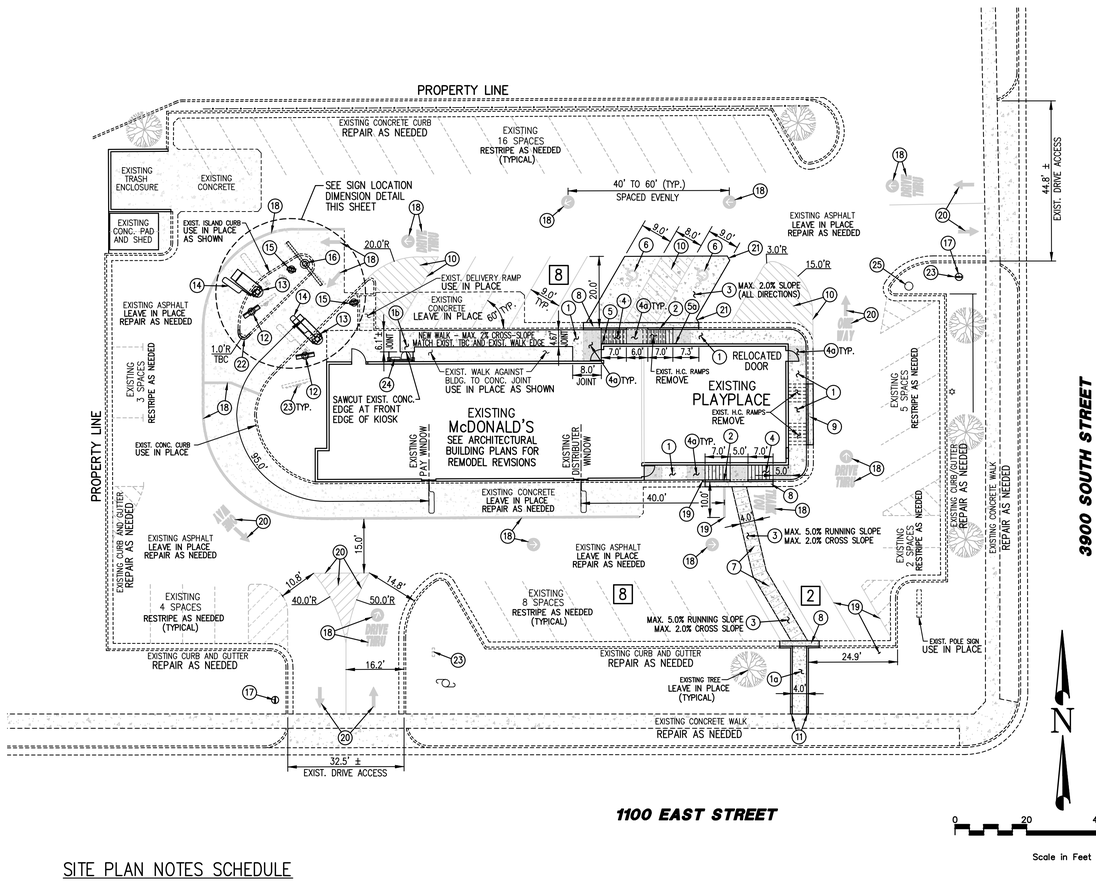
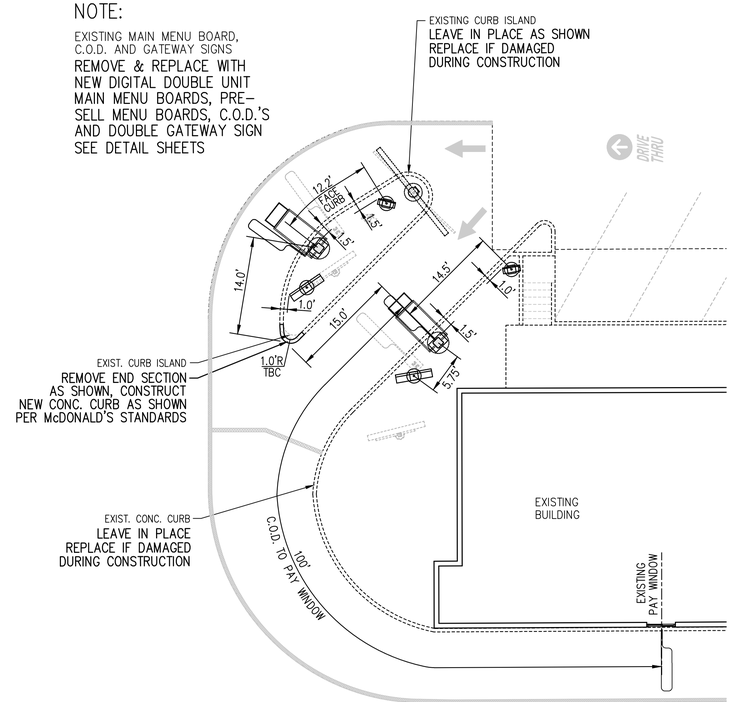


SITE PLAN NOTES SCHEDULE

1. REMOVE EXISTING CONC. WALK AND CONSTRUCT NEW 4" THICK CONCRETE WALK, HANDICAP RAMPS, ETC. MAX. 2.0% CROSS SLOPE (WIDTH VARIES)
1a. 4" THICK CONCRETE WALK, HANDICAP RAMPS, ETC. (WIDTH VARIES)
1b. NEW 4" THICK CONCRETE SLAB IN FRONT OF KIOSK MAX. 2.0% SLOPE – ALL DIRECTIONS PER ADA STNDS.
2. TAPER CURB DOWN TO FLUSH WITH FLOWLINE ELEVATION PER ADA STANDARDS (TYP. BOTH SIDES)
3. MINIMUM 6" CONCRETE SLAB, REINF. WITH FIBERMESH PER ADA STANDARDS FOR PARKING STALLS, ACCESS (HANDICAP PARKING AREA & ACCESS ROUTE)
4. HANDICAP RAMP PER ADA STANDARDS., SEE DETAILS, SHT. SD–4 (TYP. OF 4)
4a. LANDING AREA AT ALL EXTERIOR DOORS AND TOP–BOTTOM OF HANDICAP RAMPS PER ADA STANDARDS (TYP.), MAX. 2.0% SLOPE – ALL DIRECTIONS
5. EXIST. HANDICAP PARKING SIGN – RELOCATED FROM EXISTING LOCATION PER ADA STANDARDS, SEE DETAIL, SHEET SD–1
5a. INSTALL NEW HANDICAP SIGN (VAN ACCESSIBLE) FOR WEST HANDICAP STALL, SEE DETAIL, SHEET SD–1
6. HANDICAP SYMBOL (TYP. OF 2) PAINTED PER ADA STNDS.
7. HANDICAP ACCESS/CROSSWALK STRIPING (PAINTED WHITE)
8. REMOVE EXISTING CONC. CURB AND CONSTRUCT NEW CONC. CURB–CUT GUTTER PER ADA COMPLIANCE, SEE SHT. SD–3 TRANSITION NEW 24" CURB FROM ADA COMPLIANT TO MATCH EXISTING CURB GUTTER (TYP. BOTH SIDES)
9. REMOVE EXISTING CONC. RAMP CURB AND CONSTRUCT NEW CONC. CURB AND GUTTER TO MATCH EXISTING CURB AND GUTTER
10. 4" WIDE @ 45° ANGLE @ 2' O.C. NO PARKING AREA LINES 4" WIDE NO PARKING AREA BOUNDARY LINES (PAINTED WHITE)
11. CONSTRUCT 6" CONC. CURB WALL AND TAPER NEW CONCRETE TO MATCH GRADE WITH EXIST. SIDEWALK
12. DIGITAL MAIN MENU BOARD, SEE DETAILS, SHEET DT–2
13. ORDER HERE CANOPY, SEE DETAIL, SHT. SD–2
14. VEHICLE DETECTOR LOOP, SEE DETAILS, SHEET DT–1
15. DIGITAL PRE–BROWSE MENU BOARD, SEE DETAILS, SHEET DT–2
16. "DOUBLE ARM GATEWAY"/HEIGHT DETECTOR SIGN, SEE DETAILS, SHEET SD–1
17. NEW GEN DIRECTIONAL SIGN (LOCATION TO BE DETERMINED BY OWNER/OPERATOR) SEE DETAILS, SHEET SD–2
18. NEW PAINT MARKINGS AND STRIPING PER McDONALD'S STANDARDS
19. NEW PULL–FORWARD SIGNAGE AND PAINT STRIPING PER McDONALD'S OOSP STANDARDS
20. NEW DIRECTIONAL AND STRIPING PAINT MARKINGS (WHITE) AS SHOWN ON PLAN
21. 2.0' CHAMFER ST CONCRETE CORNERS AS SHOWN ON PLAN
22. CONSTRUCT CONCRETE CURB ISLAND EXTENSION AS SHOWN (McD REQUIRED) (MATCH EXISTING CONCRETE CURB)
23. EXISTING MENU BOARDS, C.O.D.'S, HEIGHT DETECTOR AND DIRECTIONAL SIGNS TO BE REMOVED (FOOTINGS TO BE REMOVED IF NECESSARY PER NEW DIGITAL EQUIPMENT)
24. EXISTING RED BOX KIOSK – LEAVE IN PLACE PER OWNER/OPERATOR
25. EXISTING FLAG POLE – LEAVE IN PLACE OR RELOCATE PER OWNER/OPERATOR

SITE IMPROVEMENT PLAN

NOTE:
EXISTING MAIN MENU BOARD, C.O.D. AND GATEWAY SIGNS
REMOVE & REPLACE WITH NEW DIGITAL DOUBLE UNIT MAIN MENU BOARDS, PRE–SELL MENU BOARDS, C.O.D.'S AND DOUBLE GATEWAY SIGN SEE DETAIL SHEETS



DETAILED NEW SIGN LOCATIONS
SCALE: 1"=10'

NOTES:
1. SITE PLAN CONDITIONS BASED ON AERIAL PHOTOGRAPHY NO SURVEY VERIFICATION HAS BEEN PERFORMED CONTRACTOR TO MAKE FIELD ADJUSTMENTS AS NEEDED
2. SEE DETAIL SHEETS FOR SITE IMPROVEMENT CONSTRUCTION DETAILS WHERE APPLICABLE
3. CONTRACTOR TO FIELD VERIFY PROPOSED HANDICAP ACCESS ROUTE OF NO MORE THAN 5% RUNNING SLOPE BEFORE DEMOLITION IF SLOPE EXCEEDS 5%, CONTRACTOR IS TO NOTIFY CIVIL ENGINEER AT 801–713–3000.
4. CONTRACTOR TO PROVIDE ADA SIGNAGE PACKAGE AND INSTALL SIGNS AT LOCATIONS AND POSITIONS INDICATED IN PACKAGE OR AS REQUIRED BY LOCAL CODES. THIS INCLUDES EXTERIOR DOORS, SELF–SERVE BEVERAGE BAR AND DRIVE–THRU WINDOWS. SIGNAGE PACKAGE SUPPLIED BY:
FORREST PERMA–SIGN 1–800–214–8765
9292 1st STREET, BOX 588 www.forrestpermasigns.com
NEW ROCHELLE, NY 10802

CALL BEFORE YOU DIG! IT'S THE LAW BLUE STAKES 1 800 662 4111

Dominion Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801–713–3000

GENERAL NOTES

1. ALL WORK PERFORMED WITHIN THE CITY OF MILLCREEK RIGHT–OF–WAY SHALL BE IN ACCORDANCE WITH THEIR STANDARDS AND SPECIFICATIONS.
2. BASES, ANCHOR BOLTS, CONDUIT, AND WIRING FOR ALL SIGNS ARE BY THE GENERAL CONTRACTOR. McDONALD'S ROAD SIGN AND BASE ARE BY THE SIGN CONTRACTOR. FLAGPOLE ANCHOR BOLTS ARE BY McDONALD'S. ALL SIGNAGE SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF MILLCREEK.
3. GENERAL CONTRACTOR TO PROVIDE CONCRETE BASES, CONDUIT & WIRE AS REQUIRED FOR LOT LIGHTS SHOWN. McDONALD'S TO PROVIDE ONLY ANCHOR BOLTS, POLES AND LOT LIGHT FIXTURES. REMAINDER BY GENERAL CONTRACTOR.
4. ALL RADII ARE TO THE TOP BACK OF CURB (TBC) UNLESS OTHERWISE NOTED. VERIFY IN FIELD (V.I.F.) ALL DIMENSIONS. RESOLVE ANY DISCREPANCIES WITH McDONALD'S PROJECT MANAGER PRIOR TO COMMENCING WORK.
5. PROPOSED UTILITIES ARE SHOWN IN SCHEMATIC ONLY. EXACT LOCATIONS SHALL BE DETERMINED TO ALLOW FOR THE MOST ECONOMICAL INSTALLATION.
6. 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. GENERAL CONTRACTOR RESPONSIBLE TO OBTAIN ALL REQUIREMENTS OF UTILITY COMPANIES AND INCLUDE IN BASE BID ALL ASSOCIATED COSTS.
7. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR AT GROUNDBREAK. FINISH FLOOR ELEVATION IS AS NOTED ON GRADING AND DRAINAGE PLAN.
8. GENERAL CONTRACTOR IS RESPONSIBLE FOR COMPLIANCE WITH ALL REQUIREMENTS OF THE "AMERICAN'S WITH DISABILITIES ACT" (ADA).
9. ALL 6" CONCRETE VERTICAL CURB SHALL BE POURED MONOLITHICALLY WITH CONCRETE PAVEMENT. FINISH WALK AND CURB ELEVATIONS SHALL BE 6" ABOVE FINISH PAVEMENT UNLESS NOTED OTHERWISE.
10. GENERAL CONTRACTOR TO PLACE CONCRETE CONSTRUCTION JOINTS AS NEEDED WITH MAXIMUM AREA OF 400 S.F. (CAREY FELT SHALL NOT BE USED).
11. GENERAL CONTRACTOR TO PROVIDE SAWCUT JOINTS IN CONC. PAVEMENT IN ACCORDANCE WITH ACI STANDARDS. JOINTS SHALL BE PLACED SUCH THAT THE MAXIMUM SIZE OF CONCRETE SLAB IS 120 S.F. AND THE RATIO OF THE SIDES IS NO MORE THAN 2:1.
12. COORDINATE ALL DRIVE–UP STRIPING AND MARKINGS WITH McDONALD'S PROJECT MANAGER.
13. CONTRACTOR TO FIELD VERIFY LOCATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR BUILDING ANY SEWER.
14. ALL CONSTRUCTION SHALL COMPLY WITH MILLCREEK CITY PUBLIC WORKS DEPARTMENT WATER AND/OR SANITARY SEWER SYSTEM EXTENSION AGREEMENT WITH SPECIFICATIONS, DOCUMENTATION, TYPICAL DETAILS AND FORMS.
15. LOT LIGHTING CONC. FOOTINGS TO CONFORM WITH THE SOILS REPORT RECOMMENDATIONS FOR THIS PARTICULAR SITE, OR AS DIRECTED BY McDONALD'S.
16. ALL LANDSCAPE AREAS SHALL BE ROUGH GRADED TO 6" BELOW TOP OF ALL WALKS AND CURBS. FINISH GRADING, LANDSCAPING, AND SPRINKLER SYSTEMS ARE BY THE OWNER/OPERATOR.

PAVING SPECIFICATION
(WITHIN McDONALDS CORPORATION PROPERTY)

FLEXIBLE PAVEMENT SECTION (ASPHALT)
COMPACTION: MATCH EXISTING
OIL CONTENT: 4.5% – 6.0%
STABILITY: 100 LBS. MIN.
GRADATION EXTRATION: 55% MAX. SHALL PASS U.S. STD. #4 SIEVE.

RIGID PAVEMENT SECTION (CONCRETE)
COMPACTION: MATCH EXISTING

NOTES:
1. McDONALD'S ENGINEER RESERVES THE RIGHT TO REQUEST A COMPACTION TEST AND/OR A CORE SAMPLE. IF TESTS PROVE CORRECT, PER ABOVE SPECIFICATION, TEST WILL BE AT THE EXPENSE OF McDONALD'S, OTHERWISE, G.C. WILL BE CHARGED.

