

**McDonald's PSL**  
Project № 24336.01.03  
December 13, 2024

**Queue Analysis**  
**City of Port St. Lucie**  
**Florida**

***Prepared for:***



Integrity Engineering & Development Services, Inc.  
3615 Braselton Highway, Suite 201  
Dacula, Georgia 30019

***Prepared by:***



**ATMC**Company

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(772) 781-7918

## EXECUTIVE SUMMARY

### **Project Information**

Name: McDonald's PSL  
Location: Northeast corner of US Highway 1 and SE Jennings Road in Port St. Lucie, Florida  
Jurisdiction: City of Port St. Lucie, Florida  
Description: 3,859 Square Foot Fast Food Restaurant with Drive-Through

### **Findings**

Trip Generation: 857 daily net new trips / 86 AM peak hour trips / 57 PM peak hour trips  
Queue Analysis: The vehicle storage on the site is adequate for the projected queue length at the drive-through window.

## PROFESSIONAL ENGINEERING CERTIFICATION

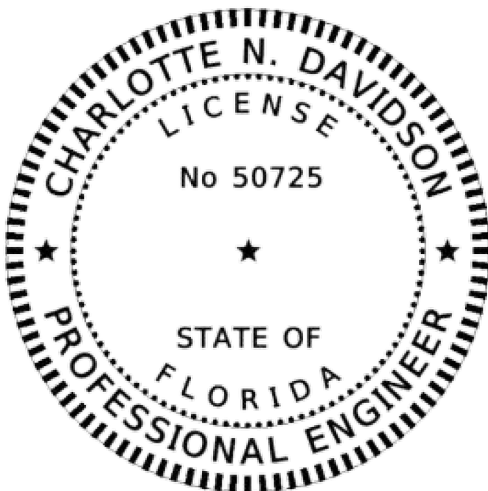
I hereby certify that I am a Professional Engineer properly registered in the State of Florida practicing with Susan E. O'Rourke, PE, LLC, a corporation authorized to operate as an engineering business, CA-26869, by the State of Florida Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluations, findings, opinions, conclusions, or technical advice attached hereto for:

**PROJECT:** McDonald's PSL

**LOCATION:** City of Port St. Lucie, Florida

**CLIENT:** Integrity Engineering & Development Services, Inc.

I hereby acknowledge that the procedures and references used to develop the results contained in these computations are standard to the professional practice of Transportation Engineering as applied through professional judgment and experience.



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

SUSAN E. O'ROURKE, PE, LLC  
3725 SE OCEAN BLVD SUITE 201  
SEWALL'S POINT, FLORIDA 34996

CERTIFICATE OF AUTHORIZATION CA-26869

CHARLOTTE N. DAVIDSON, P.E. № 50725

## TABLE OF CONTENTS

|                                 | Page |
|---------------------------------|------|
| <b>TABLE OF CONTENTS</b>        |      |
| 1.0 INTRODUCTION.....           | 1    |
| 2.0 TRIP GENERATION.....        | 3    |
| 3.0 QUEUE ANALYSIS .....        | 4    |
| 4.0 FINDINGS & CONCLUSION ..... | 6    |

### APPENDICES

- Appendix A Site Plan / Information
- Appendix B ITE Information Sheets
- Appendix C Queue Data / Surrogate Site Data

### LIST OF TABLES

|  |   |
|--|---|
| Table 1 Trip Generation Summary .....                | 3 |
| Table 2 Maximum Queue for Morning Peak Hours.....    | 5 |
| Table 3 Maximum Queue for Afternoon Peak Hours ..... | 5 |

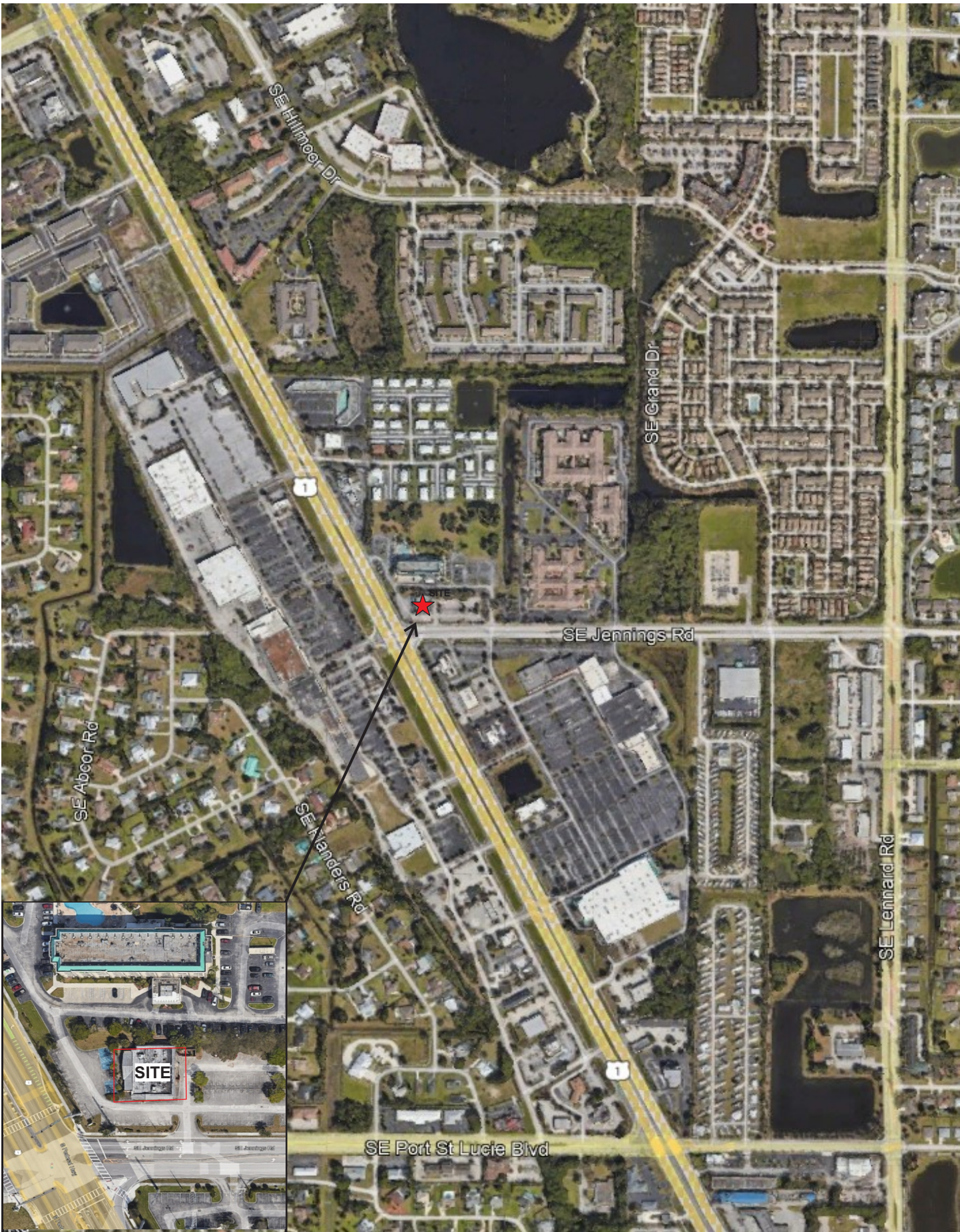
### LIST OF FIGURES

|                                  |   |
|----------------------------------|---|
| Figure 1 Site Location Map ..... | 2 |
|----------------------------------|---|

## 1.0 INTRODUCTION

This analysis was prepared to provide queue analysis of the proposed 3,859 square foot McDonald's to be located north of SE Jennings Road Parkway and east of US Highway 1 in Port St. Lucie, Florida. The site location is illustrated in **Figure 1**. An overall site plan depicting the site layout, land uses, and access points is included in **Appendix A**.

Information used in this analysis includes data collected by O' Rourke Engineering & Planning, a TMC Company, information provided by the project team, and/or other data and information obtained from the City of Port St. Lucie, the Institute of Transportation Engineers (ITE), and the Florida Department of Transportation (FDOT).



## 2.0 TRIP GENERATION

The traffic generation of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11<sup>th</sup> Edition*. The pass-by percentage was derived from the Appendices of the *ITE Trip Generation Handbook, 11<sup>th</sup> Edition*.

*ITE Code 934* presents pass-by rates for fast food restaurants with drive-through service and indoor seating, with observed averages of 50% for the AM and 55% for the PM. For the daily rate, an average of the AM and PM rates (52.5%) was used. It should be noted that the pass-by rate applies only to off-site intersections and is not used for the queue analysis. The trip generation for the project is summarized in **Table 1** and the ITE information sheets are provided in **Appendix B**.

