

LAND DESIGN & DEVELOPMENT, INC.
ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE
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2621 Technology Drive
16Devplan1014
(Date: February 25, 2016)

Source: ITE Trip Generation Manual, 8th Edition

214,250 s.f. building

Warehousing (150) page 200

Peak Hour between 7 and 9 a.m.

$$\text{Ln}(T) = 0.55 \text{Ln}(X) + 1.88 = \mathbf{126 \text{ trips}}$$

X = 1000 s.f. Gross Floor Area

Directional Distribution:

79% entering = 100

21% exiting = 27

Warehousing (150) page 201

Peak Hour between 4 and 6 p.m.

$$\text{Ln}(T) = 0.64 \text{Ln}(X) + 1.14 = \mathbf{98 \text{ trips}}$$

X = 1000 s.f. Gross Floor Area

Directional Distribution:

25% entering = 25

75% exiting = 74

Warehousing (150)

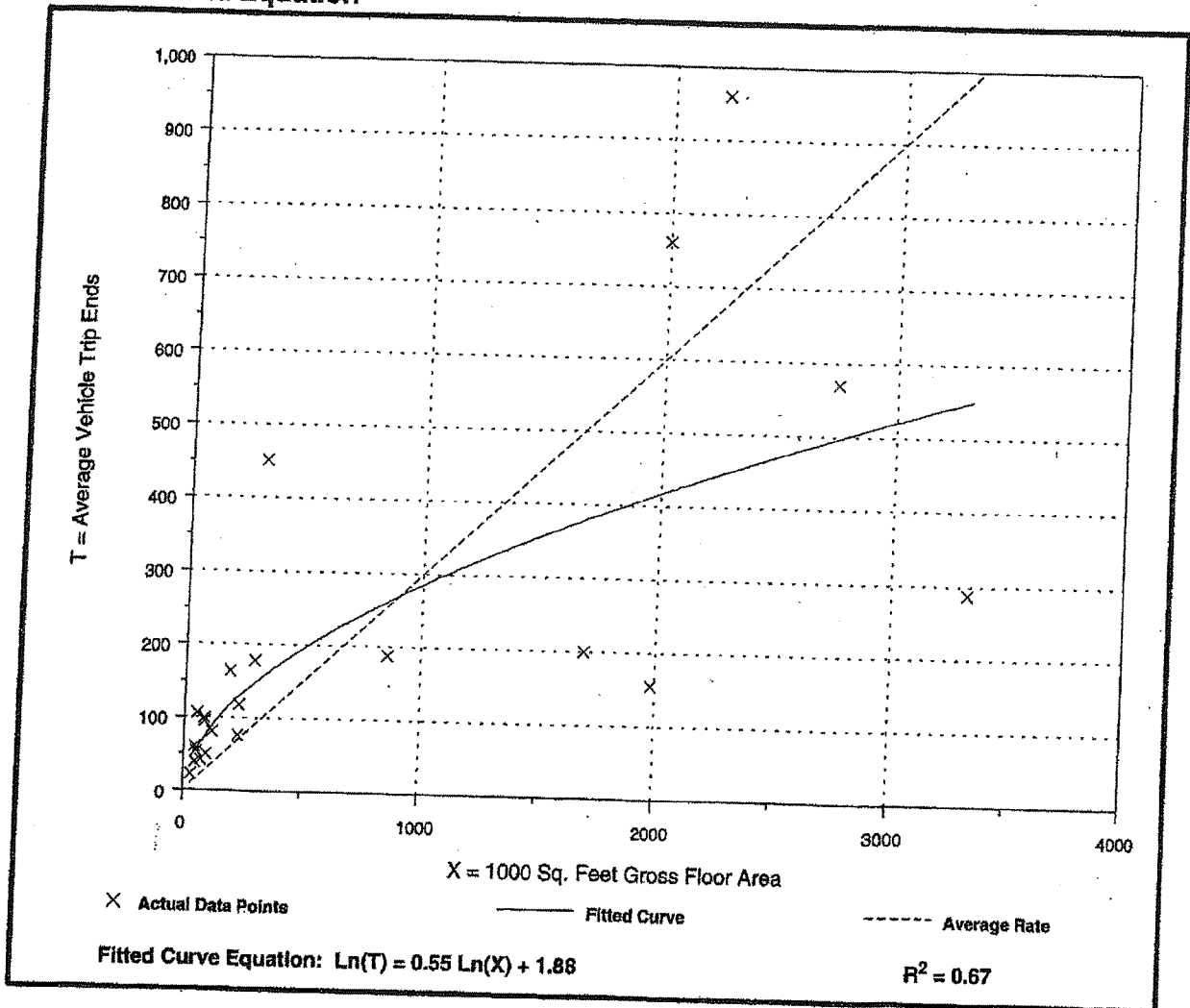
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 23
Average 1000 Sq. Feet GFA: 745
Directional Distribution: 79% entering, 21% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.30	0.08 - 1.93	0.63

Data Plot and Equation



Warehousing (150)

