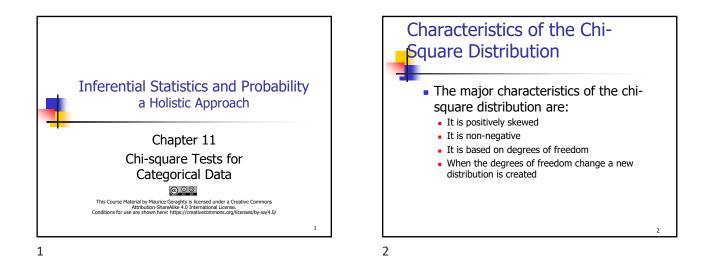
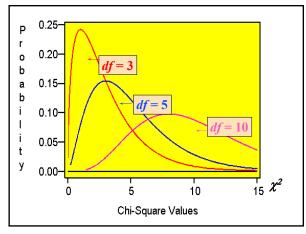
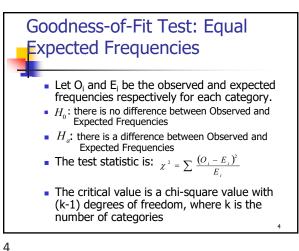
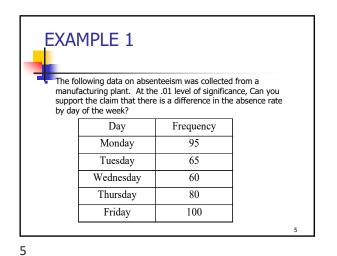
Chapter 11 Slides

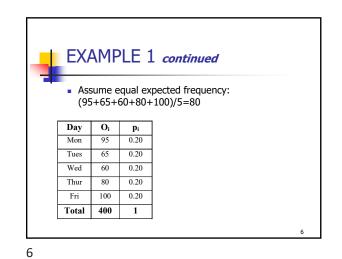




3



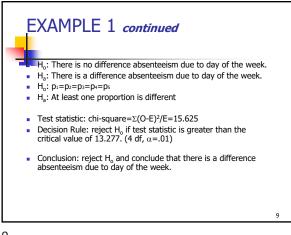




| | EX/ | AMP | PLE 1 | con | tinued | | |
|---|-------|-----|-------|------------------|----------------|-----|--|
| - | | | | pected 100)/5 | requent =80 | cy: | |
| | Day | Oi | pi | Ei | | | |
| | Mon | 95 | 0.20 | 80 | | | |
| | Tues | 65 | 0.20 | 80 | | | |
| | Wed | 60 | 0.20 | 80 | | | |
| | Thur | 80 | 0.20 | 80 | | | |
| | Fri | 100 | 0.20 | 80 | | | |
| | Total | 400 | 1 | 400 | | | |

| | AMF | NF1 | cont | inued | |
|------|-----|------------|----------------------|------------------|--|
| | | | | maca | |
| | | | pected f -100)/5= | requency: =80 | |
| Day | Oi | pi | Ei | (O-E)^2/E | |
| Mon | 95 | 0.20 | 80 | 2.8125 | |
| Tues | 65 | 0.20 | 80 | 2.8125 | |
| Wed | 60 | 0.20 | 80 | 5.0000 | |
| Thur | 80 | 0.20 | 80 | 0.0000 | |
| | 100 | 0.20 | 80 | 5.0000 | |
| Fri | | | | | |

8



9

7

| Method Of Commuting | Observed Frequency O _i | Expected Proportion P _i | Expected Frequency E _i | $\sum \frac{(O-E)}{E}$ |
|------------------------|---|--|---|------------------------|
| Drive Alone | 764 | | | |
| Carpooled | 105 | | | |
| Public Transit | 34 | | | |
| Walked | 20 | | | |
| Other Means | 30 | | | |
| Worked from Home | 47 | | | |
| TOTAL | 1000 | | | |

Goodness-of-Fit Test: Unequal Expected Frequencies EXAMPLE 2 In the 2010 United States census, data was collected on how people Method of Commuting to Work 76.3% get to work -- their method of commuting. Suppose you wanted to know if people who live in the San Jose metropolitan area (Santa Clara County) commute with similar proportions as the 9.8% 5.0% 2.8% 4.3% 1.8% United States. Design and conduct a hypothesis test at the 5% significance level. 10 10

EXAMPLE 2 continued Method Of Observed Expected Expected $\sum \frac{(O-E)^2}{r}$ Commuting Frequency Proportion requency O, $\mathbf{E}_{\mathbf{i}}$ Ε p Drive Alone 764 0.763 Carpooled 105 0.098 Public Transit 34 0.050 Walked 20 0.028 Other Means 30 0.018 Worked from Home 0.043 47 TOTAL 1000 1.000 12

| _ | | | | |
|------------------------|---|--|---|--------------------------|
| Method Of Commuting | Observed Frequency O _i | Expected Proportion P _i | Expected Frequency E _i | $\sum \frac{(O-E)^2}{E}$ |
| Drive Alone | 764 | 0.763 | 763 | |
| Carpooled | 105 | 0.098 | 98 | |
| Public Transit | 34 | 0.050 | 50 | |
| Walked | 20 | 0.028 | 28 | |
| Other Means | 30 | 0.018 | 18 | |
| Worked from Home | 47 | 0.043 | 43 | |
| TOTAL | 1000 | 1.000 | 1000 | |

| EXAMPLE 2 continued | | | | | | |
|---------------------|-----------------------------|------------------------------|-----------------------|------------------------|--|--|
| | | | | | | |
| Method Of | Observed | Expected Proportion | Expected Frequency | $\sum \frac{(O-E)}{E}$ | | |
| Commuting | Frequency O _i | proportion p _i | E _i | $\sum \frac{C}{E}$ | | |
| Drive Alone | 764 | 0.763 | 763 | 0.0013 | | |
| Carpooled | 105 | 0.098 | 98 | 0.5000 | | |
| Public Transit | 34 | 0.050 | 50 | 5.1200 | | |
| Walked | 20 | 0.028 | 28 | 2.2857 | | |
| Other Means | 30 | 0.018 | 18 | 8.0000 | | |
| Worked from Home | 47 | 0.043 | 43 | 0.3721 | | |
| TOTAL | 1000 | 1.000 | 1000 | 16.2791 | | |