PARKING INFORMATION
(EXISTING)

TOTAL SPACES 49			
	3 H.C.	SPACES	9'–0" X 18'–0" @ 60°
	37	SPACES	9'–0" X 18'–0" @ 60°
	4	SPACES	9'–0" X 18'–0" @ 90°
	5	SPACES	10'–0" X 22'–0" @ 00°

PARKING INFORMATION
(PROPOSED)

TOTAL SPACES 48			
	2 H.C.	SPACES	9'–0" X 20'–0" @ 60°
	6	SPACES	9'–0" X 20'–0" @ 60°
	30	SPACES	9'–0" X 18'–0" @ 60°
	6	SPACES	9'–0" X 18'–0" @ 90°
	3 PARALLEL	SPACES	10'–0" X 19'–6" @ 00°
	1 PARALLEL	SPACES	10'–0" X 22'–0" @ 00°

SURVEY INFORMATION
PREPARED BY:

LEGEND

EXIST. TELEPHONE	EXIST. WATER VALVE
EXIST. GAS LINE	EXIST. FIRE HYDRANT
EXIST. WATER	EXIST. TELEPHONE BOX
EXIST. IRRIGATION PIPE	EXIST. FIBER OPTIC BOX
EXIST. OVERHEAD POWER	EXIST. ELECTRIC BOX
EXIST. UNDERGROUND POWER	EXIST. POWER POLE
EXIST. STORM DRAIN PIPE	PROPOSED PARKING STALL # X

PLAN SCALE: 1" = 20'

STREET ADDRESS
3890 SOUTH 1100 EAST

CITY: MILLCREEK
STATE: UTAH
COUNTY: SALT LAKE

REGIONAL DWG. NO: 043–0116
CORPORATE DWG. NO.

REV	DATE	DESCRIPTION	BY	ISSUE REF
1	12–22–17	ADDED BUILDING SETBACK DISTANCES PER REVIEW	DLP	

REGISTERED PROFESSIONAL ENGINEER
No. 8030527
JEREMY RICK HANSON
3/16/18
STATE OF UTAH

PLAN APPROVALS

SIGNATURE (2 REQUIRED)	DATE
REGIONAL MGR.	
CONST. MGR.	
OPERATIONS DEPT.	
REAL ESTATE DEPT.	

CO–SIGN SIGNATURES

CONTRACTOR	
OWNER	

McDonald's®

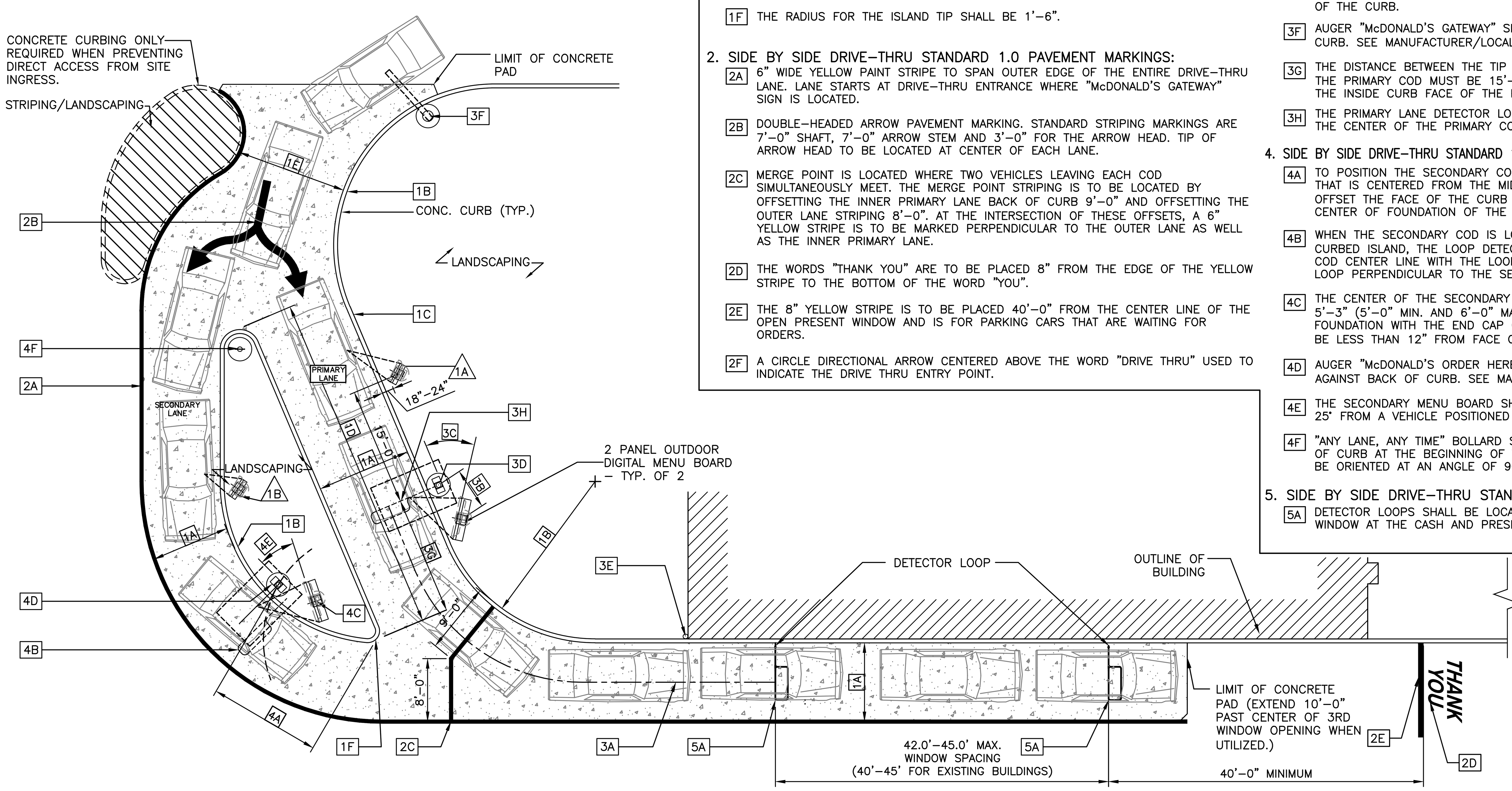
OFFICE	ADDRESS
DENVER REGION	5251 DTC PARKWAY, SUITE 300, ENGLEWOOD, COLORADO 80111

STATUS	DATE	BY
PRELIMINARY		
PLAN CHECKED		
AS–BUILT		

SP–1

Job # 2913
Path: P:\MCDONALDS\Utah\WRP 2.0 PLANS\MILLCREEK - 3890 South 1100 East 043-0116\CAD FILES\ | File Name: SP-1 Site Improvement Plan.dwg | Plot Date: March 14, 2018 |

THE LAYOUT OF THE DRIVE-THRU LANES SHOWN IN THIS DETAIL ILLUSTRATES DRIVE-THRU DESIGN PRINCIPLES.



1 ODMB — DRIVE THRU LAYOUT GUIDELINES
1" = 10'-0"

REFERENCE ONLY

SIDE BY SIDE DRIVE-THRU STANDARD 1.0

1. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 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/DRIVER'S 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 ENTRANCE LANE ENTERING THE SIDE BY SIDE DRIVE-THRU IS TO BE 14'-0" MIN.

1F THE RADIUS FOR THE ISLAND TIP SHALL BE 1'-6".

2. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 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" SIGN IS LOCATED.

2B DOUBLE-HEADED ARROW PAVEMENT MARKING. STANDARD STRIPING MARKINGS ARE 7'-0" SHAFT, 7'-0" ARROW STEM AND 3'-0" 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 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 8" FROM THE EDGE OF THE YELLOW STRIPE TO THE BOTTOM OF THE WORD "YOU".

2E THE 8" YELLOW STRIPE IS TO BE PLACED 40'-0" FROM THE CENTER LINE OF THE OPEN PRESENT WINDOW AND IS FOR PARKING CARS THAT ARE WAITING FOR ORDERS.

2F A CIRCLE DIRECTIONAL ARROW CENTERED ABOVE THE WORD "DRIVE THRU" USED TO INDICATE THE DRIVE THRU ENTRY POINT.

3. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 EQUIPMENT POSITIONING FOR PRIMARY LANE:

3A MIN. 60'-0" (+5', 60'-65') LINEAR DISTANCE BETWEEN THE CENTER LINE OF THE COD FACE AND THE CENTER LINE OF THE OPEN ORDER BOOTH WINDOW AS MEASURED ALONG THE CENTER LINE OF THE LANE. THIS MAY ONLY BE INCREASED IN 20'-0" INCREMENTS (±5' FOR 80', 100', AND 120') TO A MAX OF 120'. 100'-0" IS OPTIMAL.

3B THE CENTER OF THE PRIMARY MENU BOARD FOUNDATION IS TO BE 5'-3" (5'-0" MIN. AND 6'-0" MAX.) FROM THE CENTER OF THE COD FOUNDATION.

3C THE PRIMARY MENU BOARD SHOULD BE AT AN ANGLE OF APPROXIMATELY 25° TO 35° ANGLE (35° PREFERRED) FROM A CAR POSITIONED AT THE COD AND WITH 100% VISIBILITY.

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" SIGN FOUNDATION TIGHT AGAINST BACK 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.

4. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 EQUIPMENT POSITIONING FOR SECONDARY LANE:

4A TO POSITION THE SECONDARY COD, DRAW AN ARC WITH A 14' RADIUS THAT IS CENTERED FROM THE MIDPOINT OF THE ISLAND TIP. THEN OFFSET THE FACE OF THE CURB BY 24" TO DETERMINE THE LOCATION OF CENTER OF FOUNDATION OF THE SECONDARY COD.

4B WHEN THE SECONDARY COD IS LOCATED AT 14'-0" FROM THE TIP OF THE CURBED ISLAND, THE LOOP DETECTOR IS TO BE 2'-0" 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 SHALL BE 5'-3" (5'-0" MIN. AND 6'-0" MAX.) FROM CENTER OF THE COD FOUNDATION WITH THE END CAP OF THE SECONDARY MENU BOARD NOT BE LESS THAN 12" FROM FACE OF CURB.

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 OF APPROXIMATELY 25° FROM A VEHICLE POSITIONED AT THE COD AND WITH 100% VISIBIILTY.

4F "ANY LANE, ANY TIME" BOLLARD SIGN MUST BE A MIN. OF 1'-6" FROM FACE OF CURB AT THE BEGINNING OF THE LANDSCAPE ISLAND. BOLLARD SIGN IS TO BE ORIENTED AT AN ANGLE OF 90° FROM THE CURB.

5. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 DETECTOR LOOP:

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

SIDE BY SIDE DRIVE-THRU STANDARD 1.0 FEATURES:

1. SIDE BY SIDE DRIVE-THRU STANDARD 1.0 EQUIPMENT:

1A PRE-BROUSE BOARD MUST BE MIN. 12" FROM FACE OF CURB (18" TO 24" PREFERRED). THE DISTANCE BETWEEN THE PRIMARY COD AND PRE-BROWSE BOARD IS TO BE 15' AS MEASURED ALONG THE FACE OF THE CURB. THIS IS MEASURED FROM THE CENTER OF THE PRE-BROWSE BOARD FOUNDATION TO THE CENTER OF THE COD FOUNDATION. THE ANGLE (APPROXIMATELY 50°) OF THE PRE-BROWSE BOARD SHOULD MAXIMIZE VISIBILITY TO THE SECOND CAR FROM COD.

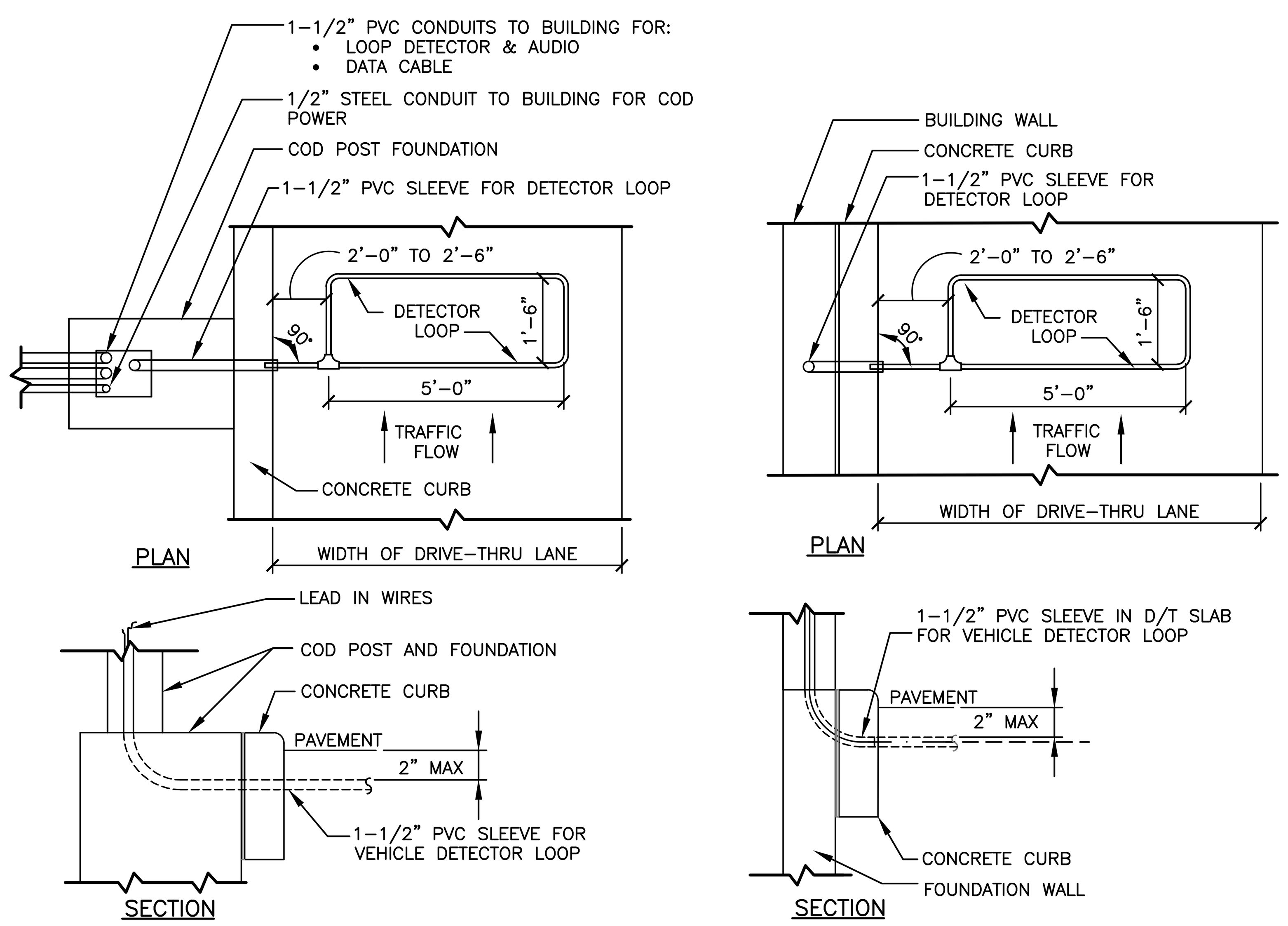
1B PRE-BROWSE BOARD MUST BE MIN. 12" FROM FACE OF CURB (18" PREFERRED). THE DISTANCE BETWEEN THE SECONDARY COD AND PRE-BROWSE BOARD IS TO BE 15' AS MEASURED ALONG FACE OF THE CURB. THIS IS MEASURED FROM THE POINT PERPENDICULAR TO THE CENTER OF THE PRE-BROWSE BOARD FOUNDATION TO THE POINT PERPENDICULAR TO THE CENTER OF THE COD FOUNDATION. THE ANGLE OF THE PRE-BROWSE BOARD SHOULD MAXIMIZE VISIBILITY TO THE SECOND CAR FROM COD (PREFERRED 35°).

