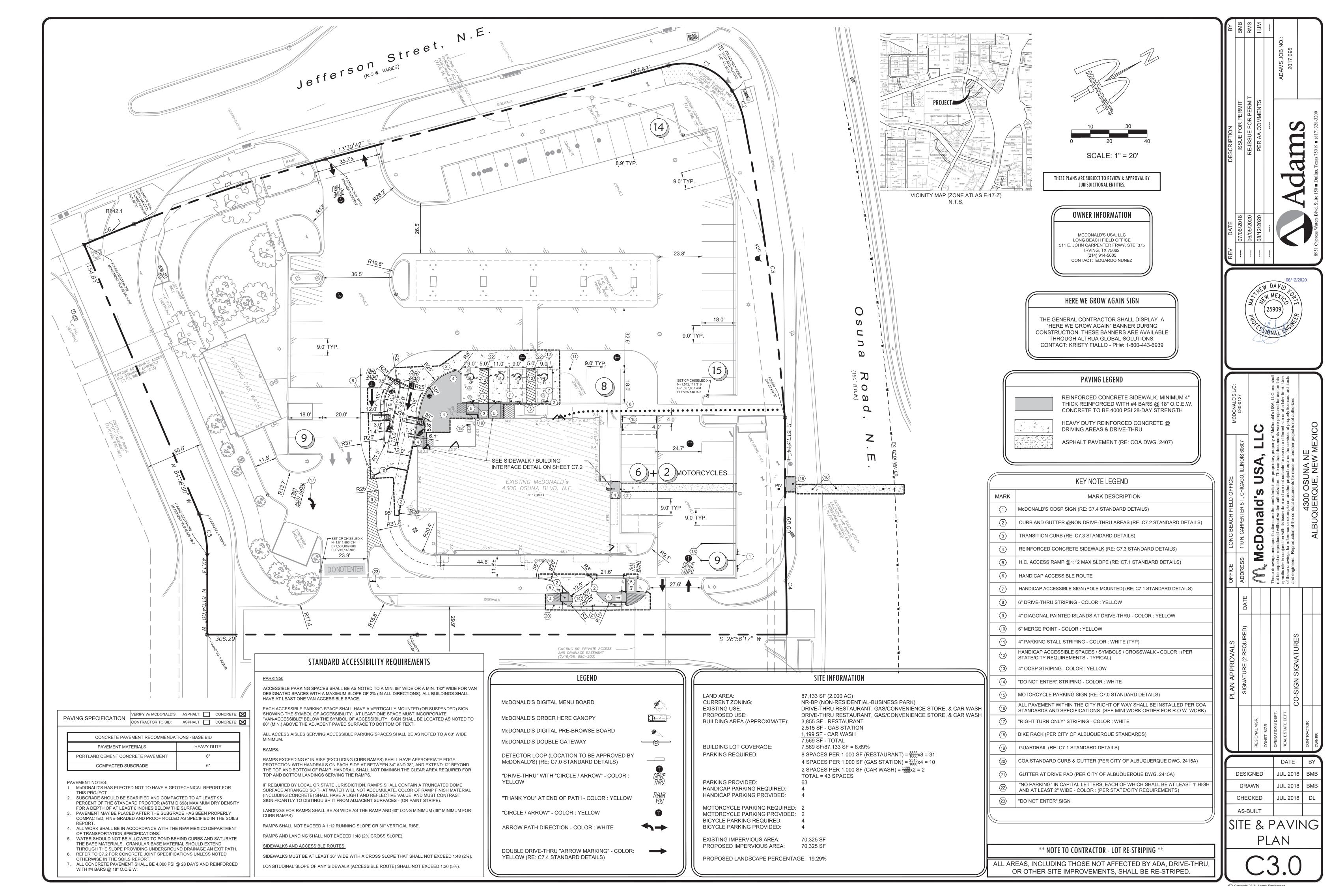
ADMINISTRATI	VE AMENDMENT
FILE #PI	ROJECT #
APPROVED BY	DATE

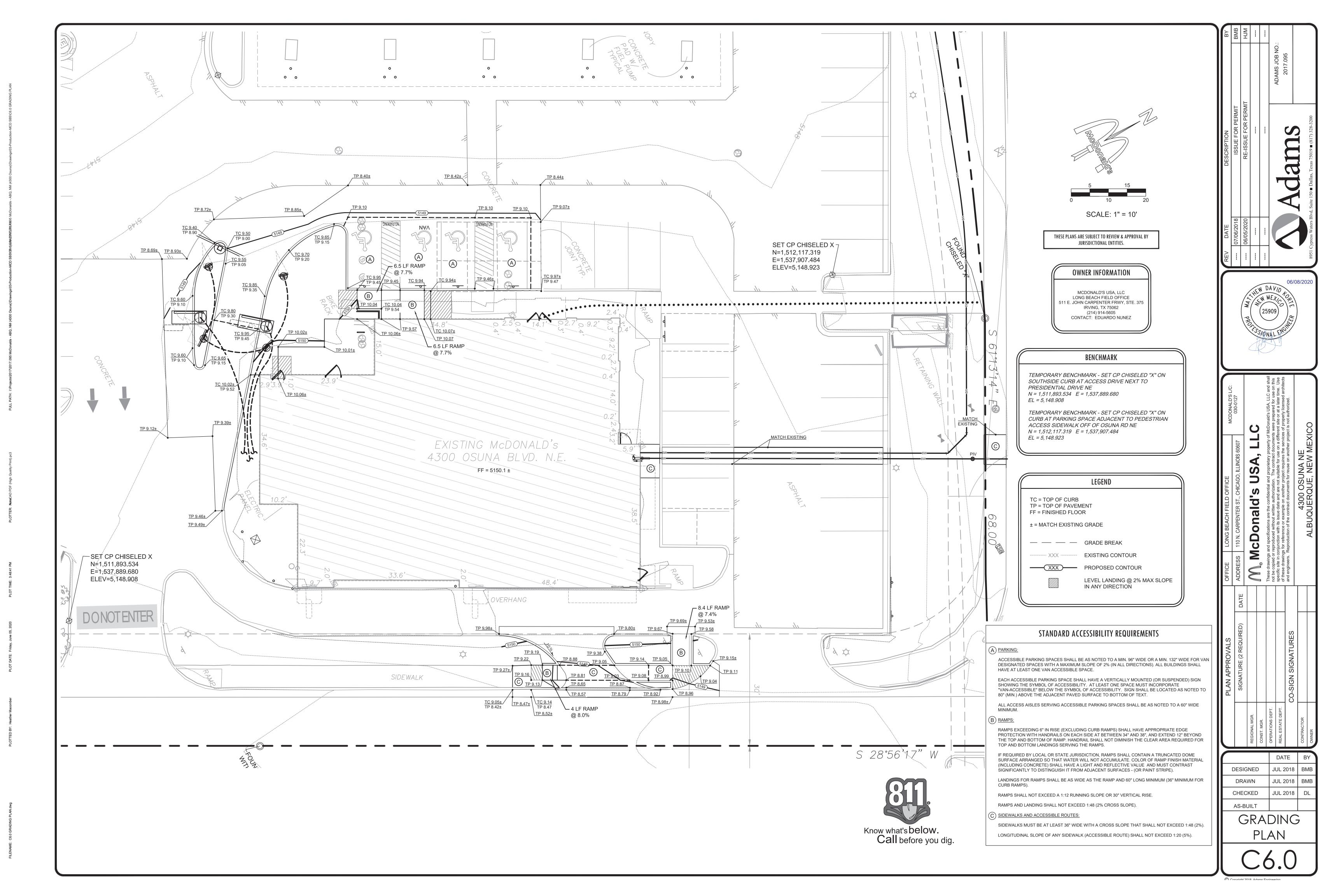


FULL PATH: 13Polects/2017/2017 095 McDonalds - ABO NM (4300 Osuna)\Drawings\03-Production-MCD SRS\03-fixed Fixed Fixed Fixed States FAXON (2007 Osuna)\Drawings\03-Prod

1 PM PLOTTER: MotoccAD PDF (+

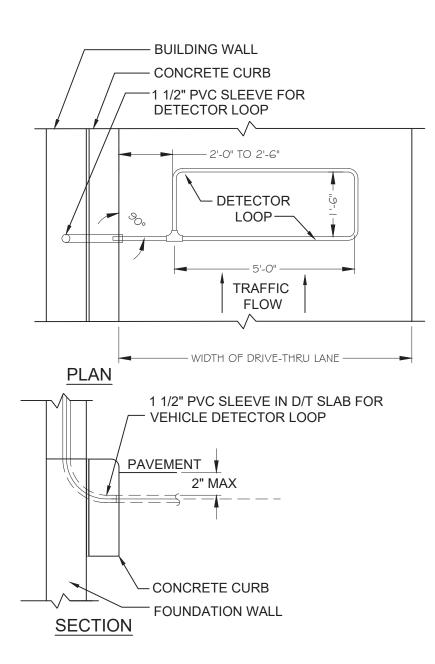
ednesday, August 12, 2020 PLOT

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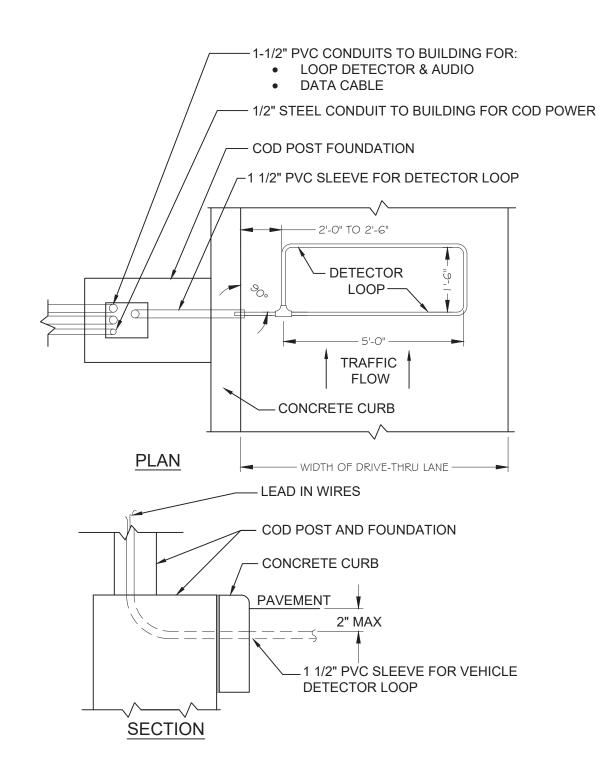