**Table 1  
Trip Generation Summary**

| ITE Code   | Land Use                                       | Size     | Daily  |       | AM Peak Hour |       |       | PM Peak Hour |       |       |       |      |
|--|--|----------|--------|-------|--------------|-------|-------|--------------|-------|-------|-------|------|
|  |  |          | Rate   | Trips | Rate         | Total | Enter | Exit         | Rate  | Total | Enter | Exit |
| 934  | Fast Food Restaurant with Drive-Through Window | 3,859 SF | 467.48 | 1,804 | 44.61        | 172   | 88    | 84           | 33.03 | 127   | 66    | 61   |
| <i>Pass-By Percentages (Daily 52.5%, AM 50%, PM 55%)</i> |  |          |        | 947   |              | 86    | 44    | 42           |       | 70    | 36    | 34   |
| <b>Net New External Trips</b>                            |  |          |        | 857   |              | 86    | 44    | 42           |       | 57    | 30    | 27   |

*Trip Generation analysis based on ITE Trip Generation Manual, 11th Edition.*

*Pass-By analysis based on ITE Trip Generation Manual, 11th Edition.*

The proposed development is projected to generate 857 net new daily trips, of which 86 trips occur during the AM peak hour and 57 trips occur during the PM peak hour.

### 3.0 Queue Analysis

The drive-through service point is located south of the building, where the queue can begin to form and can extend in a circular path counterclockwise. The east side of the building also has available space where additional queues can form.

On the south side of the building, the entire stretch from the service point to the point where the drive-through lane separates from the exit access driveway could be used for queues. Based on the available site information and assuming each 20-foot segment can accommodate one (1) car, the total queue capacity of the proposed McDonald's is fifteen (15) vehicles.

For the queue analysis, this study gathered data from three (3) similar sites in Port St. Lucie, Florida and Jensen Beach, Florida to assess potential queuing. The sites studied were:

- Site 1: McDonald's at 3546 Northwest Federal Highway
- Site 2: McDonald's at 7626 South Federal Highway
- Site 3: McDonald's at 1080 Southeast Port Saint Lucie Boulevard

The observed queues for the three (3) surrogate sites during AM and PM peak hours are included in **Appendix C**.

Based on gross trip generation rates for LUC 934, the proposed site is estimated to generate 88 trips entering during the AM peak hour and 66 trips entering during the PM peak hour. The maximum queued vehicle per trip generated observed at the three (3) similar sites was found to be 0.14 for the AM peak hour and 0.117 for the PM peak hour. The maximum queue calculations for McDonald's PSL during AM and PM peak hours are shown in **Table 2** and **Table 3**, respectively. The results indicate that the maximum queue at the proposed McDonald's will be thirteen (13) vehicles during AM peak hours and eight (8) vehicles during PM peak hours.



**Table 2**  
**Maximum Queue for Morning Peak Hours**

|                            | Site 1       |              | Site 2       |              | Site 3       |              |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | 7 AM to 8 AM | 8 AM to 9 AM | 7 AM to 8 AM | 8 AM to 9 AM | 7 AM to 8 AM | 8 AM to 9 AM |
| Vehicle/hr (V)             | 100          | 86           | 92           | 110          | 95           | 97           |
| Maximum Queue (Q)          | 10           | 11           | 13           | 15           | 12           | 11           |
| Q/V                        | 0.10         | 0.128        | 0.141        | 0.136        | 0.13         | 0.1          |
| Maximum Q/V                | 0.14         |              |              |              |              |              |
| McDonald's PSL Trips       | 88           |              |              |              |              |              |
| McDonald's PSL Maximum Q/V | 12.4 = 13    |              |              |              |              |              |

**Table 3**  
**Maximum Queue for Afternoon Peak Hours**

|                            | Site 1       |              | Site 2       |              | Site 3       |              |
|----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                            | 4 PM to 5 PM | 5 PM to 6 PM | 4 PM to 5 PM | 5 PM to 6 PM | 4 PM to 5 PM | 5 PM to 6 PM |
| Vehicle/hr (V)             | 110          | 105          | 128          | 145          | 141          | 136          |
| Maximum Queue (Q)          | 12           | 11           | 12           | 17           | 15           | 13           |
| Q/V                        | 0.109        | 0.105        | 0.094        | 0.117        | 0.11         | 0.1          |
| Maximum Q/V                | 0.117        |              |              |              |              |              |
| McDonald's PSL Trips       | 66           |              |              |              |              |              |
| McDonald's PSL Maximum Q/V | 7.7 = 8      |              |              |              |              |              |

The analysis indicates that the proposed McDonald's has more than enough capacity to accommodate the projected vehicular demand, ensuring that queuing does not spill into the cross-access easement driveway or outside the site's entrances.

#### **4.0 FINDINGS / CONCLUSION**

This study was conducted to analyze the drive-through queue. The site is located on the northeast corner of US Highway 1 and SE Jennings Road in St. Lucie County, Florida. The proposed commercial development is a 3,859 square foot drive-through fast food restaurant.

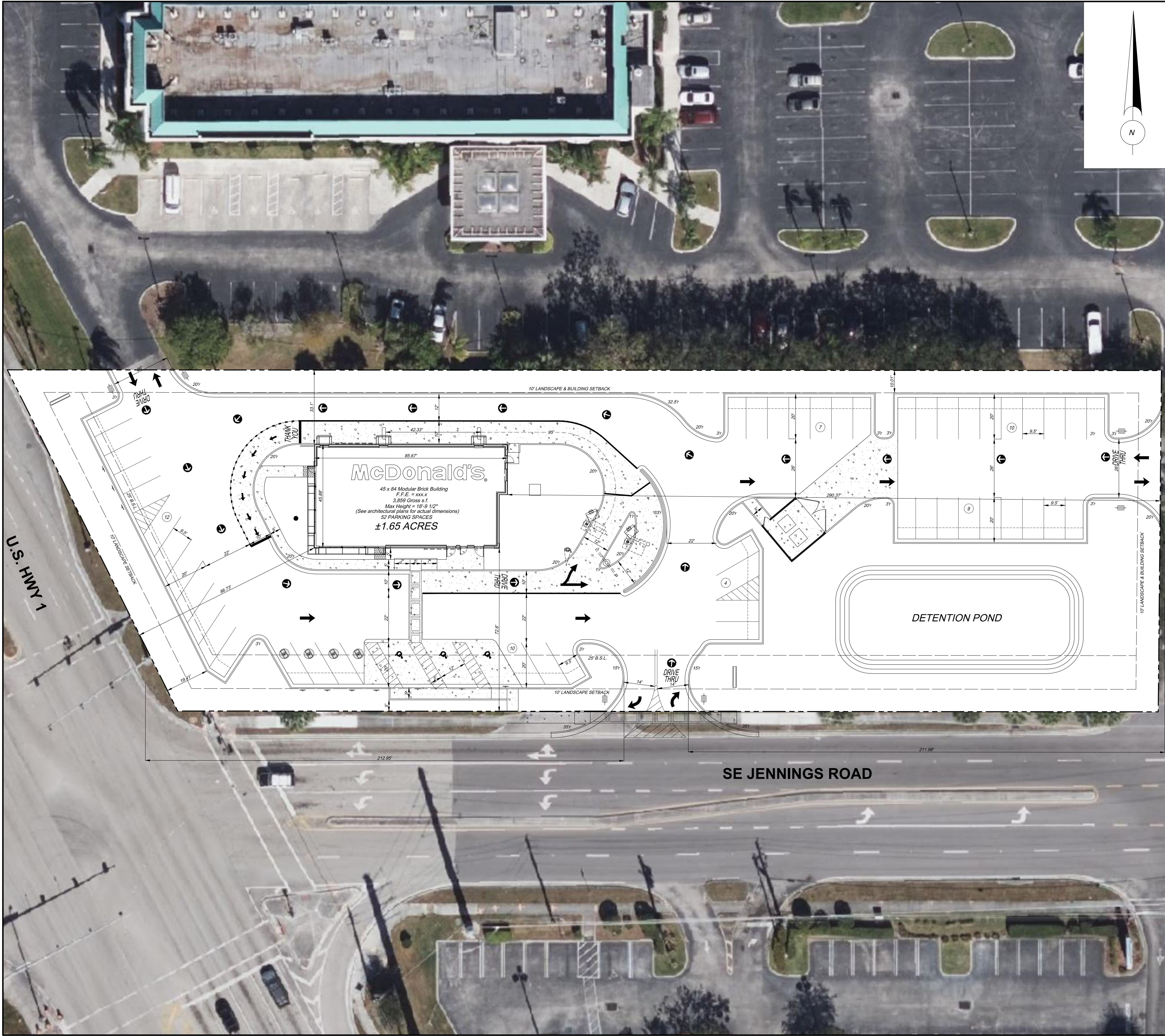
The analysis included a determination of project trip generation and the queue analysis of the drive-through lanes. The results of the analysis are summarized as follows:

##### Summary of Findings

- The proposed development is projected to generate 857 net new external trips per day, of which 86 trips occur during the AM peak hour and 57 trips occur during the PM peak hour.
- A maximum projected queue of 13 vehicles is expected based on the patterns observed at three (3) other McDonald's locations in the area.
- The vehicle storage within the site is projected to adequately accommodate the queue length at the drive-through window.