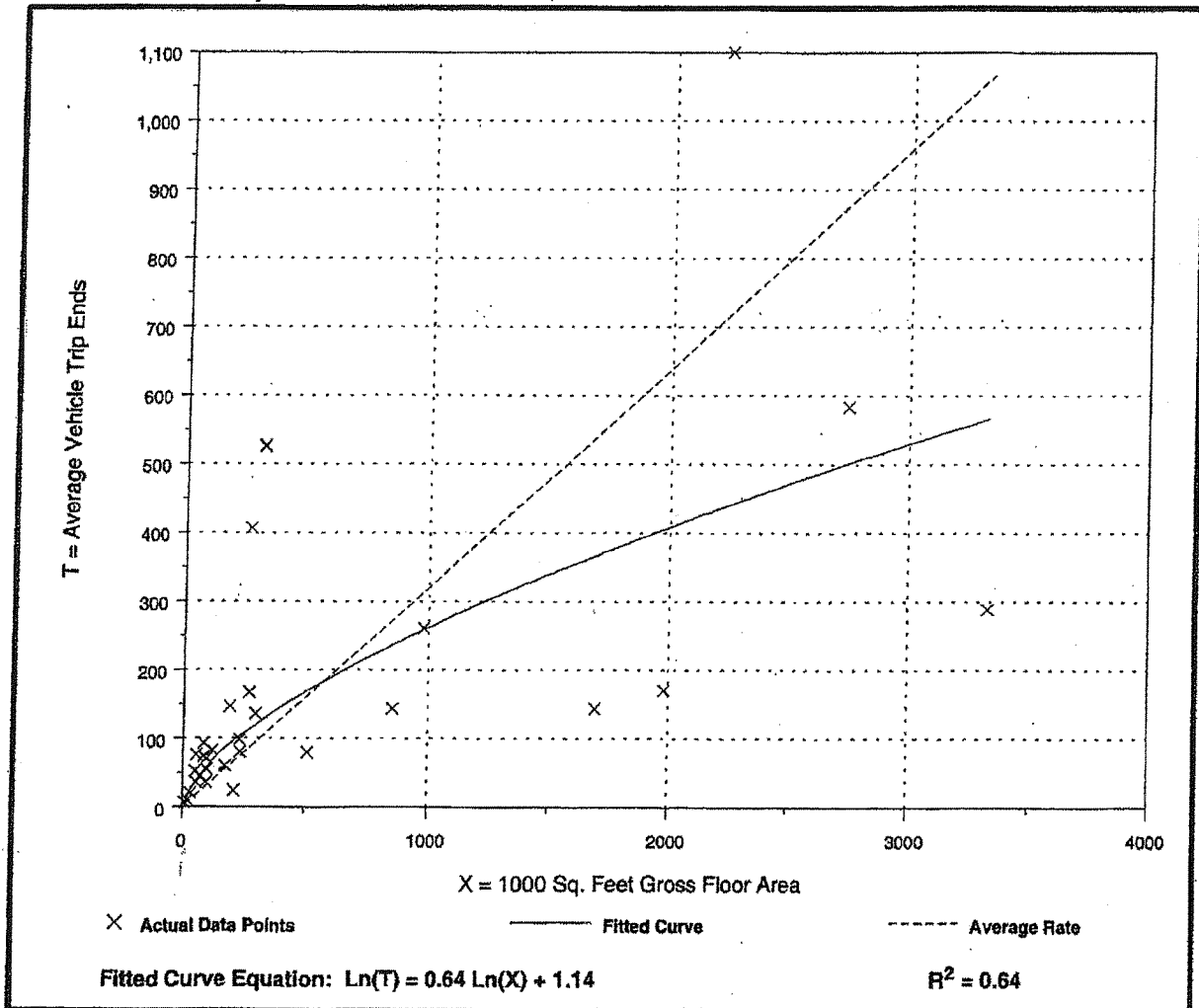
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.

Number of Studies: 31
 Average 1000 Sq. Feet GFA: 572
 Directional Distribution: 25% entering, 75% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.32	0.09 - 1.66	0.67

Data Plot and Equation



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Blankenbaker Road Traffic Counts
(Count Location is 2703 Blankenbaker Road)

Tuesday February 23, 2016

	North Bound Vehicles	South Bound Vehicles
4:00 -4:15 p.m.	27	3
4:15-4:30 p.m	8	11
4:30-4:45 p.m.	4	44
4:45-5:00 p.m.	5	19
5:00-5:15 p.m.	3	47
5:15-5:30 p.m.	5	27
5:30-5:45 p.m.	3	23
5:45-6:00 p.m.	6	13

Wednesday February 24, 2016

7:00-7:15 a.m.	11	2
7:15-7:30 a.m.	12	1
7:30-7:45 a.m.	15	4
7:45-8:00 a.m.	21	9
8:00-8:15 a.m.	20	8
8:15-8:30 a.m.	9	2
8:30-8:45 a.m.	8	6
8:45-9:00 a.m.	5	1