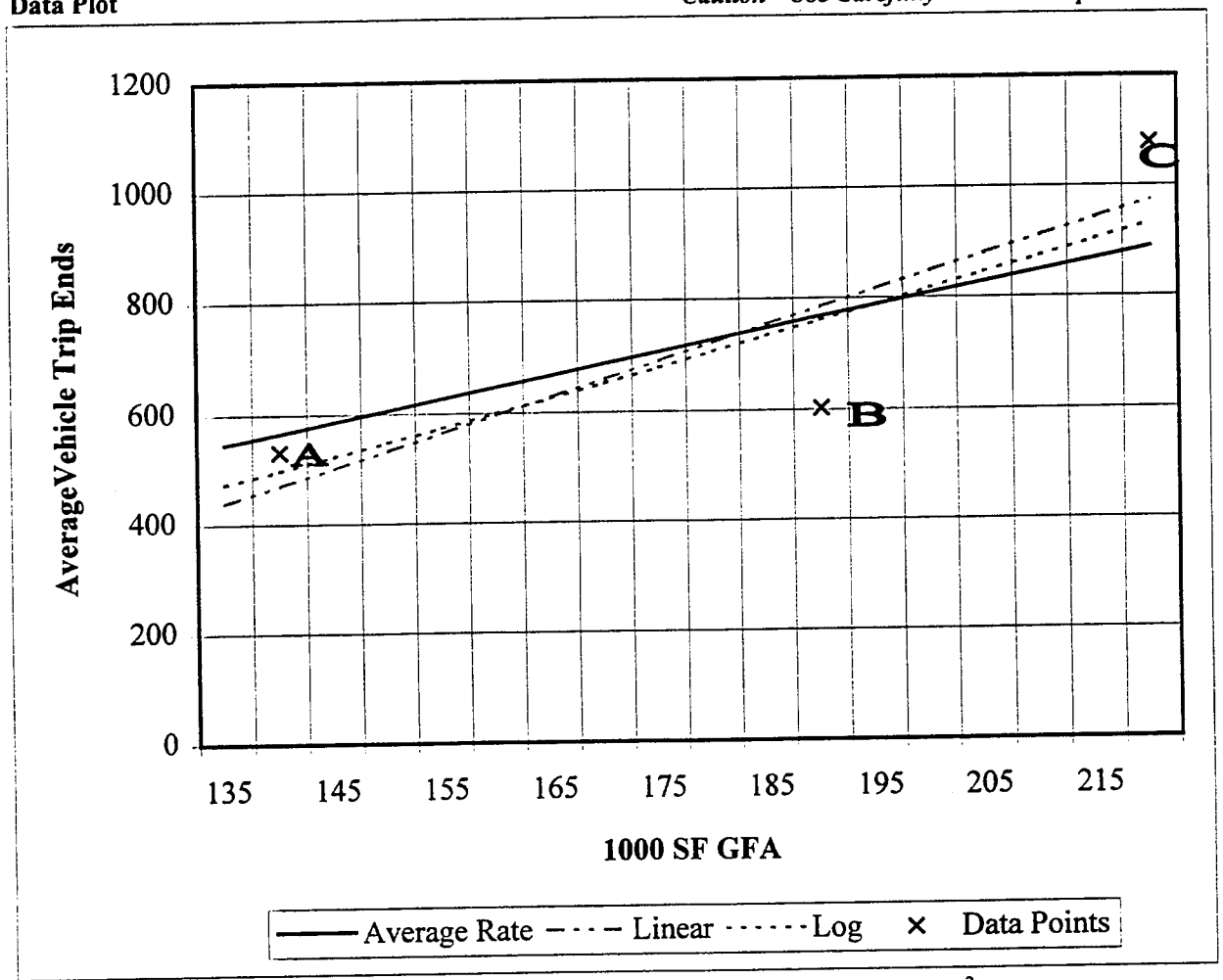
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday PM Peak

Number of Studies: 3
Average SEV Value: 182.33
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
4.04	3.20-4.34	0.86

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-411.02+6.29(1000 SF GFA) r^2=0.75

Log Equation Trip Ends=0.52(1000 SF GFA)$^{1.39}$ r^2=0.74

Free-Standing Discount Superstore
(813)

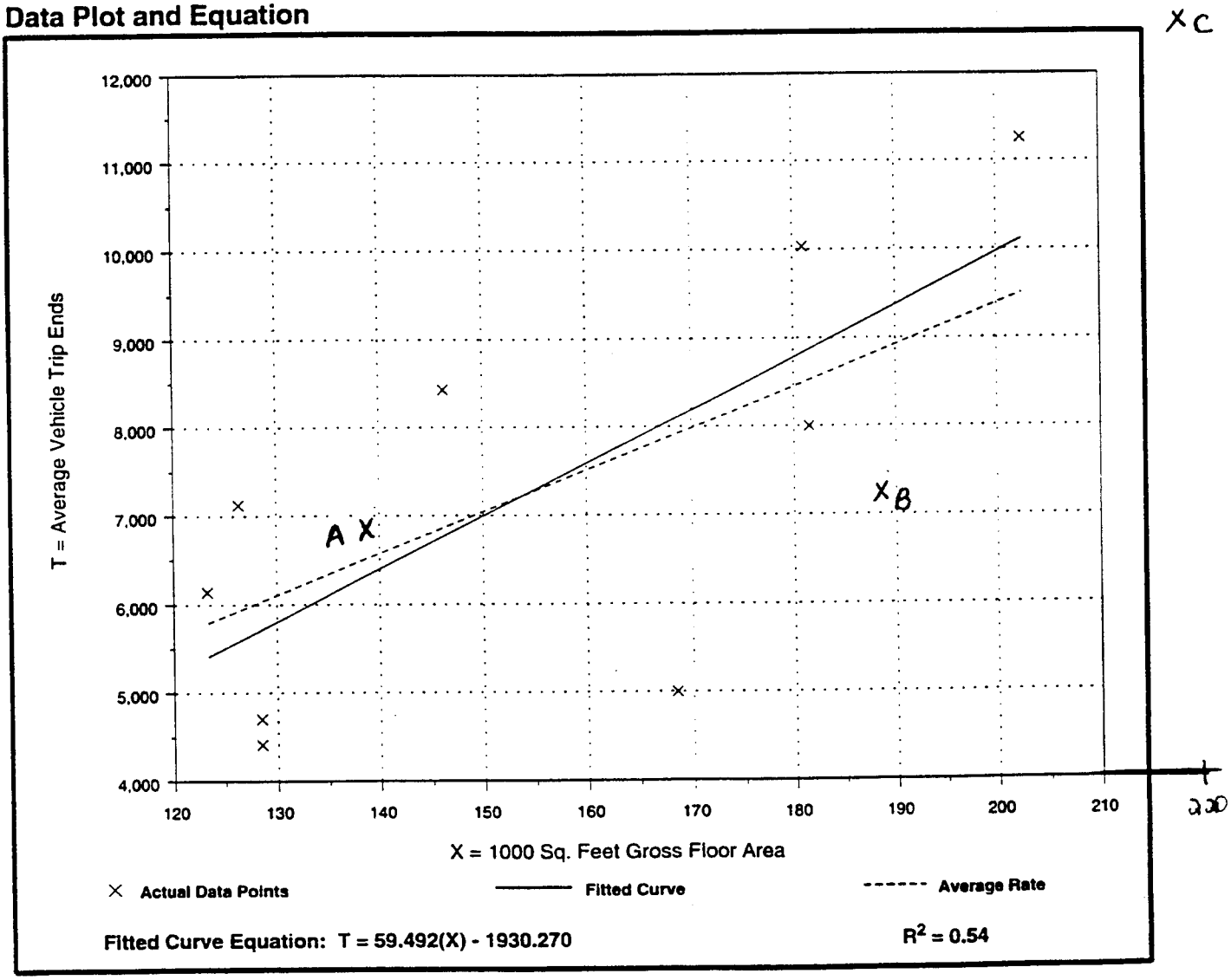
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
46.96	29.65 - 57.67	12.25

Data Plot and Equation



Free-Standing Discount Superstore
(813)

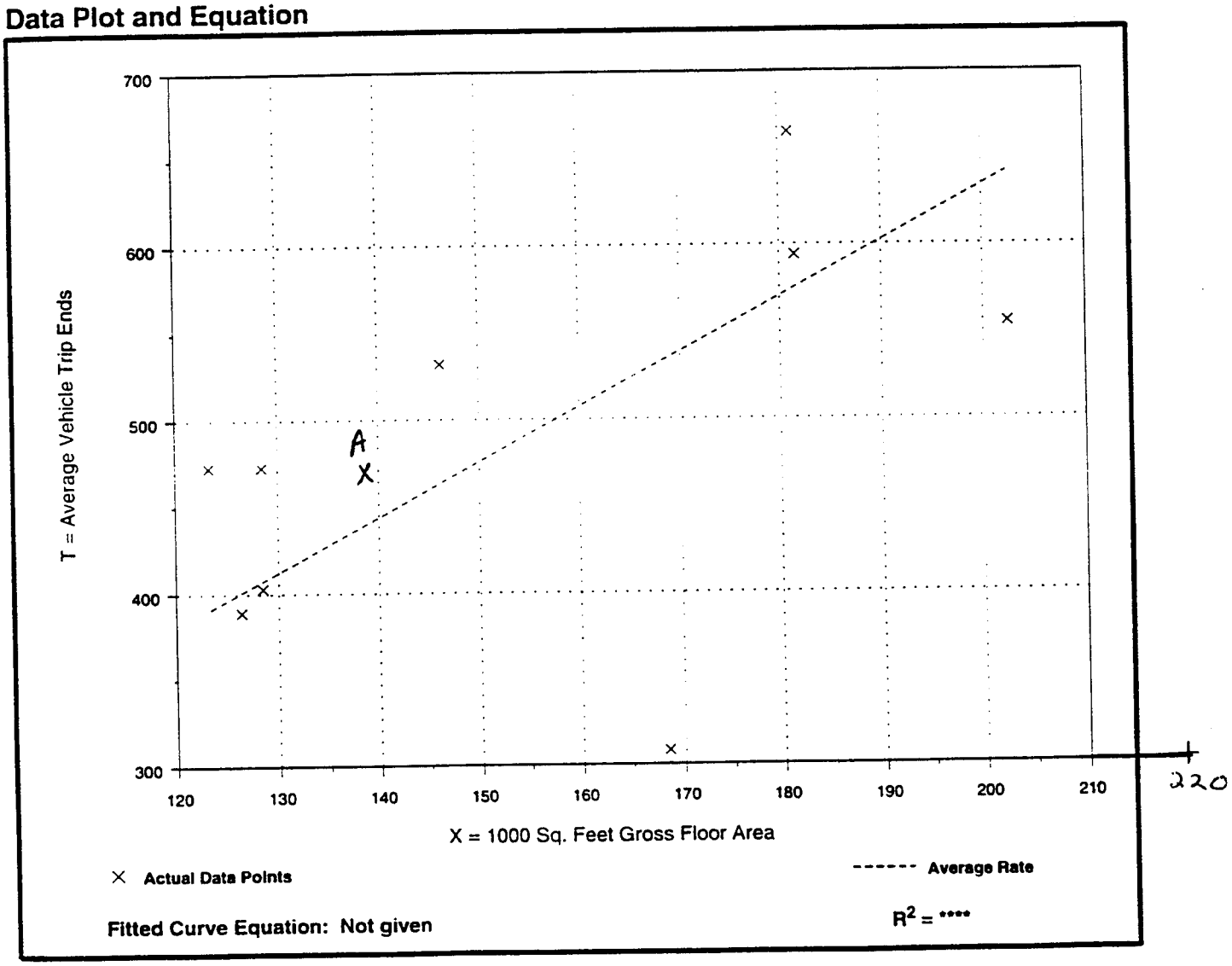
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 53% entering, 47% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.17	1.83 - 3.84	1.88

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Free-Standing Discount Superstore
(813)

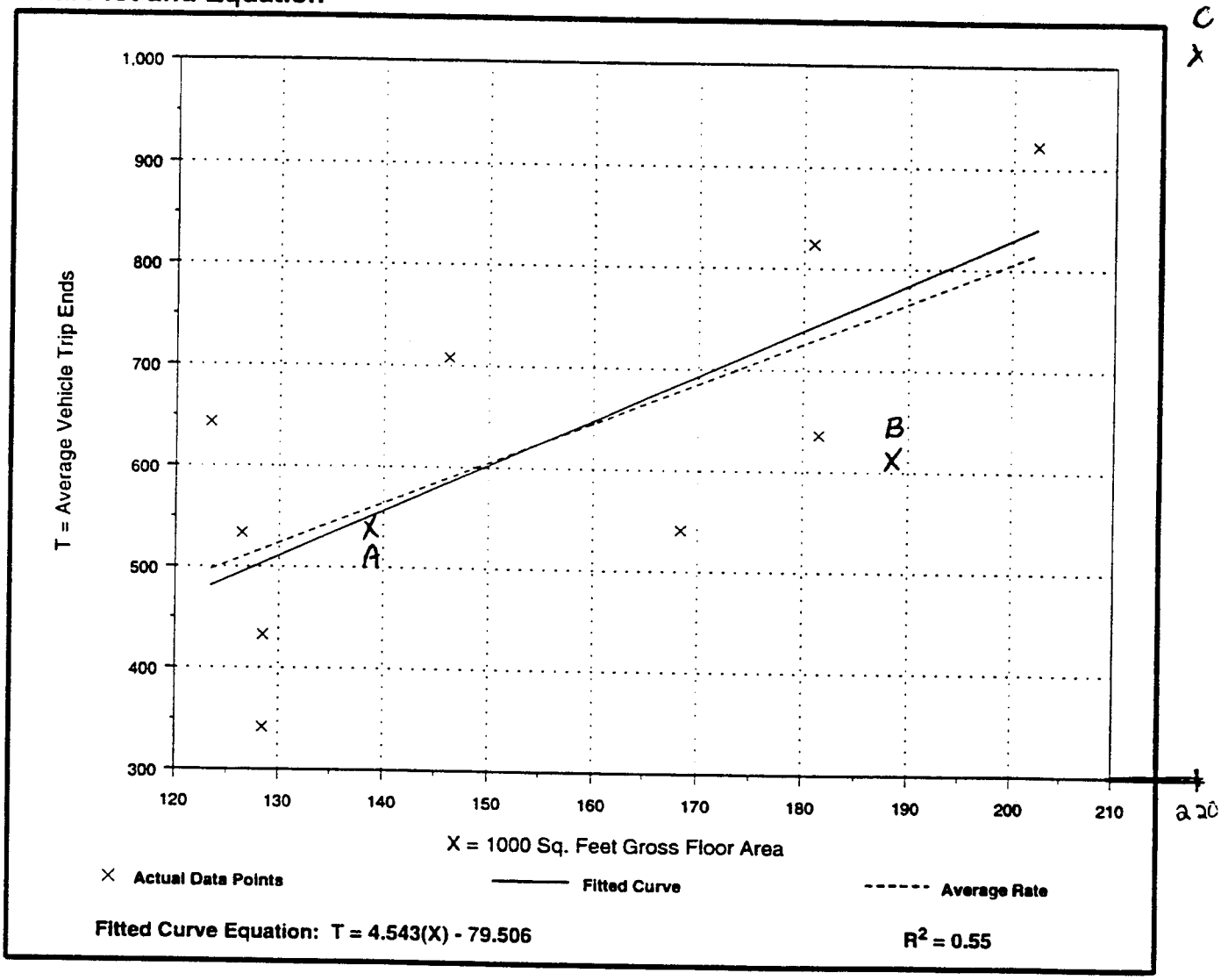
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.03	2.66 - 5.21	2.15

Data Plot and Equation



Fitted Curve Equation: T = 4.543(X) - 79.506

R^2 = 0.55

Free-Standing Discount Superstore
(813)

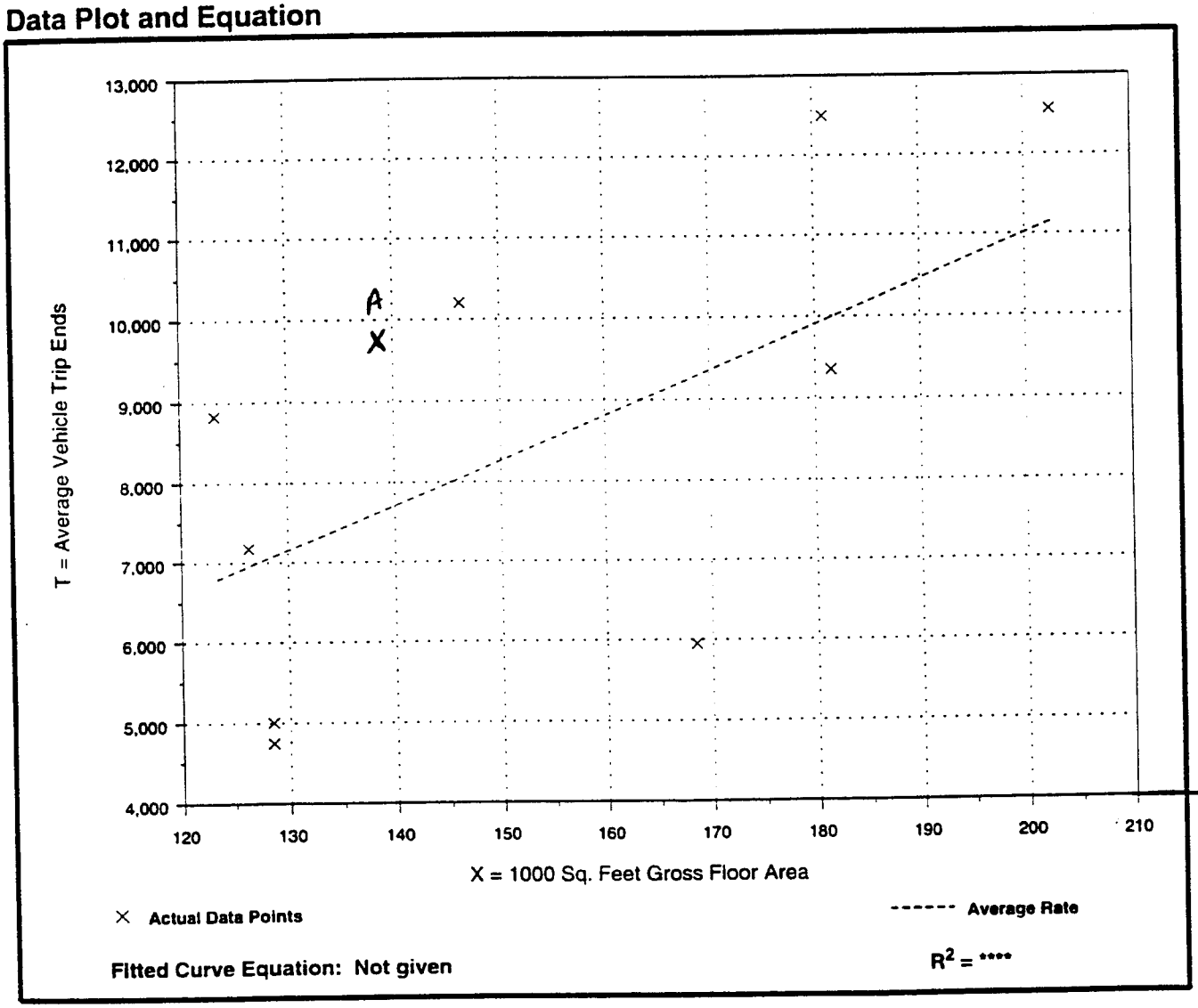
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
55.06	35.32 - 71.62	15.44

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Free-Standing Discount Superstore
(813)

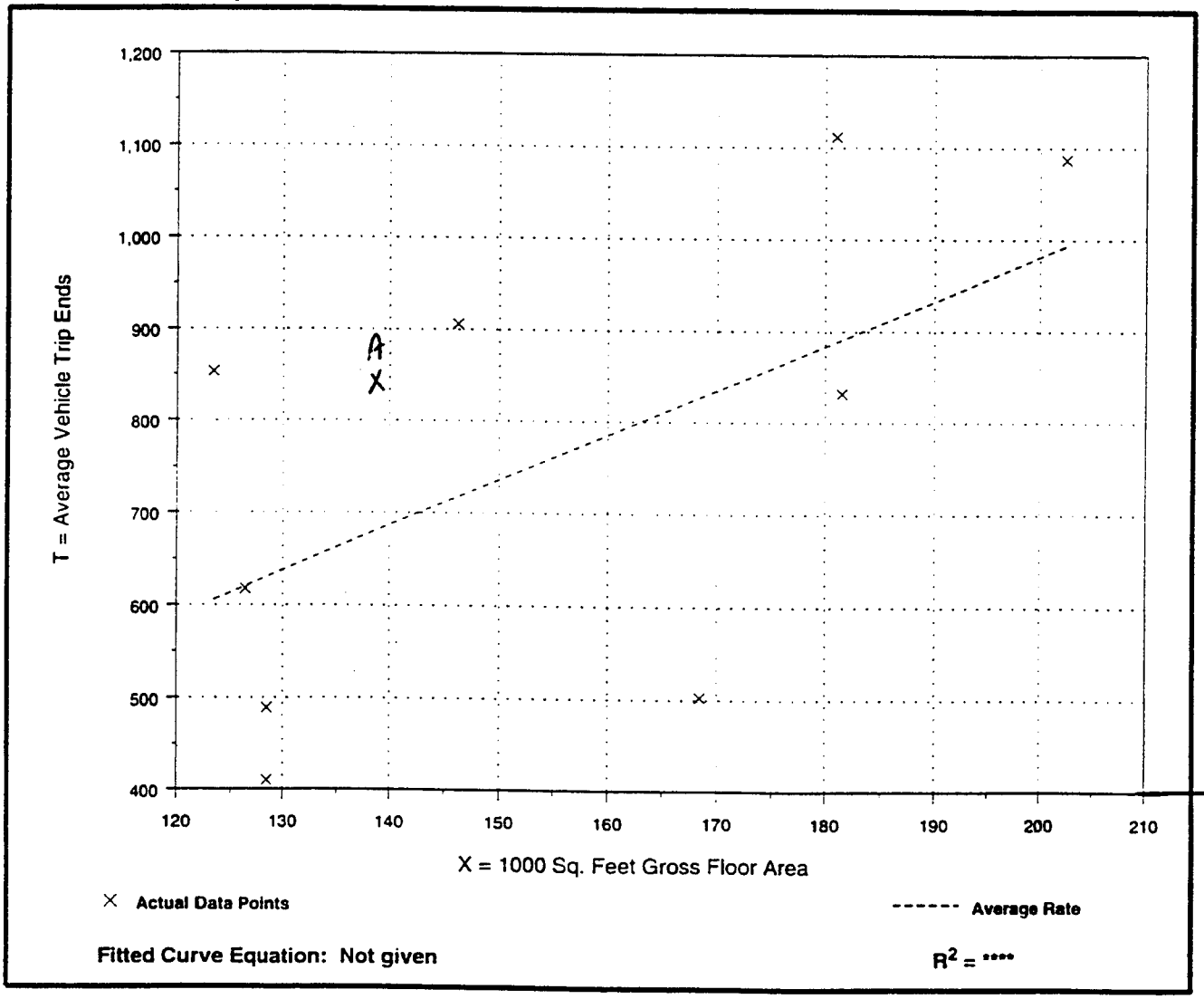
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday,
Peak Hour of Generator

Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.91	2.99 - 6.92	2.55

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Free-Standing Discount Superstore
(813)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday

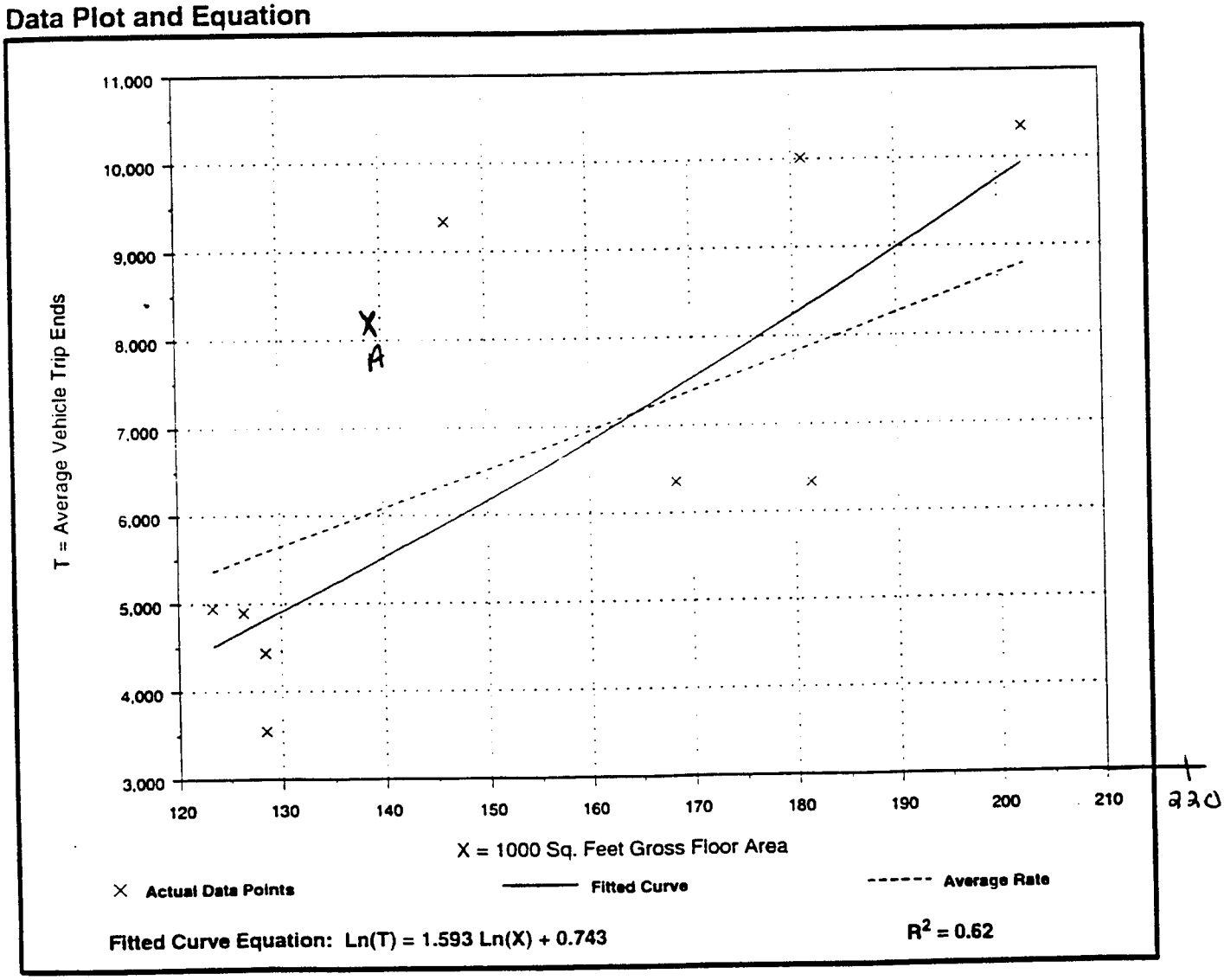
Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 50% entering, 50% exiting

(14.249)
X
C

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
43.45	27.61 - 63.86	12.71

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.593 Ln(X) + 0.743

R^2 = 0.62

Free-Standing Discount Superstore
(813)

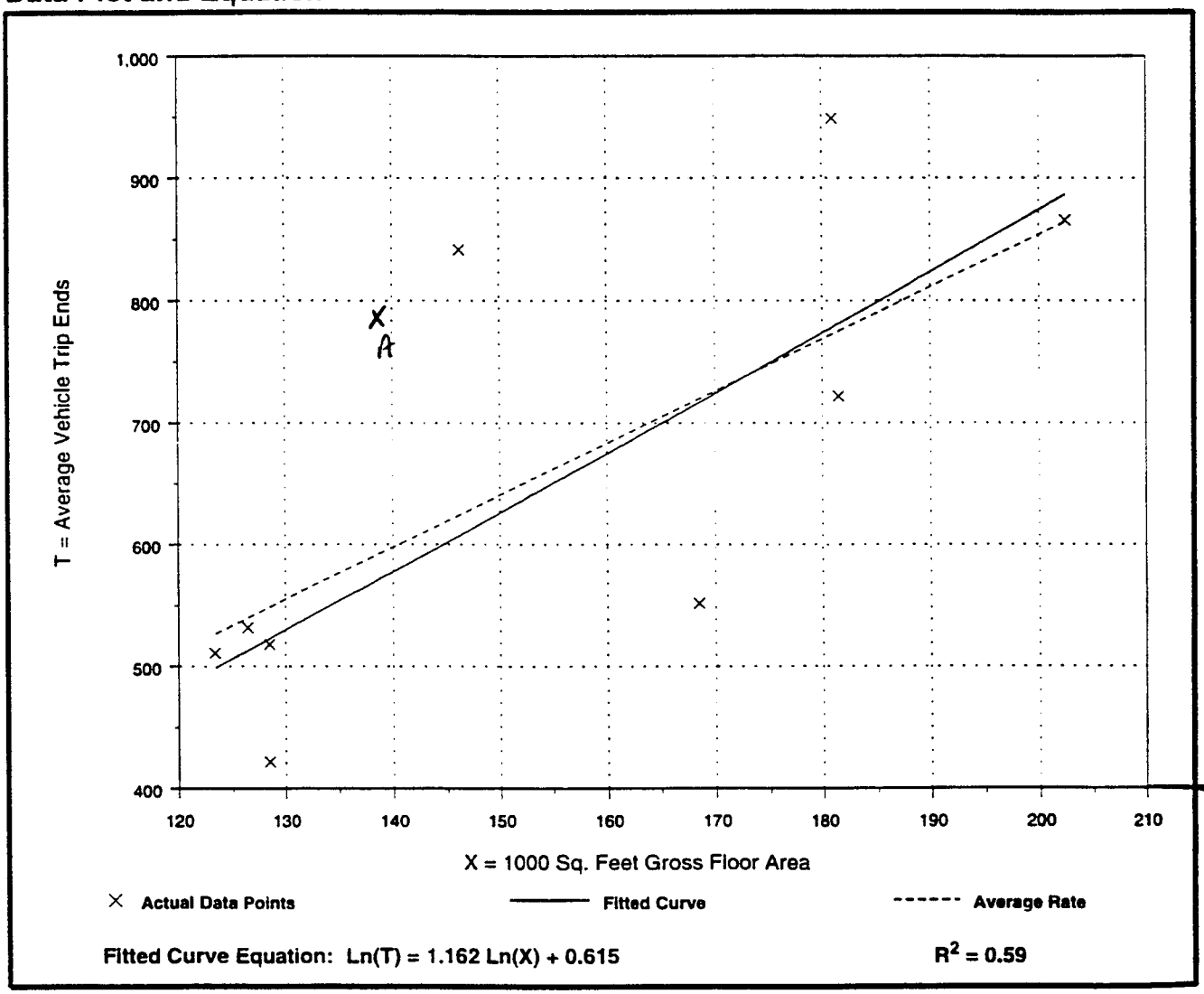
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday,
Peak Hour of Generator

Number of Studies: 9
Average 1000 Sq. Feet GFA: 154
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.27	3.28 - 5.76	2.20

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.162 Ln(X) + 0.615

R^2 = 0.59

APPENDIX G

ITE Format Graphs
Consolidated High Schools

High Schools

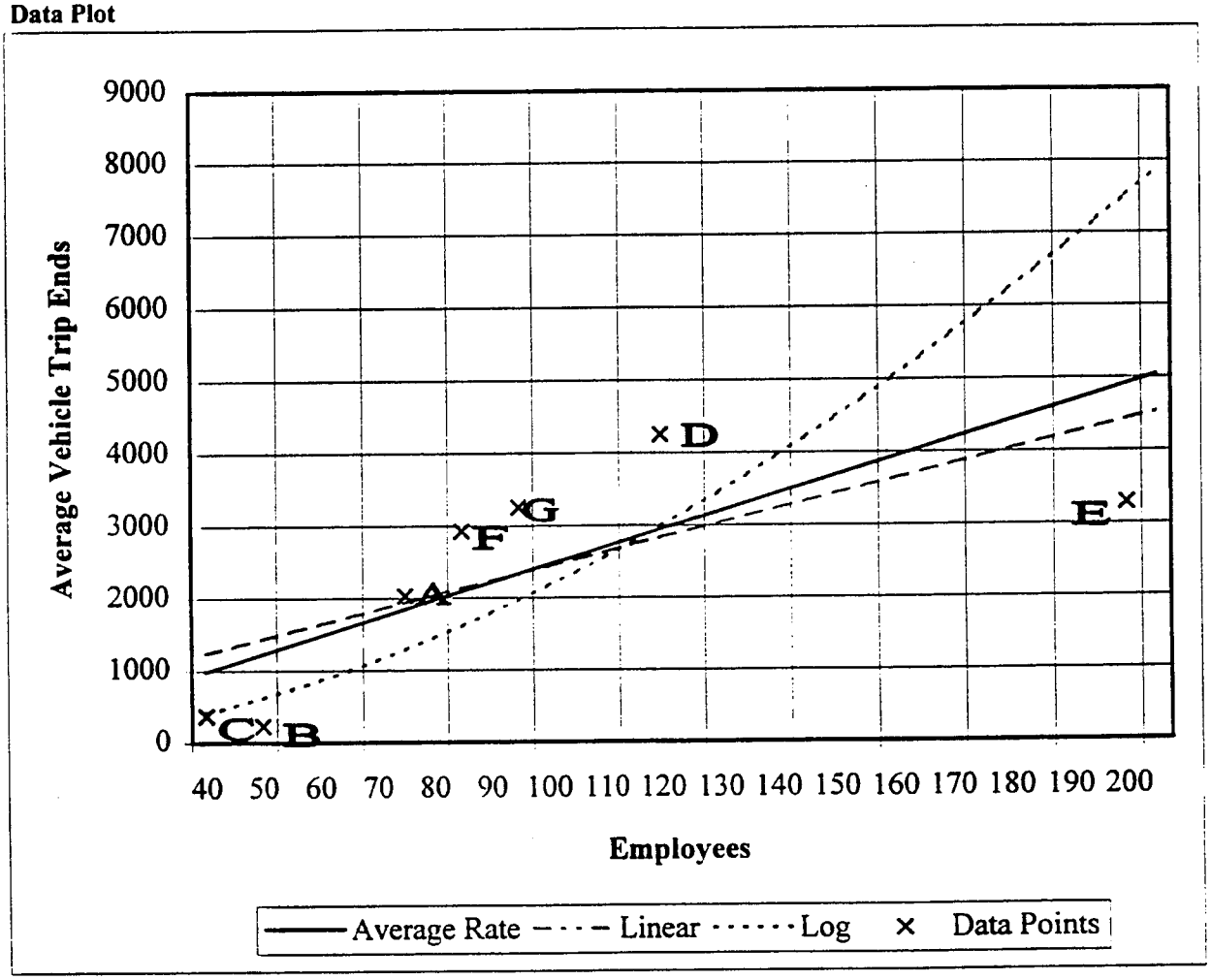
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 7
Average SEV Value: 94.86
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
24.58	4.61-35.41	12.95

Data Plot



Linear Equation Trip Ends=437.46+19.97(Employees) r^2=0.50

Log Equation Trip Ends=0.54(Employees)$^{1.80}$ r^2=0.68

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

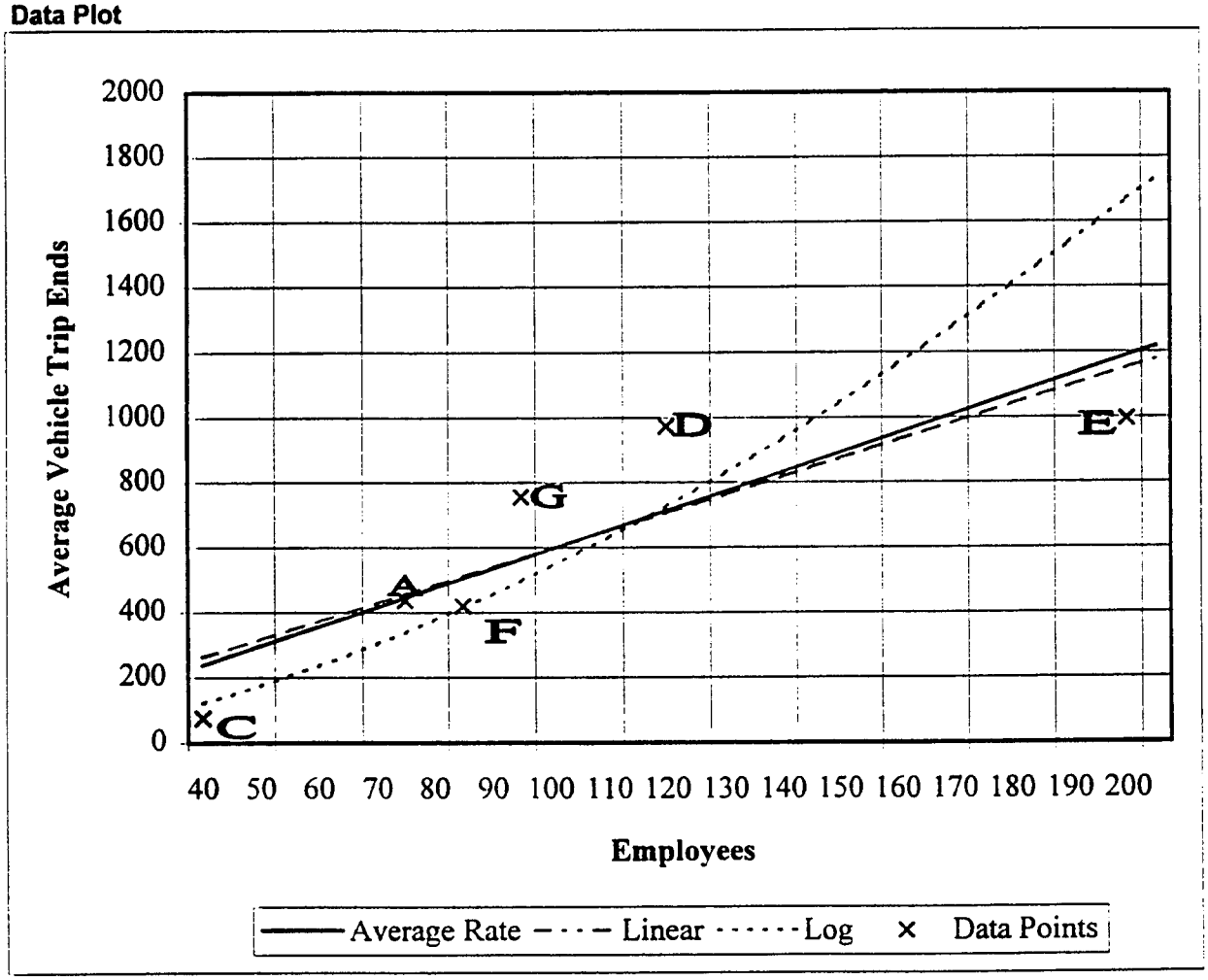
Average Vehicle Trip Ends V/S: Employees
On a: Weekday AM Peak

Number of Studies: 6
Average SEV Value: 102.5
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.94	1.89-8.10	2.33

Data Plot



Linear Equation Trip Ends=39.7232+5.55197(Employees) r^2=0.72

Log Equation Trip Ends=0.30(Employees)$^{1.63}$ r^2=0.81

High Schools

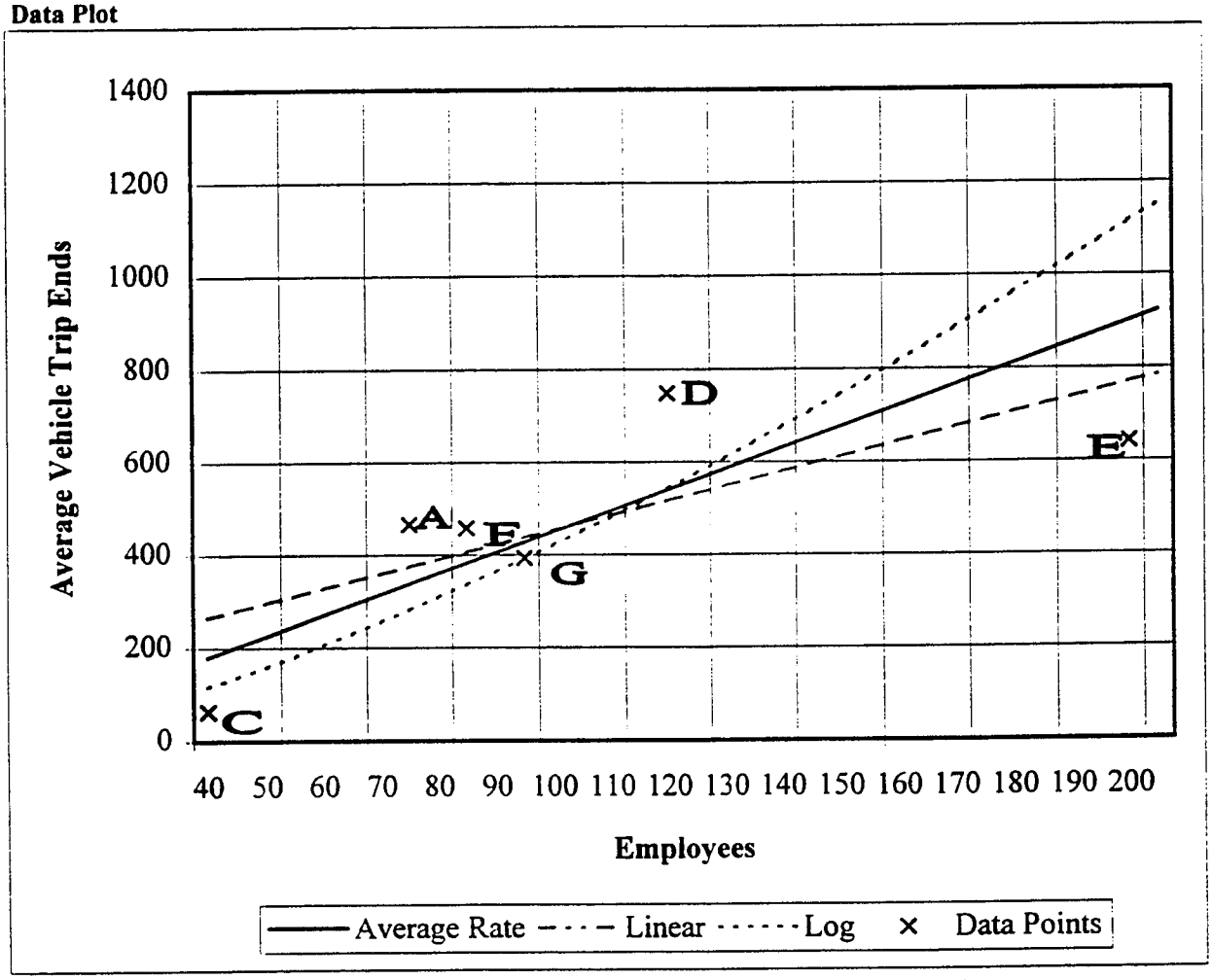
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 6
Average SEV Value: 102.5
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.50	1.59-6.37	1.87

Data Plot



Linear Equation Trip Ends=138.30+3.15(Employees) r^2=0.55

Log Equation Trip Ends=0.66(Employees)$^{1.40}$ r^2=0.71

High Schools

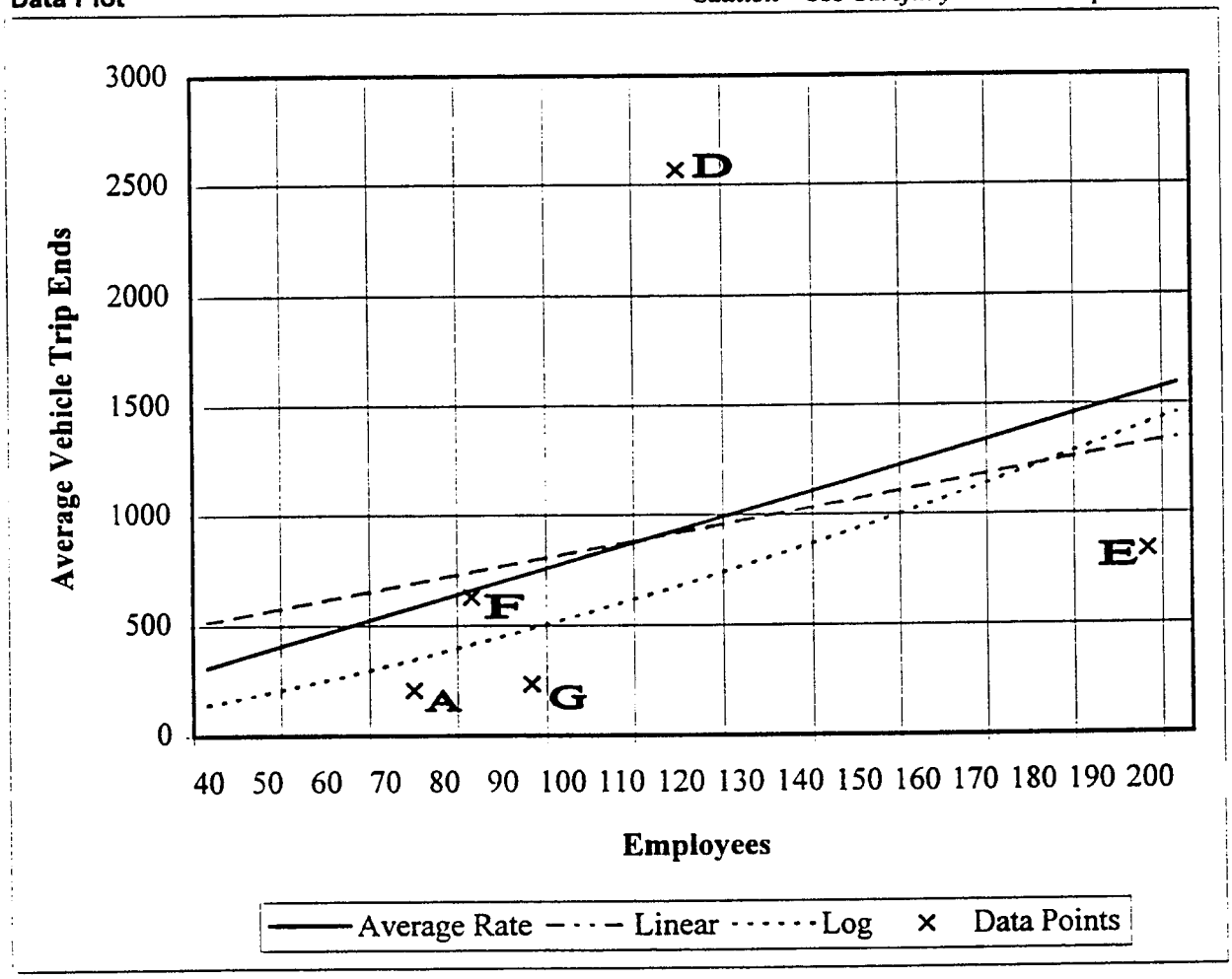
Average Vehicle Trip Ends V/S: Employees
On a: Saturday

Number of Studies: 5
Average SEV Value: 115
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
7.77	2.50-21.38	7.92

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=313.94+5.04(Employees) r^2=0.07

Log Equation Trip Ends=0.73(Employees)$^{1.43}$ r^2=0.30

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

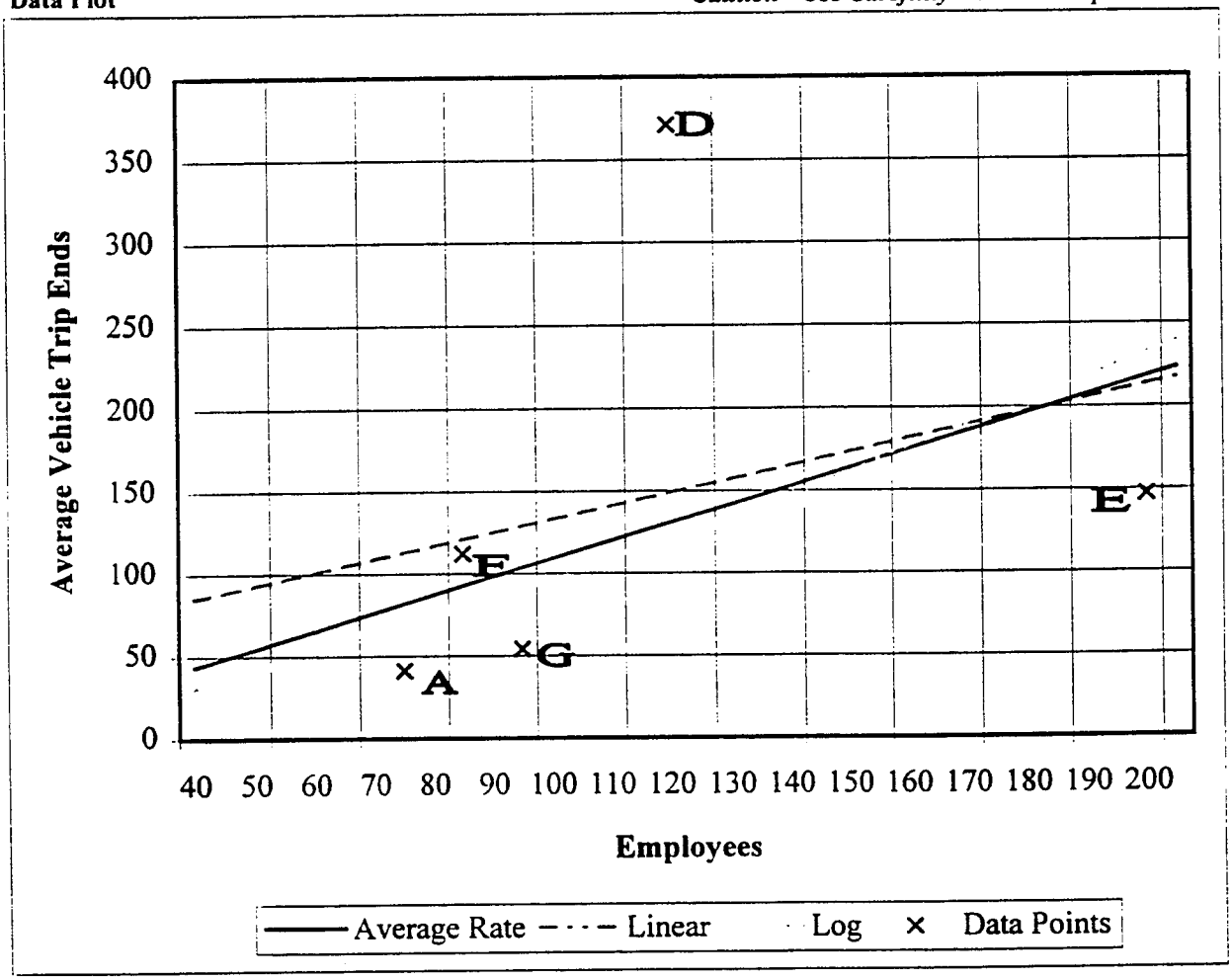
Average Vehicle Trip Ends V/S: Employees
On a: Saturday Peak

Number of Studies: 5
Average SEV Value: 115
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.09	0.56-3.09	1.07

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=52.70+0.80(Employees) r^2=0.10

Log Equation Trip Ends=0.30(Employees)$^{1.26}$ r^2=0.33

(Equations with r^2 <0.5 are not recommended for use)

High Schools

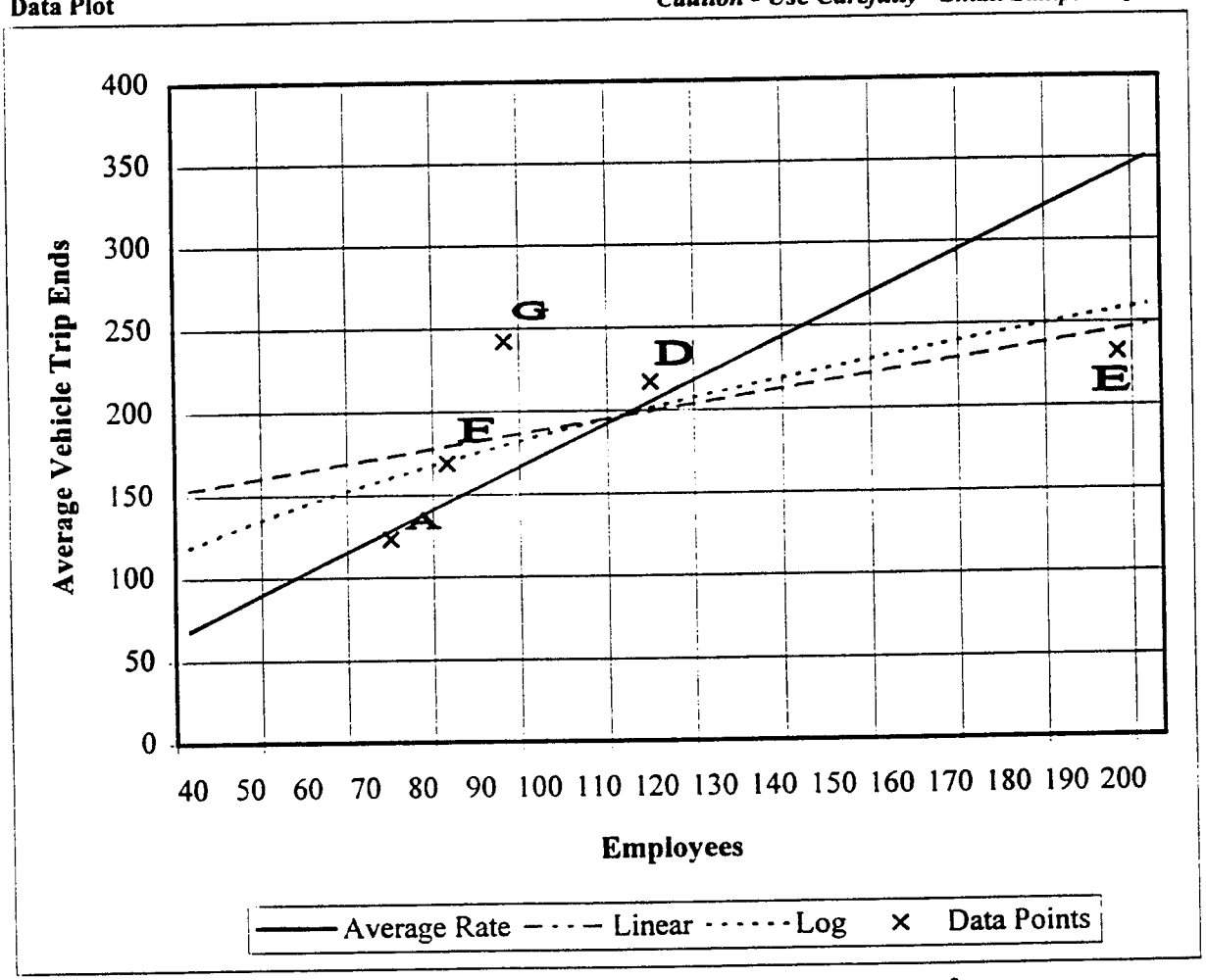
Average Vehicle Trip Ends V/S: Employees
On a: Sunday

Number of Studies: 5
Average SEV Value: 115
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.71	1.15-2.57	0.51

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=130.45+0.58(Employees) r^2=0.36

Log Equation Trip Ends=20.09(Employees)$^{0.48}$ r^2=0.46

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

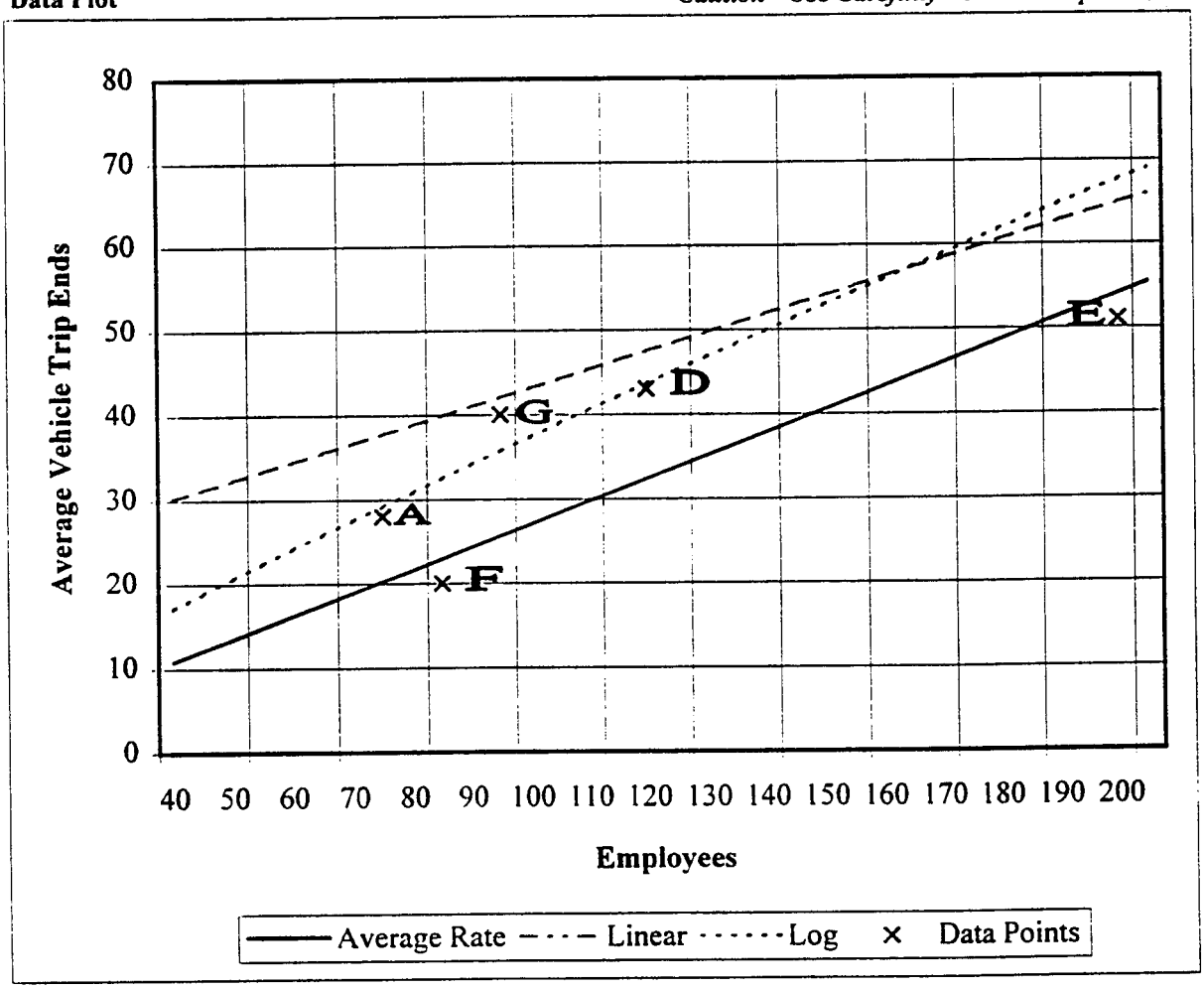
Average Vehicle Trip Ends V/S: Employees
On a: Sunday Peak

Number of Studies: 5
Average SEV Value: 115
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.27	0.23-0.43	0.08

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=21.48+0.22(Employees) r^2=0.15

Log Equation Trip Ends=0.73(Employees)$^{0.86}$ r^2=0.34

(Equations with r^2 <0.5 are not recommended for use)

High Schools

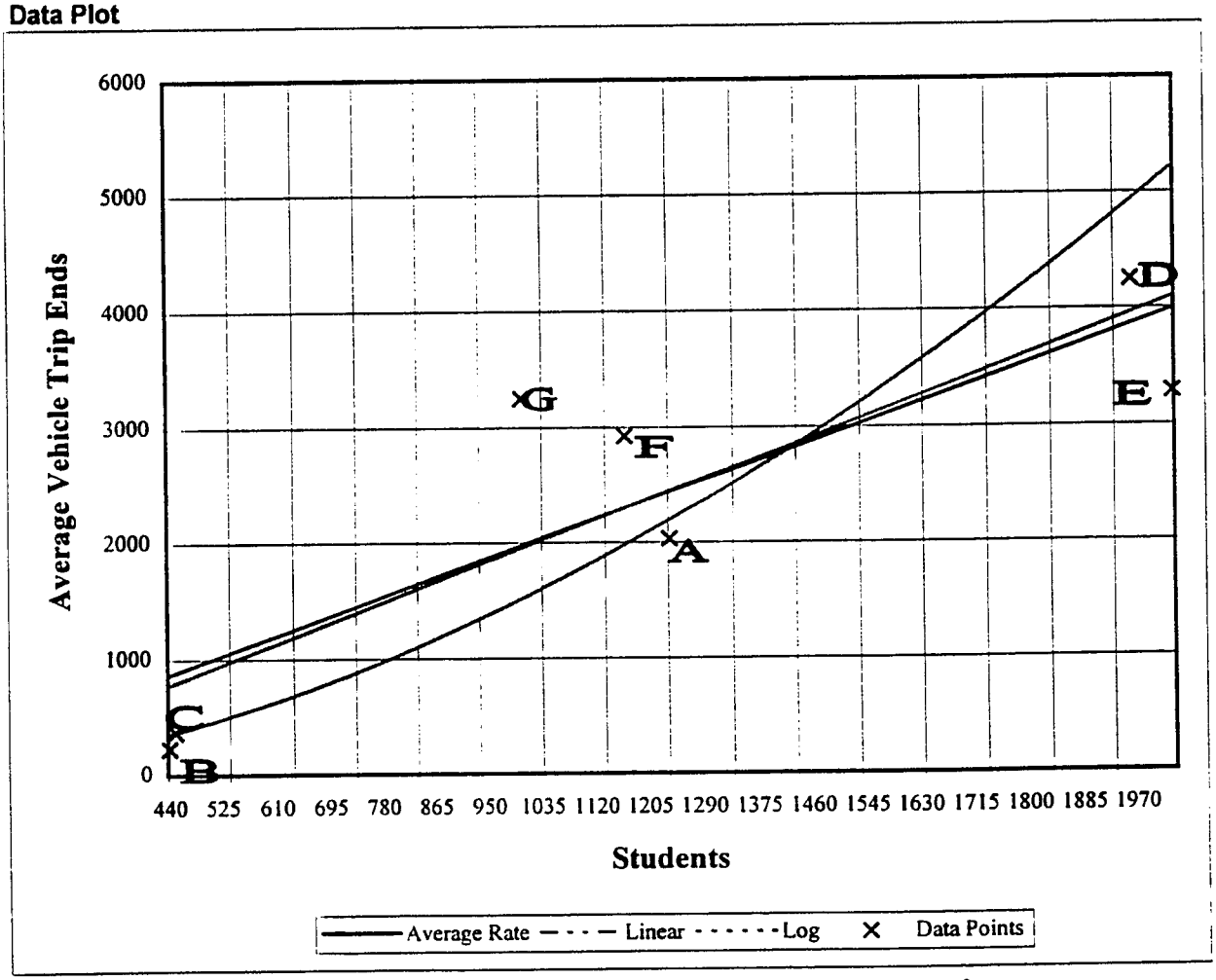
Average Vehicle Trip Ends V/S: Students
On a: Weekday

Number of Studies: 7
Average SEV Value: 1185.57
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.97	0.51-3.23	0.94

Data Plot



Linear Equation Trip Ends=-145.61+2.09(Students) r^2=0.76

Log Equation Trip Ends=0.01(Students)$^{1.76}$ r^2=0.86

High Schools

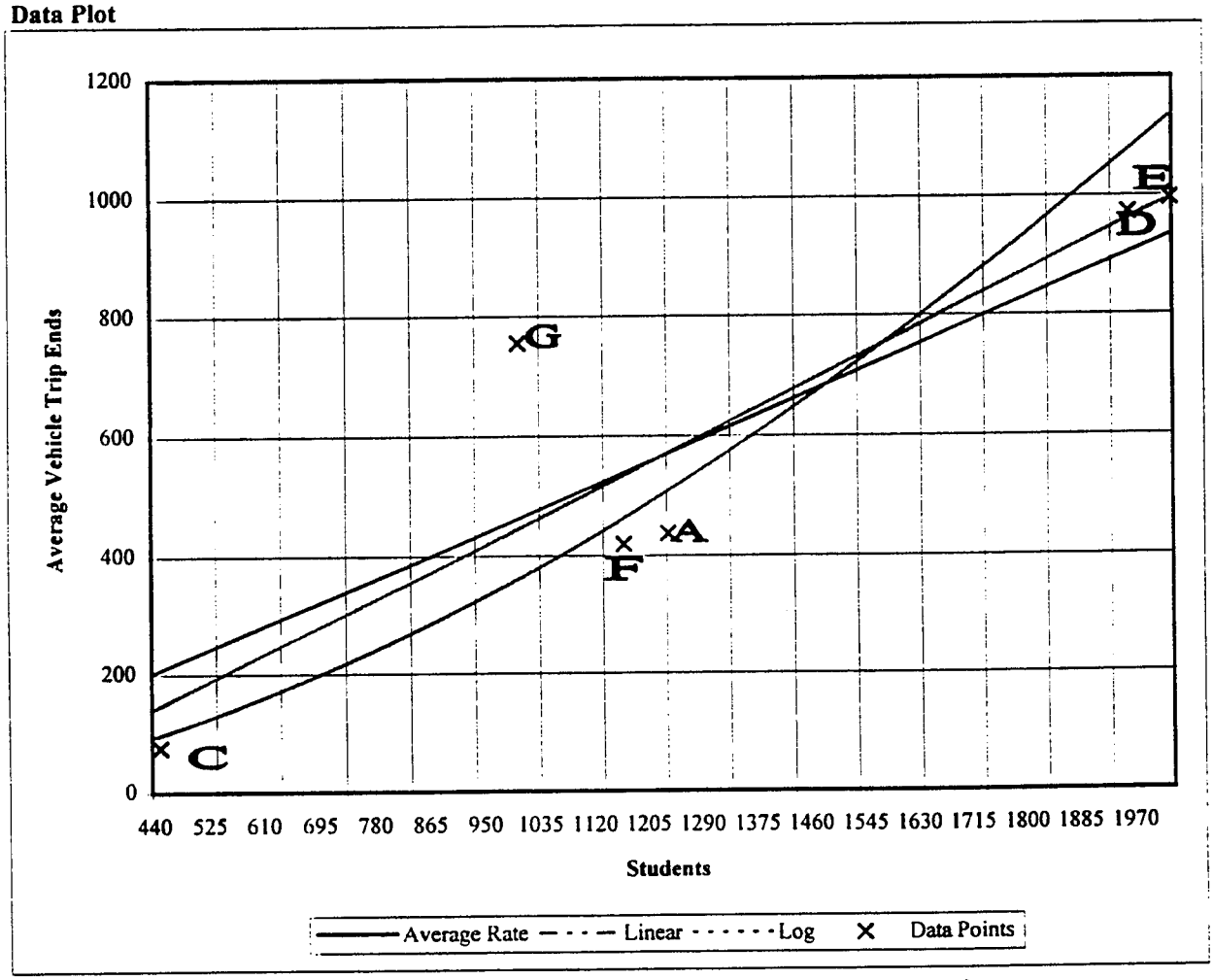
Average Vehicle Trip Ends V/S: Students
On a: Weekday AM Peak