GENERAL NOTES

1. DRIVE-THRU ELEMENTS:
   COD, DRIVE-THRU PYLON/CLEARANCE POLE AND BOLLARD SIGN SHALL BE CONSISTENT WITH THE STANDARD BUILDING DESIGN DRIVE-THRU ELEMENTS.
   OTHER DESIGNS MAY NOT BE USED.
2. CONTRACTOR SHALL COORDINATE WITH APPLICABLE PLANS, McDONALD'S AREA CONSTRUCTION MANAGER, CONTENT SUPPLIER AND SIGNAGE SUPPLIER TO DETERMINE EXACT LOCATION, ORIENTATION, MOUNTING HEIGHTS, AND NUMBER OF BOARDS AND OTHER DRIVE-THRU ELEMENTS TO BE INSTALLED AT THIS SITE. ALL WORK TO BE COORDINATED WITH OTHER TRADES.
3. CONTACT McDONALD'S AREA CONSTRUCTION MANAGER FOR DRIVE-THRU ELEMENT FOOTING AND WIRING REQUIREMENTS NOT SHOWN. (INFORMATION ALSO AVAILABLE THROUGH VENDOR WEBSITES) SIGNAGE MANUFACTURER TO PROVIDE FOOTING ANCHORS & TEMPLATES TO G.C. PRIOR TO FOUNDATION POURING.
4. SEE DETAIL 2 THIS SHEET FOR DETECTOR LOOP INFORMATION, DETAIL 3 THIS SHEET FOR LOW VOLTAGE CONDUIT DIAGRAM AND DETAIL 4 THIS SHEET FOR DRIVE THRU POWER DIAGRAM; VENDOR'S SPECIFICATIONS SHALL GOVERN UPON ANY DISCREPANCIES.
5. CONTRACTOR TO COORDINATE THE RESPONSIBILITIES OF THE ELECTRICAL CONTRACTOR, CONTENT SUPPLIER AND THE SIGN SUPPLIER.
6. CONTRACTOR TO INSTALL PRE-FORMED, PRE-WIRED VEHICLE DETECTOR LOOP.
7. CONTRACTOR SHALL VERIFY CONDUIT SIZES REQUIRED BY VEHICLE LOOP DETECTOR SUPPLIER.
8. IF 12" MIN. CLEARANCE CANNOT BE ATTAINED OR IF THERE IS A HIGH CHANCE OF AN IMPACT, A BOLLARD MAY BE INSTALLED TO PROTECT THE APPROPRIATE BOARD(S). 100% VISIBILITY OF THE BOARD(S) IS REQUIRED AFTER BOLLARD PLACEMENT.
9. MENU BOARDS SHALL BE PLACE TO ALLOW FRONT ACCESS CLEARANCE: 100% ACCESS IS REQUIRED.

NOTES

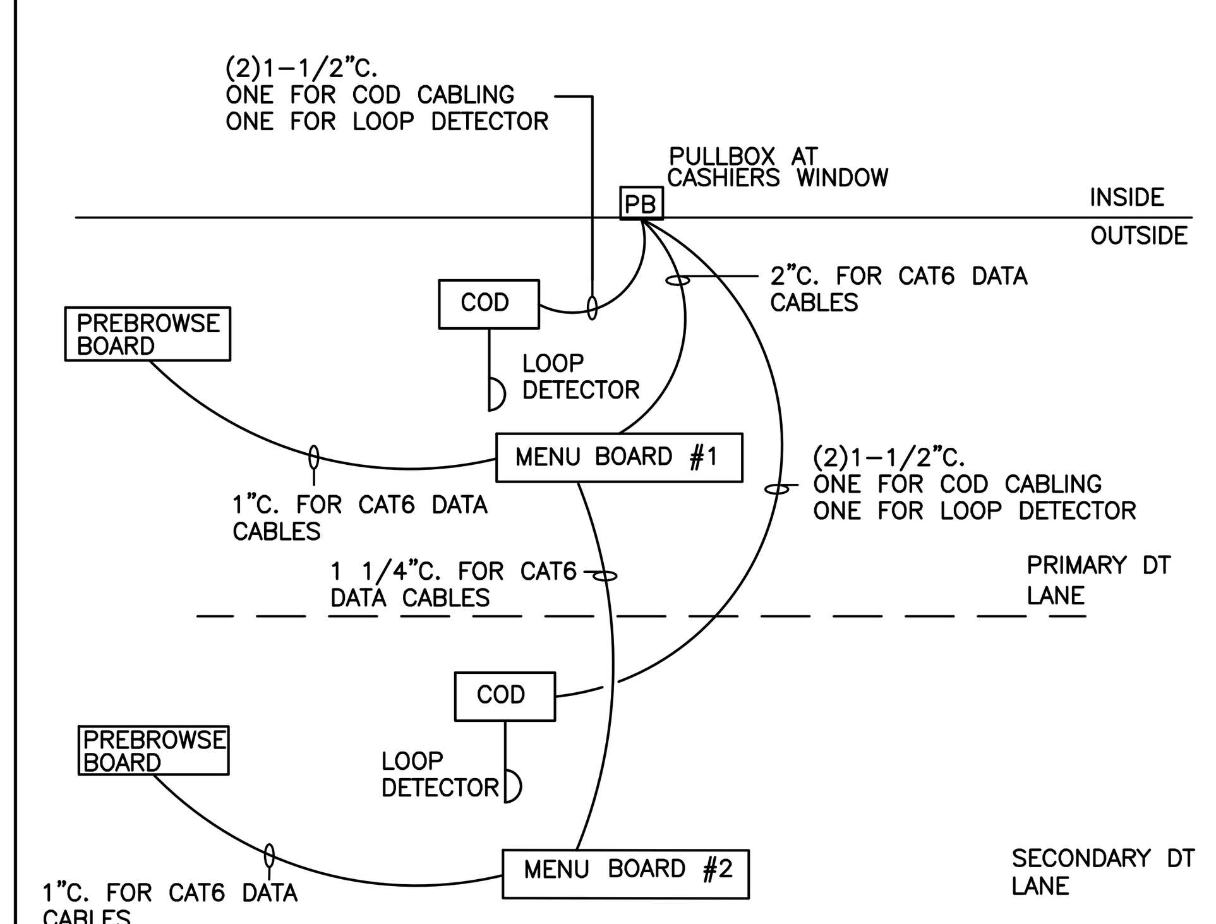
1. VERIFY CONDUIT SIZES AND LAYOUT WITH DETECTOR LOOP MANUFACTURER.
2. CENTER VEHICLE DETECTOR LOOP IN DRIVE THRU LANE. INSTALL PER MFR. RECOMMENDATIONS.
3. NO STEEL (REBAR OR ELECTRICAL WIRE) SHALL BE USED WITHIN 2' OF LOOP.
4. DETECTOR LOOP MANUFACTURERS:
   DETECTOR LOOPS MAY BE BY ONE OF THE FOLLOWINGS COMPANIES OR EQUAL.
   3M: 1-800-328-0033
   HME: 1-800-848-4468
5. DETECTOR LOOP MATERIAL:
   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.



A - C.O.D. DETECTOR LOOP

B - DT WINDOW DETECTOR LOOP

2 DT-2 — DETECTOR LOOP DETAILS
NOT TO SCALE



3 DT-1 — DT LOW VOLTAGE CONDUIT DIAGRAM
NOT TO SCALE

NOTE:

* VERIFY EXACT CIRCUITS & QUANTITIES OF CIRCUITS WITH PANEL SCHEDULES AND MANUFACTURERS INSTALLATION INSTRUCTIONS.

FOR EXISTING LOCATIONS:
* VERIFY EXISTING CP PANEL HAS AMPACITY AND SUFFICIENT SPARES/SPACE FOR TWO (2) NEW 20A/1P CIRCUITS. UPGRADE CP PANEL TO 42 CIRCUITS IF NECESSARY.

* VERIFY EXISTING PULLBOXES ARE SIZED FOR NEW CONDUIT ROUTING. MODIFY PULLBOXES IF NECESSARY.

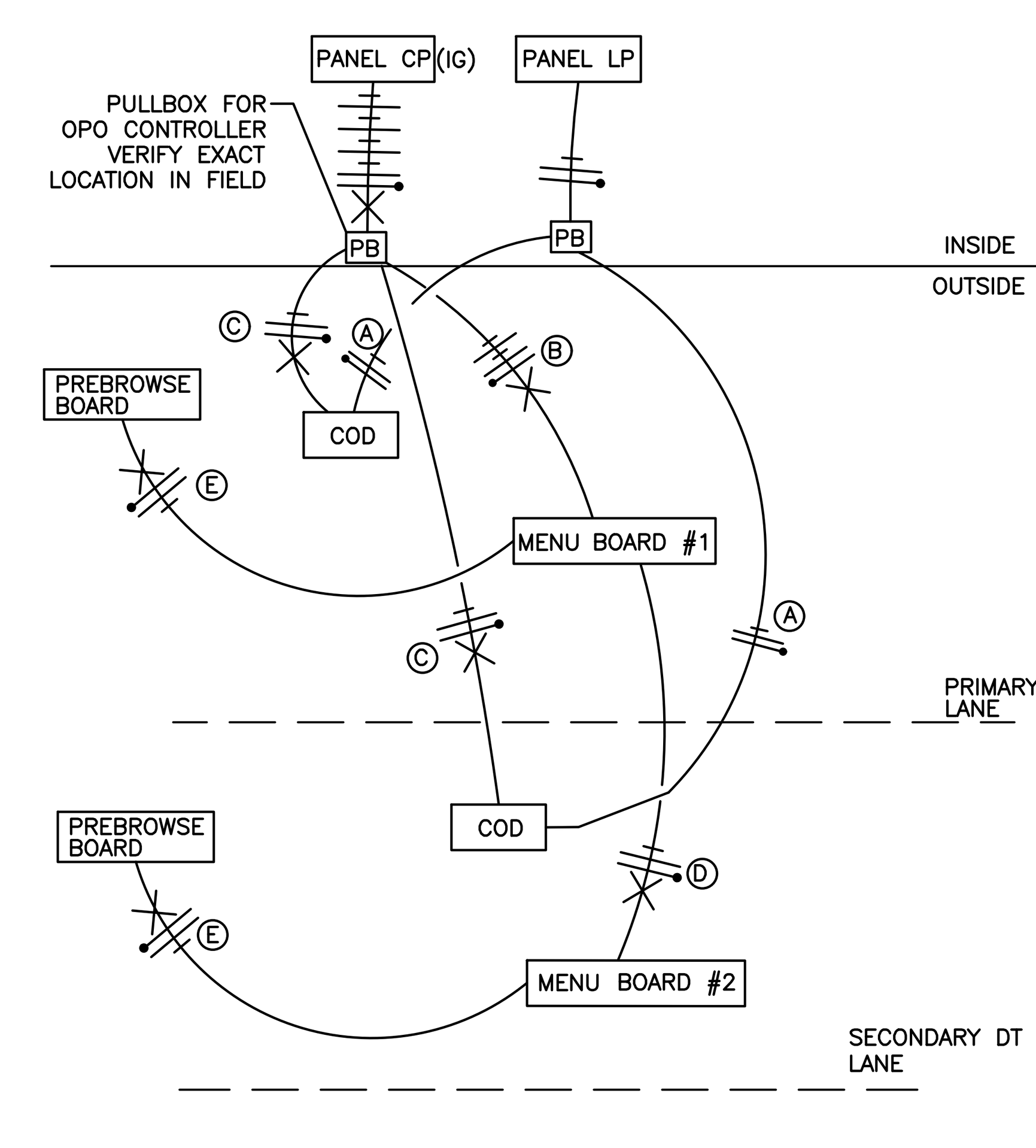
(A) 2#12 & 1#12 GND. TO LP-1 FOR COD CANOPY LIGHTING.

(B) 4#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.

(C) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO COD'S. EACH COD SHALL BE ON ITS OWN SEPARATE CIRCUIT.

(D) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO MENUBOARDS AND MEDIA PLAYERS.

(E) 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO FOR PRESELL BOARDS AND MEDIA PLAYER.



4 DT-1 — DRIVE THRU POWER DIAGRAM
NOT TO SCALE

REV	–
DATE	–
DESCRIPTION	
BY	–

REGISTERED PROFESSIONAL ENGINEER No. 8030527-2202 JEREMY RICK HANSON 3/16/18 STATE OF UTAH

PREPARED BY: DOMINION Engineering Associates, L.C. 5684 South Green Street Murray, Utah 84123 801-713-3000

PREPARED FOR: McDONALD'S CORPORATION
KROC DRIVE – OAK BROOK, ILLINOIS 60521
© c 1995 McDonald's Corporation

OFFICE ADDRESS: DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY | STD ISSUE DATE | REVIEWED BY – | DATE REVIEWED – | DATE ISSUED –

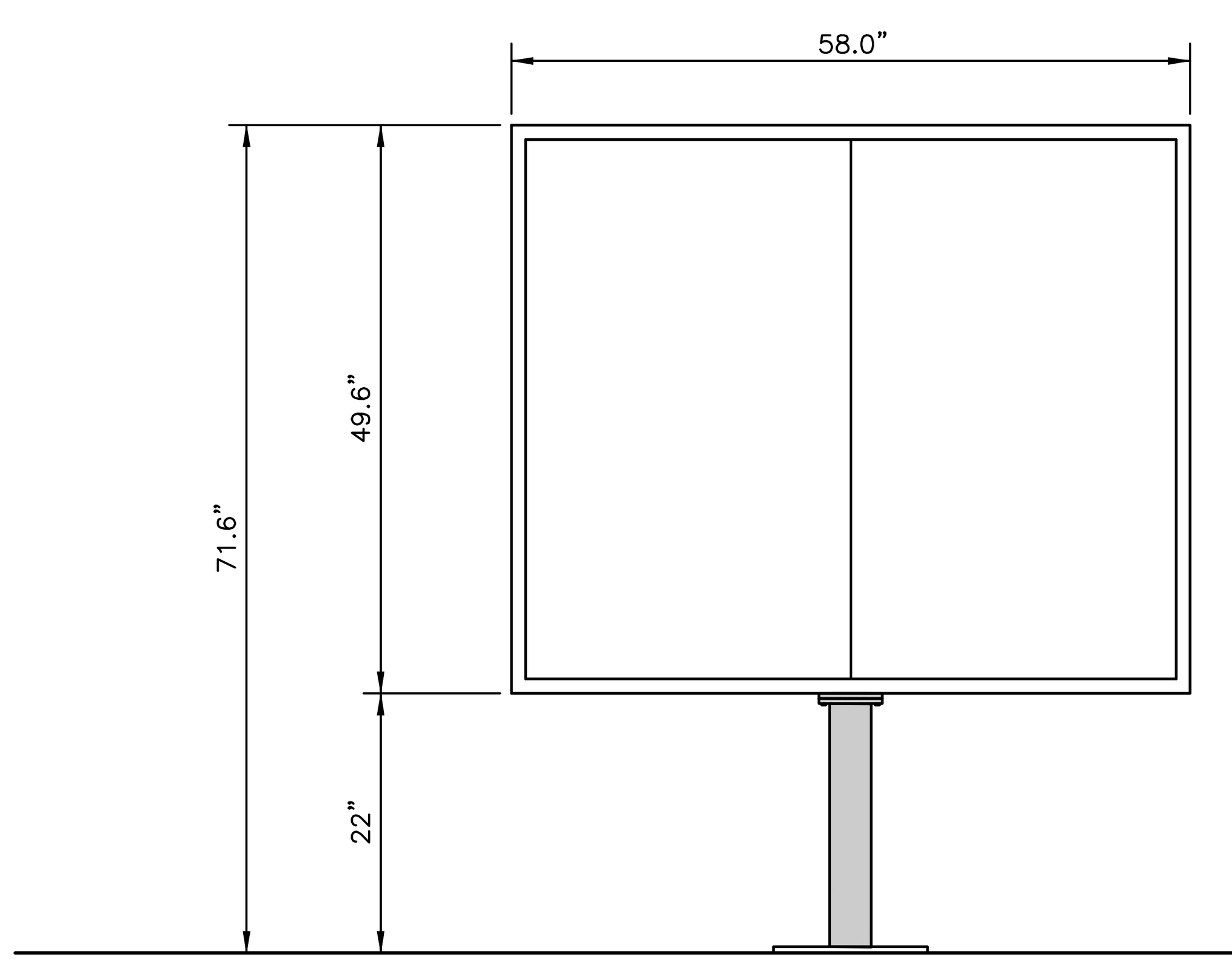
TITLE: McDONALD'S SITE IMPROVEMENT PLANS MILLCREEK, UTAH

DESCRIPTION: DRIVE-THRU DETAILS DIGITAL PLATFORM STANDARDS

SITE ID: 043-0116 | SITE ADDRESS: 3890 SOUTH 1100 EAST, MILLCREEK, UTAH

SHEET NO. DT-1

Job# 2913
Path: P:\McDONALDS\utah\MRP 2.0 PLANS\MILLCREEK - 3890 South 1100 East 043-0116\CAD FILES\ | File Name: DT-1 DRIVE-THRU DETAILS.dwg | Plot Date: March 14, 2018 |



ELECTRICAL: FIRST CIRCUIT: 120/1/60, 15 AMP
SECOND CIRCUIT: 120/1/60, 10 AMP

SHIP WEIGHT: TBD LBS.