NOTES:

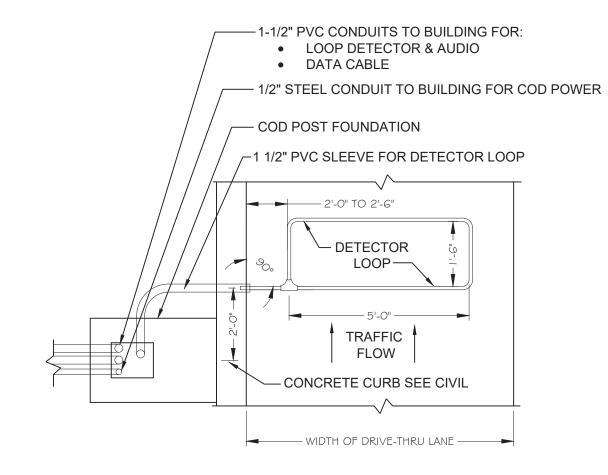
- 1. VERIFY CONDUIT SIZES AND LAYOUT WITH DETECTOR LOOP MANUFACTURER.
- 2. CENTER VEHICLE DETECTOR LOOP IN DRIVE THRU LANE. INSTALL PER MANUFACTURERS RECOMMENDATIONS.
- 3. NO STEEL (REBAR OR ELECTRICAL WIRE) SHALL BE USED WITHIN 2' OF LOOP.
- 4. DETECTOR LOOP MANUFACTURERS: DETECTOR LOOPS MAY BE BY ONE OF THE FOLLOWINGS COMPANIES OR EQUAL.
- 3M: 1-800-328-0033 HME: 1-800-848-4468
- 5. <u>DETECTOR LOOP MATERIAL:</u> PVC TUBING 1/2" I.D. 100 PSI LOOP MADE FROM ONE LENGTH OF THIN FOURTEEN GAUGE STRANDED WIRE. LEAD-IN IS PRE-TWISTED AT FACTORY.
- 6. DETECTOR LOOP CONSTRUCTION: FORMED WITH ONE CONTINUOUS LENGTH OF PVC WITH NO SHARP CORNERS AS DETAILED. WIRE LOOPED, FORMED, & PIGTAILED AS DETAILED.

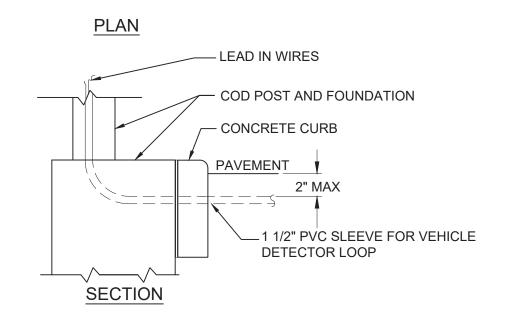


DETECTOR LOOP DETAIL AT DRIVE-THRU WINDOW NOT TO SCALE

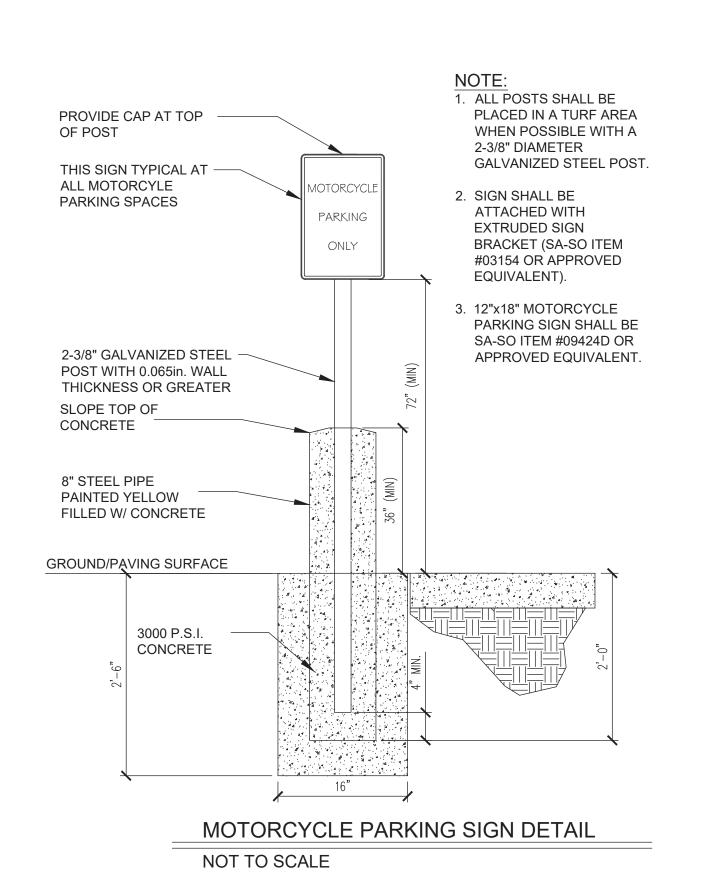


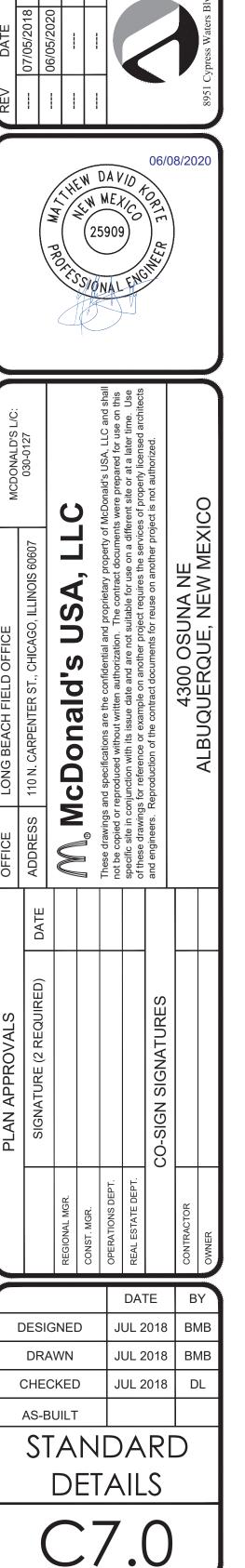
PRIMARY LANE DETECTOR LOOP DETAIL AT C.O.D. NOT TO SCALE



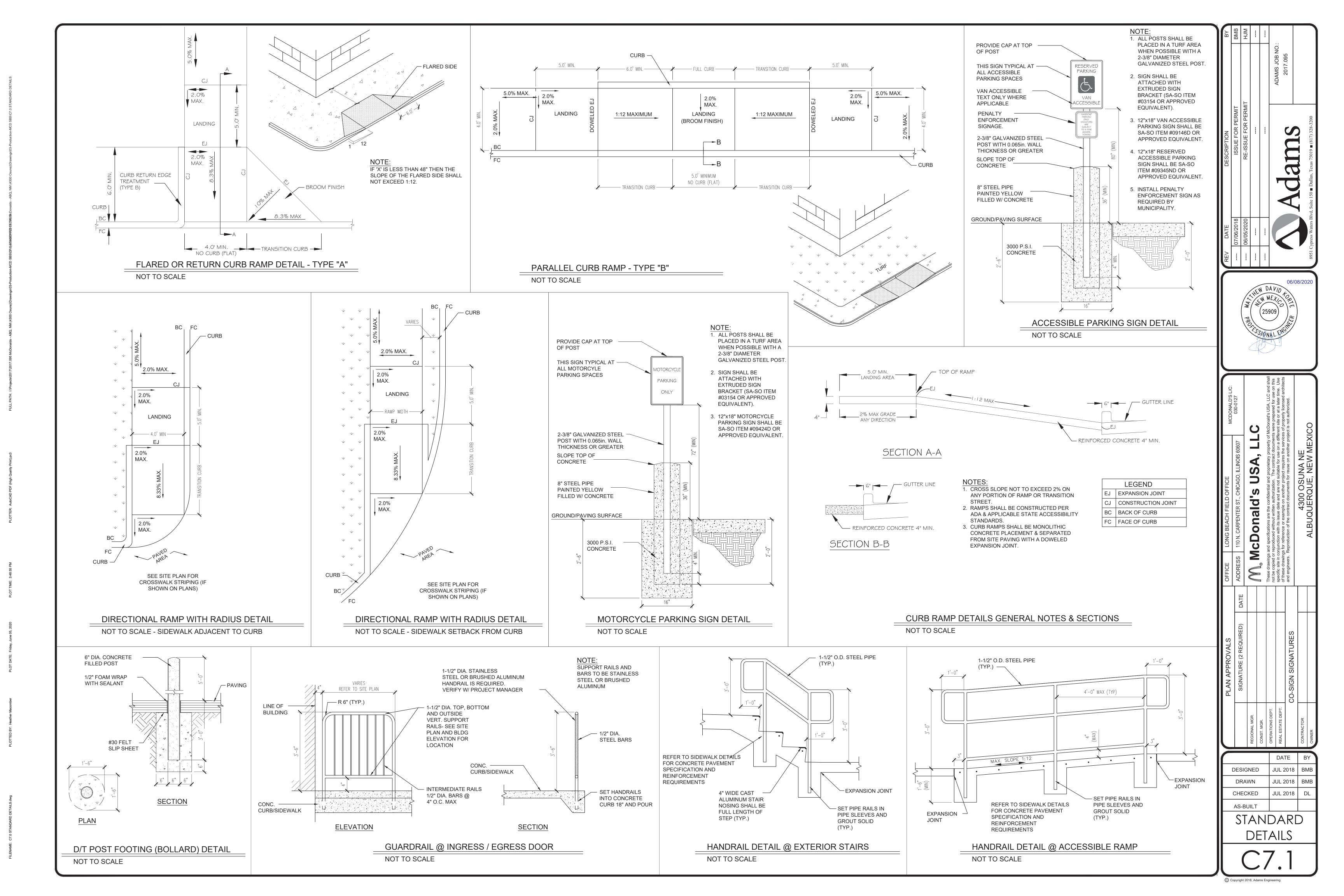


SECONDARY LANE DETECTOR LOOP DETAIL AT C.O.D. NOT TO SCALE





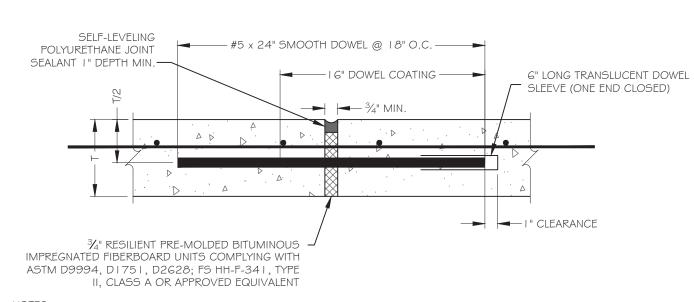
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#6 x 24" DEFORMED BARS — TRANSVERSE EXPANSION DOWELED AND EPOXYED INTO JOINT WITH SILICONE JOINT EXISTING PAVEMENT @ 18" O.C. SEALANT (SEE JOINT DETAIL) & FIBER EXISTING CONCRETE — PAVEMENT PROPOSED SUBGRADE PER EXISTING SUBGRADE TYPICAL ROADWAY SECTION