Number of Studies: 6
Average SEV Value: 1309.83
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.46	0.17-0.75	0.2

Data Plot



Linear Equation Trip Ends=-95.24+0.54(Students) r^2=0.80

Log Equation Trip Ends=0.005(Students)$^{1.63}$ r^2=0.86

High Schools

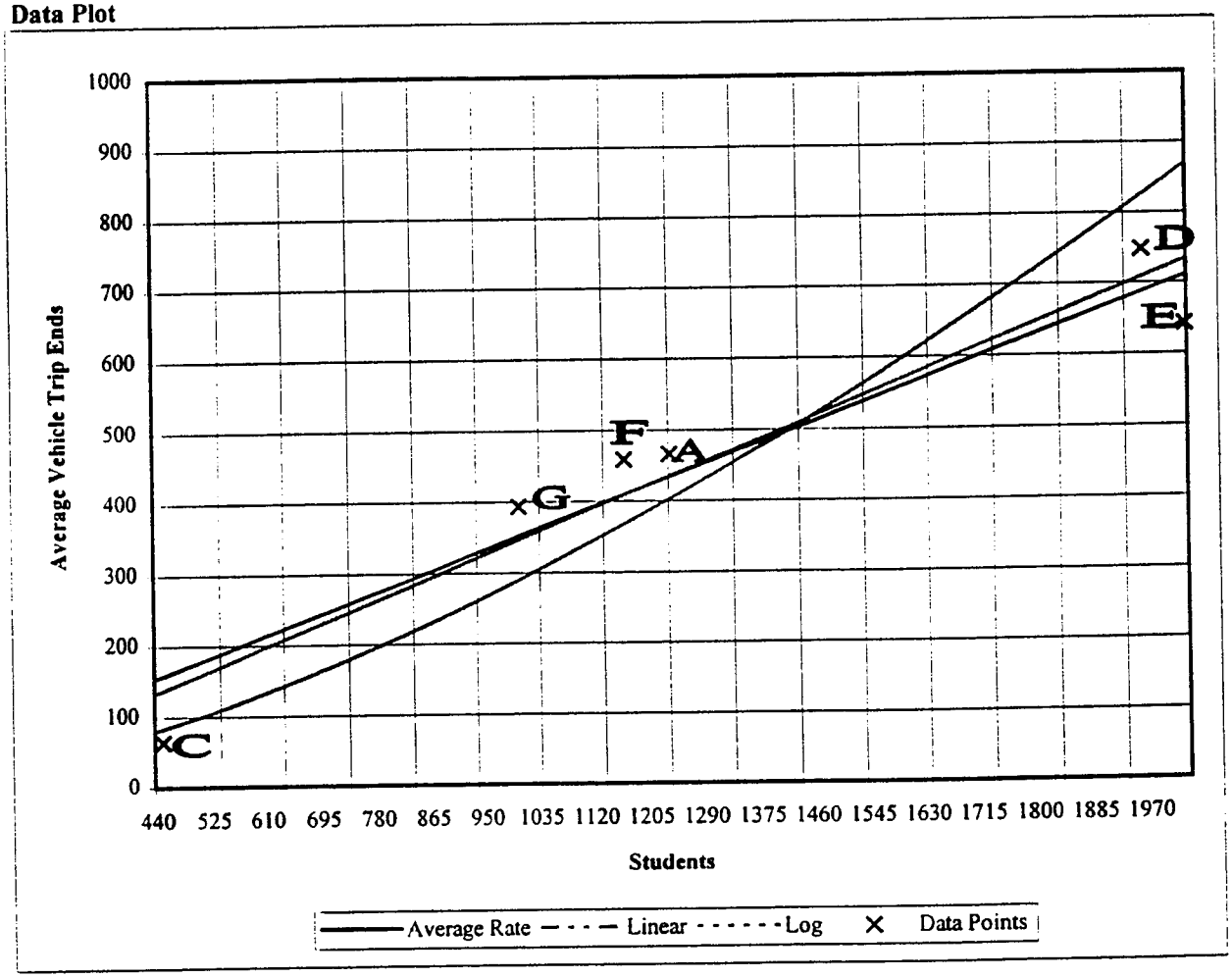
Average Vehicle Trip Ends V/S: Students
On a: Weekday PM Peak

Number of Studies: 6
Average SEV Value: 1309.83
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.35	0.14-0.39	0.10

Data Plot



Linear Equation Trip Ends=-32.78+0.38(Students) r^2=0.93

Log Equation Trip Ends=0.006(Students)$^{1.56}$ r^2=0.92

High Schools

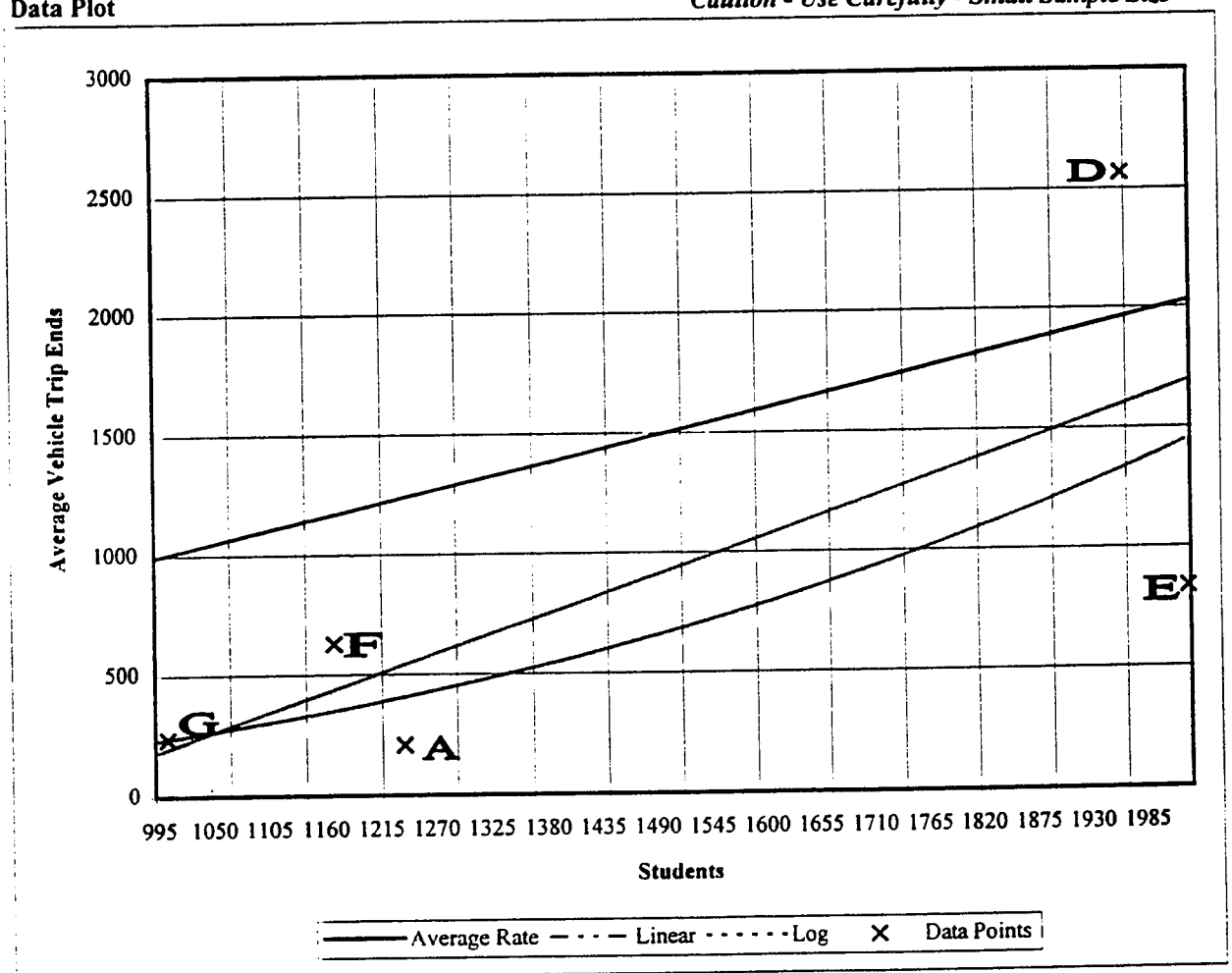
Average Vehicle Trip Ends V/S: Students
On a: Saturday

Number of Studies: 5
Average SEV Value: 1481.8
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.00	0.17-1.31	0.46

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-1271.90+1.46(Students) r^2=0.52

Log Equation Trip Ends=4.29(Students)$^{2.58}$ r^2=0.64

High Schools

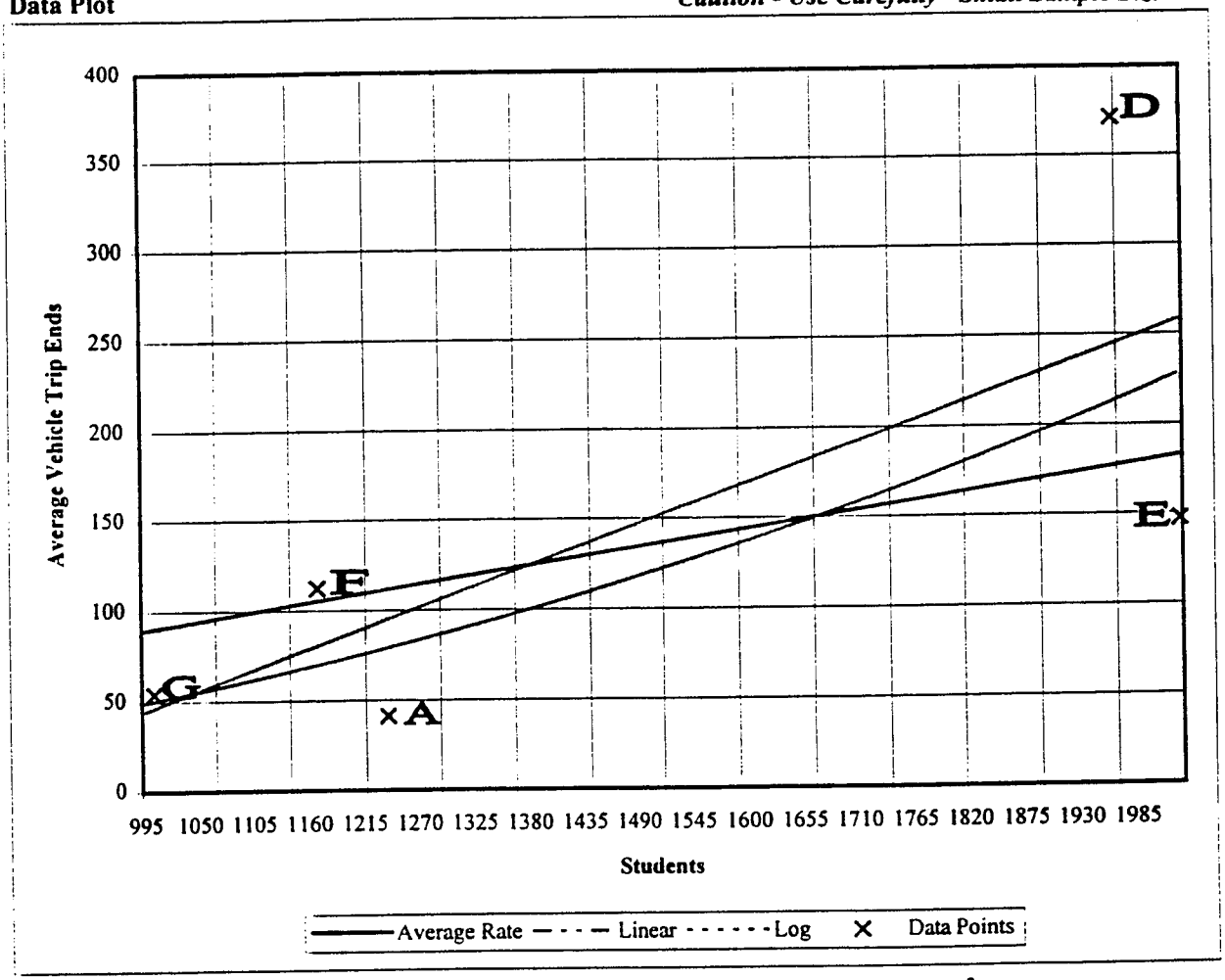
Average Vehicle Trip Ends V/S: Students
On a: Saturday Peak

Number of Studies: 5
Average SEV Value: 1481.8
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.09	0.03-0.19	0.06

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-161.05+0.21(Students) r^2=0.55

Log Equation Trip Ends=1.77(Students)$^{2.15}$ r^2=0.62

High Schools

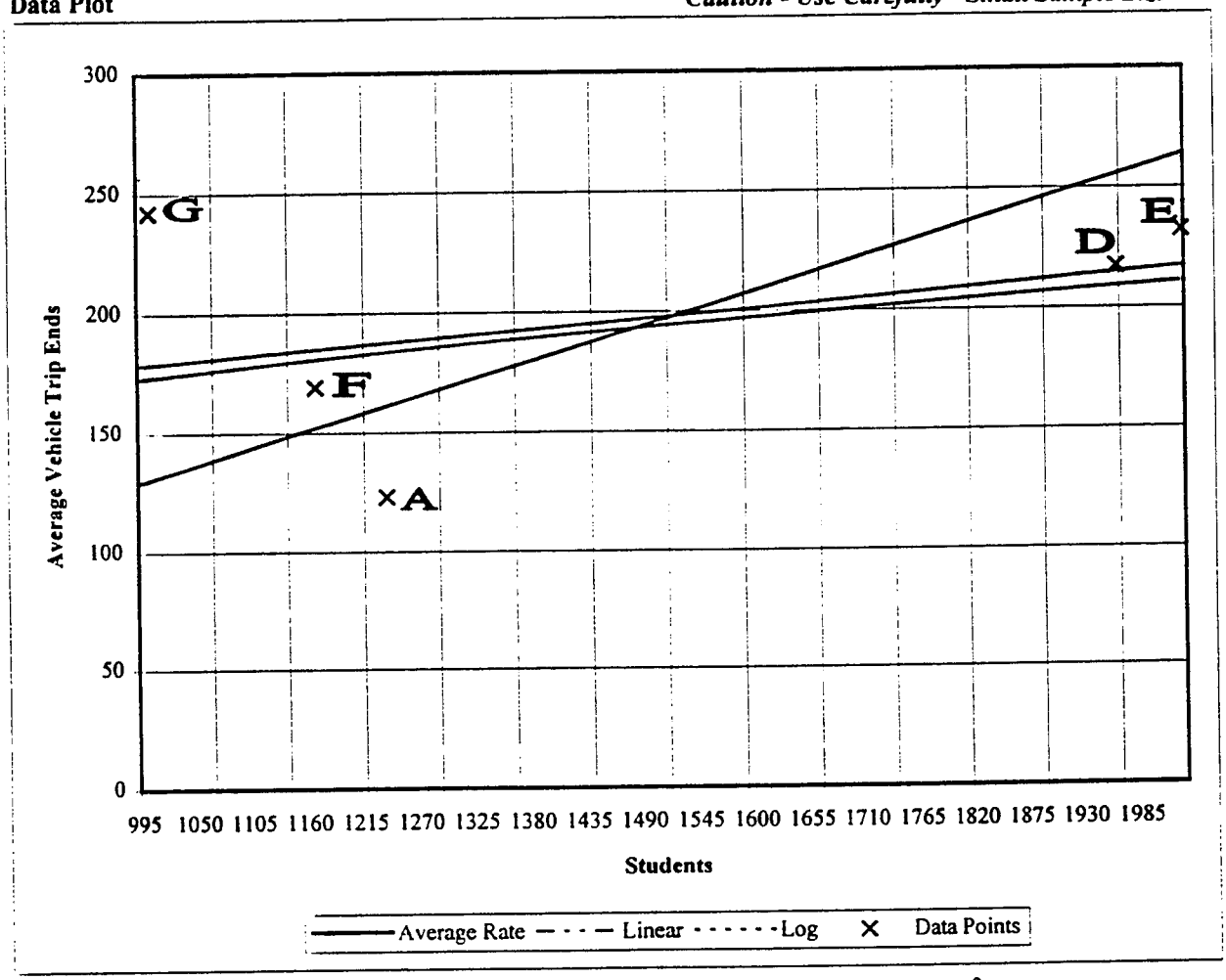
Average Vehicle Trip Ends V/S: Students
On a: Sunday

Number of Studies: 5
Average SEV Value: 1481.8
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.13	0.10-0.24	0.06

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=141.22+0.04(Students) r^2=0.13

Log Equation Trip Ends=25.28(Students)$^{0.28}$ r^2=0.10

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

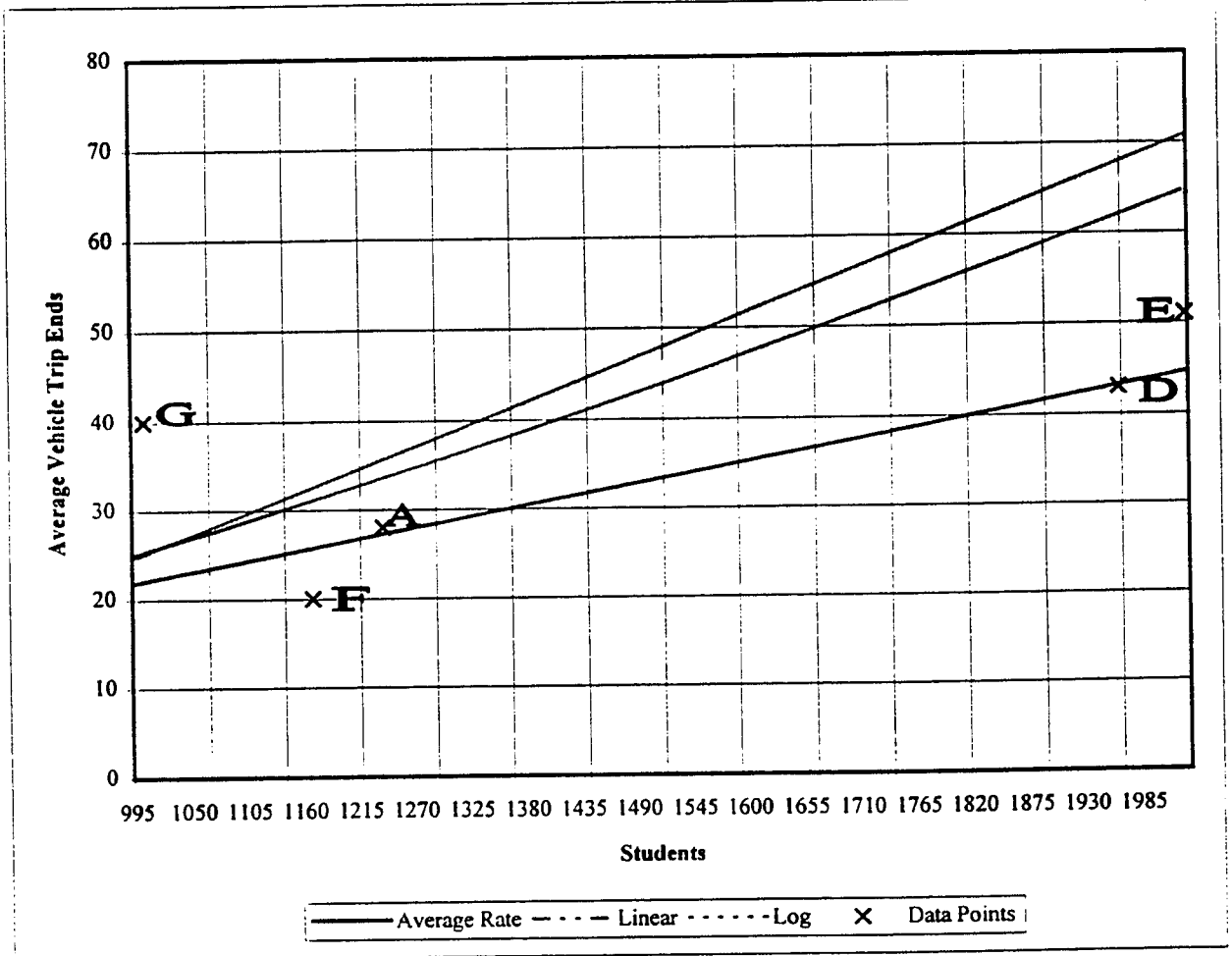
Average Vehicle Trip Ends V/S: Students
On a: Sunday Peak

Number of Studies: 5
Average SEV Value: 1481.8
Directional Distribution: Not Studied

Trip Generation per Student

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

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-19.52+0.04(Students) r^2=0.55

Log Equation Trip Ends=0.02(Students)$^{2.16}$ r^2=0.52

High Schools

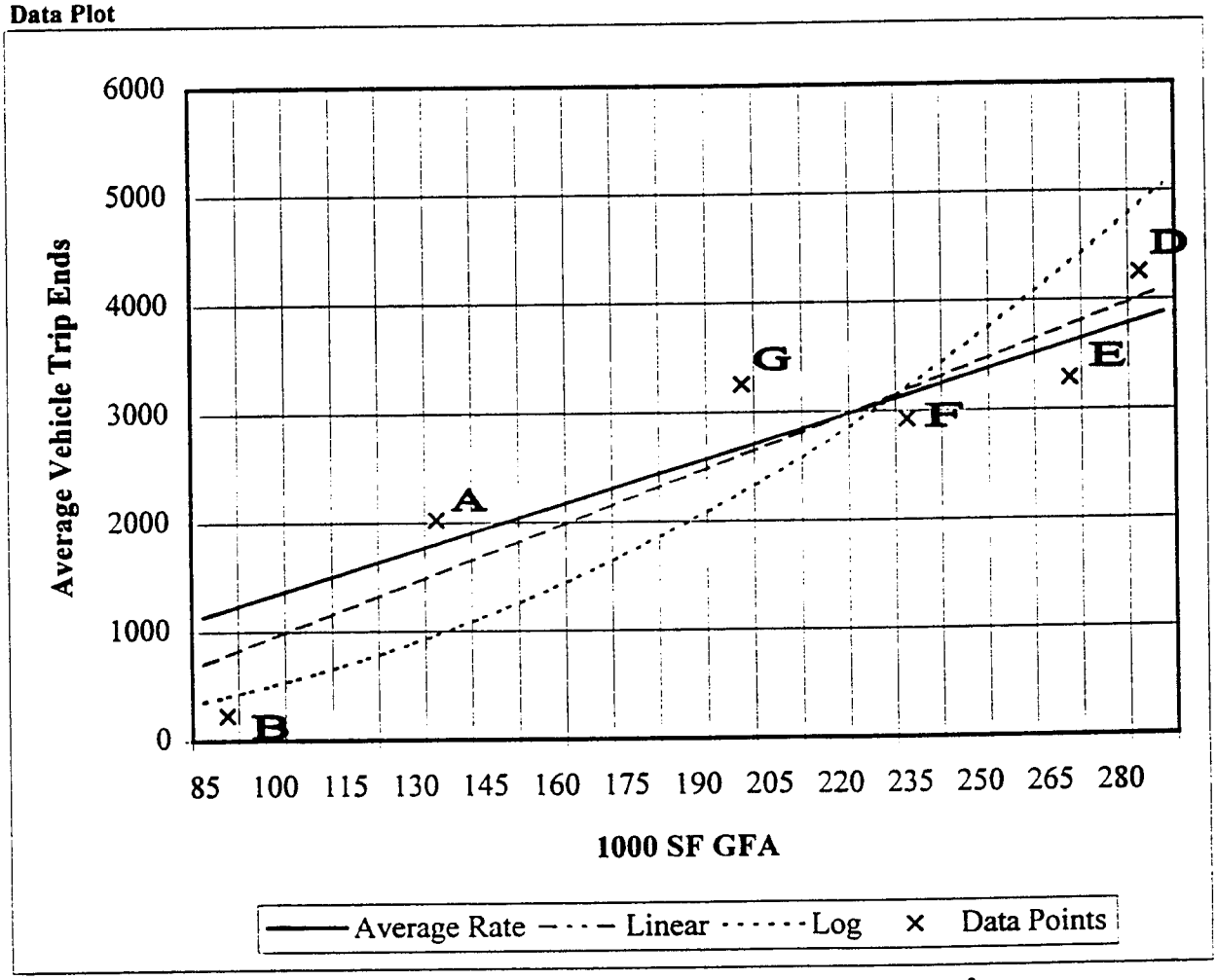
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday

Number of Studies: 6
Average SEV Value: 203.17
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
13.38	2.58-14.86	4.95

Data Plot



Linear Equation Trip Ends=-707.42+16.57(1000 SF GFA) r^2=0.87

Log Equation Trip Ends=3.78(1000 SF GFA)$^{0.96}$ r^2=0.83

High Schools

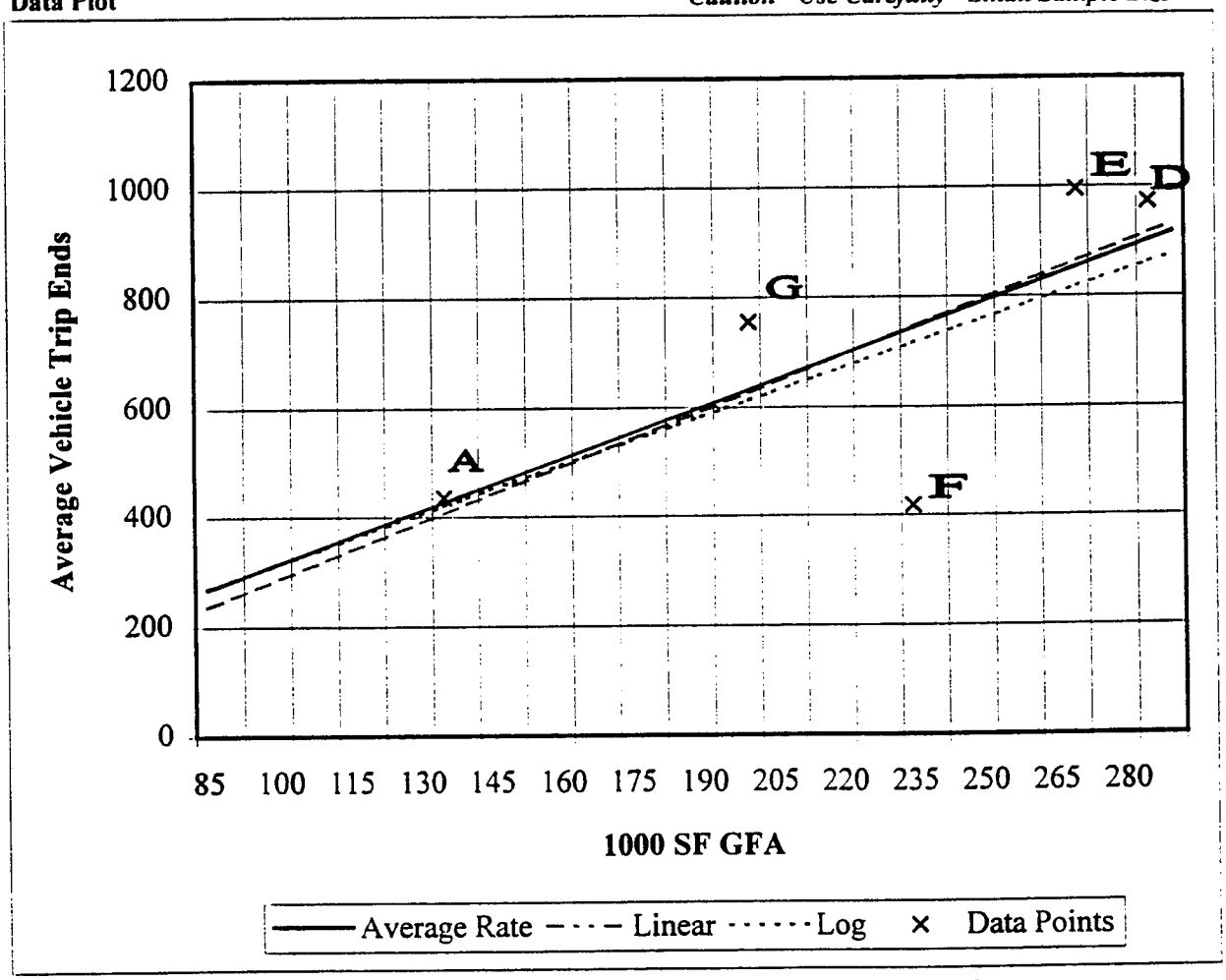
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday AM Peak

Number of Studies: 5
Average SEV Value: 226.2
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
3.16	1.79-3.77	0.81

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-51.14+3.39(1000 SF GFA) r^2=0.53

Log Equation Trip Ends=21.12(1000 SF GFA)$^{0.60}$ r^2=0.46

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

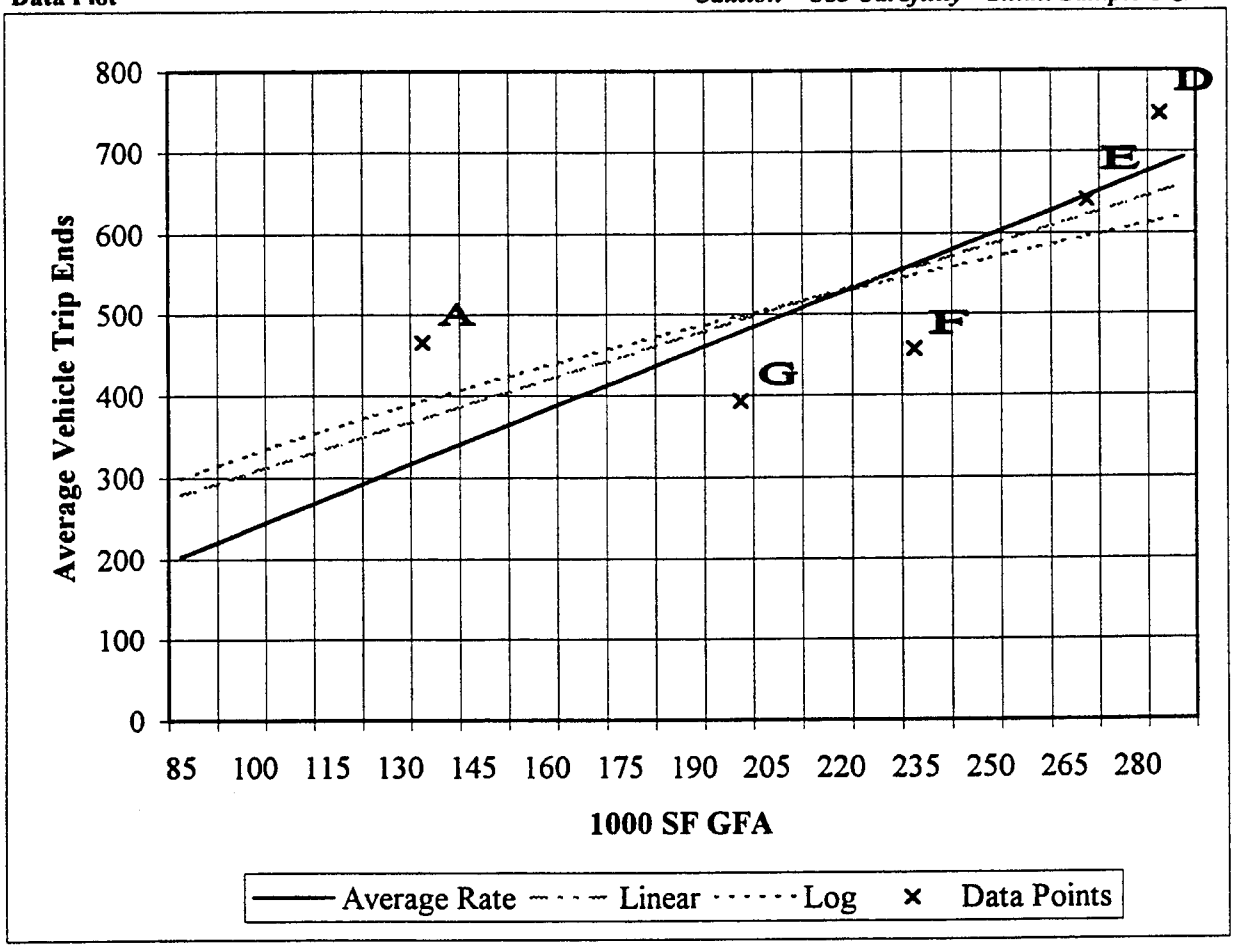
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday PM Peak

Number of Studies: 5
Average SEV Value: 226.2
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
2.39	1.93-3.40	0.60

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=121.94+1.85(Employees) r^2=0.57

Log Equation Trip Ends=21.15(1000 SF GFA)$^{0.60}$ r^2=0.44

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

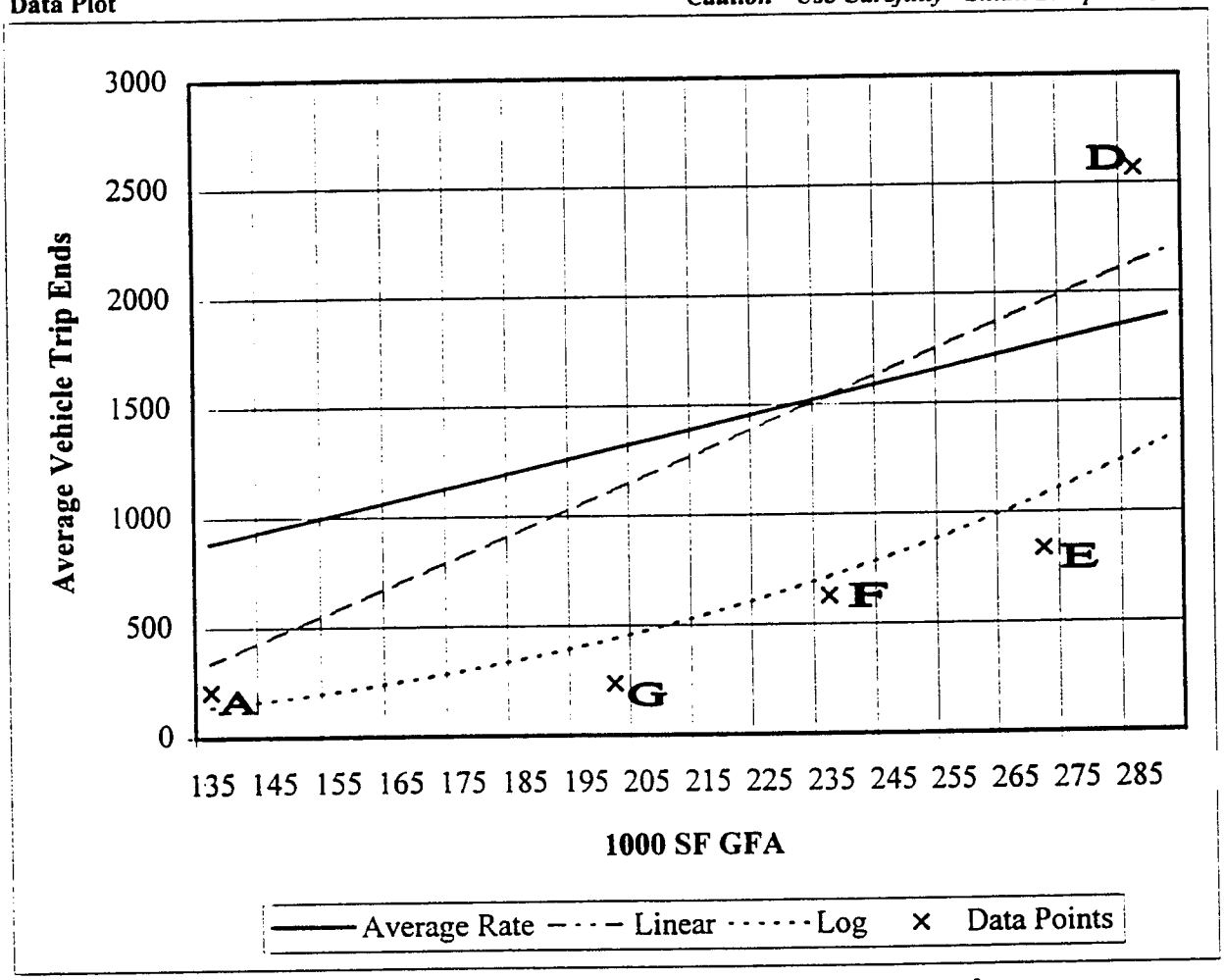
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Saturday

Number of Studies: 5
Average SEV Value: 226.2
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
6.54	1.50-8.97	3.17

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-1280.6+11.99(1000 SF GFA) r^2=0.55

Log Equation Trip Ends=6.25×10^{-5}(1000 SF GFA)$^{2.98}$ r^2=0.74

High Schools

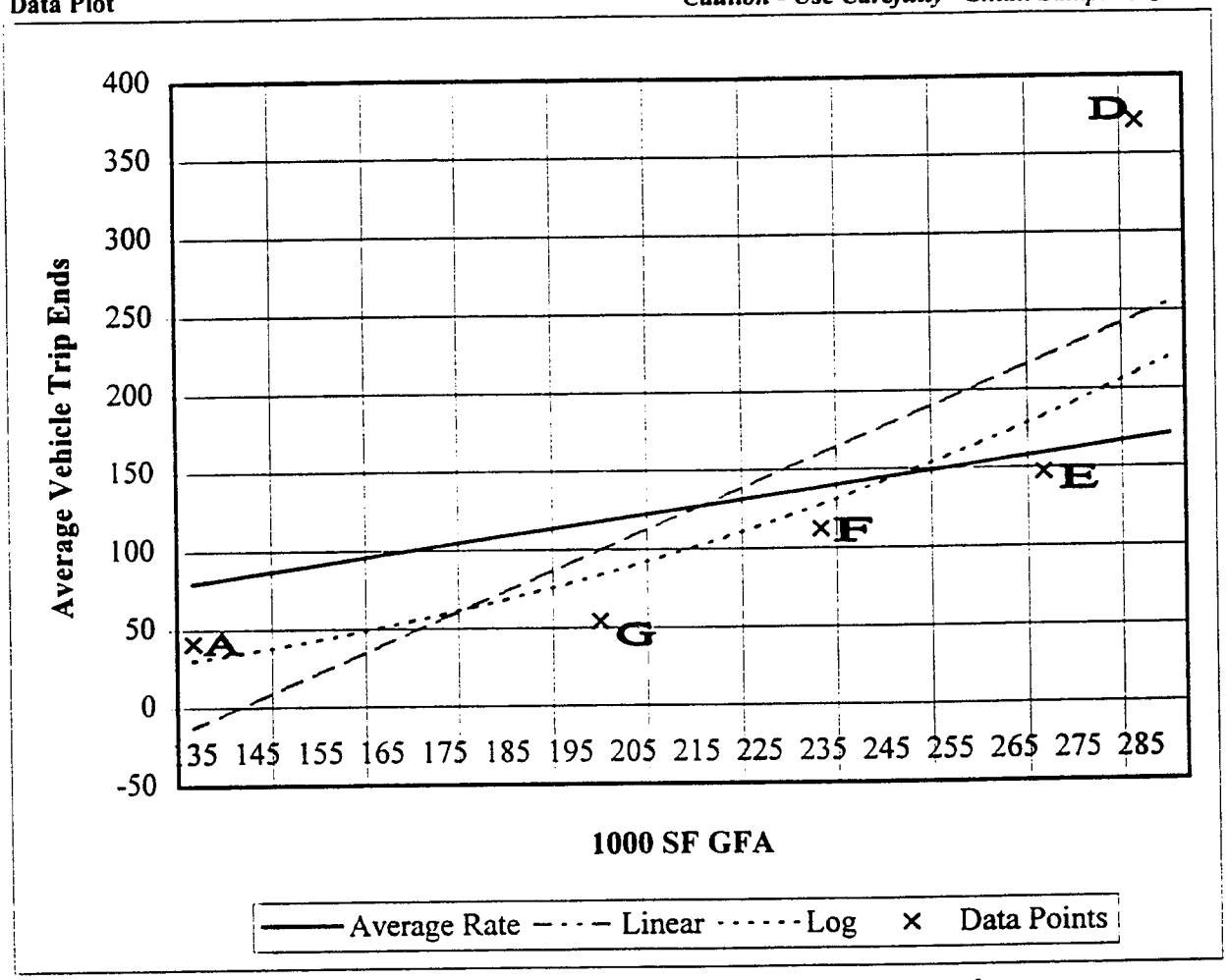
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Saturday Peak

Number of Studies: 5
Average SEV Value: 226.2
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.59	0.27-1.30	0.42

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-245.93+1.73(1000 SF GFA) r^2=0.60

Log Equation Trip Ends=8.78×10^{-5}(1000 SF GFA)$^{2.60}$ r^2=0.78

High Schools

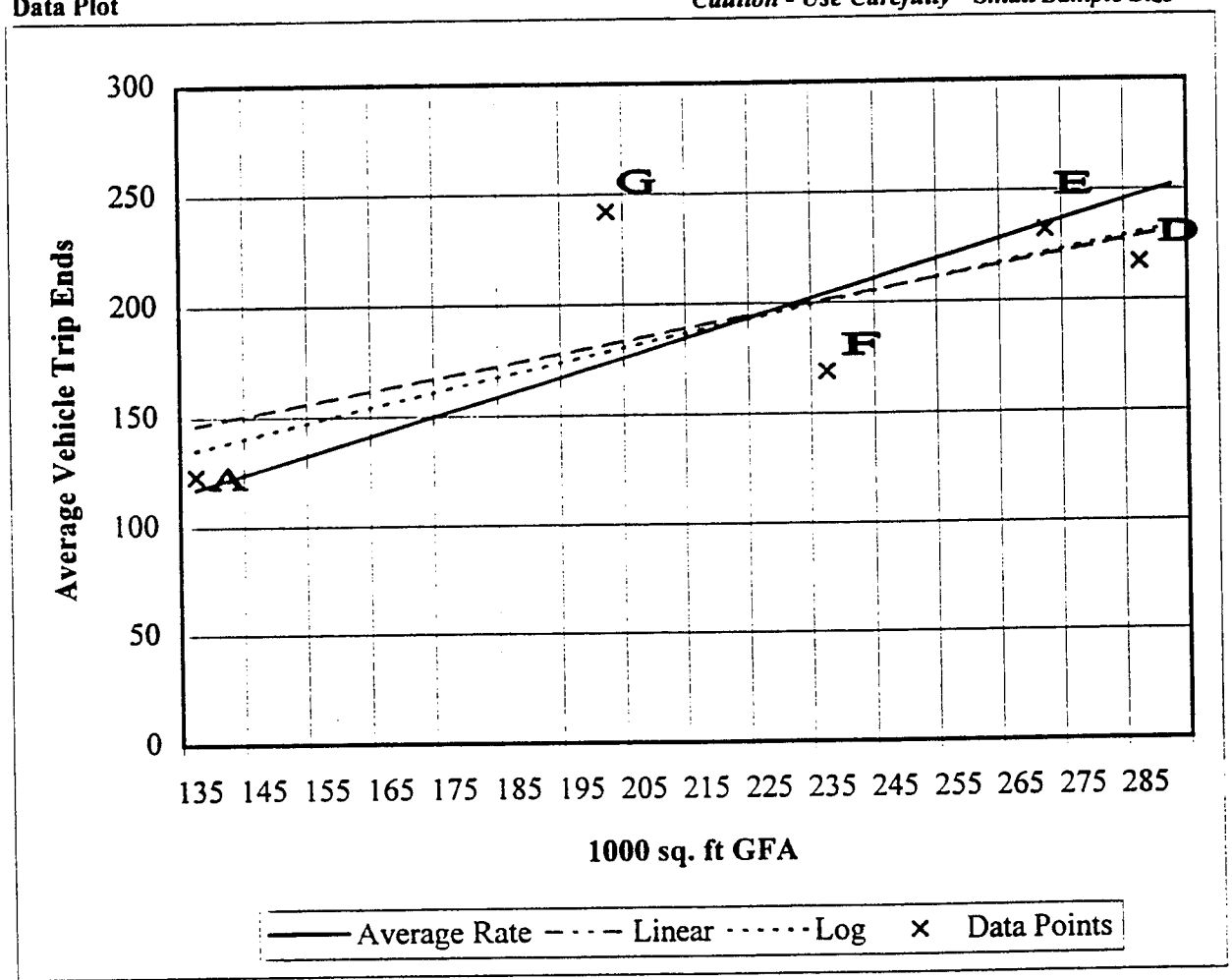
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Sunday

Number of Studies: 5
Average SEV Value: 226.2
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.87	0.71-1.21	0.20

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=72.27+0.55(1000 SF GFA) r^2=0.44

Log Equation Trip Ends=4.10(1000 SF GFA)$^{0.71}$ r^2=0.56

(Equations with r^2 < 0.5 are not recommended for use)

High Schools

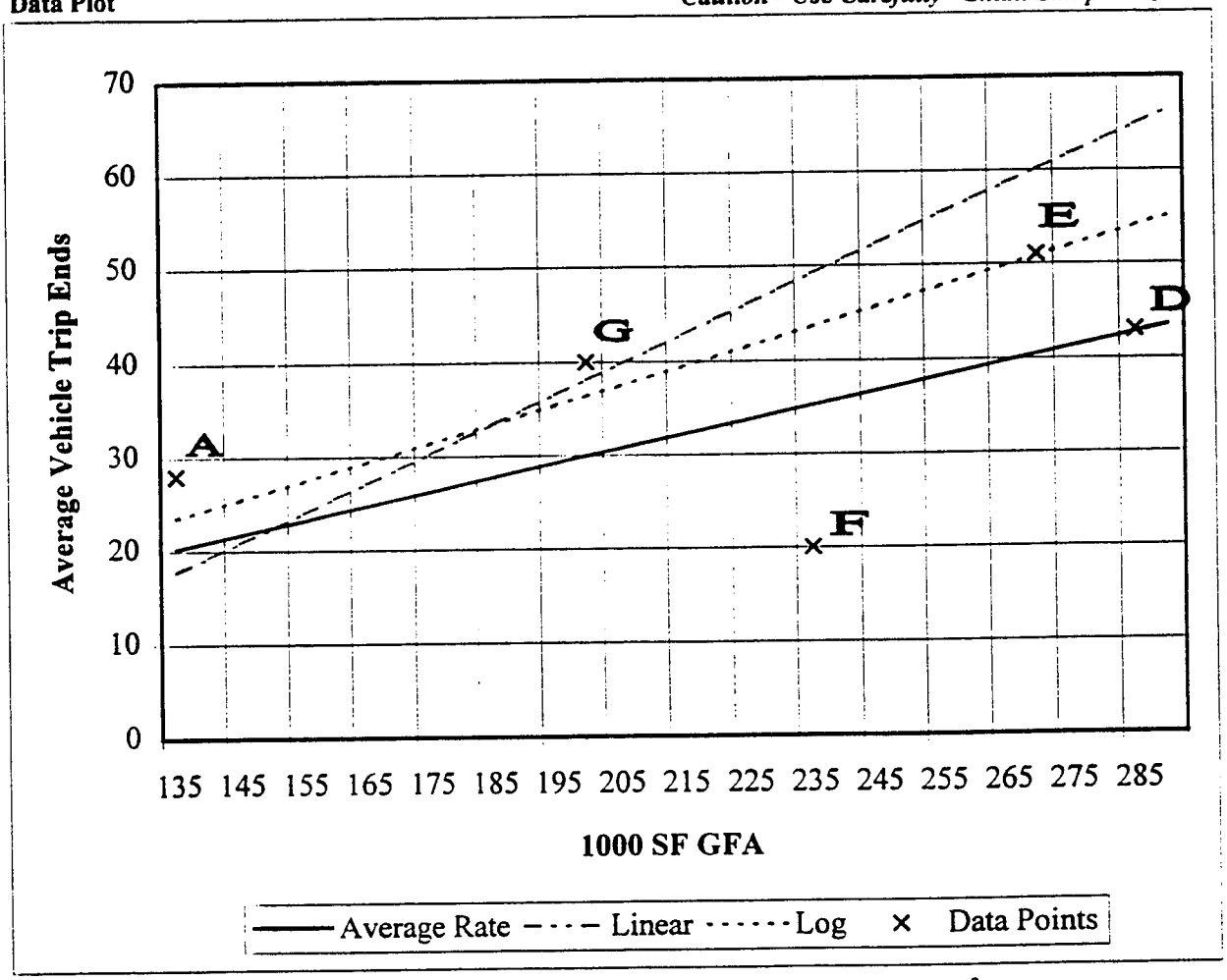
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Sunday Peak

Number of Studies: 5
Average SEV Value: 226.2
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.15	0.08-0.20	0.05

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-24.63+0.31(1000 SF GFA) r^2=0.43

Log Equation Trip Ends=0.10(1000 SF GFA)$^{1.11}$ r^2=0.31

(Equations with r^2 <0.5 are not recommended for use)

High School
(530)

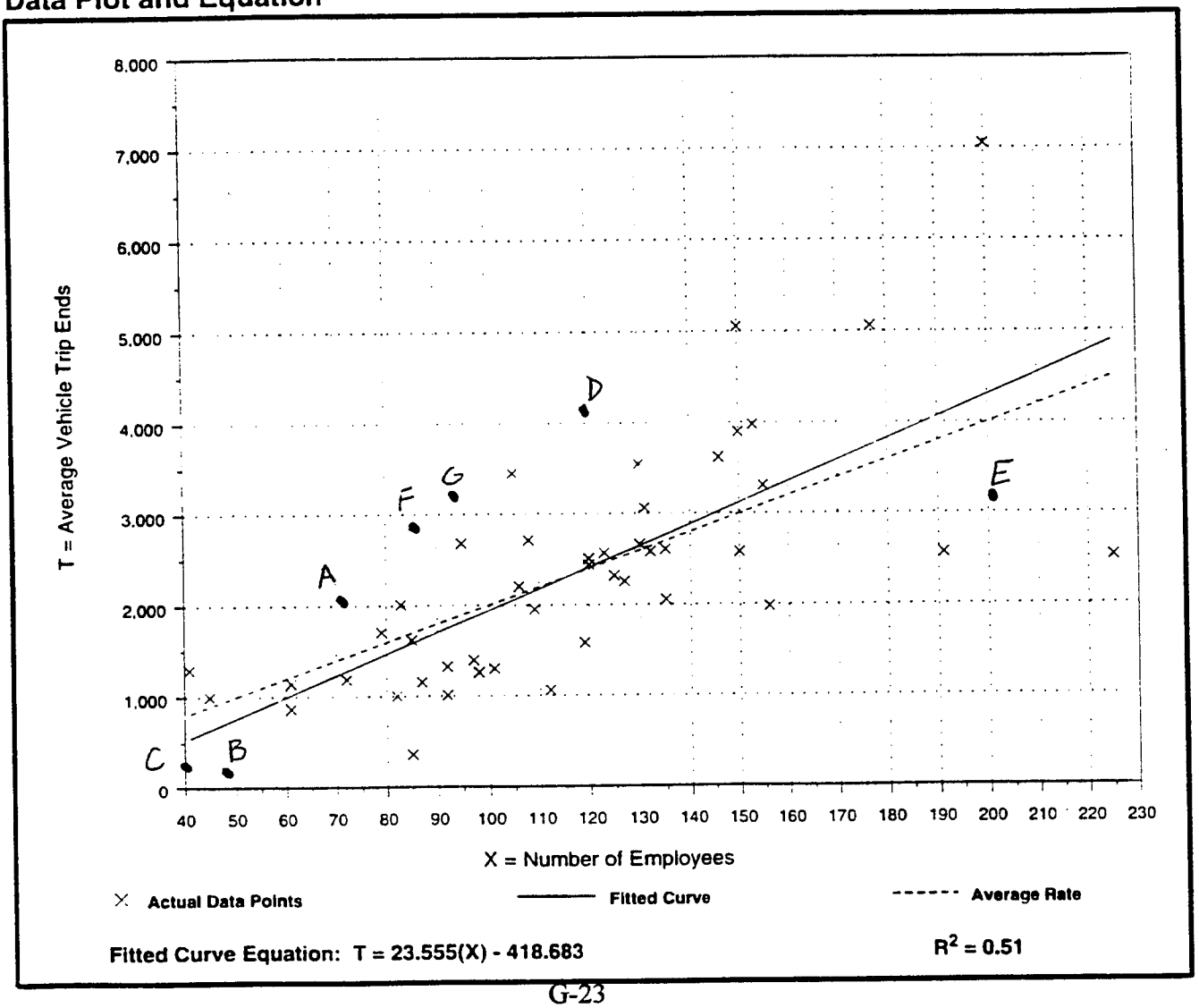
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 45
Avg. Number of Employees: 117
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
19.98	4.28 - 35.26	8.30

Data Plot and Equation



Fitted Curve Equation: T = 23.555(X) - 418.683

$R^2 = 0.51$

High School
(530)

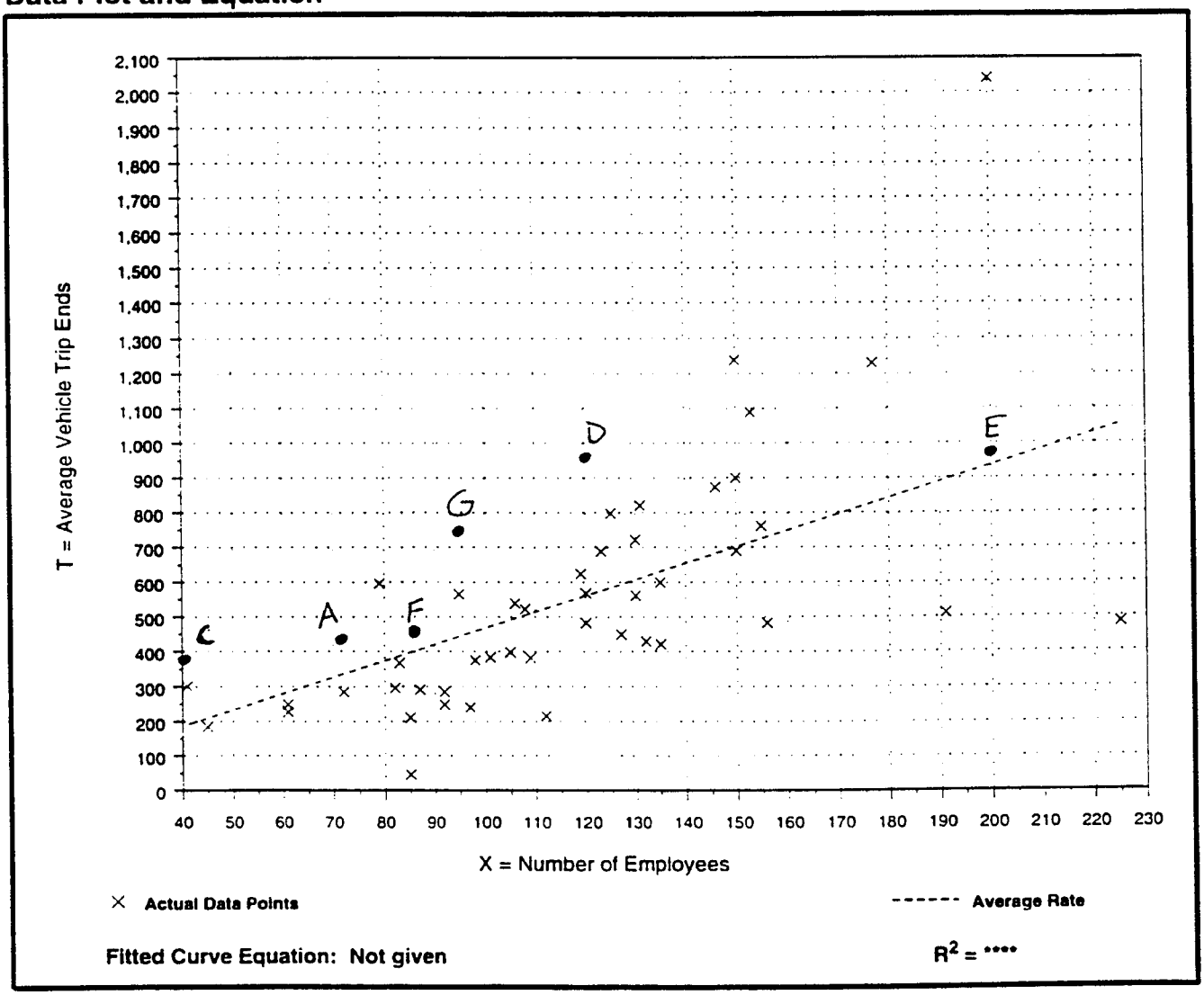
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 45
Avg. Number of Employees: 117
Directional Distribution: 72% entering, 28% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.68	0.54 - 10.20	2.92

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

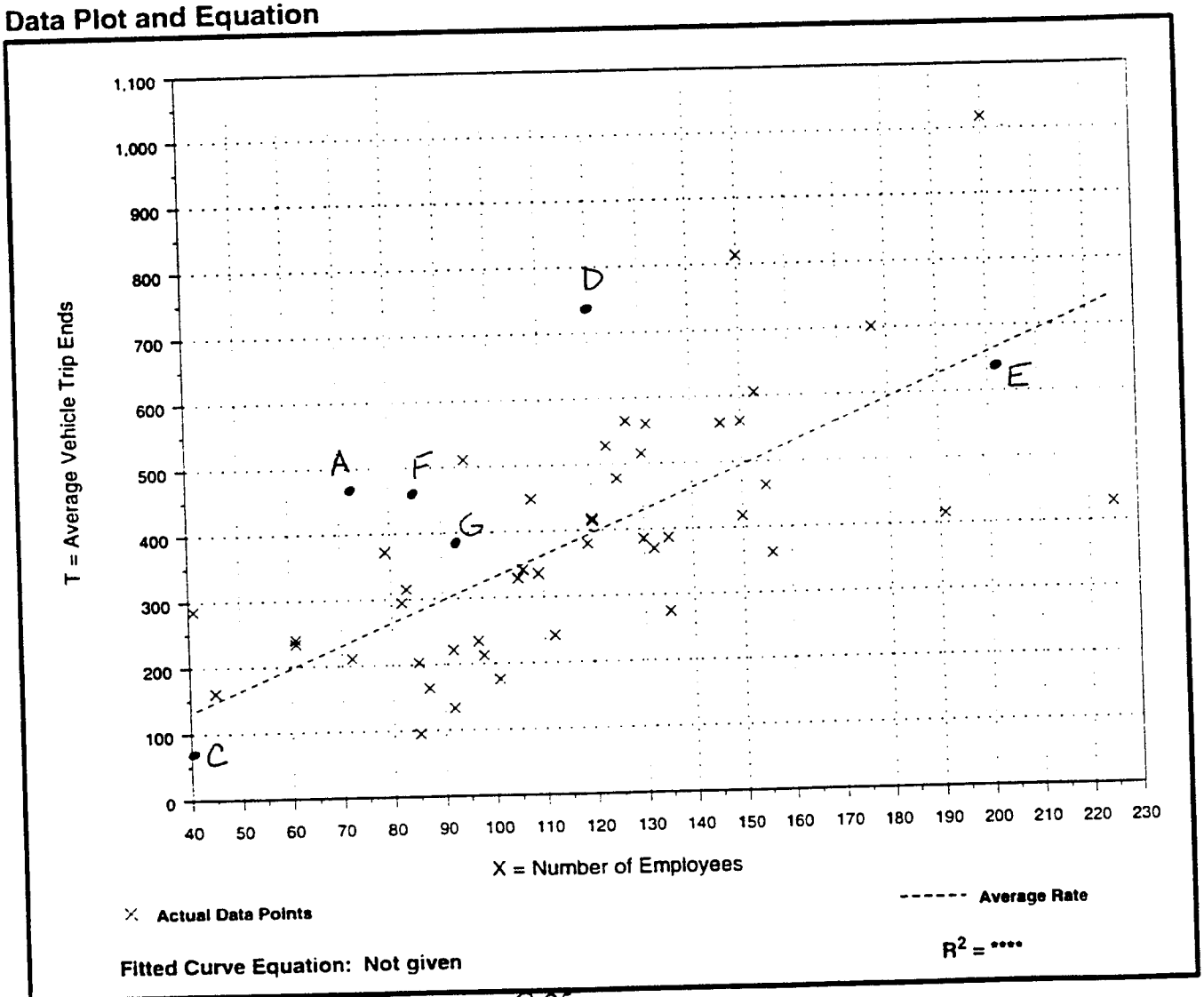
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 45
Avg. Number of Employees: 117
Directional Distribution: 30% entering, 70% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.30	1.13 - 6.98	2.10

Data Plot and Equation



Fitted Curve Equation: Not given

High School
(530)

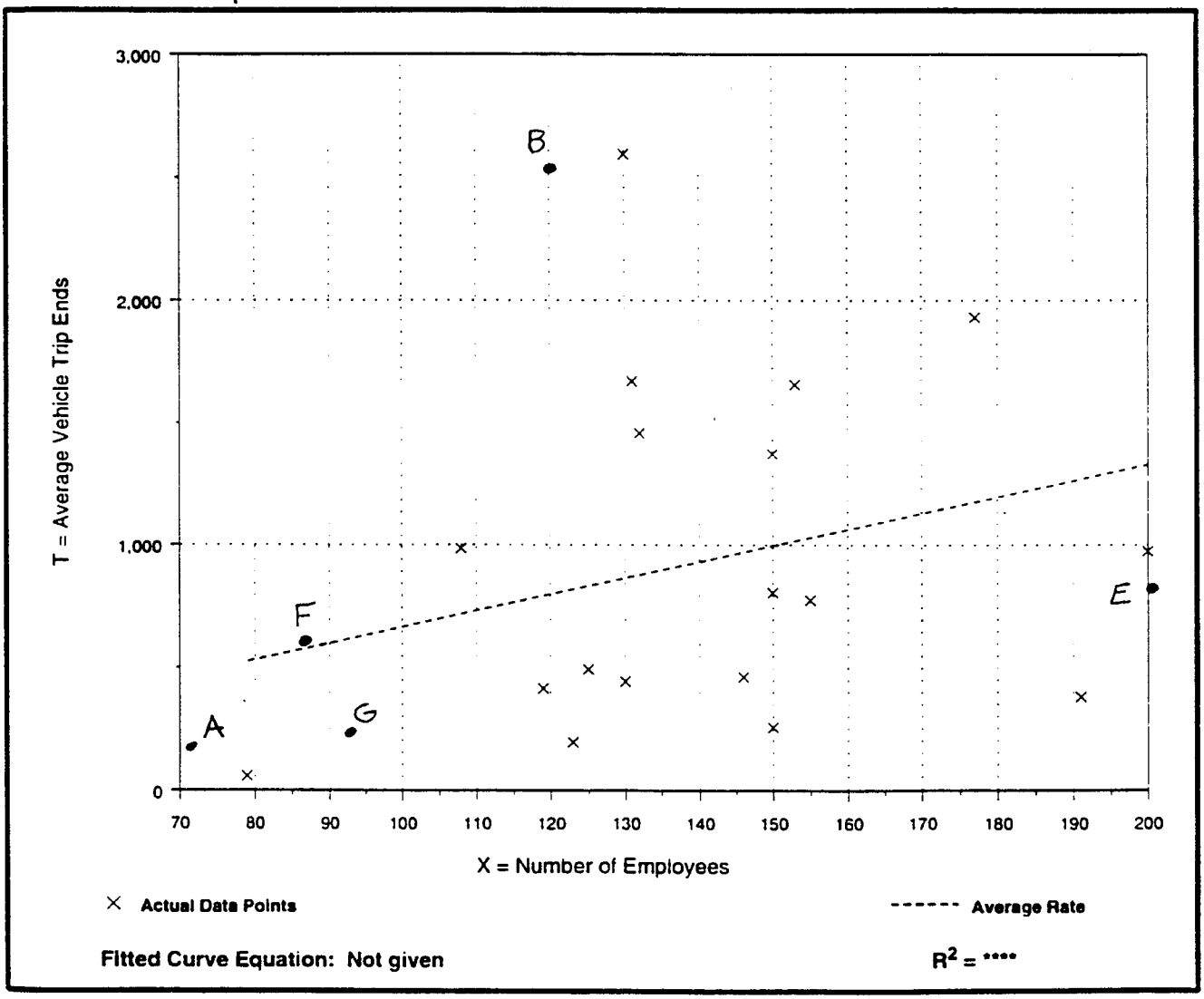
Average Vehicle Trip Ends vs: Employees
On a: Saturday