## **APPENDICES**

**Appendix A**  
Site Plan / Information



**SITE DATA**  
 LOCATION: 3820 EATON AVE, PUNTA GORDA, FL  
 SITE AREA: +/- 1.47 ACRES  
 CURRENT ZONING: ECAP  
 BUILDING TYPE: 45' x 84'

| ZONING REQUIREMENTS |          |          |
|---------------------|----------|----------|
| BUILDING SETBACKS   | REQUIRED | PROPOSED |
| FRONT               | 25'      | 86.73'   |
| LEFT SIDE           | 10'      | 33.1'    |
| RIGHT SIDE          | 25'      | 72.6'    |
| REAR                | 10'      | 290.37'  |
| PARKING SPACES      |          |          |
| REGULAR             | 49       | 49       |
| H/C PARKING         | 3        | 3        |
| TOTAL PARKING       | 52       | 52       |

| STRIPING LEGEND   |  | PROPOSED SIGNS                                 |  |
|---|--|--|--|
| (A-1) ADA ACCESSIBLE STALL WITH WHITE SYMBOL PER ADA REQUIREMENTS               | (S-1) OUTDOOR DIGITAL MENU BOARD               | (S-1) OUTDOOR DIGITAL MENU BOARD               |  |
| (A-2) HANDICAP ACCESSIBLE AISLE 4' WHITE STRIPES @ 45' 2" O.C.                  | (S-2) SPRINGBOARD CANOPY                       | (S-2) SPRINGBOARD CANOPY                       |  |
| (A-3) 5' WIDE PEDESTRIAN ACCESS AISLE WITH 6" WHITE STRIPES                     | (S-3) DIGITAL PRE-SALE BOARD                   | (S-3) DIGITAL PRE-SALE BOARD                   |  |
| (A-4) 4" WHITE PARKING STRIPE OR STRIPED AREA - 4" WHITE STRIPES                | (S-4) FTP 21-06 & FTP 22-06 - HANDICAP PARKING | (S-4) FTP 21-06 & FTP 22-06 - HANDICAP PARKING |  |
| (A-5) 6" YELLOW DRIVE-THRU STRIPE   | (S-6) "WELCOME" SIGN (NEXT GENERATION)         | (S-6) "WELCOME" SIGN (NEXT GENERATION)         |  |
| (A-6) DOUBLE YELLOW DRIVE-THRU STRIPE   | (S-7) "THANK YOU" SIGN (NEXT GENERATION)       | (S-7) "THANK YOU" SIGN (NEXT GENERATION)       |  |
| (A-7) YELLOW OOSP STRIPING  | (S-8) DOUBLE GATEWAY SIGN                      | (S-8) DOUBLE GATEWAY SIGN                      |  |
| (A-8) "DRIVE THRU" W/ ARROW PAVEMENT MARKING                                    | (S-9) DO NOT ENTER SIGN                        | (S-9) DO NOT ENTER SIGN                        |  |
| (A-9) "THANK YOU" PAVEMENT MARKING PLACED 40' FROM C.L. OF PRESENT BOOTH WINDOW | (S-10) FLAG POLE                               | (S-10) FLAG POLE                               |  |
| (A-10) PARKING LOT ARROWS @ 40' - 80' (50' IDEAL)                               | (S-11) DRIVE-THRU RESERVED SIGN                | (S-11) DRIVE-THRU RESERVED SIGN                |  |
| (A-11) INGRESS / EGRESS ARROWS  | (S-12) CURBSIDE PICKUP SIGN                    | (S-12) CURBSIDE PICKUP SIGN                    |  |
| (A-12) 24" STOP BAR   | (S-13) PROPOSED ROAD SIGN                      | (S-13) PROPOSED ROAD SIGN                      |  |
| (A-13) CURBSIDE PAVEMENT MARKING  | (S-14) "CAUTION PEDESTRIAN CROSSING" SIGN      | (S-14) "CAUTION PEDESTRIAN CROSSING" SIGN      |  |
| (A-14) DOUBLE YELLOW LINE   | (S-15) STOP SIGN                               | (S-15) STOP SIGN                               |  |
| (A-15) MERGE POINT STRIPING   | (S-16) MADELIVERY COURIER PARKING SIGN         | (S-16) MADELIVERY COURIER PARKING SIGN         |  |
|   | (S-17) DRIVE THRU LEFT TURN SIGN               | (S-17) DRIVE THRU LEFT TURN SIGN               |  |
|   | (S-18) DRIVE THRU PULL AHEAD SIGN              | (S-18) DRIVE THRU PULL AHEAD SIGN              |  |
|   | (S-19) DRIVE THRU PICK UP HERE SIGN            | (S-19) DRIVE THRU PICK UP HERE SIGN            |  |

| KEY    | DESCRIPTION                            | SPECIFICATION  | QTY.                                 |
|--------|--|--|--------------------------------------|
| (P-1)  | CONCRETE PAVING                        | 6" THK 4,000 PSI CONCRETE WITH FIBERMESH                     | 5,720 S.F.                           |
| (P-2)  | CONCRETE TRASH ENCLOSURE PAD           | 18'-0" W x 19'-0" X 8" THK 4,000 PSI CONCRETE WITH FIBERMESH | 413 S.F.                             |
| (P-3)  | PAVER SIDEWALK                         | COLOR PATTERN & MFR. BY PROJECT MANAGER                      | 51 S.F.                              |
| (P-4)  | CURB & GUTTER (18" PAN)                | 3,500 PSI CONCRETE WITH FIBERMESH                            | ON-SITE 1,265 L.F. OFF-SITE 46 L.F.  |
| (P-5)  | STANDING CURB                          | 6" x 18" 3,500 PSI CONCRETE WITH FIBERMESH                   | ON-SITE 600 L.F. OFF-SITE 11 L.F.    |
| (P-6)  | 6" CURB POURED WITH MONOLITHIC SLABS   | 6" x 12" 4,000 PSI CONCRETE WITH FIBERMESH                   | 0 L.F.                               |
| (P-7)  | CONCRETE SIDEWALK                      | 4" THK 4,000 PSI CONCRETE WITH FIBERMESH                     | ON-SITE 1,166 S.F. OFF-SITE 244 S.F. |
| (P-8)  | CONCRETE TRASH APRON                   | 6" THK 4,000 PSI CONCRETE WITH FIBERMESH                     | 1,064 S.F.                           |
| (P-9)  | ASPHALT                                | 1" TOPPING OVER 2" BINDER (COMPRESSED) OVER 8" STONE BASE    | ON-SITE 2,888 S.Y. OFF-SITE 96 S.Y.  |
| (P-10) | 5' OPTIONAL CONCRETE DRIP APRON        | 5' W x 6" THK 4,000 PSI CONCRETE FIBERMESH                   | 2,362 S.F.                           |
| (P-11) | OPTIONAL CONCRETE DELIVERY TRUCK APRON | 10' W x 6" THK 4,000 PSI CONCRETE FIBERMESH                  | 0 S.F.                               |

**MISCELLANEOUS ITEMS**

- (M-12) DELIVERY RAMP
- (M-13) DETECTOR LOOP (INSTALL IF NOT EXISTING)
- (M-14) 6" BOLLARD (TYP.)
- (M-15) CONCRETE TRANSFORMER PAD
- (M-16) TRELLIS OVERHANG
- (M-17) 6" SAFETY RAIL (STAINLESS STEEL)
- (M-18) TYPE I H/C RAMP (REFER TO ADA DETAILS SHEET FOR DETAILS)
- (M-19) TYPE II H/C RAMP (REFER TO ADA DETAILS SHEET FOR DETAILS)
- (M-20) TYPE III H/C RAMP (REFER TO ADA DETAILS SHEET FOR DETAILS)
- (M-21) EXTENTS OF CURB & GUTTER AND/OR ASPHALT PAVING, TIE TO EXISTING AT THIS POINT.
- (M-22) TRANSITION FROM ASPHALT TO CONCRETE (SEE SITE DETAILS SHEET FOR DETAILS)
- (M-23) DUMPSTER ENCLOSURE (REFER TO STRUCTURAL PLANS FOR DETAILS) EXTERIOR FINISH TO MATCH BUILDING.
- (M-24) 20' x 9'-0" STORAGE SHED EXTERIOR FINISH TO MATCH DUMPSTER ENCLOSURE / BUILDING.
- (M-25) CONCRETE DRAINAGE FLUME (SEE SITE DETAILS SHEET FOR DETAILS)
- (M-26) OUTDOOR PATIO AREA (SEE SITE DETAILS SHEET FOR DETAILS)

**INTEGRITY ENGINEERING & DEVELOPMENT SERVICES, INC.**  
 3615 Brandon Highway, Suite 201  
 Decatur, Ga 30019 (678) 546-0446

| NO. | DATE:    | ISSUE DESCRIPTION             |
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| 1   | 08/28/24 | SUBMIT TO MCDONALD'S          |
| 2   | 09/03/24 | REVISE MONUMENT SIGN LOCATION |
| 3   |          |                               |
| 4   |          |                               |