TRANSVERSE EXPANSION JOINT

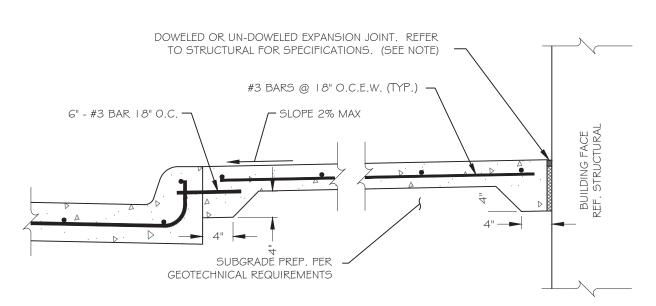
NOT TO SCALE



- . SLEEVES FOR DOWELS SHALL HAVE AN INSIDE DIAMETER OF N_0 " GREATER THAN THE DIAMETER OF THE DOWELS. EXPANSION JOINTS SHALL BE CONSTRUCTED A MAXIMUM OF 500' APART ON STRAIGHT PAVING, AND WHERE INDICATED PER THE AMERICAN CONCRETE PAVEMENT ASSOCIATION'S TECHNICAL PUBLICATION ACPA ISOG I .O I P (LATEST VERSION).
- 3. DOWELS SHALL NOT BE TIED TO OTHER REINFORCEMENT. 4. REFER TO SIDEWALK DETAILS THIS SHEET FOR EXPANSION JOINTS IN SIDEWALK AREAS. 5. ALL PAVEMENT LOCATED WITHIN THE PUBLIC R.O.W. SHALL CONFORM TO THE GOVERNING AUTHORITY'S SPECIFICATIONS,
- DETAILS \$ REQUIREMENTS FOR PUBLIC PAVEMENT. 6. FINISHED SURFACES SHALL BE INSTALLED FLUSH WITH A DIFFERENTIAL ELEVATION NOT TO EXCEED 1/8".

EXPANSION JOINT (ISOLATION)

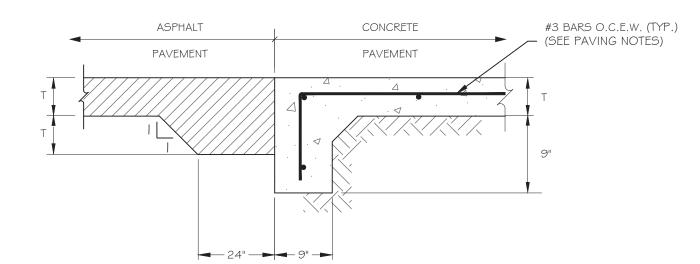
NOT TO SCALE



- . ALL SIDEWALK JOINTS LOCATED WITHIN 25' OF A BUILDING FACE OR ADJACENT TO ANY STRUCTURE SHALL BE SEALED.
- . REFER TO STRUCTURAL PLANS/DETAILS FOR DOWEL/HINGE JOINT AT ALL CONNECTIONS BETWEEN FOUNDATIONS/STOOPS 3. THE SUBGRADE PREPARATION FOR ANY FLATWORK OR SIDEWALK PAVEMENT WITHIN 25' FROM ANY BUILDING FACE OR ADJACENT TO ANY STRUCTURE SHALL AS SPECIFIED BY THE GEOTECHNICAL REPORT. IN THE EVENT THAT THE GEOTECHNICAL REPORT DOES NOT CONTAIN A RECOMMENDATION THE CONTRACTOR SHALL NOTIFY THE ENGINEER
- ALL PAVEMENT LOCATED WITHIN THE PUBLIC R.O.W. SHALL CONFORM TO THE GOVERNING AUTHORITY'S SPECIFICATIONS, DETAILS & REQUIREMENTS FOR PUBLIC PAVEMENT.
- 5. FINISHED SURFACES SHALL BE INSTALLED FLUSH WITH A DIFFERENTIAL ELEVATION NOT TO EXCEED 1/8".

SIDEWALK/BUILDING INTERFACE

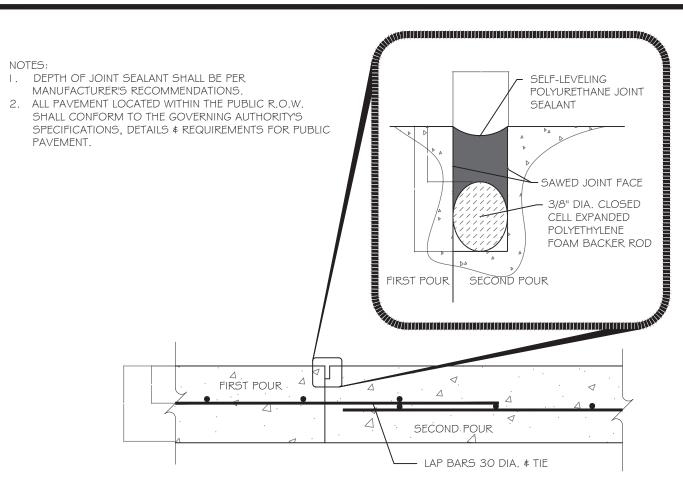
NOT TO SCALE



- . PAVEMENT BARS SHALL BE BENT DOWN INTO HEADER. HEADER AND PAVEMENT SHALL BE MONOLITHIC
- REINFORCEMENT STEEL SHALL BE PER PAVEMENT SECTION SPECIFICATIONS. 4. ALL PAVEMENT LOCATED WITHIN THE PUBLIC R.O.W. SHALL CONFORM TO THE GOVERNING AUTHORITY'S SPECIFICATIONS,
- DETAILS & REQUIREMENTS FOR PUBLIC PAVEMENT. FINISHED SURFACES SHALL BE INSTALLED FLUSH WITH A DIFFERENTIAL ELEVATION NOT TO EXCEED 1/8".
- 5. SUBGRADE PREPARATION SHALL BE PER GEOTECHNICAL REPORT SPECIFICATIONS.

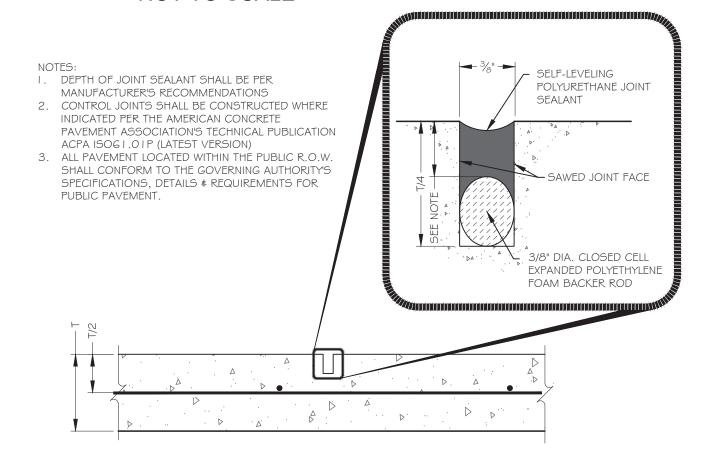
ASPHALT TO CONCRETE HEADER

NOT TO SCALE



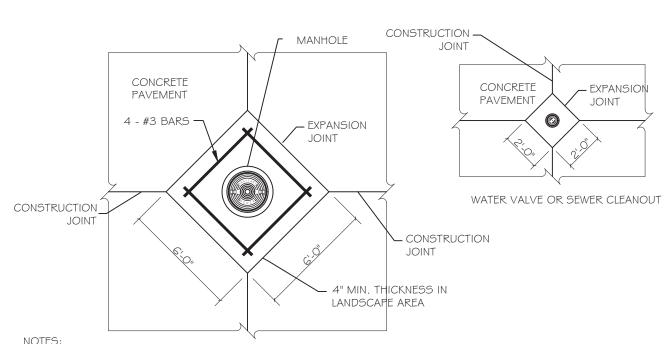
CONSTRUCTION BUTT JOINT

NOT TO SCALE



CONTROL JOINT (CONTRACTION)

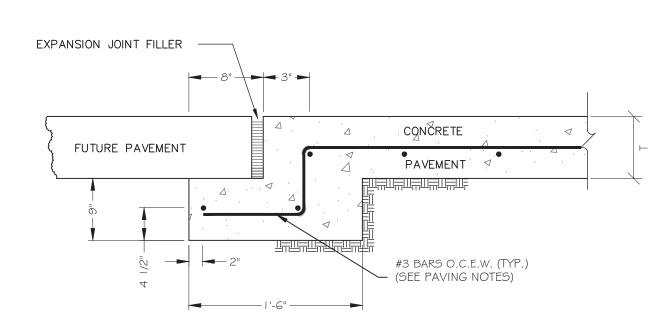
NOT TO SCALE



- ALL ASPHALT PAVEMENT SHALL BE REMOVED ALONG NEAT SAW CUT LINES. BOXOUT REQUIRED FOR ALL MANHOLES (STORM AND SANITARY) AND CLEANOUTS LOCATED IN PCC PAVEMENT.
- MANHOLE BOXOUT SHALL BE 6'x6' SQUARE AND ALIGNED WITH PAVEMENT JOINTING. WATER VALVE & SANITARY CLEANOUTS SHALL BE PLACED IN BOXOUTS 2'x2' SQUARE ALIGNED WITH PAVEMENT JOINTING. 5. MANHOLES OR VALVES LOCATED IN LANDSCAPE AREAS SHALL INCLUDE 4' MIN. CONCRETE COLLAR TO THE DIMENSIONS INDICATED ABOVE AND SHALL BE INSTALLED FLUSH WITH FINISHED GRADE.
- 6. ALL PAVEMENT LOCATED WITHIN THE PUBLIC R.O.W. SHALL CONFORM TO THE GOVERNING AUTHORITY'S SPECIFICATIONS, DETAILS & REQUIREMENTS FOR PUBLIC PAVEMENT.