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
6.65	0.75 - 19.95	5.42

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

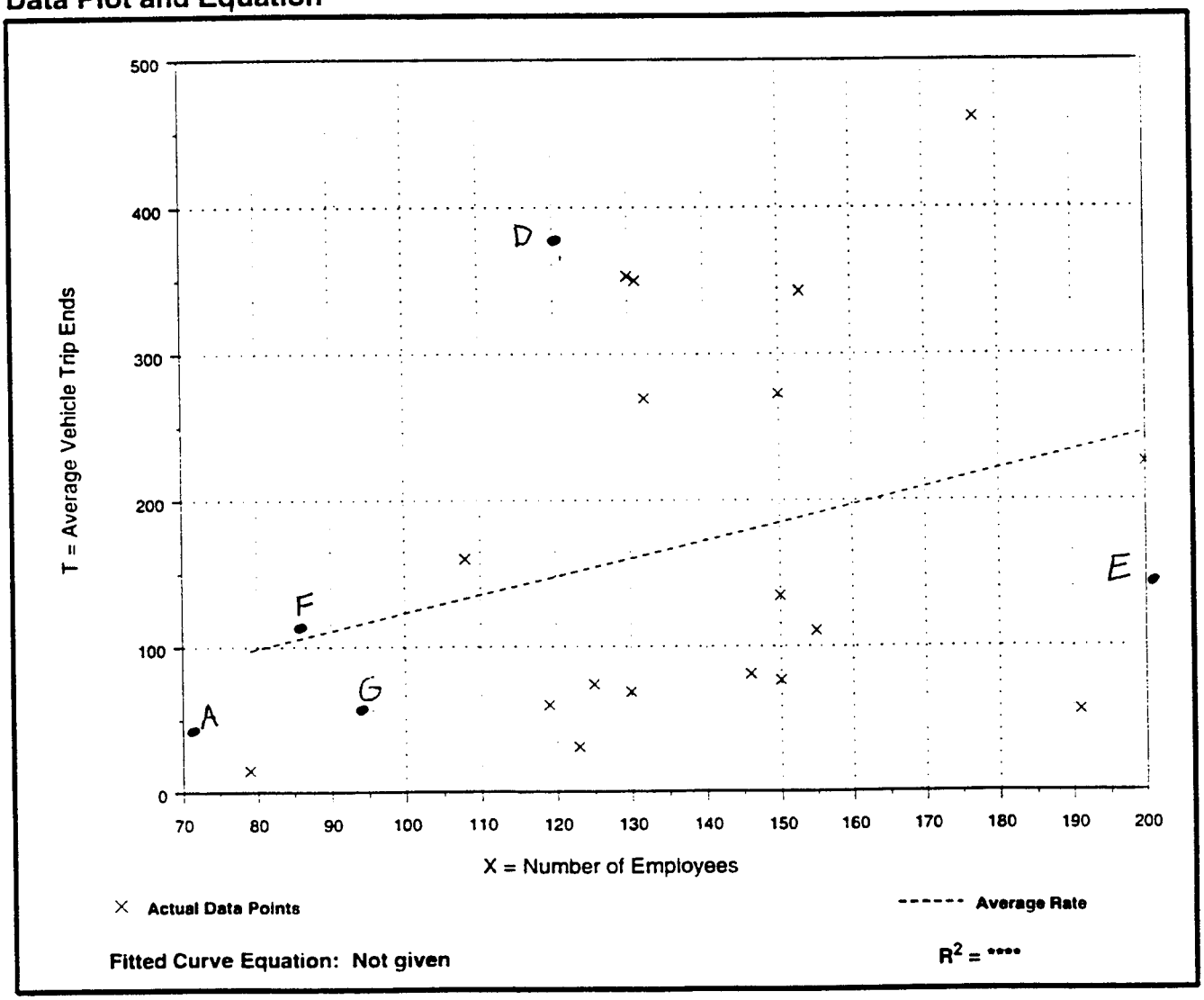
Average Vehicle Trip Ends vs: **Employees**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 74% entering, 26% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.23	0.19 - 2.72	1.41

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

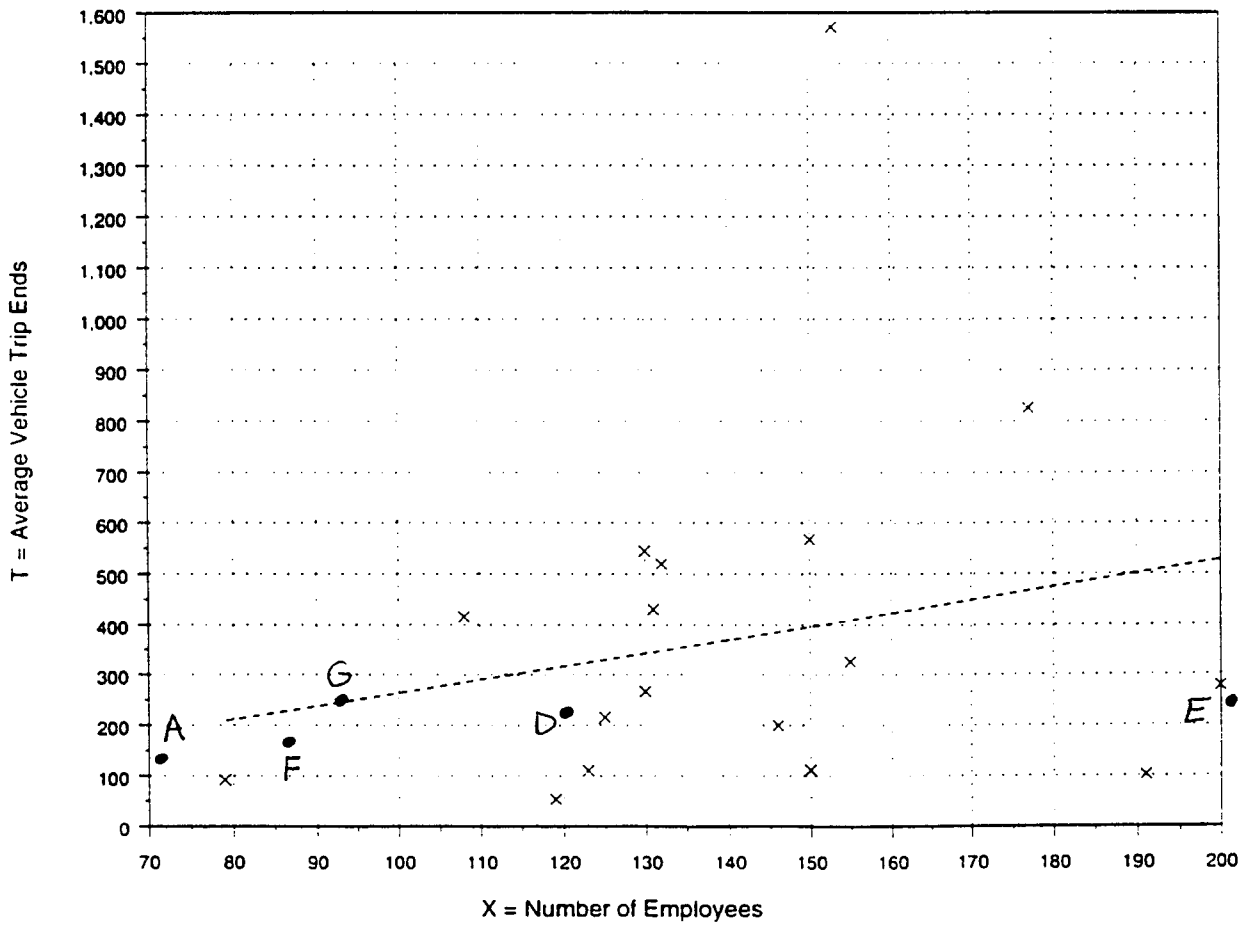
Average Vehicle Trip Ends vs: Employees
On a: Sunday

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.64	0.45 - 10.27	2.88

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

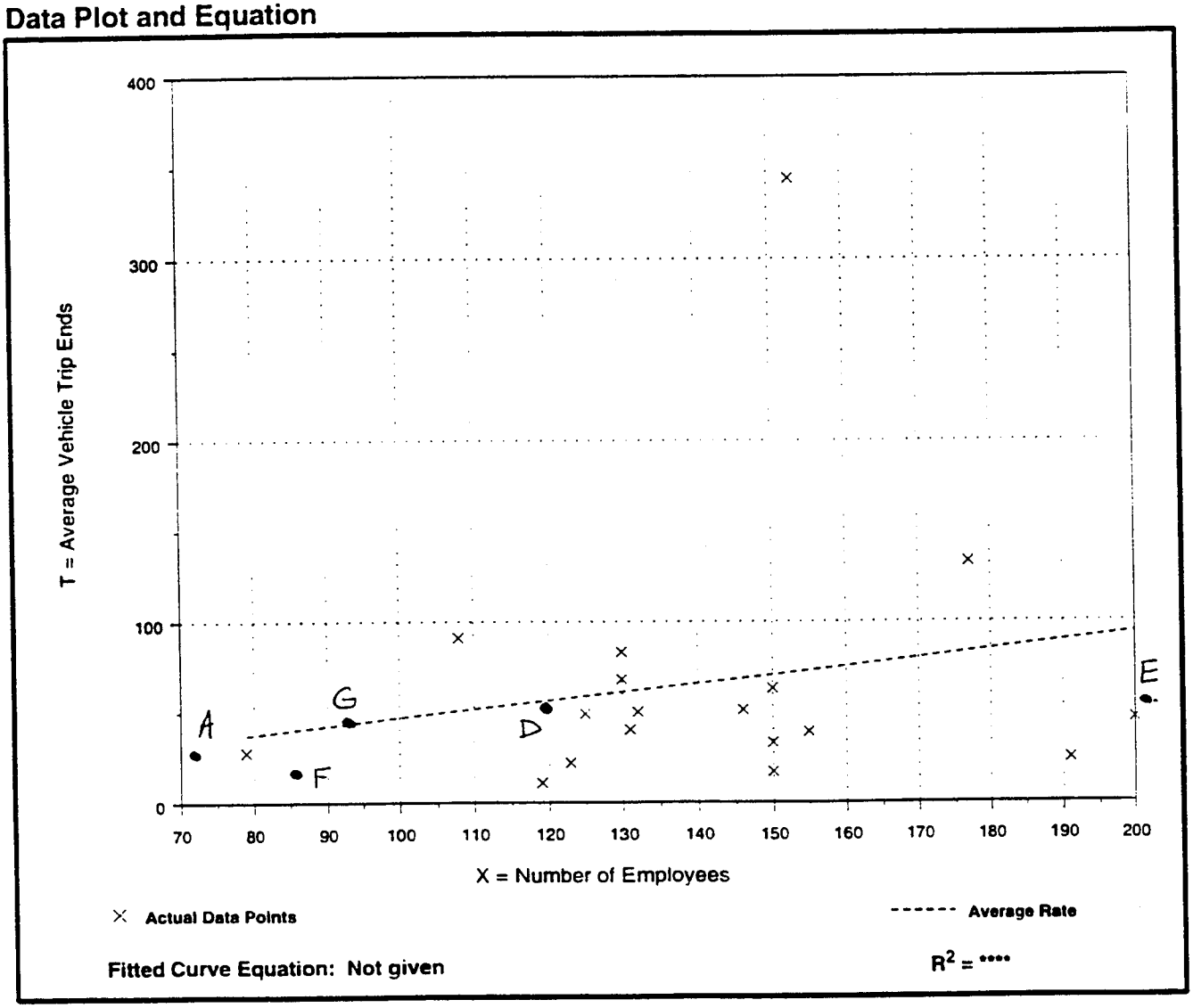
Average Vehicle Trip Ends vs: **Employees**
On a: **Sunday,**
Peak Hour of Generator

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 33% entering, 67% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.47	0.09 - 2.25	0.84

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

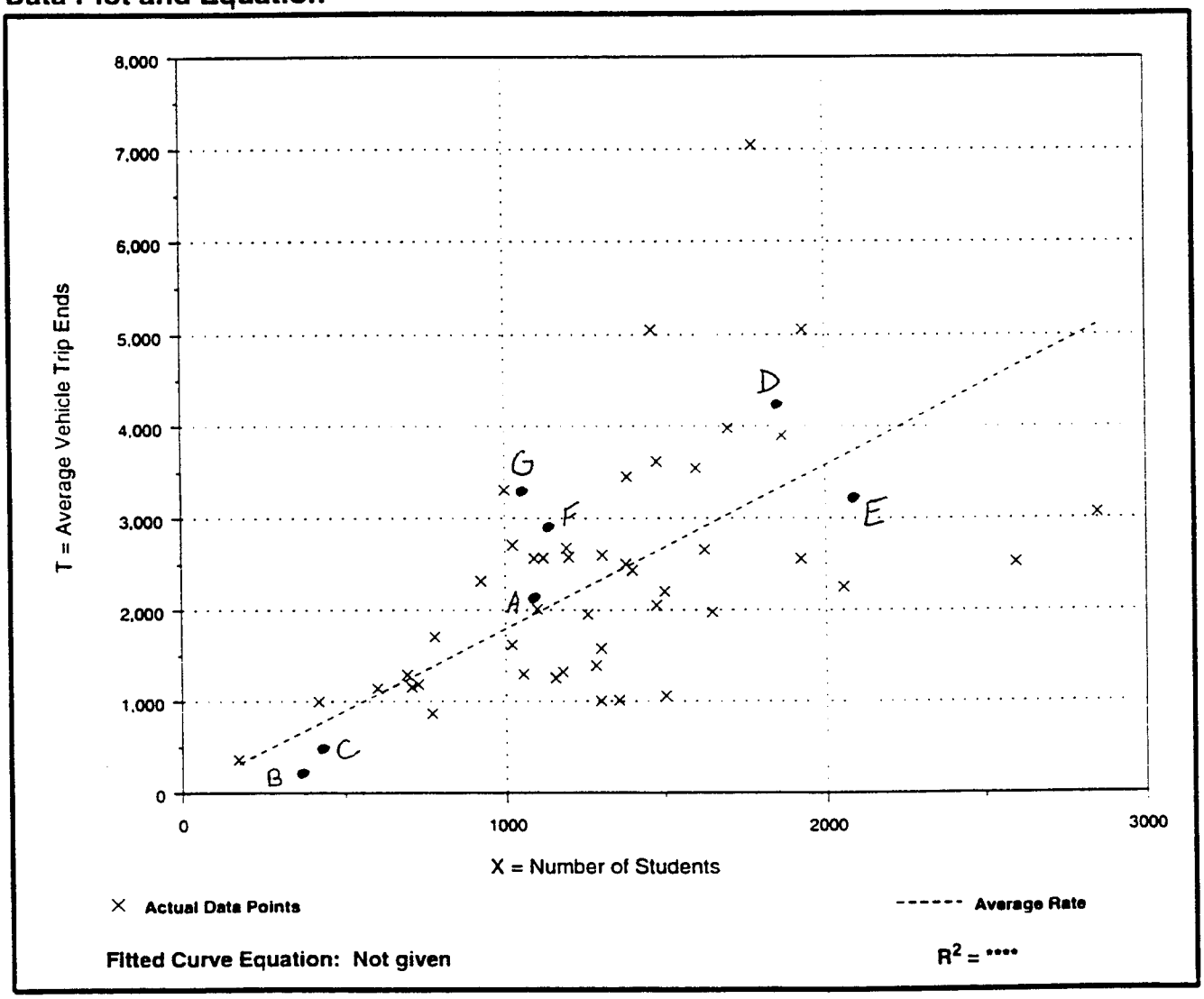
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 45
Average Number of Students: 1,309
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.79	0.71 - 3.96	1.54

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

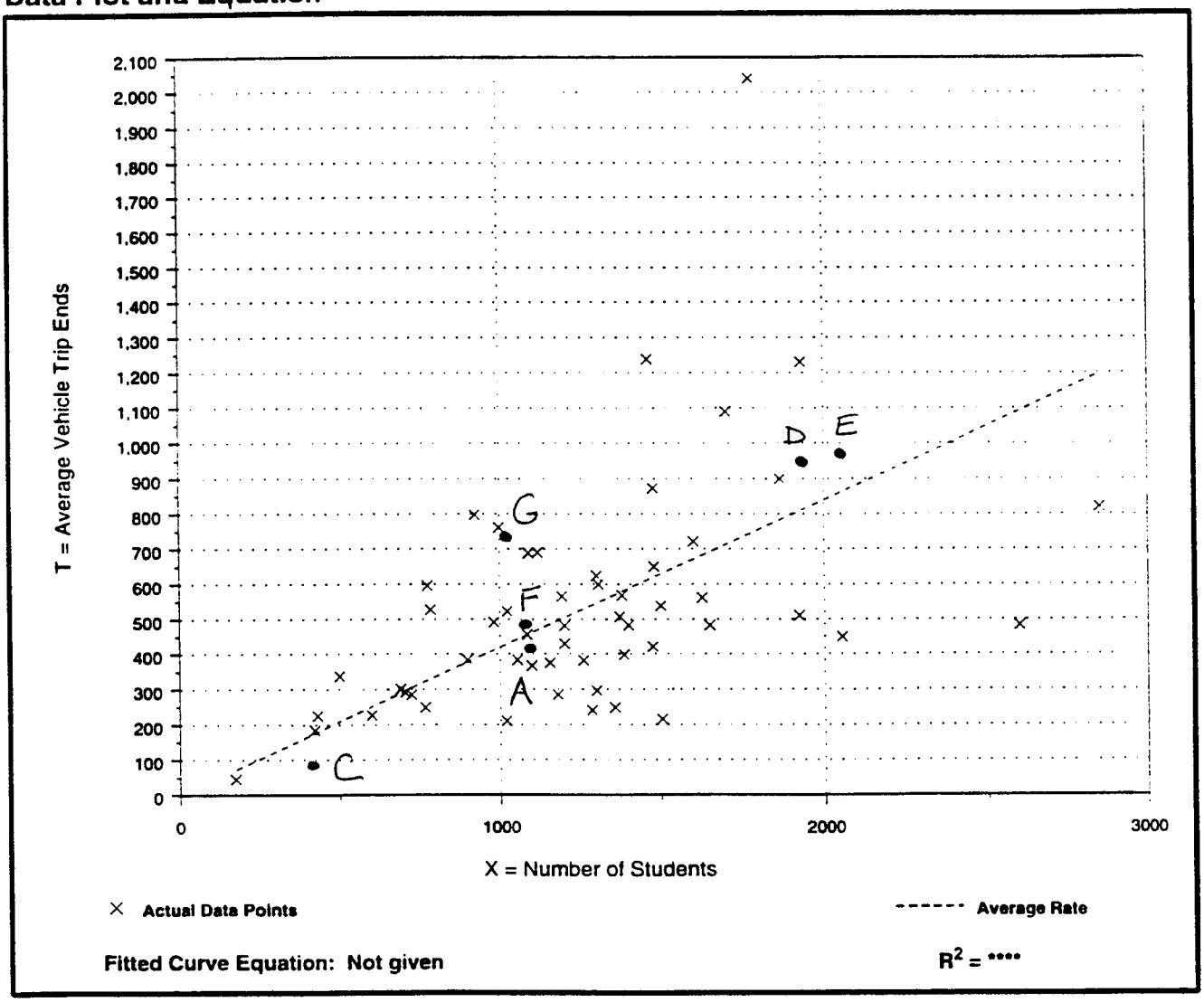
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 54
Average Number of Students: 1,253
Directional Distribution: 71% entering, 29% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.42	0.14 - 1.15	0.68

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

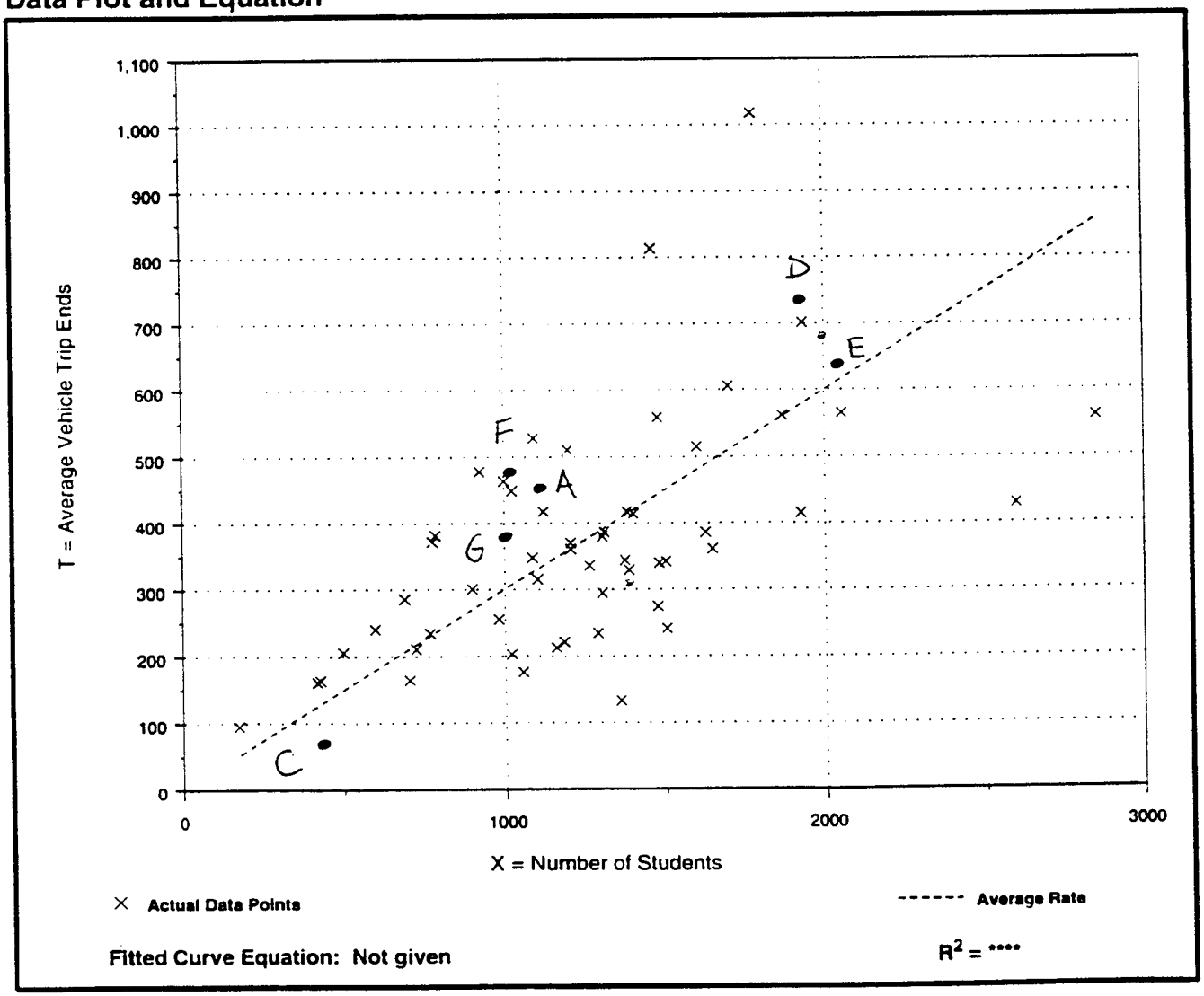
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 54
Average Number of Students: 1,253
Directional Distribution: 31% entering, 69% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.30	0.10 - 0.57	0.56

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

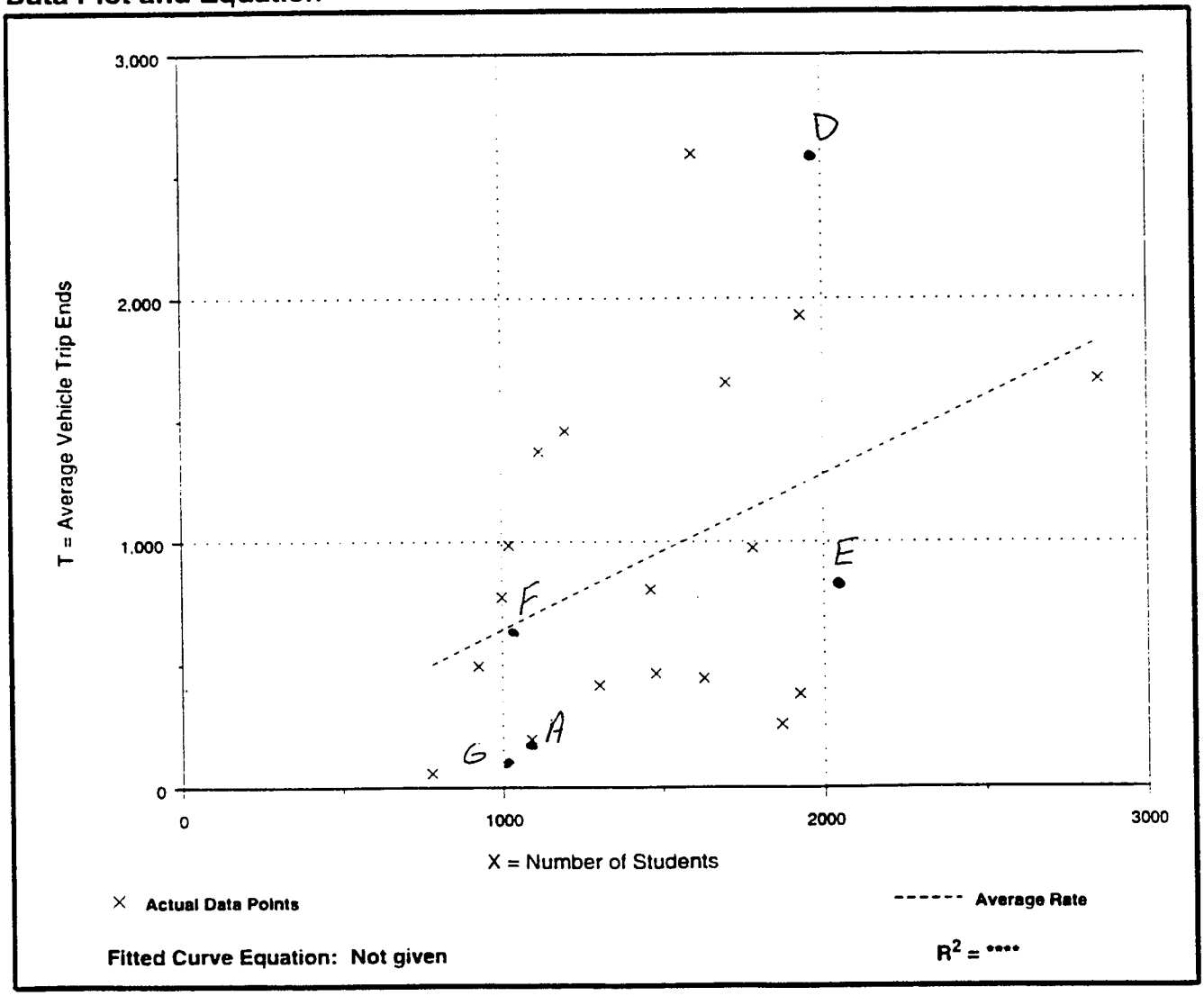
Average Vehicle Trip Ends vs: Students
On a: Saturday

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.64	0.08 - 1.62	0.90

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

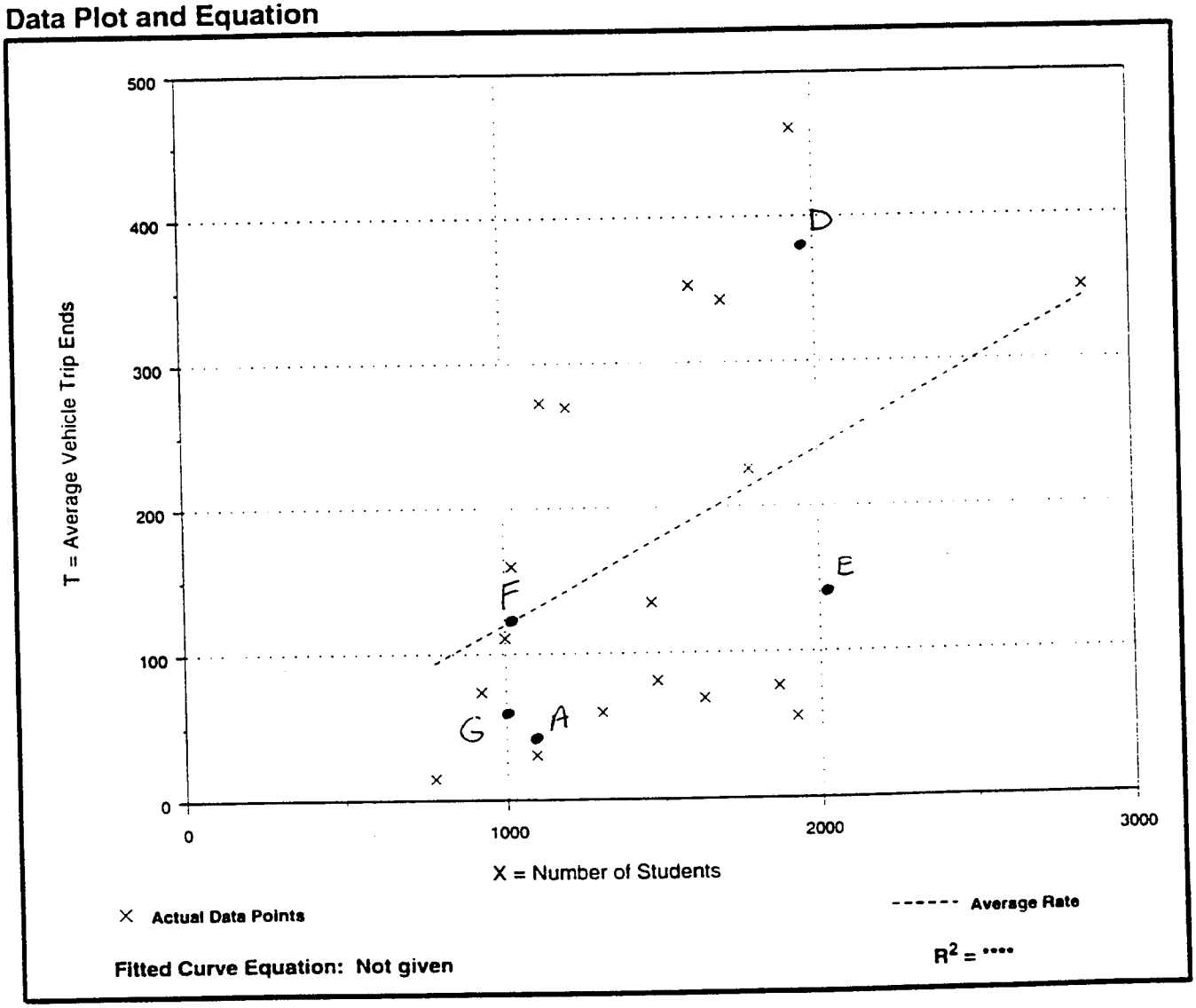
Average Vehicle Trip Ends vs: **Students**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 74% entering, 26% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 0.24	0.35

Data Plot and Equation



High School
(530)

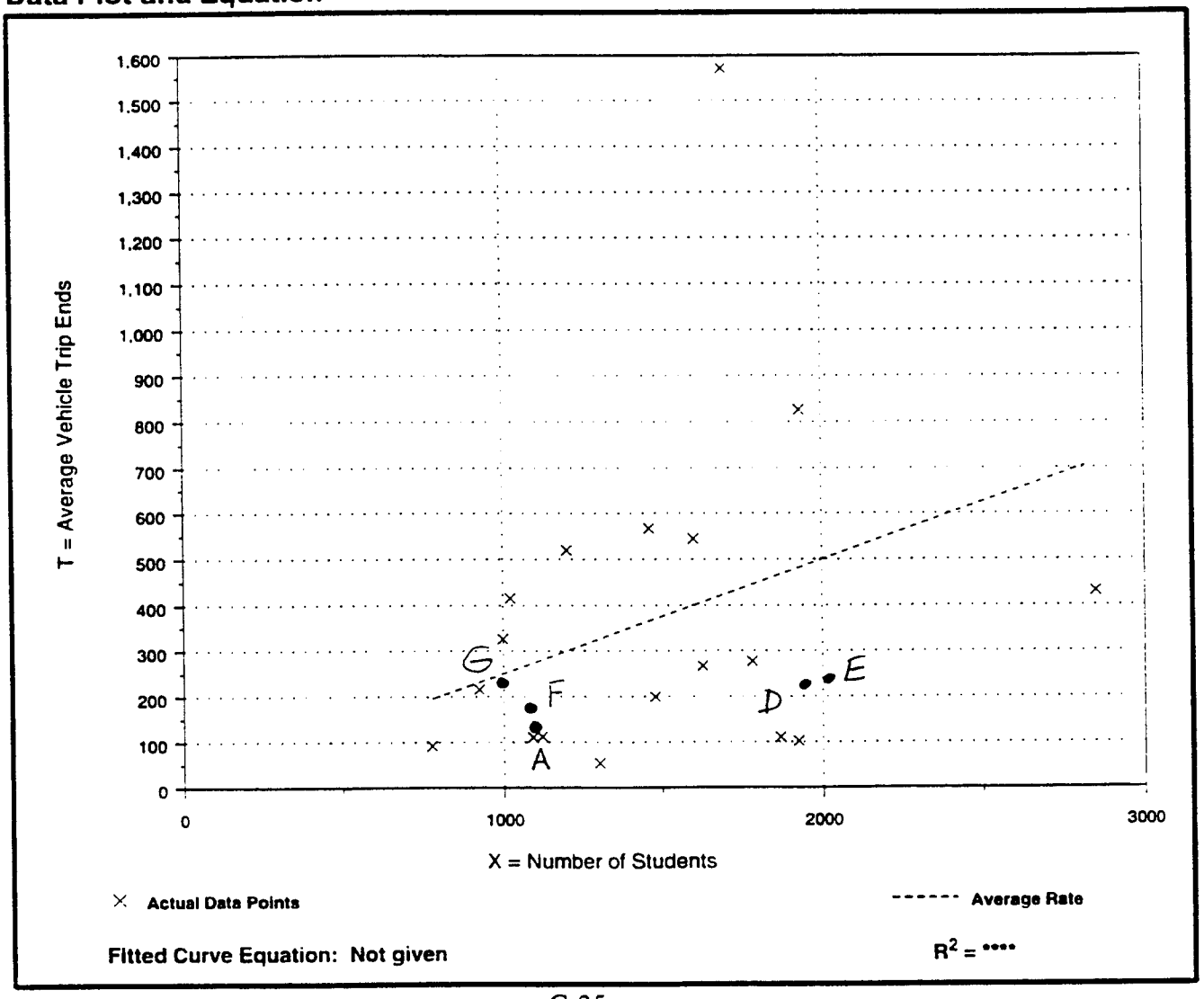
Average Vehicle Trip Ends vs: Students
On a: Sunday

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.25	0.04 - 0.92	0.55

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

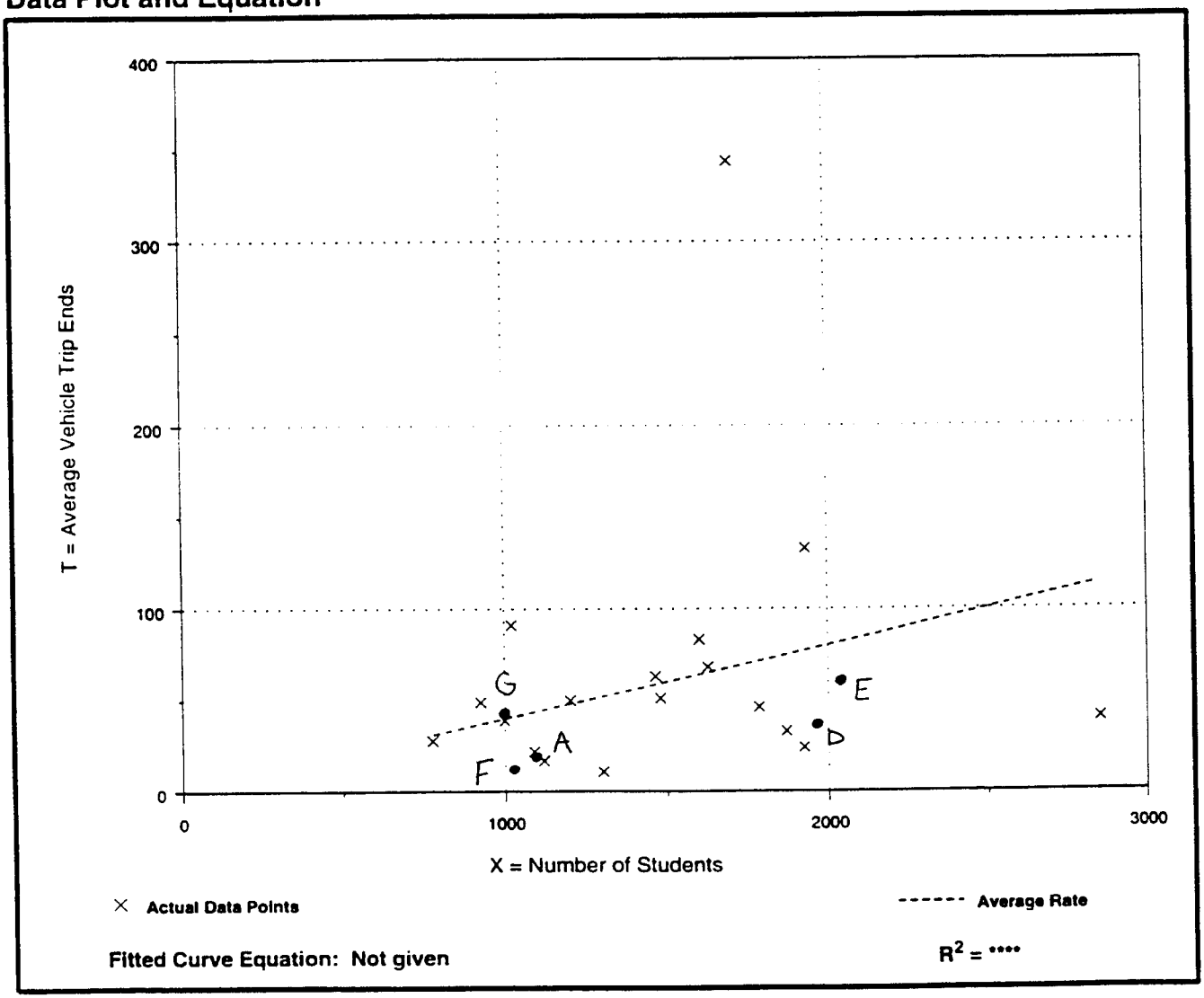
Average Vehicle Trip Ends vs: **Students**
On a: **Sunday,**
Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 33% entering, 67% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.04	0.01 - 0.20	0.22

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

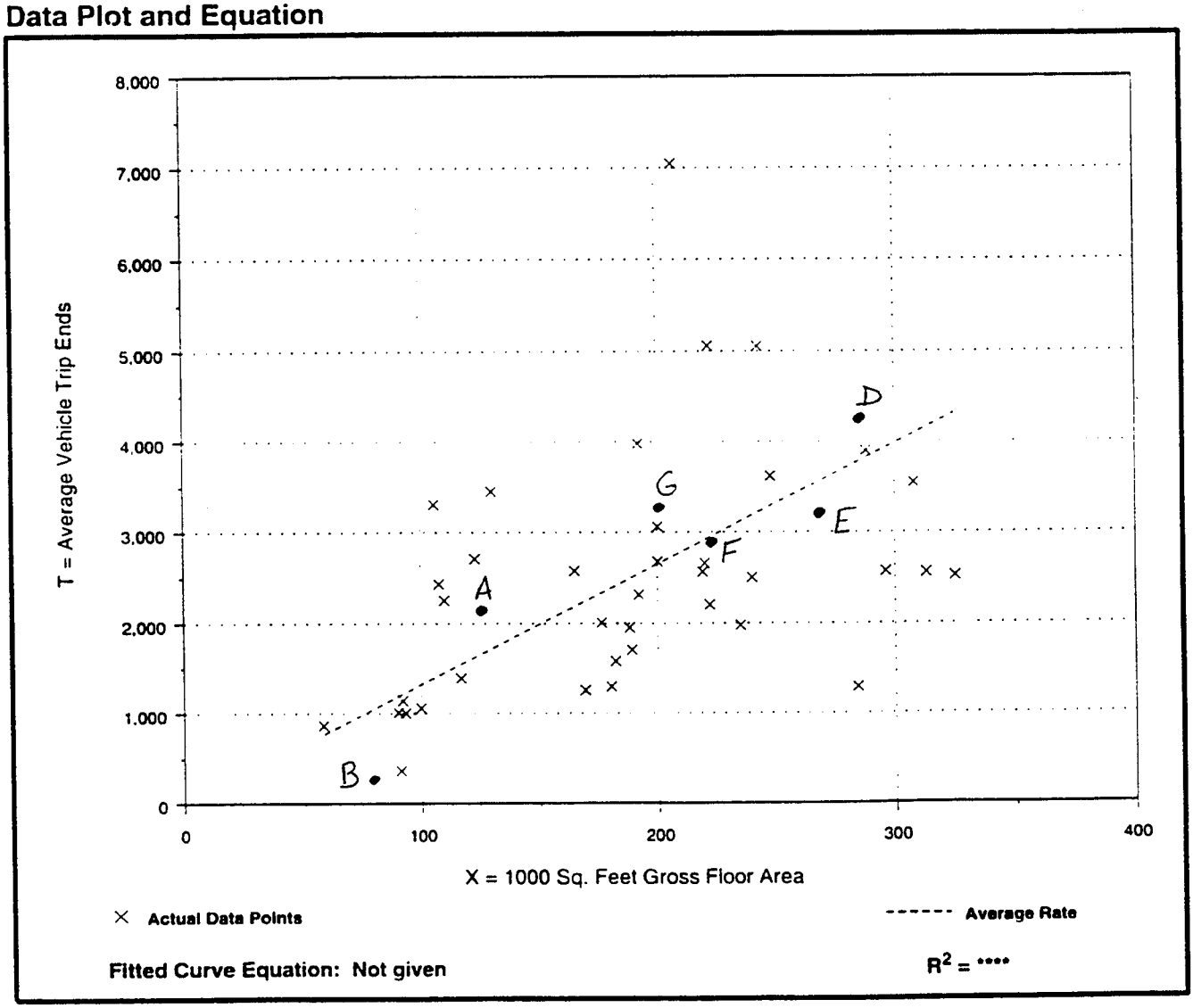
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 38
Average 1000 Sq. Feet GFA: 187
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
13.27	4.00 - 34.06	7.51

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

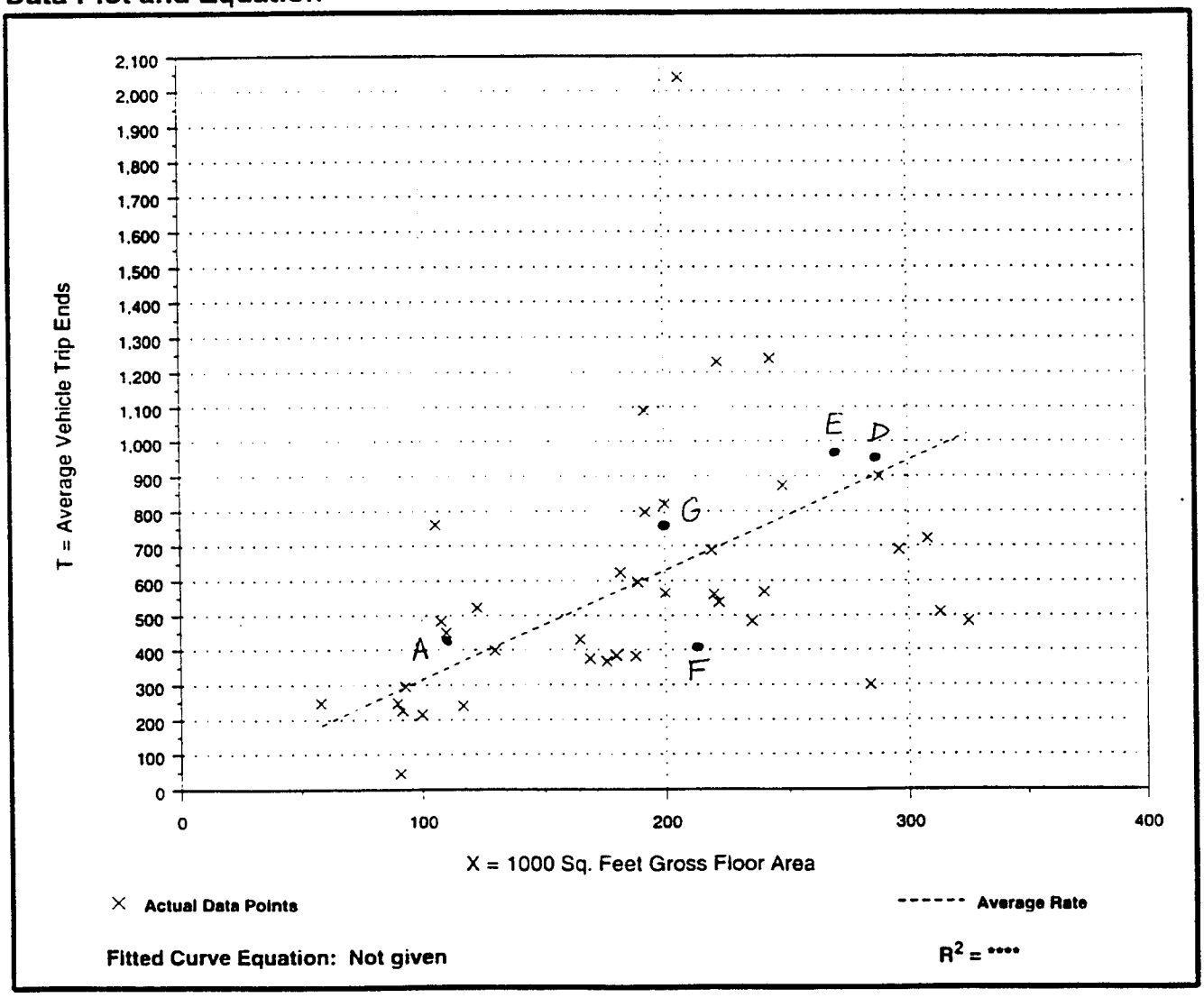
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 38
Average 1000 Sq. Feet GFA: 187
Directional Distribution: 72% entering, 28% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.15	0.51 - 9.86	2.47

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

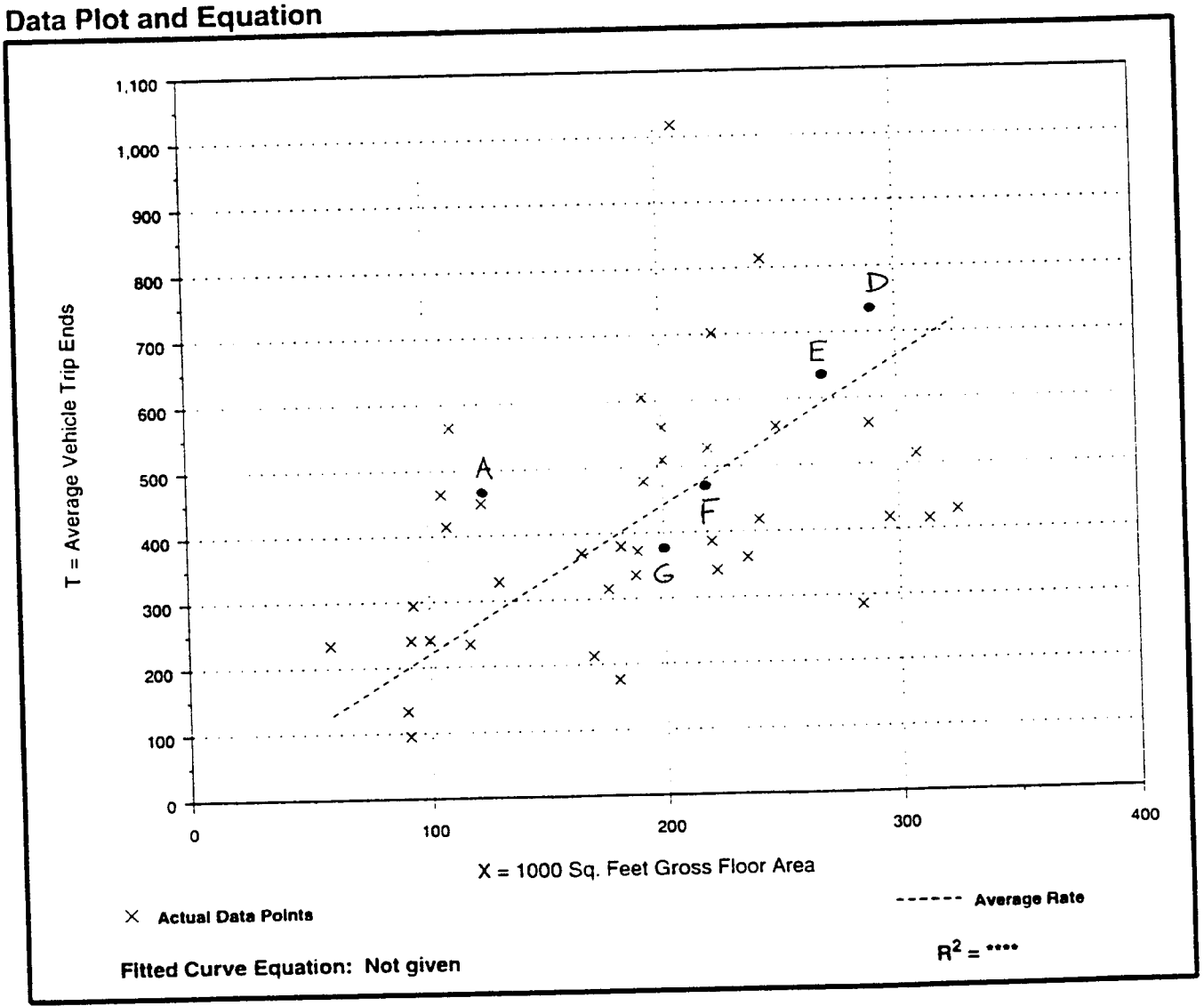
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 38
Average 1000 Sq. Feet GFA: 187
Directional Distribution: 30% entering, 70% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.21	0.98 - 5.14	1.78

Data Plot and Equation



High School
(530)

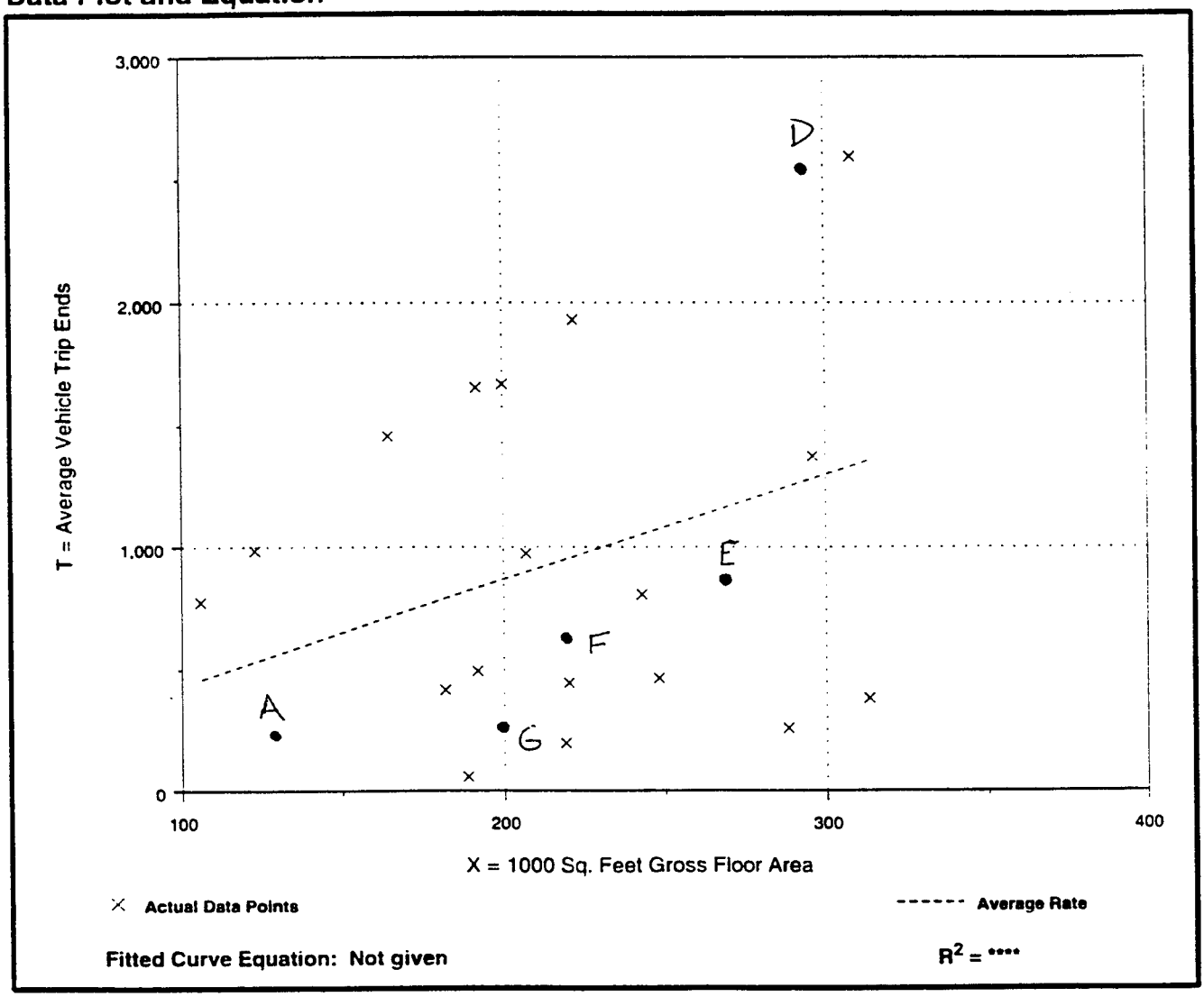
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.33	0.31 - 8.85	3.76

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = **

High School
(530)

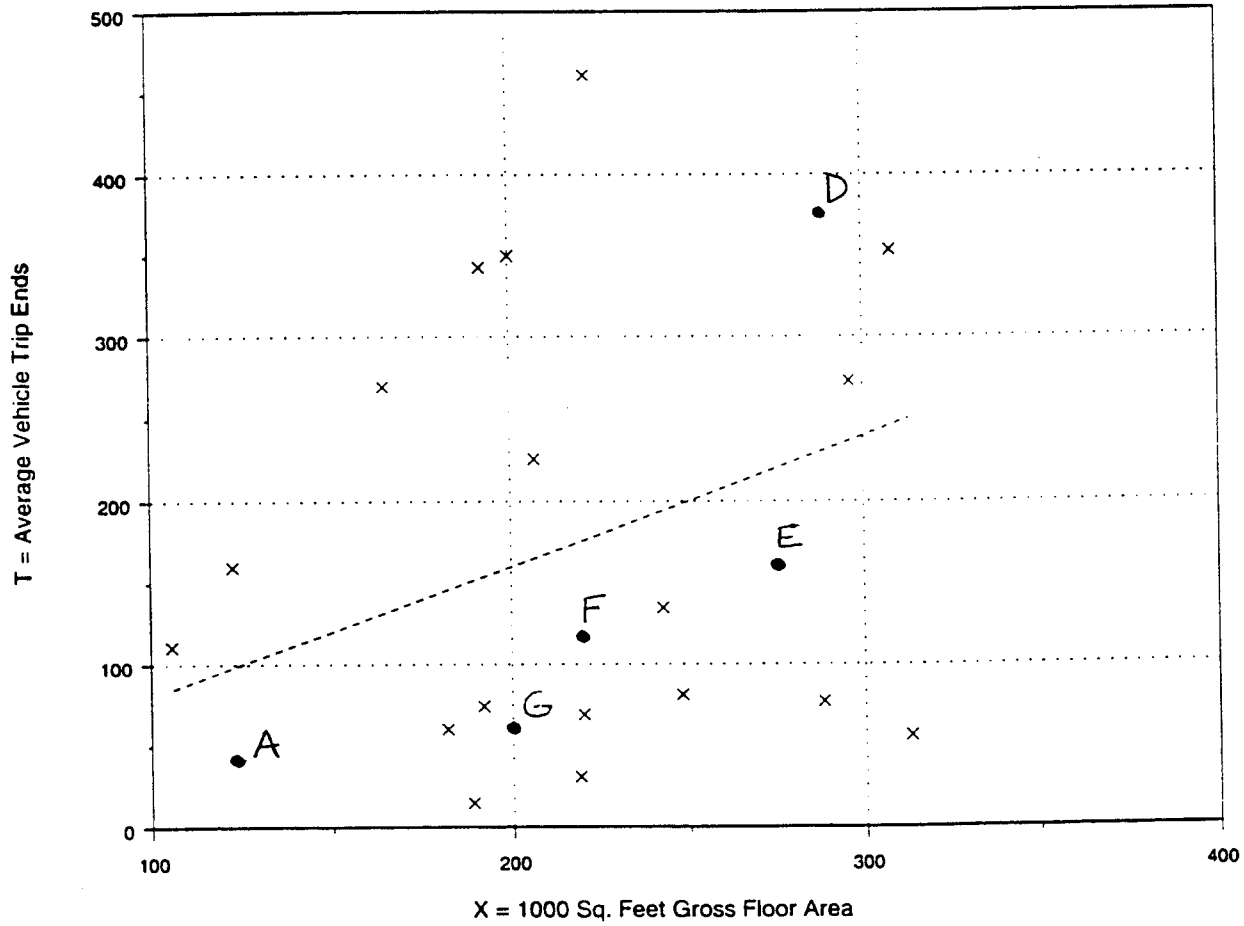
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 74% entering, 26% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.80	0.08 - 2.08	1.09

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

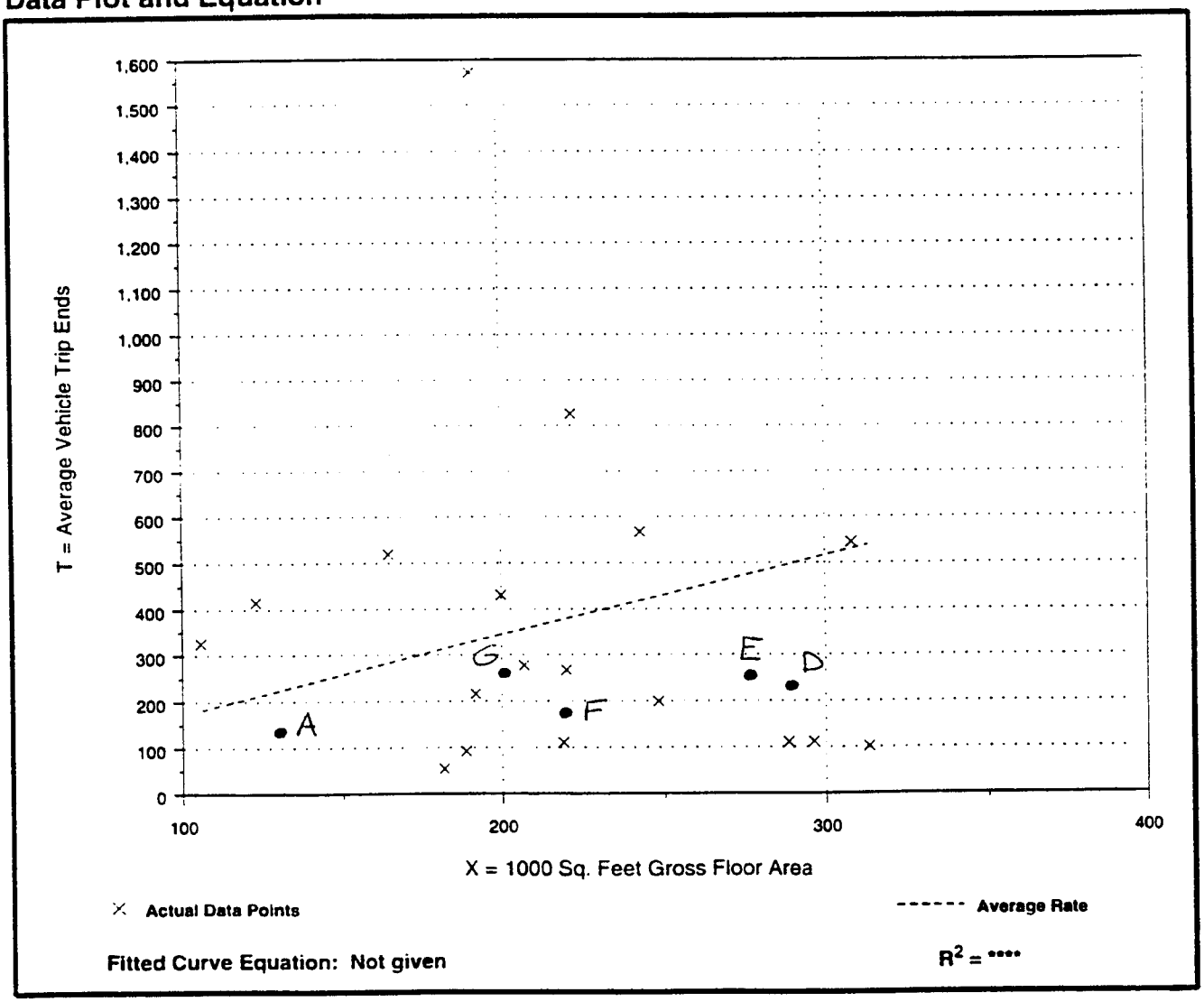
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.72	0.30 - 8.19	2.24

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

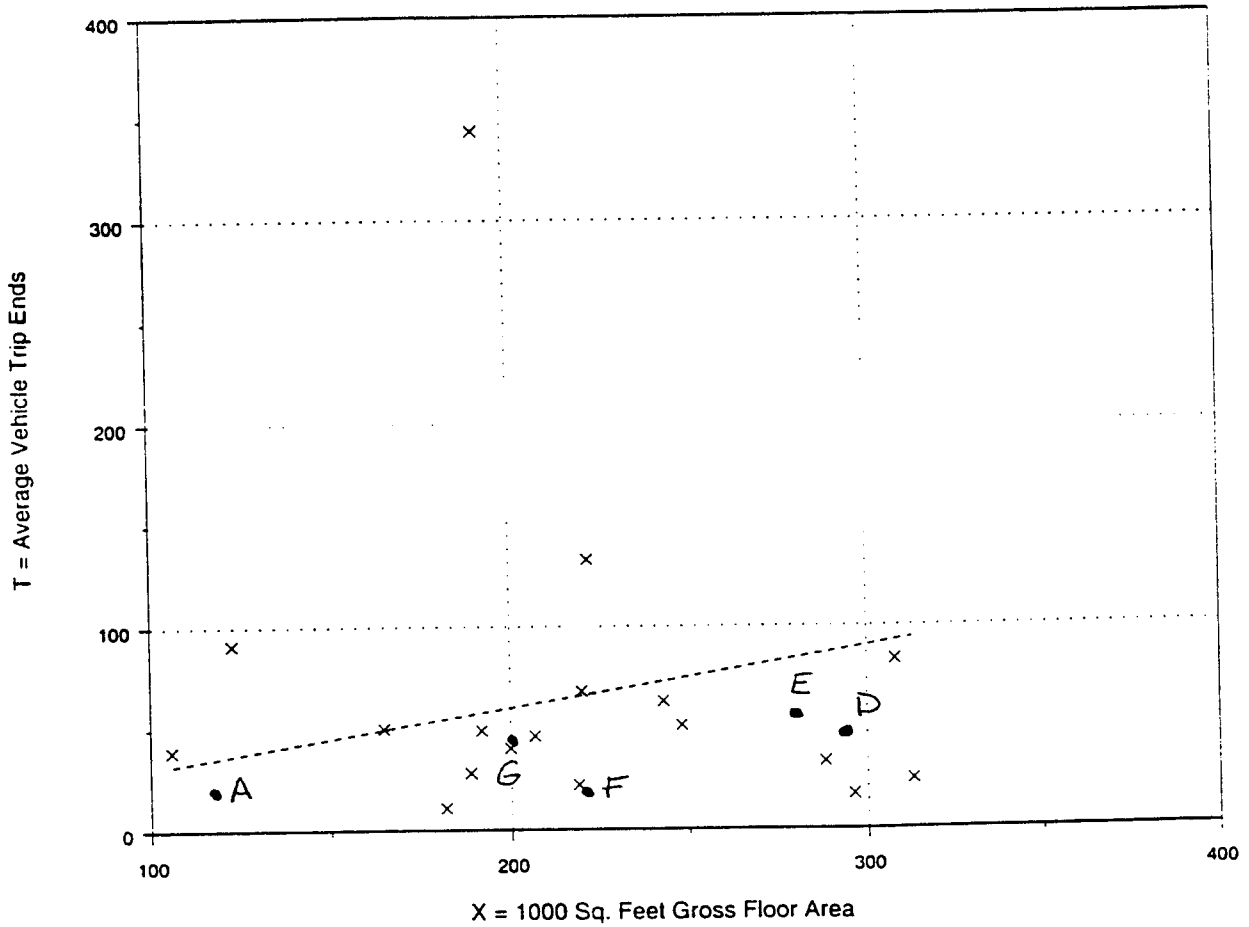
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday,
Peak Hour of Generator

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 33% entering, 67% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.30	0.06 - 1.79	0.67

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

APPENDIX H

ITE Format Graphs
Consolidated Middle Schools

Middle School/Junior High School
(522)

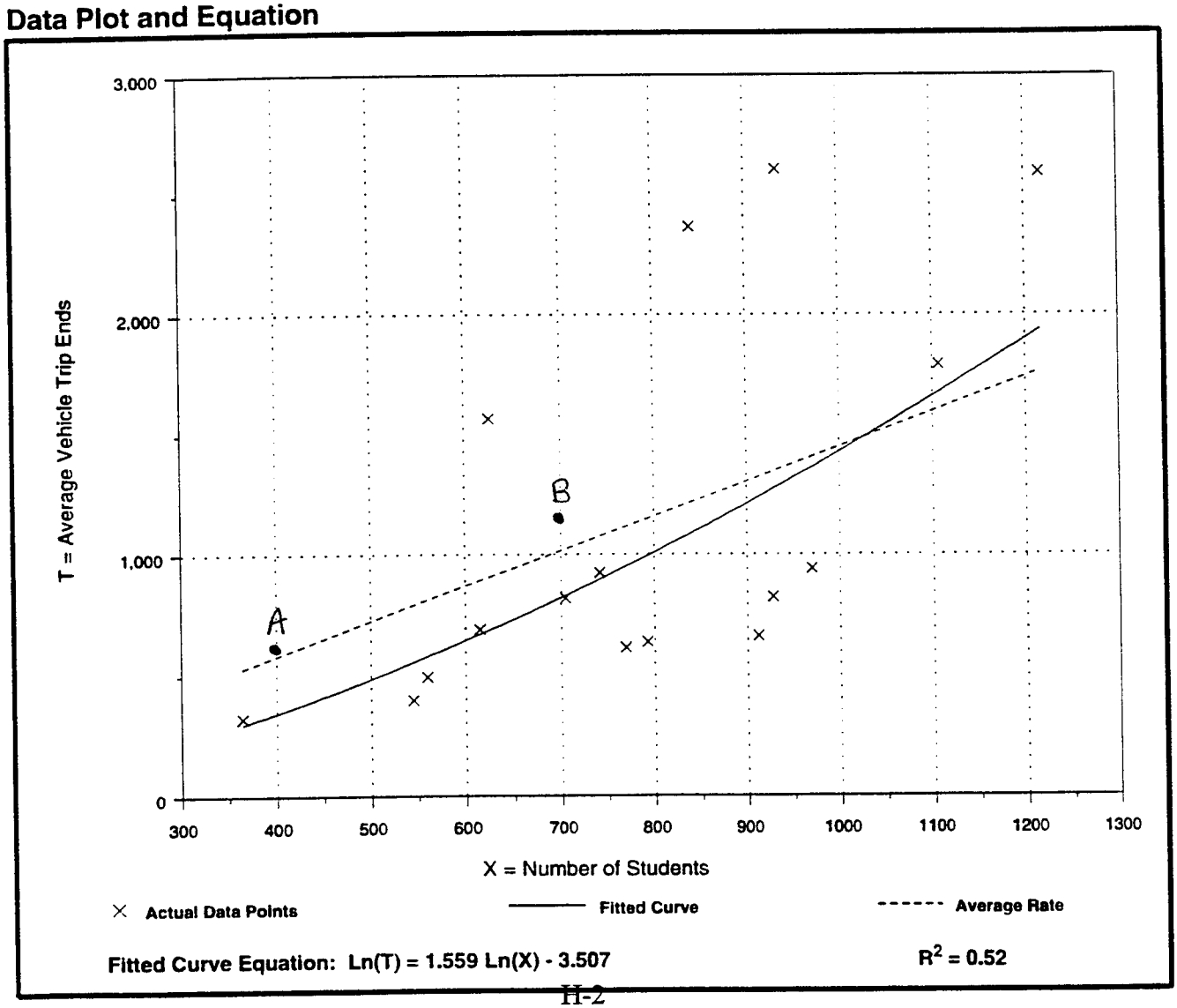
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 16
Average Number of Students: 789
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.45	0.72 - 2.81	1.41

