

EXHIBIT B

Chart of peak per hour trips to Buc-ee's
sample locations

(IMR/IJR) and will be constructed in conjunction with the proposed interchange improvements." Therefore, an IMR (i.e., OSAR) can be conducted in lieu of SJRs to determine the appropriate configuration at the Buc-ee's site driveways.

5.1 SITE TRIP GENERATION

Trip generation for the proposed development was developed using collected data at existing Buc-ee's sites around the country. Per guidance from VDOT and Stafford County staff, existing driveway count data was reviewed for six selected sites and used as the trip generation for this proposed Buc-ee's site. Estimated weekday AM, weekday PM, and SUN peak hour trip generation is summarized in Table 4.

Table 4: Estimated Trip Generation

Location	AM Peak Hour			PM Peak Hour			SUN Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
St. Augustine, FL	408	439	847	544	554	1,098	801	854	1,655
Daytona Beach, FL	572	491	1,063	823	847	1,670	1,085	1,051	2,136
Texas City, TX	300	301	601	820	835	1,655	1,688	1,721	3,409
New Braunfels, TX	757	757	1,514	873	873	1,746	1,399	1,399	2,798
Baytown, TX	473	477	950	622	626	1,248	747	747	1,494
Katy, TX	520	520	1,040	635	635	1,270	776	776	1,552
Average	505	498	1,003	720	728	1,448	1,083	1,091	2,174