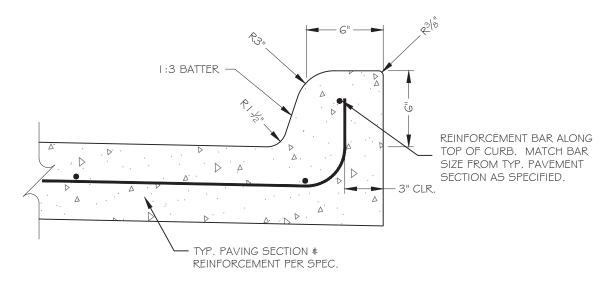
MANHOLE/VALVE/CLEANOUT JOINTING

NOT TO SCALE



STREET HEADER FOR FUTURE PAVEMENT

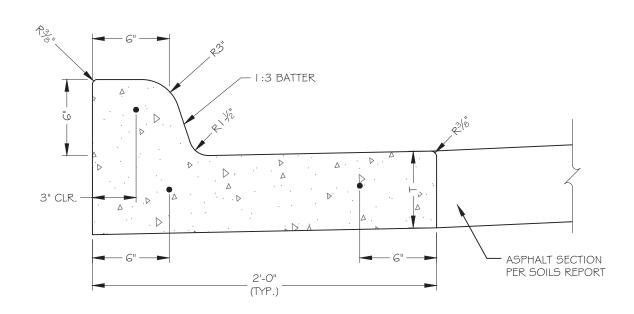
NOT TO SCALE



- I. ALL CURBS ARE CONSTRUCTED OF PORTLAND CEMENT CONCRETE UNLESS OTHERWISE SHOWN
- . GRADES SHALL BE MEASURED AT BACK OF CURB UNLESS OTHERWISE SPECIFIED. 3. ALL PAVEMENT LOCATED WITHIN THE PUBLIC R.O.W. SHALL CONFORM TO THE GOVERNING AUTHORITY'S SPECIFICATIONS, DETAILS & REQUIREMENTS FOR PUBLIC PAVEMENT.
- 4. CONTROL JOINTS THROUGH CURB SHALL BE SEALED IN THE PAVEMENT AND TERMINATE AT THE GUTTER

MONOLITHIC CURB

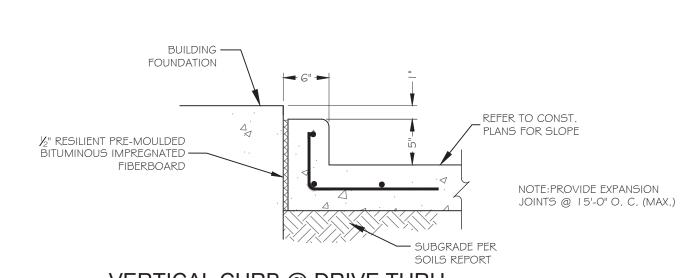
NOT TO SCALE



I. REINFORCEMENT SHALL BE NO. 4 BARS. 2. CONCRETE SHALL BE 3,500 PSI.

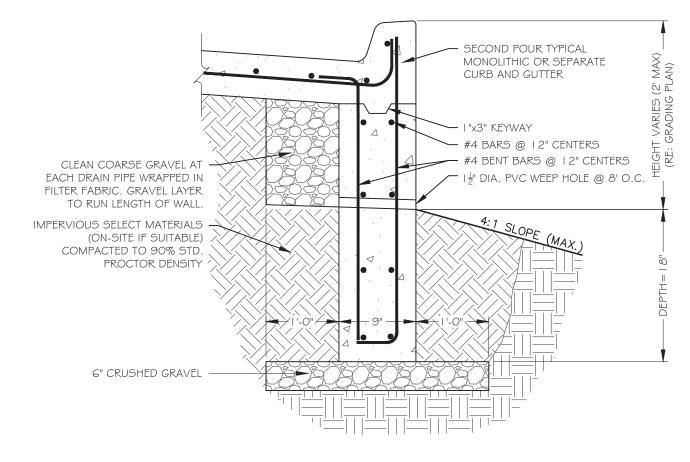
SEPARATE CURB & GUTTER

NOT TO SCALE



VERTICAL CURB @ DRIVE THRU

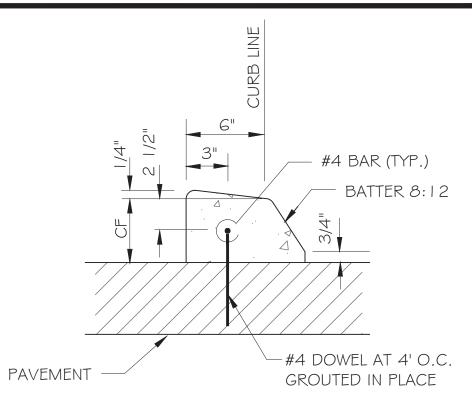
NOT TO SCALE



I. THE MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS SHALL BE 3,500 PSI AND SHALL COMPLY WITH ACI 318. 2. REINFORCING STEEL SHALL COMPLY WITH ASTM AG 15, GRADE GO. 3. BACKFILLING AGAINST REINFORCED DEEPENED CURB SHALL NOT BE PERMITTED UNTIL CONCRETE HAS REACHED ITS 28 DAY STRENGTH. CARE SHALL BE TAKEN TO AVOID EXERTING LARGE IMPACT FORCES ON THE DEEPENED CURB.

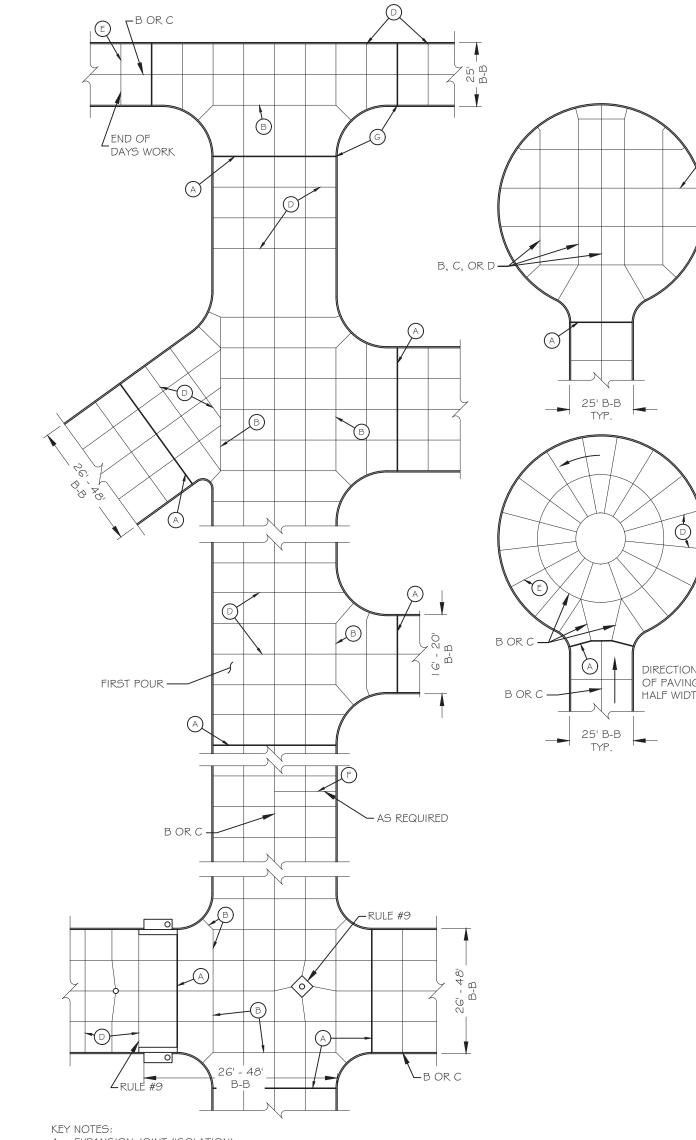
DEEPENED CURB

NOT TO SCALE



DOWELED CURB

NOT TO SCALE



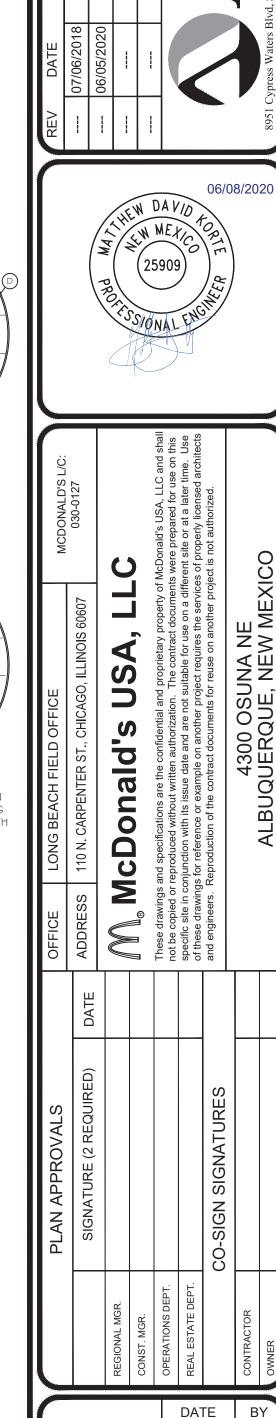
- A. EXPANSION JOINT (ISOLATION) B. LONGITUDINAL CONSTRUCTION JOINT
- LONGITUDINAL CONTROL JOINT (CONTRACTION)
- TRANSVERSE CONTROL JOINT (CONTRACTION) E. PLANNED TRANSVERSE CONSTRUCTION JOINT
- F. EMERGENCY TRANSVERSE CONSTRUCTION JOINT G. PLACE 1/2" EXPANSION JOINT FILLER IN TOP OF CURB ONLY AT ALL RADIUS POINTS

- AVOID ODD-SHAPED SLABS. 2. MAXIMUM TRANSVERSE JOINT SPACING FOR PAVEMENT SHOULD EITHER BE 24 TO 30 TIMES THE SLAB THICKNESS OR 15ft.
- LONGITUDINAL JOINT SPACING SHOULD NOT EXCEED 12.5ft
 KEEP SLABS AS SQUARE AS POSSIBLE. LONG NARROW SLABS TEND TO CRACK MORE
- THAN SQUARE ONES. 5. ALL TRANSVERSE CONTRACTION JOINTS MUST BE CONTINUOUS THROUGH THE CURB AND
- HAVE A DEPTH EQUAL TO 1/4 THE PAVEMENT THICKNESS.