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.559 Ln(X) - 3.507

$R^2 = 0.52$

Middle School/Junior High School
(522)

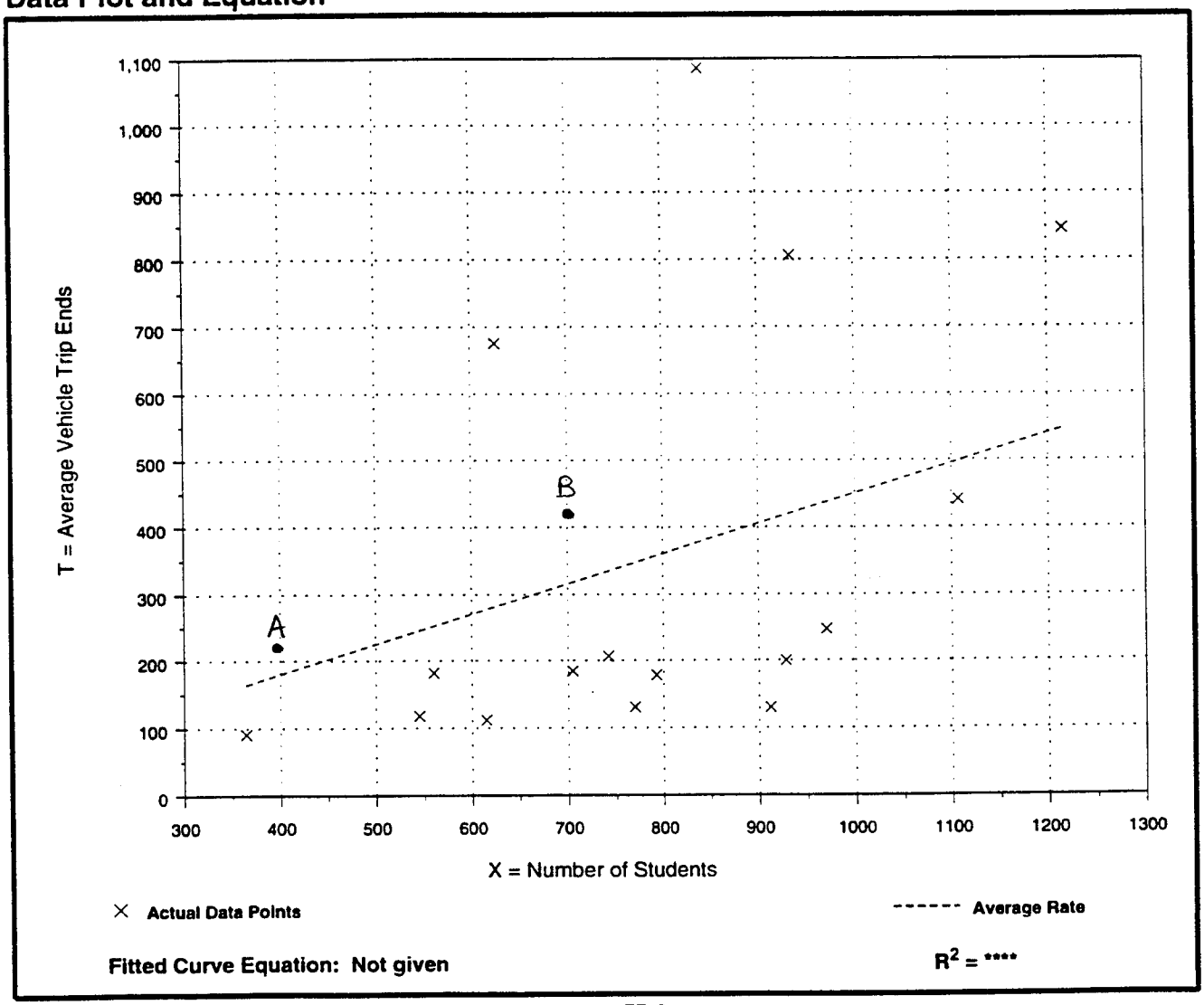
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 16
Average Number of Students: 789
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.45	0.14 - 1.29	0.75

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

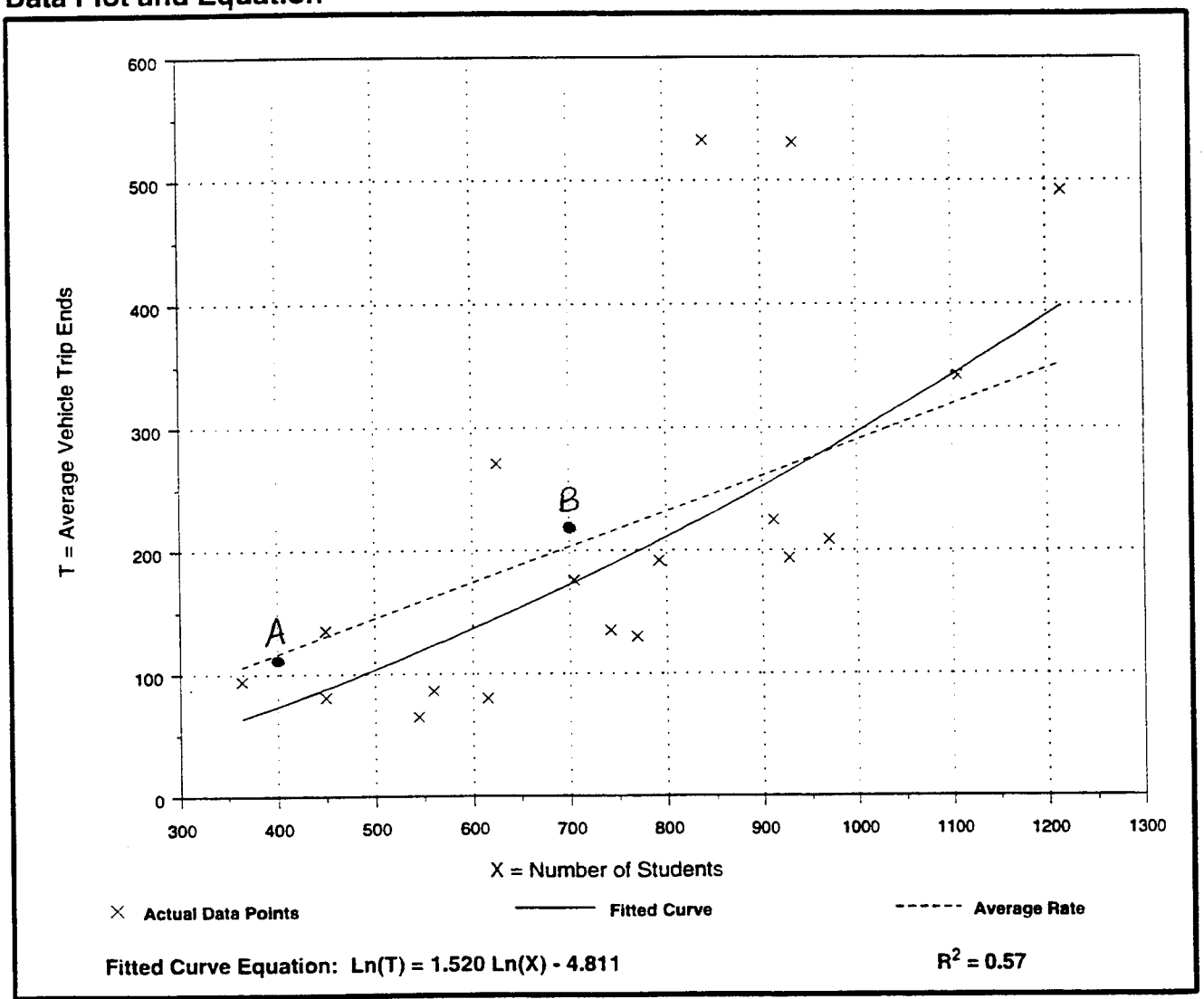
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 752
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.29	0.12 - 0.63	0.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.520 Ln(X) - 4.811

R^2 = 0.57

Middle School/Junior High School
(522)

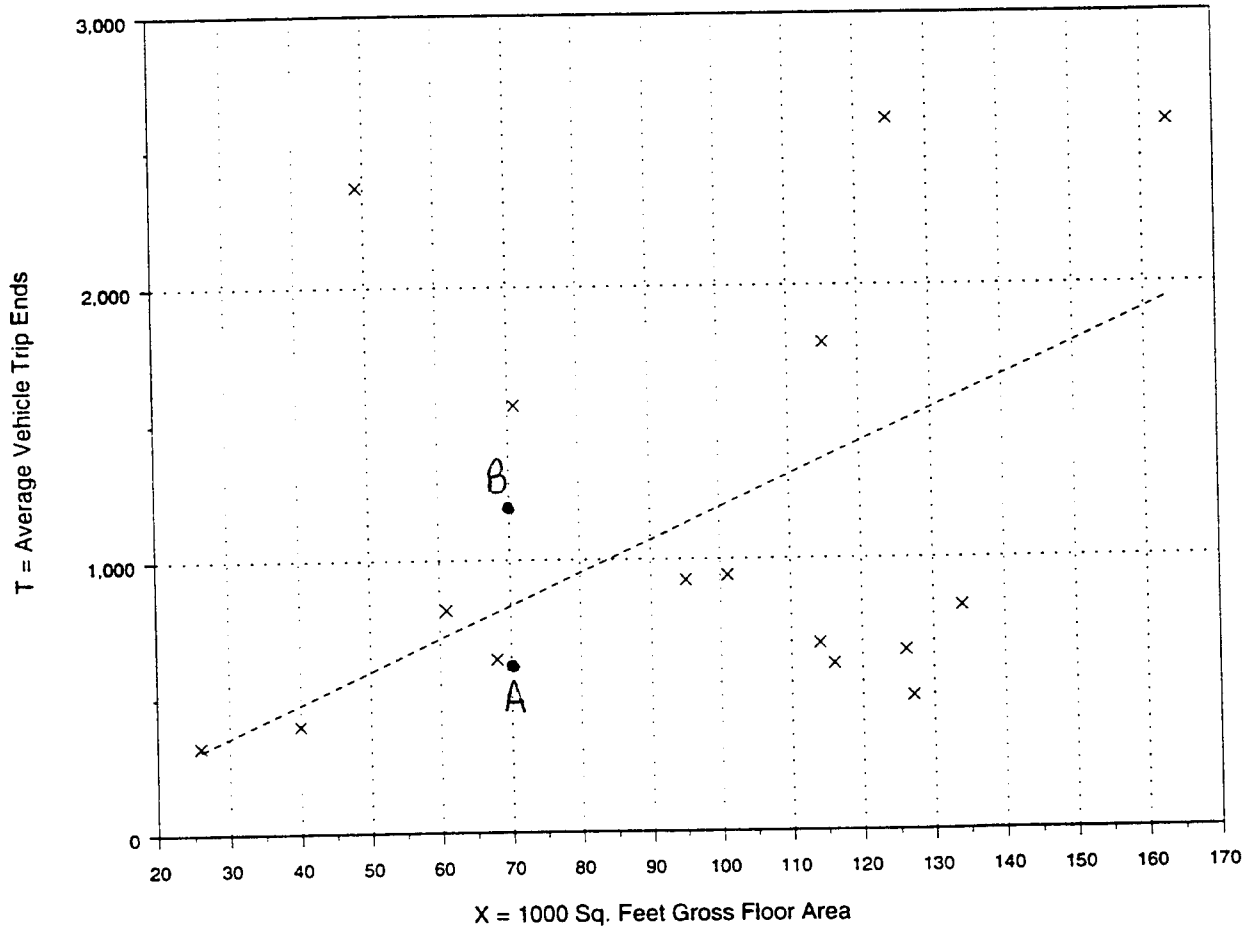
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.92	3.89 - 48.31	9.35

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

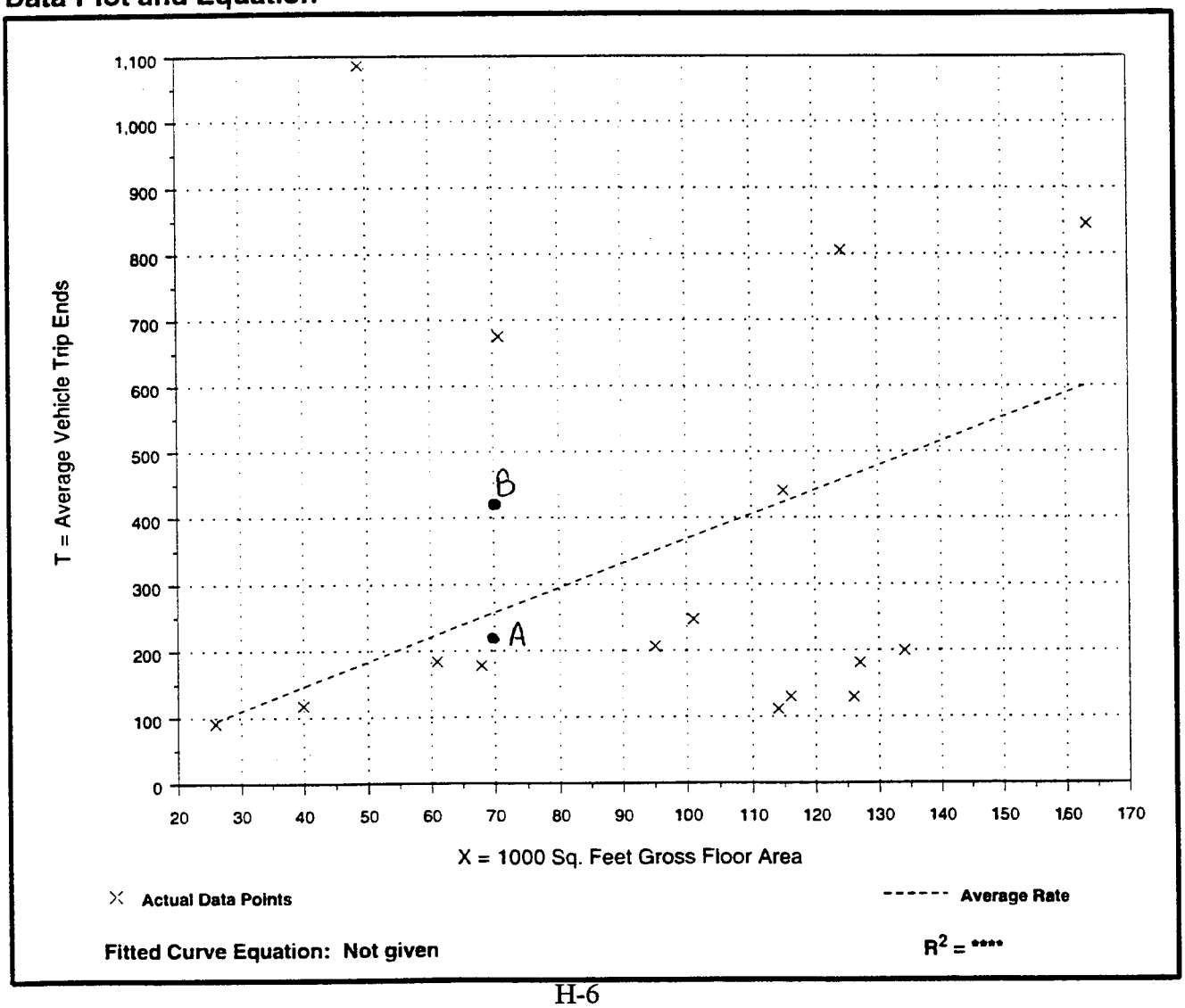
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 57% entering, 43% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.68	0.98 - 22.16	4.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

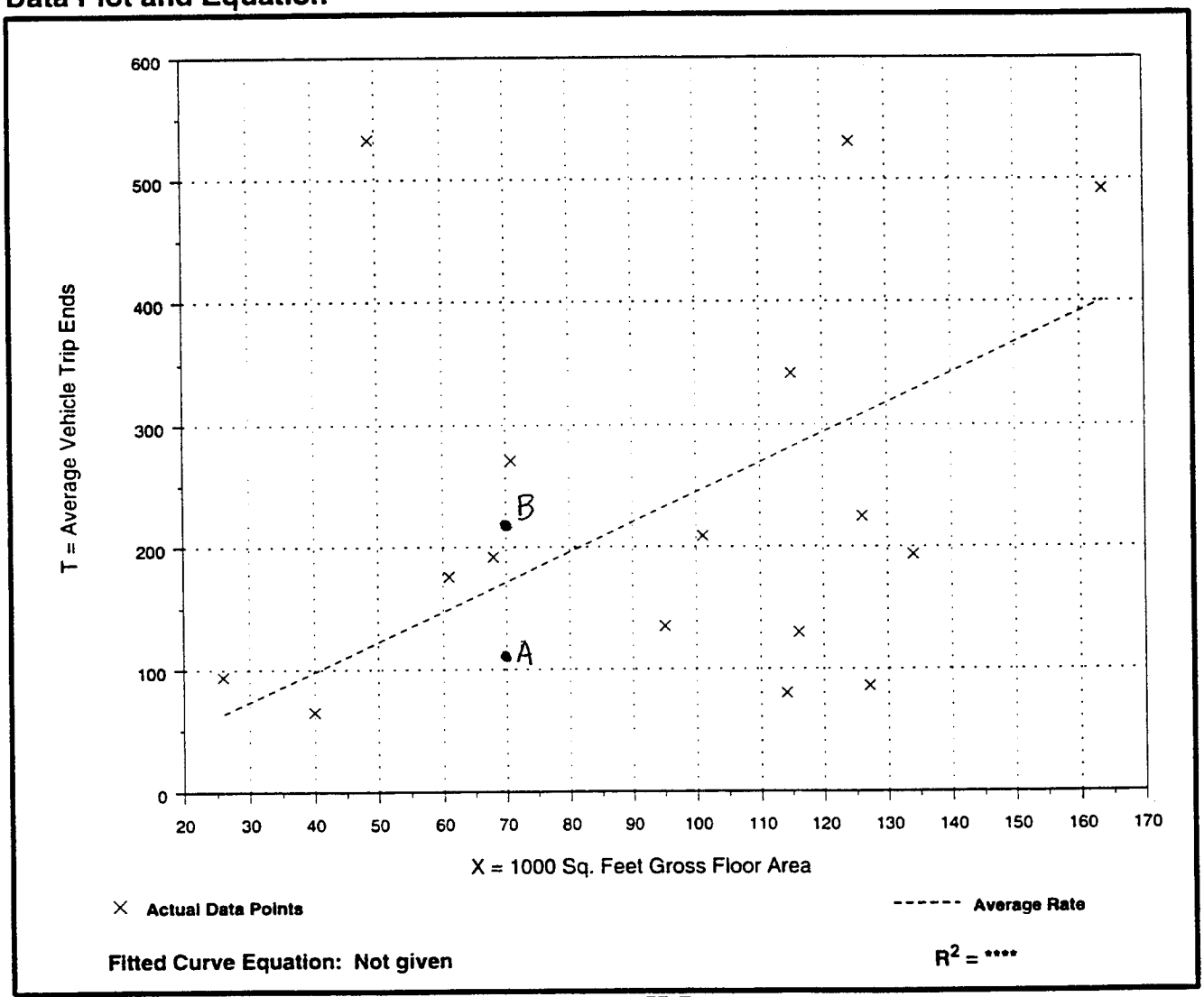
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.45	0.68 - 10.88	2.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

APPENDIX I

ITE Format Graphs
Consolidated Elementary Schools

Elementary Schools

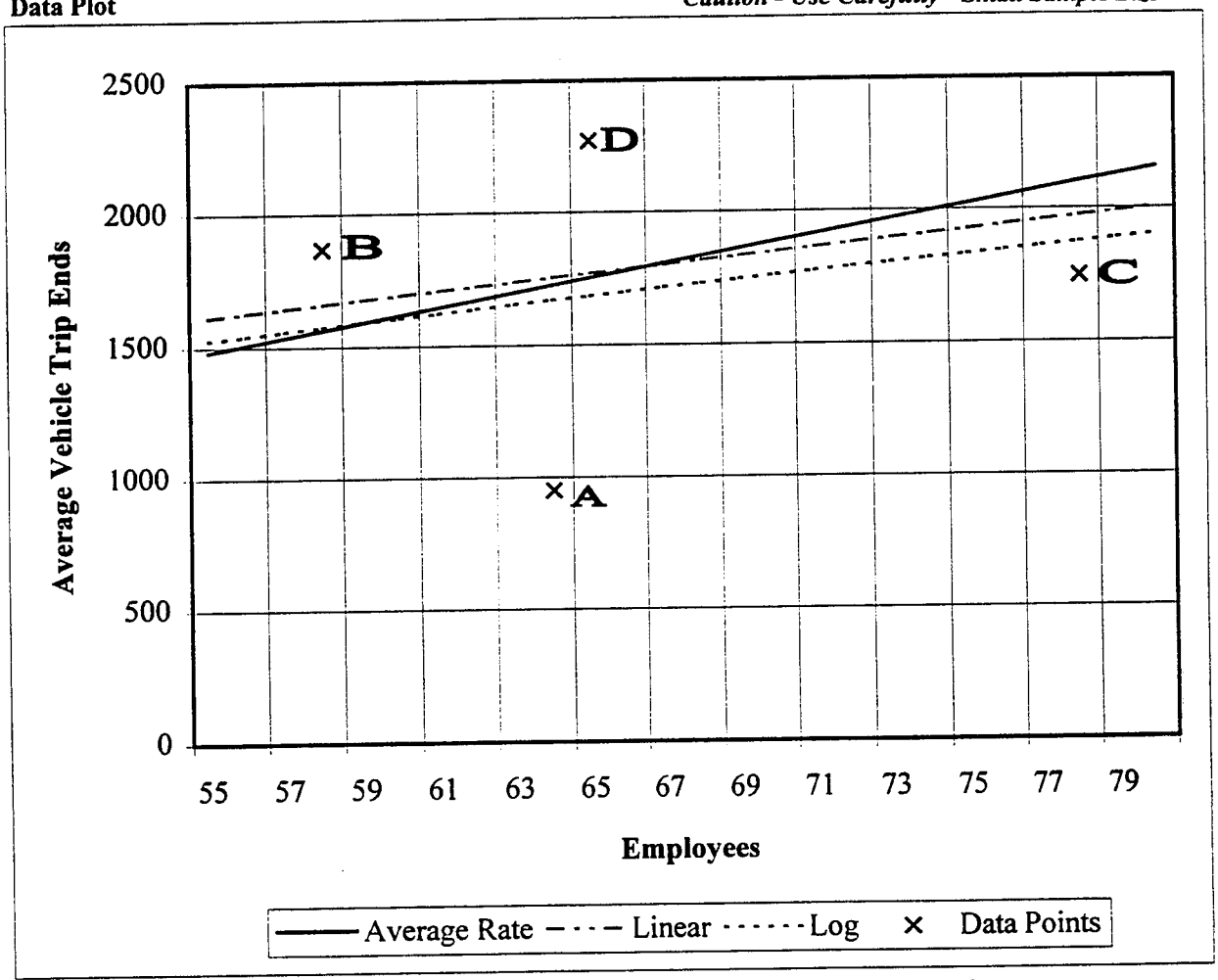
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 4
Average SEV Value: 67
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
26.96	14.6-34.92	9.01

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=748.68+15.70(Employees) r^2=0.05

Log Equation Trip Ends=145.47(Employees)$^{0.59}$ r^2=0.03

(Equations with r^2<0.5 are not recommended for use)

Elementary Schools

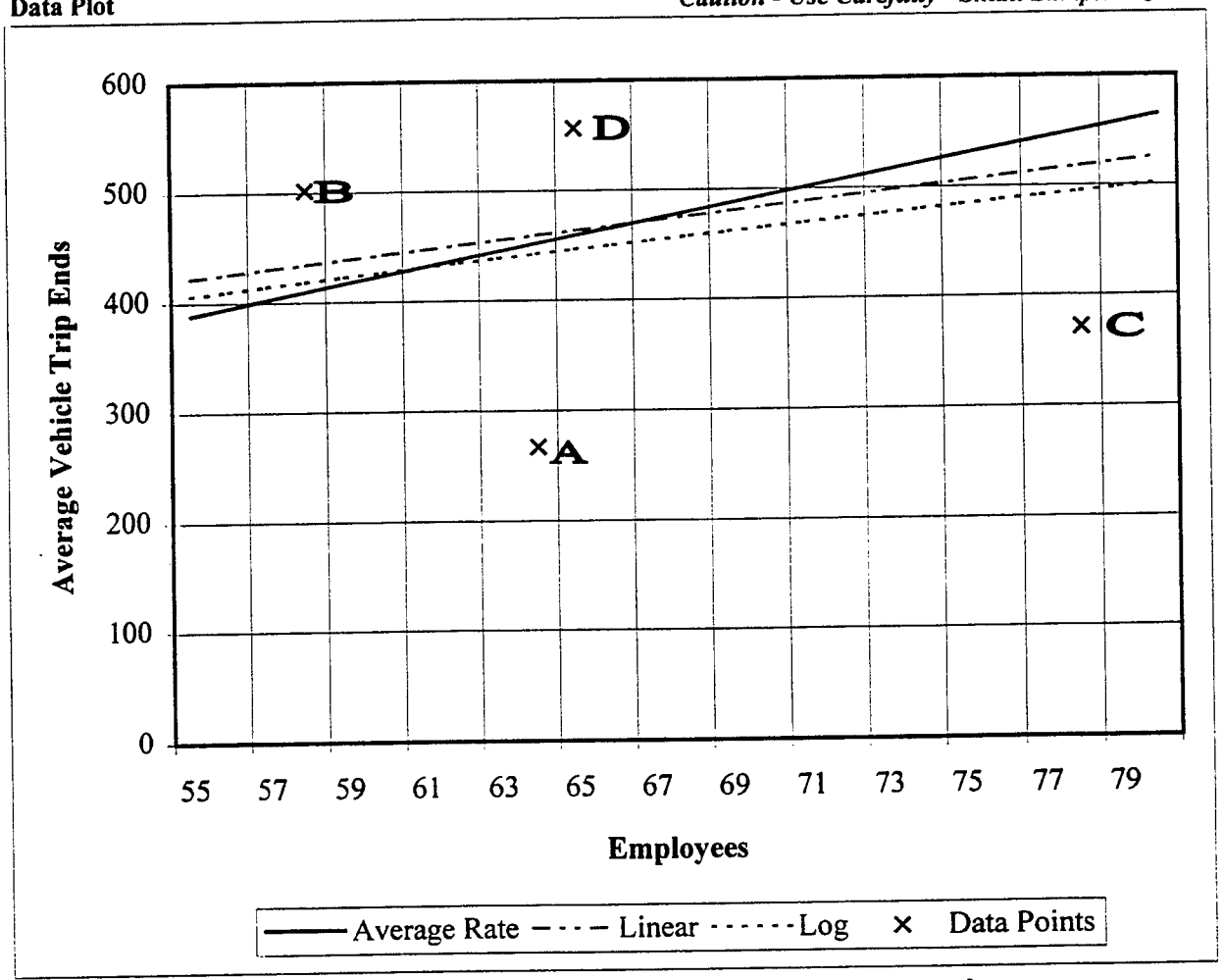
Average Vehicle Trip Ends V/S: Employees
On a: Weekday AM Peak

Number of Studies: 4
Average SEV Value: 67
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
7.06	4.10-8.65	2.12

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=191.84+4.18(Employees) r^2=0.06

Log Equation Trip Ends=42.10(Employees)$^{0.57}$ r^2=0.04

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

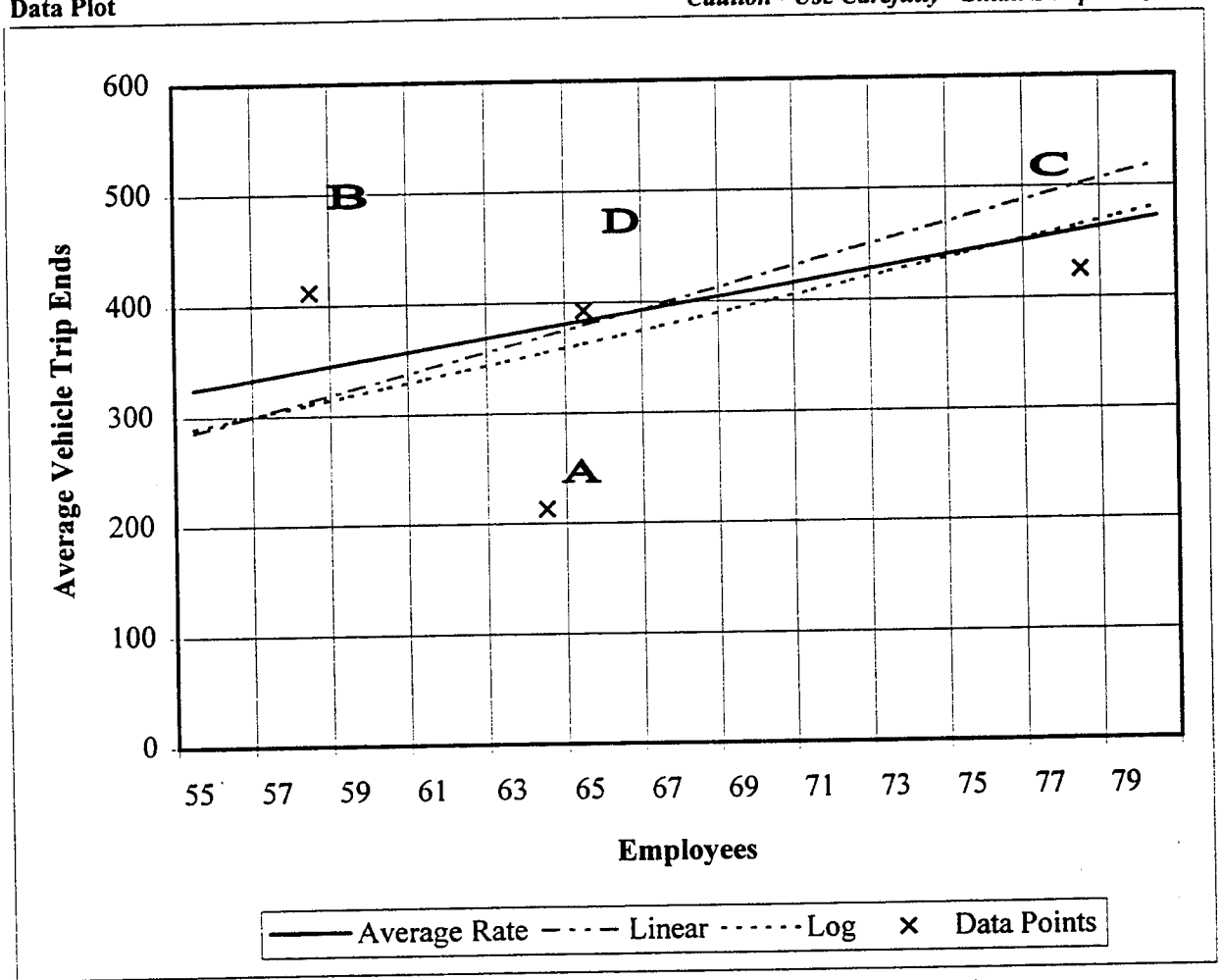
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 4
Average SEV Value: 67
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.90	3.27-7.10	1.81

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-231.65+9.40(Employees) r^2=0.31

Log Equation Trip Ends=1.25(Employees)$^{1.36}$ r^2=0.17

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

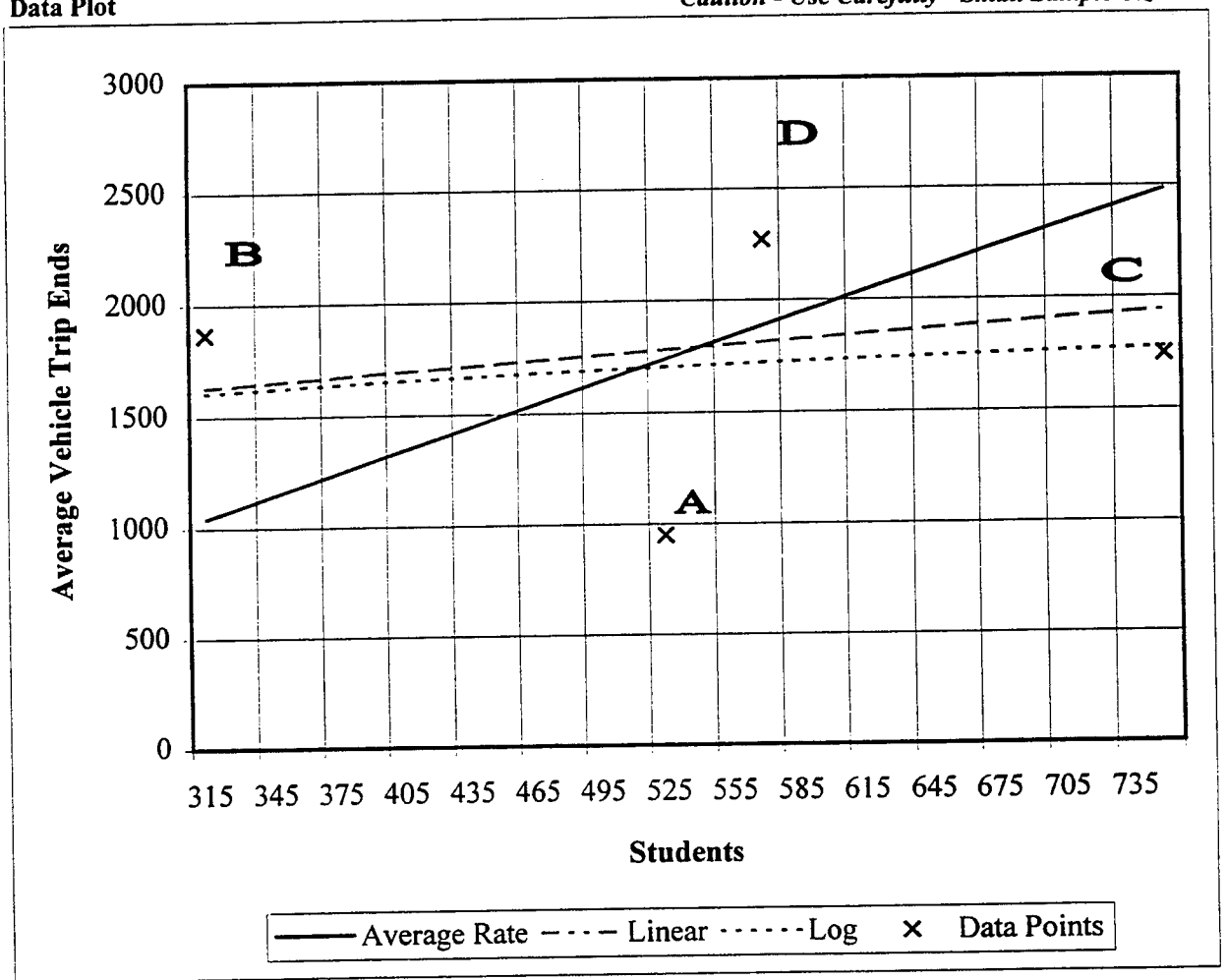
Average Vehicle Trip Ends V/S: Students
On a: Weekday

Number of Studies: 4
Average SEV Value: 542
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
3.31	1.79-5.89	1.76

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=1401.83+0.72(Students) r^2=0.05

Log Equation Trip Ends=820.57(Students)$^{0.12}$ r^2=0.01

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

Average Vehicle Trip Ends V/S: Students
On a: Weekday AM Peak

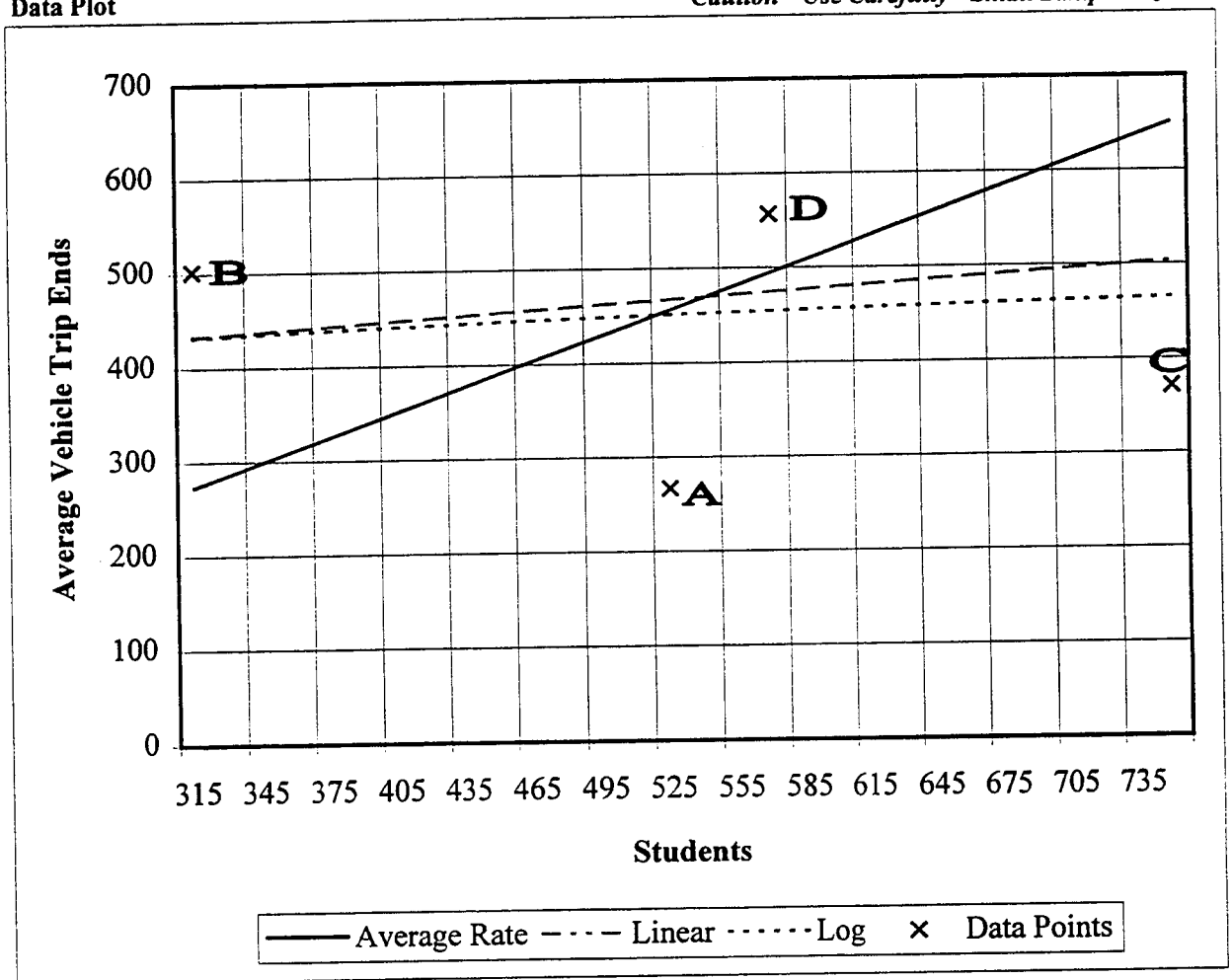
Number of Studies: 4
Average SEV Value: 542
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.87	0.49-1.58	0.46

Data Plot

Caution - Use Carefully - Small Sample Size



Linear Equation Trip Ends=381.53+0.16(Students) r^2=0.04

Log Equation Trip Ends=265.07(Students)$^{0.08}$ r^2=0.01

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

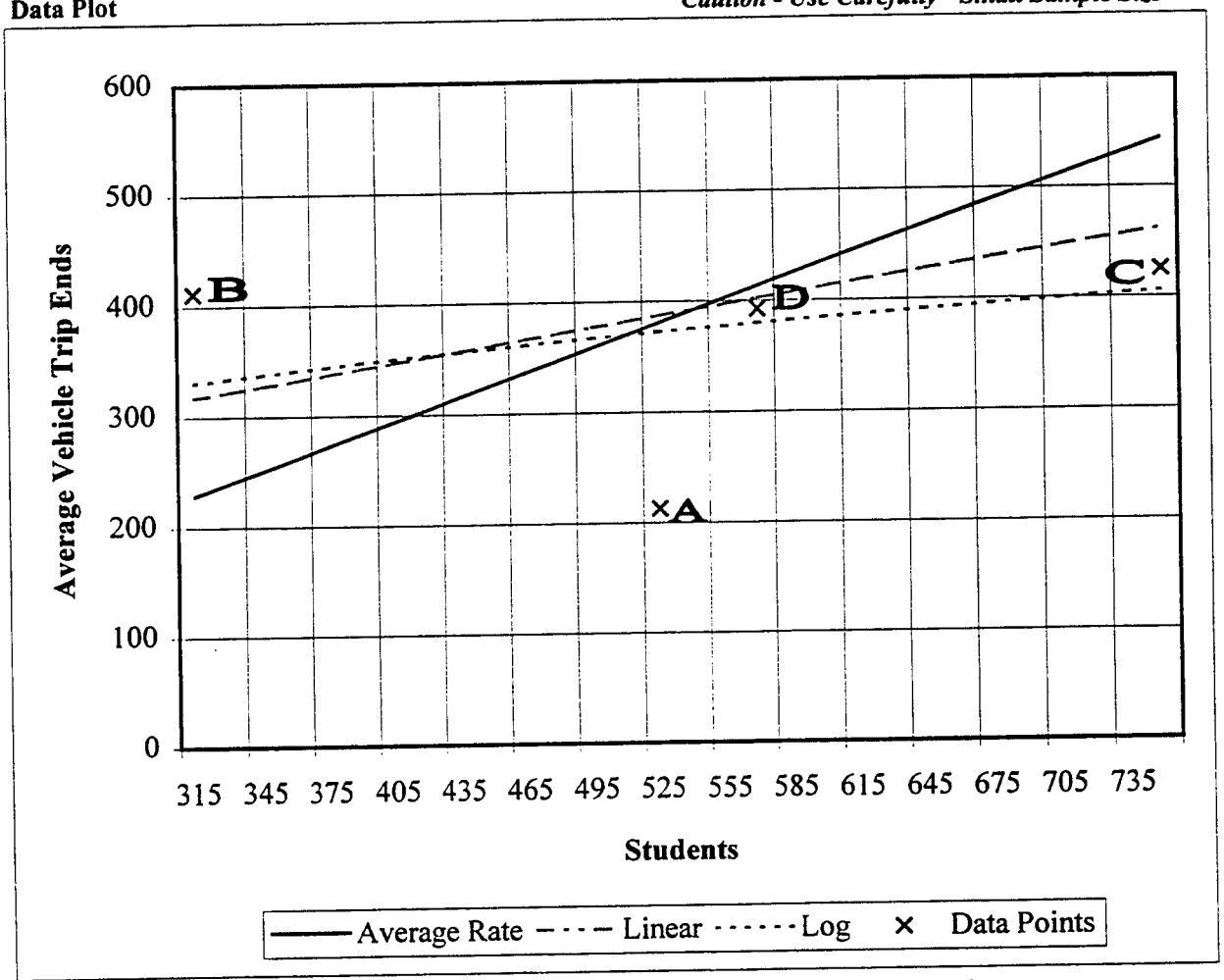
Average Vehicle Trip Ends V/S: Students
On a: Weekday PM Peak

Number of Studies: 4
Average SEV Value: 542
Directional Distribution: Not Studied

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.73	0.40-1.30	0.37

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=212.04+0.33(Students) r^2=0.18

Log Equation Trip Ends=85.63(Students)$^{0.23}$ r^2=0.04

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

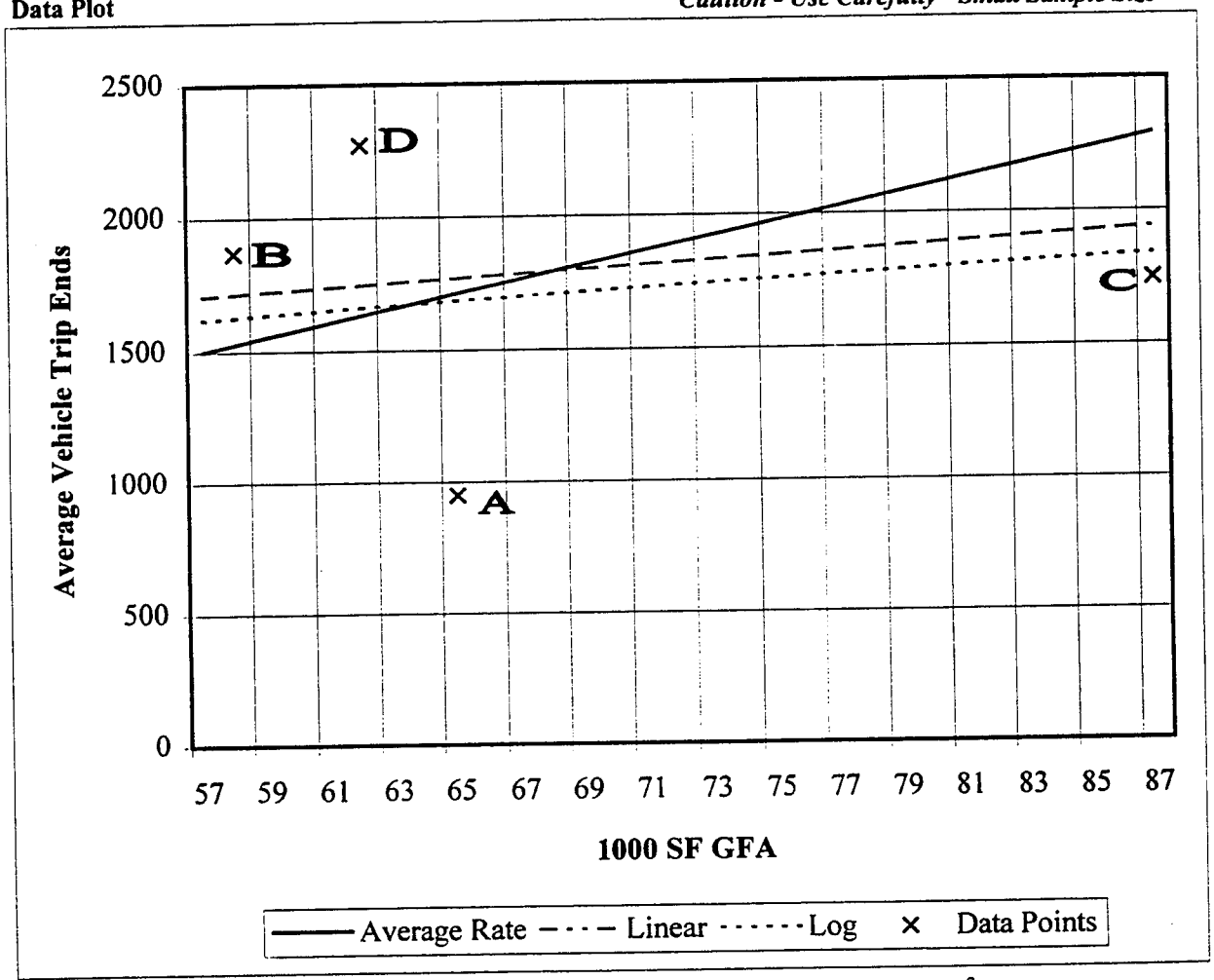
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday

Number of Studies: 4
Average SEV Value: 68
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
26.33	14.47-36.60	9.78

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=1262.84+7.78(1000 SF GFA) r^2=0.03

Log Equation Trip Ends=478.19(1000 SF GFA)$^{0.30}$ r^2=0.02

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

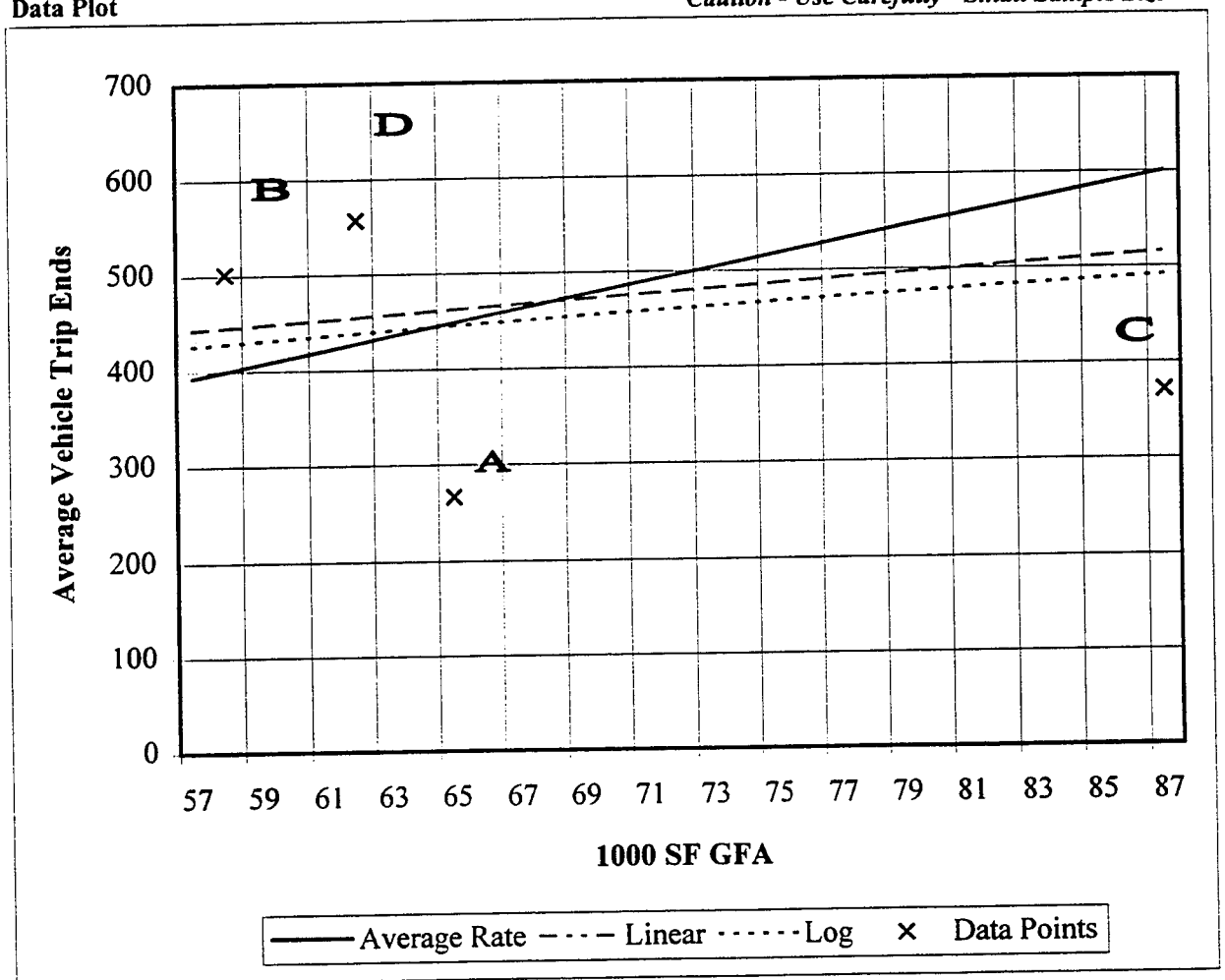
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday AM Peak

Number of Studies: 4
Average SEV Value: 68
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
6.90	4.06-8.98	2.29

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=303.40+2.44(1000 SF GFA) r^2=0.05

Log Equation Trip Ends=108.85(1000 SF GFA)$^{0.34}$ r^2=0.03

(Equations with r^2 <0.5 are not recommended for use)

Elementary Schools

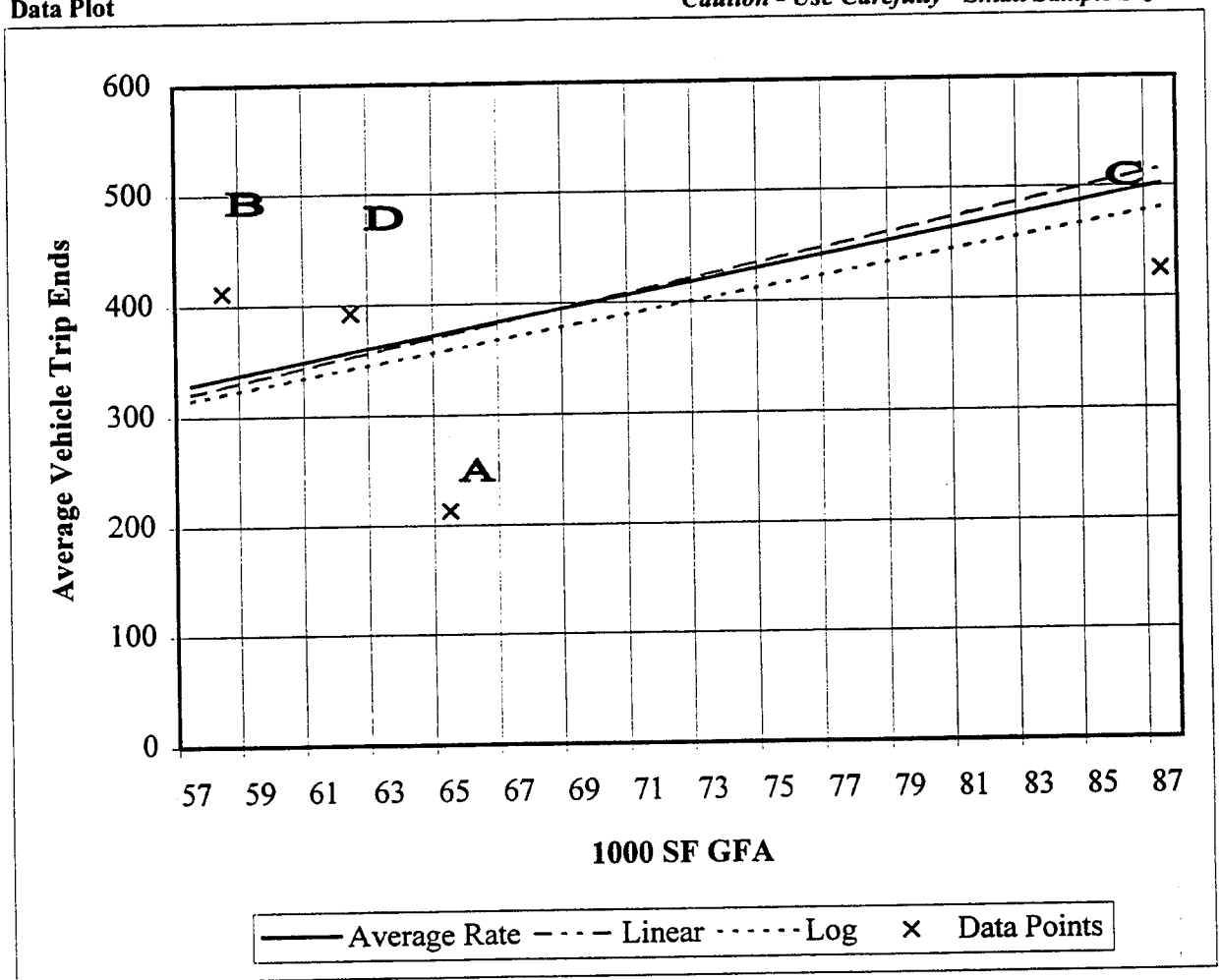
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday PM Peak

Number of Studies: 4
Average SEV Value: 68
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
5.77	3.24-7.13	1.72

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=-49.83+6.50(1000 SF GFA) r^2=0.37

Log Equation Trip Ends=5.58(1000 SF GFA)$^{1.00}$ r^2=0.20

(Equations with r^2 <0.5 are not recommended for use)

Elementary School
(520)

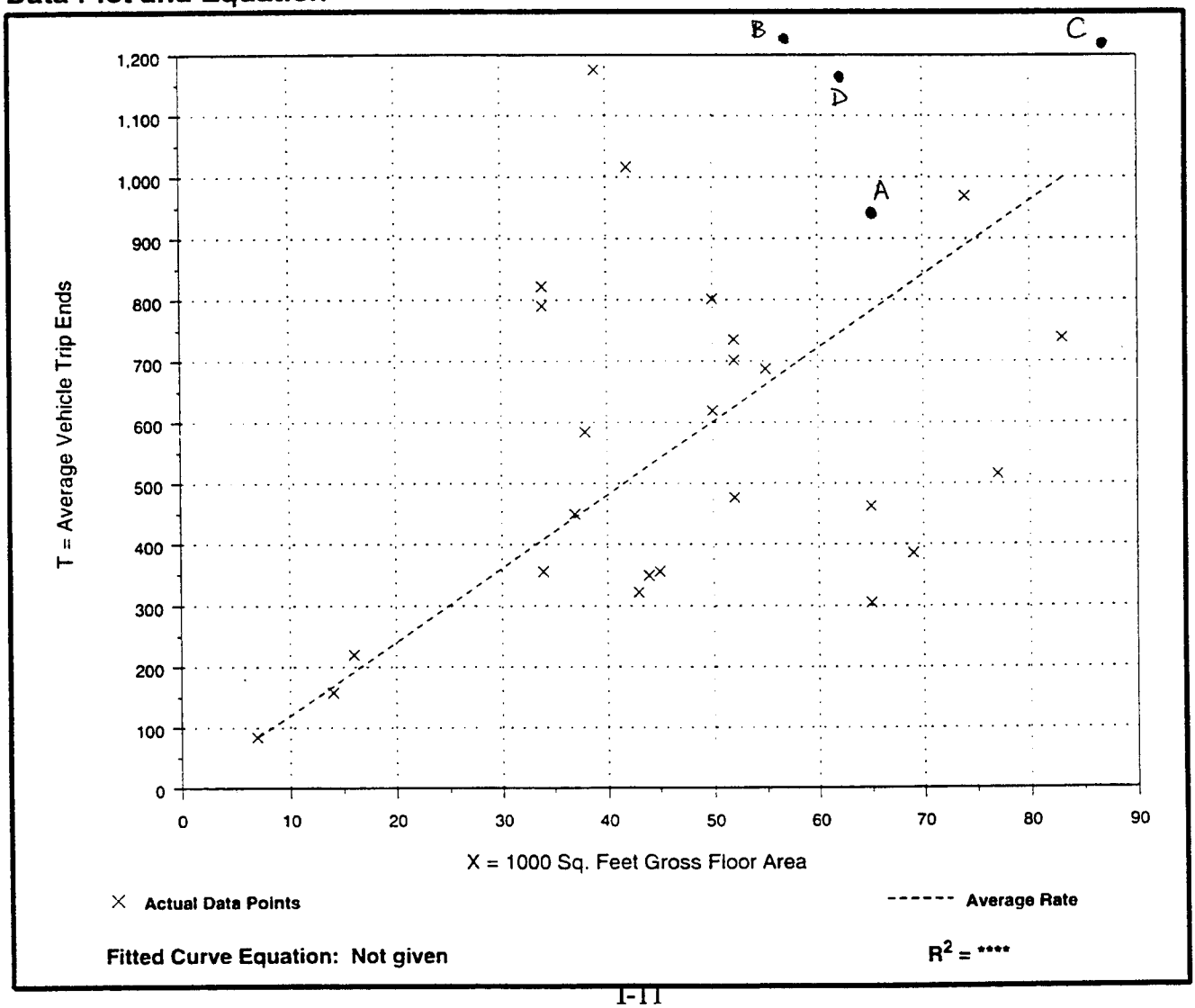
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 25
Average 1000 Sq. Feet GFA: 47
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
12.03	4.69 - 30.15	7.02

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

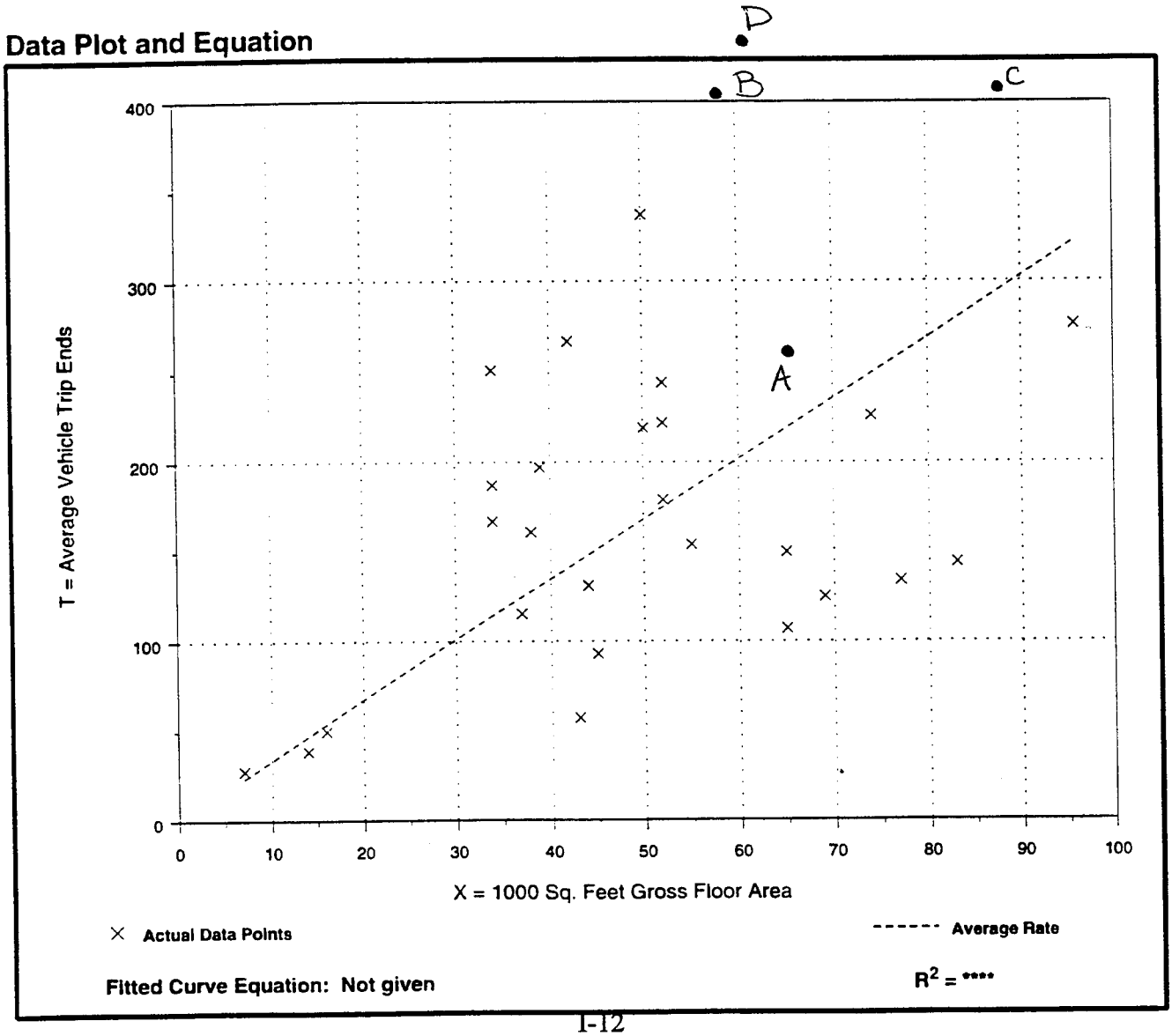
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 26
Average 1000 Sq. Feet GFA: 49
Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.36	1.33 - 7.38	2.42

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

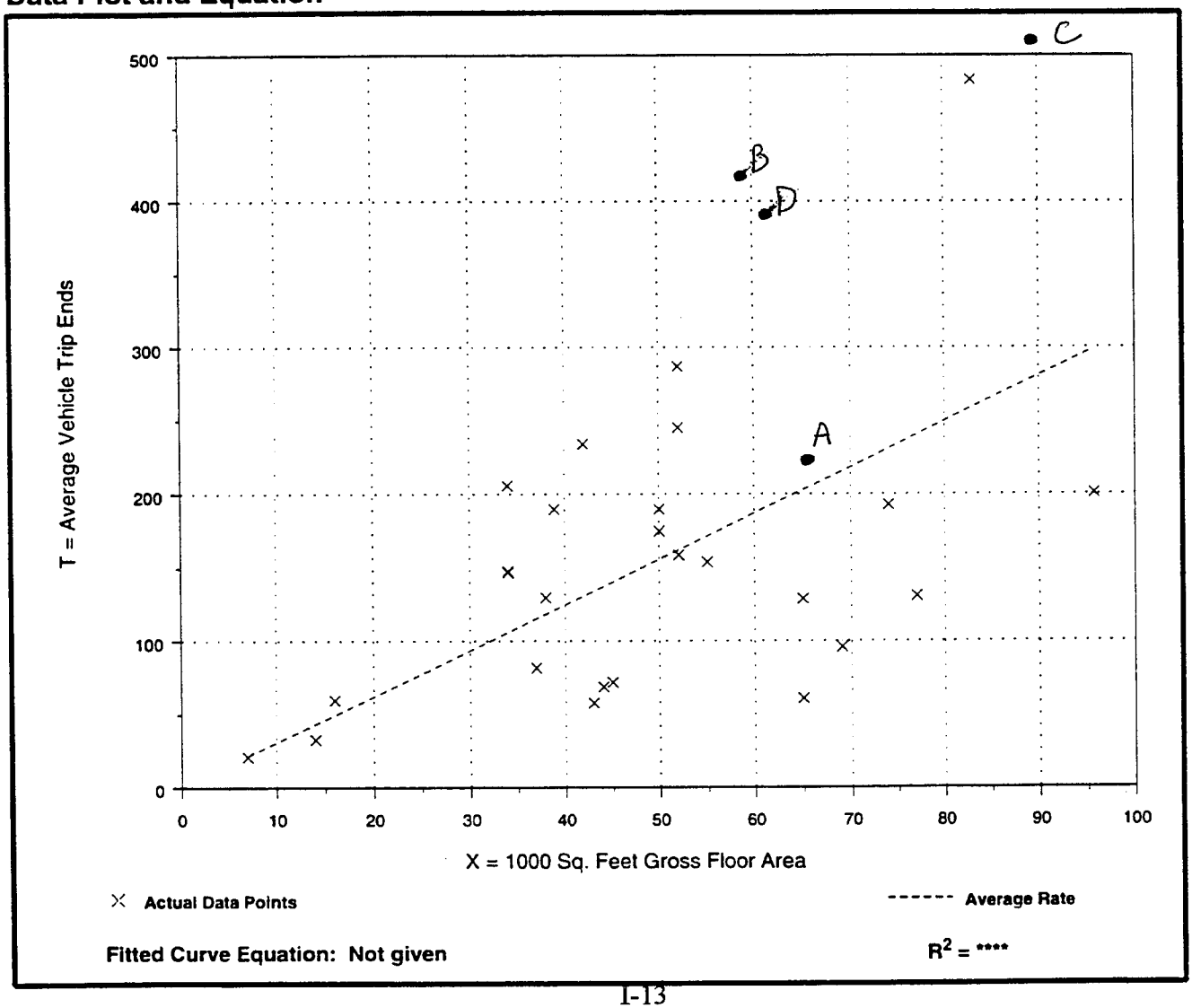
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 26
Average 1000 Sq. Feet GFA: 49
Directional Distribution: 26% entering, 74% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.12	0.94 - 6.06	2.35

