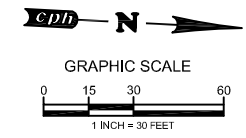


OKEECHOBEE ROAD (SR NO. 70)

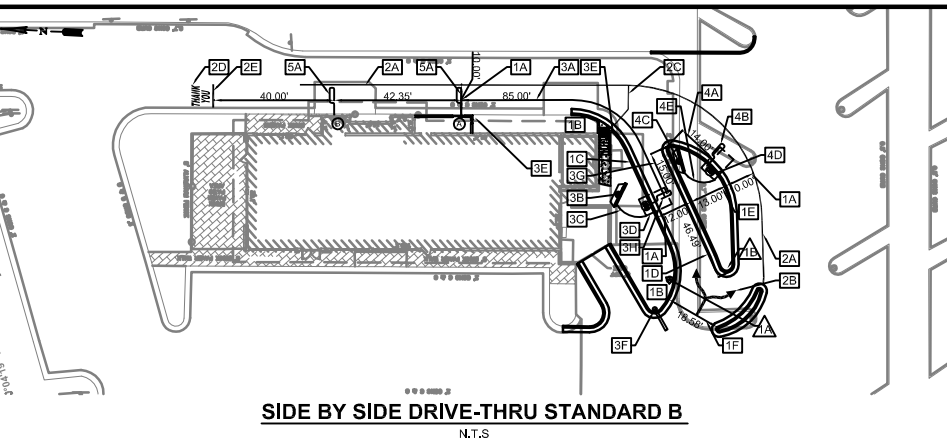


**SITE NOTES**

- EXISTING UTILITIES ARE SHOWN IN SCHEMATIC ONLY. CONTRACTOR SHALL USE DUE REGARD WHEN PERFORMING ANY SITE DEMOLITION.
- ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR AT GROUND BREAK.
- FINISH WALK AND CURB ELEVATIONS SHALL BE 6" ABOVE FINISH PAVEMENT.
- ALL LANDSCAPE AREAS SHALL BE IN ACCORDANCE WITH THE LANDSCAPE PLAN.
- DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS SHOWN (BOC) WHICH INDICATES BACK OF CURB.
- CONTRACTOR TO SEAL AND RE-STRIP PARKING AREA. STRIPING TO BE REPLACED AS EXISTING EXCEPT WHERE NOTED OTHERWISE.
- ADJUST ALL GREASE TRAP RINGS AND CLEAN OUT COVERS TO BE FLUSH WITH FINISHED GRADE.
- THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES TO DETERMINE EXACT POINT OF SERVICE CONNECTION AT EXISTING UTILITY, REFER TO THE BUILDING ELECTRICAL AND PLUMBING DRAWINGS FOR UTILITY SERVICE ENTRANCE LOCATIONS, SIZES, AND CIRCUITING.
- MOODY ALL NON-COMPLIANT EXTERIOR DOOR HARDWARE, AS NECESSARY, TO COMPLIANT LARGE OFFSET D-PULL DOOR HARDWARE.

**KEYNOTE LEGEND**

- 1 REMOVE EXISTING STRIPING.
- 2 REMOVE EXISTING CUSTOMER ORDER DISPLAY (COD).
- 3 REMOVE & RELOCATE EXISTING MENU BOARD (M).
- 4 REMOVE EXISTING BOLLARD.
- 5 PROPOSED PAVEMENT STRIPING.
- 6 PROPOSED OUTDOOR ENVIRONMENTS, A MINIMUM OF 5% PATIO TABLES TO BE HANDICAP ACCESSIBLE. PROVIDE 30" WIDTH, 27" KNEE CLEARANCE, AND 19" OF UNOBSTRUCTED DEPTH. IDENTIFY WITH SIGNAGE.