**McDonald's USA, L.L.C.**  
 One Glenlake Parkway, Suite 500 Atlanta, Ga 30328-5327

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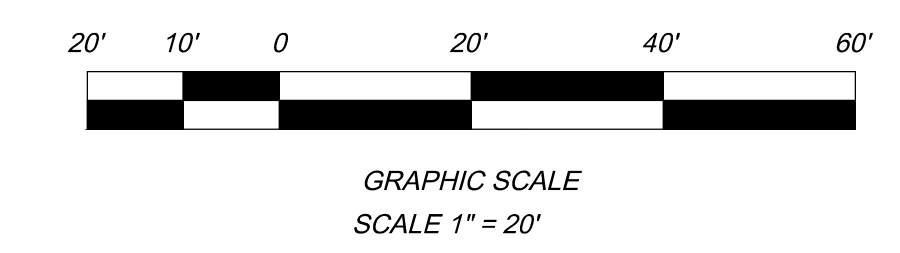
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 Parcel ID #3414-501-3810-100-1 Port St. Lucie, St. Lucie County  
 Zoned: GC

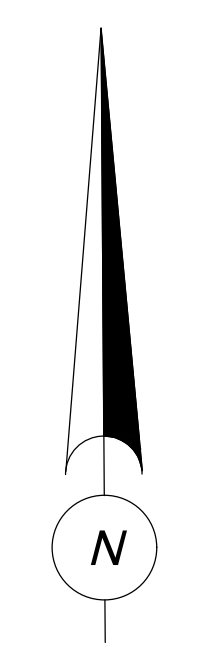
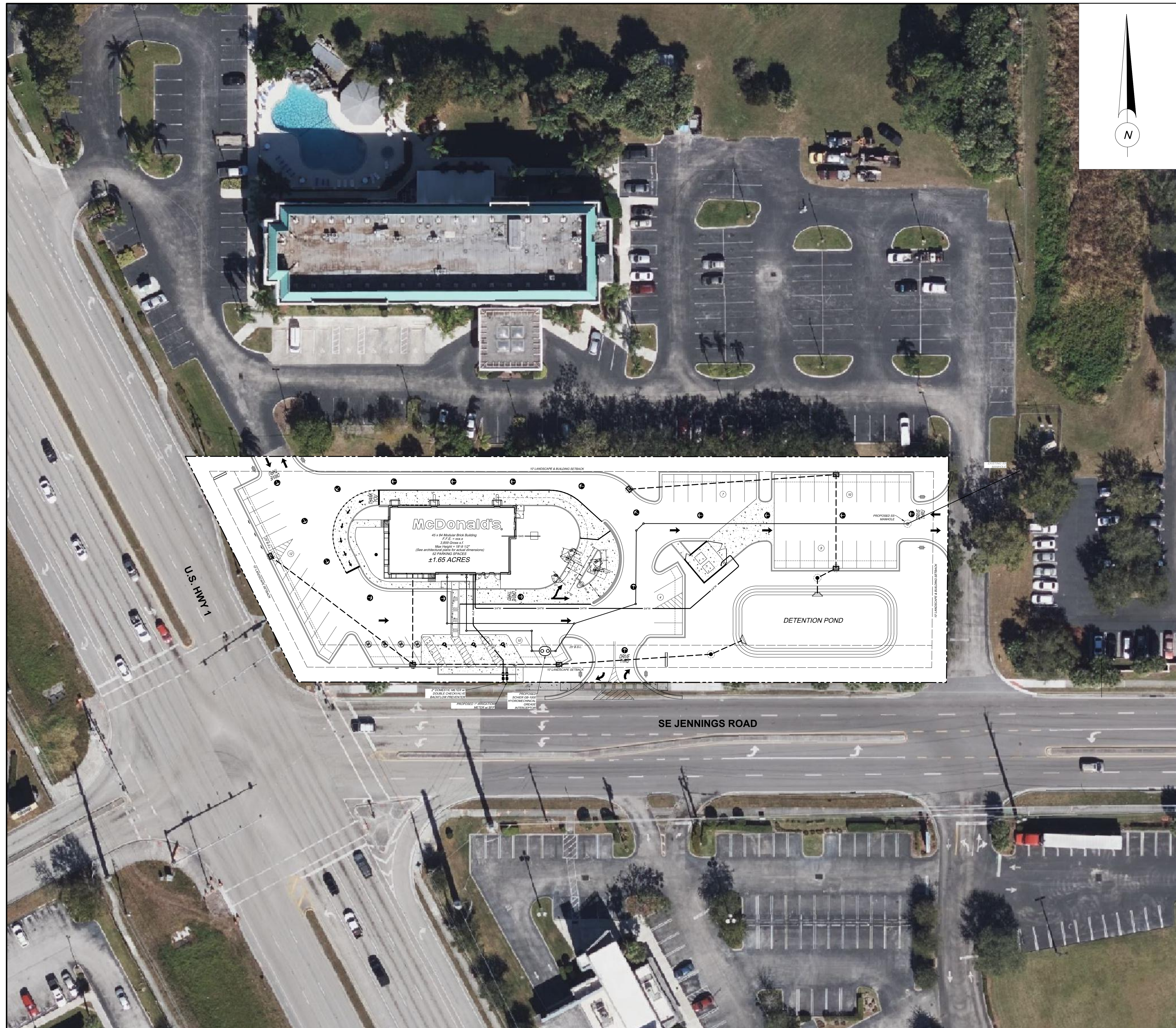
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**9-2788**

IEDS PROJECT NUMBER:  
**MCD-24129**

SHEET TITLE:  
**PRELIMINARY SITE PLAN**

SHEET NUMBER **1** / **3**

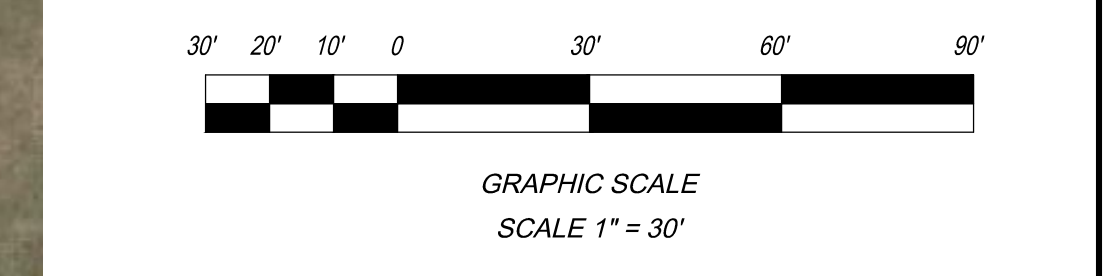
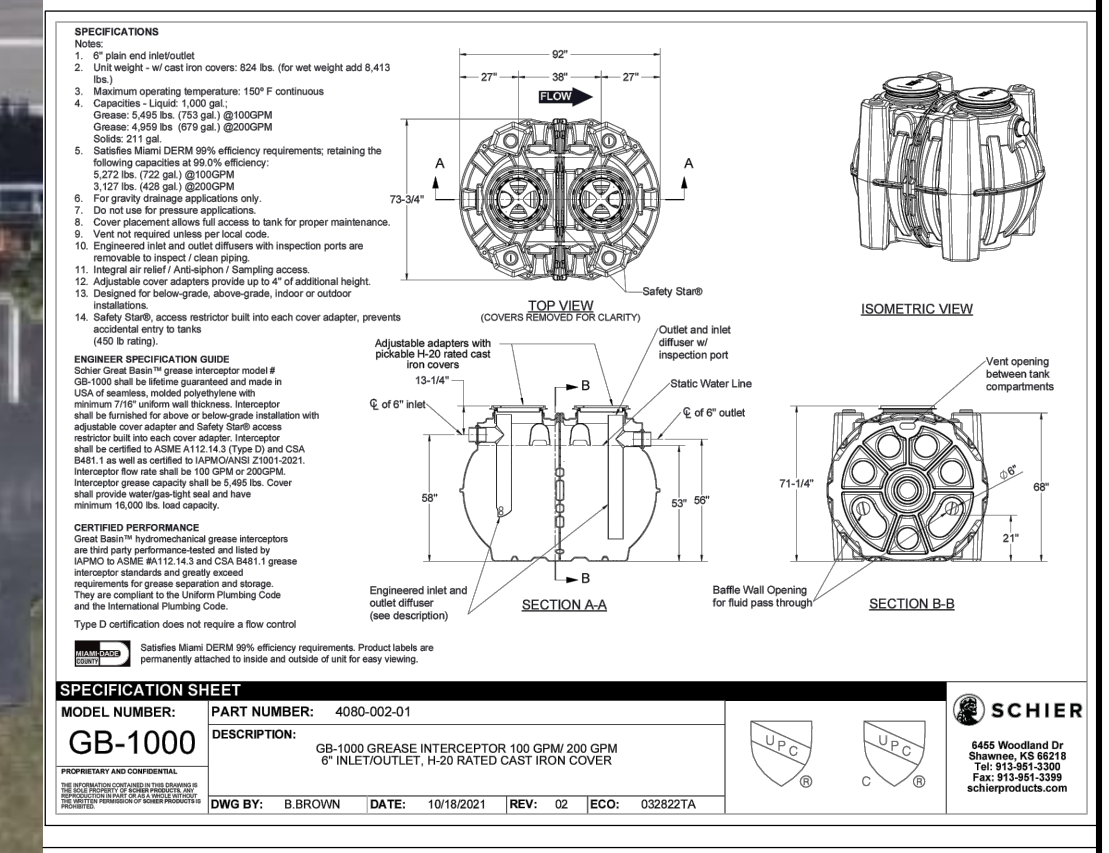
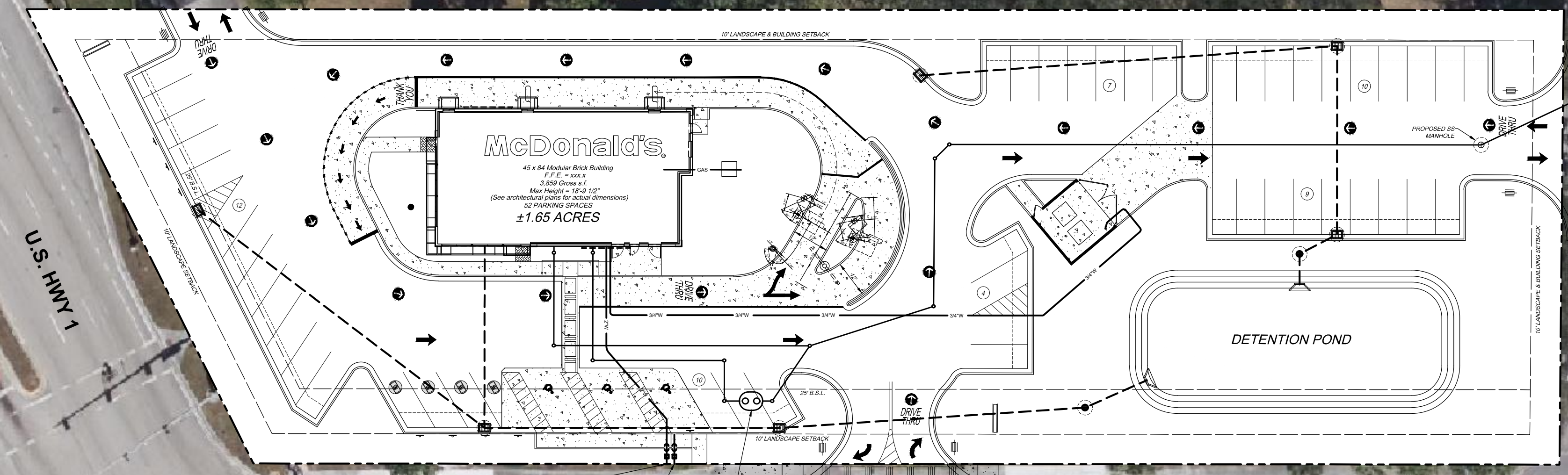