MEDIA PLAYER: STRATACACHE

GENERAL NOTES
- THE FOLLOWING CODES WERE USED IN DESIGN:
  - IBC 2015
  - ASCE 7–10
  - ACI 318–14
- WIND SPEED 115 MPH (ULTIMATE WIND SPEED)
  - EXPOSURE C
- 50 PSF SNOW LOADING
- ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
- MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2)
- SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER, IF ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING IN TO ACCOUNT ACTUAL SITE SOIL CONDITIONS
- TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT DEPTHS SHOWN ARE FROM GRADE)

CONCRETE:
- ALL FOOTINGS SHALL BEAR ON FIRM UNDISTURBED RESIDUAL SOIL AND/OR ENGINEERED EARTH FILL COMPACTED TO 98% OF ITS MAXIMUM DRY DENSITY AS PER ASTM D 698–70 (STANDARD PROCTOR) UNLESS NOTED OTHERWISE
- ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
- MINIMUM CONCRETE STRENGTH (F'C=3,000 PSI) SHALL CONFORM WITH MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTION 2.13–A
- USE OF ADMIXTURES SHALL CONFORM TO MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATION SECTION 2.6
- AIR ENTERTAINMENT SHALL CONFORM WITH MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS 2.6–A AND 2.13–A
- WATER CONTENT RATIO SHALL CONFORM TO MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTION 2.13–A
- FOUNDATION CONCRETE TO BE TESTED PER MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTION 3.14
- PROVIDE A MINIMUM 3" OF CONCRETE COVER OVER ALL EMBEDDED STEEL.
- REINFORCEMENT PLACEMENT SHALL CONFORM TO MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTIONS 3.2 & 3.5 PERFORMED BY GENERAL CONTRACTOR
- ANCHOR RODS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- DO NOT PLACE POLES ON CONCRETE UNTIL CONCRETE HAS CURED PER MCDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATION SECTION 3.11–E
- CAST CONCRETE DIRECTLY AGAINST EXCAVATED HOLE SIDES
- ASTM A–615, GR 60 REBAR, BLACK

STEEL:
- STEEL PIPE SECTION: ASTM A53 OR A252 TYPE E GRADE B (Fy=35 KSI)
- HSS ROUND SECTION: ASTM A500 GRADE B (Fy= 42 KSI)
- HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B (Fy= 46 KSI)
- HEADED ANCHOR RODS ASTM F1554 GR 55, AN ACCEPTABLE ALTERNATIVE IS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION.
- STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
- REINFORCEMENT: ASTM A615 GRADE 60– BY GENERAL CONTRACTOR
- NUTS: ASTM A563A, HEAVY HEX
- WASHERS: ASTM F844 A36
- USE ASTM A153 CLASS C OT DIPPED GALVANIZED BOLTS AND FASTENERS.
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S APPROVAL
- DO NOT CUT ANCHOR RODS AFTER INSTALLATION OF POLE
- AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION
- ANY FIELD WIELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1
- REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION

1 / F1.0 DIGITAL MENU BOARD
SCALE: NONE

NOTES:
- PIER DEPTHS REQUIRED ARE MINIMUMS. ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION.
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
- MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE 100 PSF/FT OF DEPTH (X2)
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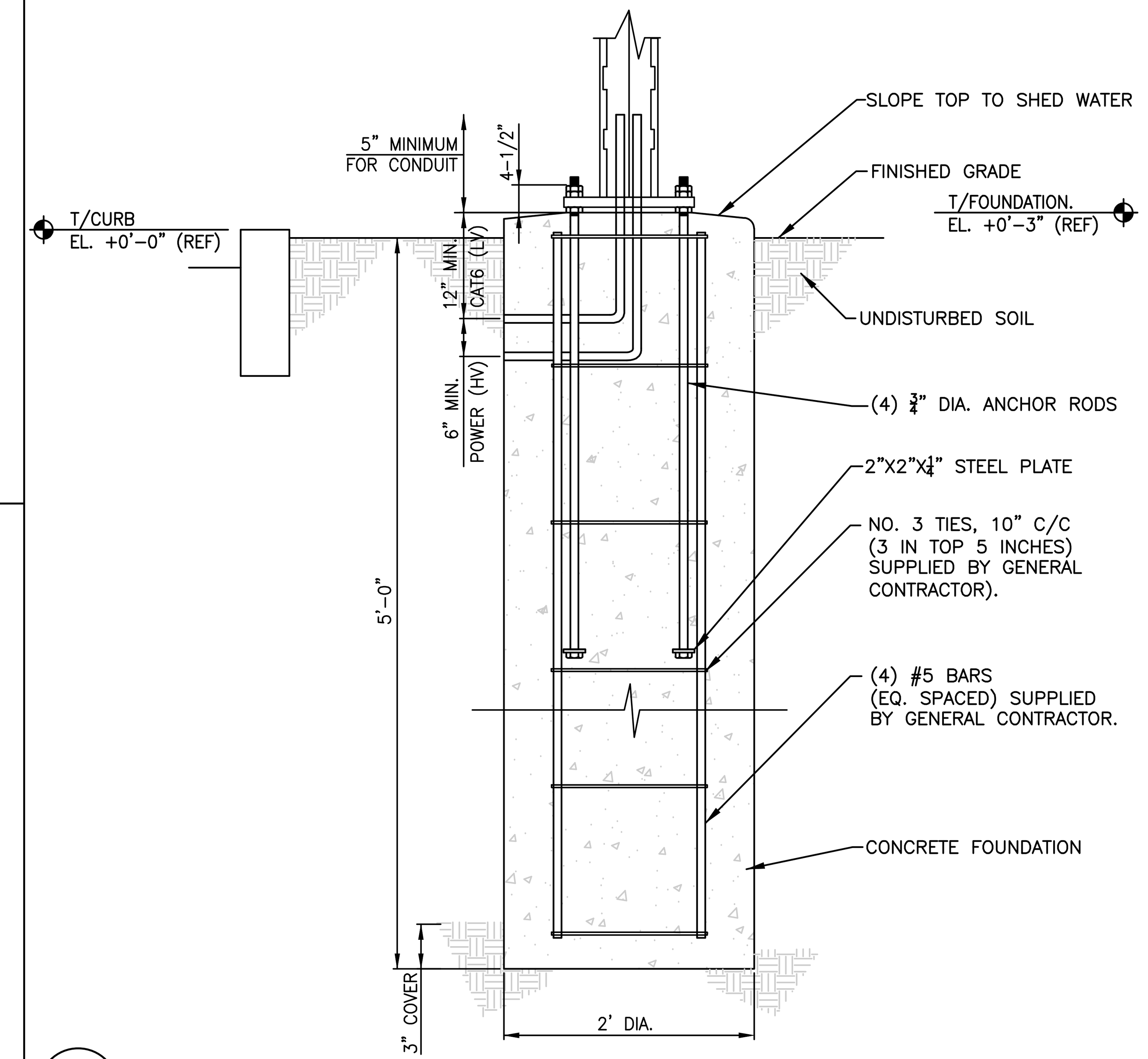
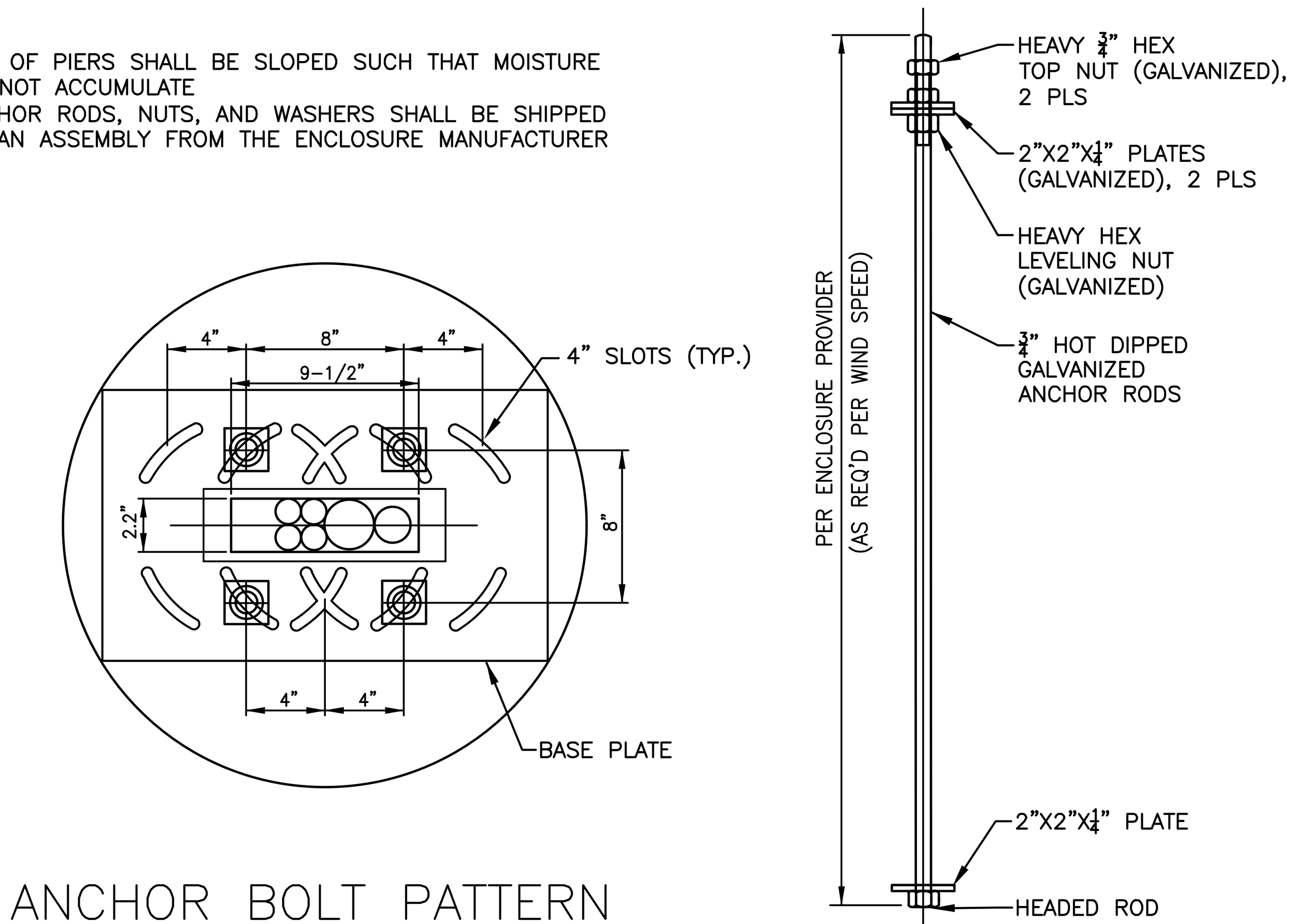


A FOUNDATION

NOTES:
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE ENCLOSURE MANUFACTURER



B ANCHOR BOLT PATTERN

NOTES:
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
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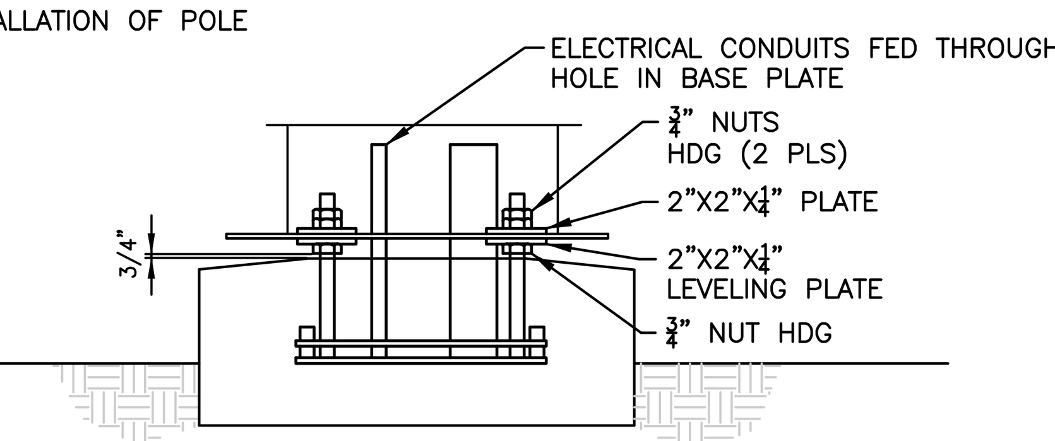
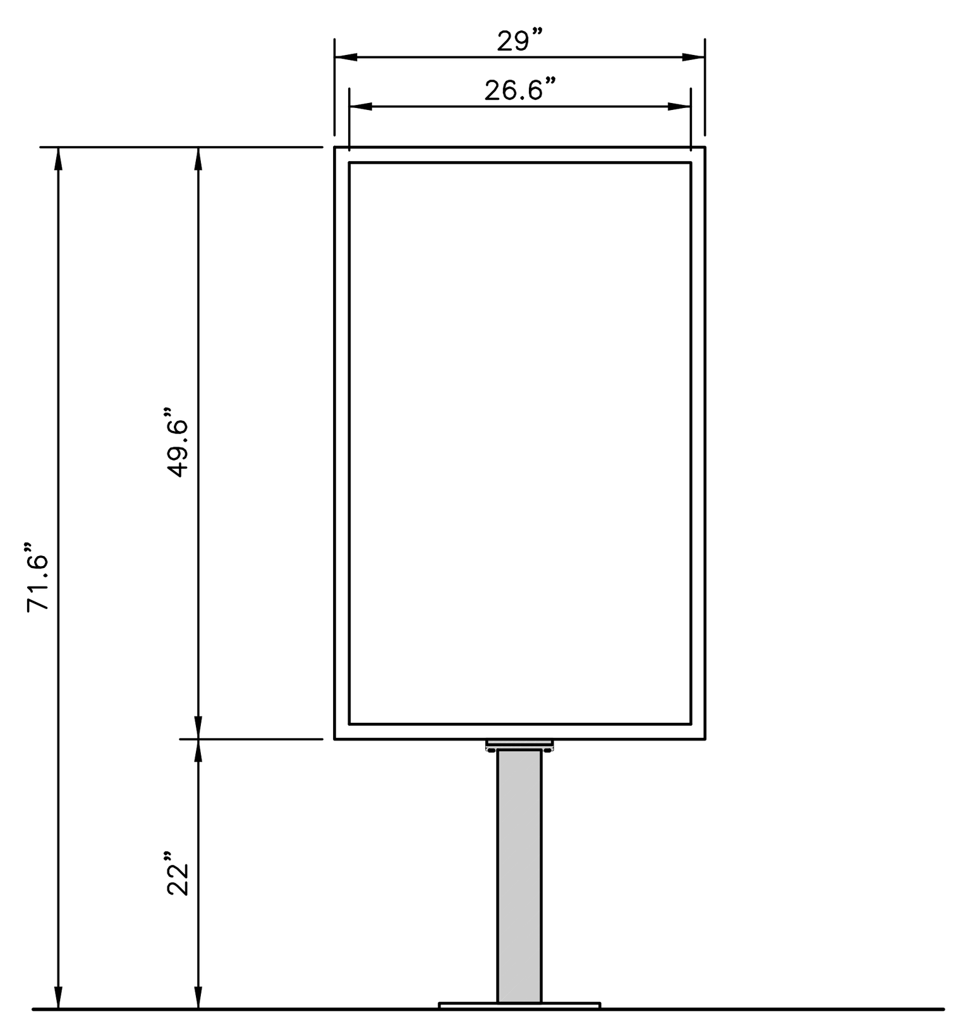


C CONNECTION DETAILS



ELECTRICAL: FIRST CIRCUIT: 120/1/60, 15 AMP
SECOND CIRCUIT: 120/1/60, 10 AMP

SHIP WEIGHT: TBD LBS.