**SIDE BY SIDE DRIVE-THRU STANDARD B**

**SIDE BY SIDE DRIVE-THRU CURBING DETAILS:**

- 1A** DRIVE-THRU LANES BOUND BY CURB ON BOTH SIDES ARE TO BE 12'-0". LANES BOUND BY CURB ON ONE SIDE AND PAINTED STRIPING ON THE OTHER SIDE ARE TO BE A MIN. OF 10'-0".
- 1B** THE MIN. RADIUS FOR ALL INSIDE/DRIVERS' SIDE DRIVE-THRU CURBING IS 20'-0".
- 1C** PRIMARY LANE CURBING SHOULD BE AS STRAIGHT AS POSSIBLE. (LESS CURVING, THE BETTER).
- 1D** THE OVERALL LENGTH OF THE CURBED ISLAND SHOULD BE 35'-45". THE LENGTH OF THE ISLAND FROM THE COD ALLOWS FOR THREE CARS IN THE SECONDARY LANE, TWO IN THE PRIMARY LANE AND ONE AT THE COMMITMENT POINT.
- 1E** THE ISLAND WIDTH SHOULD BE 13' AT THE WIDEST POINT (FACE OF CURB TO FACE OF CURB).
- 1F** ENTRANCE LANE ENTERING THE SIDE BY SIDE DRIVE-THRU IS TO BE 14'-0" MIN.

**SIDE BY SIDE DRIVE-THRU PAVEMENT MARKINGS:**

- 2A** 6" WIDE YELLOW PAINT STRIPE TO SPAN OUTER EDGE OF THE ENTIRE DRIVE-THRU LANE. LANE STARTS AT DRIVE-THRU ENTRANCE WHERE "MCDONALD'S GATEWAY" IS LOCATED.
- 2B** DOUBLE-HEADED ARROW PAVEMENT MARKING. STANDARD STRIPING MARKINGS ARE 7" SHAFT, 7" ARROW STEM AND 3" FOR THE ARROW HEAD. TIP OF ARROW HEAD TO BE LOCATED AT CENTER OF EACH LANE.
- 2C** MERGE POINT IS LOCATED WHERE TWO VEHICLES LEAVING EACH COD SIMULTANEOUSLY WOULD MEET. THE MERGE POINT STRIPING IS TO BE LOCATED BY OFFSETTING THE INNER PRIMARY LANE BACK OF CURB 9.0' AND OFFSETTING THE OUTER LANE STRIPING 8.0'. AT THE INTERSECTION OF THESE OFFSETS, A 6" YELLOW STRIPE IS TO BE MARKED PERPENDICULAR TO THE OUTER LANE AS WELL AS THE INNER PRIMARY LANE.
- 2D** THE WORDS "THANK YOU" ARE TO BE PLACED AFTER THE 8" WIDE YELLOW STRIPE (PAINTED YELLOW).
- 2E** THE 8" WIDE YELLOW STRIPE PRIOR TO THE WORDS "THANK YOU" IS FOR PARKING CARS THAT ARE WAITING FOR ORDERS. THE STRIPE SHOULD BE 40' FROM THE CENTER LINE OF THE OPEN PRESENT BOOTH WINDOW.

**SIDE BY SIDE DRIVE-THRU EQUIPMENT POSITIONING FOR PRIMARY LANE:**

- 3A** MIN. 60"(+5") LINEAR DISTANCE BETWEEN THE CENTER LINE OF THE COD FACE AND THE CENTER LINE OF THE OPEN CASH BOOTH WINDOW AS MEASURED ALONG THE CENTER LINE OF THE LANE. THIS MAY ONLY BE INCREASED IN 20" INCREMENTS TO A MAX. OF 100". 100" IS OPTIMAL.
- 3B** THE CENTER OF THE PRIMARY MENU BOARD FOUNDATION IS TO BE 10.0' FROM THE CENTER OF THE COD FOUNDATION.
- 3C** THE PRIMARY MENU BOARD SHOULD BE AT AN ANGLE BETWEEN 40° AND 50° ANGLE FROM A CAR POSITIONED AT THE COD TO MAXIMIZE SECOND CAR VIEWING.
- 3D** AUGER "MCDONALD'S ORDER HERE CANOPY" COD/CANOPY FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.