| SITE UTILITIES (DIV. 33) |                        |            |      |      |
|--------------------------|------------------------|------------|------|------|
| KEY                      | DESCRIPTION            | CATEGORY   | UNIT | QTY. |
| U-1                      | SCHIER GB-1000         |            | 1000 | 1    |
| U-2                      | SANITARY SEWER UTIL    | 33.30.00.S | LF   | 614' |
| U-3                      | JUNCTION BOX           | 33.40.02.S | QTY. | 2    |
| U-4                      | UNDERGROUND DETENTION  | 33.40.08.S | LF   | 0    |
| U-5                      | STORM PIPE (18")       | 33.41.00.S | LF   | 631' |
| U-6                      | STORM PIPE (24")       | 33.41.00.S | LF   | 0    |
| U-7                      | STORM PIPE (30")       | 33.41.00.S | LF   | 0    |
| U-8                      | CULVERTS               | 33.42.00.S | LF   | 0    |
| U-9                      | AREA DRAIN/CATCH BASIN | 33.44.00.S | QTY. | 6    |
| U-10                     | STORM WAT TREAT SYS    | 33.44.19.S | QTY. | 0    |

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Parcel ID  
#3414-501-3810-100-1 Port  
St. Lucie, St. Lucie County  
Zoned: GC

9-2788

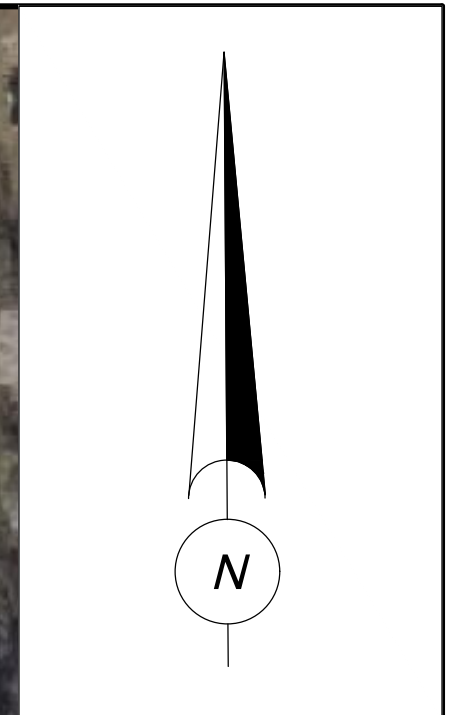
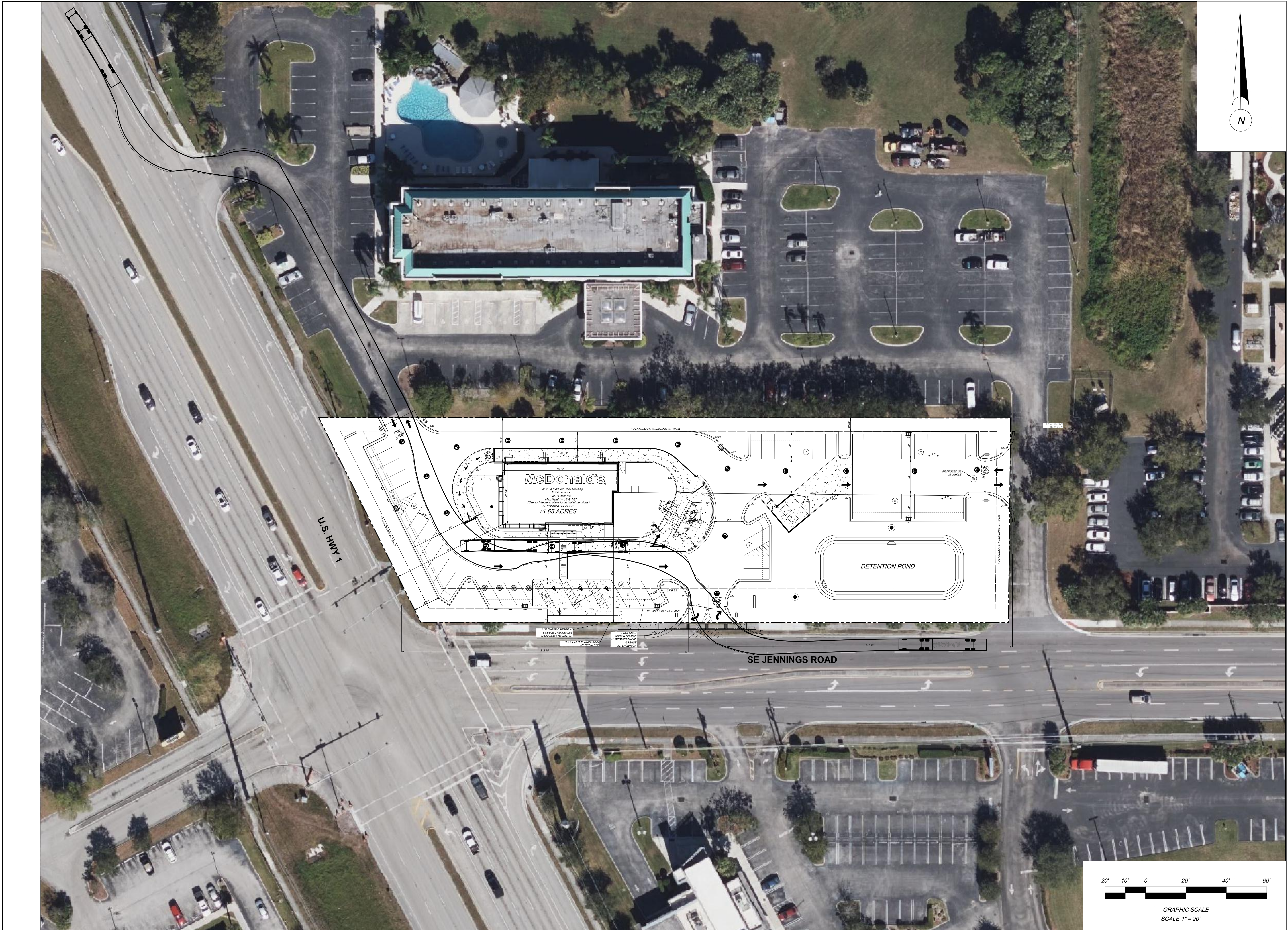
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MCD-24129