MEDIA PLAYER: STRATACACHE

GENERAL NOTES
- THE FOLLOWING CODES WERE USED IN DESIGN:
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- REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION

2 / F1.0 DIGITAL PRE–BROWSE BOARD
SCALE: NONE

NOTES:
- PIER DEPTHS REQUIRED ARE MINIMUMS. ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION.
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
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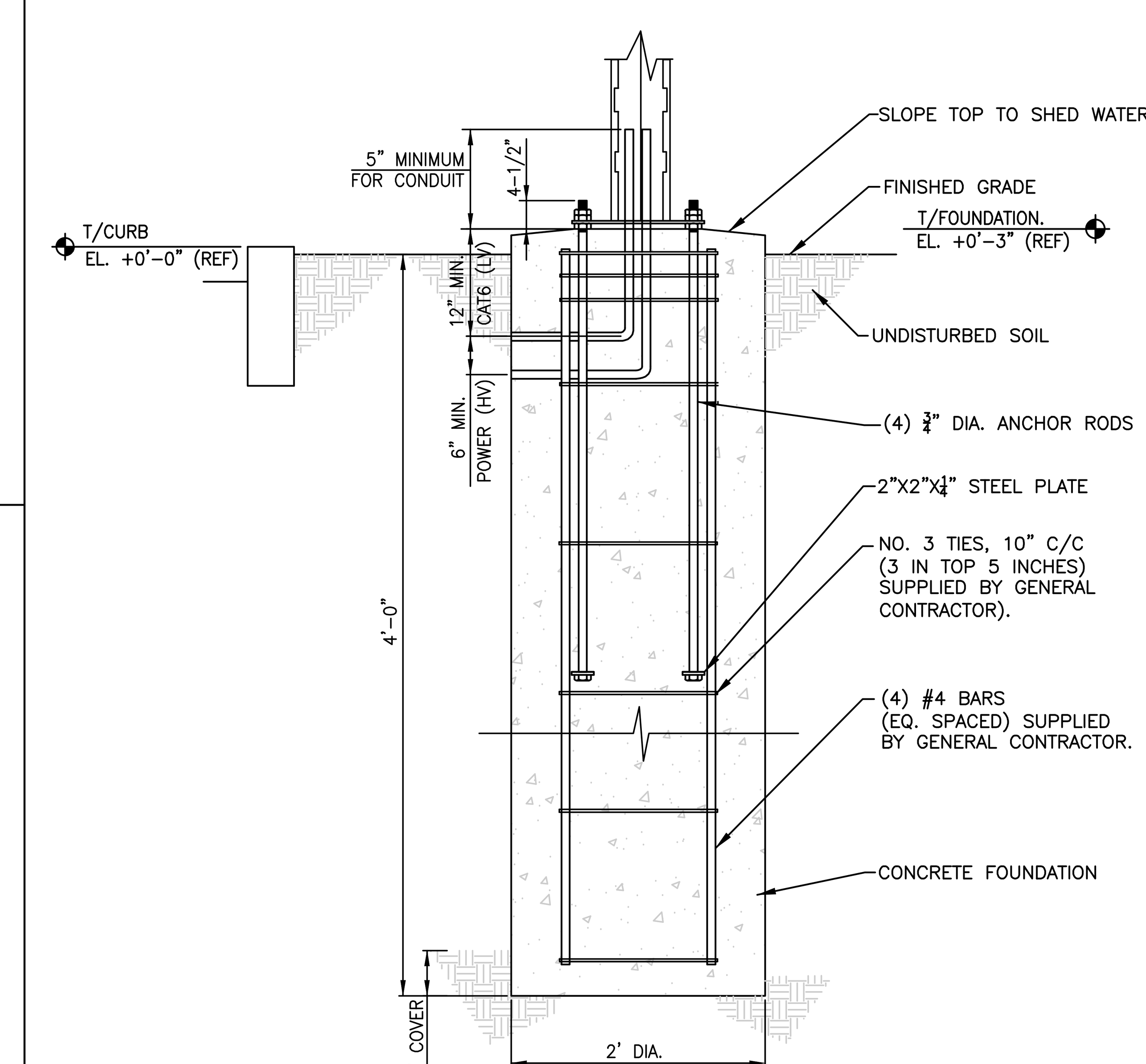
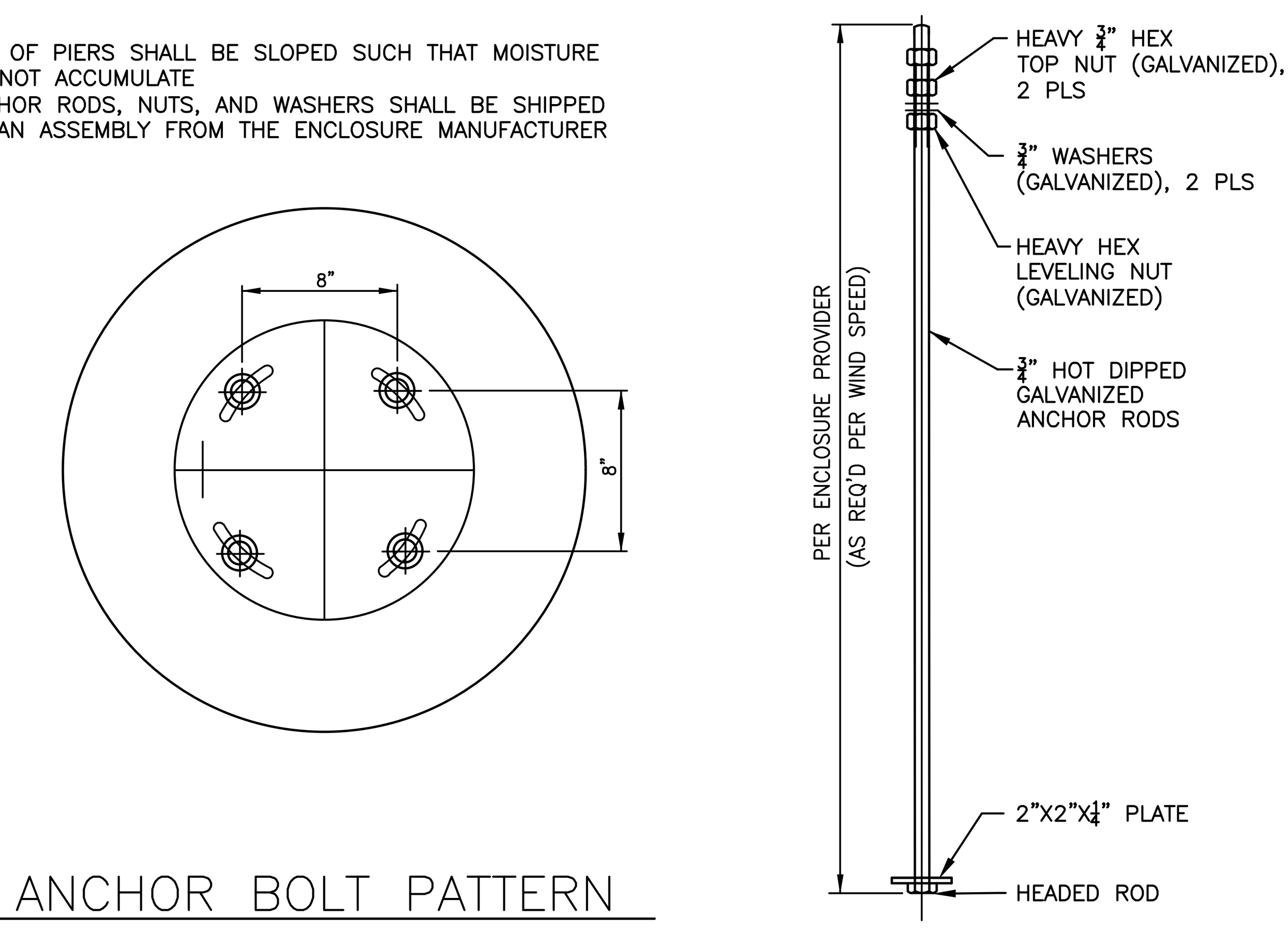
- ALL REINFORCING STEEL BY GENERAL CONTRACTOR.



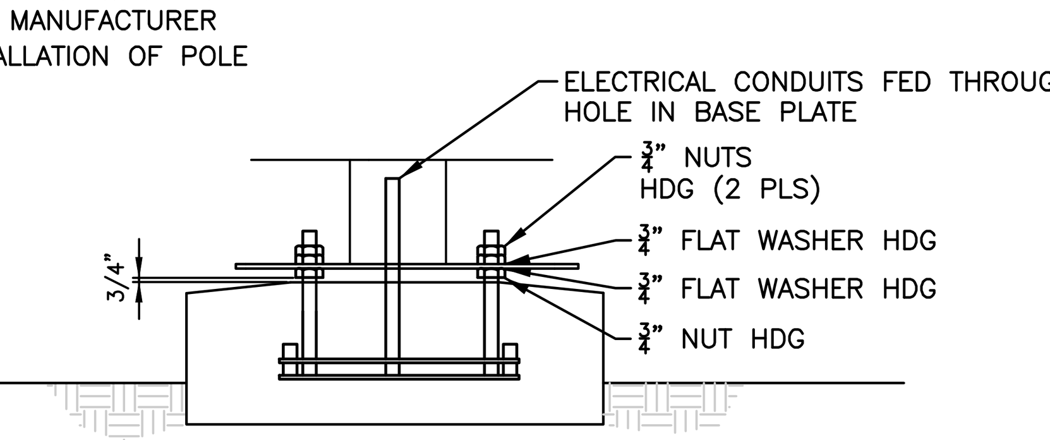
A FOUNDATION

NOTES:
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE ENCLOSURE MANUFACTURER



B ANCHOR BOLT PATTERN

NOTES:
- TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
- ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE ENCLOSURE MANUFACTURER
- DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE



C CONNECTION DETAILS

REV	DATE	DESCRIPTION	BY
–	–	–	–

REGISTERED PROFESSIONAL ENGINEER No. 8030527 –2202 JEREMY RICK HANSON 3/16/18 STATE OF UTAH

PREPARED BY:
DOMINION Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801–713–3000

PREPARED FOR:
McDONALD'S CORPORATION
KROC DRIVE – OAK BROOK, ILLINOIS 60521

OFFICE ADDRESS
DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY	STD ISSUE DATE	REVIEWED BY	DATE REVIEWED	DATE ISSUED
		–	–	–

TITLE
McDONALD'S SITE IMPROVEMENT PLANS
MILLCREEK, UTAH

DESCRIPTION
DRIVE–THRU DETAILS
DIGITAL PLATFORM STANDARDS–FOUNDATIONS

SITE ID: 043–0116
SITE ADDRESS: 3890 SOUTH 1100 EAST, MILLCREEK, UTAH

SHEET NO. **DT-2**

Job# 2913
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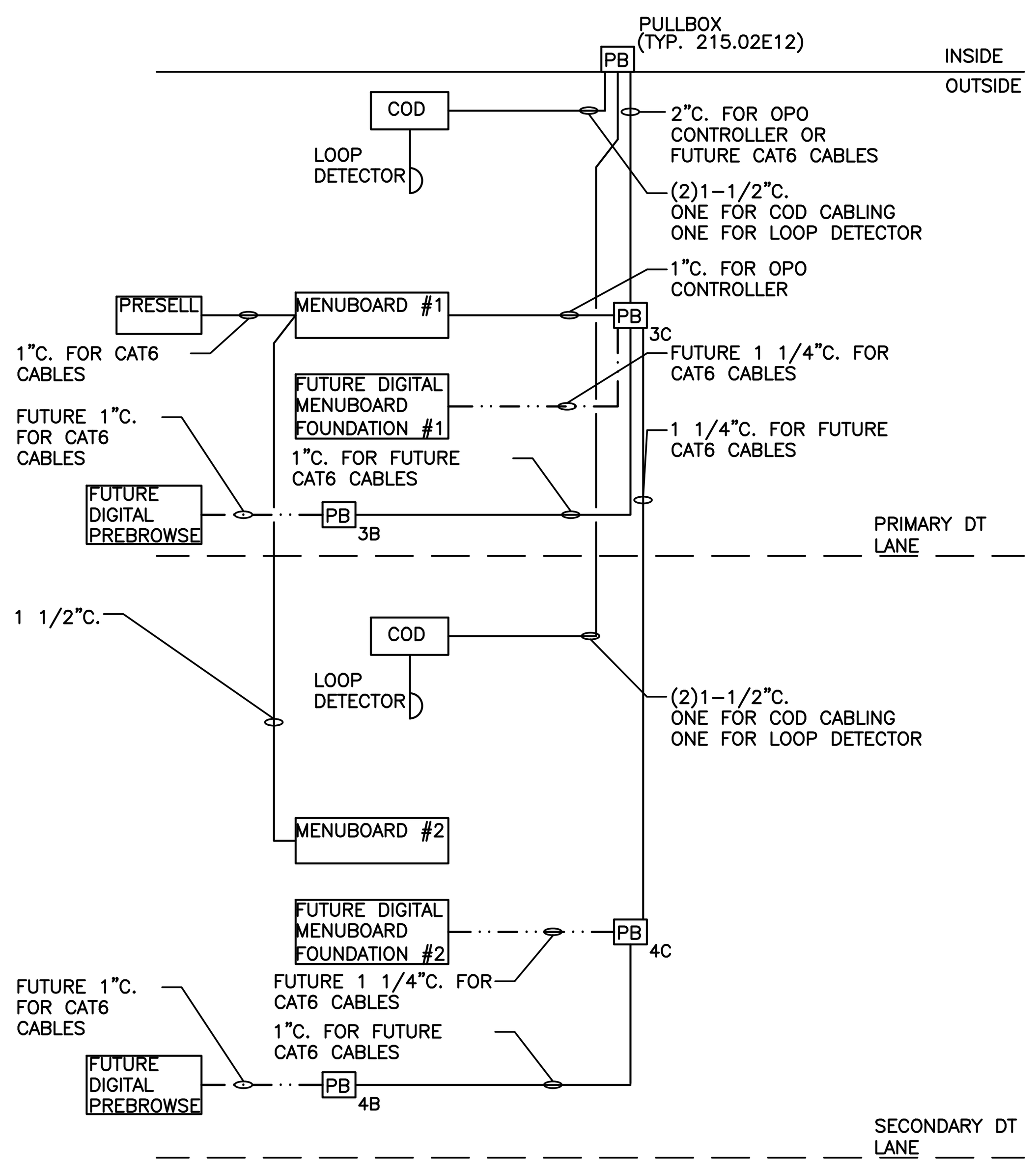
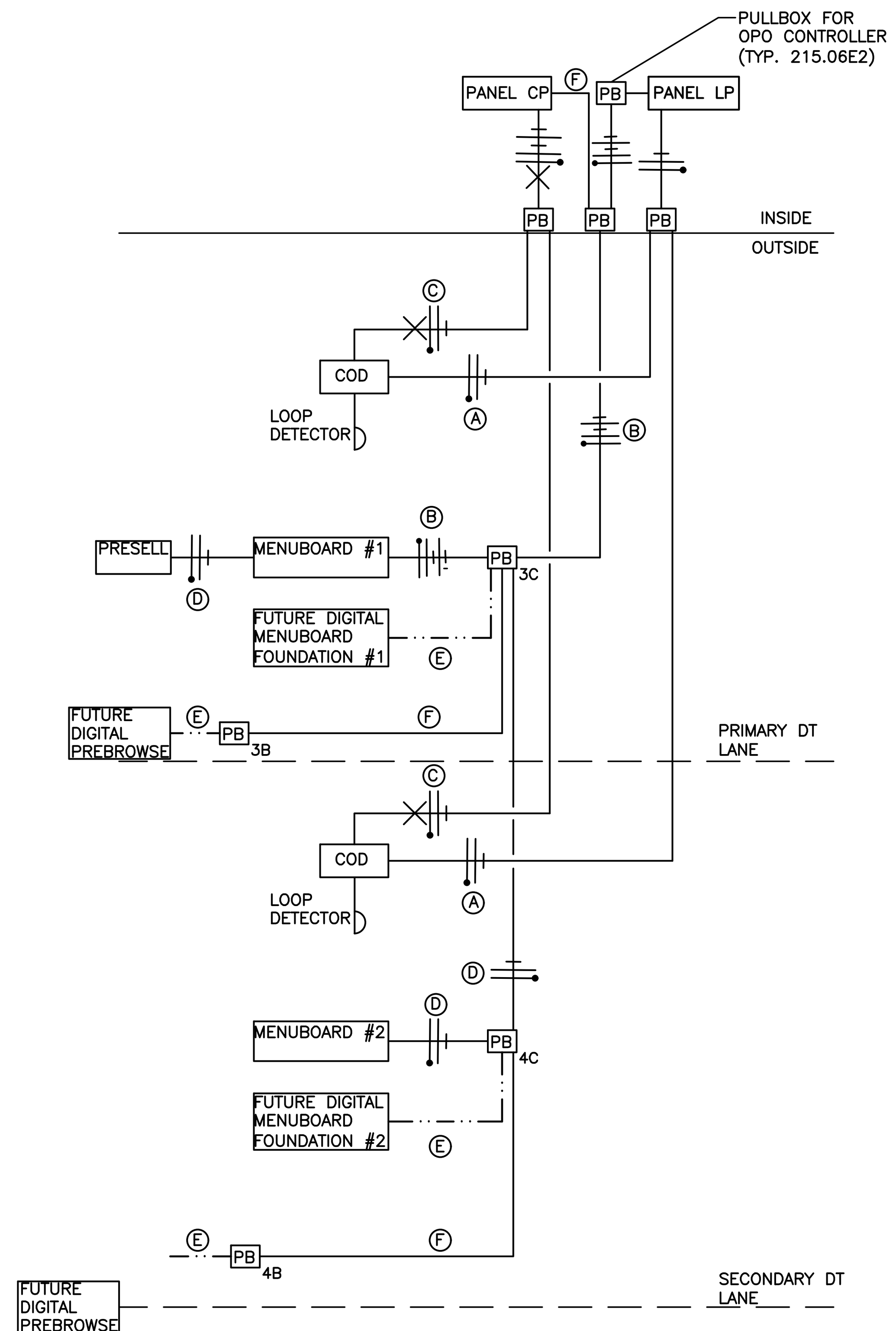
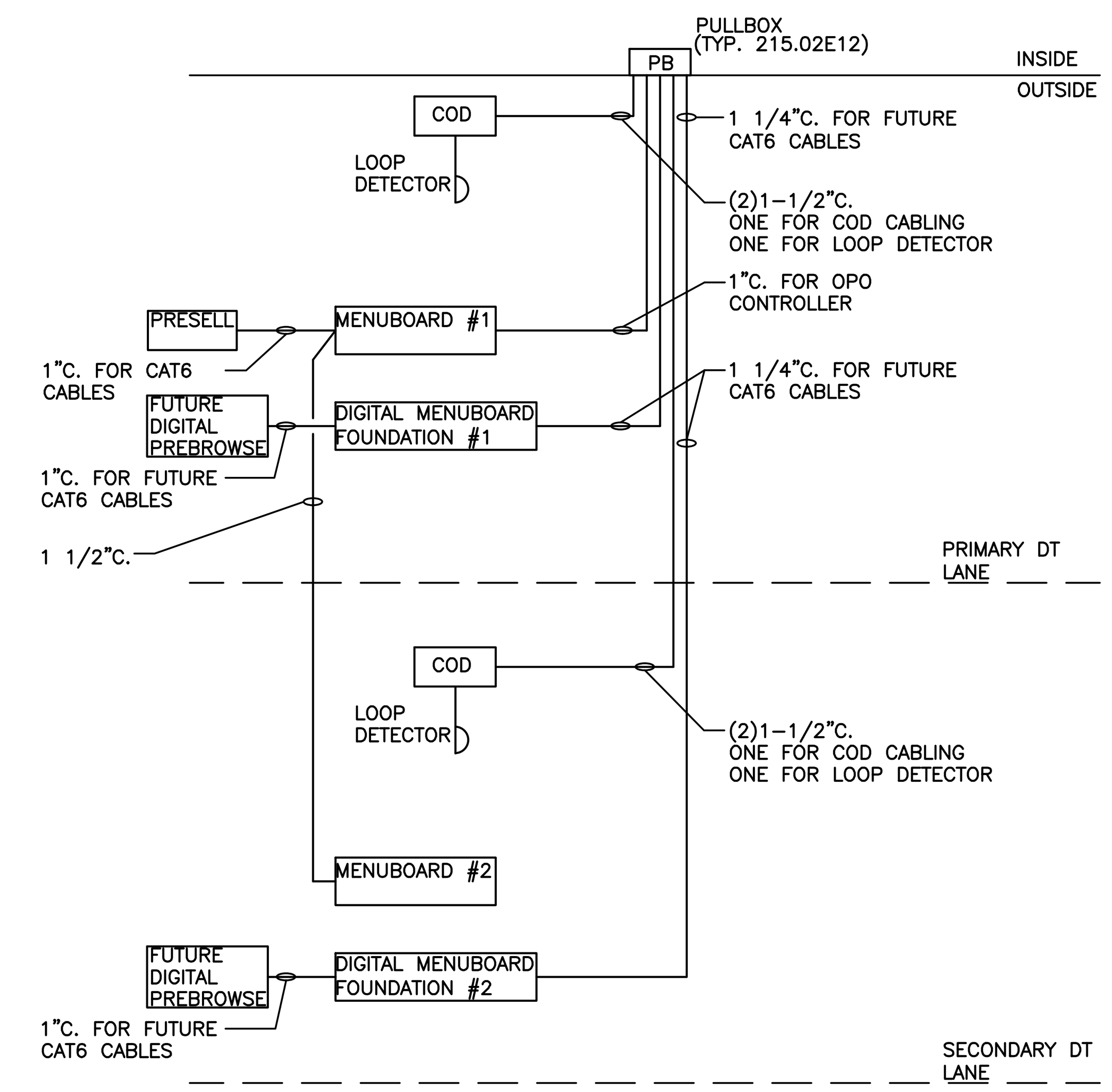