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

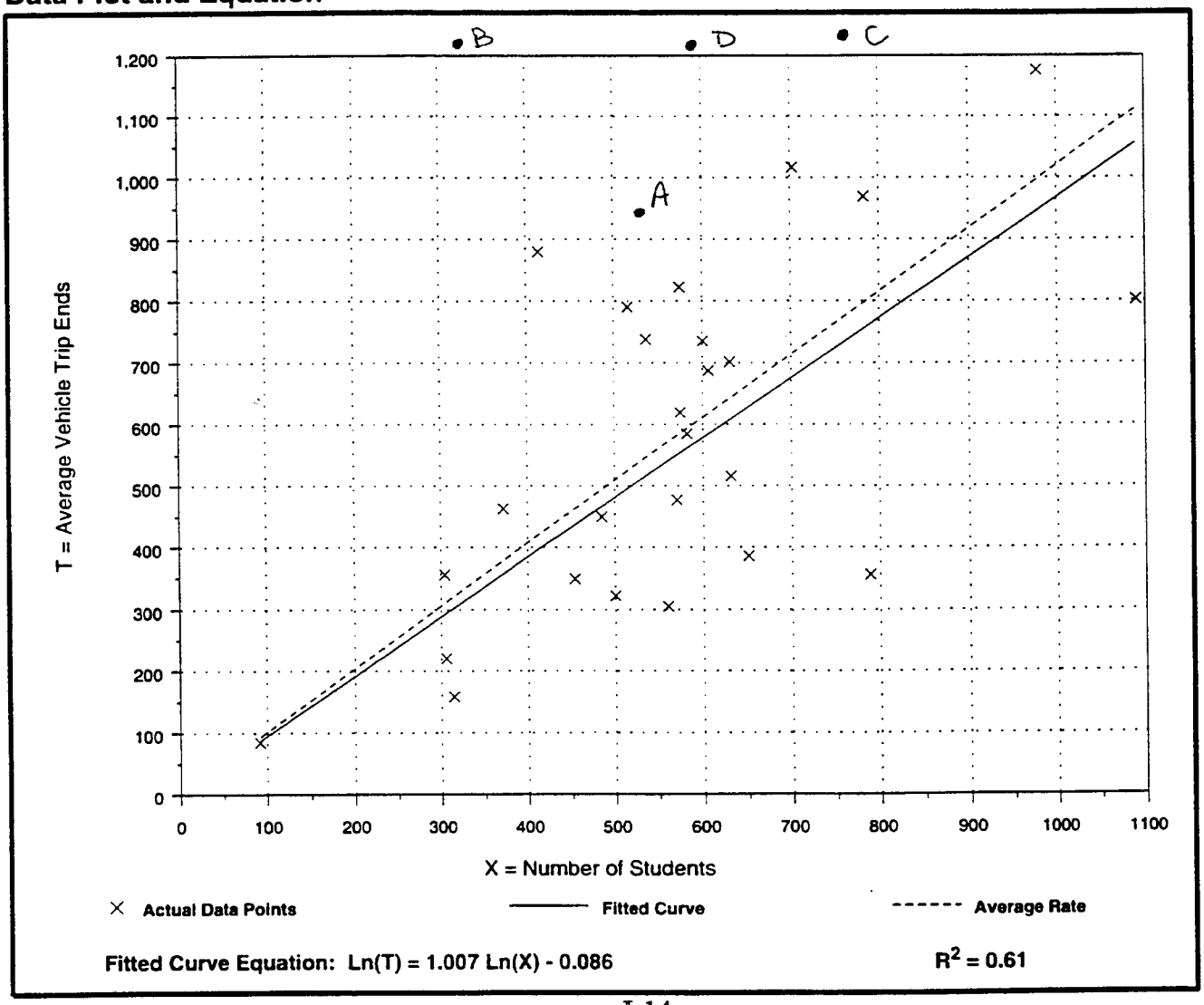
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 26
Average Number of Students: 562
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.02	0.45 - 2.12	1.07

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.007 Ln(X) - 0.086

R^2 = 0.61

Elementary School
(520)

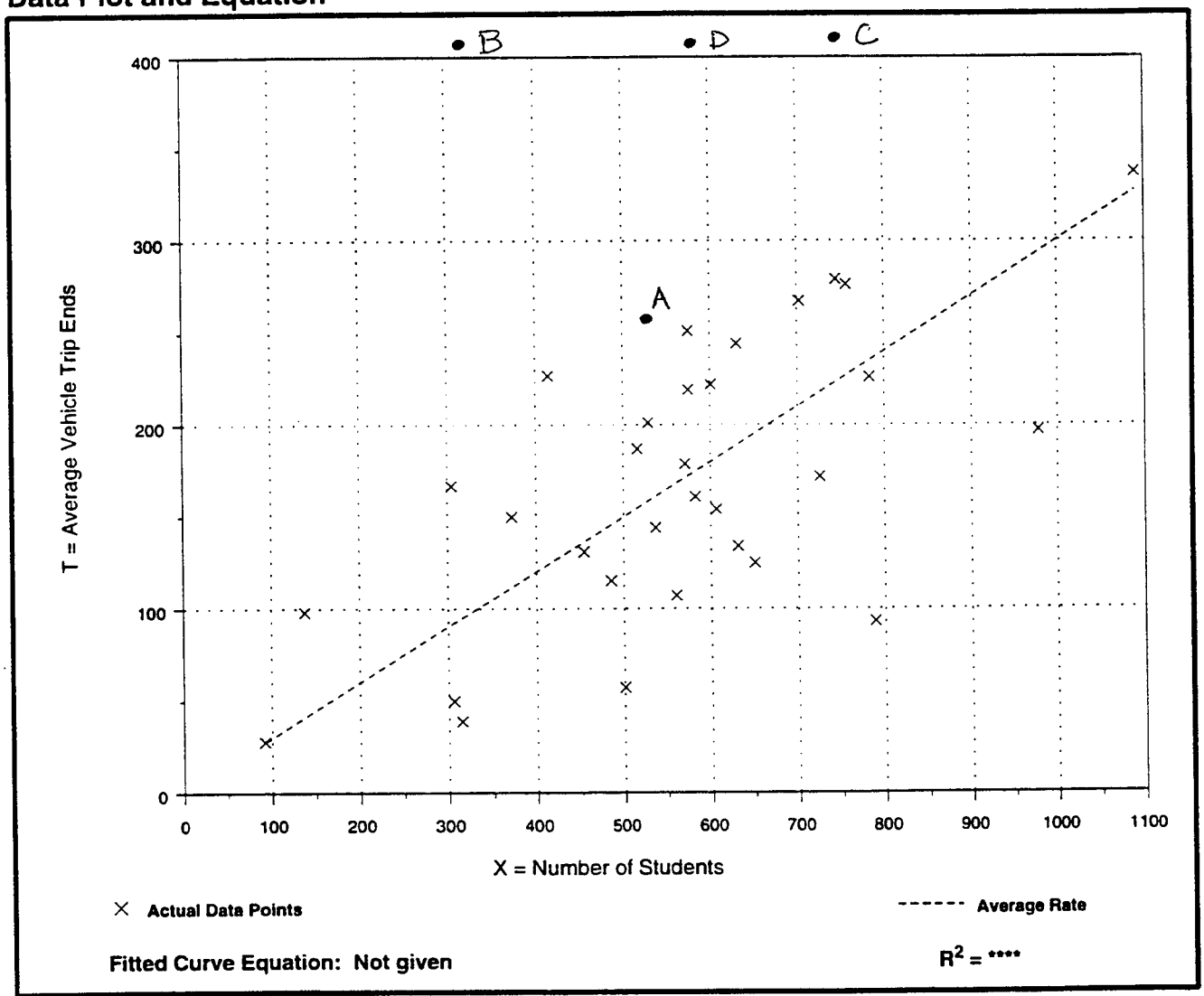
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 31
Average Number of Students: 565
Directional Distribution: 58% entering, 42% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.30	0.11 - 0.71	0.56

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

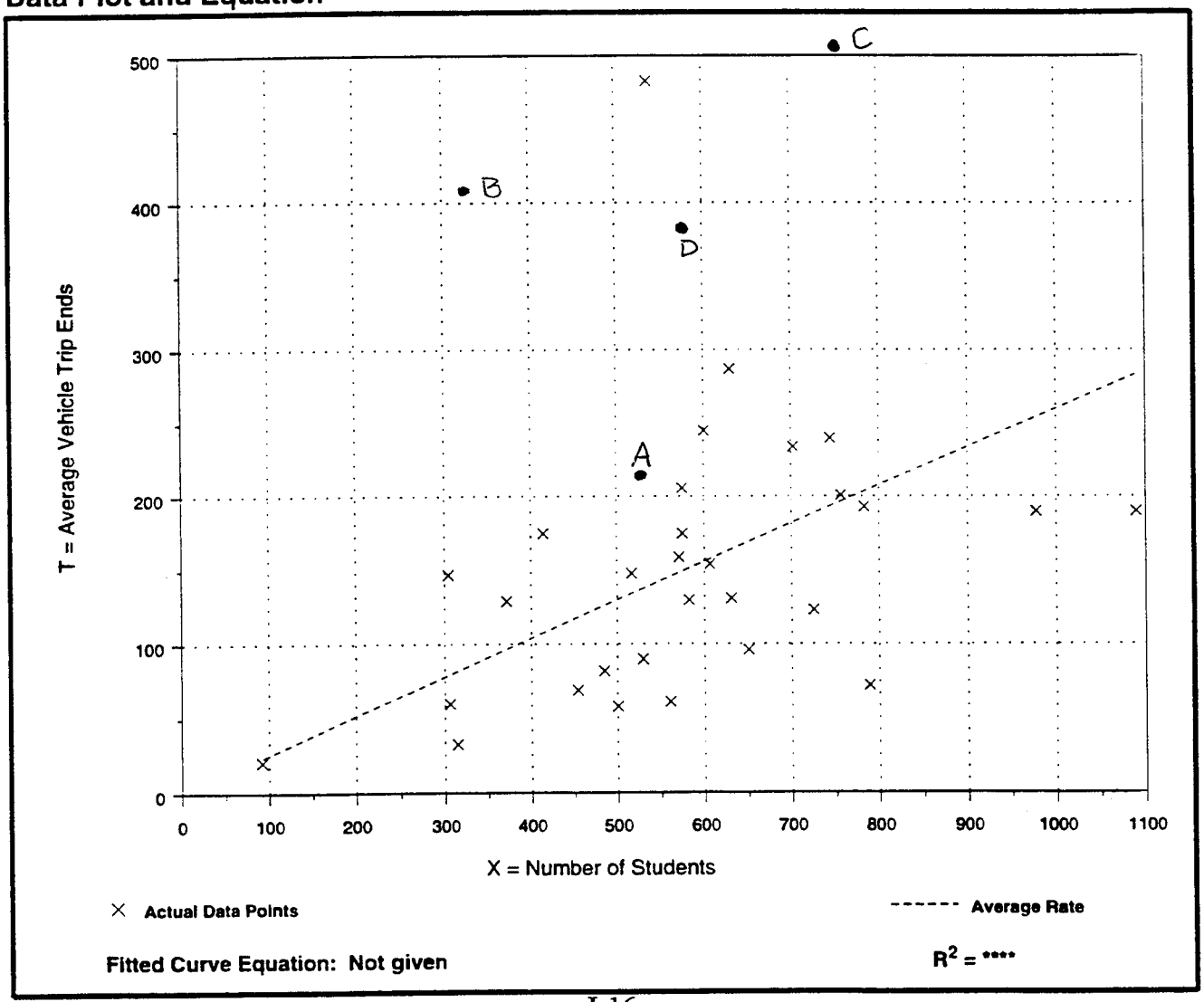
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 30
Average Number of Students: 579
Directional Distribution: 46% entering, 54% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.90	0.53

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

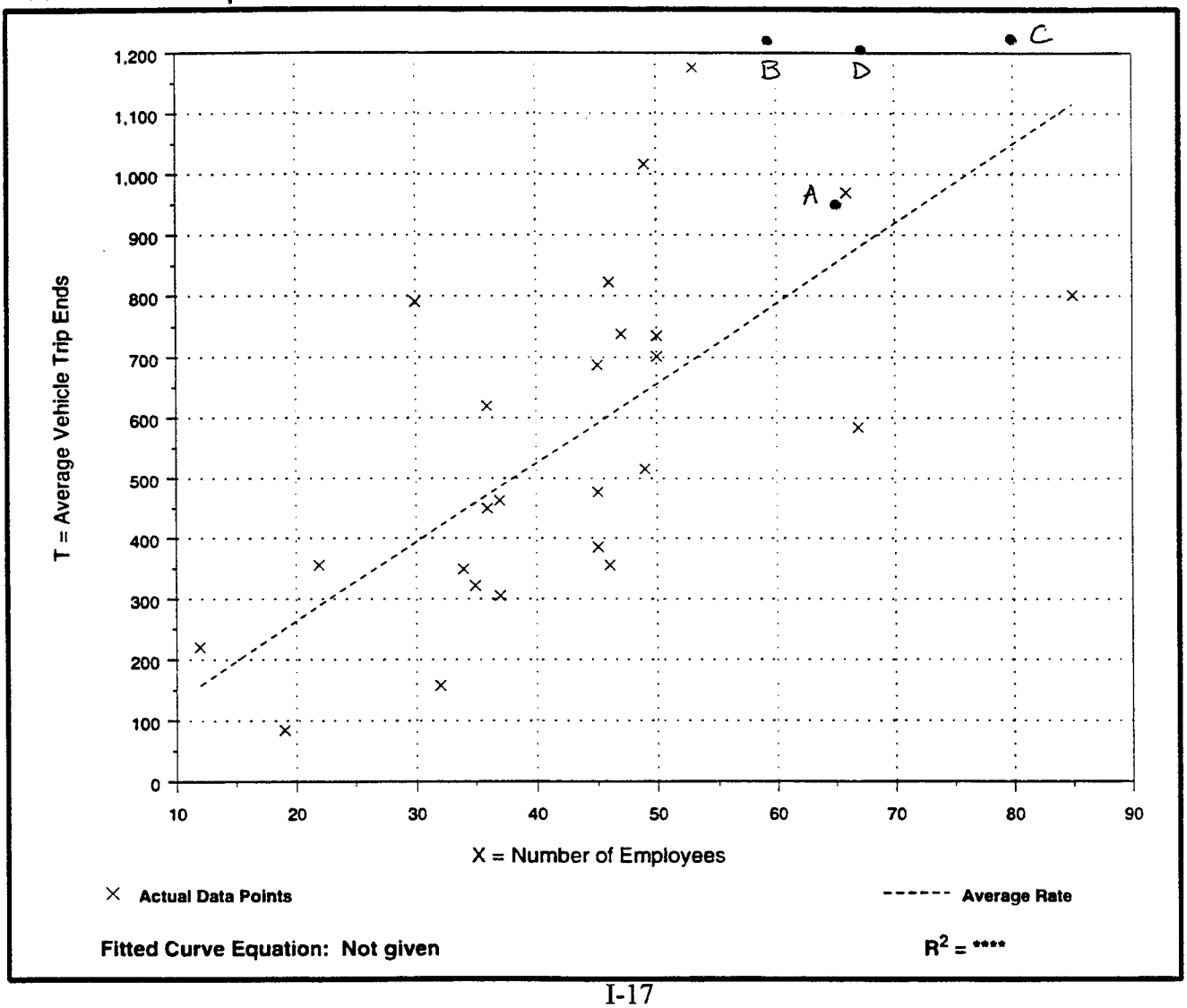
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 25
Avg. Number of Employees: 43
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
13.13	4.47 - 26.37	6.10

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

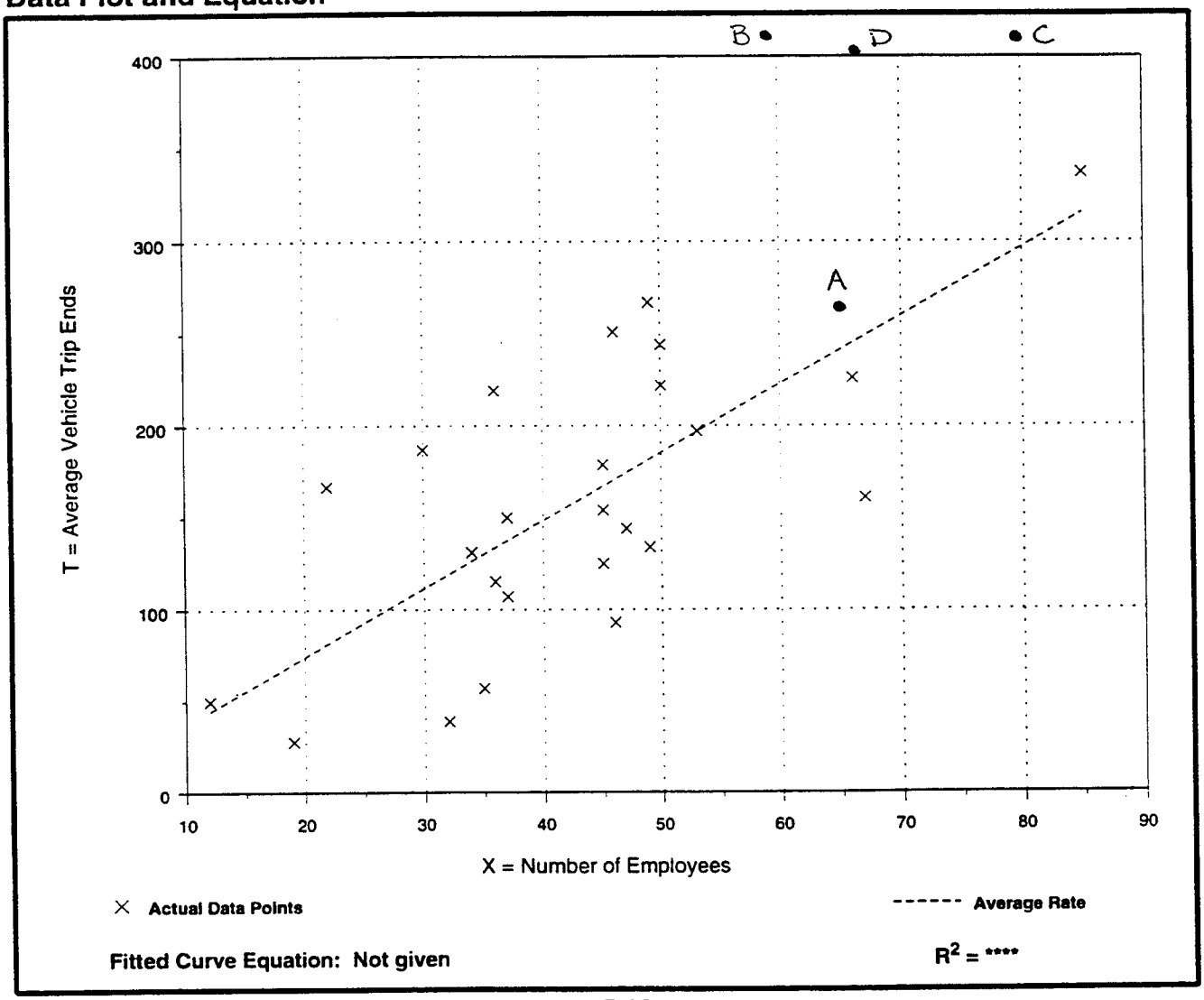
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 25
Avg. Number of Employees: 43
Directional Distribution: Not available

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.71	1.22 - 7.59	2.34

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

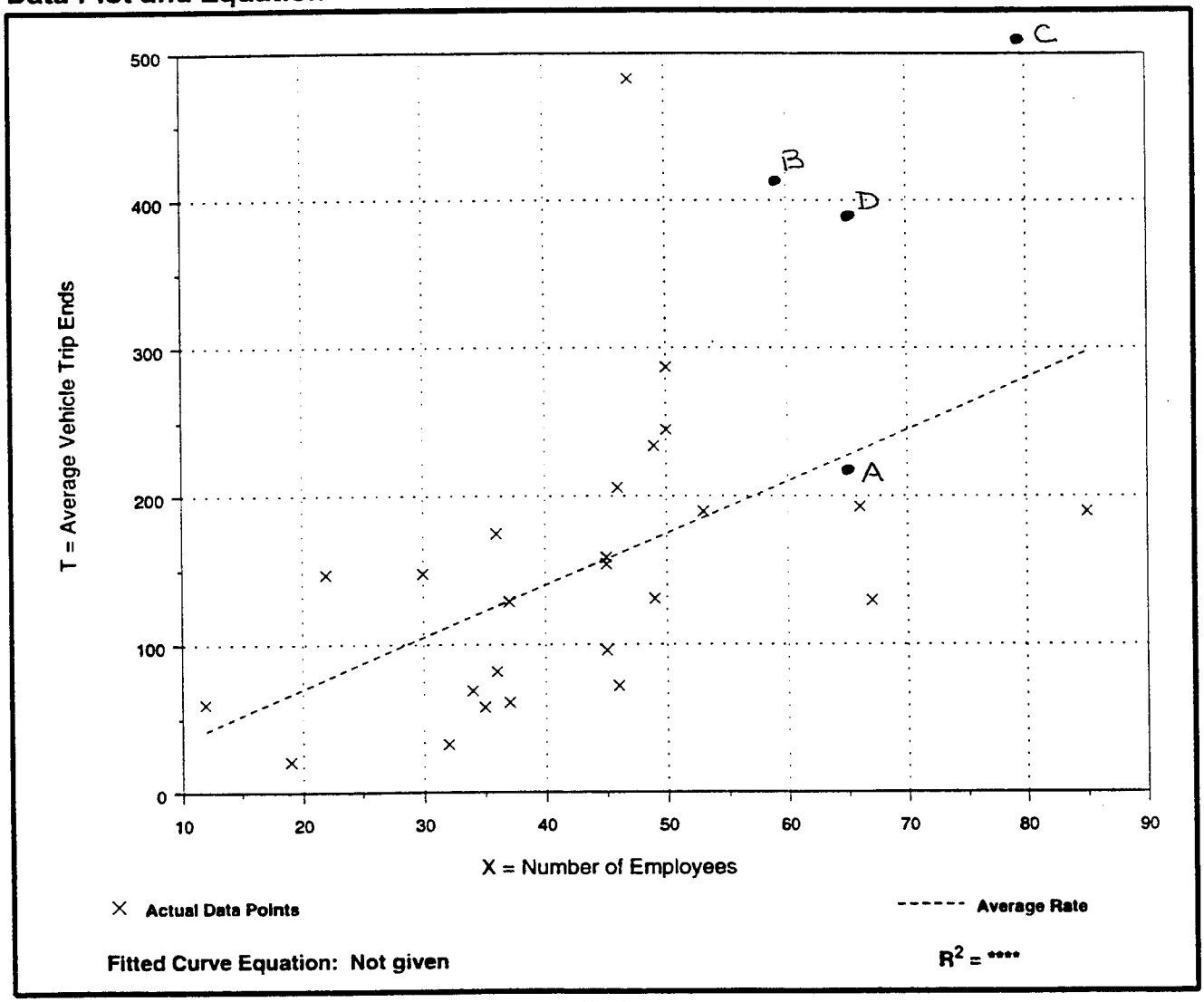
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 25
Avg. Number of Employees: 43
Directional Distribution: Not available

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.50	1.03 - 10.28	2.73

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

APPENDIX J

ITE Format Graphs
Combined Consolidated Schools

Elementary School
(520)

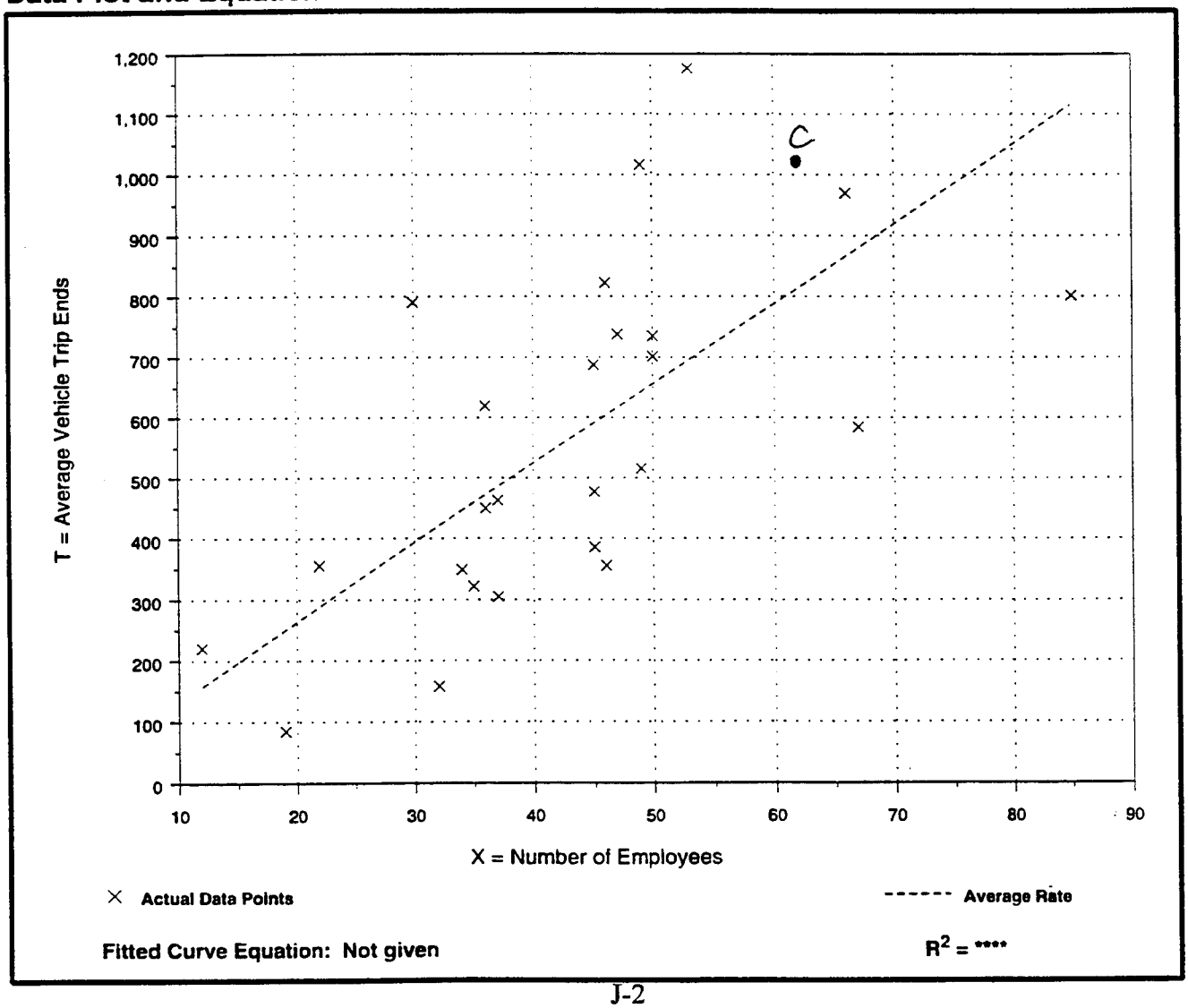
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 25
Avg. Number of Employees: 43
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
13.13	4.47 - 26.37	6.10

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

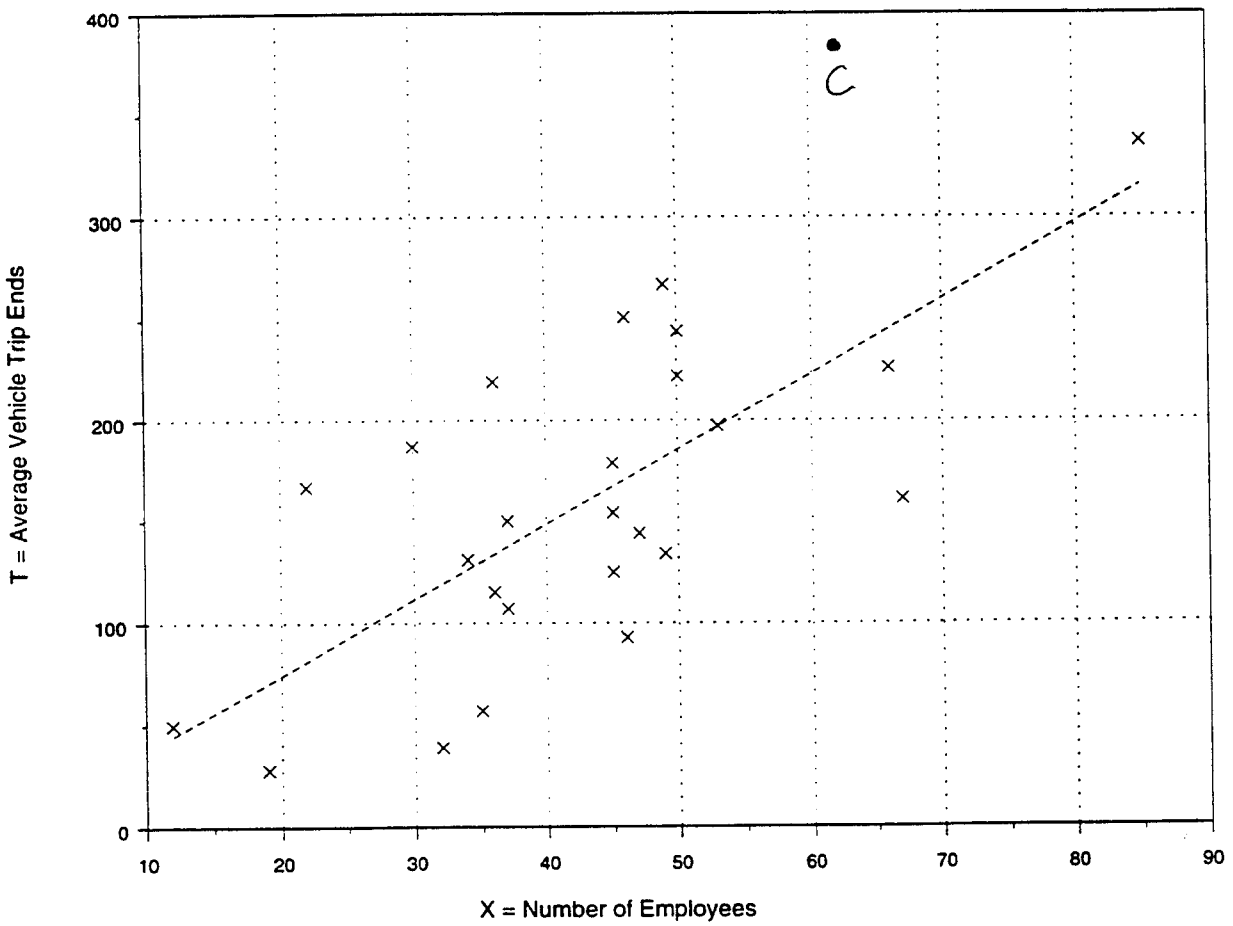
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 25
Avg. Number of Employees: 43
Directional Distribution: Not available

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.71	1.22 - 7.59	2.34

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

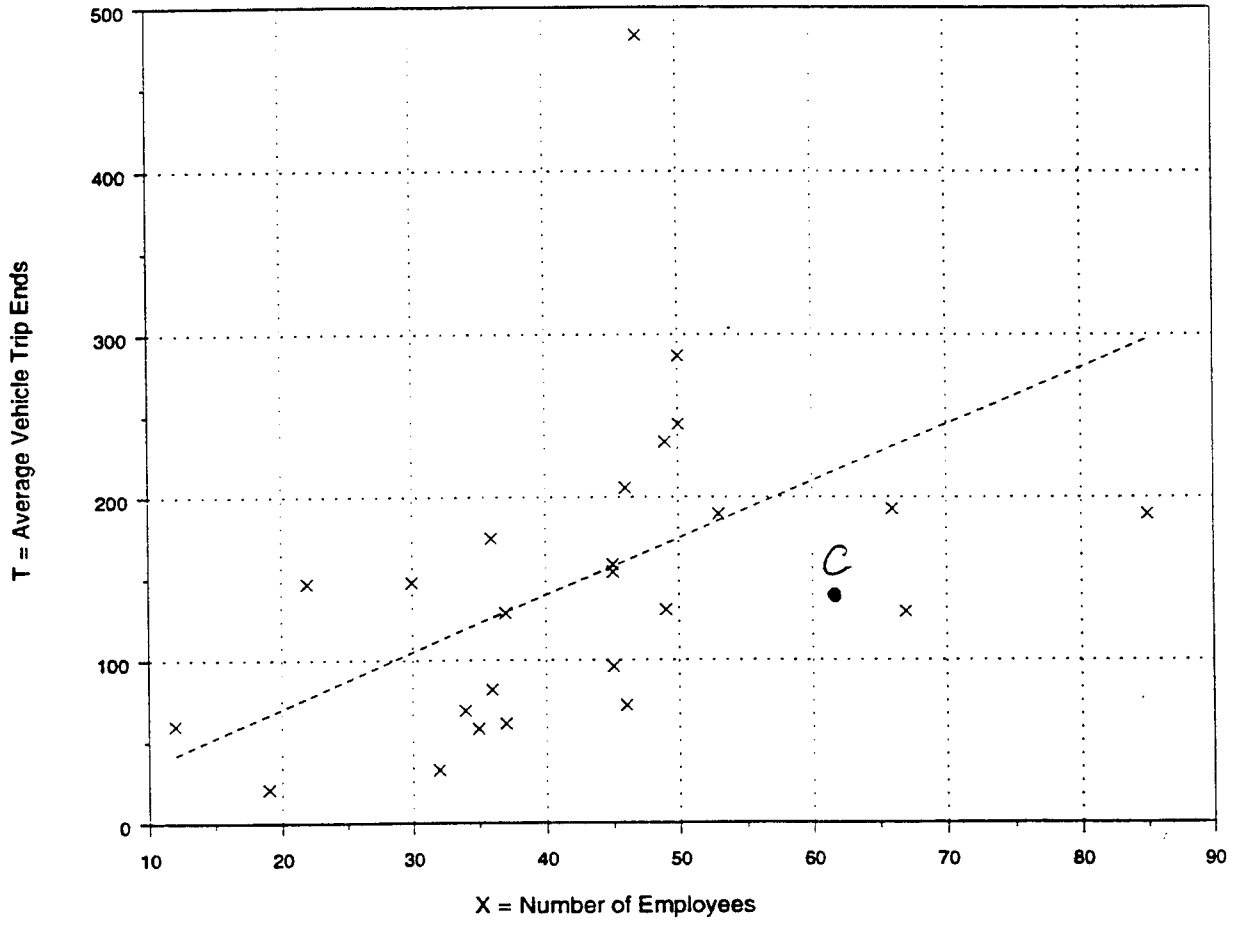
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 25
Avg. Number of Employees: 43
Directional Distribution: Not available

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.50	1.03 - 10.28	2.73

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

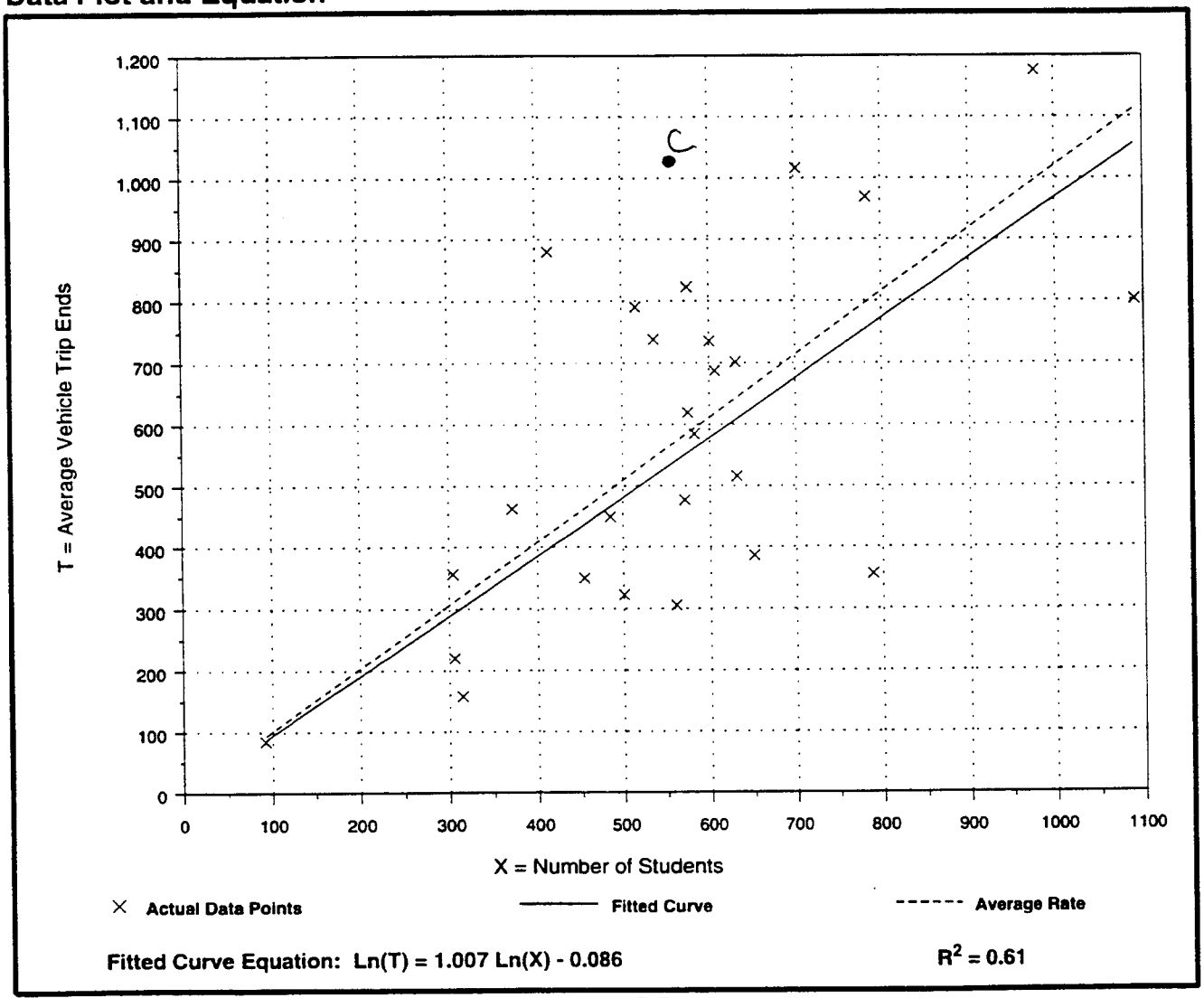
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 26
Average Number of Students: 562
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.02	0.45 - 2.12	1.07

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.007 Ln(X) - 0.086

$R^2 = 0.61$

Elementary School
(520)

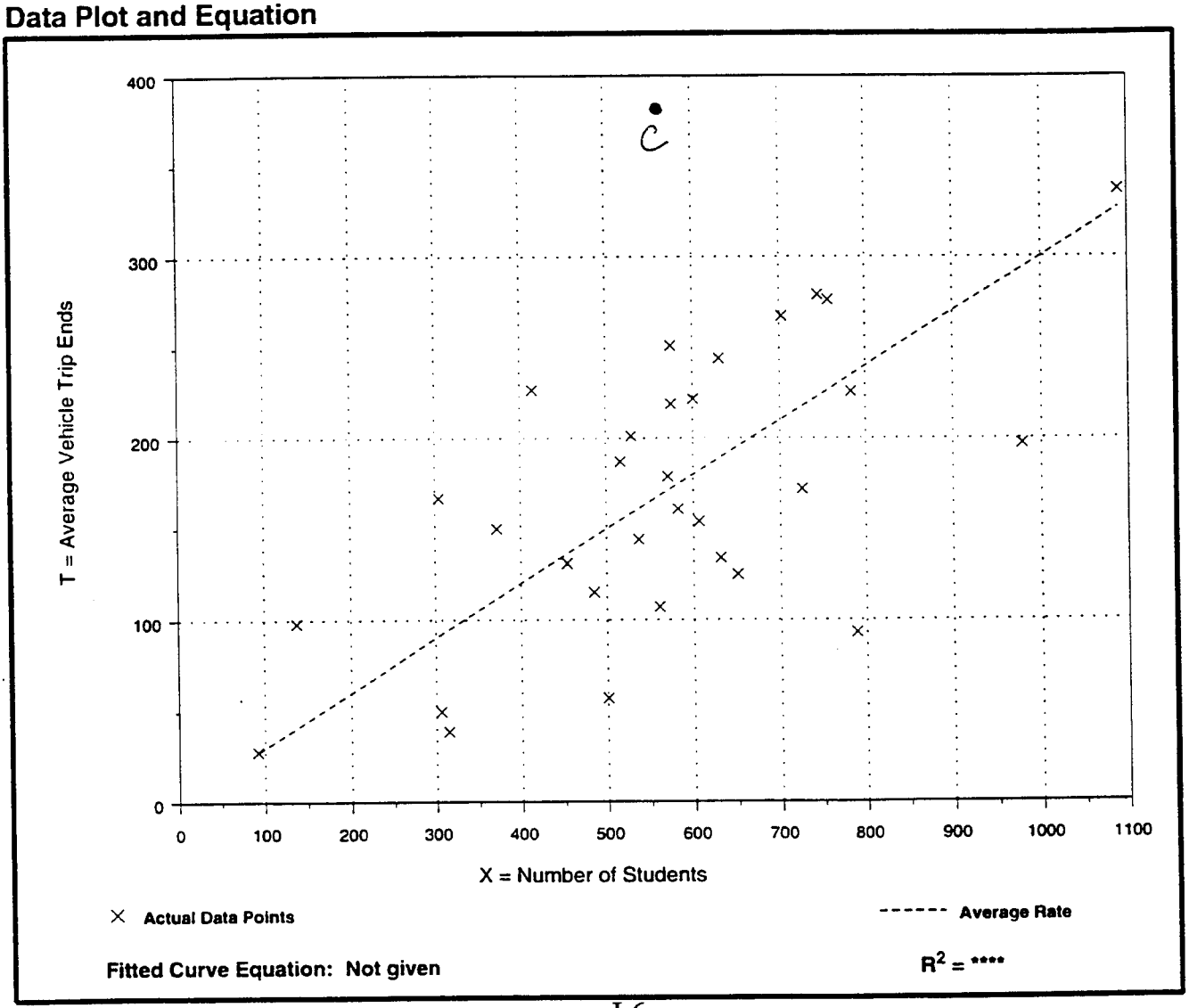
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 31
Average Number of Students: 565
Directional Distribution: 58% entering, 42% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.30	0.11 - 0.71	0.56

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

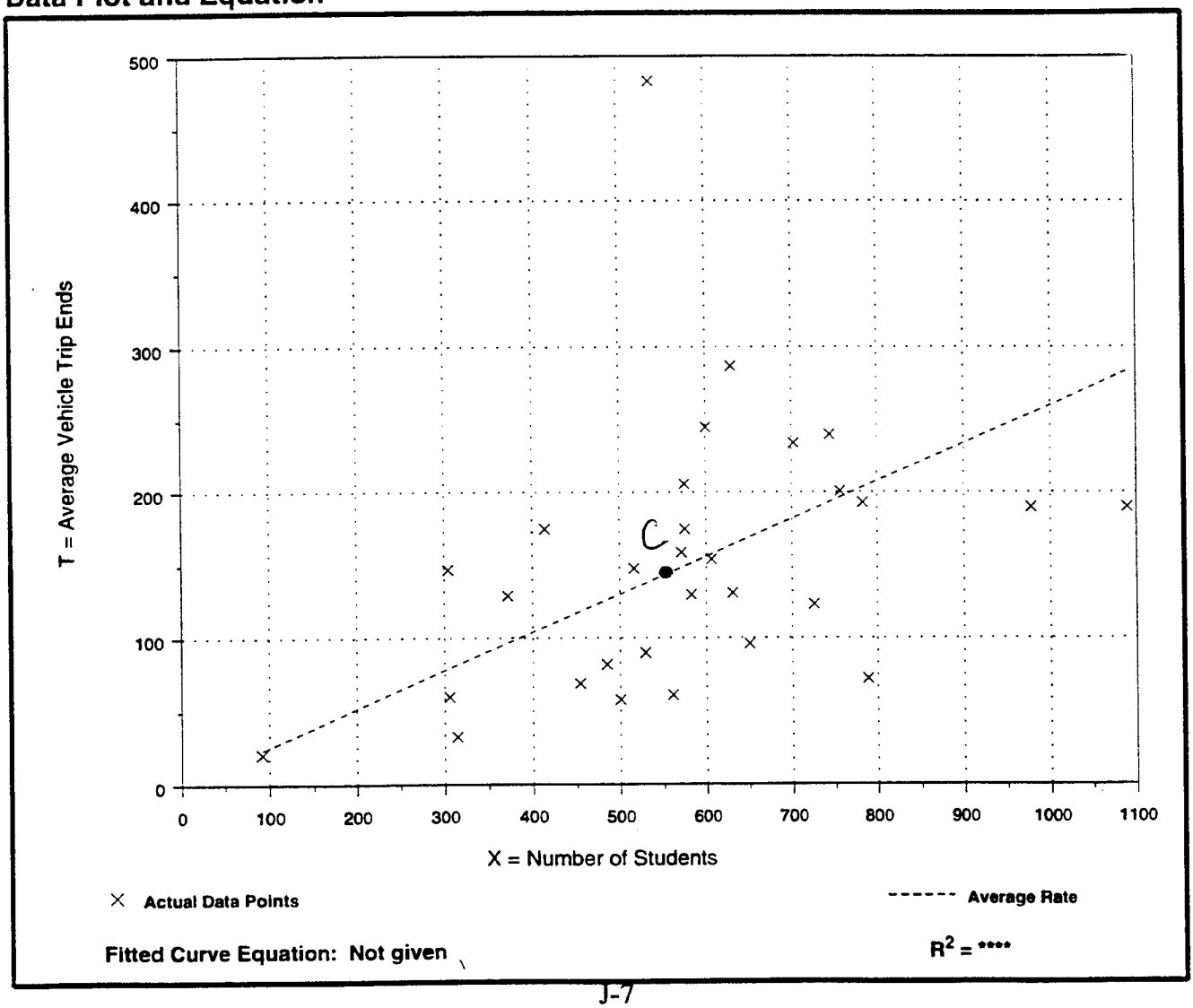
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 30
Average Number of Students: 579
Directional Distribution: 46% entering, 54% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.26	0.09 - 0.90	0.53

Data Plot and Equation



Elementary School
(520)

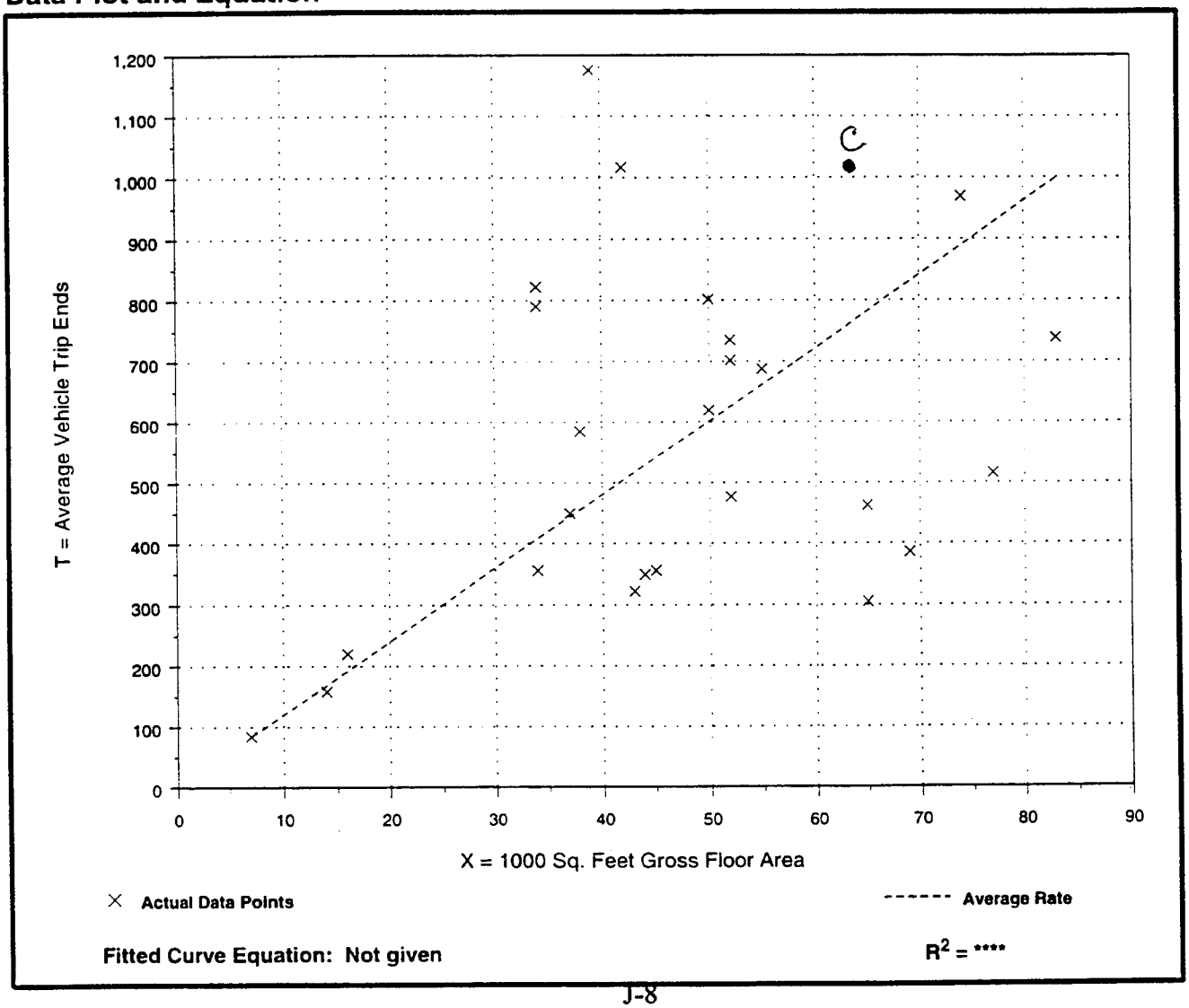
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 25
Average 1000 Sq. Feet GFA: 47
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
12.03	4.69 - 30.15	7.02

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

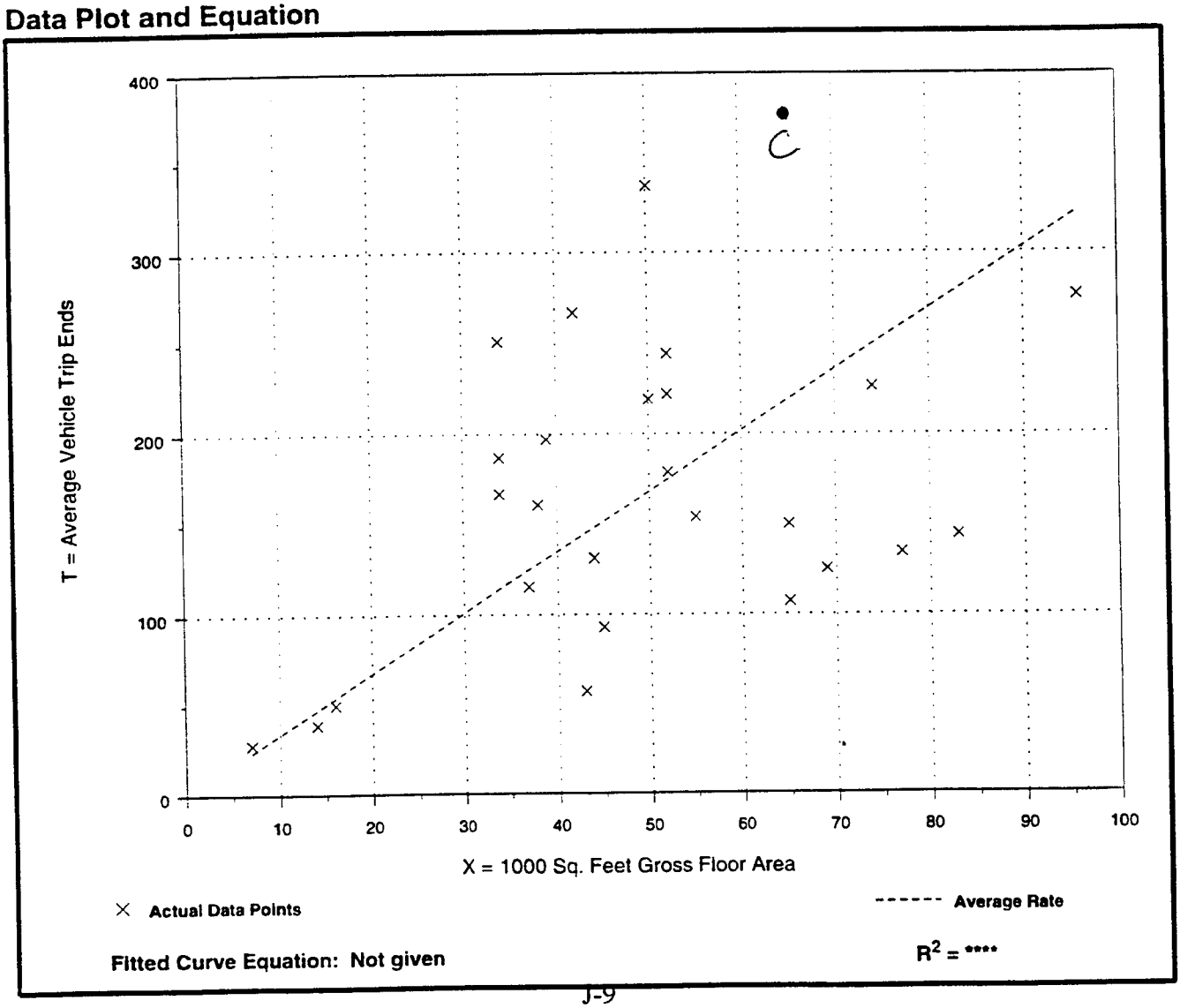
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 26
Average 1000 Sq. Feet GFA: 49
Directional Distribution: 61% entering, 39% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.36	1.33 - 7.38	2.42

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Elementary School
(520)

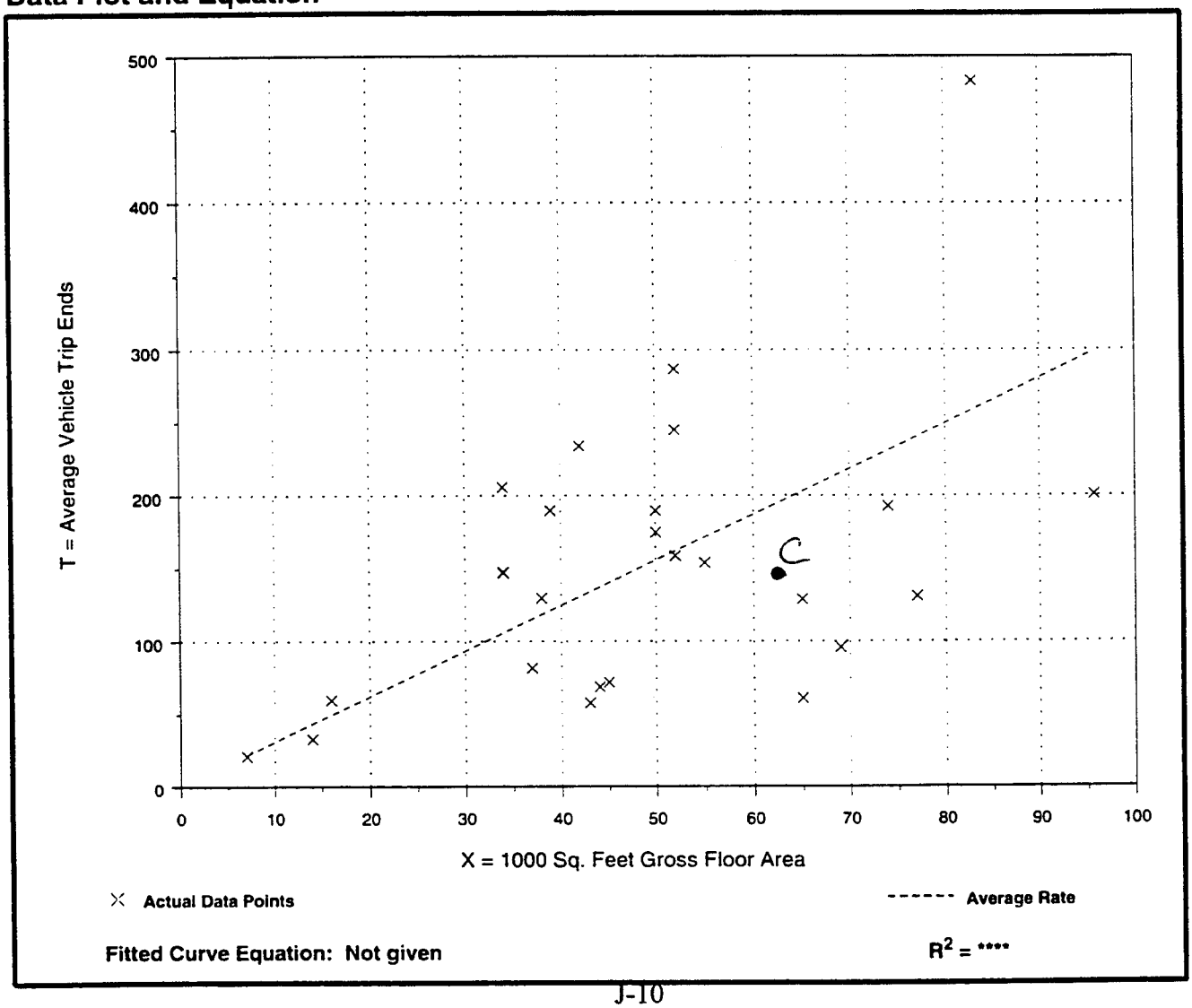
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 26
Average 1000 Sq. Feet GFA: 49
Directional Distribution: 26% entering, 74% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.12	0.94 - 6.06	2.35

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

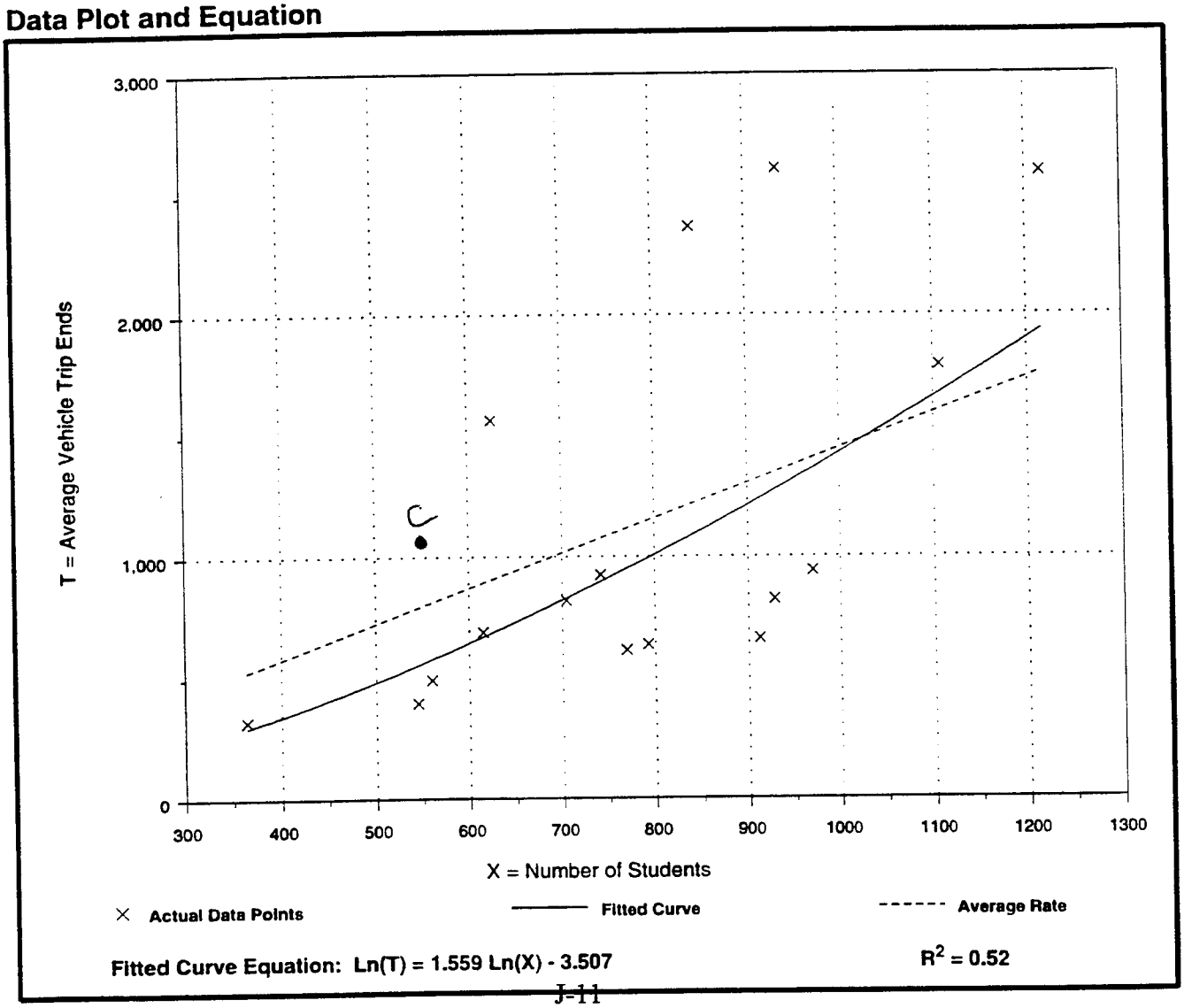
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 16
Average Number of Students: 789
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.45	0.72 - 2.81	1.41

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.559 Ln(X) - 3.507

$R^2 = 0.52$

Middle School/Junior High School
(522)

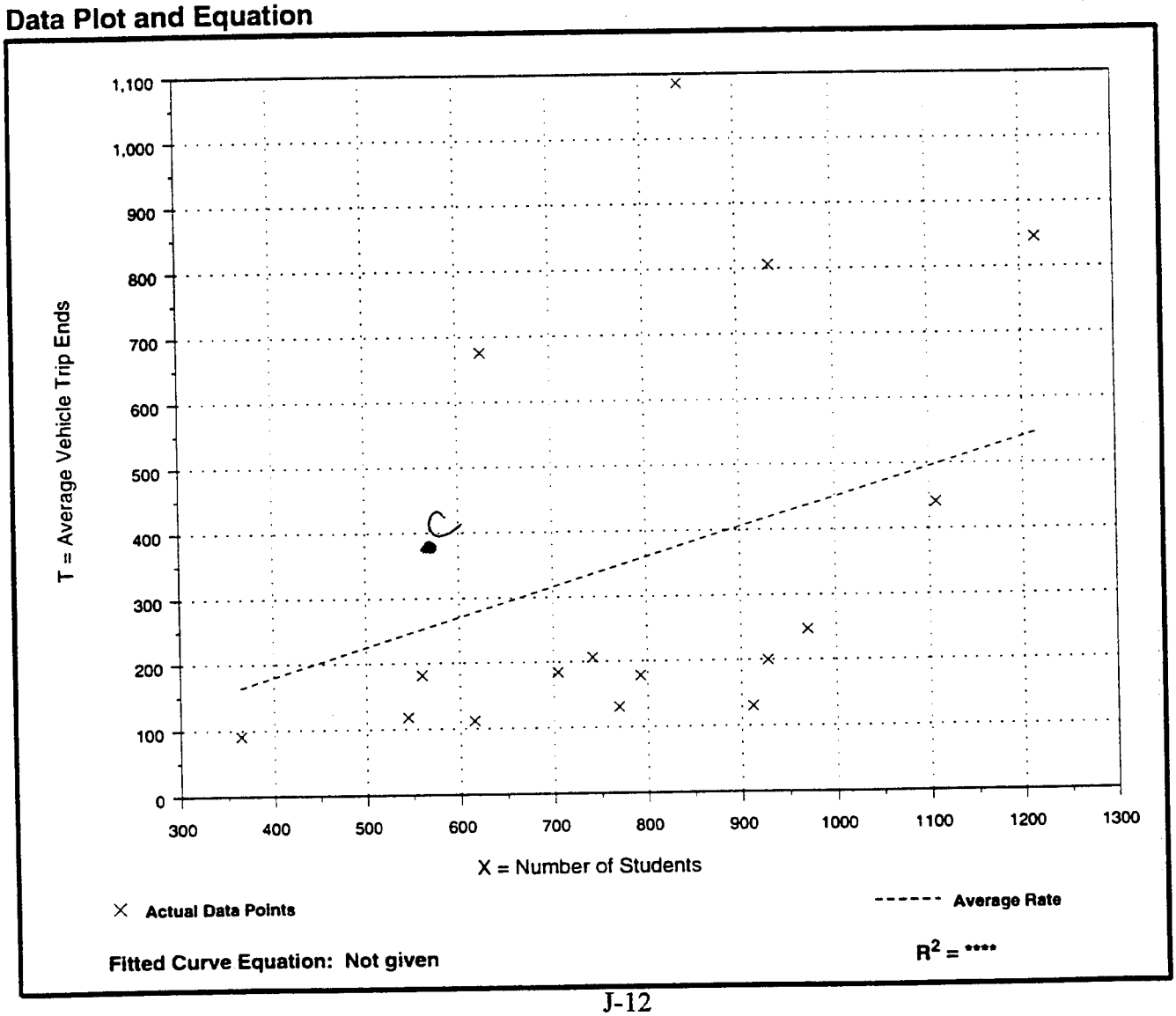
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 16
Average Number of Students: 789
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.45	0.14 - 1.29	0.75