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**PRELIMINARY  
UTILITY PLAN**

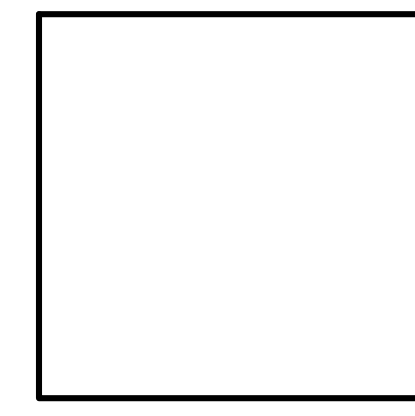
SHEET NUMBER **3**  
3

**SPECIFICATION SHEET**  
MODEL NUMBER: **GB-1000** PART NUMBER: 4000-000-01  
DESCRIPTION: 10\"/>

DESIGNED BY: S. BROWN DATE: 10/20/21 REV: 02 ECD: 10/22/24  
DRAWN BY: S. BROWN DATE: 10/20/21 REV: 02 ECD: 10/22/24



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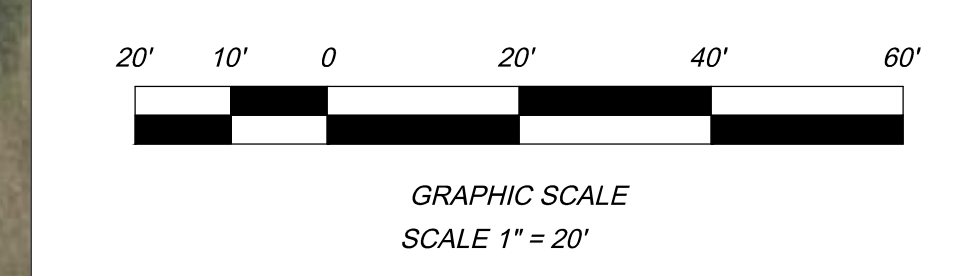
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Parcel ID  
#3414-501-3810-100-1 Port  
St. Lucie, St. Lucie County  
Zoned: GC

MCD STATE SITE CODE:  
**9-2788**

IEDS PROJECT NUMBER:  
**MCD-24129**

SHEET TITLE:  
**TRUCK  
ACCESS PLAN**

SHEET NUMBER **3**  
3



**Appendix B**  
ITE Information Sheets



# Fast-Food Restaurant with Drive-Through Window (934)

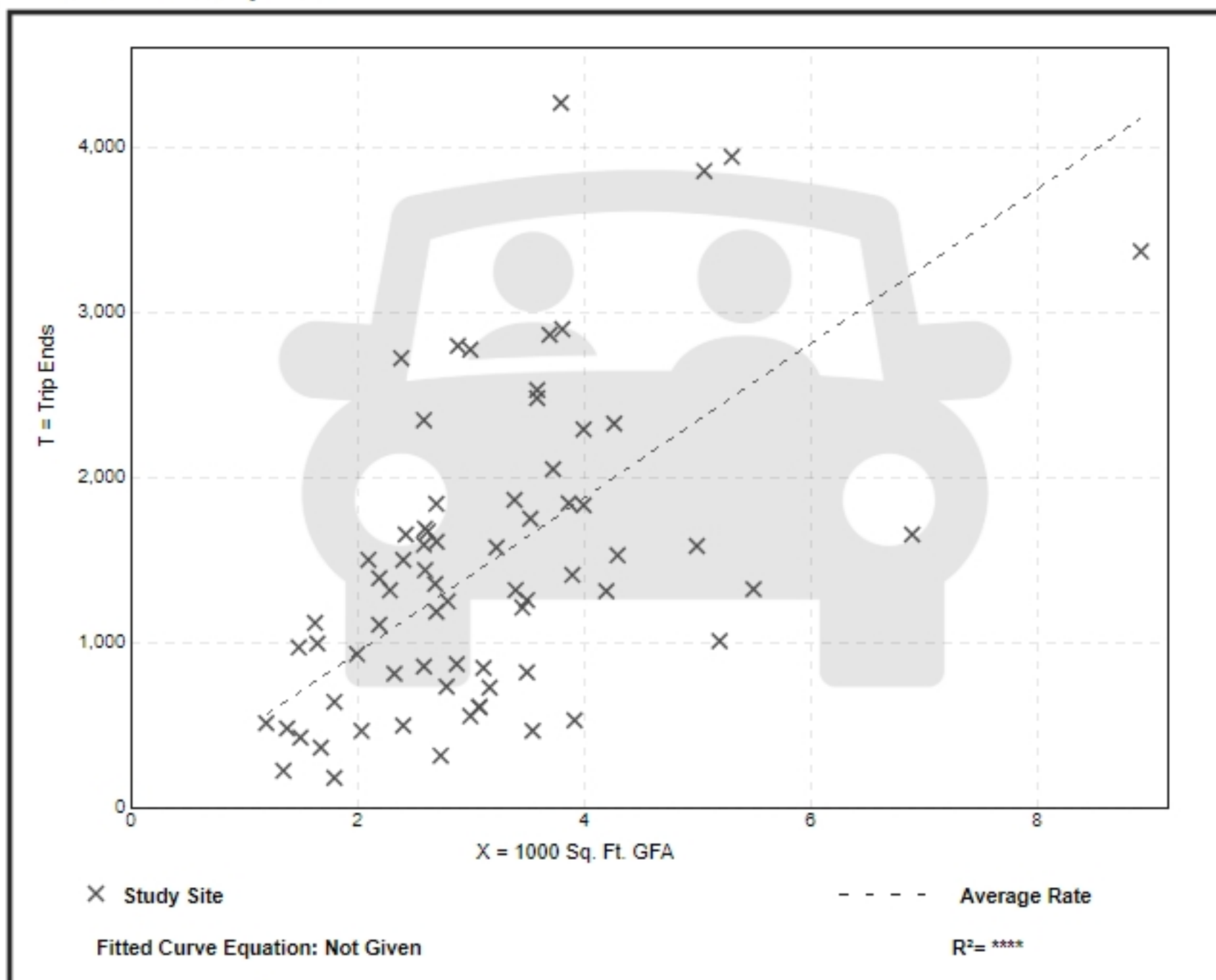
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 71  
Avg. 1000 Sq. Ft. GFA: 3  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates  | Standard Deviation |
|--------------|-----------------|--------------------|
| 467.48       | 98.89 - 1137.66 | 238.62             |

## Data Plot and Equation



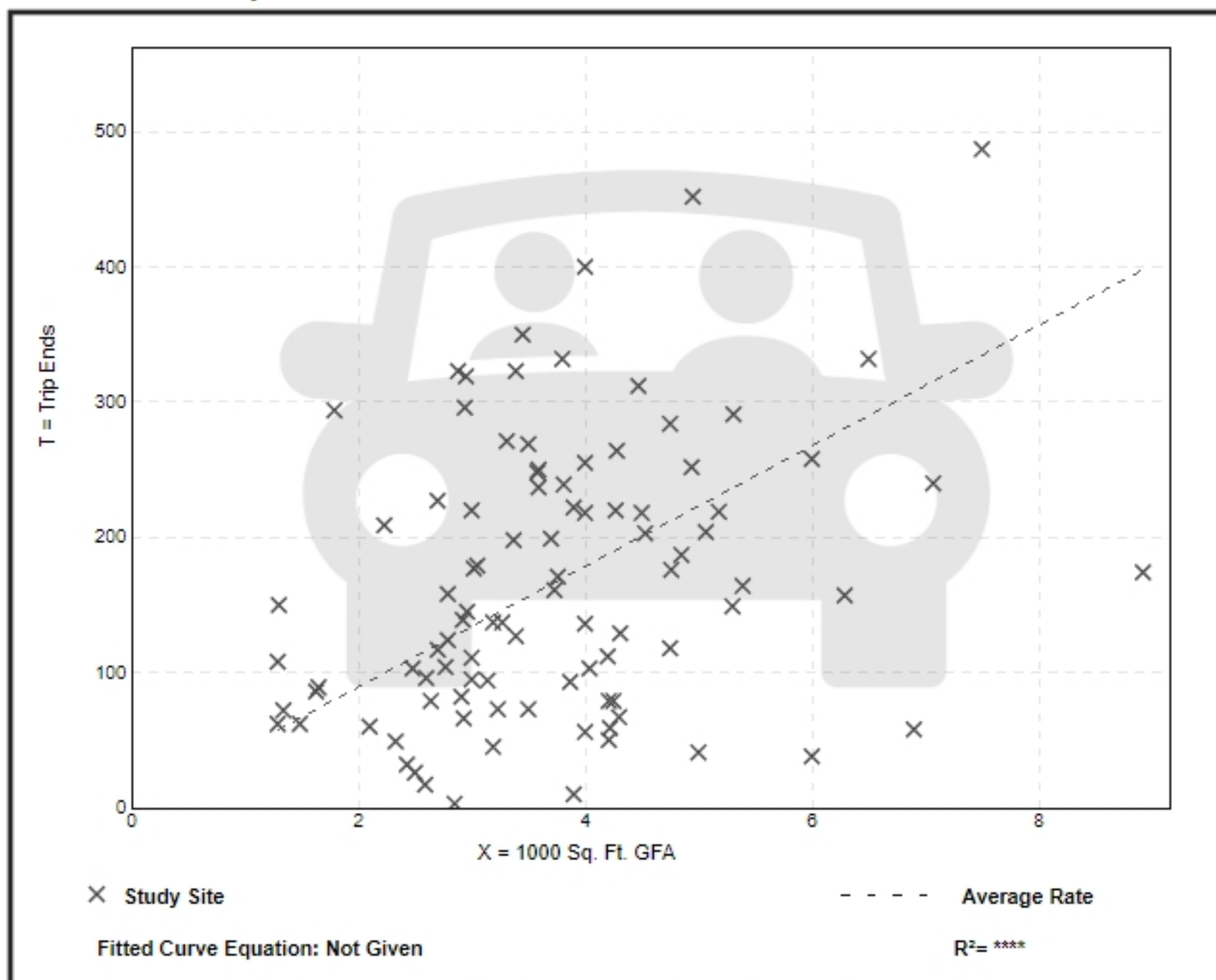
# Fast-Food Restaurant with Drive-Through Window (934)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GFA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 96  
 Avg. 1000 Sq. Ft. GFA: 4  
 Directional Distribution: 51% entering, 49% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 44.61        | 1.05 - 164.25  | 27.14              |