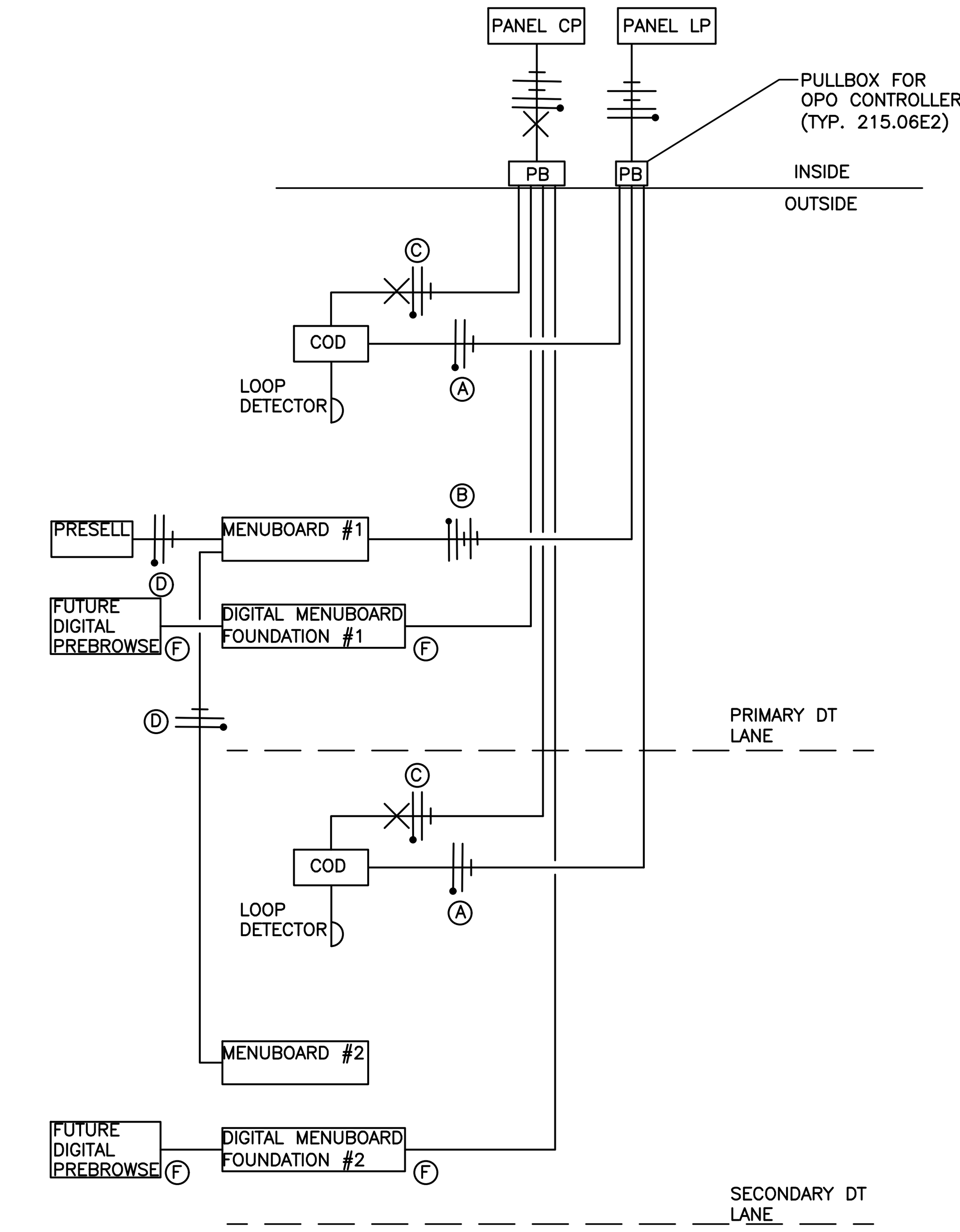
1 / E-DT DT LOW VOLTAGE CONDUIT DIAGRAM (OPTION 1.0)
NOT TO SCALE



2 / E-DT DT POWER DIAGRAM (OPTION 1.0)
NOT TO SCALE



3 / E-DT DT LOW VOLTAGE CONDUIT DIAGRAM (OPTION 2.0A)
NOT TO SCALE



4 / E-DT DT POWER DIAGRAM (OPTION 2.0A)
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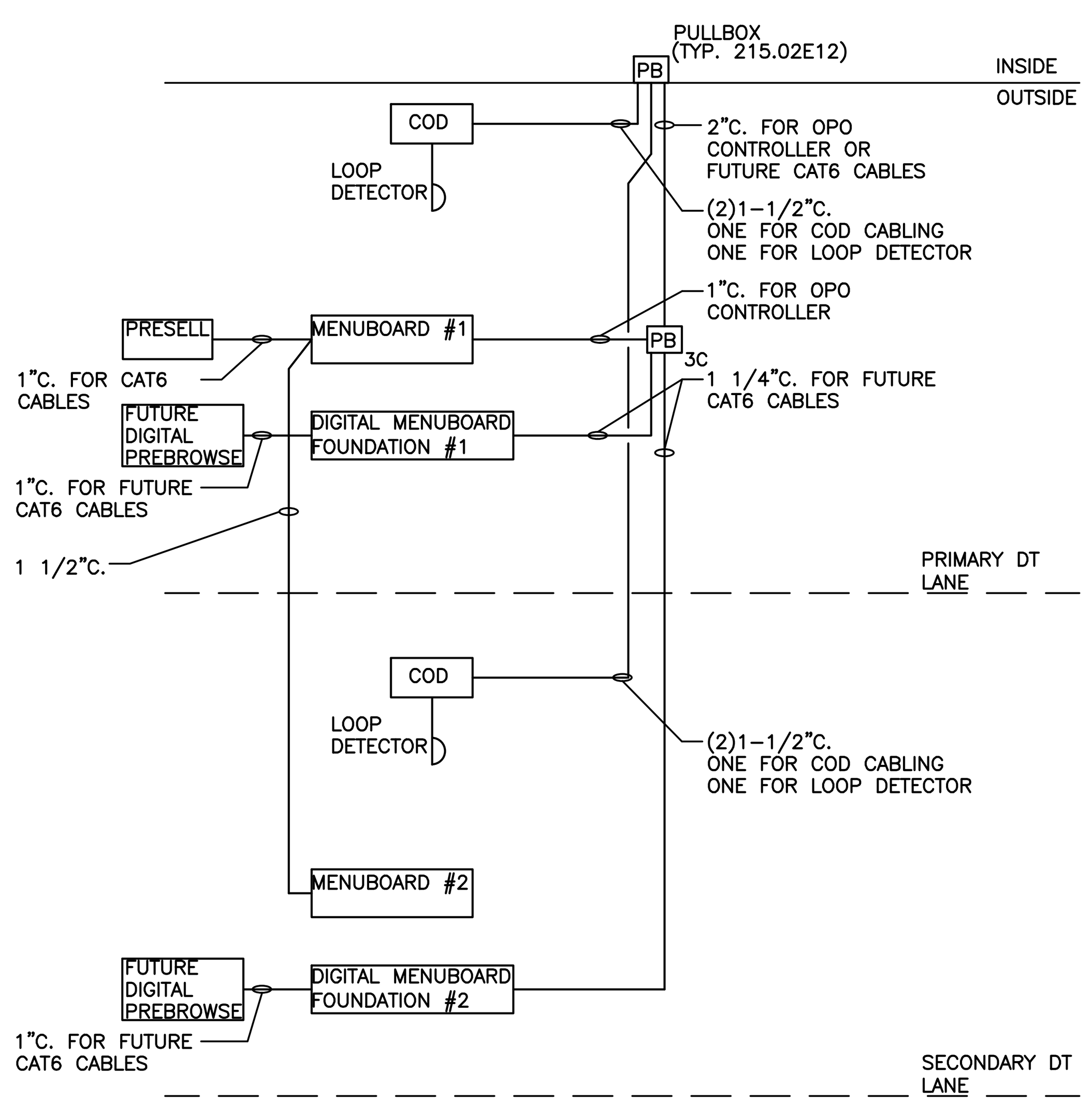
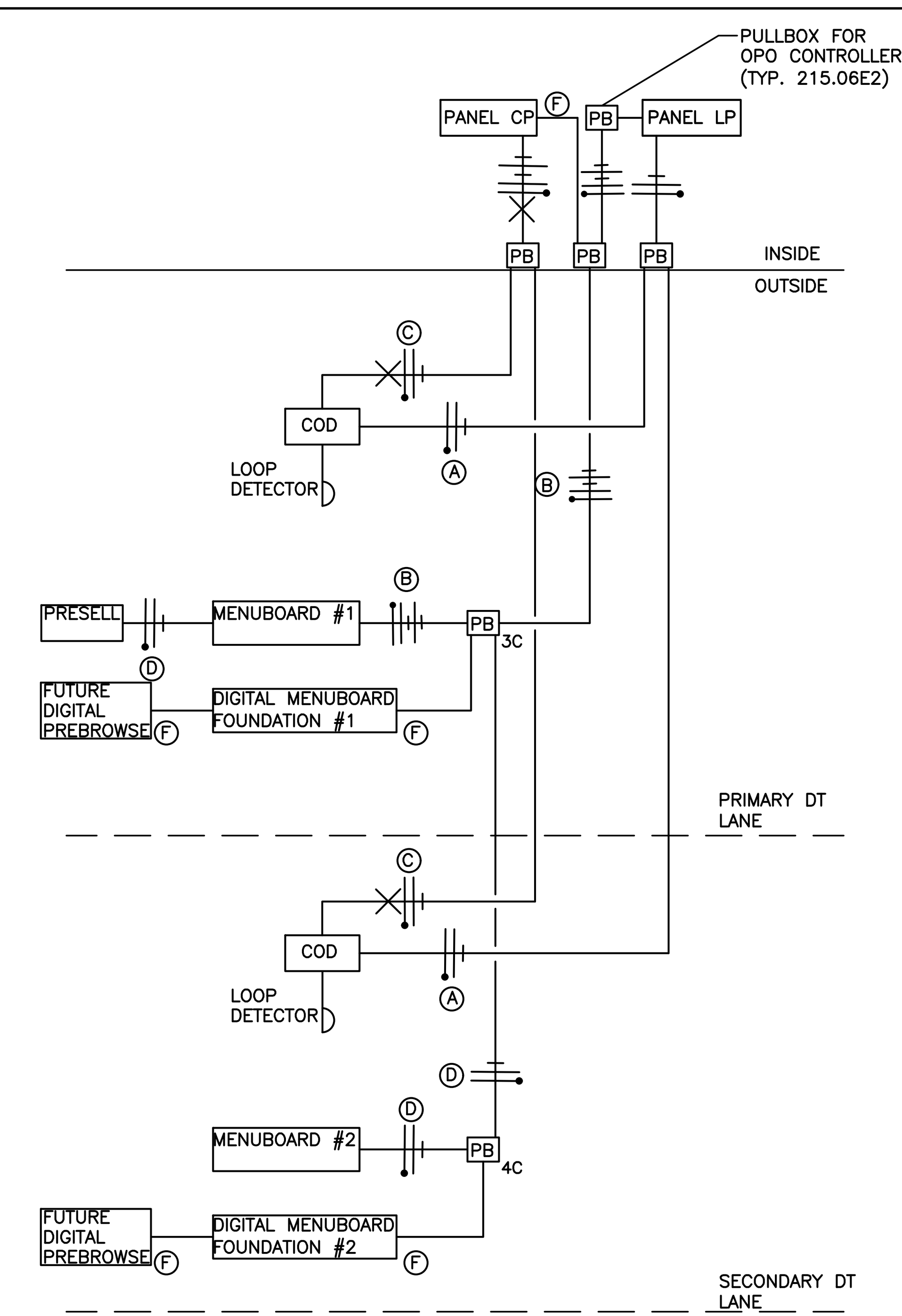


5 / E-DT DT LOW VOLTAGE CONDUIT DIAGRAM (OPTION 2.0B)
NOT TO SCALE



6 / E-DT DT POWER DIAGRAM (OPTION 2.0B)
NOT TO SCALE

GENERAL NOTES:

1. COORDINATE ALL CONDUIT AND CIRCUITING REQUIREMENTS WITH MANUFACTURER'S INSTALL INSTRUCTIONS.

2. ALL PULLBOXES/HANDHOLES SHOWN SHALL BE A MINIMUM OF TIER 8 QUAZTITE OR EQUAL.

ELECTRICAL POWER NOTES:

1. PROVIDE TWO (2) SPARE 20A/1P BREAKERS WITHIN CP PANEL FOR FUTURE OUTDOOR DIGITAL MENUBOARDS

2. MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR TRADITIONAL OPO MENUBOARDS REQUIRES SEPARATE DEDICATED NEUTRALS ARE PROVIDED TO MENU BOARD AND PRESELL BOARD FOR EACH CIRCUIT (PLC AND LIGHTING)

POWER DIAGRAMS TAGS:

Ⓐ 2#12 & 1#12 GND., TO LP-1 FOR COD CANOPY LIGHTING (TYP. LP-1:23)

Ⓑ 4#12 & 1#12 GND.,3/4"C TO LP-1 FOR OPO MENU BOARD #1 LIGHTING AND PLC (TYP. LP-1:23,25).