 6. IN ISOLATION JOINTS, THE FILLER MUST BE FULL DEPTH AND EXTEND THROUGH THE CURB
- 7. IF THERE IS NO CURB, LONGITUDINAL JOINTS SHOULD BE TIED WITH DEFORMED BARS. 8. OFFSETS AT RADIUS POINTS SHROUD BE AT LEAST 1.5ft WIDE. JOINT INTERSECTION
- ANGLES LESS THAN 60° SHOULD BE AVOIDED. 9. MINOR ADJUSTMENTS IN JOINT LOCATION MADE BY SHIFTING OF SKEWING TO MEET INLETS AND MANHOLES WILL IMPROVE PAVEMENT PERFORMANCE
- IO. WHEN THE PAVEMENT AREA HAS DRAINAGE STRUCTURES, PLACE JOINTS TO MEET THE STRUCTURES IF POSSIBLE.

TYPICAL JOINTING LAYOUT

NOT TO SCALE



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DESIGNED

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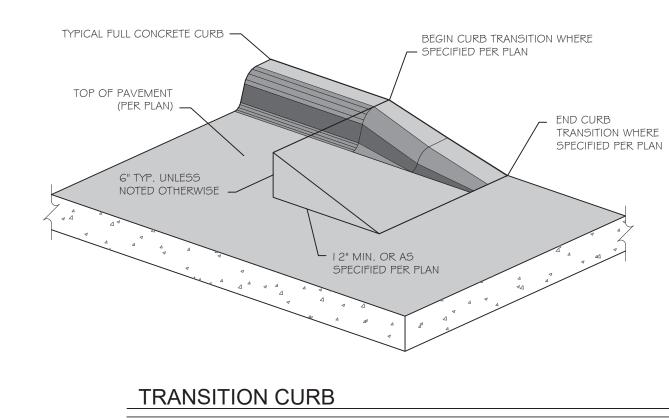
AS-BUILT

STANDARD

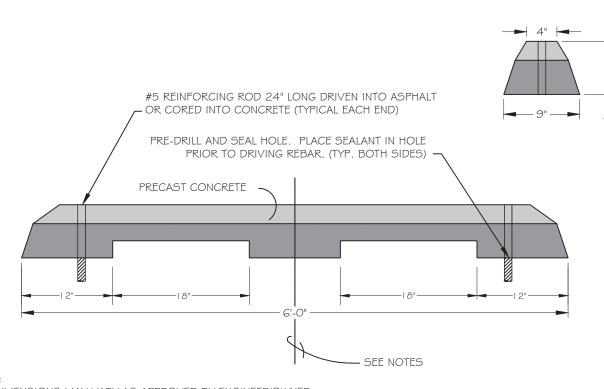
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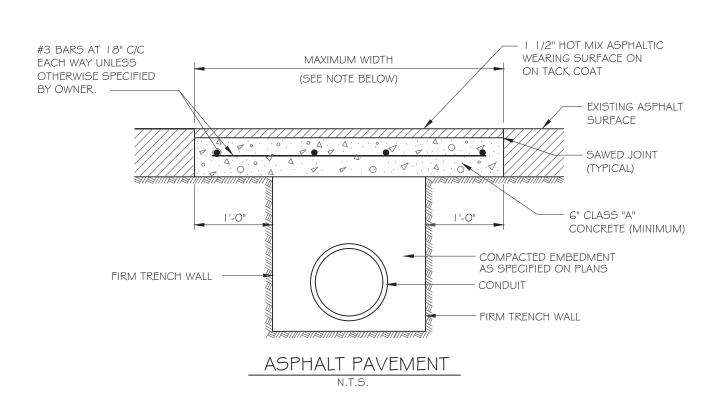
NOT TO SCALE

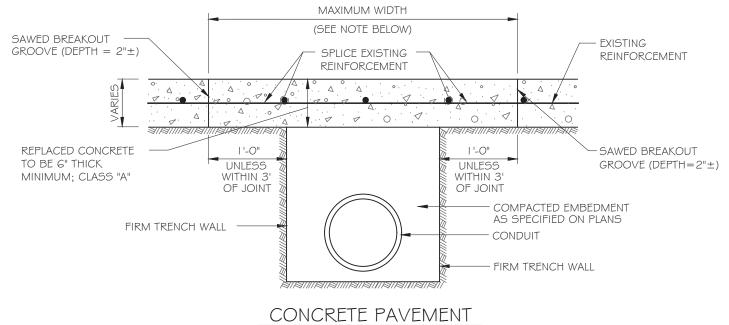


. DIMENSIONS MAY VARY AS APPROVED BY ENGINEER/OWNER WHEEL STOP SHALL BE CENTERED IN PARKING SPACE AS SHOWN ON SITE PLAN UNLESS NOTED OTHERWISE. 3. WHEELSTOP SHALL BE PLACED AT 3' FROM FACE OF CURB OR EDGE OF PAVEMENT IN 90° PARKING UNLESS NOTED OTHERWISE.

WHEEL STOP

NOT TO SCALE





I. WHEN REMOVING CONCRETE PAVEMENT THE CONTRACTOR SHALL ENDEAVOR TO LIMIT DAMAGE TO EXISTING REINFORCEMENT SO IT MAY BE EMPLOYED IN THE REPLACEMENT OPERATION. IF ORIGINAL REINFORCEMENT IS CUT OR BROKEN, REPLACEMENT BARS OF

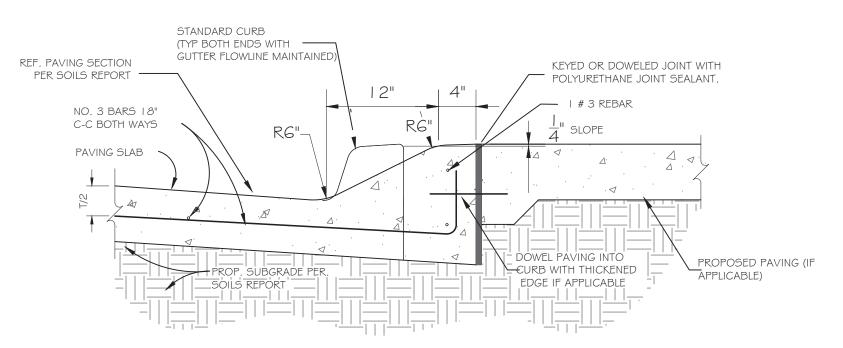
THE SAME SIZE SHALL BE INSTALLED BY DRILLING AND DOWELING AS DIRECTED BY

THE OWNER.

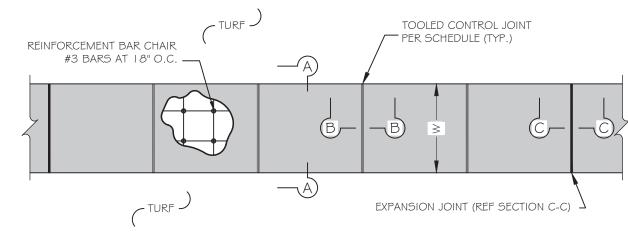
NOTE:

PAVEMENT CUT REMOVAL & REPLACEMENT

NOT TO SCALE



MONOLITHIC MOUNTABLE CURB NOT TO SCALE

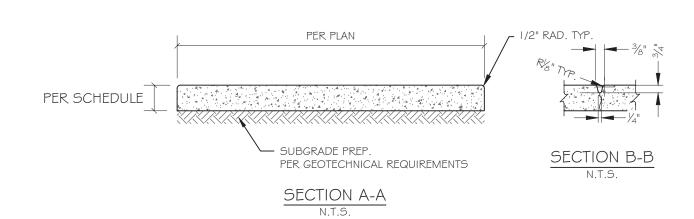


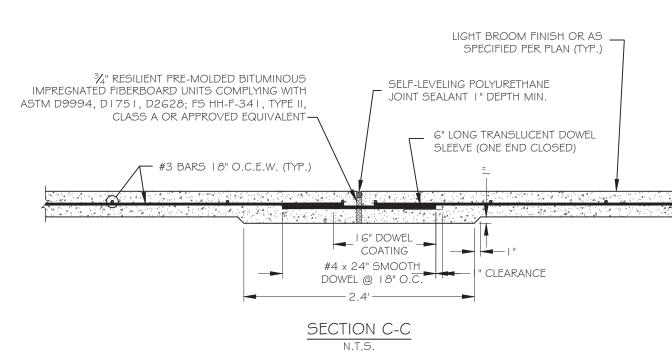
- SAND CUSHION WILL NOT BE PERMITTED UNDER SIDEWALKS OR OTHER PAVEMENT. DOWEL WITH #4 BARS AT 18" C-C WHEN CONNECTING TO EXISTING SIDEWALKS, DRIVEWAYS, CURBS AND GUTTER. CONCRETE STRENGTH FOR SIDEWALKS SHALL BE A MINIMUM OF 3,600 PSI @ 28 DAYS OR AS SPECIFIED BY
- THE AUTHORITY HAVING JURISDICTION, WHICHEVER IS GREATER.

SPECIFICATIONS, DETAILS & REQUIREMENTS FOR SIDEWALKS.

- 4. ALL JOINTS LOCATED WITHIN LARGE AREAS OF CONCRETE FLATWORK (PLAZA AREAS OR PAVEMENT BETWEEN
- BUILDINGS) SHALL BE SEALED WITH POLYURETHANE JOINT SEALANT PER JOINT DETAILS THIS SHEET.