- 3E** A SINGLE BOLLARD SHOULD BE POSITIONED AT THE CORNER OF THE BUILDING ON THE DRIVE-THRU SIDE. IT SHOULD BE FLUSH AGAINST THE BUILDING AND FACE OF THE BOLLARD SHOULD BE TIGHT AGAINST THE BACK OF THE CURB.
- 3F** AUGER "MCDONALD'S GATEWAY" FOUNDATION 16" TO 24" FROM FACE OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
- 3G** THE DISTANCE BETWEEN THE TIP OF THE CURBED ISLAND AND THE CENTER LINE OF THE PRIMARY COD MUST BE 15'-0". THIS MEASUREMENT IS TAKEN PARALLEL TO THE INSIDE CURB FACE OF THE PRIMARY LANE.
- 3H** THE PRIMARY LANE DETECTOR LOOP SHOULD BE PERPENDICULAR TO THE CENTER OF THE PRIMARY COD.

**SIDE BY SIDE DRIVE-THRU EQUIPMENT POSITIONING FOR SECONDARY LANE:**

- 4A** WHEN POSITIONING THE SECONDARY COD, THE DISTANCE BETWEEN THE TIP OF THE CURBED ISLAND AND THE CENTER LINE OF THE SECONDARY COD MUST BE 14'-0". THIS MEASUREMENT IS TAKEN ALONG THE CENTERLINE OF THE SECONDARY LANE WHILE FOLLOWING THE INSIDE CURB FACE.
- 4B** WHEN THE SECONDARY COD IS LOCATED AT 14', THE LOOP DETECTOR IS TO BE 2' FORWARD OF THE COD CENTER LINE WITH THE LOOP FACING FORWARD AND THE DETECTOR LOOP PERPENDICULAR TO THE SECONDARY COD WHEN POSSIBLE.
- 4C** THE CENTER OF THE SECONDARY MENU BOARD FOUNDATION SHOULD BE LOCATED 22" FROM FACE OF CURB AND APPROXIMATELY 6'-4" FROM THE TIP OF THE CURBED ISLAND. THE END CAP OF THE SECONDARY MENU BOARD SHOULD NOT BE LESS THAN 12" FROM FACE OF CURB. (OPTIONAL OPO MENU BOARD - THE END CAP OF THE SECONDARY MENU BOARD SHOULD NOT BE LOCATED OVER THE INNER FACE OF THE CURB.) ANGLE SHOULD BE TO MAXIMIZE FIRST CAR VIEWING.
- 4D** AUGER "MCDONALD'S ORDER HERE CANOPY" COD/CANOPY FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
- 4E** THE SECONDARY MENU BOARD SHOULD BE AT AN ANGLE BETWEEN 30° AND 40° TO MAXIMIZE SECOND CAR VIEWING. (OPTIONAL OPO MENU BOARD - THE SECONDARY MENU BOARD SHOULD BE AT AN ANGLE NO GREATER THAN 30° TO MAXIMIZE SECOND CAR VIEWING.)

**SIDE BY SIDE DRIVE-THRU DETECTOR LOOP:**

- 5A** DETECTOR LOOPS SHALL BE LOCATED AT THE CENTER OF THE OPENING WINDOW AT THE CASH AND PRESENT BOOTHS.

**SIDE BY SIDE DRIVE-THRU OPTIONAL FEATURES:**

- 1.** SIDE BY SIDE DRIVE-THRU OPTIONAL EQUIPMENT:
  - A** PRE-SELL BOARD MUST BE 18"-24" FROM FACE OF CURB. THE DISTANCE BETWEEN THE PRIMARY COD AND PRE-SELL BOARD IS TO BE 30' AS MEASURED ALONG THE CENTER LINE OF THE LANE. THIS IS MEASURED FROM THE CENTER OF THE PRE-SELL BOARD FOUNDATION TO THE CENTER OF THE COD FOUNDATION. THE ANGLE OF THE PRE-SELL BOARD SHOULD MAXIMIZE VISIBILITY TO THE THIRD CAR FROM COD.
  - B** "ANY LANE, ANY TIME" BOLLARD MUST BE A MIN. OF 1.5' FROM FACE OF CURB AT THE BEGINNING OF THE LANDSCAPE ISLAND. BOLLARD IS TO BE ORIENTED AT AN ANGLE OF 90° FROM THE CURB.