Ⓒ 2#12 & 1#12 GND & 1#12 ISOLATED GND., TO CP FOR ISOLATED GROUND POWER TO COD'S. EACH COD SHALL BE ON ITS OWN SEPARATE CIRCUIT (TYP. CP:14,18).

Ⓓ 2#12 & 1#12 GND., TO LP-1 FOR OPO MENU BOARD #2 AND PRESELL BOARD LIGHTING (TYP. LP-1:23)

Ⓔ FUTURE 3/4" CONDUIT FOR FUTURE OUTDOOR DIGITAL MENUBOARD OR PRESELL POWER.

Ⓕ 3/4" CONDUIT WITH PULL STRINGS FOR FUTURE MENUBOARD OR PRESELL BOARD POWER.

KEY:

- CONDUIT
- CONDUIT TO PULLED IN FUTURE (ONCE FOUNDATIONS ARE INSTALLED)
- PB XX PULLBOX — SUBSCRIPT INDICATES RELATIVE LOCATION. REFER TO ODMB DRAWING.

REV	DATE	DESCRIPTION	BY
-	-	-	-

PROFESSIONAL ENGINEER REGISTERED — No. 8030527-2202 — JEREMY RICK HANSON — 3/16/18 — STATE OF UTAH

PREPARED BY:
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Murray, Utah 84123 801-713-3000

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© c 1995 McDonald's Corporation

OFFICE ADDRESS
DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY
STD ISSUE DATE
REVIEWED BY -
DATE REVIEWED -
DATE ISSUED -

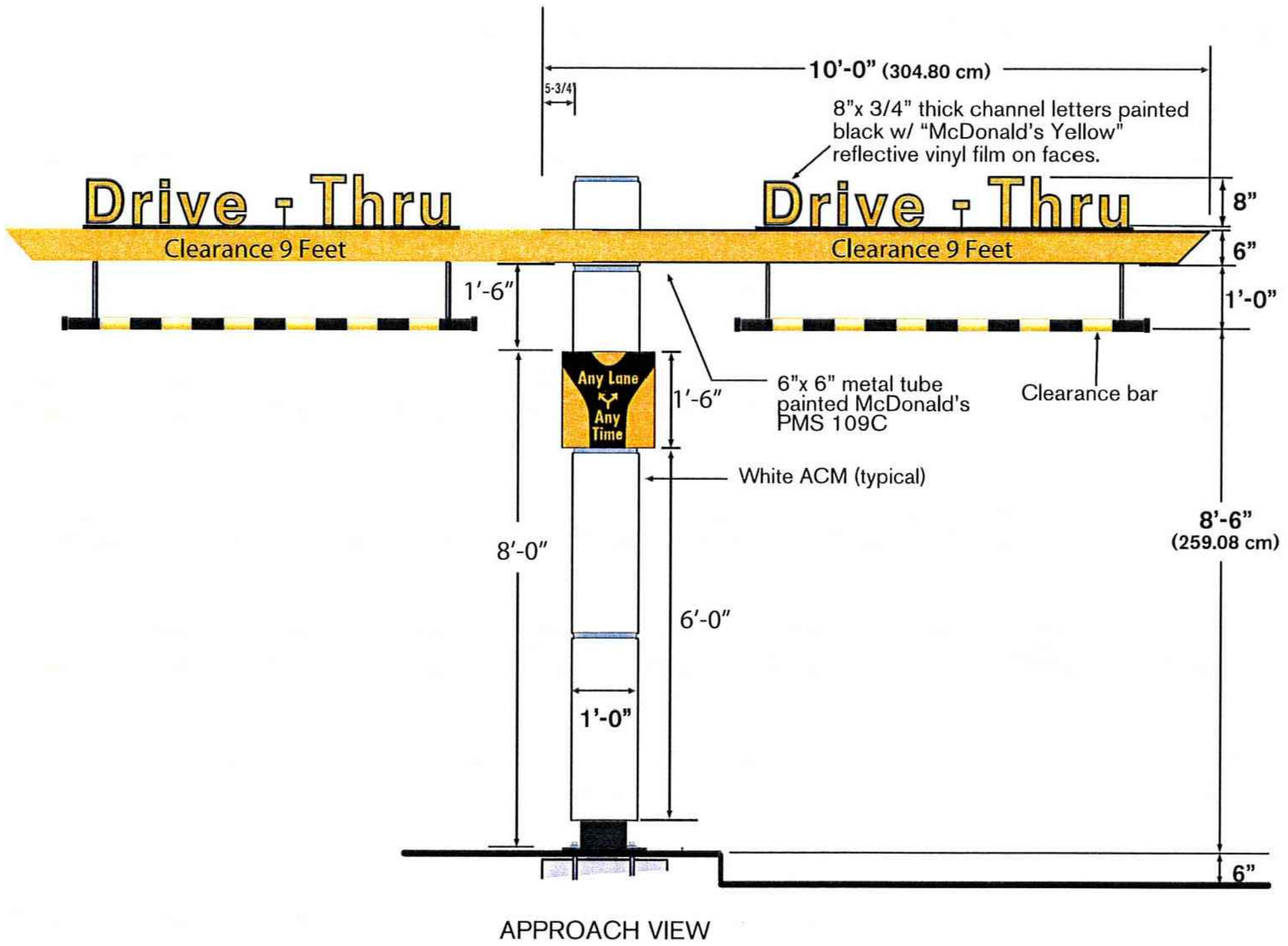
TITLE
McDONALD'S SITE IMPROVEMENT PLANS
MILLCREEK, UTAH

DESCRIPTION
DRIVE-THRU DETAILS
DRIVE-THRU WIRING DETAILS

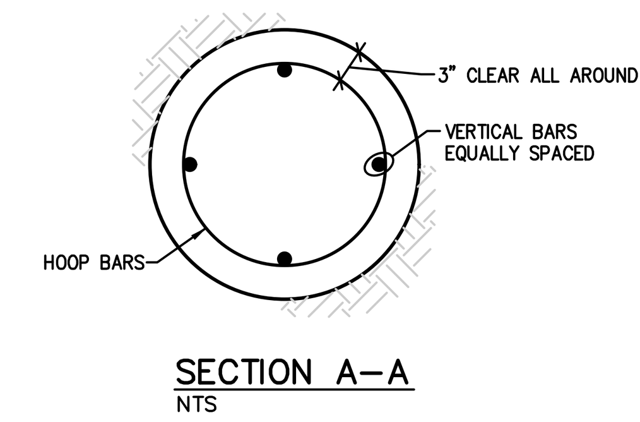
SITE ID 043-0116
SITE ADDRESS 3890 SOUTH 1100 EAST, MILLCREEK, UTAH

SHEET NO. DT-3

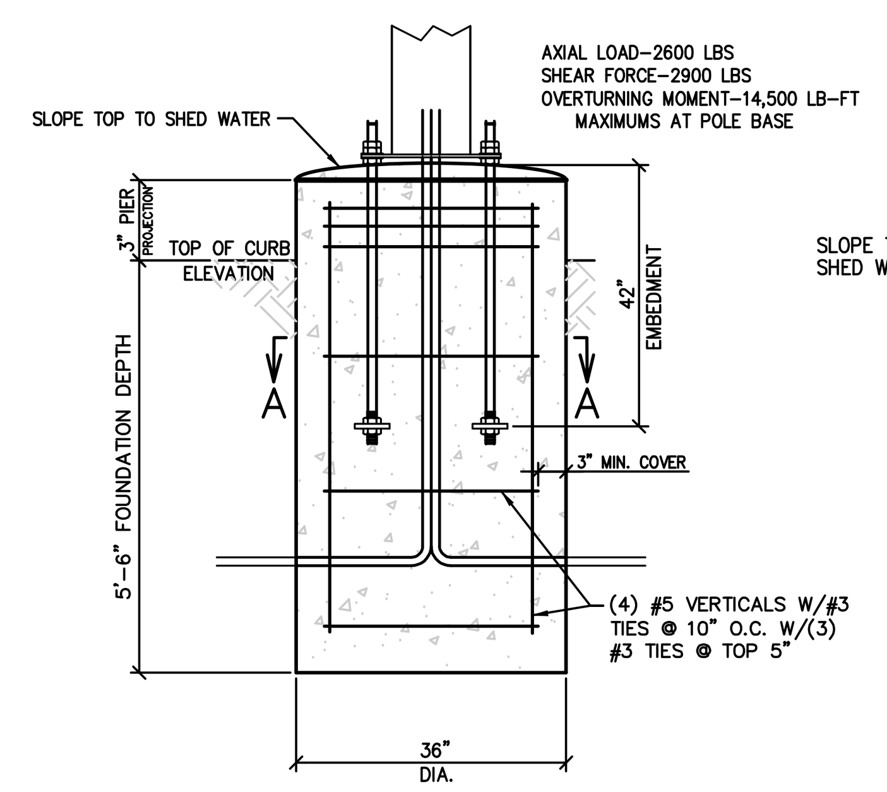
Job# 2913
Path P:\McDONALDS\utah\MRP 2.O PLANS\MILLCREEK - 3890 South 1100 East 043-0116\CAD FILES\ | File Name: DT-3 DRIVE-THRU DETAILS.dwg | Plot Date: March 14, 2018 |



DOUBLE ARM GATEWAY–CLEARANCE SIGN
NOT TO SCALE



SECTION A–A
NTS



SINGLE ARM GATEWAY
NTS
115 MPH

NOTES:
- –TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
- –USE F1554 GRADE 36 BOLTS MINIMUM
- –USE HOT DIPPED GALVANIZED BOLTS
- –ANCHOR BOLTS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- –ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
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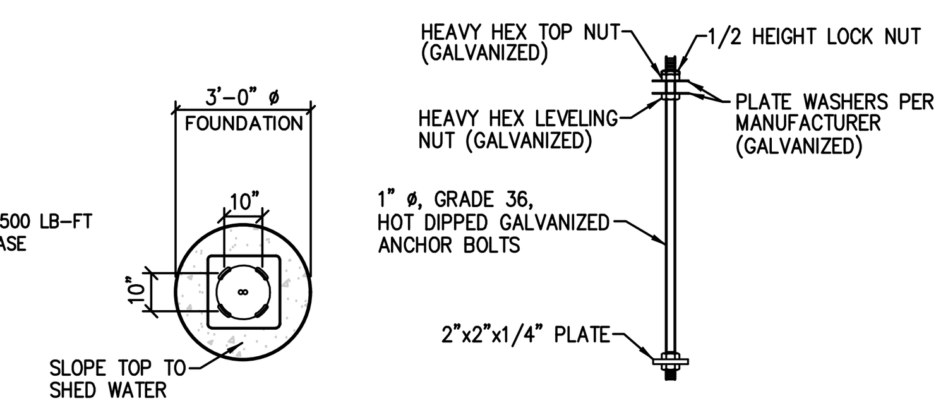

ANCHOR BOLT PATTERN
NTS

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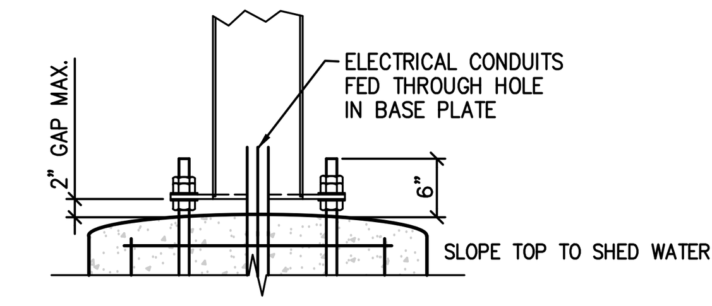