 CONTRACTOR SHALL SUBMIT FULL-SIZE SCALEABLE PLAZA AREAS JOINT LAYOUT FOR APPROVAL.
- . JOINT SEALANT IS NOT REQUIRED ON SIDEWALKS LOCATED IN TURF AREAS. ALL SIDEWALKS LOCATED WITHIN THE PUBLIC R.O.W. SHALL CONFORM TO THE GOVERNING AUTHORITY'S



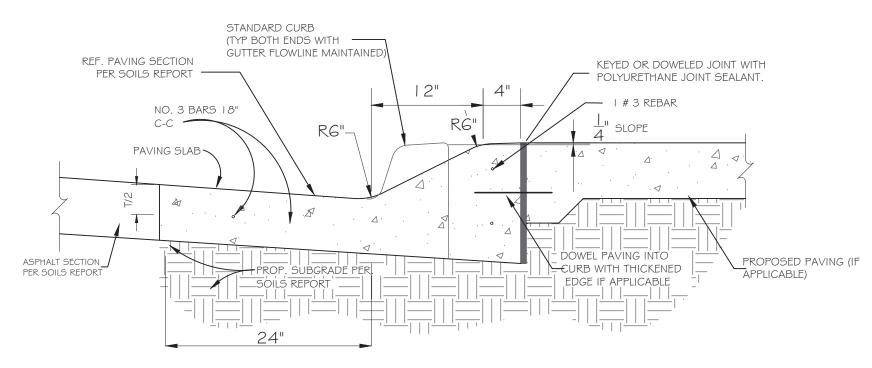


1. SLEEVES FOR DOWELS SHALL HAVE AN INSIDE DIAMETER OF /6" GREATER THAN THE DIAMETER OF THE DOWELS AND SHALL BE SUBMITTED TO ENGINEER FOR APPROVAL PRIOR TO USE. 2. DOWEL COATING SHALL BE ASPHALTIC COATING.

SIDEWALK PANEL			
CHEDULE	_		
SIDEWALK THICKNESS = T (IN.)	JOINT SPACING = L (FT.)		
4	4		
4	5		
4	5		
5	7		
5	8		
5	9		
5	10		
	SIDEWALK THICKNESS = T (IN.) 4 4 4 5 5 5		

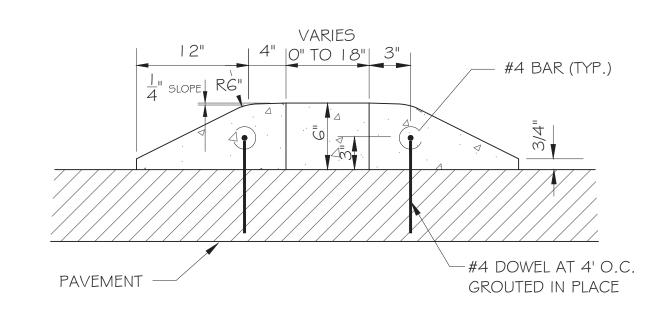
LANDSCAPE SIDEWALK

NOT TO SCALE



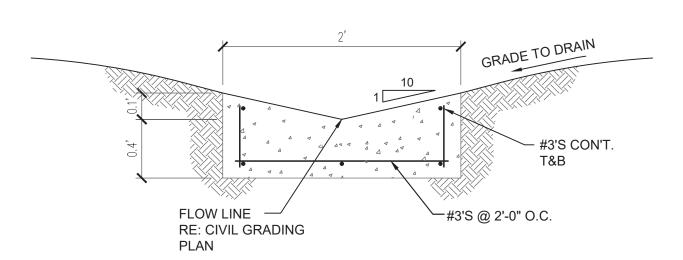
SEPARATE MOUNTABLE CURB & GUTTER

NOT TO SCALE



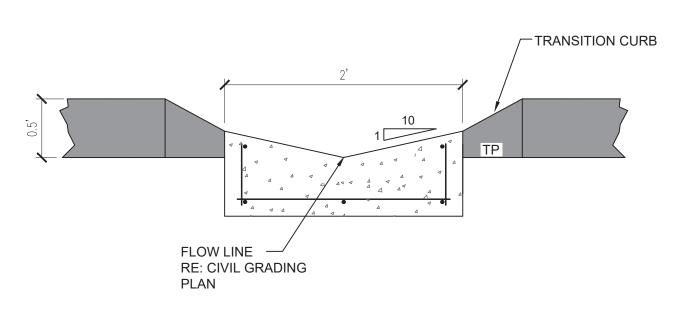
MOUNTABLE CURB RAISED ISLAND

NOT TO SCALE



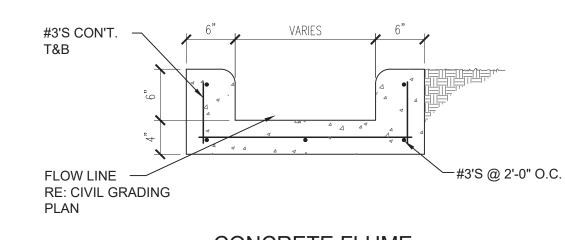
V-NOTCH CONCRETE SWALE IN GRASS AREA

NOT TO SCALE



V-NOTCH CONCRETE SWALE & TRANSITION CURB

NOT TO SCALE



CONCRETE FLUME NOT TO SCALE



	PLAN APPROVALS		OFFICE	LONG BEACH FIELD OFFICE	≥
	SIGNATURE (2 REQUIRED)	DATE	ADDRESS	ADDRESS 110 N. CARPENTER ST., CHICAGO, ILLINOIS 60607	
SIONAL MGR.					C
NST. MGR.)
ERATIONS DEPT.			These drawings a not be copied or r	nd specifications are the confidential and proprietary property of eproduced without written authorization. The contract document	McDon s were
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DESIGNED JUL 2018 BMB DRAWN JUL 2018 BME CHECKED JUL 2018 | DL AS-BUILT STANDARD

DETAILS

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WIND SPEED (3 SEC. GUST) (ASCE 7-05) (MPH) 100 MPH 3'-9" PULL FORWARD PULL FORWARD 150 MPH 5'-3" SIGNAGE SIGNAGE 1 1/2 " DIA. 1 1/2 " DIA. **→** 1'-2" **→ →** 1'-2" **←** GALV. PIPE -GALV. PIPE -SLOPE TO SLOPE TO DRAIN -DRAIN -4" GROUT FILLED PIPE 4" GROUT FILLED PIPE **BOLLARD (PAINT PIPE &** BOLLARD (PAINT PIPE & **EXPOSED CONCRETE -EXPOSED CONCRETE -**YELLOW PMS 123C) YELLOW PMS 123C) SLOPE T.O. FND. 1/2" FOAM WRAP PATCH TO SHED WATER-CONCRETE WITH SEALANT TO MATCH FINISHED LANDSCAPE CONCRETE PAVING EXISTING GRADE #30 FELT SLIP SHEET (2)#3 REBAR TIES (2)#3 REBAR TIES @ 150 MPH WIND @ 150 MPH WIND SPEEDS SPEEDS 18" DIA. CONCRETE 18" DIA. CONCRETE PIER 7" — 7" PIER -

PS SHAFT 1 PIECE ARROW **CURVED SHAFT**

TYPICAL PAVEMENT MARKING

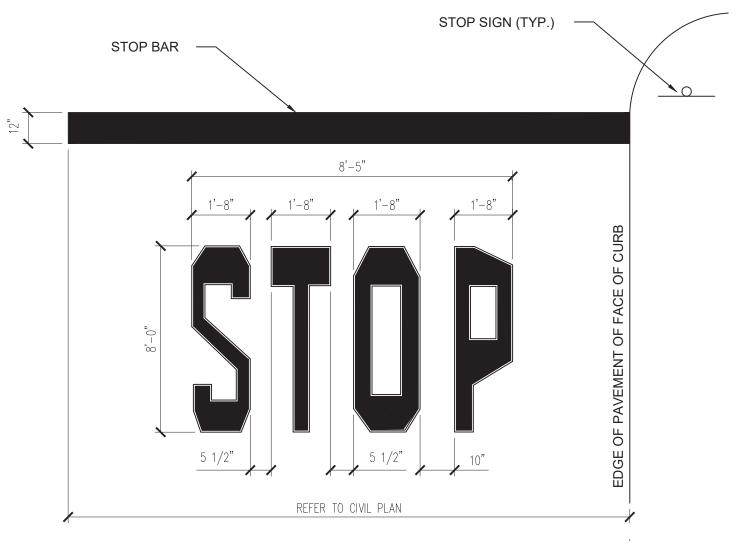
NOT TO SCALE

ARROWS AND WORDS CAN BE ARRANGED IN OTHER COMBINATIONS

ILLUSTRATED HERE TO ACHIEVE DESIRED

THAN THOSE

RESULT.

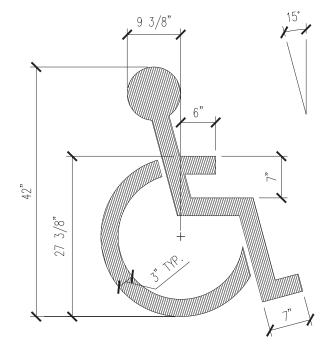


. WORDS AND ARROWS FOR DRIVEWAYS SHALL BE APPLIED ACCORDING TO REQUIREMENTS AS OUTLINED IN SECTION 3B OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS

2. THESE WORDS AND BAR ARE TO BE PAINTED REFLECTIVE WHITE

"STOP BAR"

NOT TO SCALE



SYMBOL TO BE PAINTED PER ADA AND STATE REQUIREMENTS.

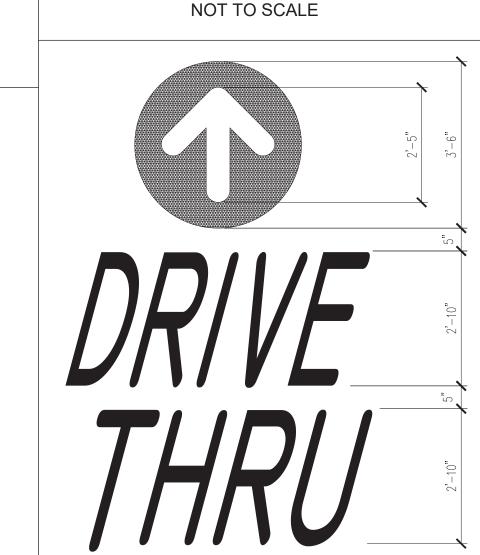
> PAINTED ACCESSIBLE PARKING SYMBOL

NOT TO SCALE



1. ALL TEXT SHALL BE PAINTED YELLOW (PMS 123). 2. PLACE 30'-0" FROM CENTERLINE OF PICK UP BOOTH.

PAINTED "THANK YOU"



ALL TEXT AND ARROWS SHALL BE PAINTED YELLOW (PMS 123)

> PAINTED "DRIVE THRU" MARKING NOT TO SCALE

OBJECTIVE OF STANDARDIZATION:

McDONALD'S OBJECTIVE IS TO STANDARDIZE OPTIMUM MARKINGS IN THE UNITED STATES TO ASSIST CUSTOMERS IN EASILY FINDING THE DRIVE-THRU LANES. THE MARKING POSITIONS ARE TO GUIDE THEM FROM ANY ENTRANCE ON THE PARKING LOT TO THE DRIVE-THRU LANE USING THE OPTIMUM ROUTE. THIS IS TYPICALLY AWAY FROM THE PRIMARY DRIVE AISLE, MOST COMMON ENTRANCE OR AROUND THE BUILDING TO INCREASE STACKING IN THE LANE. THE STANDARDIZATION FROM REGION TO REGION ASSISTS GUESTS WITH CONVENIENTLY FINDING THE DRIVE-THRU'S.