**DRIVE THRU CRITICAL DIMENSIONS AND NOTES**

**SITE DATA**

THE PURPOSE OF THIS PROJECT IS TO UPDATE THE EXISTING DRIVE-THRU AREA BY REMOVING AND/OR RELOCATING THE EXISTING DRIVE-THRU EQUIPMENT, CONSTRUCTING A SIDE BY SIDE DRIVE-THRU WITH ALL SUPPORTING EQUIPMENT.

**SITE ADDRESS:** 7001 OKEECHOBEE ROAD  
CITY OF FORT PIERCE, FLORIDA  
2324-331-0016-000-3

**PARCEL ID, NUMBER:** 79,340 S.F. (1,82± A.C.)

**SITE TOTAL AREA:** 79,340 S.F. (1,82± A.C.)

**EXISTING LAND USE:** FAST FOOD WITH DRIVE THRU

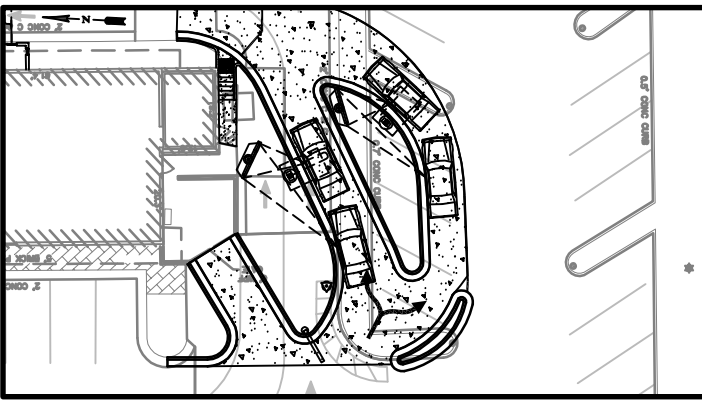
**PROPOSED LAND USE:** MCDONALD'S RESTAURANT

**EXISTING USE:** MCDONALD'S RESTAURANT

**PROPOSED USE:** MCDONALD'S RESTAURANT

**SITE LEGEND**

- (COD) = EXISTING CUSTOMER ORDER DISPLAY TO BE REPLACED
- (M) = EXISTING MENU BOARD TO BE RELOCATED
- (M) = PROPOSED DRIVE-THRU GATEWAY BAR
- (M) = PROPOSED MENU BOARD
- (COD) = PROPOSED CUSTOMER ORDER DISPLAY SPEAKER
- (COD) = PROPOSED CUSTOMER ORDER DISPLAY
- (PS) = PRE-SELL BOARD
- (PS) = AREAS OF DEMOLITION
- (PS) = PROPOSED ASPHALT PAVEMENT/RE-GRADING
- (PS) = PROPOSED CONCRETE PAVEMENT
- SYSL4" = SINGLE YELLOW SOLID LINE / 6" WIDE
- SWSL4" = SINGLE WHITE SOLID LINE / 4" WIDE
- DYSL4" = DOUBLE YELLOW SOLID LINE / 4" WIDE
- (O) = ORDER WINDOW
- (P) = PRESENTER WINDOW
- (X) = EXISTING PARKING COUNT
- (X) = PROPOSED PARKING COUNT
- (HC) = HANDICAP SIGN (FTP-25)
- (DE) = DO NOT ENTER SIGN (R5-1)
- (S) = STOP SIGN (R1-1)
- (RT) = RIGHT TURN ONLY SIGN (R3-5R)
- (NL) = NO LEFT TURN SIGN (R3-2)



**DRIVE-THRU SIGHT TRIANGLE**  
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Landscape Lic. No. LC0000298  
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NICOLE E. HARTNER, P.E.  
74891

Designed by:	Drawn by:	Checked by:	Approved by:	Scale:	Date:	Job No.:	File:	No.	Date	Revision	By
JDH	JDH	JTP	NEW	1"=30'	SEPT 2012	M29721	SITE				

SITE PLAN

**McDonald's**  
TURNPIKE MRP  
CITY OF FORT PIERCE, FLORIDA

Sheet No.  
**C-3**

McDONALD'S PROJECT  
CODE: 009-0530