## Data Plot and Equation



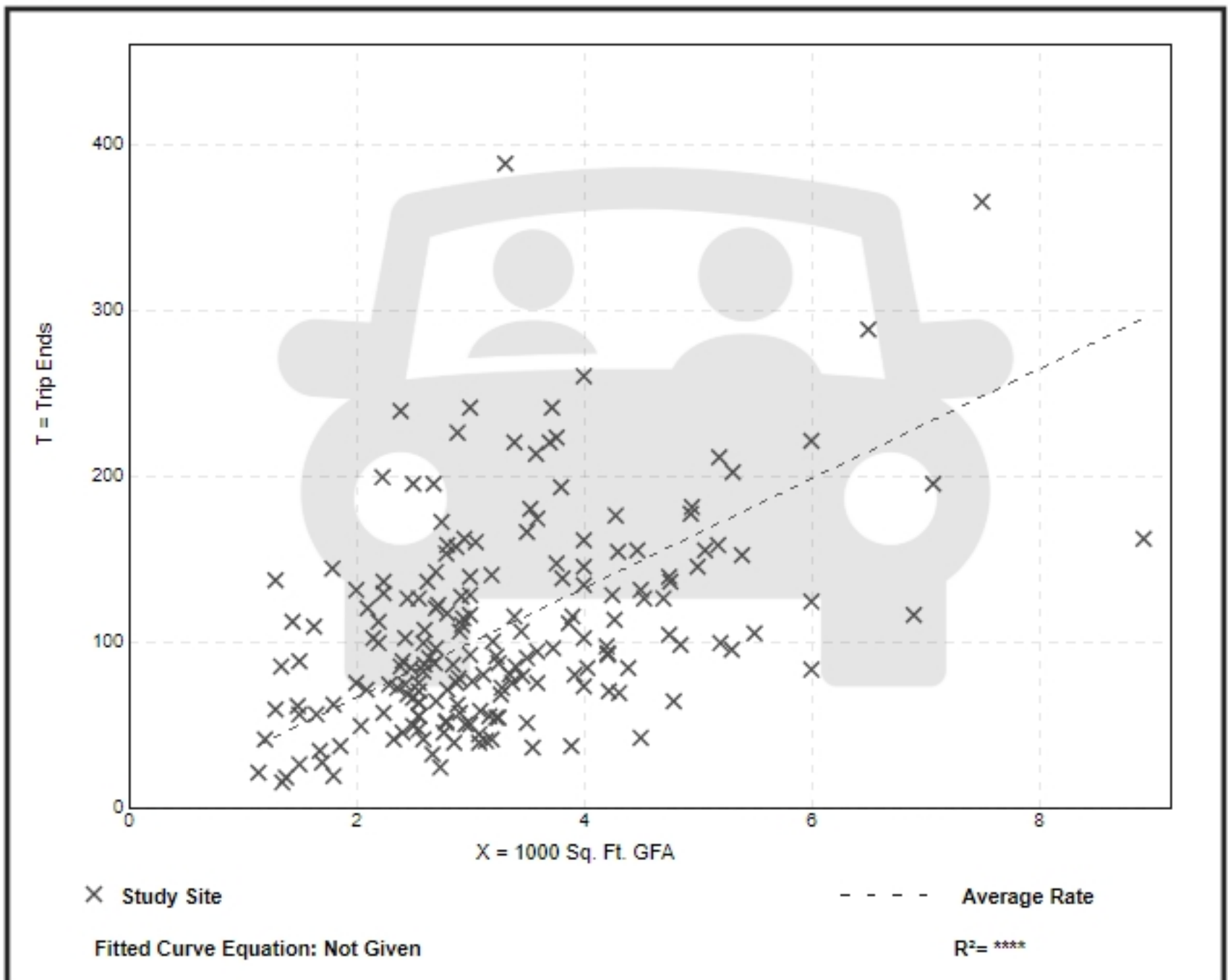
# Fast-Food Restaurant with Drive-Through Window (934)

**Vehicle Trip Ends vs:** 1000 Sq. Ft. GFA  
**On a:** Weekday,  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location:** General Urban/Suburban  
 Number of Studies: 190  
 Avg. 1000 Sq. Ft. GFA: 3  
 Directional Distribution: 52% entering, 48% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

| Average Rate | Range of Rates | Standard Deviation |
|--------------|----------------|--------------------|
| 33.03        | 8.77 - 117.22  | 17.59              |

## Data Plot and Equation







**Appendix C**  
Queue Date / Surrogate Site Data

3546 NW Federal Hwy - Jensen Beach

| Time    | Inside Lane 1<br>Order Board to<br>End of Queue | Outside Lane 2<br>Order Board to<br>End of Queue | Window to<br>End of<br>Queue | Totals |
|---------|---|--|------------------------------|--------|
| 7:00 AM | 6   | 1  | 3                            | 10     |
| 7:05 AM | 4   | 0  | 4                            | 8      |
| 7:10 AM | 3   | 2  | 2                            | 7      |
| 7:15 AM | 4   | 2  | 3                            | 9      |
| 7:20 AM | 2   | 2  | 4                            | 8      |
| 7:25 AM | 3   | 1  | 2                            | 6      |
| 7:30 AM | 3   | 2  | 3                            | 8      |
| 7:35 AM | 3   | 2  | 4                            | 9      |
| 7:40 AM | 0   | 2  | 5                            | 7      |
| 7:45 AM | 5   | 1  | 4                            | 10     |
| 7:50 AM | 4   | 3  | 2                            | 9      |
| 7:55 AM | 4   | 2  | 3                            | 9      |
| 8:00 AM | 5   | 2  | 4                            | 11     |
| 8:05 AM | 1   | 1  | 2                            | 4      |
| 8:10 AM | 2   | 2  | 3                            | 7      |
| 8:15 AM | 1   | 1  | 4                            | 6      |
| 8:20 AM | 3   | 2  | 2                            | 7      |
| 8:25 AM | 3   | 1  | 4                            | 8      |
| 8:30 AM | 1   | 2  | 4                            | 7      |
| 8:35 AM | 4   | 2  | 2                            | 8      |
| 8:40 AM | 1   | 0  | 3                            | 4      |
| 8:45 AM | 3   | 2  | 5                            | 10     |
| 8:50 AM | 2   | 2  | 3                            | 7      |
| 8:55 AM | 2   | 1  | 4                            | 7      |
| Totals  | 69  | 38   | 79                           | 186    |