OOSP PARKING SIGN DETAIL (IN PAVING AREAS)

N.T.S.

STANDARD LOT STRIPING STENCILS AND PAINT COLOR:

THESE ARE AVAILABLE FROM BETH BELL AT PAVEMENT STENCIL COMPANY, 4347-A AEROSPACE ROAD SE, ROANOKE, VA, 24014, 1-800-250-5547. THE FOLLOWING DESCRIPTION IS WHAT YOU WOULD SAY AS YOU ORDER. SHE HAS NO PART NUMBERS ASSOCIATED WITH THESE:

LOT STRIPING STENCILS DESCRIPTION

ROUND CIRCLE (DIRECTIONAL ARROW) THANK YOU

DOUBLE HEADED ARROW FOR A DOUBLE DRIVE-THRU IS MADE UP OF THREE COMPONENTS.

PC SHAFT 12"W X 36"L, A PC REVERSIBLE CURVED SHAFT 12"W X 51"L

PH ARROW HEAD 38"L X 36"W

LANE STRIPE IS A 6" WIDE STRIPE DONE BY THE LOT STRIPING COMPANY.

39" ADA HANDICAP TEMPLATE

PAINT COLOR: THIS IS FOR ALL DRIVE-THRU DIRECTIONAL STRIPING INCLUDING THE PAINTED STRIPE FOR THE LANE. THE PAINT COLOR SHOULD MATCH PMS 123 YELLOW. PROVIDE YELLOW PAINT ON ALL DRIVE-THRU MARKINGS UNLESS NOTED OTHERWISE.

GUIDING PRINCIPLES

ALL ENTRANCES TO THE LOT

- THE WORD DRIVE THRU IS PLACED AT ALL ENTRANCES TO THE LOT APPROXIMATELY 25'-30' FROM THE CURB OR SIDEWALK. THEY SHOULD BE CENTERED IN THE DRIVEWAY (ON THE INGRESS SIDE OF THE DRIVE AISLE IF THERE IS TWO WAY TRAFFIC). RATIONALE: THIS ALLOWS THE CUSTOMER TO MOVE SAFELY ONTO THE LOT AND SEE THE DRIVE-THRU DIRECTIONAL ARROW WHEN THEY ARE SAFELY OFF THE STREET.
- ROUND CIRCLE (DIRECTIONAL ARROW): THE CIRCLE ARROW SHOULD BE CENTERED ABOVE THE WORD "DRIVE" APPROXIMATELY 5 FEET FURTHER INTO THE PARKING LOT. RATIONALE: THE STANDARD YELLOW COLOR WITH THE WORD DRIVE-THRU SEEN FIRST AND THE ROUND ARROW BEGINS TO BRAND THE MARKINGS.

LOT DIRECTIONAL MARKINGS:

 ROUND CIRCLE (DIRECTIONAL ARROW): THE ARROWS SHOULD BE SPACED EVERY 40 TO 60 FEET. THIS ALLOWS EVENLY POSITIONED ARROWS THROUGHOUT THE LOT. RATIONALE: THE STRATEGIC POSITIONING ALLOWS THE CAR TO REACH AN ARROW AND OFF IN THE DISTANCE SEE THE NEXT DIRECTIONAL ARROW. THIS LEADS THEM IN THE DESIRE DIRECTION.

OOSP PARKING SIGN DETAIL (IN LANDSCAPE AREAS)

N.T.S.

 IF THERE ARE 5 OR MORE ARROWS ROUTING SOMEONE TO THE DRIVE-THRU THEN PLAN THE CORRECT PLACEMENT TO ADD THE WORD DRIVE-THRU AND POSITION THE ARROW CENTERED ABOVE THE WORD "DRIVE" SIMILAR TO THE ENTRANCE. THIS IS TO BE CENTERED BETWEEN THE ARROWS ON THE PARKING LOT. AN EXAMPLE IS IT TAKES EIGHT ARROWS TO GUIDE SOMEONE FROM THE ENTRANCE TO THE DRIVE-THRU ENTRANCE. YOU MIGHT DECIDE TO PLACE THE WORD DRIVE-THRU AT THE 4TH ARROW POSITION. RATIONALE: THE LONGER THE RUN TO THE DRIVE-THRU THIS REAFFIRMS THE COLOR AND DIRECTIONAL ARROWS ARE STEERING THEM IN THE RIGHT DIRECTION FOR THE DRIVE-THRU

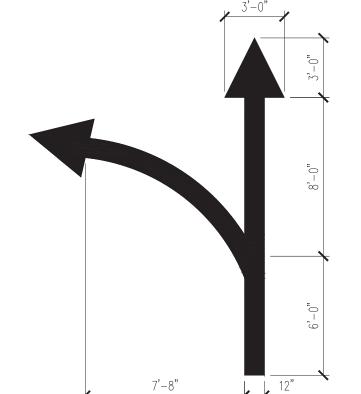
DRIVE-THRU ENTRANCE:

 THE DOUBLE HEADED ARROW FOR DOUBLE DRIVE-THRU SHOULD BE POSITIONED TO DIRECT TRAFFIC APPROPRIATELY TO EITHER LANE AS THEY APPROACH TO THE ISLAND. EACH ARROW MUST BE CUSTOMIZED TO FIT THE LANE CONFIGURATION. RATIONALE: EACH CUSTOMER READS FROM DIFFERENT LEVELS SOME BY LOT MARKINGS, SOME AT EYE LEVEL AND OTHERS LOOK ABOVE THE VEHICLES. BY ADDRESSING ALL OF THESE METHODS IN BRANDING, THE USE IS SIMPLIFIED FOR THE MAJORITY OF THE GUESTS. THE DOUBLE ARROW INCREASES THE USAGE OF THE OUTSIDE LANE IN OFF PEAK TIMES HELPING THE RESTAURANT MAXIMIZE THE CAPACITY.

PARKING LOT STRIPING NOT IN THE DRIVE-THRU:

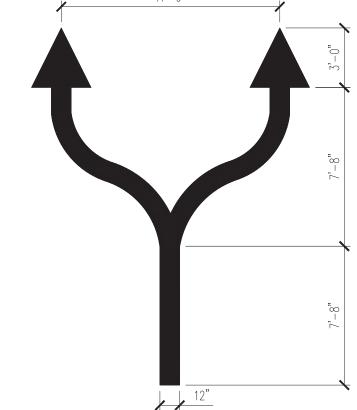
- ANY LOT STRIPING OTHER THAN THE DRIVE-THRU SHOULD BE WHITE. IF THE CITY CODE REQUIRES BLUE WITH THE HANDICAP PARKING STALLS THAT IS AN ACCEPTABLE DEVIATION. RATIONALE: THIS HELPS SUBTLY IDENTIFY WHAT IS A DRIVE-THRU MARKING FROM THE PARKING LOT MARKING AND CREATES A
- RUNWAY PATH TO THE LANE ENTRANCE. THE ENTRANCES WILL ALL HAVE A WHITE INGRESS/ EGRESS ARROW FOR THE CUSTOMER TO EASILY IDENTIFY IF IT IS A ONE WAY OR TWO-WAY ENTRANCE. THESE ARE WITHIN 10FT FROM INGRESS POINT AND IS DESIGNED TO BE SEEN CLEARLY BEFORE A CAR MAKES A TURNING COMMITMENT. RATIONALE: THE CONSISTENCY HERE WILL HELP CUSTOMERS IDENTIFY THE FLOW OF TRAFFIC ON ALL ENTRANCES FOR THE CONSUMER WHEN THEY ARE AT A DECISION POINT.
- ANY ADDITIONAL WHITE ARROWS NEEDED SHOULD BE POSITIONED IN BETWEEN THE DRIVE-THRU DIRECTIONAL MARKINGS. ANY WORDING NEEDED OTHER THAN FOR THE DRIVE-THRU AREA SHOULD BE IN
- WHITE AND POSITIONED SO IT DOES NOT INTERFERE WITH THE DRIVE-THRU

SHOULD YOU HAVE ADDITIONAL QUESTIONS FEEL FREE TO CONTACT THE McDONALD'S RESTAURANT DESIGN GROUP AT THE HOME OFFICE FOR FURTHER CLARIFICATIONS.



THIS IS TO BE USED ON ANY DESIGN THAT WOULD OF OUR STANDARDS TEMPLATES HAS THIS DESIGN.

> T-GATEWAY DRIVE-THRU MARKING NOT TO SCALE



THIS IS TO BE USED ON ALL DESIGNS THAT HAVE A SINGLE POINT OF ENTRY THAT LEADS A CAR DIRECTLY TOWARD THE TIP OF THE ISLAND