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

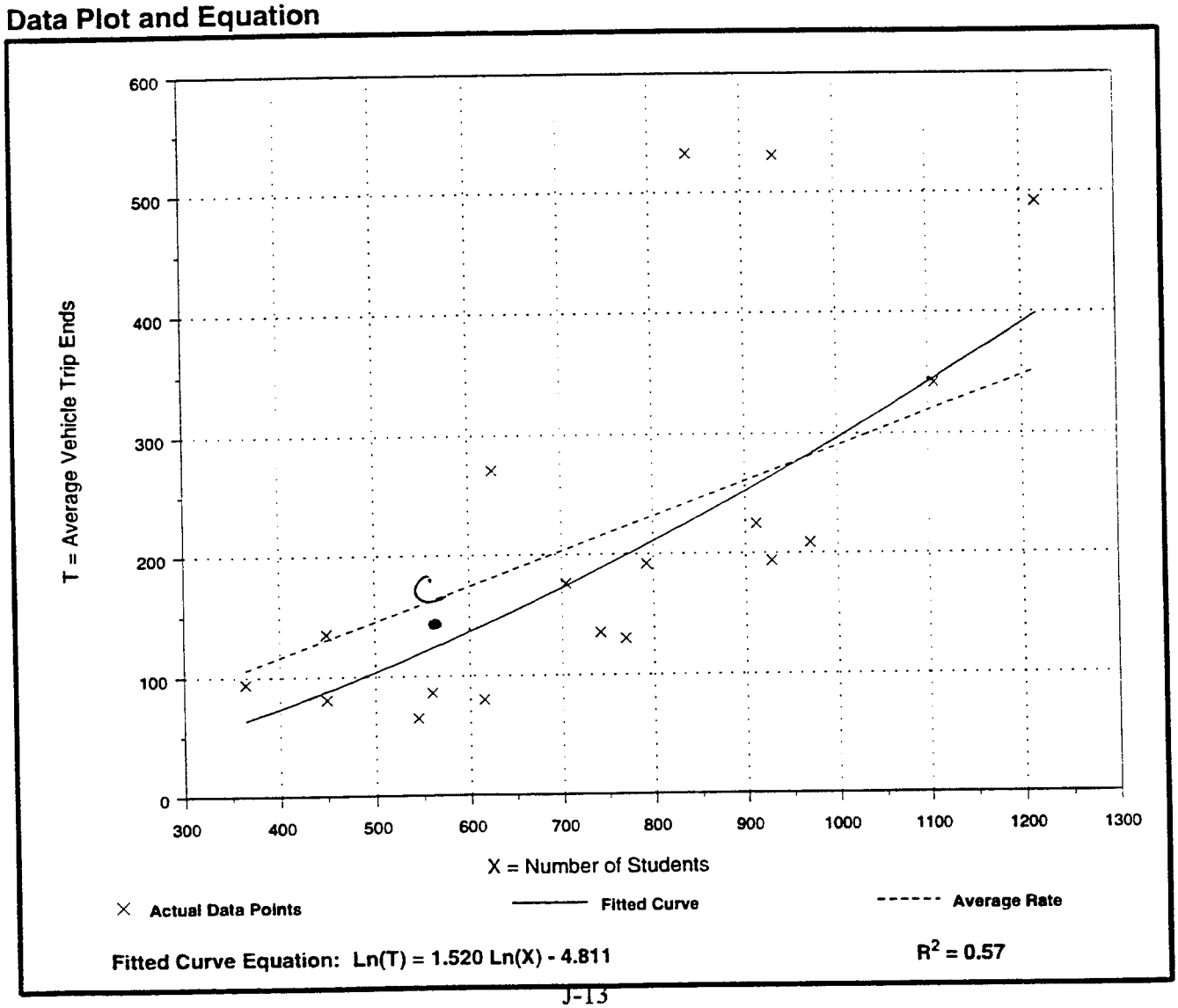
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 752
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.29	0.12 - 0.63	0.56

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 1.520\ Ln(X) - 4.811$

$R^2 = 0.57$

Middle School/Junior High School
(522)

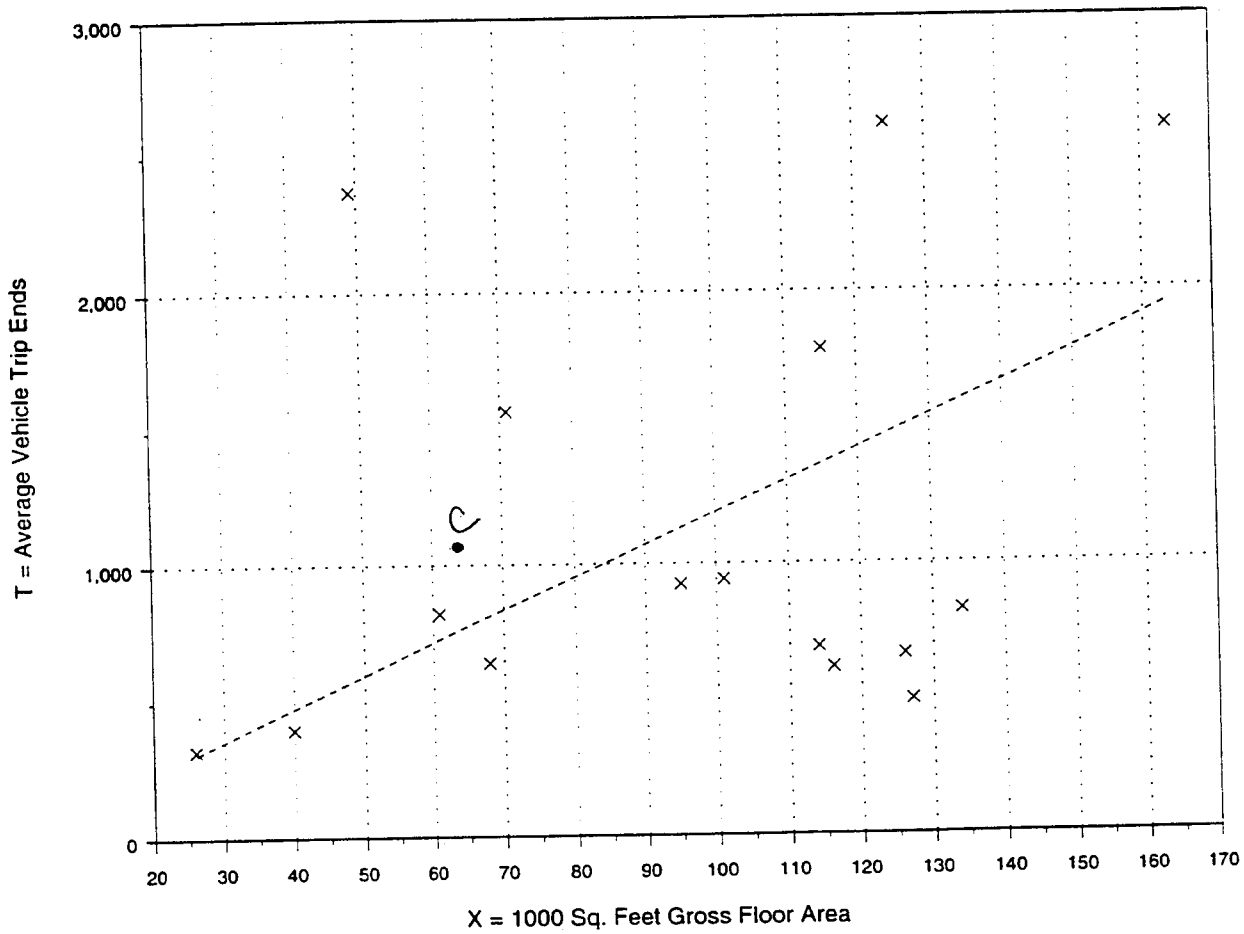
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.92	3.89 - 48.31	9.35

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

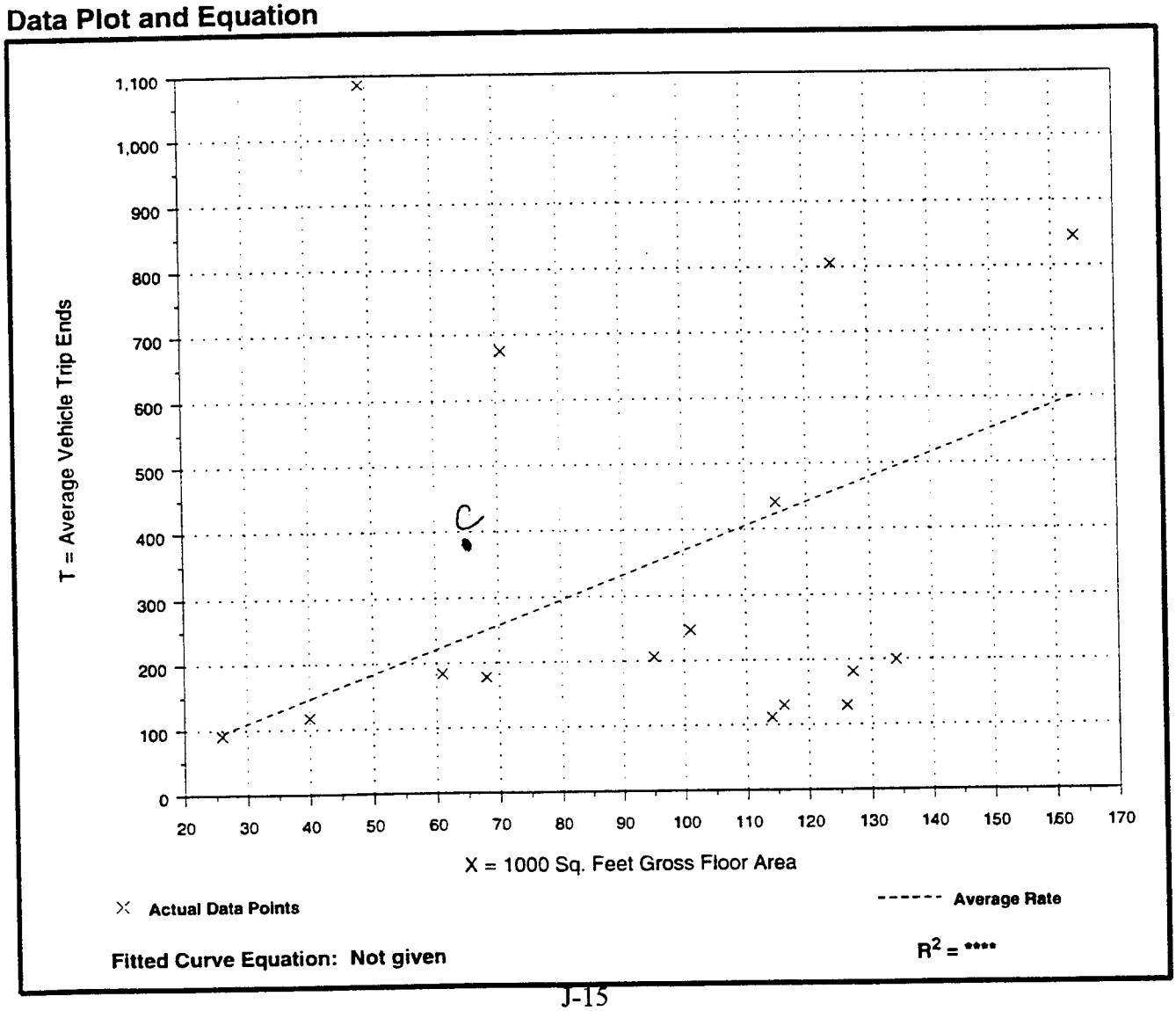
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 57% entering, 43% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.68	0.98 - 22.16	4.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

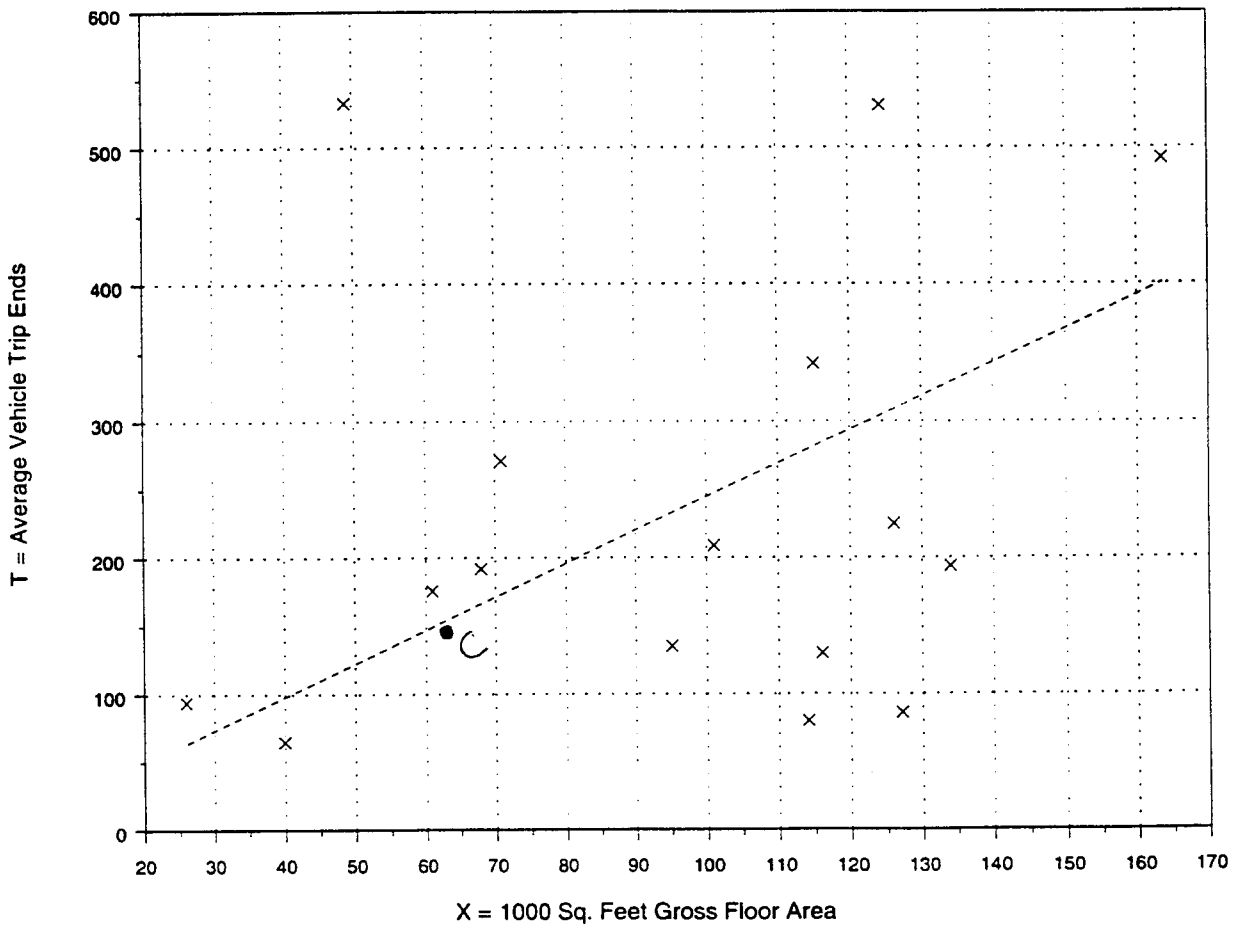
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.45	0.68 - 10.88	2.45

Data Plot and Equation



× Actual Data Points

------ Average Rate

Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

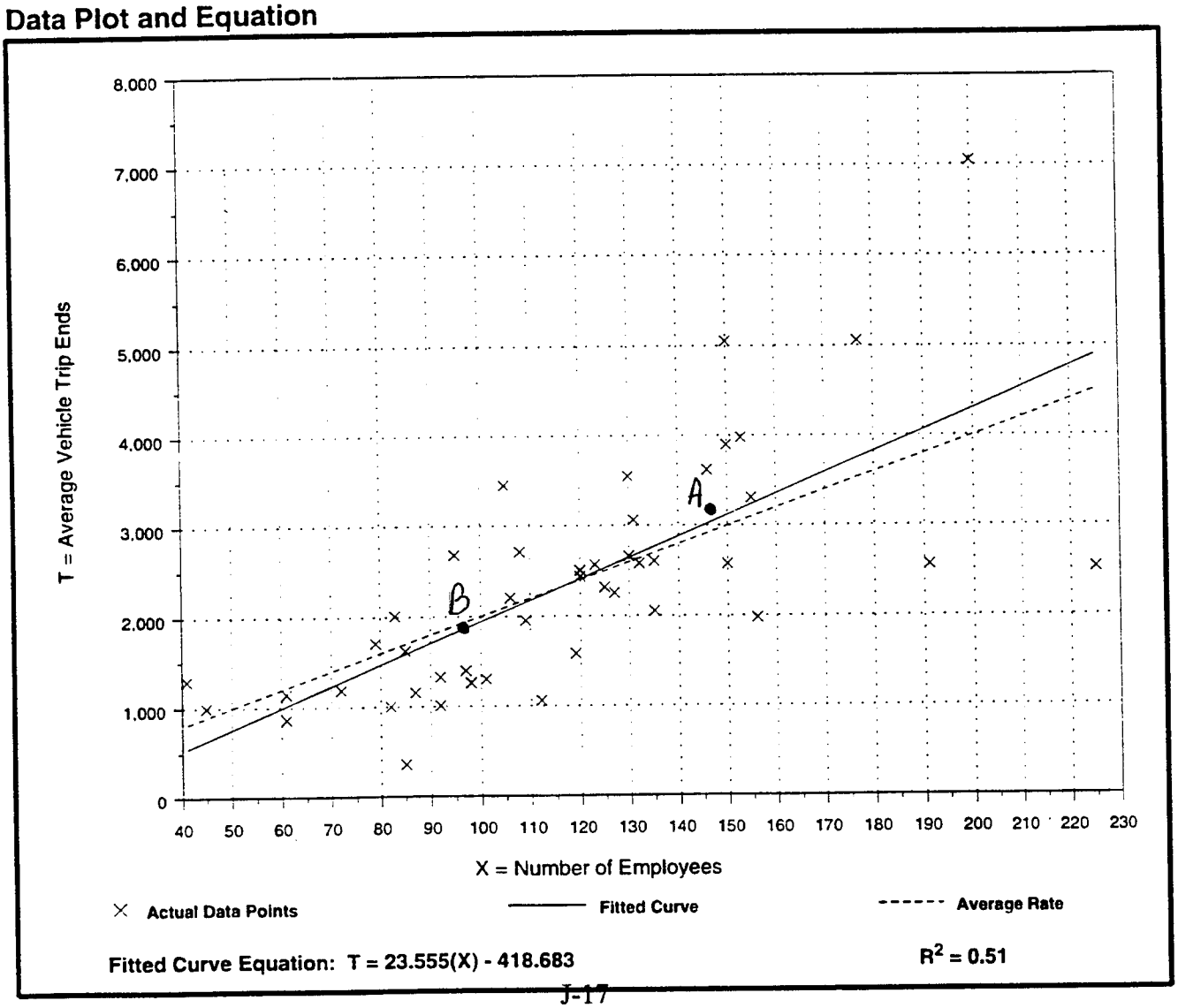
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 45
Avg. Number of Employees: 117
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
19.98	4.28 - 35.26	8.30

Data Plot and Equation



Fitted Curve Equation: T = 23.555(X) - 418.683

R^2 = 0.51

High School
(530)

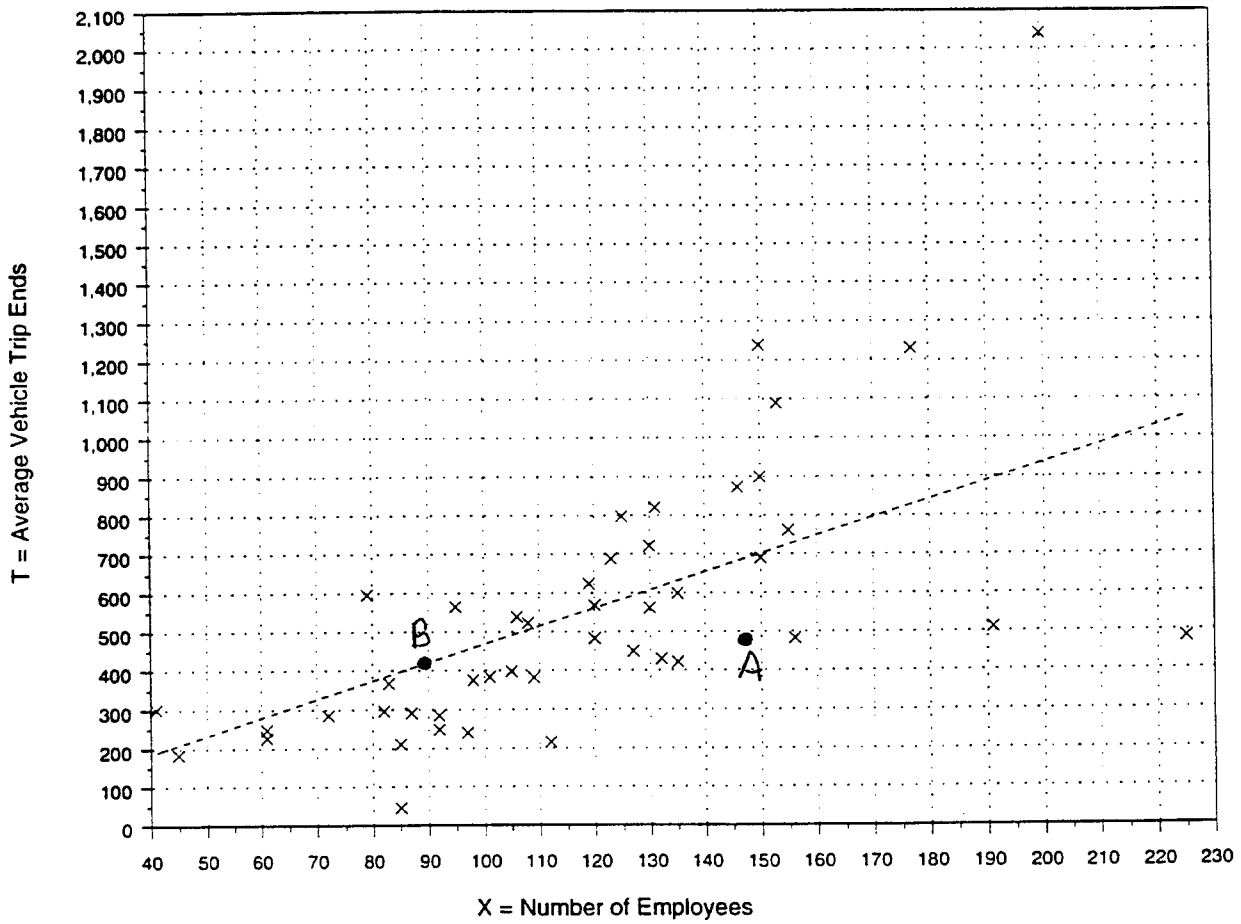
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 45
Avg. Number of Employees: 117
Directional Distribution: 72% entering, 28% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.68	0.54 - 10.20	2.92

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

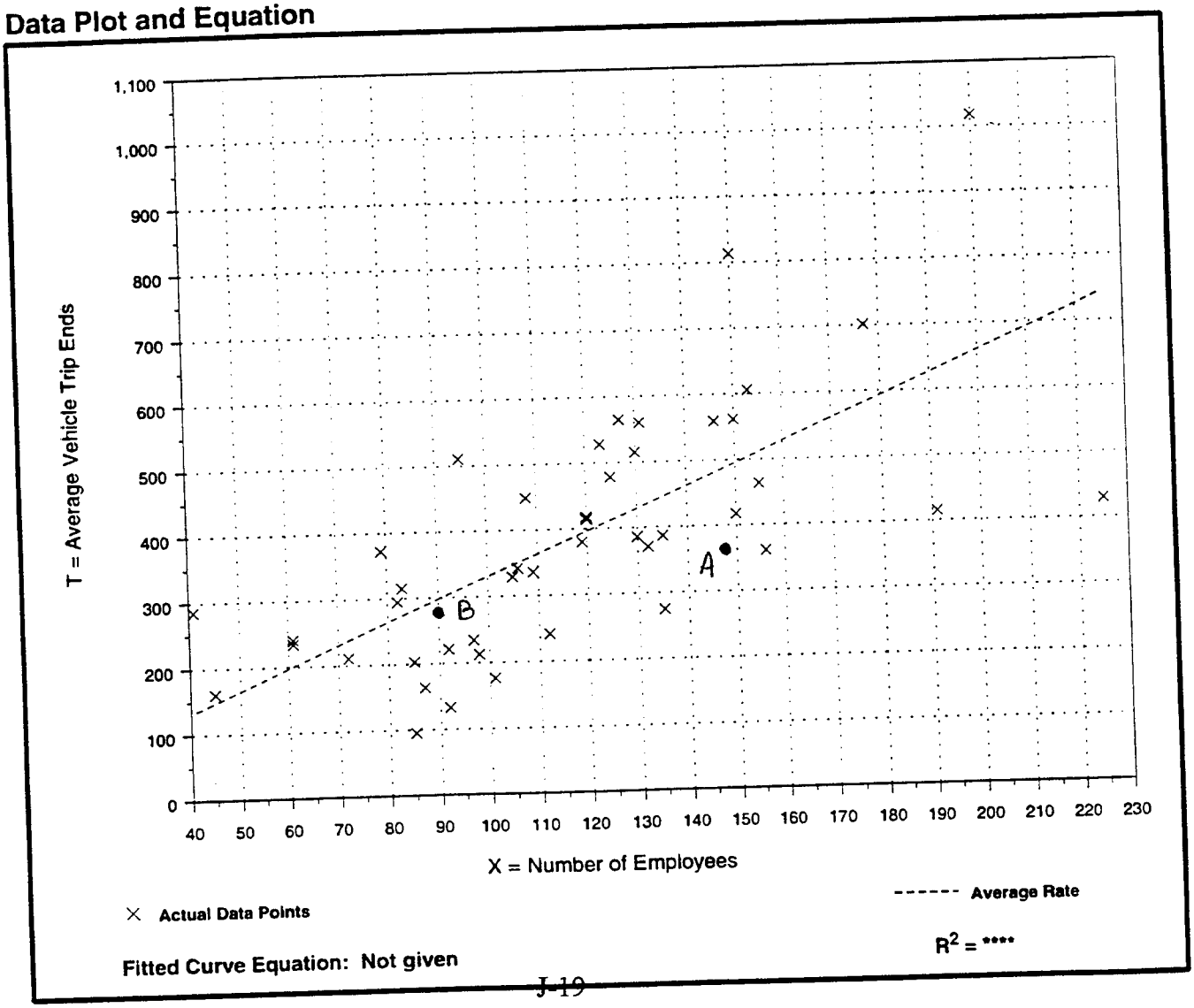
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 45
Avg. Number of Employees: 117
Directional Distribution: 30% entering, 70% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.30	1.13 - 6.98	2.10

Data Plot and Equation



High School
(530)

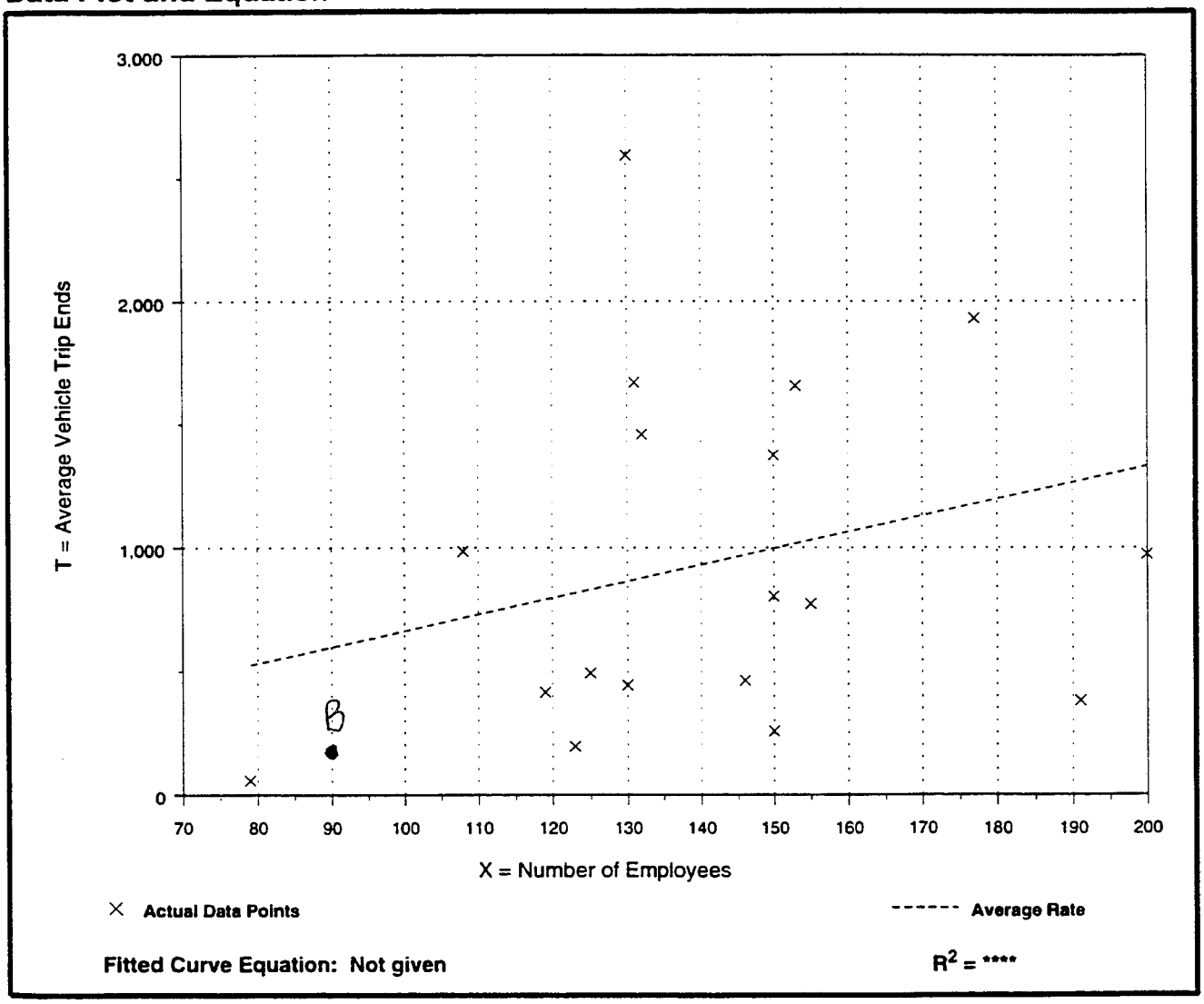
Average Vehicle Trip Ends vs: Employees
On a: Saturday

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
6.65	0.75 - 19.95	5.42

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

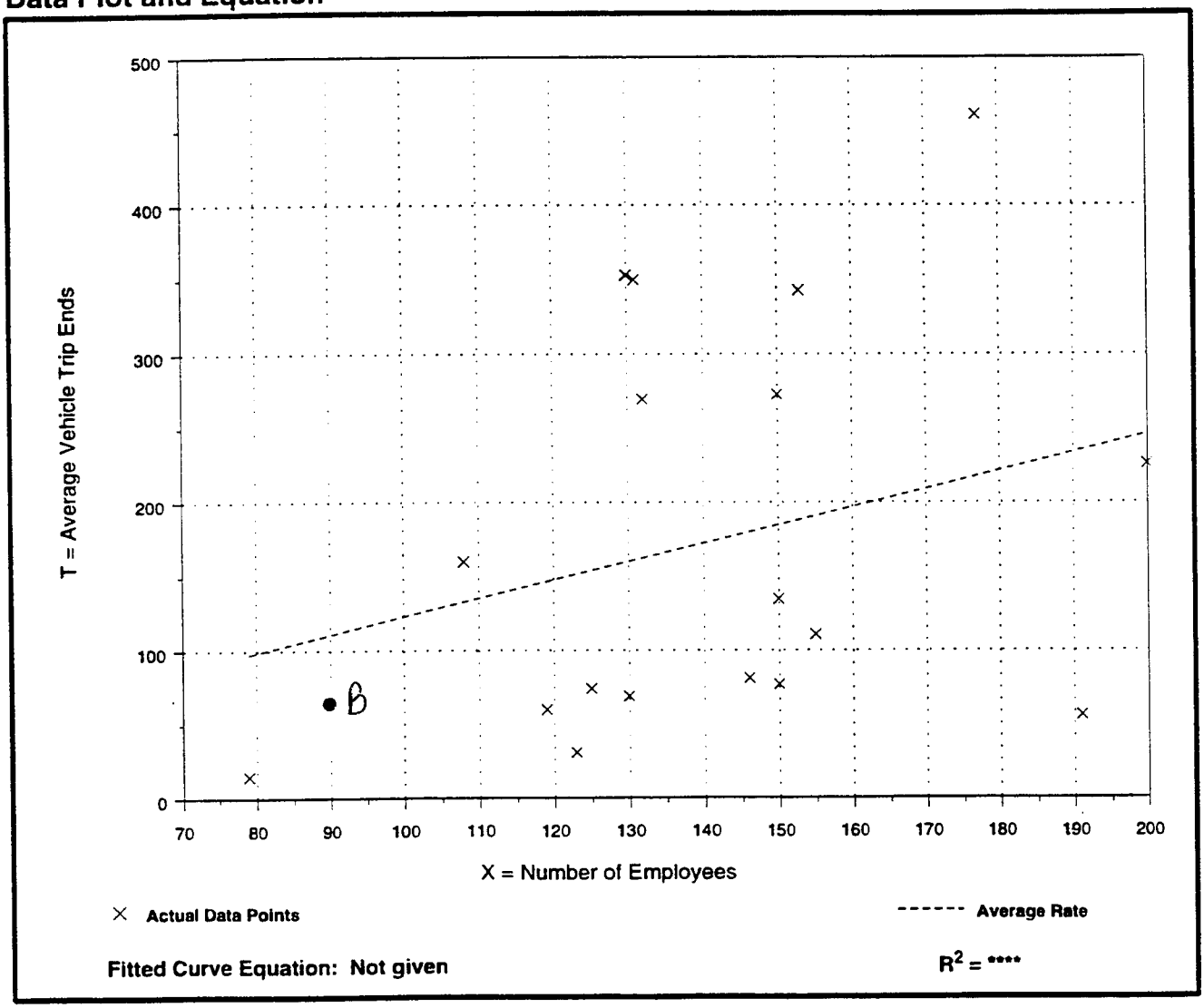
Average Vehicle Trip Ends vs: Employees
On a: Saturday,
Peak Hour of Generator

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 74% entering, 26% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.23	0.19 - 2.72	1.41

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

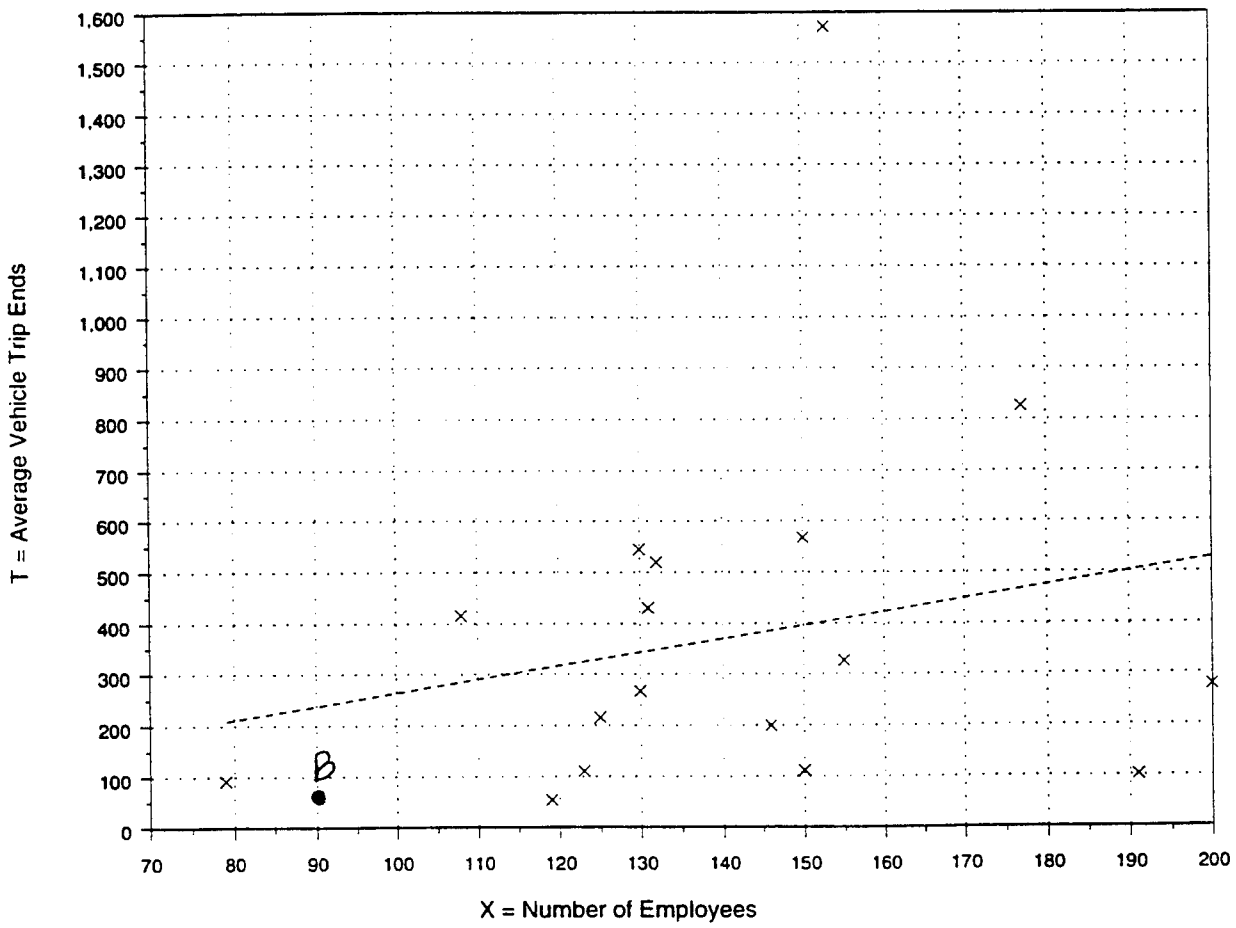
Average Vehicle Trip Ends vs: Employees
On a: Sunday

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.64	0.45 - 10.27	2.88

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

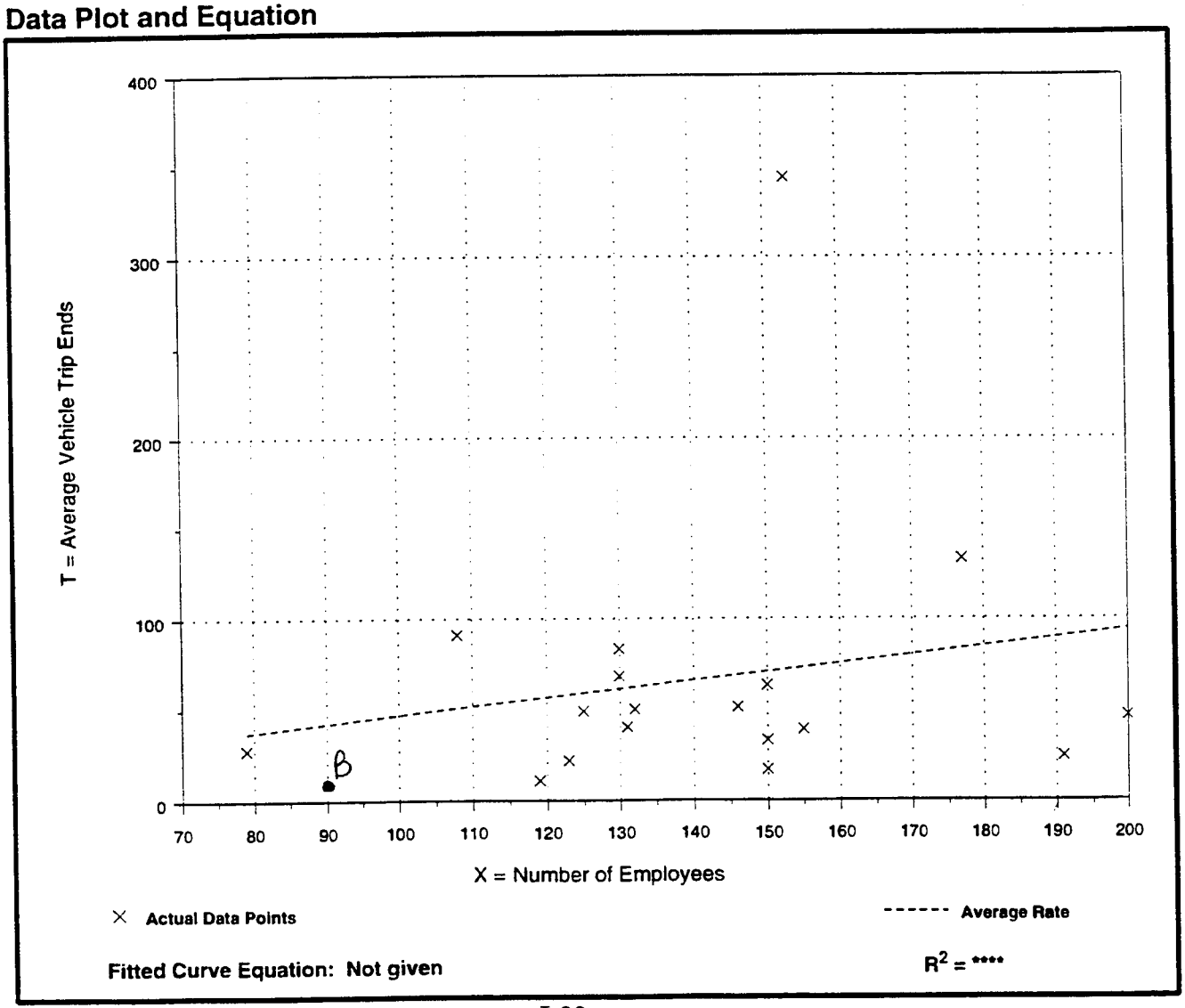
Average Vehicle Trip Ends vs: **Employees**
On a: **Sunday,**
Peak Hour of Generator

Number of Studies: 18
Avg. Number of Employees: 142
Directional Distribution: 33% entering, 67% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.47	0.09 - 2.25	0.84

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

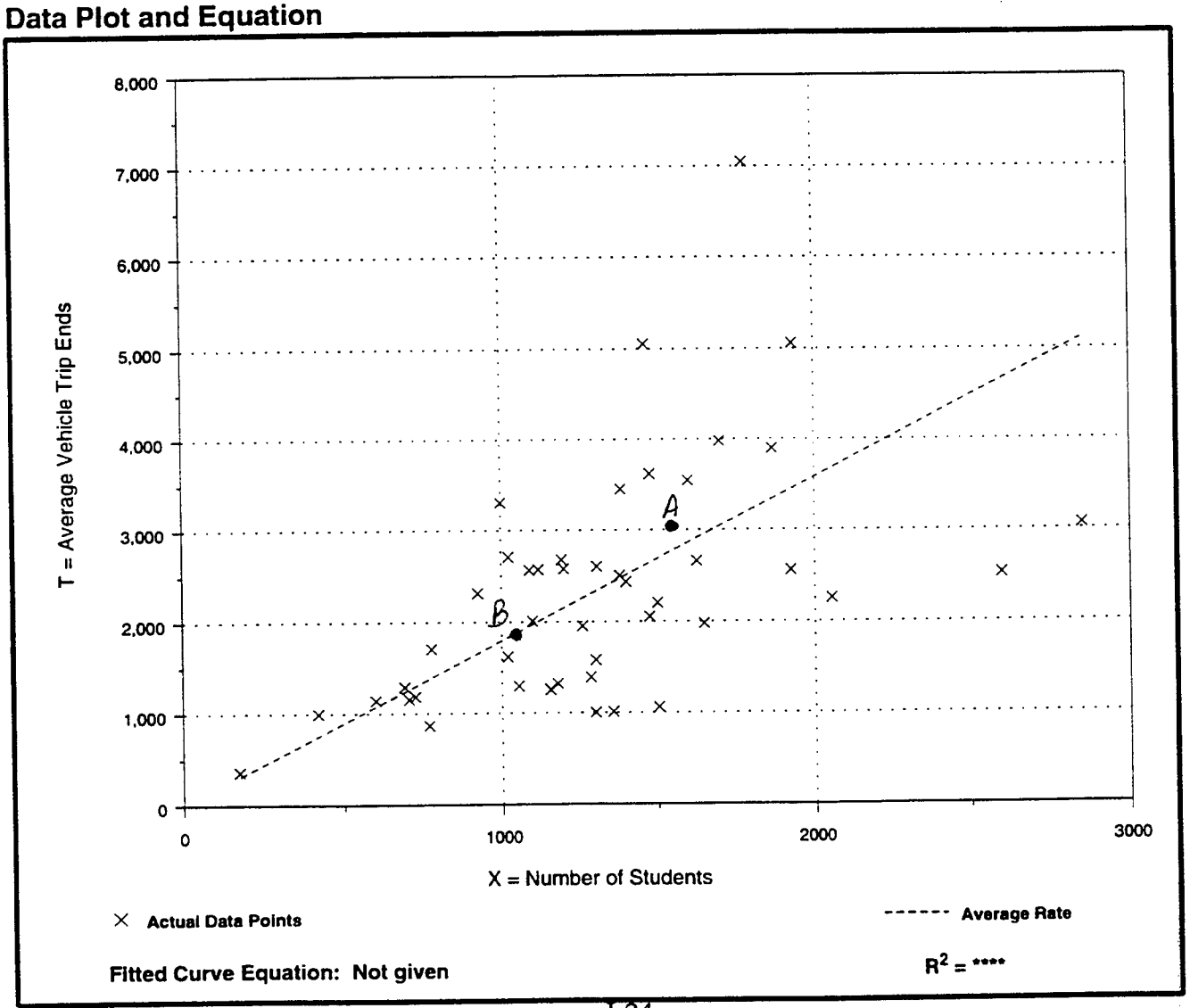
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 45
Average Number of Students: 1,309
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.79	0.71 - 3.96	1.54

Data Plot and Equation



High School
(530)

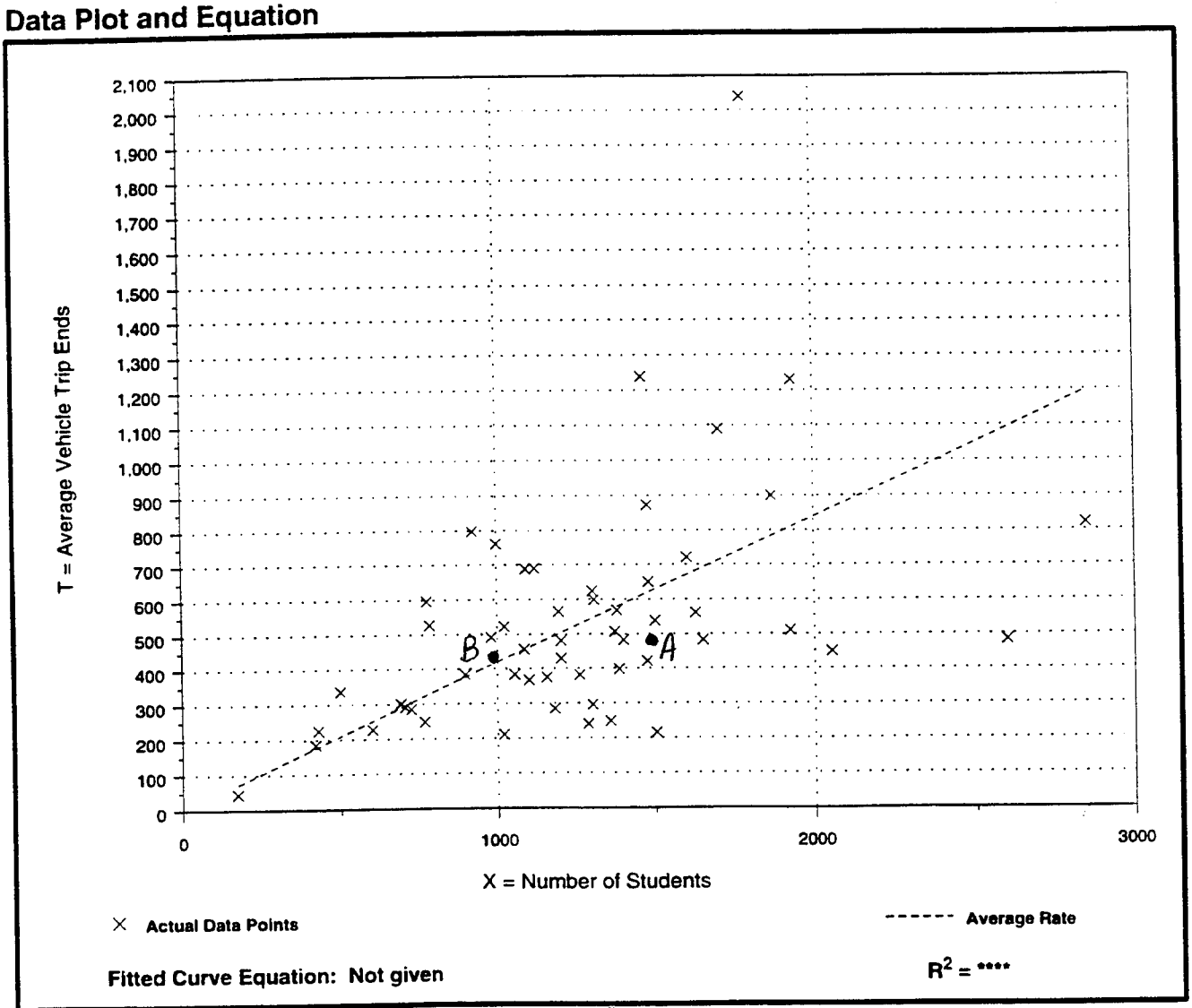
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 54
Average Number of Students: 1,253
Directional Distribution: 71% entering, 29% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.42	0.14 - 1.15	0.68

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

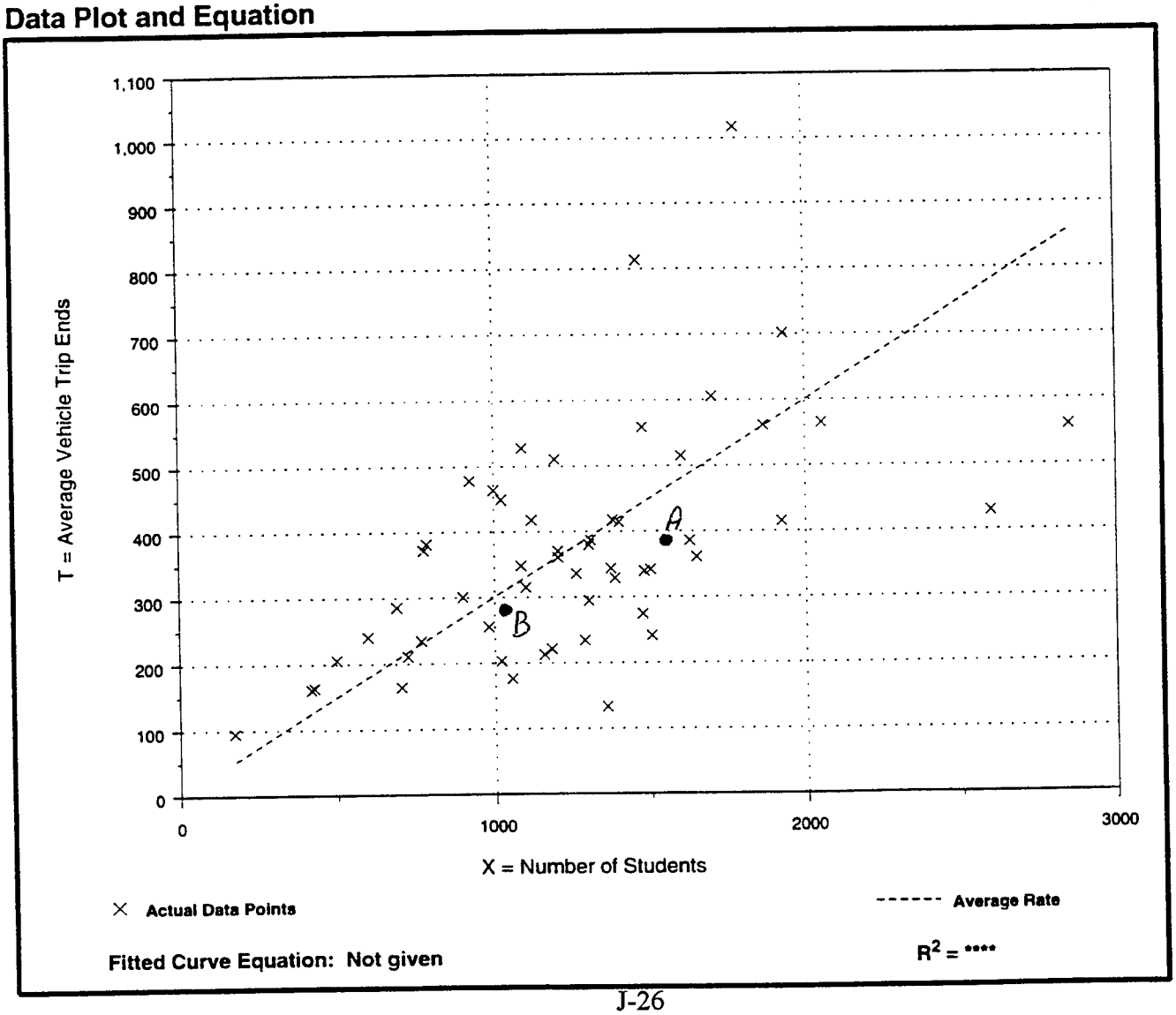
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 54
Average Number of Students: 1,253
Directional Distribution: 31% entering, 69% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.30	0.10 - 0.57	0.56

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

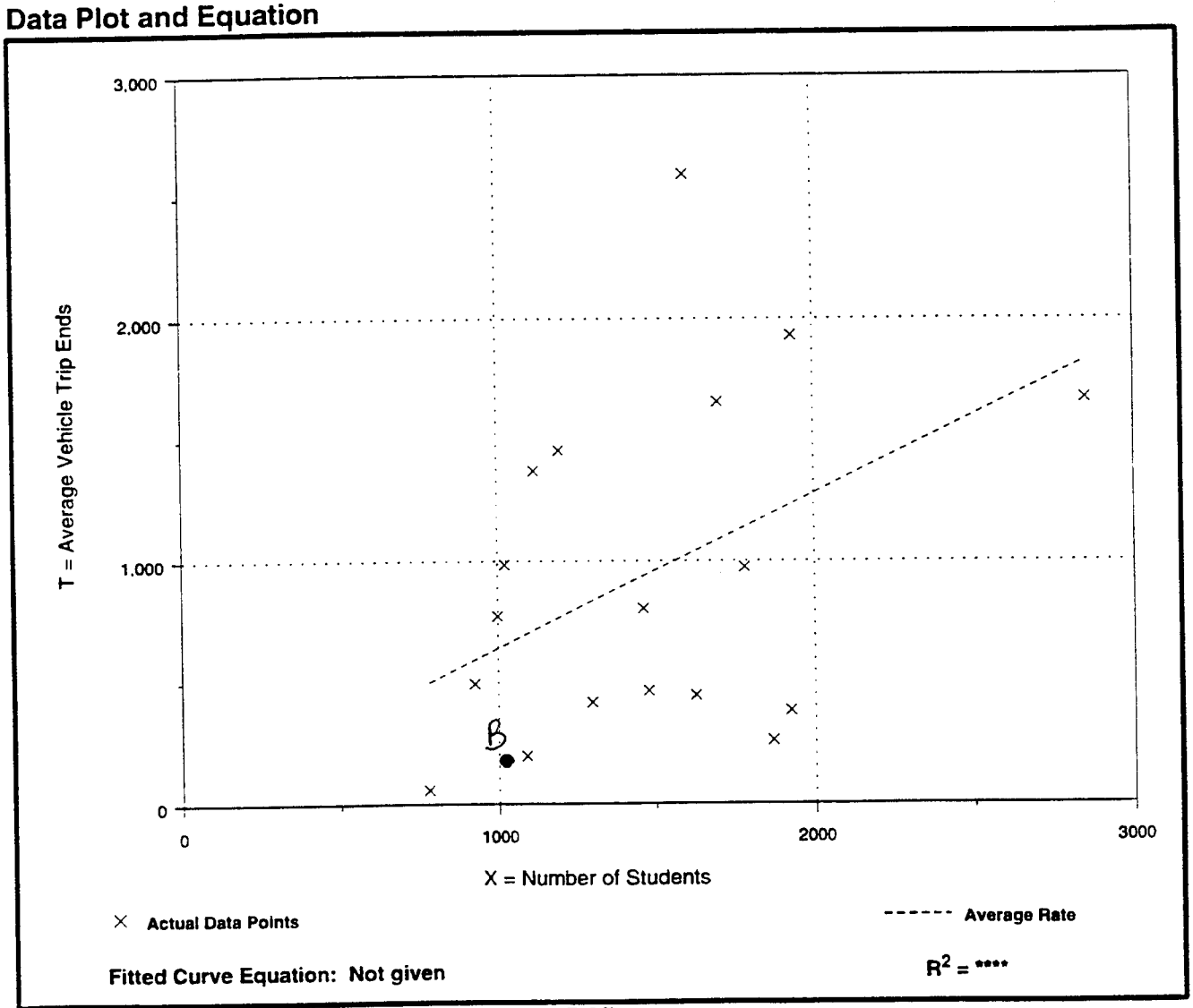
Average Vehicle Trip Ends vs: Students
On a: Saturday

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.64	0.08 - 1.62	0.90

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

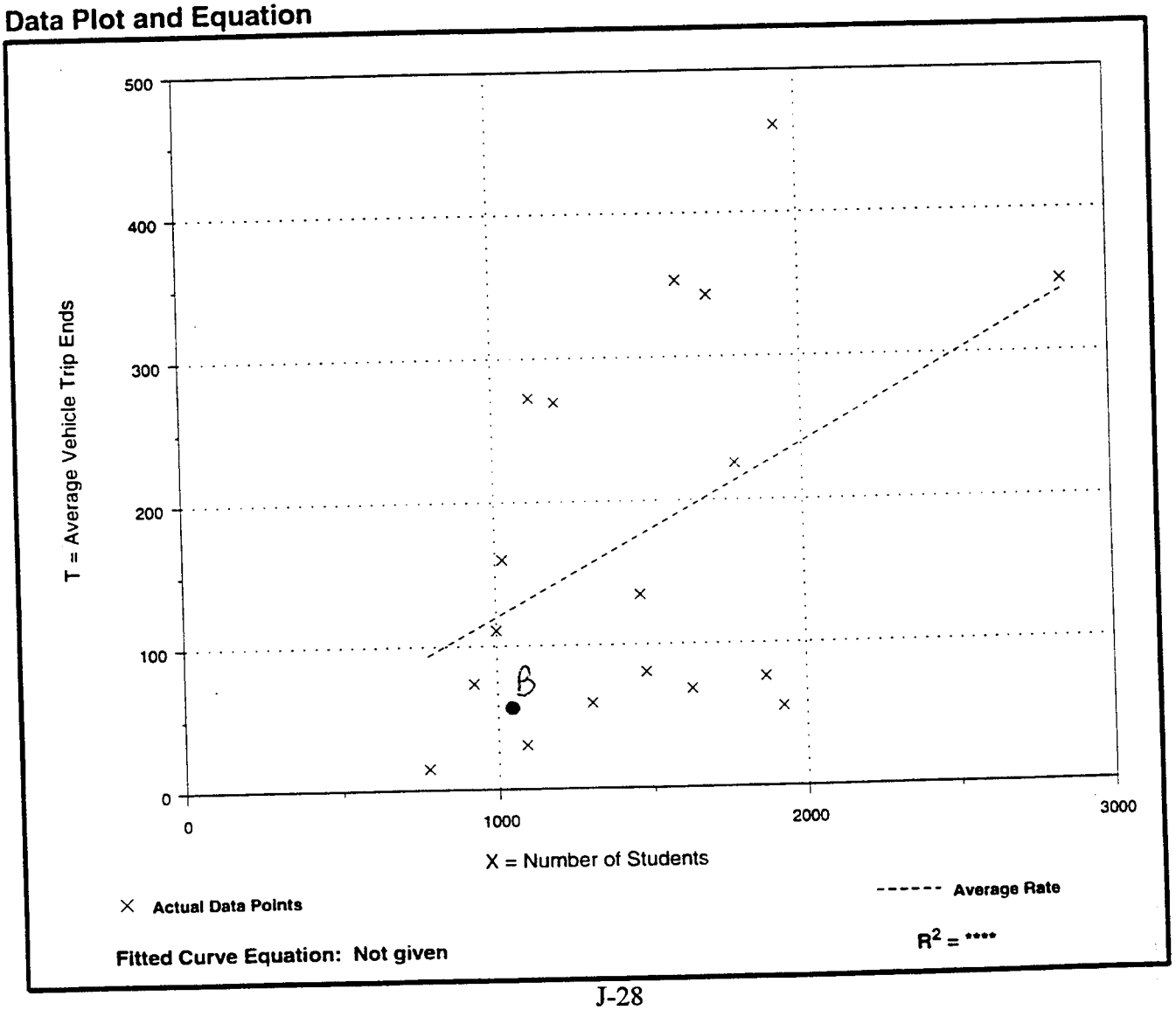
Average Vehicle Trip Ends vs: **Students**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 74% entering, 26% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.12	0.02 - 0.24	0.35

Data Plot and Equation



Fitted Curve Equation: Not given

High School
(530)

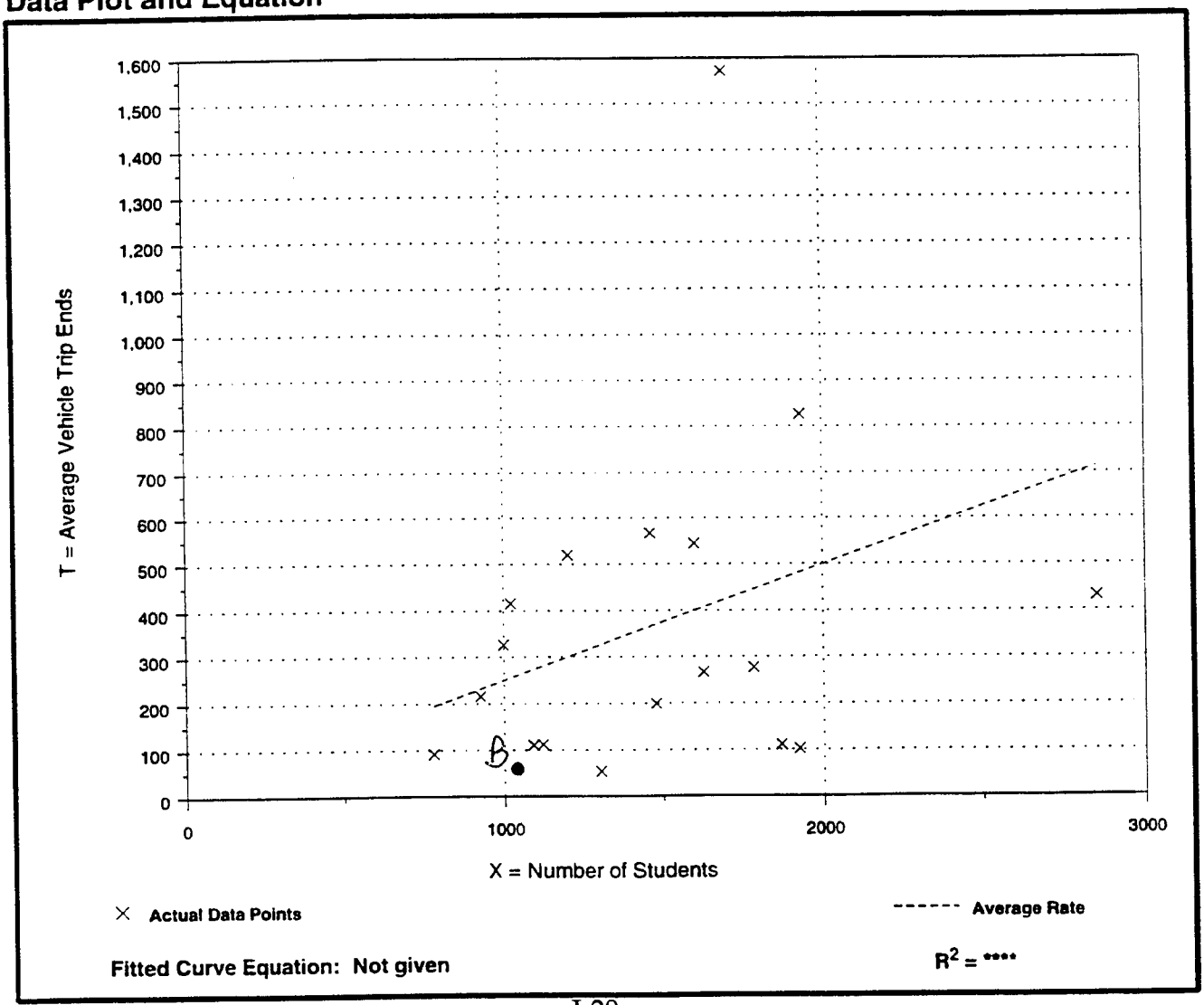
Average Vehicle Trip Ends vs: Students
On a: Sunday