100

86

| Time    | Inside Lane 1<br>Order Board to<br>End of Queue | Outside Lane 2<br>Order Board to<br>End of Queue | Pickup<br>Window to<br>End of Queue | Totals |
|---------|---|--|-------------------------------------|--------|
| 4:00 PM | 2   | 2  | 3                                   | 7      |
| 4:05 PM | 3   | 3  | 4                                   | 10     |
| 4:10 PM | 4   | 2  | 2                                   | 8      |
| 4:15 PM | 3   | 3  | 3                                   | 9      |
| 4:20 PM | 4   | 1  | 4                                   | 9      |
| 4:25 PM | 2   | 2  | 5                                   | 9      |
| 4:30 PM | 4   | 3  | 4                                   | 11     |
| 4:35 PM | 3   | 1  | 2                                   | 6      |
| 4:40 PM | 4   | 2  | 3                                   | 9      |
| 4:45 PM | 5   | 2  | 4                                   | 11     |
| 4:50 PM | 4   | 3  | 5                                   | 12     |
| 4:55 PM | 2   | 1  | 6                                   | 9      |
| 5:00 PM | 3   | 2  | 4                                   | 9      |
| 5:05 PM | 4   | 2  | 2                                   | 8      |
| 5:10 PM | 2   | 3  | 4                                   | 9      |
| 5:15 PM | 3   | 2  | 2                                   | 7      |
| 5:20 PM | 4   | 1  | 4                                   | 9      |
| 5:25 PM | 5   | 2  | 3                                   | 10     |
| 5:30 PM | 4   | 3  | 4                                   | 11     |
| 5:35 PM | 2   | 1  | 5                                   | 8      |
| 5:40 PM | 3   | 2  | 4                                   | 9      |
| 5:45 PM | 4   | 3  | 2                                   | 9      |
| 5:50 PM | 2   | 2  | 2                                   | 6      |
| 5:55 PM | 3   | 3  | 4                                   | 10     |
| Totals  | 79  | 51   | 85                                  | 215    |

110

105

401

Window

Board

7626 S Federal Hwy - PSL

| Time    | Inside Lane 1<br>Order Board to<br>End of Queue | Outside Lane 2<br>Order Board to<br>End of Queue | Pickup<br>Window to<br>End of Queue | Totals |
|---------|---|--|-------------------------------------|--------|
| 7:00 AM | 4   | 3  | 3                                   | 10     |
| 7:05 AM | 0   | 4  | 2                                   | 6      |
| 7:10 AM | 1   | 4  | 1                                   | 6      |
| 7:15 AM | 1   | 2  | 3                                   | 6      |
| 7:20 AM | 1   | 2  | 4                                   | 7      |
| 7:25 AM | 1   | 5  | 2                                   | 8      |
| 7:30 AM | 0   | 2  | 3                                   | 5      |
| 7:35 AM | 4   | 5  | 4                                   | 13     |
| 7:40 AM | 1   | 4  | 2                                   | 7      |
| 7:45 AM | 1   | 1  | 1                                   | 3      |
| 7:50 AM | 2   | 5  | 1                                   | 8      |
| 7:55 AM | 5   | 5  | 3                                   | 13     |
| 8:00 AM | 2   | 3  | 4                                   | 9      |
| 8:05 AM | 2   | 3  | 3                                   | 8      |
| 8:10 AM | 3   | 3  | 4                                   | 10     |
| 8:15 AM | 5   | 6  | 2                                   | 13     |
| 8:20 AM | 1   | 4  | 3                                   | 8      |
| 8:25 AM | 2   | 4  | 4                                   | 10     |
| 8:30 AM | 2   | 3  | 4                                   | 9      |
| 8:35 AM | 3   | 5  | 2                                   | 10     |
| 8:40 AM | 2   | 4  | 3                                   | 9      |
| 8:45 AM | 5   | 6  | 4                                   | 15     |
| 8:50 AM | 1   | 1  | 2                                   | 4      |
| 8:55 AM | 1   | 2  | 2                                   | 5      |
| Totals  | 50  | 86   | 66                                  | 202    |

92

110

Window

Board

| Time    | Inside Lane 1<br>Order Board to<br>End of Queue | Outside Lane 2<br>Order Board to<br>End of Queue | Pickup<br>Window to<br>End of Queue | Totals |
|---------|---|--|-------------------------------------|--------|
| 4:00 PM | 3   | 3  | 3                                   | 9      |
| 4:05 PM | 1   | 4  | 4                                   | 9      |
| 4:10 PM | 3   | 6  | 3                                   | 12     |
| 4:15 PM | 4   | 4  | 4                                   | 12     |
| 4:20 PM | 3   | 5  | 4                                   | 12     |
| 4:25 PM | 4   | 2  | 5                                   | 11     |
| 4:30 PM | 5   | 3  | 2                                   | 10     |
| 4:35 PM | 4   | 4  | 3                                   | 11     |
| 4:40 PM | 3   | 5  | 4                                   | 12     |
| 4:45 PM | 4   | 4  | 2                                   | 10     |
| 4:50 PM | 4   | 2  | 3                                   | 9      |
| 4:55 PM | 3   | 4  | 4                                   | 11     |
| 5:00 PM | 4   | 3  | 5                                   | 12     |
| 5:05 PM | 2   | 4  | 2                                   | 8      |
| 5:10 PM | 3   | 5  | 3                                   | 11     |
| 5:15 PM | 4   | 4  | 4                                   | 12     |
| 5:20 PM | 2   | 6  | 5                                   | 13     |
| 5:25 PM | 3   | 4  | 4                                   | 11     |
| 5:30 PM | 4   | 8  | 5                                   | 17     |
| 5:35 PM | 4   | 4  | 4                                   | 12     |
| 5:40 PM | 2   | 5  | 4                                   | 11     |
| 5:45 PM | 4   | 6  | 5                                   | 15     |
| 5:50 PM | 2   | 4  | 2                                   | 8      |
| 5:55 PM | 3   | 8  | 4                                   | 15     |
| Totals  | 78  | 107  | 88                                  | 273    |

128

145

475

Window

Board



1080 SE Port St. Lucie Blvd - PSL

| Time    | Inside Lane 1<br>Order Board to<br>End of Queue | Outside Lane 2<br>Order Board to<br>End of Queue | Window to<br>End of<br>Queue | Totals |
|---------|---|--|------------------------------|--------|
| 7:00 AM | 1   | 1  | 3                            | 5      |
| 7:05 AM | 1   | 2  | 4                            | 7      |
| 7:10 AM | 1   | 0  | 2                            | 3      |
| 7:15 AM | 1   | 3  | 3                            | 7      |
| 7:20 AM | 2   | 3  | 4                            | 9      |
| 7:25 AM | 0   | 3  | 6                            | 9      |
| 7:30 AM | 3   | 4  | 5                            | 12     |
| 7:35 AM | 1   | 3  | 4                            | 8      |
| 7:40 AM | 2   | 3  | 5                            | 10     |
| 7:45 AM | 1   | 3  | 5                            | 9      |
| 7:50 AM | 1   | 4  | 4                            | 9      |
| 7:55 AM | 1   | 2  | 4                            | 7      |
| 8:00 AM | 1   | 3  | 4                            | 8      |
| 8:05 AM | 1   | 2  | 6                            | 9      |
| 8:10 AM | 2   | 5  | 2                            | 9      |
| 8:15 AM | 2   | 3  | 6                            | 11     |
| 8:20 AM | 3   | 3  | 4                            | 10     |
| 8:25 AM | 2   | 1  | 4                            | 7      |
| 8:30 AM | 0   | 1  | 2                            | 3      |
| 8:35 AM | 2   | 2  | 5                            | 9      |
| 8:40 AM | 2   | 4  | 3                            | 9      |
| 8:45 AM | 2   | 4  | 2                            | 8      |
| 8:50 AM | 2   | 2  | 2                            | 6      |
| 8:55 AM | 2   | 4  | 2                            | 8      |
| Totals  | 36  | 65   | 91                           | 192    |

Window

Board

95

97

| Time    | Inside Lane 1<br>Order Board to<br>End of Queue | Outside Lane 2<br>Order Board to<br>End of Queue | Pickup<br>Window to<br>End of Queue | Totals |
|---------|---|--|-------------------------------------|--------|
| 4:00 PM | 2   | 3  | 3                                   | 8      |
| 4:05 PM | 1   | 4  | 4                                   | 9      |
| 4:10 PM | 3   | 2  | 6                                   | 11     |
| 4:15 PM | 4   | 3  | 4                                   | 11     |
| 4:20 PM | 2   | 4  | 5                                   | 11     |
| 4:25 PM | 3   | 5  | 4                                   | 12     |
| 4:30 PM | 4   | 5  | 6                                   | 15     |
| 4:35 PM | 3   | 4  | 4                                   | 11     |
| 4:40 PM | 2   | 5  | 5                                   | 12     |
| 4:45 PM | 3   | 6  | 6                                   | 15     |
| 4:50 PM | 4   | 4  | 4                                   | 12     |
| 4:55 PM | 5   | 4  | 5                                   | 14     |
| 5:00 PM | 4   | 4  | 5                                   | 13     |
| 5:05 PM | 2   | 5  | 6                                   | 13     |
| 5:10 PM | 3   | 4  | 4                                   | 11     |
| 5:15 PM | 2   | 3  | 5                                   | 10     |
| 5:20 PM | 3   | 4  | 4                                   | 11     |
| 5:25 PM | 2   | 5  | 6                                   | 13     |
| 5:30 PM | 4   | 4  | 4                                   | 12     |
| 5:35 PM | 2   | 2  | 6                                   | 10     |
| 5:40 PM | 3   | 3  | 4                                   | 10     |
| 5:45 PM | 4   | 4  | 5                                   | 13     |
| 5:50 PM | 2   | 2  | 6                                   | 10     |
| 5:55 PM | 3   | 3  | 4                                   | 10     |
| Totals  | 70  | 92   | 115                                 | 277    |

Window

Board

141

136

469