> DOUBLE DRIVE-THRU MARKING NOT TO SCALE

DATE BY DESIGNED JUL 2018 BMB DRAWN JUL 2018 BMB CHECKED JUL 2018 | DL AS-BUILT

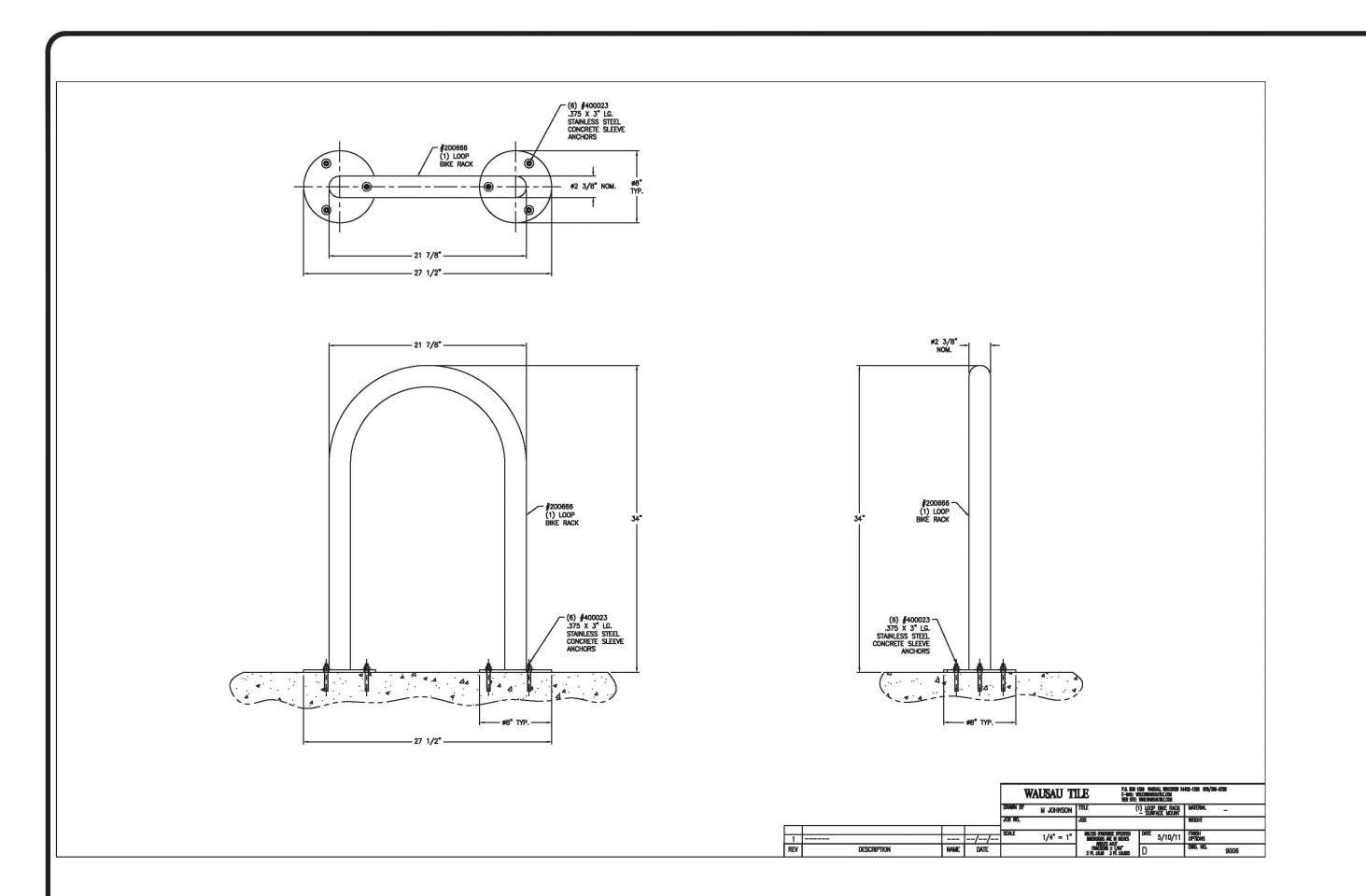
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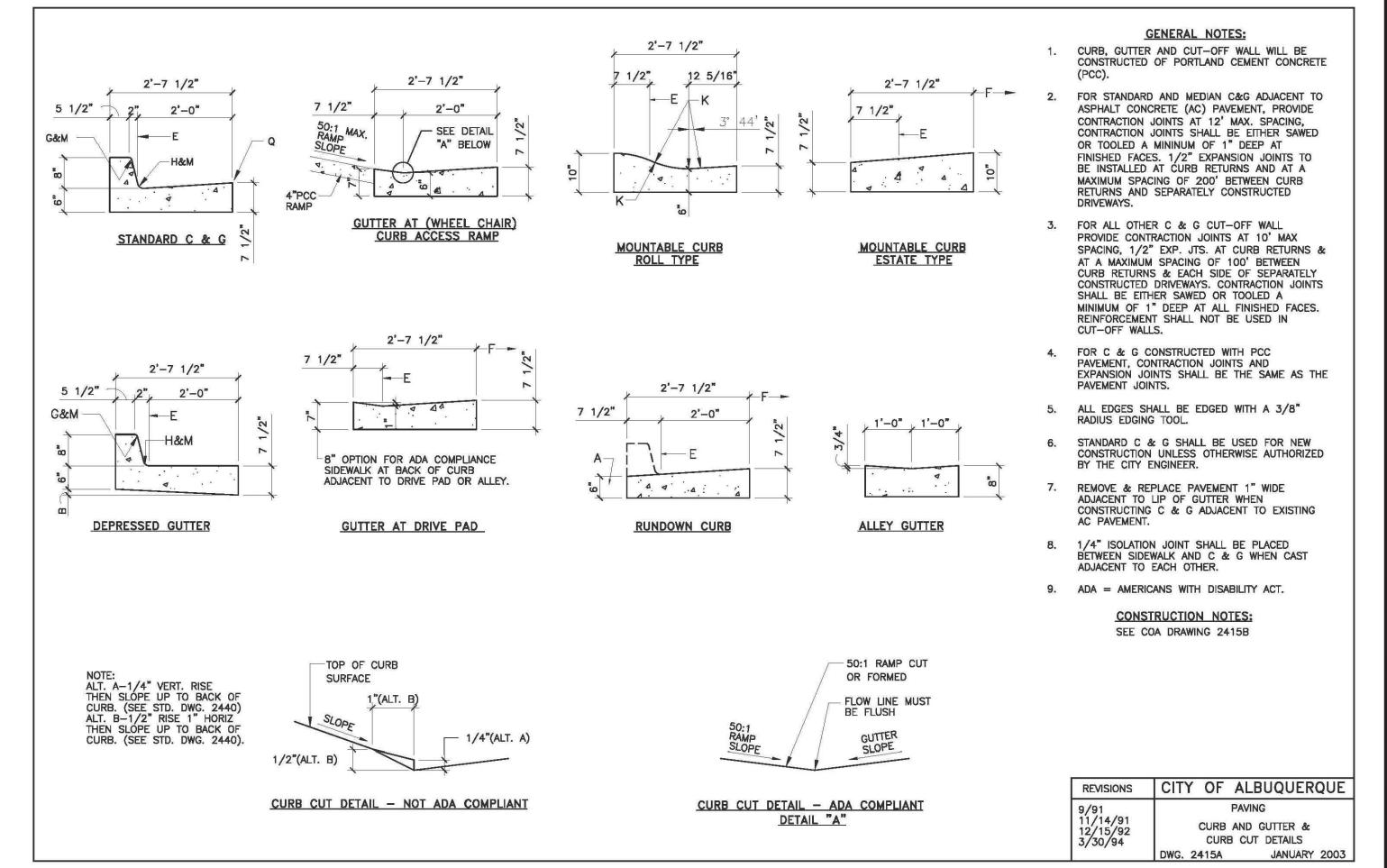
STANDARD **DETAILS**

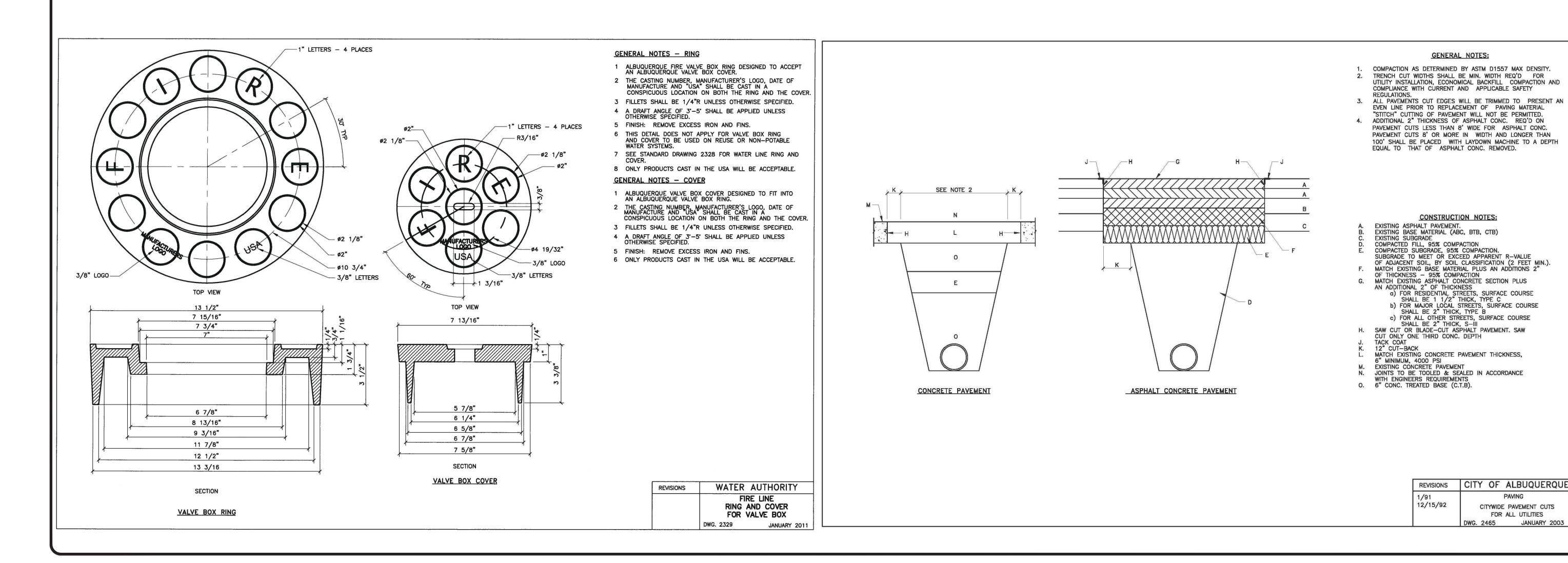
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REQUIRE A "T" GATEWAY. ONLY DESIGNS THAT DO NOT HAVE A SINGLE ENTRY THAT LEADS A CAR RIGHT AT THE DECISION POINT OF THE TIP OF THE ISLAND. ONLY ONE





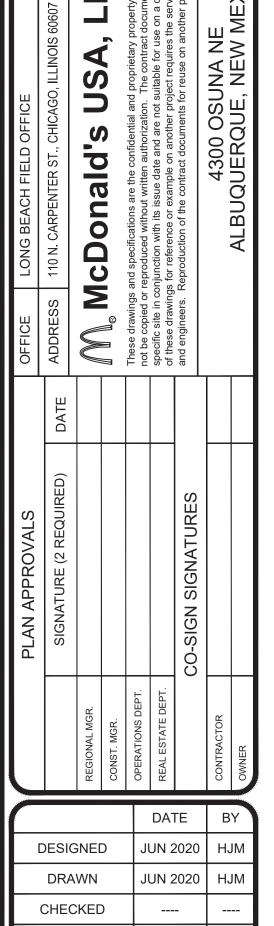






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06/08/202



AS-BUILT

JANUARY 2003

CITY DETAILS