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.25	0.04 - 0.92	0.55

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

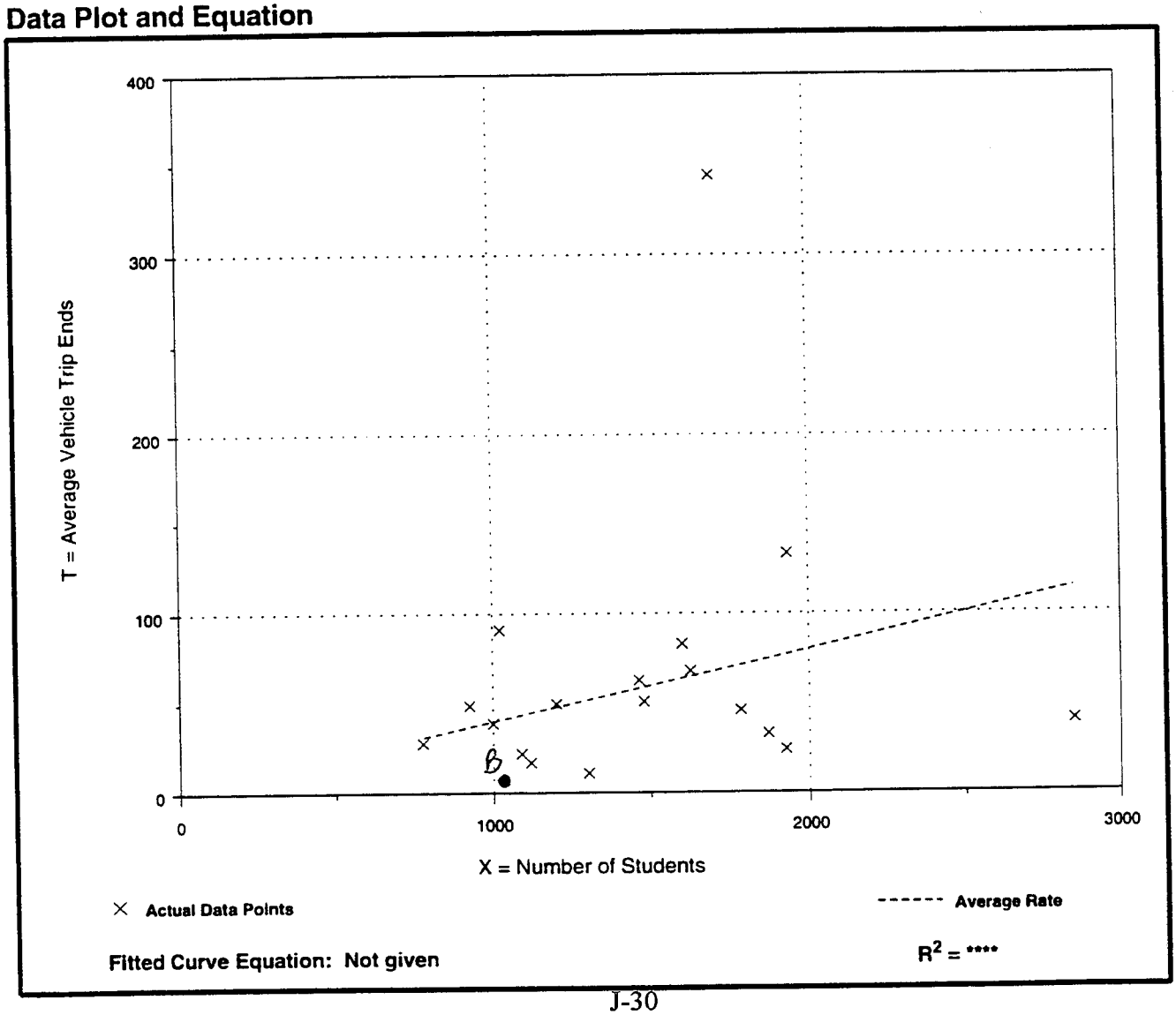
Average Vehicle Trip Ends vs: **Students**
On a: **Sunday,**
Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 1,481
Directional Distribution: 33% entering, 67% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.04	0.01 - 0.20	0.22

Data Plot and Equation



High School
(530)

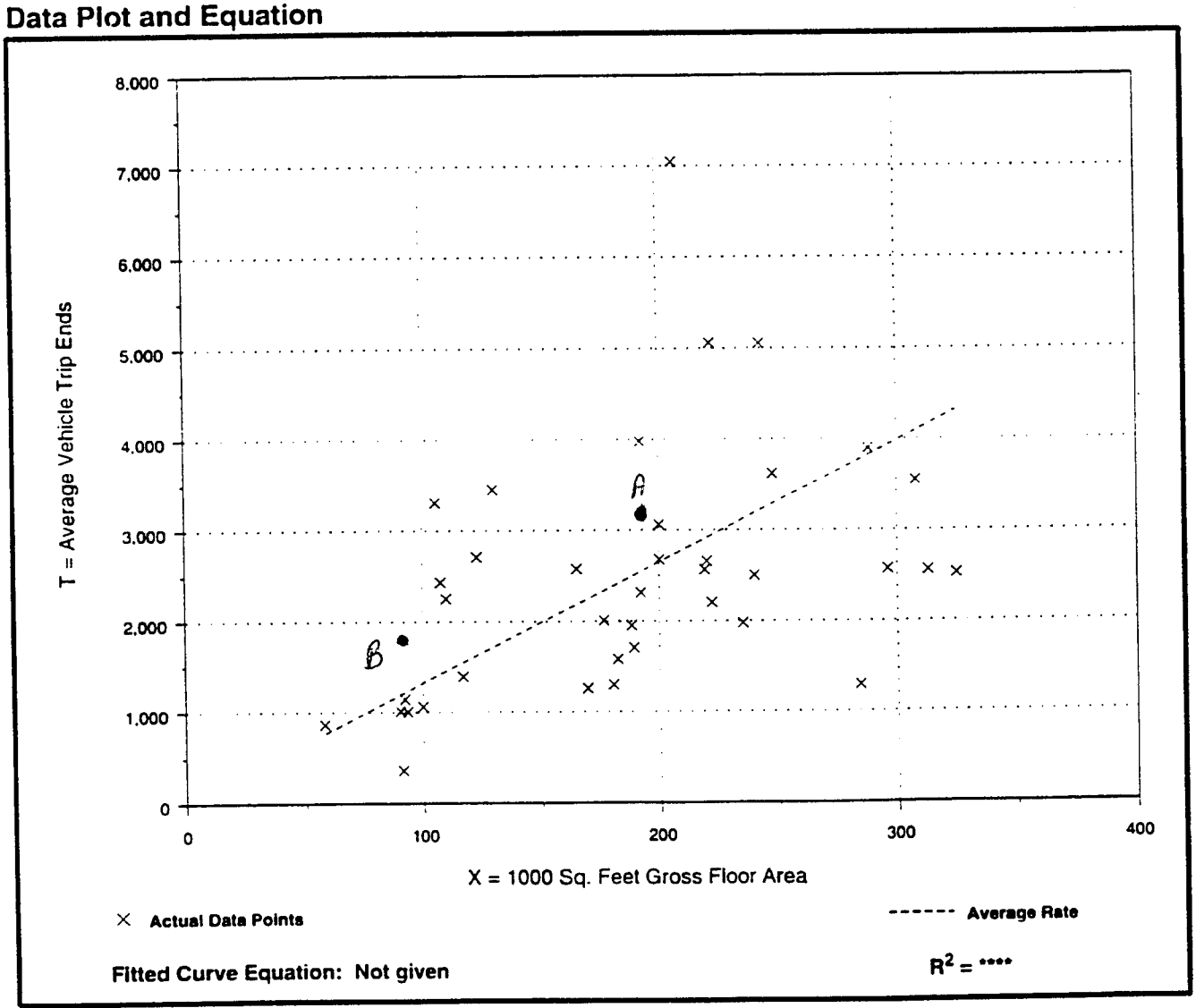
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 38
Average 1000 Sq. Feet GFA: 187
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
13.27	4.00 - 34.06	7.51

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

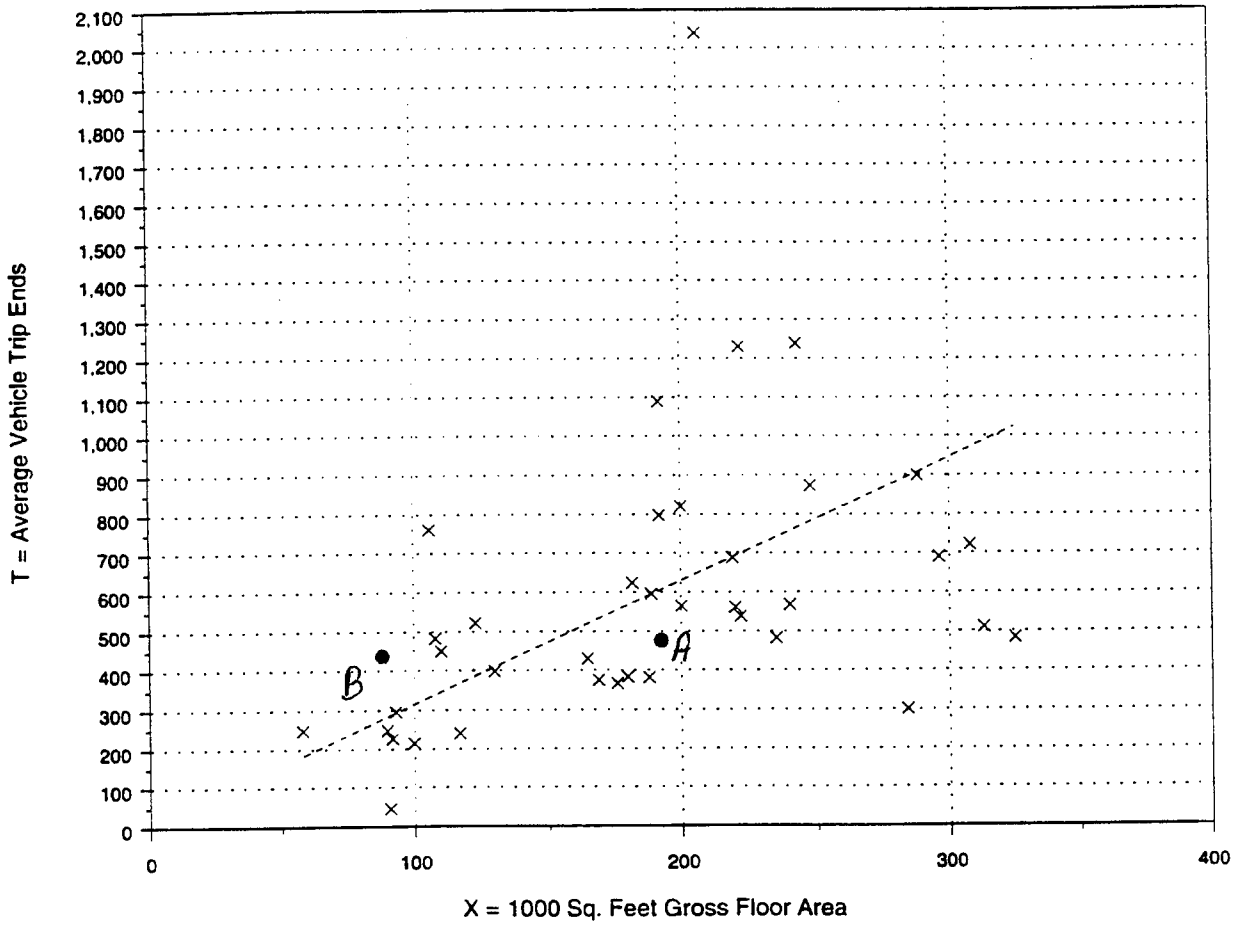
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 38
Average 1000 Sq. Feet GFA: 187
Directional Distribution: 72% entering, 28% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.15	0.51 - 9.86	2.47

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

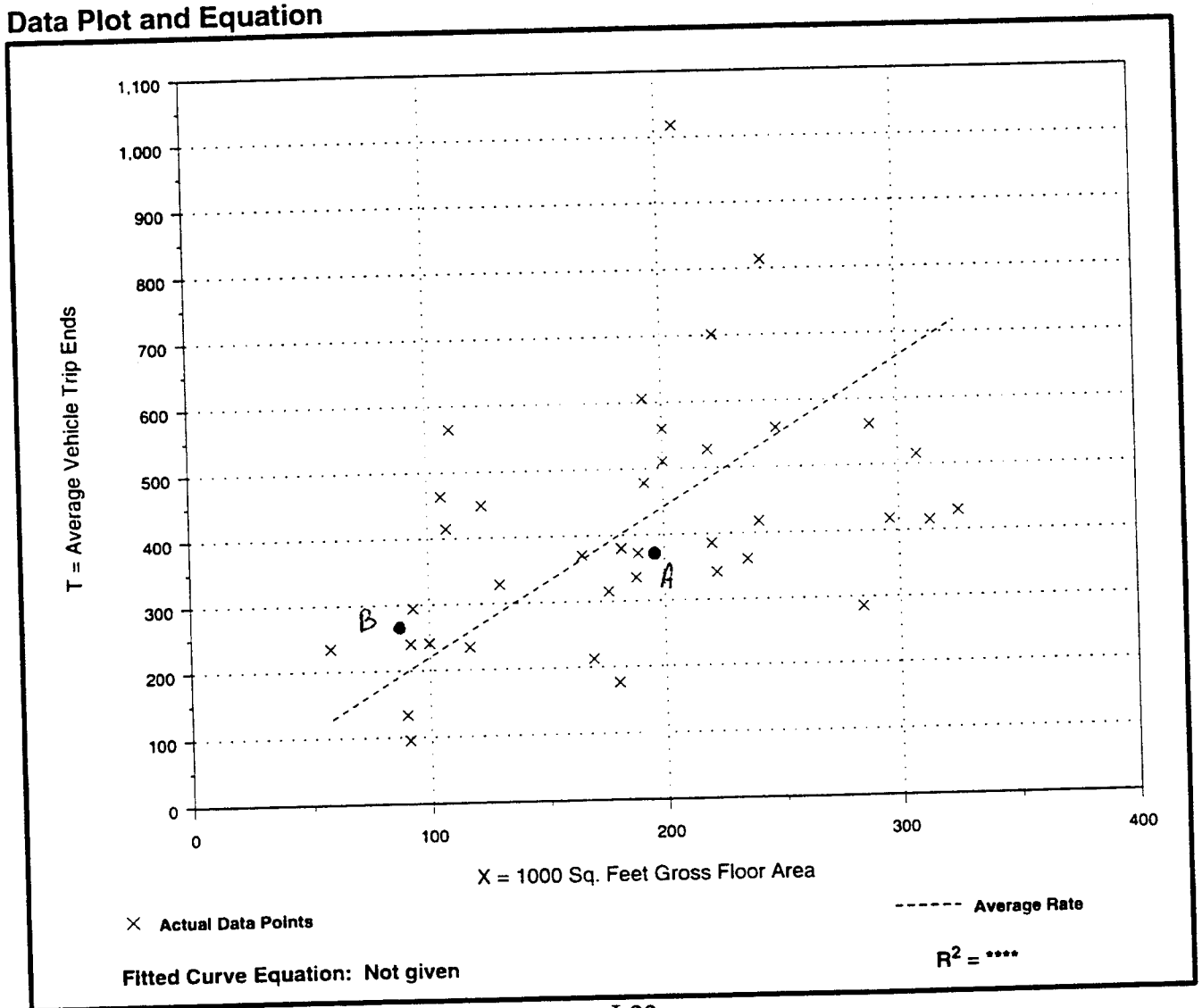
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 38
Average 1000 Sq. Feet GFA: 187
Directional Distribution: 30% entering, 70% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.21	0.98 - 5.14	1.78

Data Plot and Equation



High School
(530)

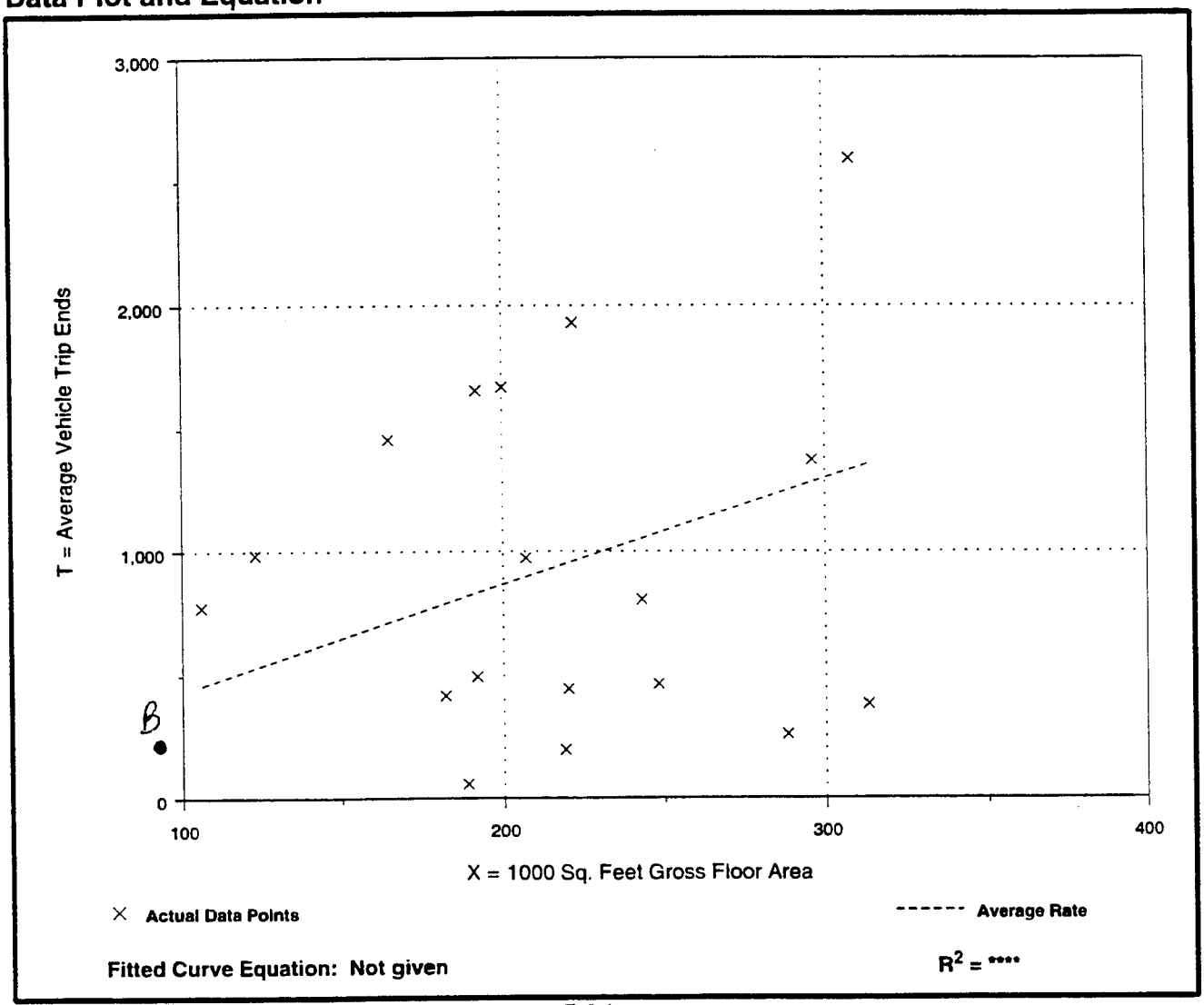
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
4.33	0.31 - 8.85	3.76

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

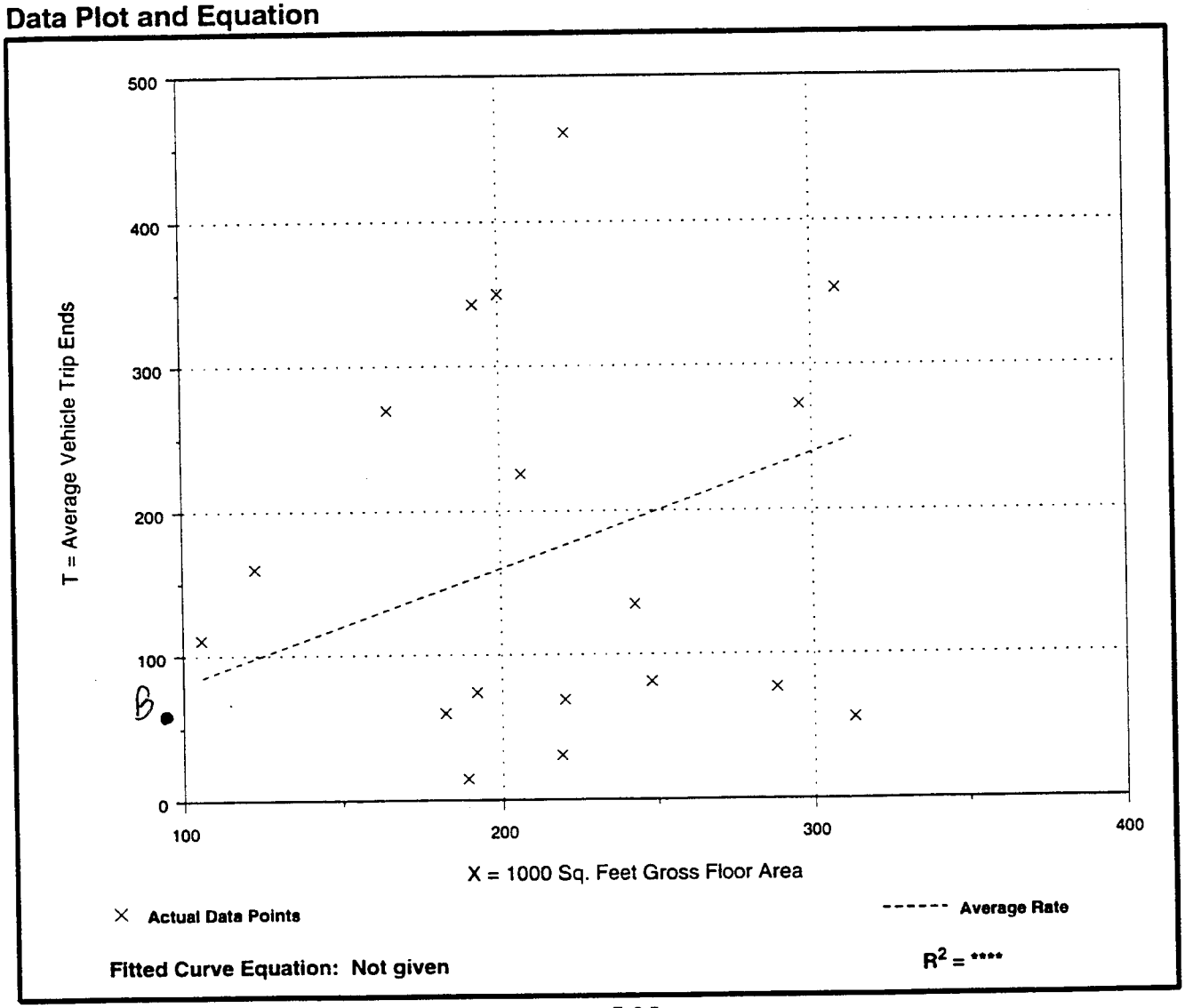
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday,
Peak Hour of Generator

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 74% entering, 26% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.80	0.08 - 2.08	1.09

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

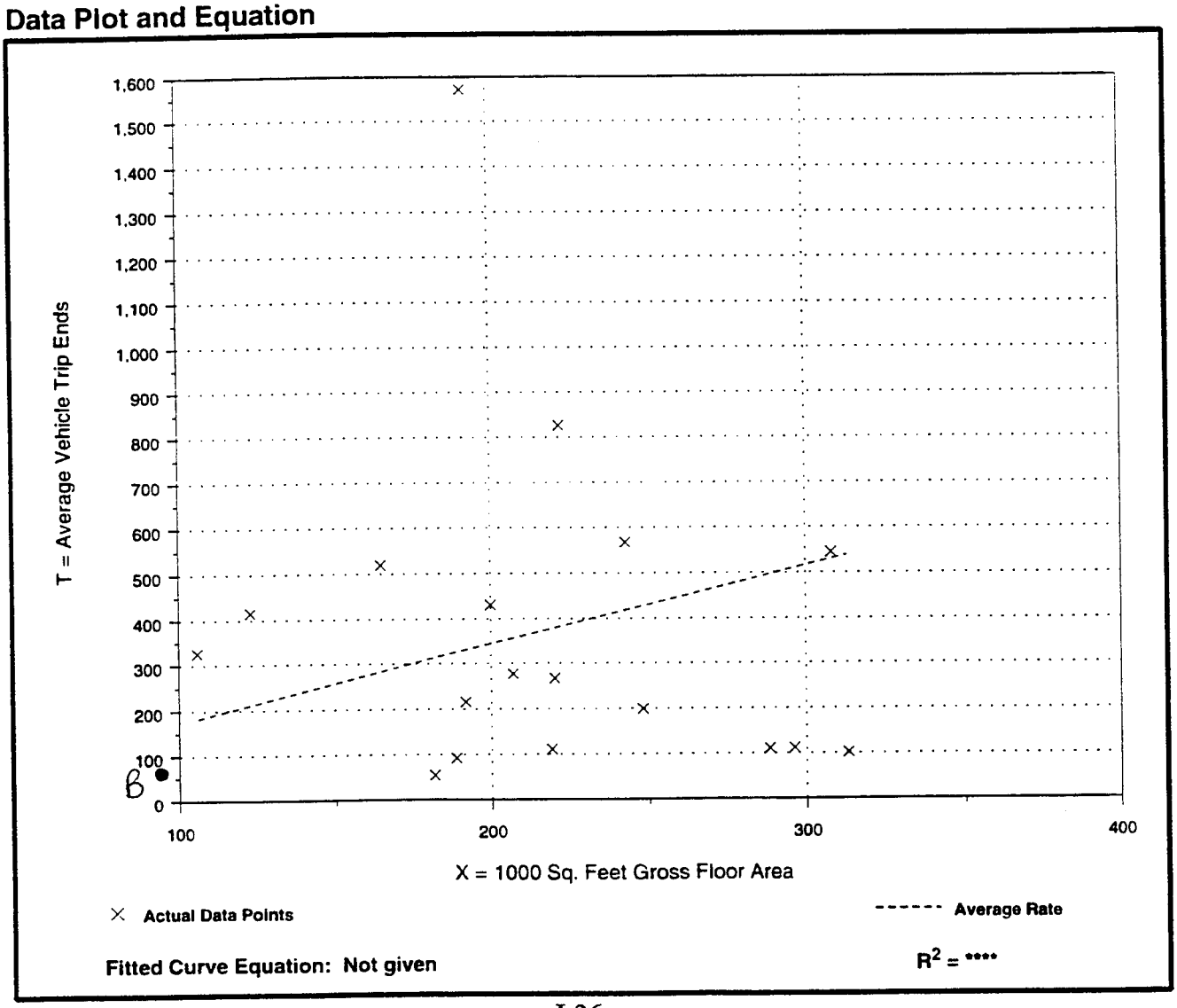
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.72	0.30 - 8.19	2.24

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

High School
(530)

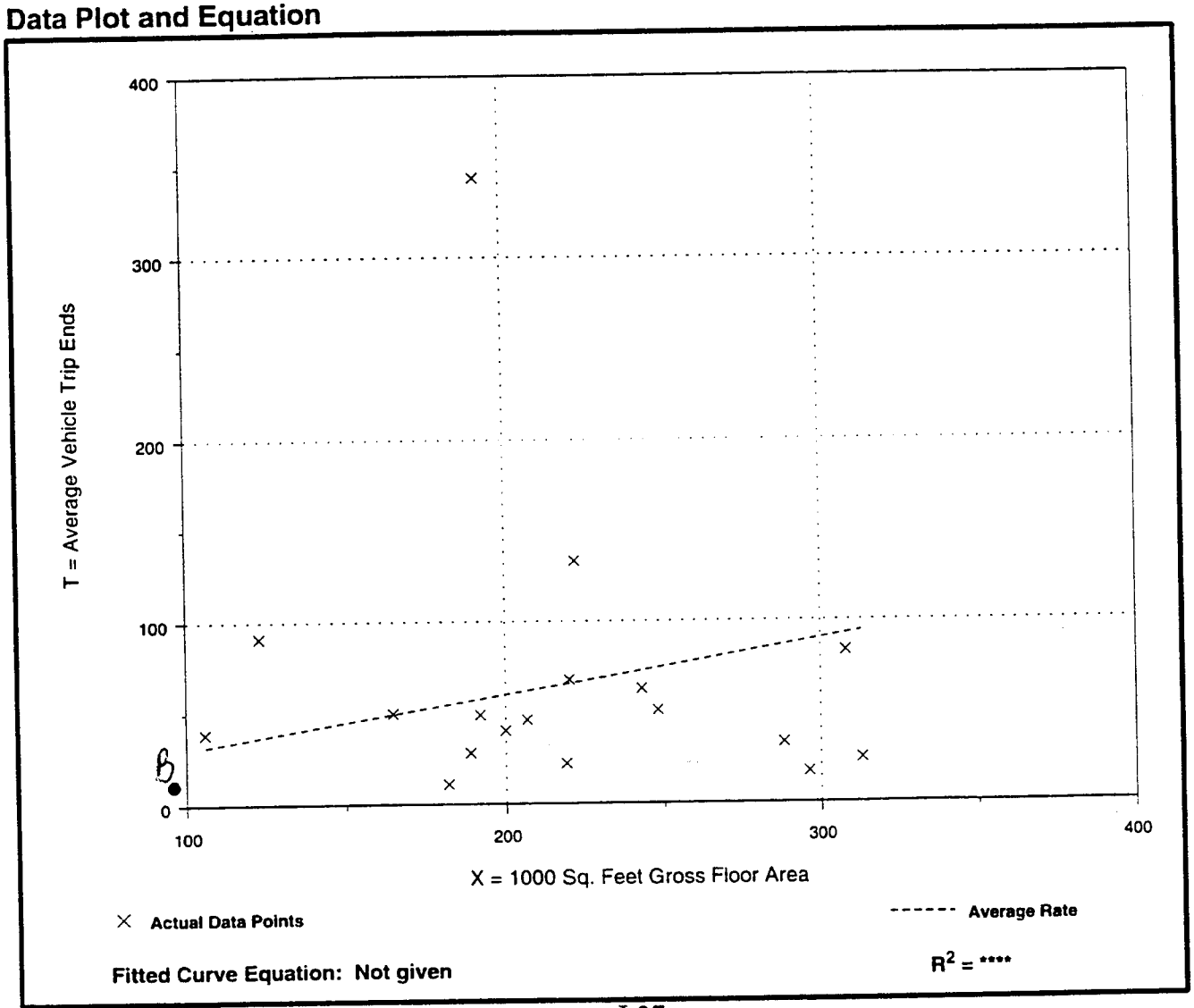
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday,
Peak Hour of Generator

Number of Studies: 18
Average 1000 Sq. Feet GFA: 217
Directional Distribution: 33% entering, 67% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.30	0.06 - 1.79	0.67

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

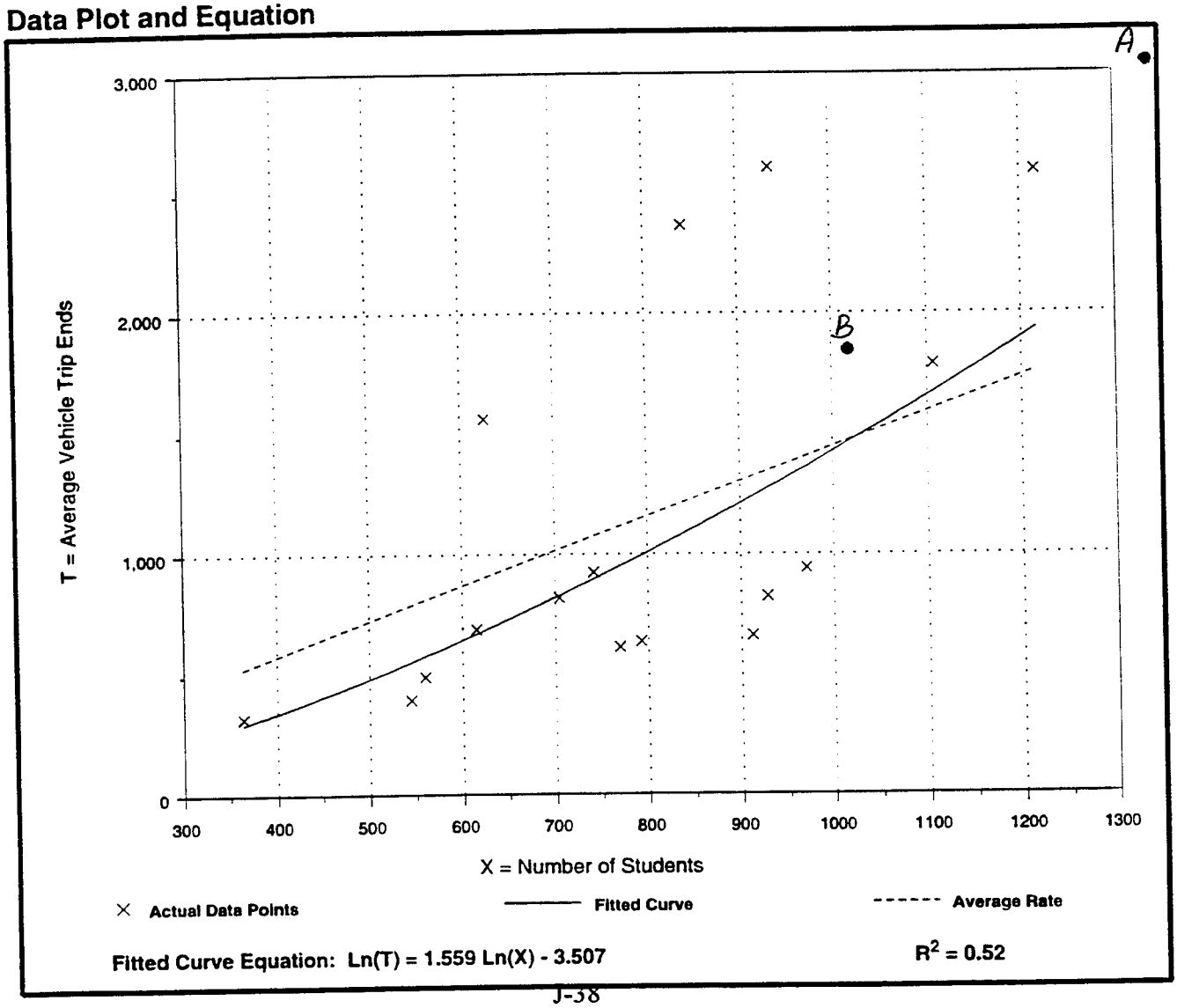
Average Vehicle Trip Ends vs: Students
On a: Weekday

Number of Studies: 16
Average Number of Students: 789
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
1.45	0.72 - 2.81	1.41

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.559 Ln(X) - 3.507

$R^2 = 0.52$

Middle School/Junior High School
(522)

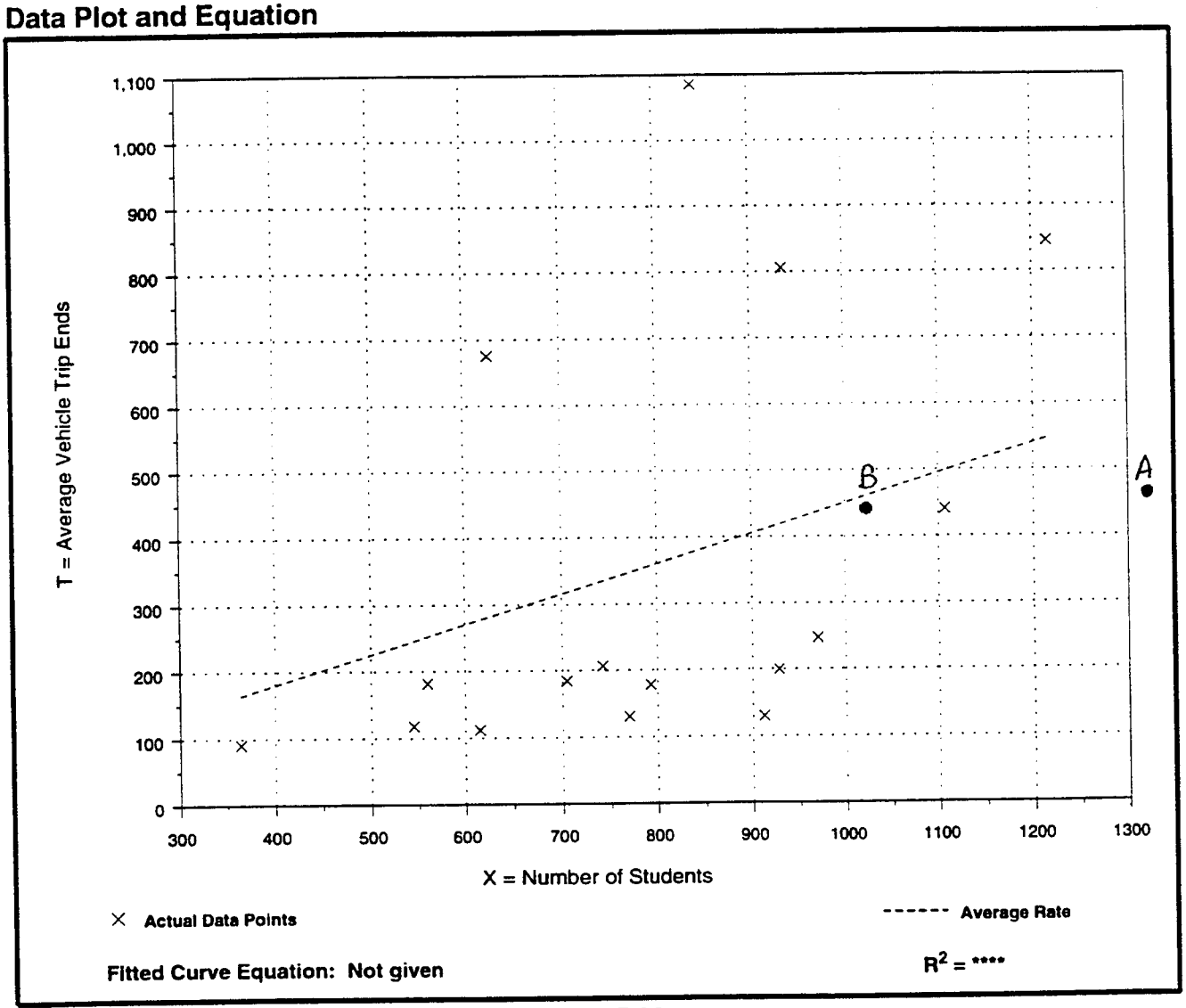
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 16
Average Number of Students: 789
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.45	0.14 - 1.29	0.75

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

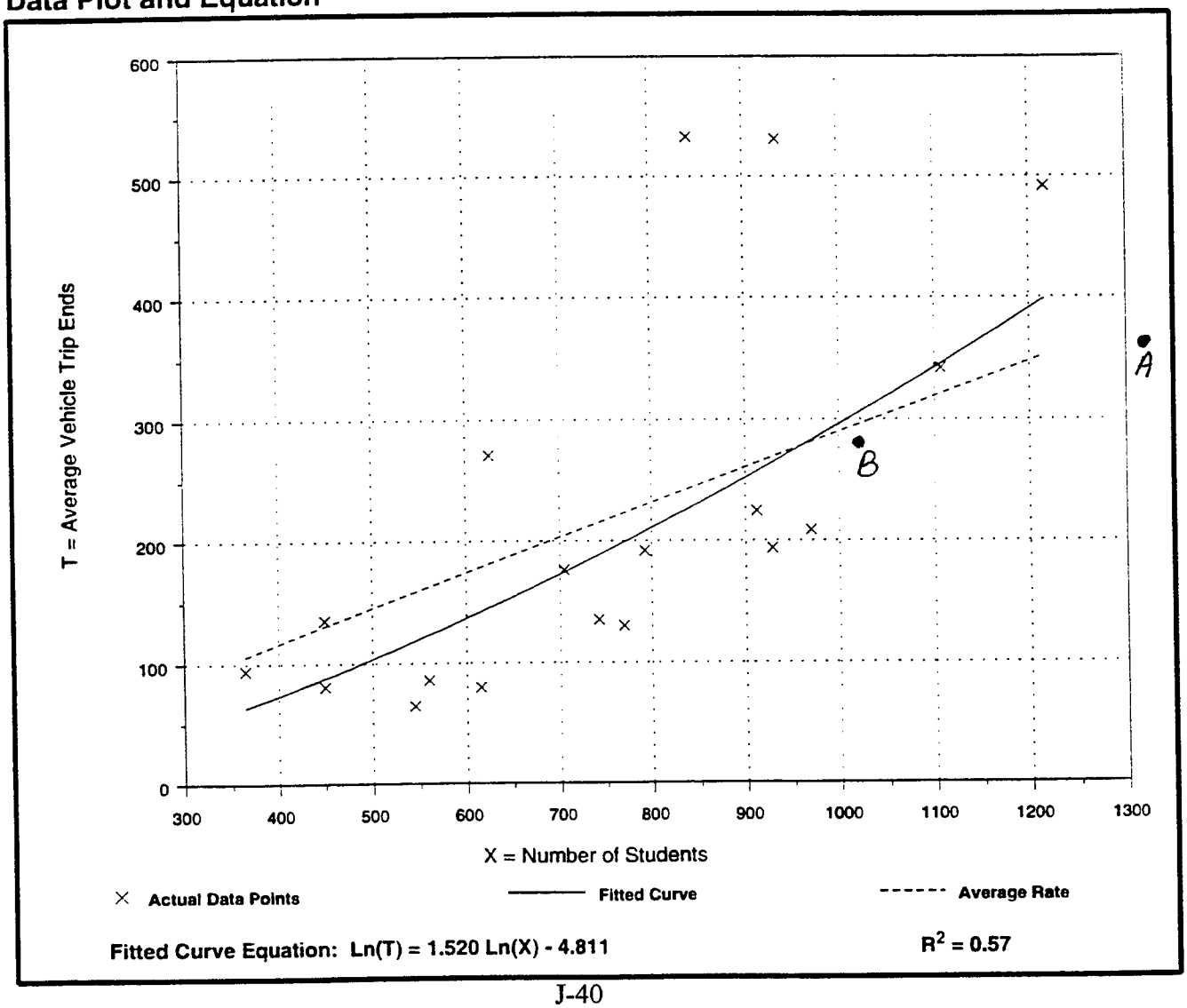
Average Vehicle Trip Ends vs: **Students**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 18
Average Number of Students: 752
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.29	0.12 - 0.63	0.56

Data Plot and Equation



Fitted Curve Equation: $Ln(T) = 1.520\ Ln(X) - 4.811$

$R^2 = 0.57$

Middle School/Junior High School
(522)

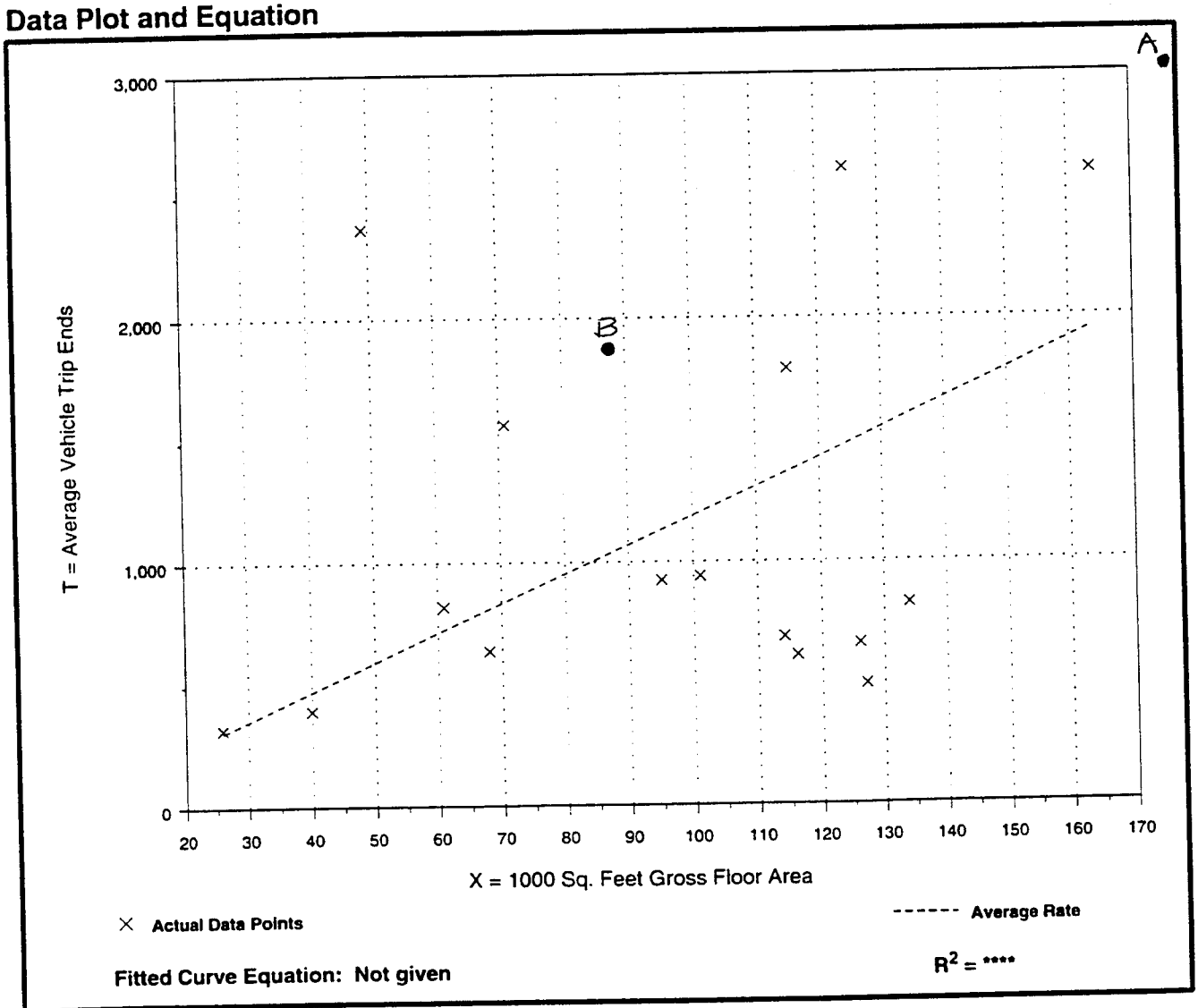
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
11.92	3.89 - 48.31	9.35

Data Plot and Equation



Middle School/Junior High School
(522)

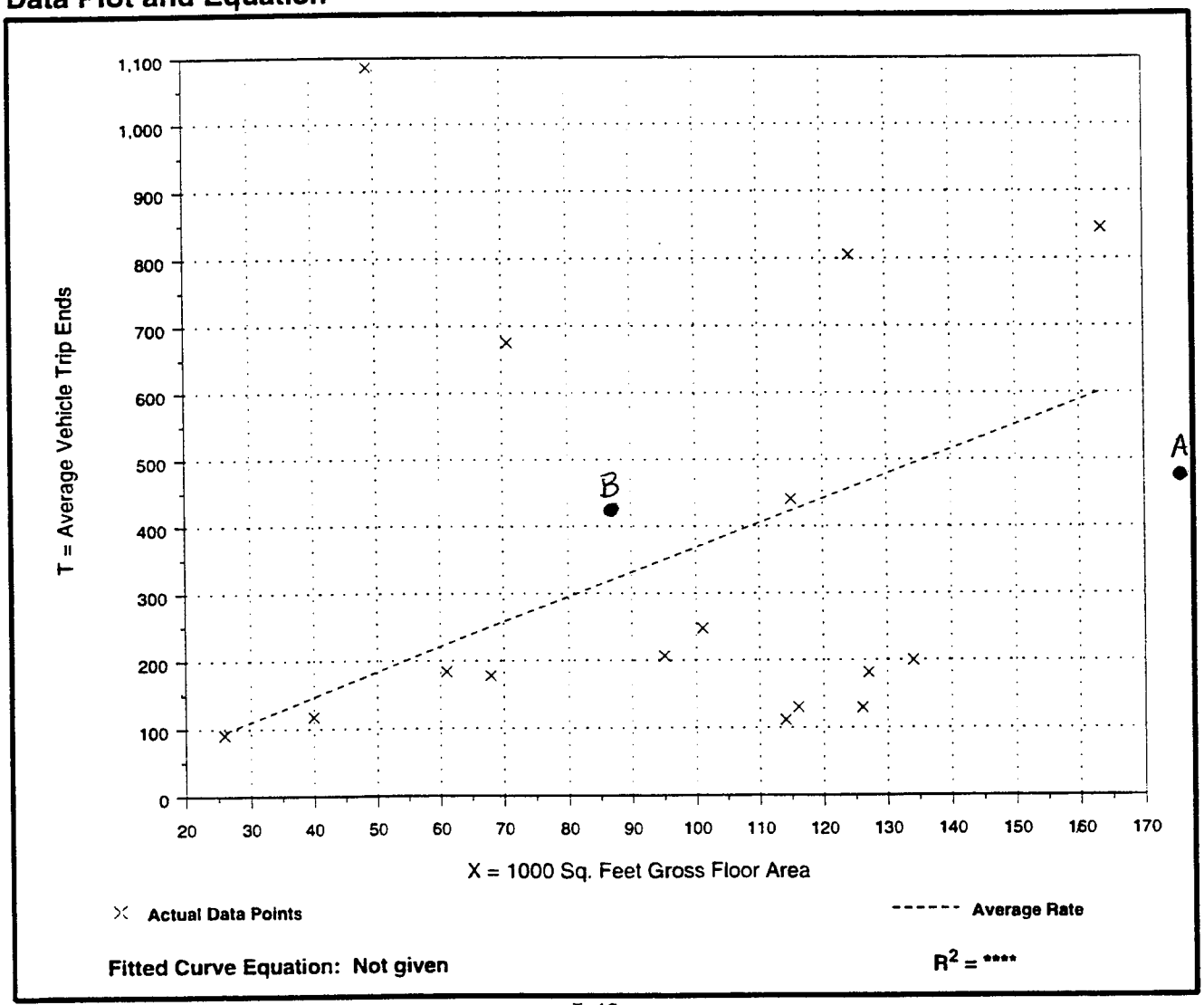
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 57% entering, 43% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.68	0.98 - 22.16	4.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Middle School/Junior High School
(522)

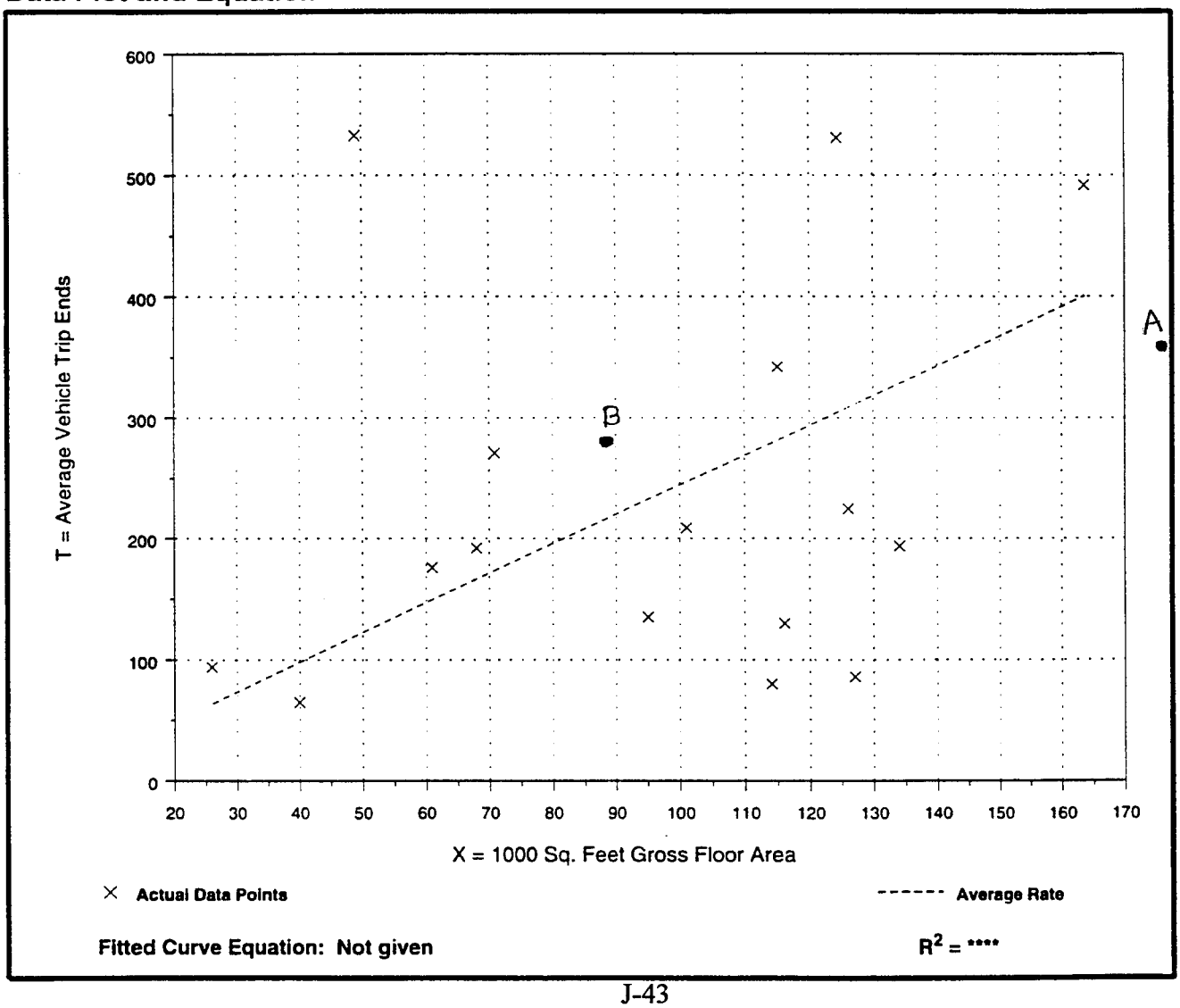
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 96
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.45	0.68 - 10.88	2.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

APPENDIX K

ITE Format Graphs
Poultry-Related Facilities

Poultry Processing Facilities

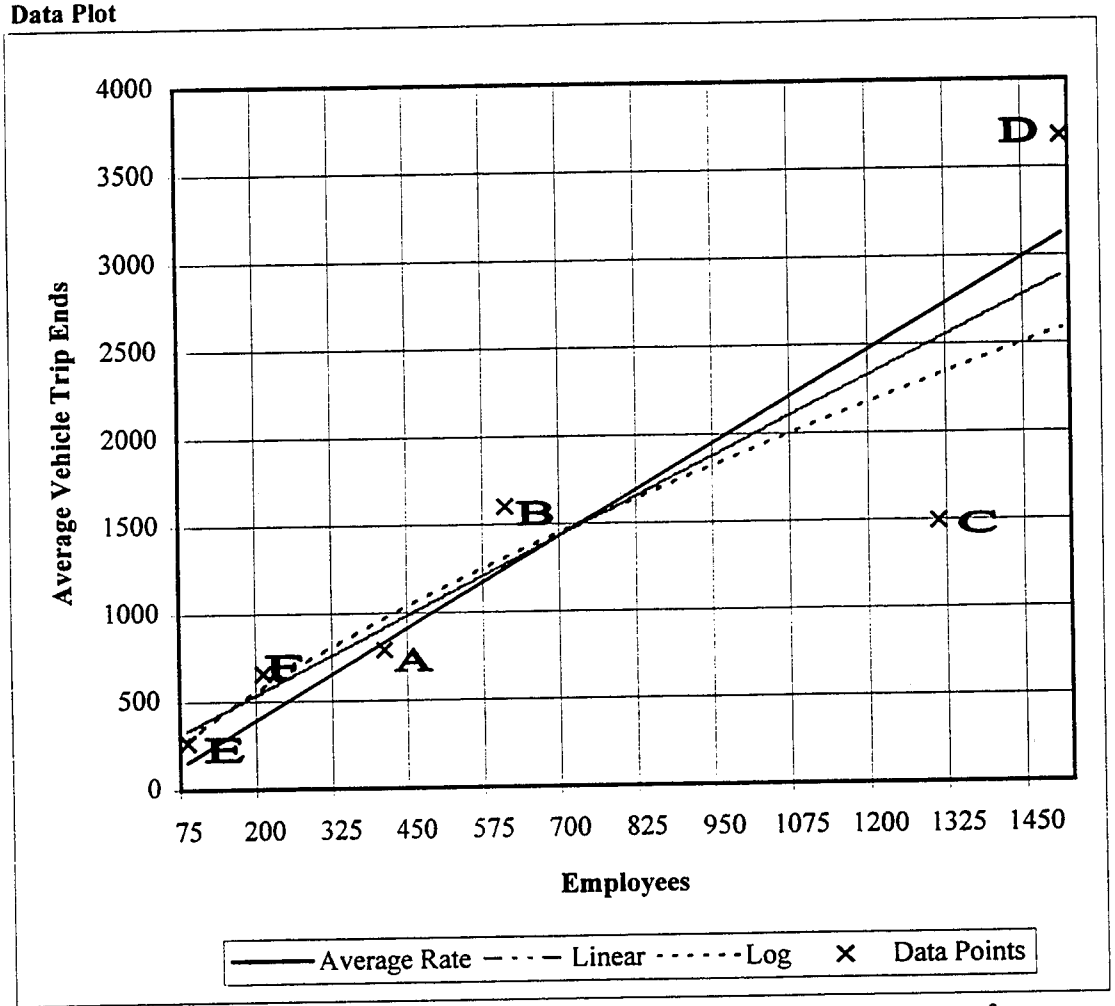
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 6
Average SEV Value: 679
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.08	1.15-3.52	0.91

Data Plot



Linear Equation Trip Ends=197.01+1.79(Employee) r^2=0.75

Log Equation Trip Ends=11.36(Employee)$^{0.74}$ r^2=0.89

Poultry Processing Facilities

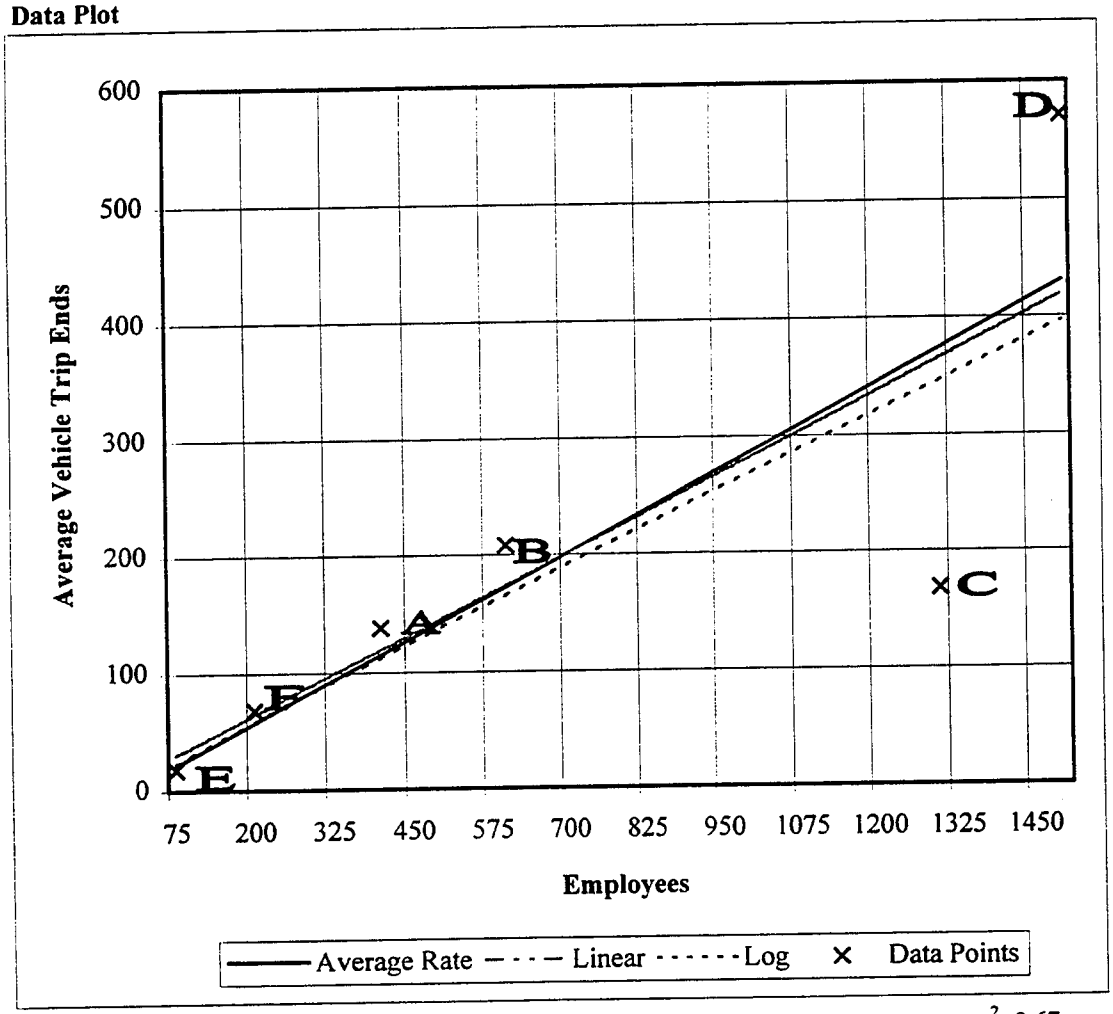
Average Vehicle Trip Ends V/S: Employees
On a: Weekday AM Peak

Number of Studies: 6
Average SEV Value: 679
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.29	0.13-0.38	0.10

Data Plot



Linear Equation Trip Ends=9.78+0.27(Employee) r^2=0.67

Log Equation Trip Ends=0.37(Employee)$^{0.95}$ r^2=0.88

Poultry Processing Facilities

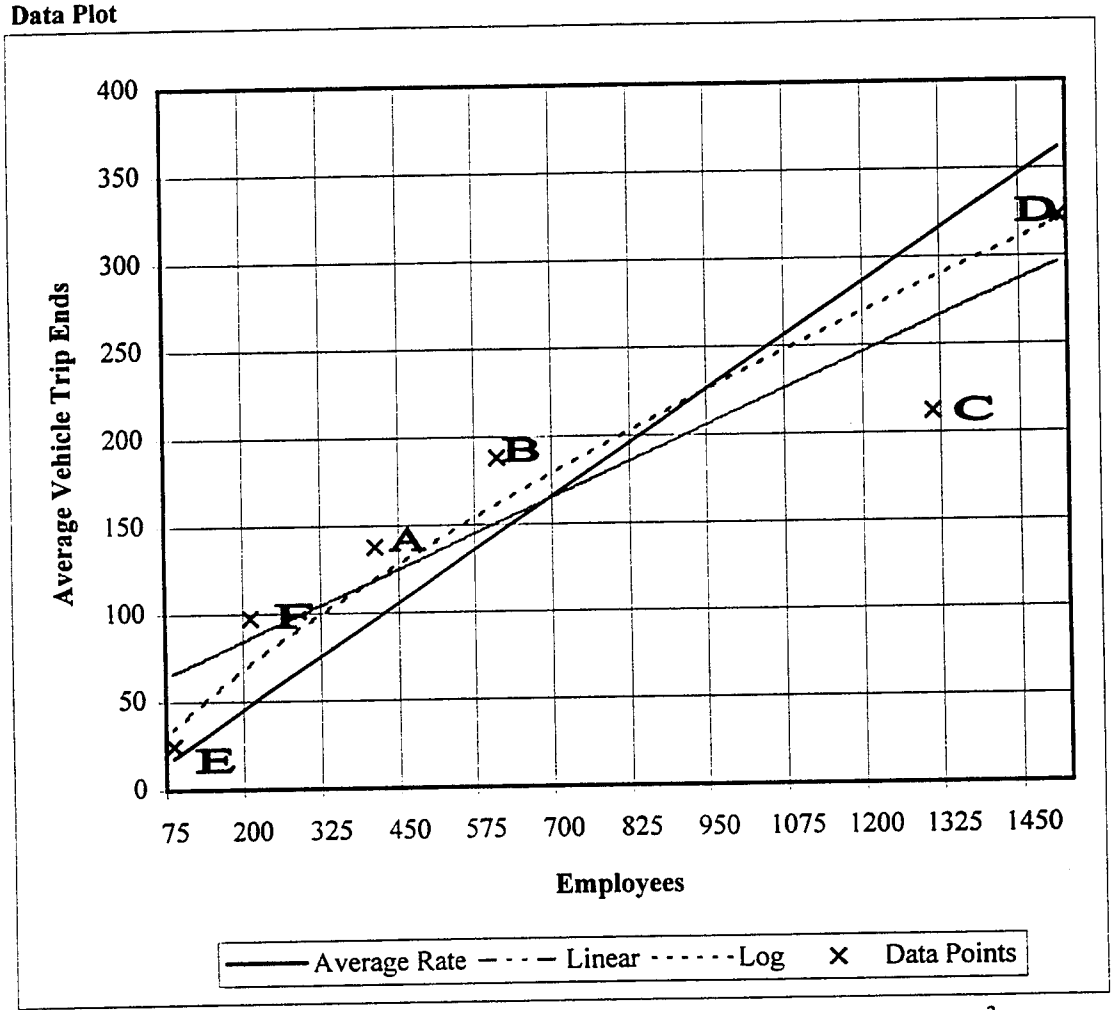
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 6
Average SEV Value: 679
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.24	0.16-0.51	0.12

Data Plot



Linear Equation Trip Ends=53.69+0.16(Employee) r^2=0.87

Log Equation Trip Ends=1.36(Employee)$^{0.75}$ r^2=0.91

Poultry Processing Facilities

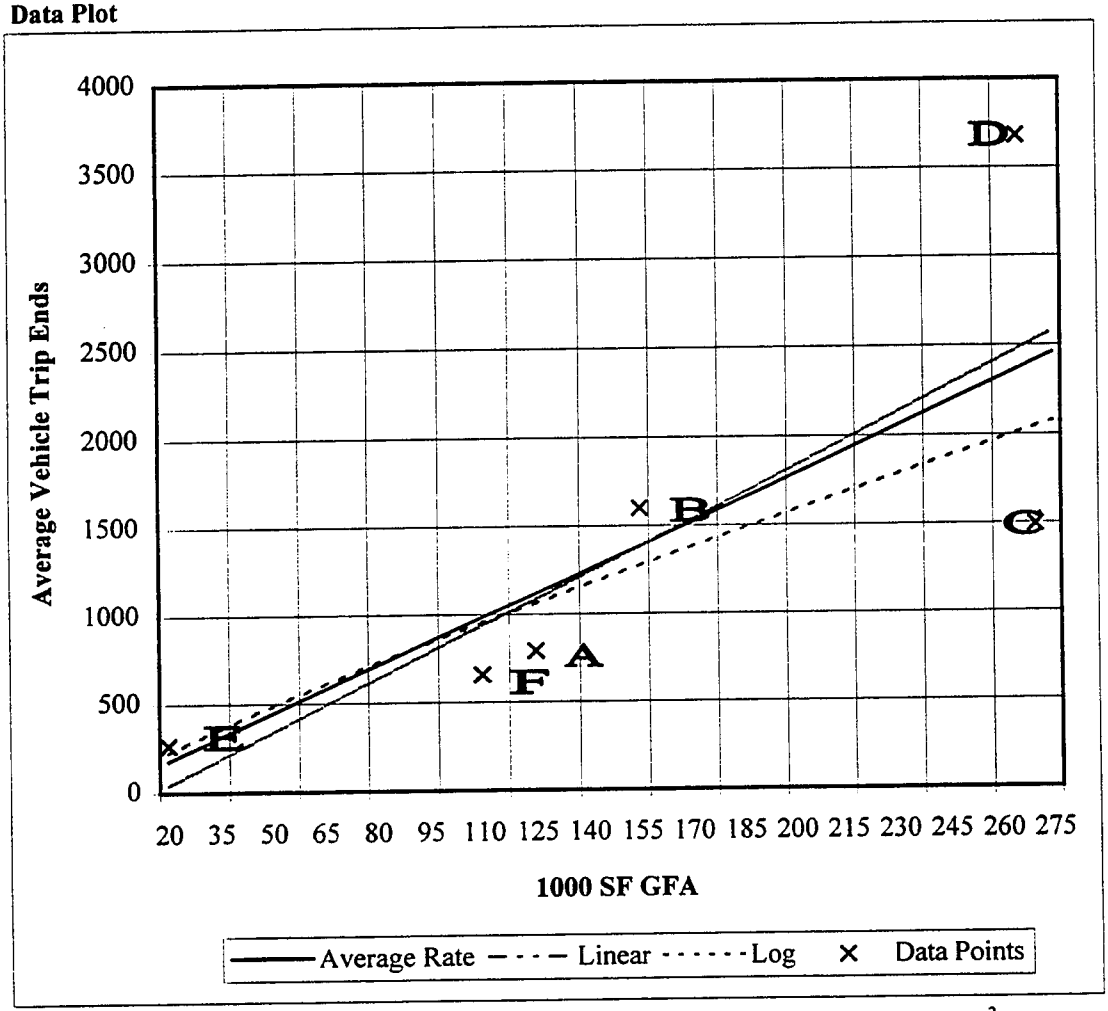
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday

Number of Studies: 6
Average SEV Value: 158
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
8.94	5.49-13.88	3.78

Data Plot



Linear Equation Trip Ends=-158.87+9.95(1000 SF GFA) r^2=0.62

Log Equation Trip Ends=17.64(1000 SF GFA)$^{0.85}$ r^2=0.81

Poultry Processing Facilities

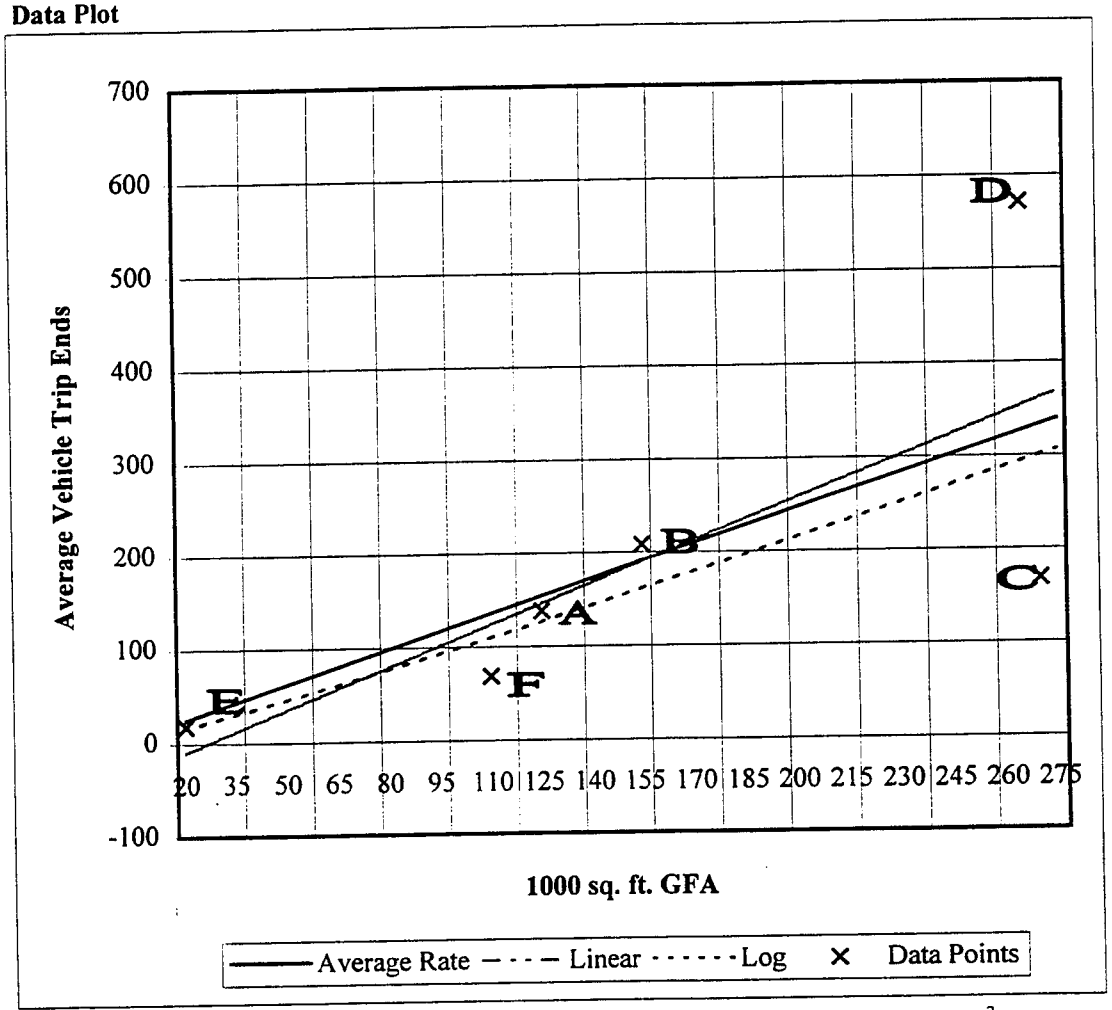
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday AM Peak

Number of Studies: 6
Average SEV Value: 158
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
1.23	0.62-2.15	0.58

Data Plot



Linear Equation Trip Ends=-39.64+1.48(1000 SF GFA) r^2=0.53

Log Equation Trip Ends=0.57(1000 SF GFA)$^{1.12}$ r^2=0.84

Poultry Processing Facilities

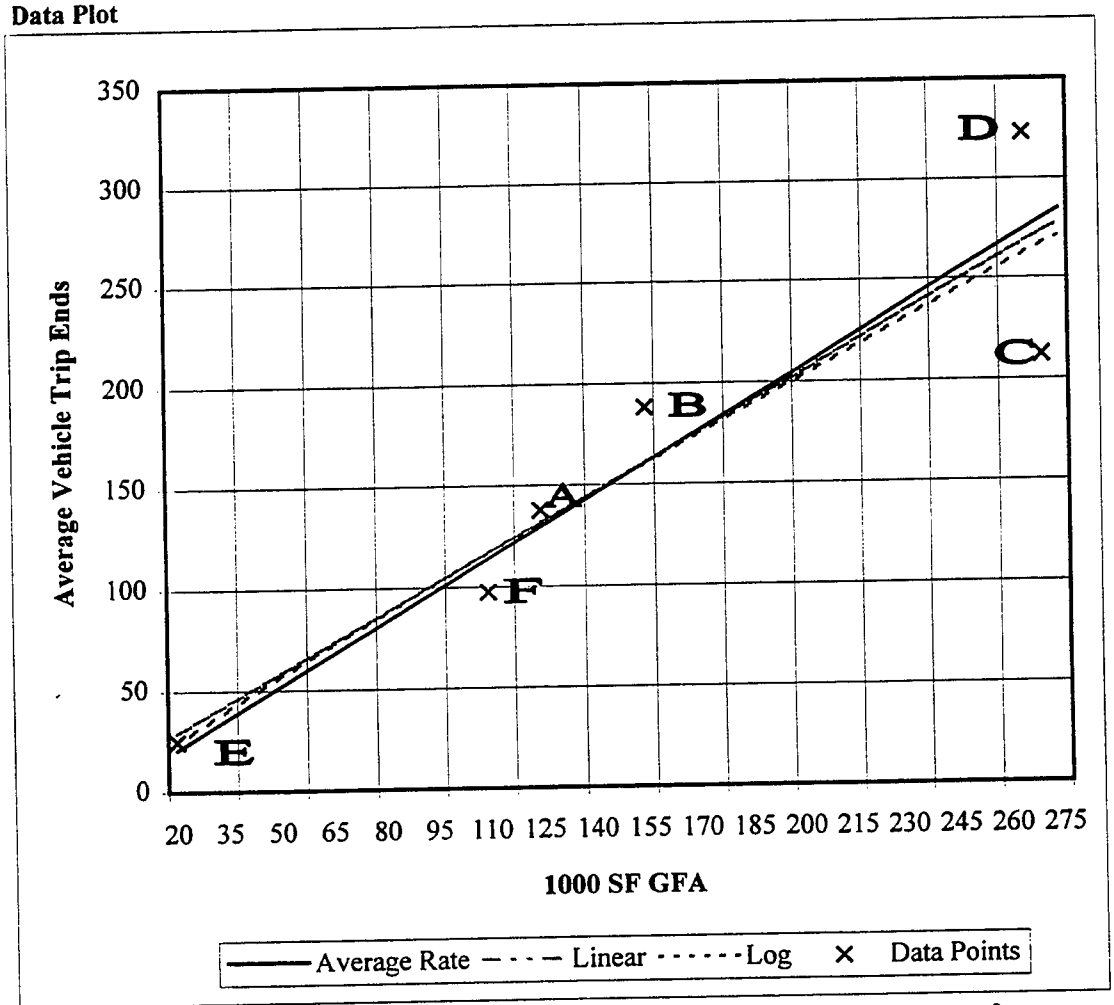
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday PM Peak

Number of Studies: 6
Average SEV Value: 158
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
1.04	0.78-1.22	0.19

Data Plot



Linear Equation Trip Ends=9.37+0.98(1000 SF GFA) r^2=0.85

Log Equation Trip Ends=1.54(1000 SF GFA)$^{0.92}$ r^2=0.96

APPENDIX L

ITE Format Graphs
Timber Processing Facilities

Timber Processing Facilities

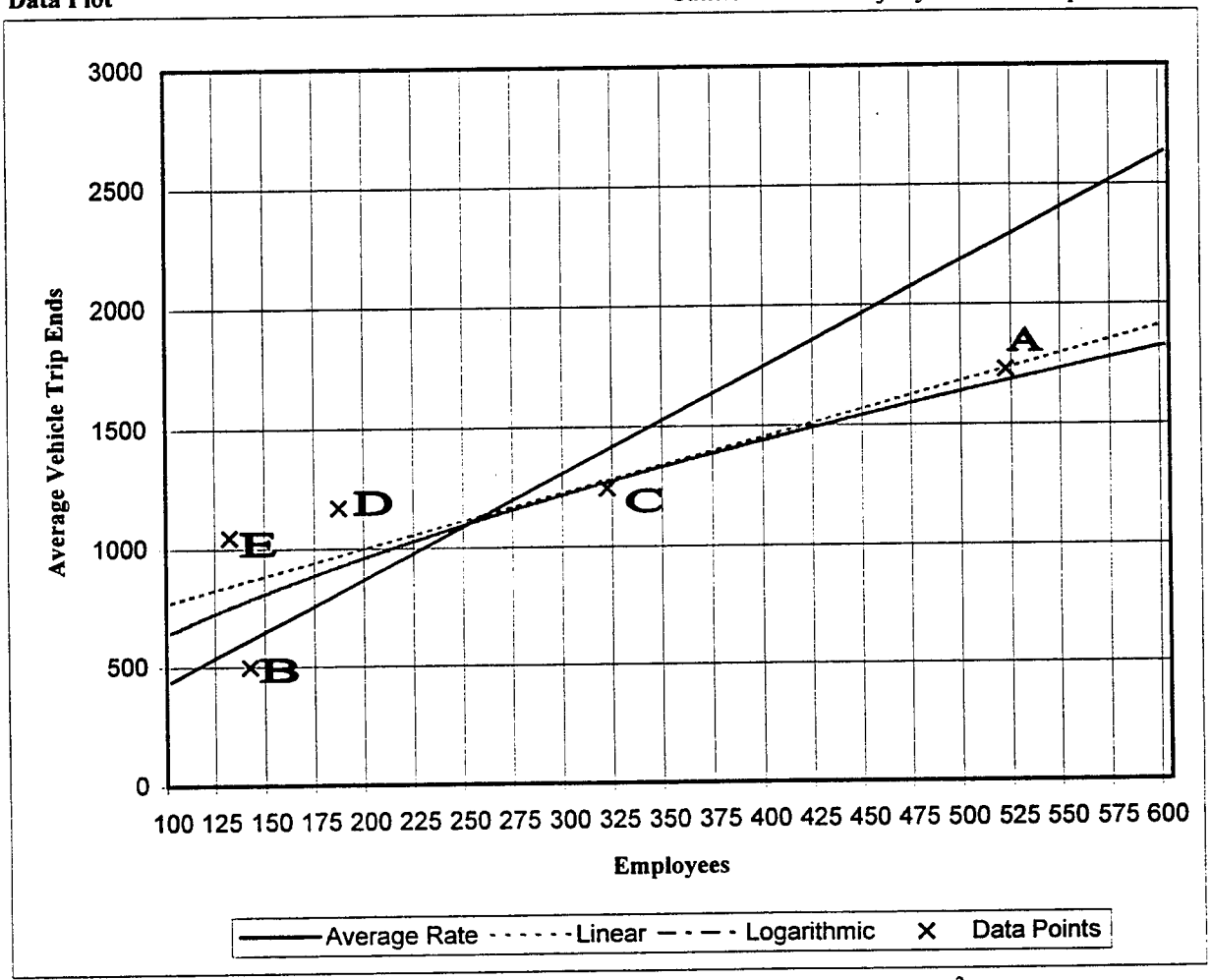
Average Vehicle Trip Ends V/S: Employees
On a: Weekday

Number of Studies: 5
Average SEV Value: 259
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
4.39	3.33-8.05	2.07

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends = 546.4+2.28(Employees) r^2=0.72

Log Equation Trip Ends=44.70(Employees)$^{0.58}$ r^2=0.56

Timber Processing Facilities

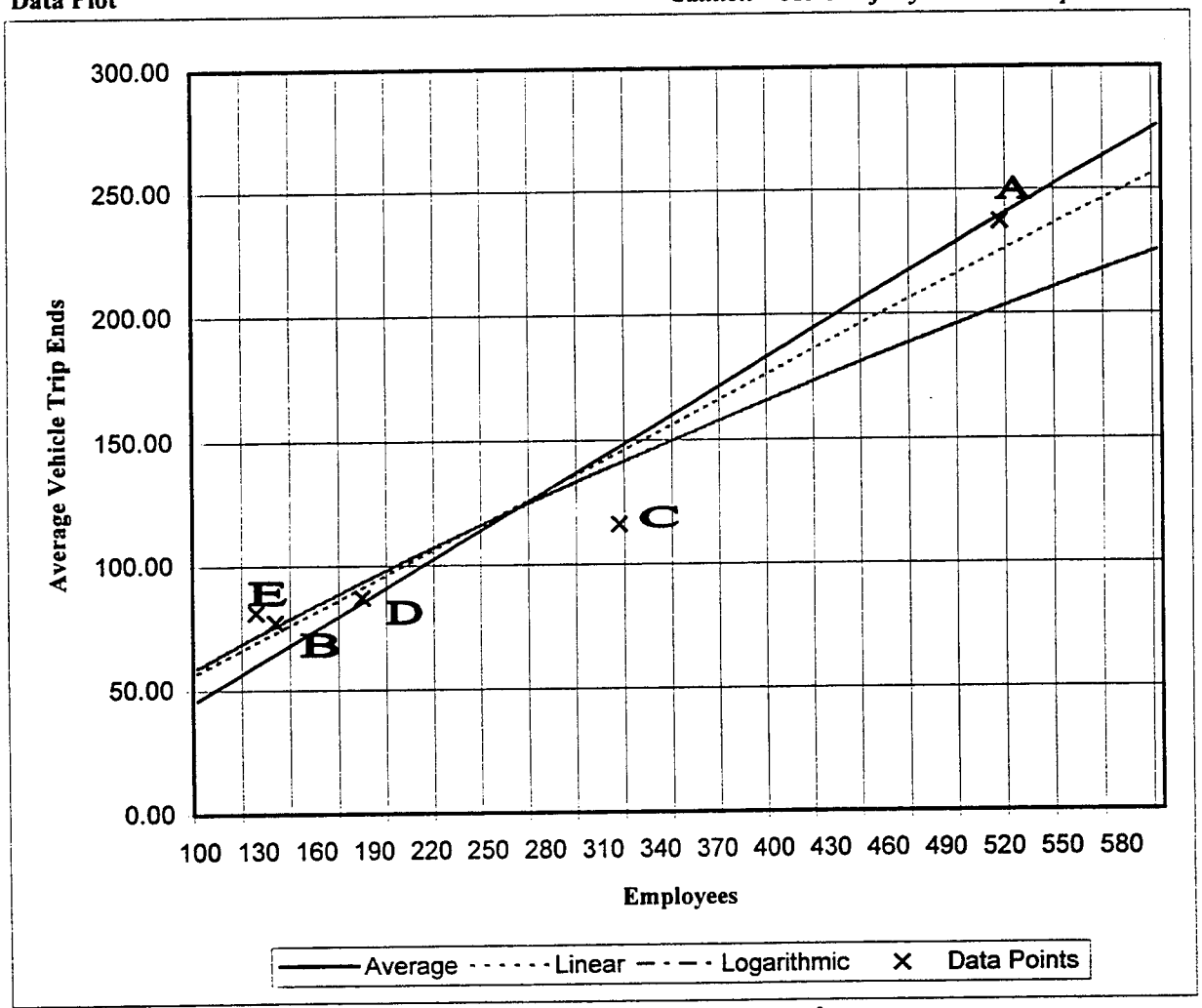
Average Vehicle Trip Ends V/S: Employees
On a: Weekday AM Peak

Number of Studies: 5
Average SEV Value: 259
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.46	0.36-0.62	0.10

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=16.87+.40(Employees) $r^2 = 0.94$

Log Equation Log Trip Ends=1.86(Employees)$^{0.75}$ $r^2 = 0.91$

Timber Processing Facilities

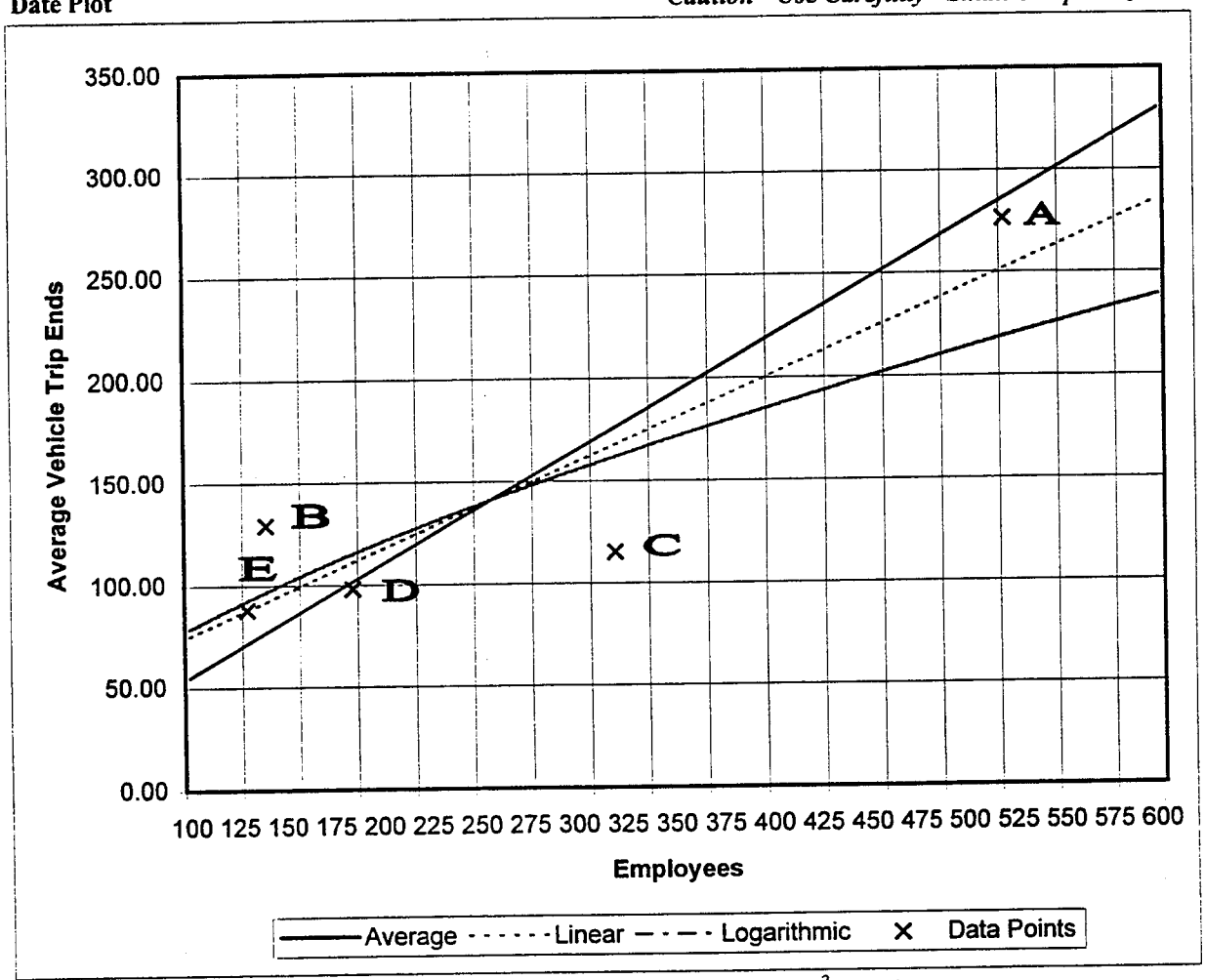
Average Vehicle Trip Ends V/S: Employees
On a: Weekday PM Peak

Number of Studies: 5
Average SEV Value: 259
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.55	0.36-0.92	0.21

Date Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=33.17+0.42(Employees) $r^2 = 0.79$

Log Equation Trip Ends=4.53(Employees)$^{0.62}$ $r^2 = 0.65$

Timber Processing Facilities

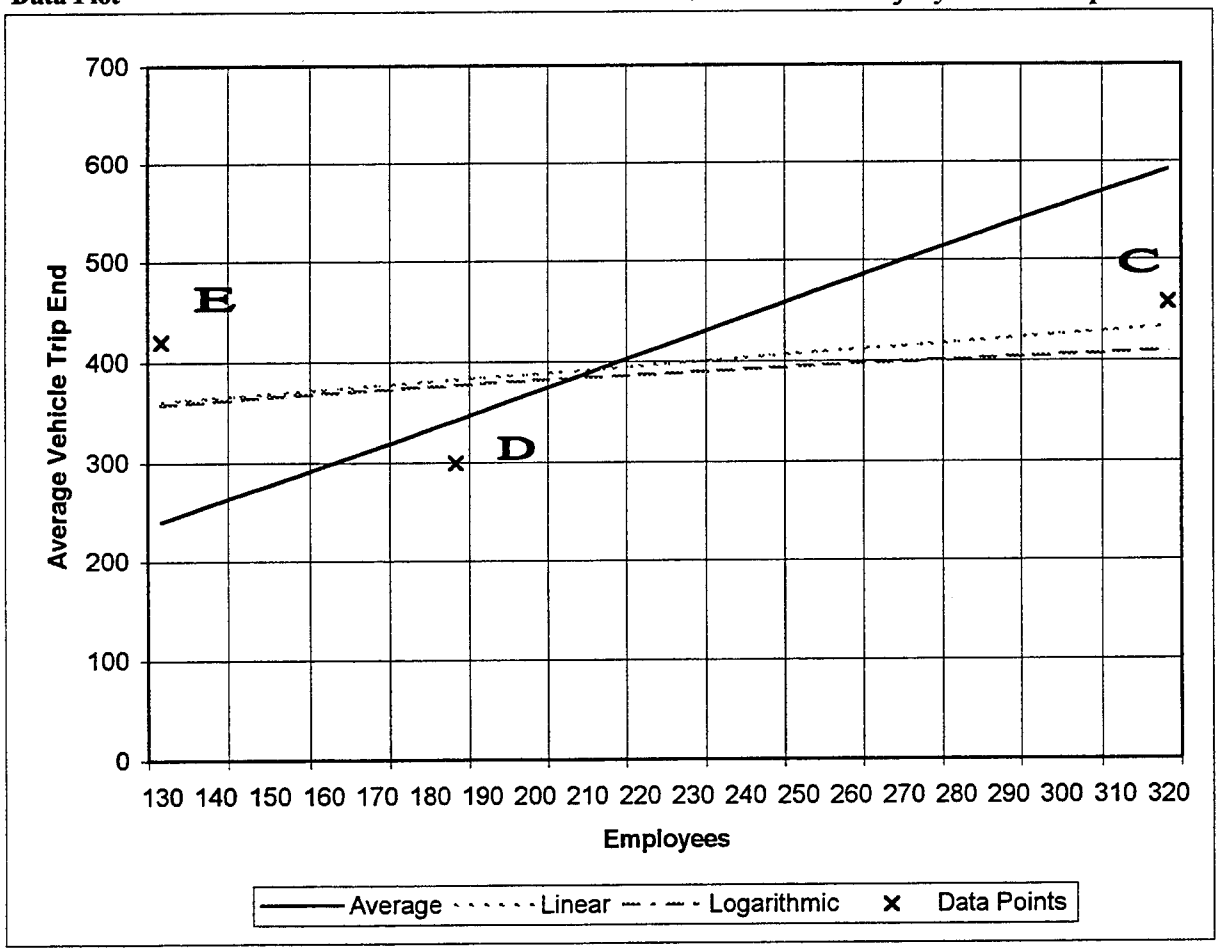
Average Vehicle Trip Ends V/S: Employees
On a: Saturday (Open)

Number of Studies: 3
Average SEV Value: 211.7
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.85	1.43-3.23	0.99

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=311.89+0.38(Employees) $r^2 = 0.20$

Log Equation Trip Ends=172.43(Employees)$^{0.15}$ $r^2 = 0.10$

(Equations with $r^2<0.5$ are not recommended for use)

Timber Processing Facilities

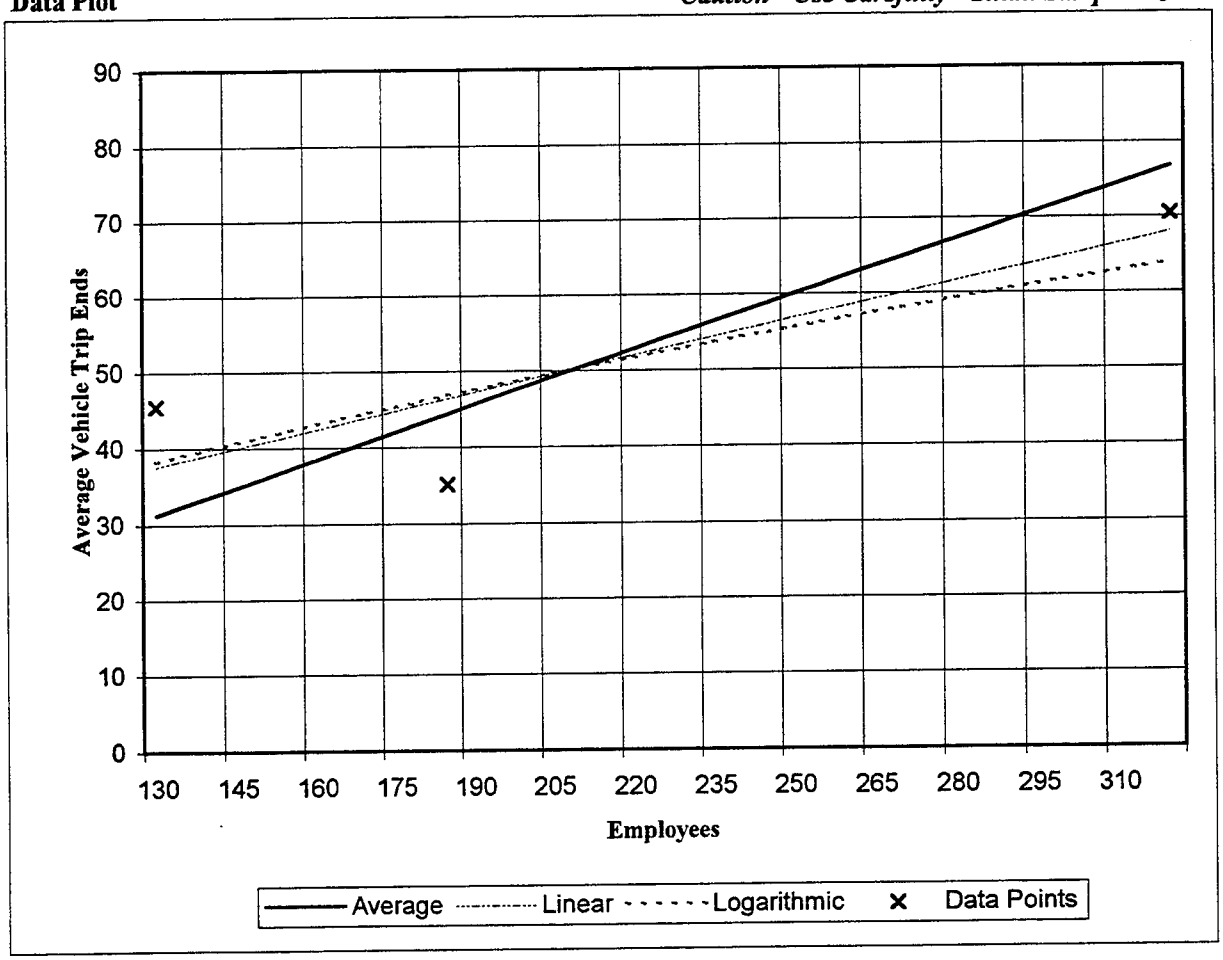
Average Vehicle Trip Ends V/S: Employees
On a: SaturdayPeak (Open)

Number of Studies: 3
Average SEV Value: 211.7
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.24	0.19-0.35	0.08

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends= 16.82+0.16 (Employees) r^2= 0.74

Log Equation Trip Ends= 2.39 (Employees)$^{0.57}$ r^2= 0.56

Timber Processing Facilities

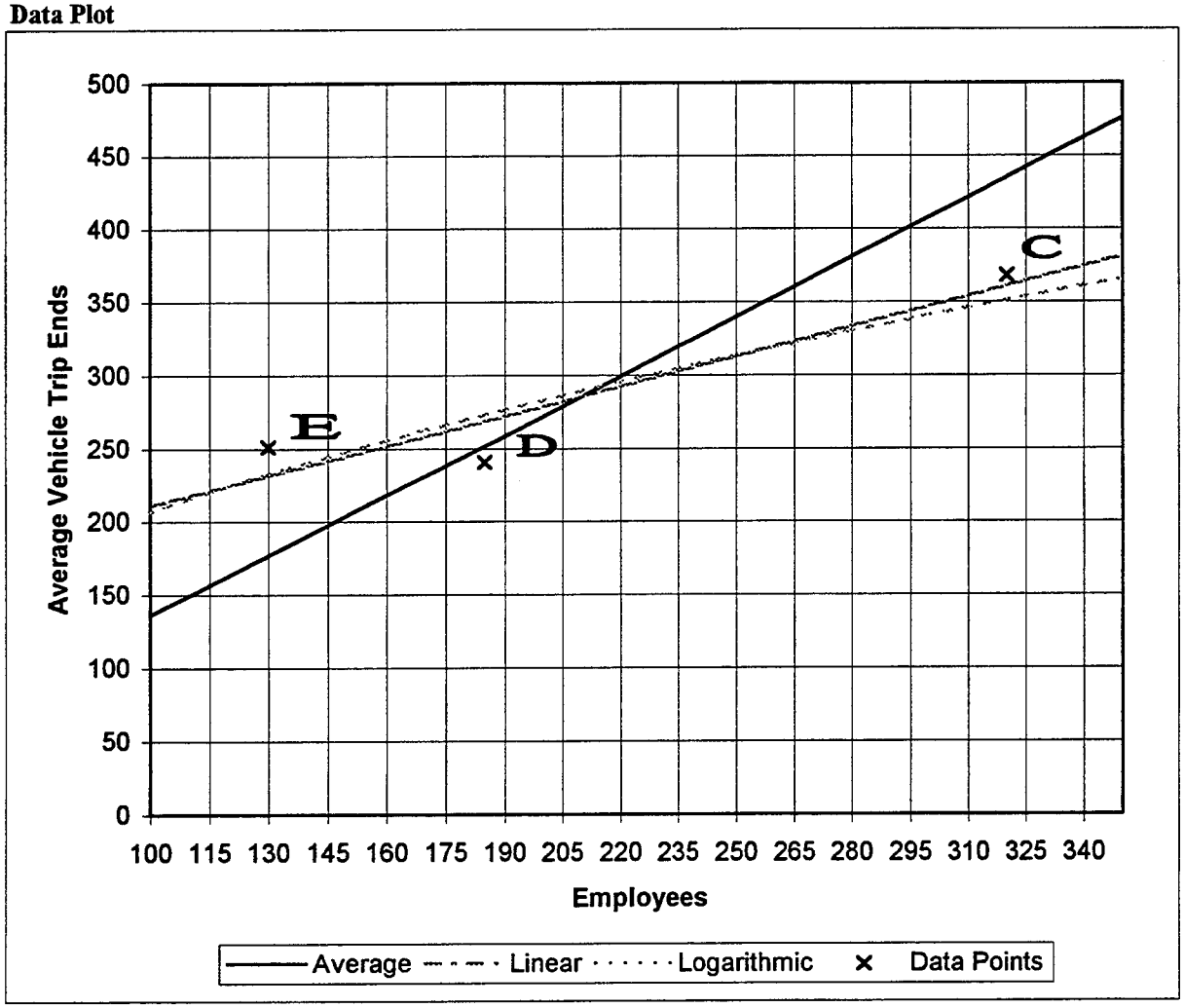
Average Vehicle Trip Ends V/S: Employees
On a: Sunday (Open)

Number of Studies: 3
Average SEV Value: 211.7
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.36	0.98-1.77	0.40

Data Plot



Linear Equation Trip Ends= 142.51+0.68 (Employees) r^2= 0.88

Log Equation Trip Ends= 25.00 (Employees)$^{0.46}$ r^2= 0.78

Timber Processing Facilities

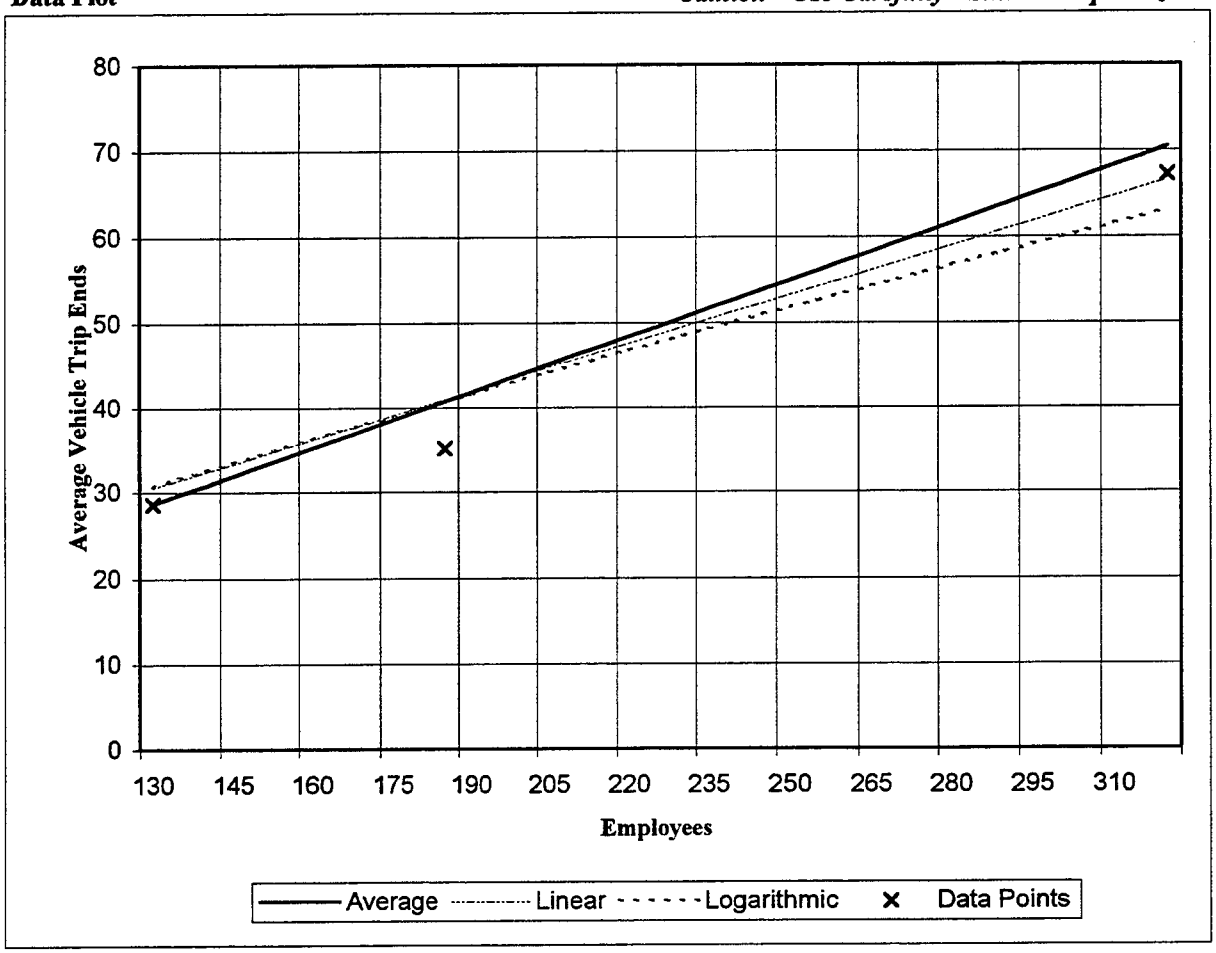
Average Vehicle Trip Ends V/S: Employees
On a: Sunday Peak (Open)

Number of Studies: 3
Average SEV Value: 211.7
Directional Distribution: Not Studied

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.22	0.19-0.26	0.03

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends= 5.81+0.19 (Employees) r^2= 0.95

Log Equation Trip Ends= 0.63 (Employees)$^{0.80}$ r^2= 0.90

Timber Processing Facilities

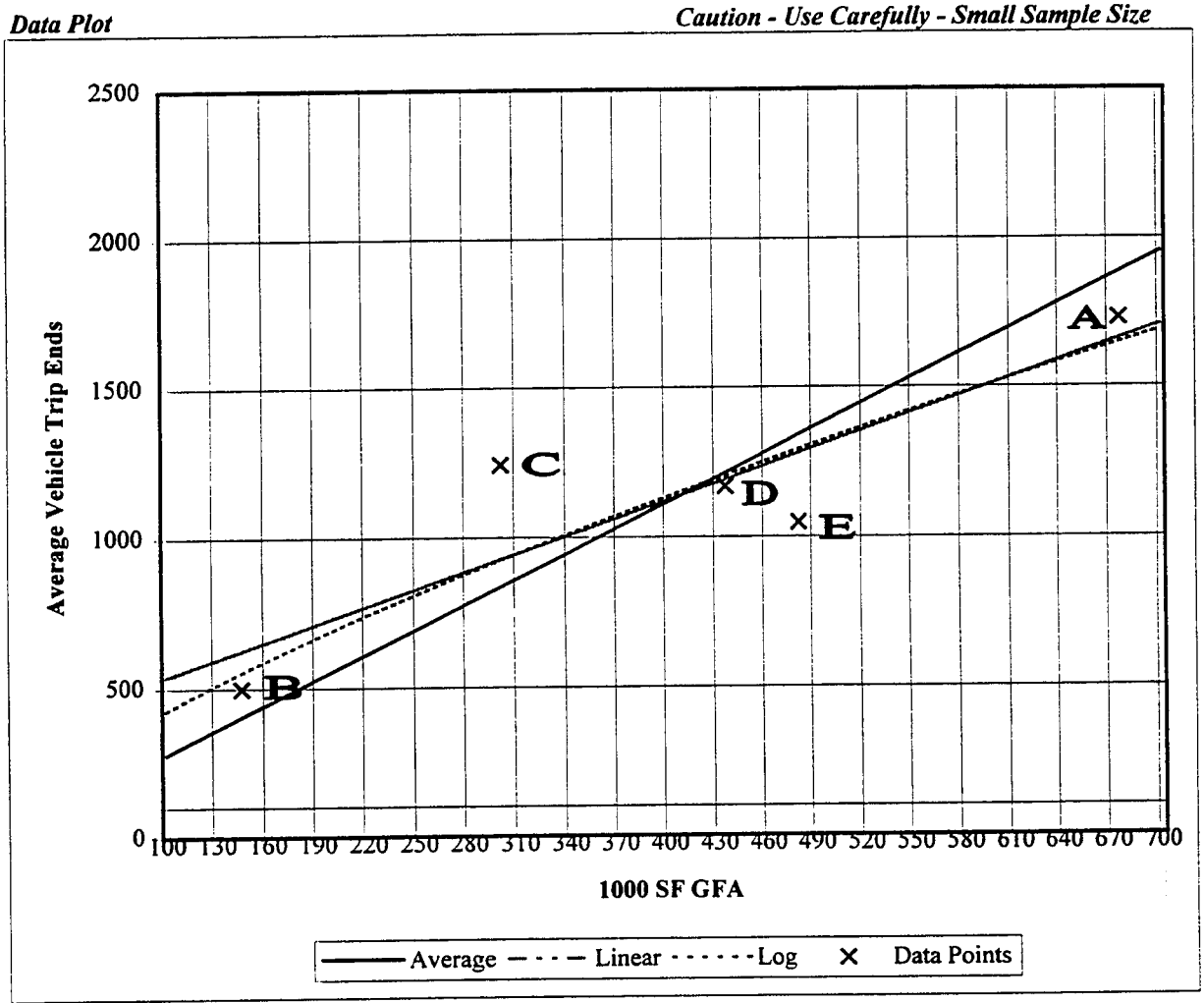
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday

Number of Studies: 5
Average SEV Value: 406.9
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
2.79	2.18-4.14	0.79

Data Plot ***Caution - Use Carefully - Small Sample Size***



Linear Equation Trip Ends=342.94+1.95(1000 SF GFA) r^2=0.78

Log Equation Trip Ends=16.12(1000 SF GFA)$^{0.71}$ r^2=0.83

Timber Processing Facilities

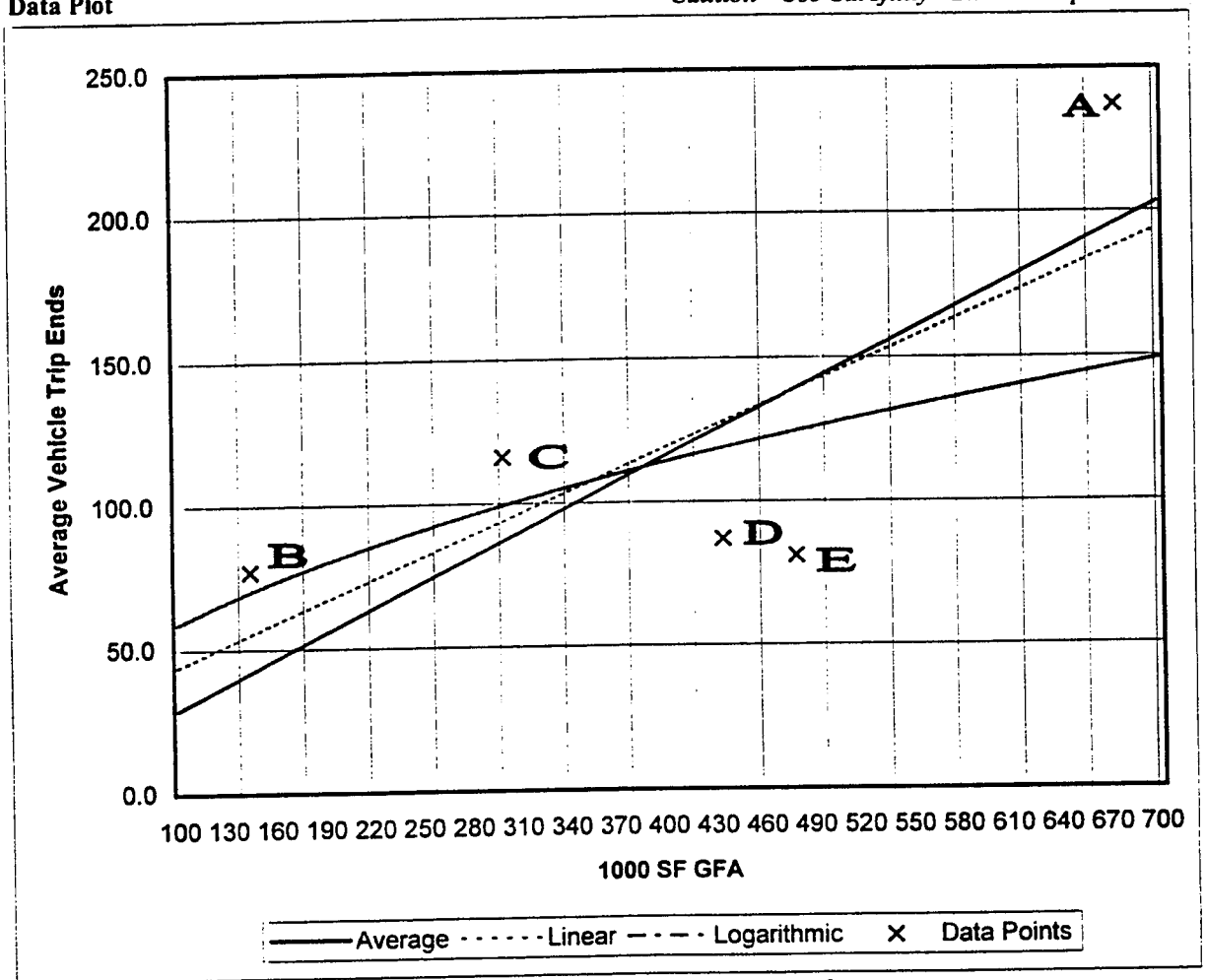
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday AM Peak Hour

Number of Studies: 5
Average SEV Value: 406.9
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.29	0.17-0.54	0.15

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trips Ends=18.84+0.25(1000 SF GFA) $r^2 = 0.54$

Log Equation Trip Ends=6.43(1000 SF GFA)$^{0.48}$ $r^2 = 0.37$

(Equations with r^2<0.5 are not recommended for use)

Timber Processing Facilities

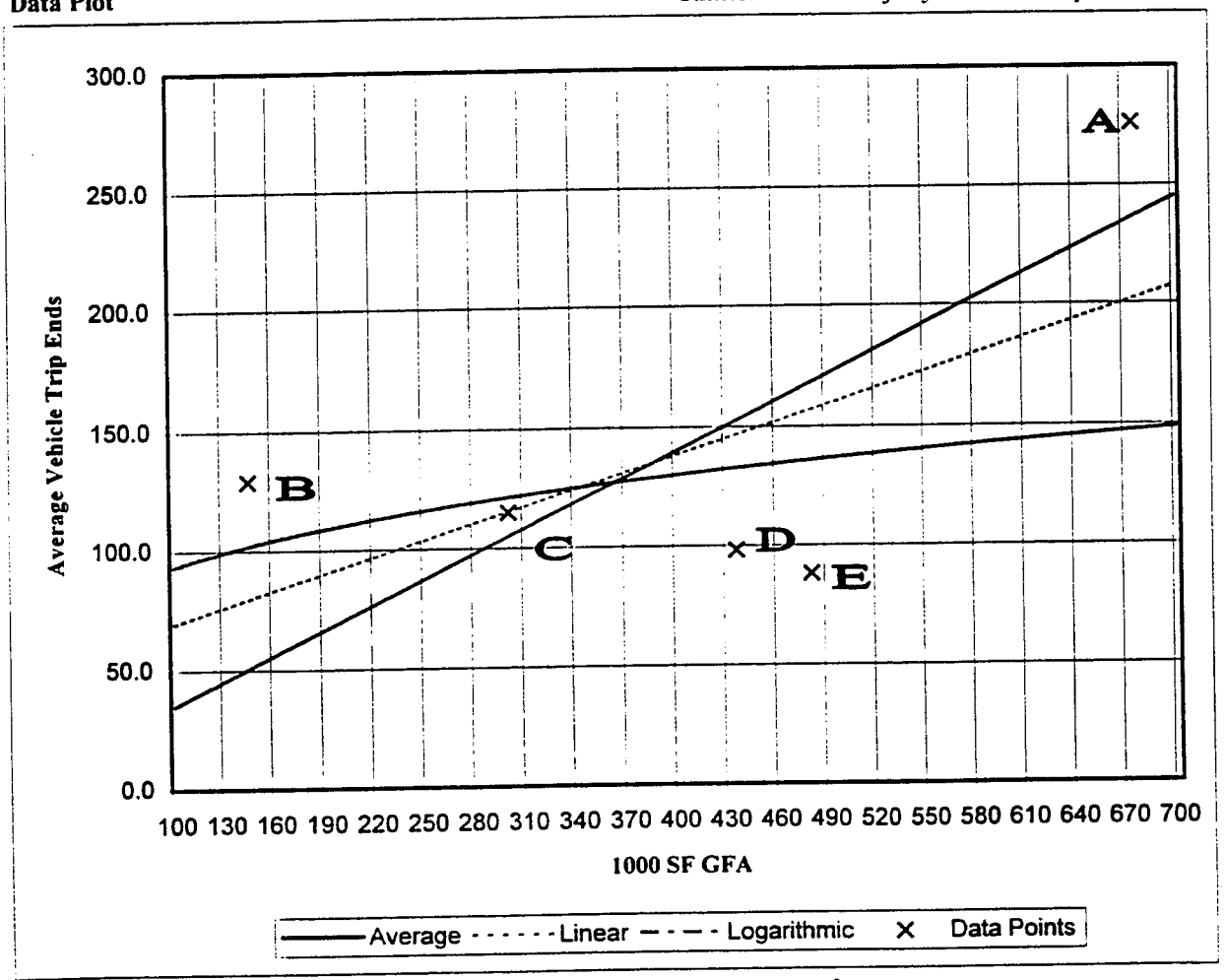
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Weekday PM Peak Hour

Number of Studies: 5
Average SEV Value: 406.9
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.35	0.18-0.90	0.28

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=46.30+0.23(1000 SF GFA) $r^2 = 0.36$

Log Equation Trip Ends=30.88(1000 SF GFA)$^{0.24}$ $r^2 = 0.10$

(Equations with $r^2<0.5$ are not recommended for use)

Timber Processing Facilities

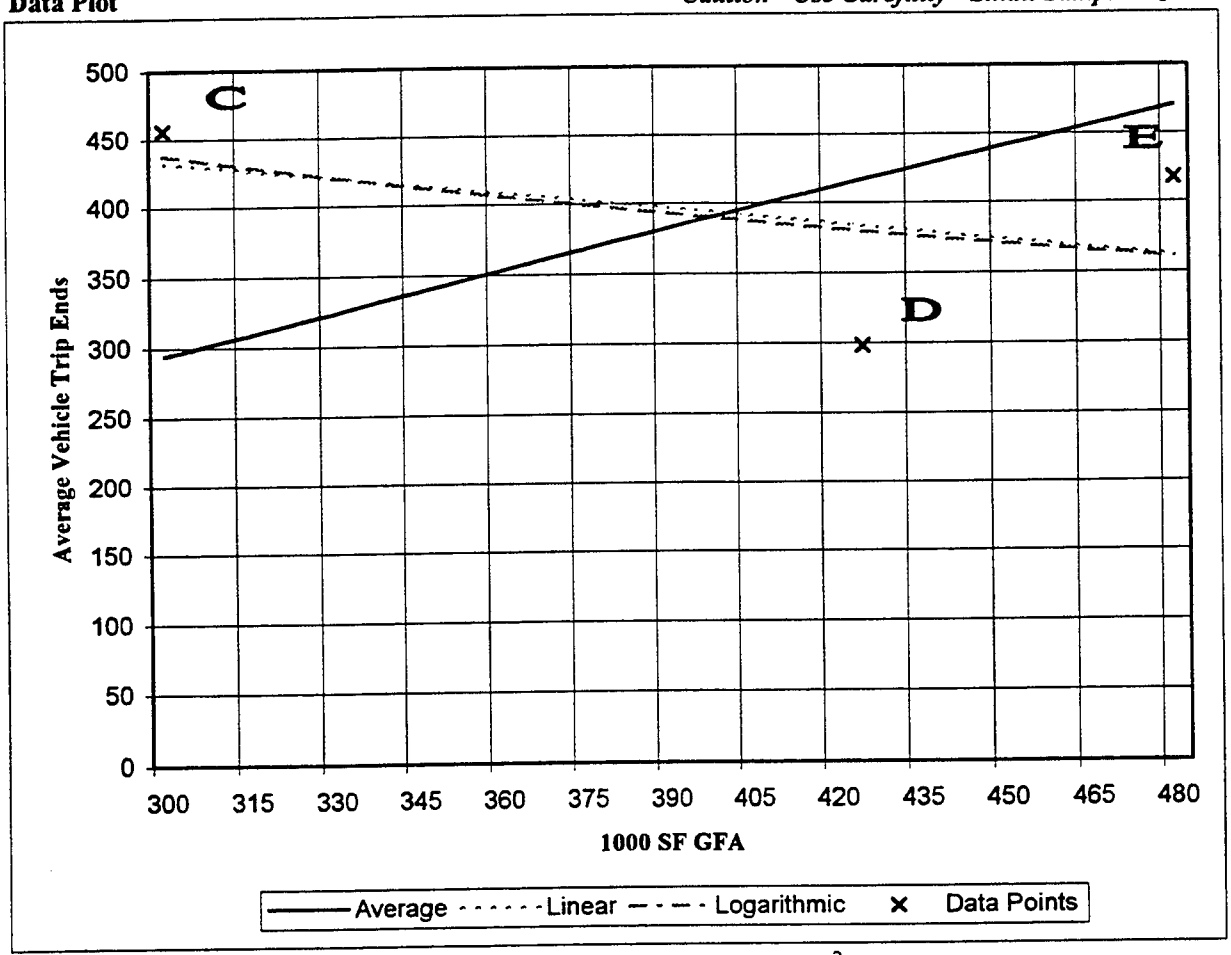
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Saturday (Open)

Number of Studies: 4
Average SEV Value: 402
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.98	0.70-1.52	0.43

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=549.32-0.39(1000 SF GFA) $r^2 = 0.19$

Log Equation Trip Ends=4536.90(1000 SF GFA)$^{-0.41}$ $r^2 = 0.20$

(Equations with $r^2<0.5$ are not recommended for use)

Timber Processing Facilities

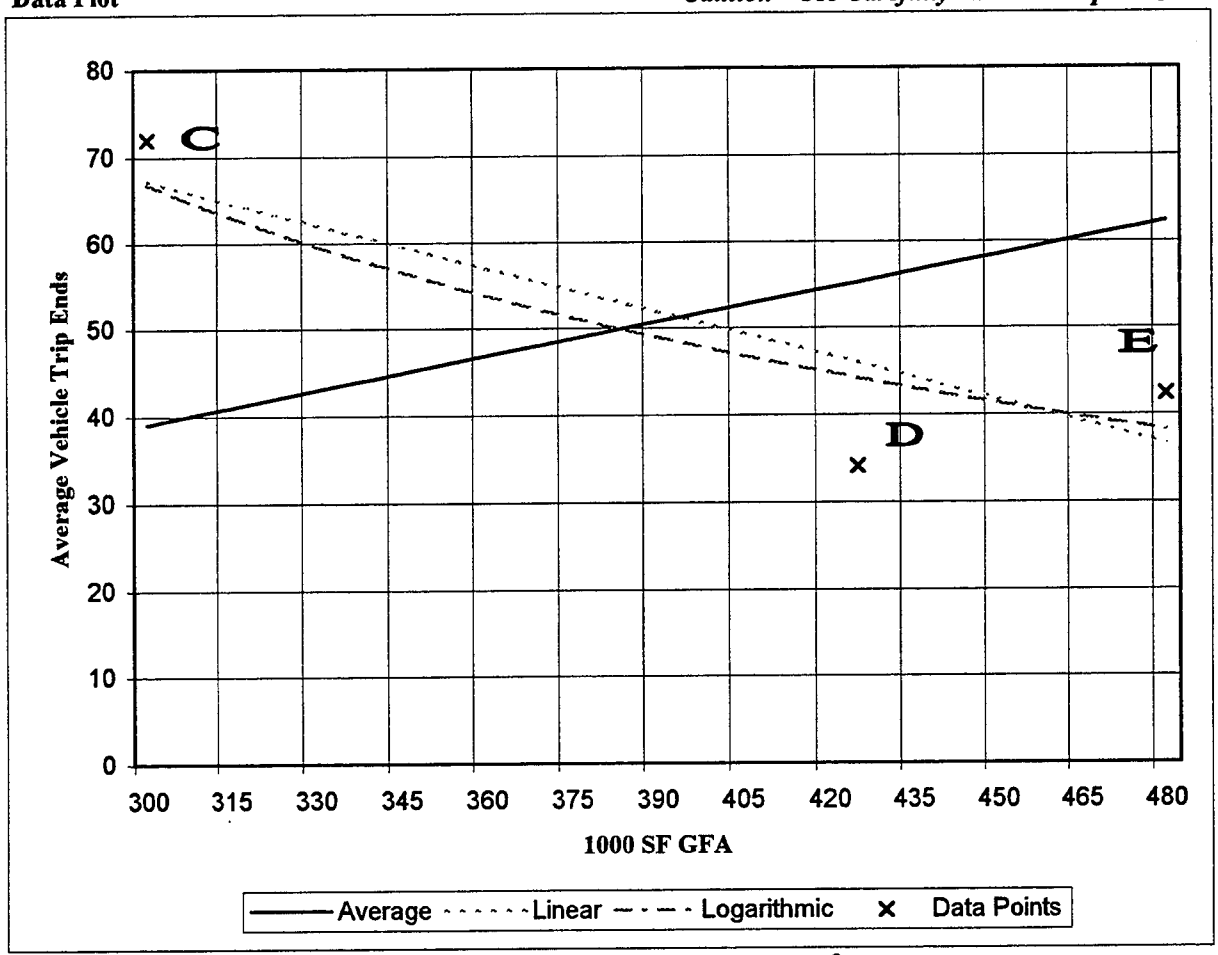
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Saturday Peak (Open)

Number of Studies: 3
Average SEV Value: 402
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.13	0.08-0.24	0.09

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=118.23-0.17(1000 SF GFA) $r^2 = 0.73$

Log Equation Trip Ends=59278.38(1000 SF GFA)$^{-1.19}$ $r^2 = 0.70$

Timber Processing Facilities

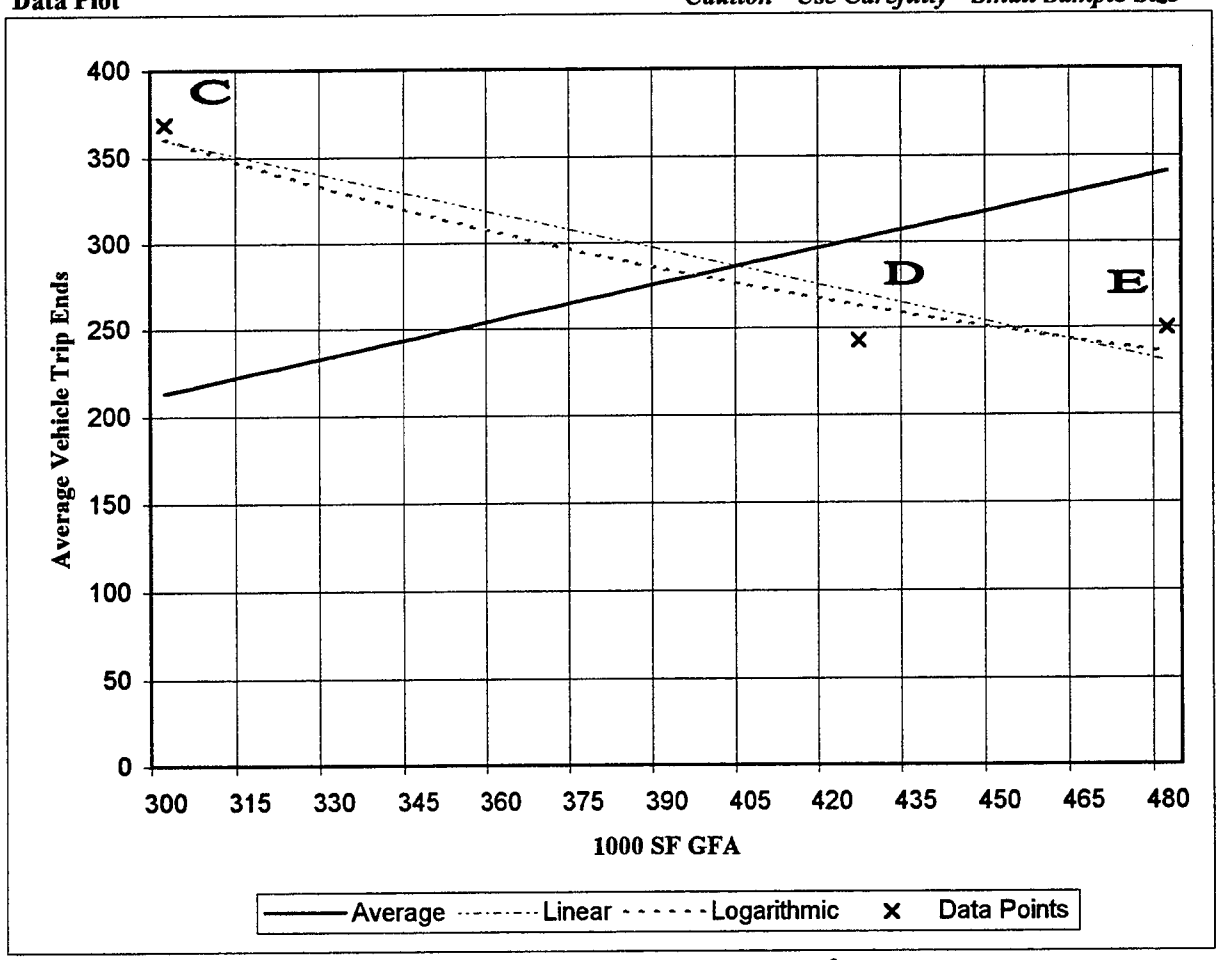
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Sunday (Open)

Number of Studies: 3
Average SEV Value: 402
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.71	0.52-1.23	0.40

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=576.20-0.72(1000 SF GFA) $r^2 = 0.87$

Log Equation Trip Ends=64860.09(1000 SF GFA)$^{-.91}$ $r^2 = 0.20$

(Equations with $r^2<0.5$ are not recommended for use)

Timber Processing Facilities

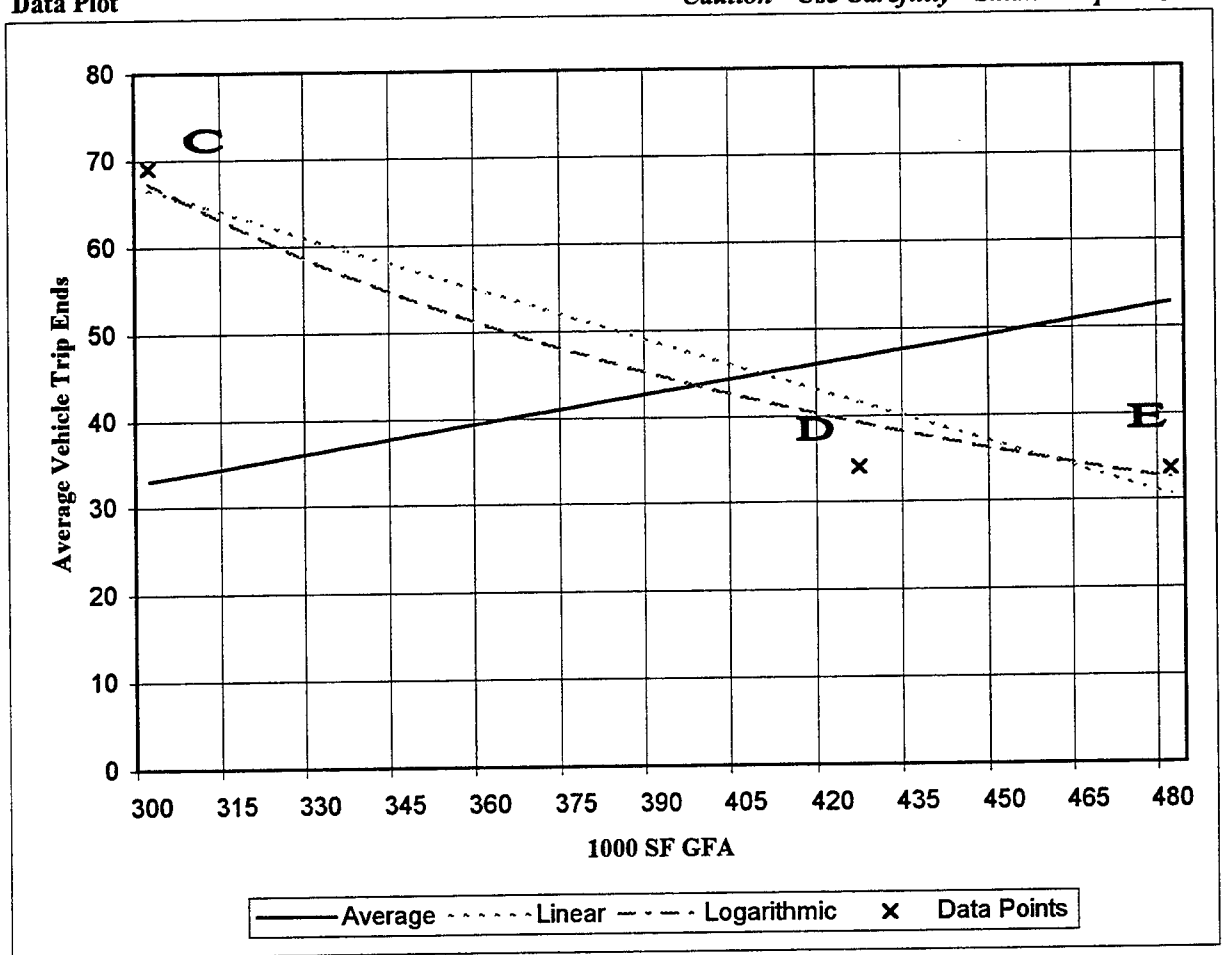
Average Vehicle Trip Ends V/S: 1000 SF GFA
On a: Sunday Peak (Open)

Number of Studies: 3
Average SEV Value: 402
Directional Distribution: Not Studied

Trip Generation per 1000 SF GFA

Average Rate	Range of Rates	Standard Deviation
0.11	0.07-0.23	0.09

Data Plot *Caution - Use Carefully - Small Sample Size*



Linear Equation Trip Ends=126.57-0.20(1000 SF GFA) $r^2 = 0.94$

Log Equation Trip Ends=465096.41(1000 SF GFA)$^{-1.55}$ $r^2 = 0.97$