CONNECTION DETAILS
NTS

DOUBLE ARM GATEWAY/CLEARANCE SIGN BASE FOOTING DETAIL
NOT TO SCALE

GENERAL NOTES

- –THE FOLLOWING CODES WERE USED IN DESIGN:
  - –IBC 2015
  - –ASCE 7–10
  - –ACI 318–14
- –WIND SPEED 115 MPH (ULTIMATE WIND SPEED)
  - –EXPOSURE C
- –50 PSF SNOW LOADING
- –ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
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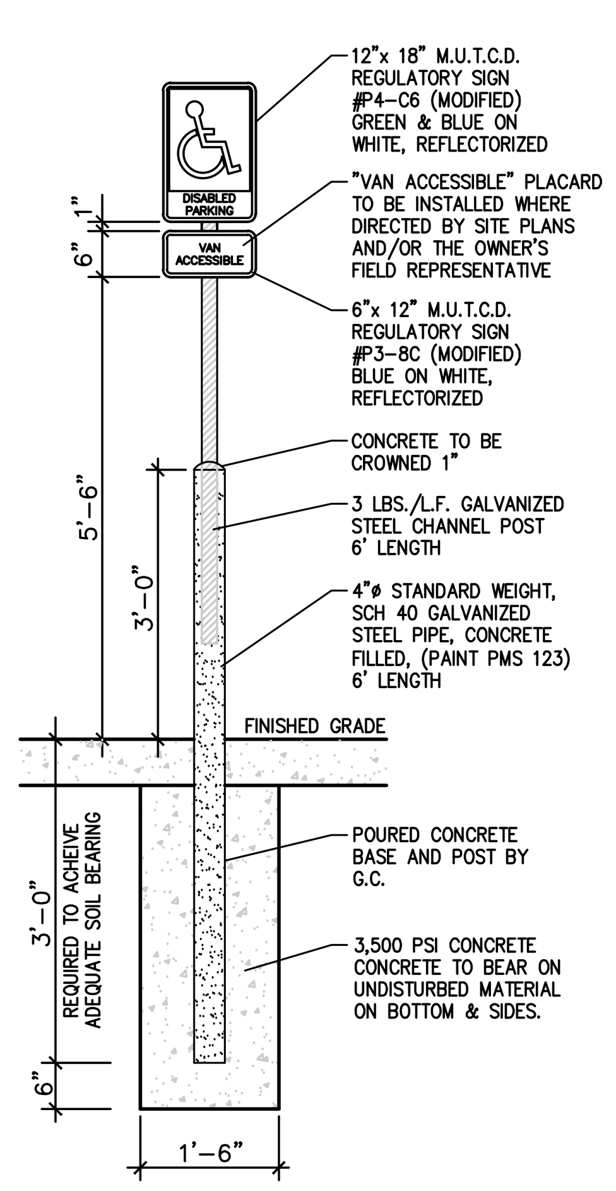
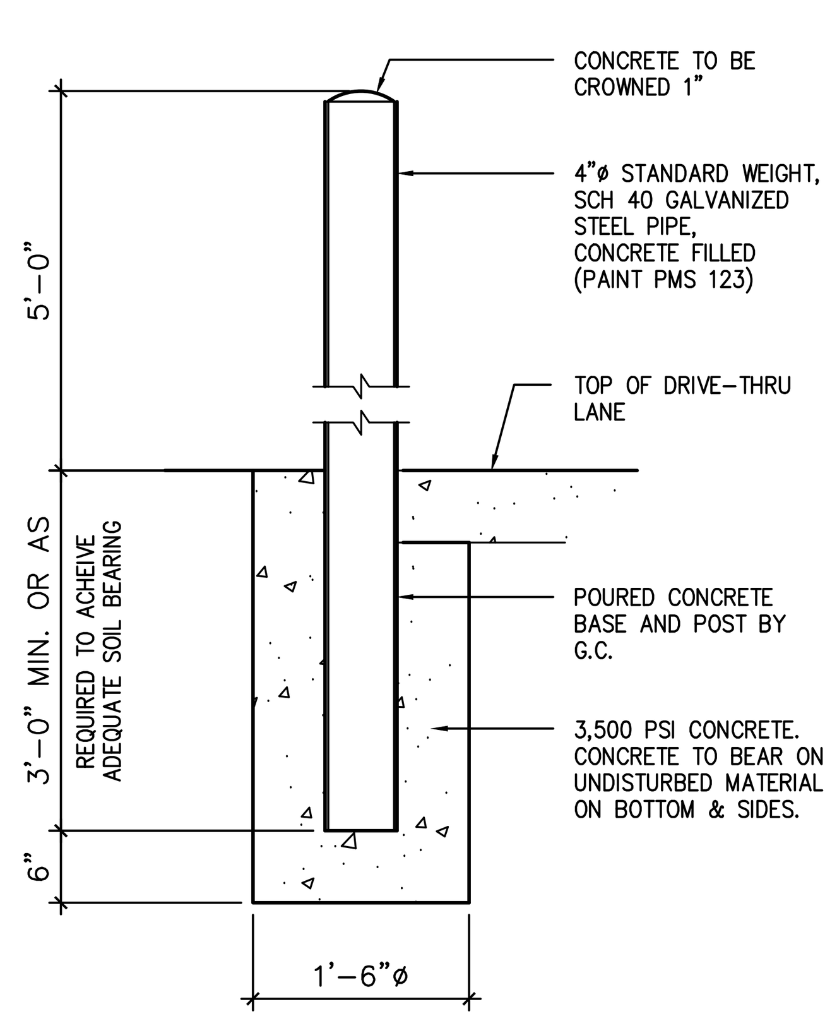
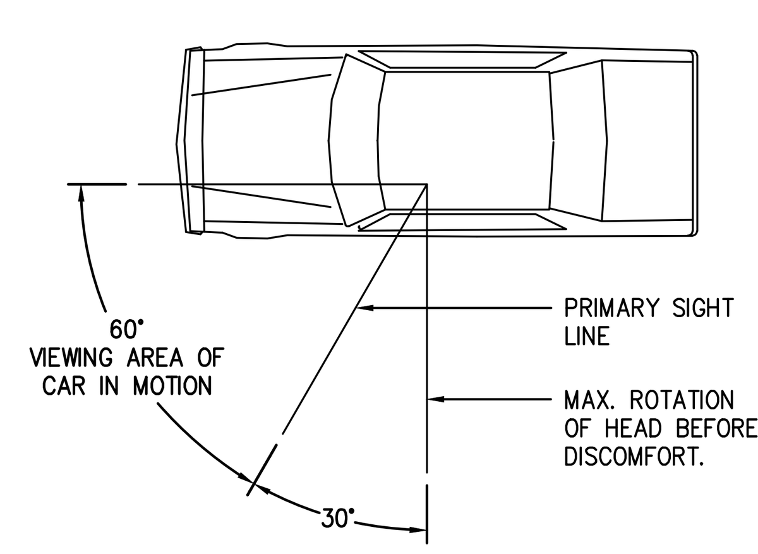
- –STEEL PIPE SECTION: ASTM A53 OR A252 TYPE E GRADE B (Fy=35 KSI)
- –HSS ROUND SECTION: ASTM A500 GRADE B (Fy= 42 KSI)
- –HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B (Fy= 46 KSI)
- –HEADED ANCHOR RODS ASTM F1554 GR 55, AN ACCEPTABLE ALTERNATIVE IS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION.
- –STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
- –REINFORCEMENT: ASTM A615 GRADE 60– BY GENERAL CONTRACTOR
- –NUTS: ASTM A563A, HEAVY HEX
- –WASHERS: ASTM F844 A36
- –USE ASTM A153 CLASS C OT DIPPED GALVANIZED BOLTS AND FASTENERS.
- –ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- –NO FIELD HEATING TO BEND STEEL SHALL BE ALLOWED WITHOUT ENGINEER'S APPROVAL
- –DO NOT CUT ANCHOR RODS AFTER INSTALLATION OF POLE
- –AFTER INSTALLATION, ALL EXPOSED STEEL SHALL BE PAINTED WITH AN ENAMEL PAINT TO INHIBIT CORROSION
- –ANY FIELD WIELDING SHALL FIRST BE VERIFIED BY ENGINEER AND PERFORMED IN ACCORDANCE WITH AWS D1.1
- –REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION



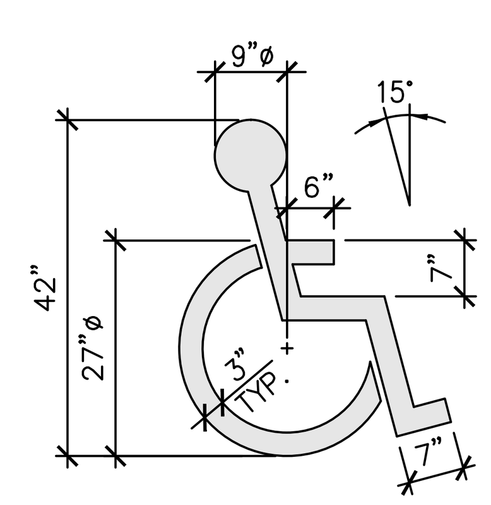
"HANDICAP PARKING–ONLY" SIGN
1/4" = 1'–0"



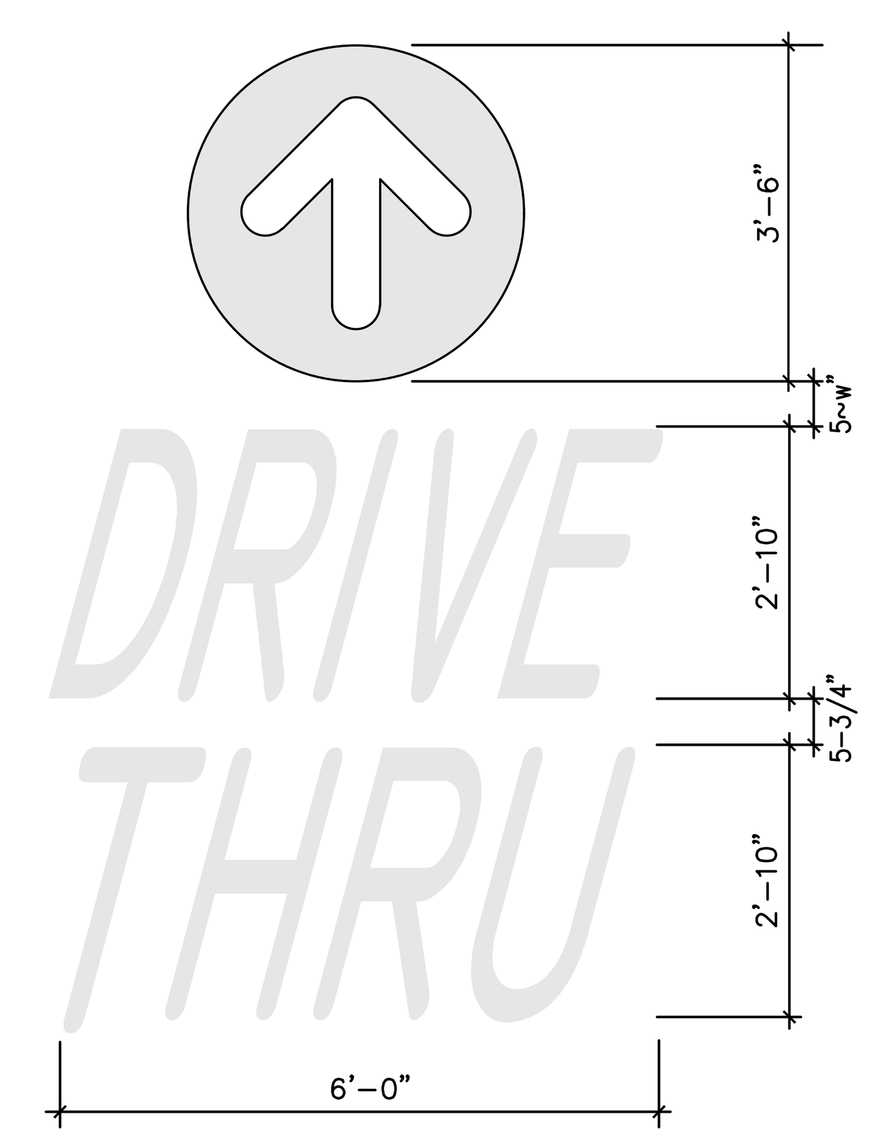
DRIVE THRU BOLLARD FOUNDATION
3/4" = 1'–0"



VEHICLE SIGHT LINES
NOT TO SCALE

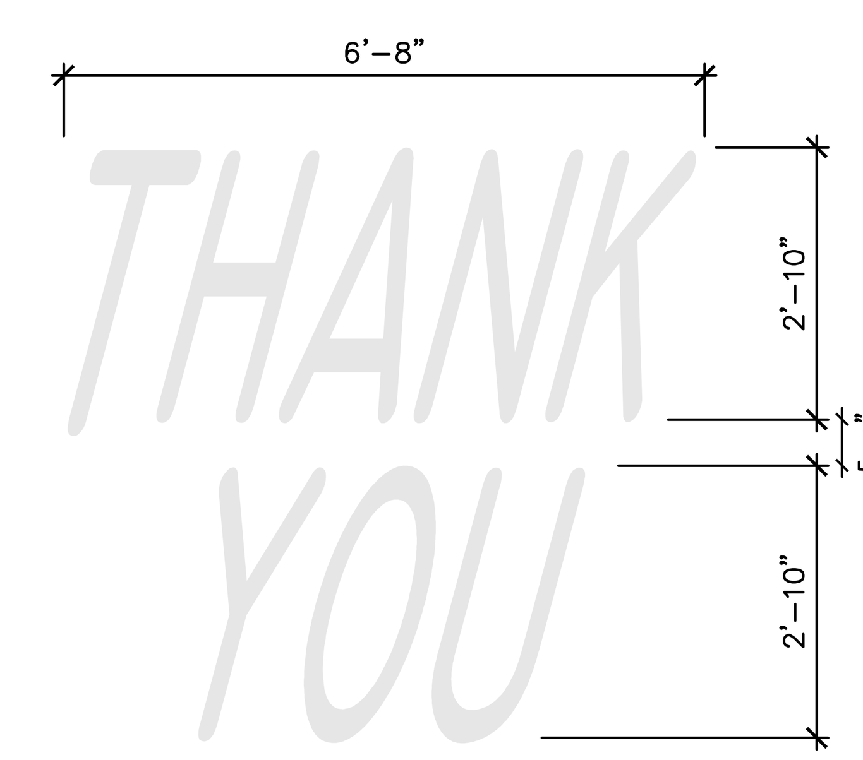


PAINTED HANDICAPPED PARKING SYMBOL
1/4" = 1'–0"



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

PAINTED "DRIVE THRU"
1/2" = 1'–0"



NOTE: ALL TEXT SHALL BE PAINTED YELLOW (PMS 123)

PAINTED "THANK YOU"
1/4" = 1'–0"

REV	DATE	DESCRIPTION	BY
–	–	–	–

JERMY RICK HANSON No. 8030527 3/16/18 — REGISTERED PROFESSIONAL ENGINEER, STATE OF UTAH

PREPARED BY: DOMINION Engineering Associates, L.C. 5684 South Green Street Murray, Utah 84123 801-713-3000

PREPARED FOR: McDONALD'S CORPORATION

OFFICE ADDRESS: DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY: – | STD ISSUE DATE: – | REVIEWED BY: – | DATE REVIEWED: – | DATE ISSUED: –

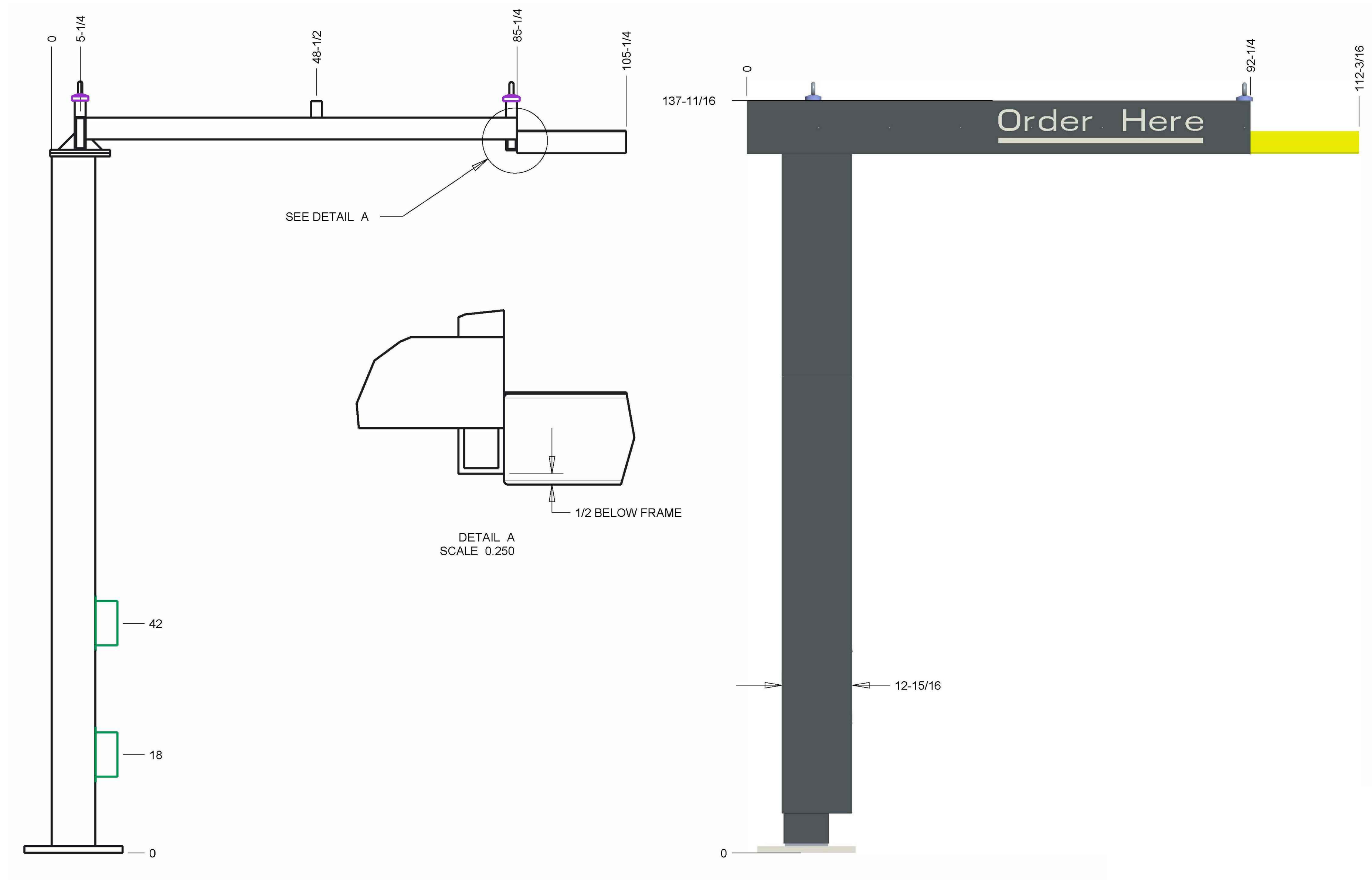
TITLE: McDONALD'S SITE IMPROVEMENT PLANS MILLCREEK, UTAH

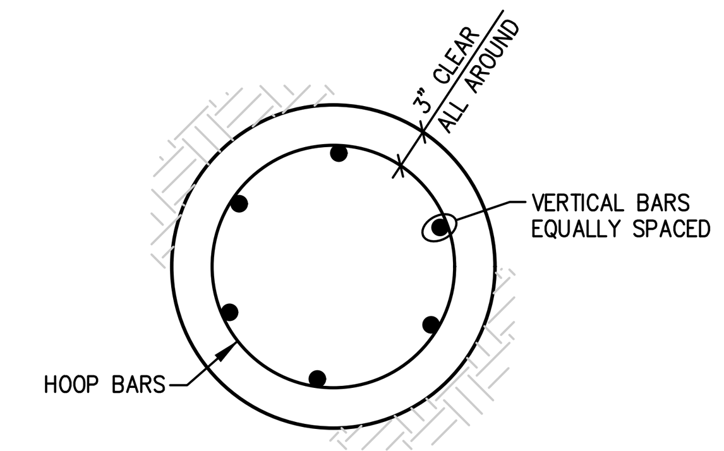
DESCRIPTION: SITE AND DRIVE–THRU DETAILS

SITE ID: 043–0116 | SITE ADDRESS: 3890 SOUTH 1100 EAST, MILLCREEK, UTAH

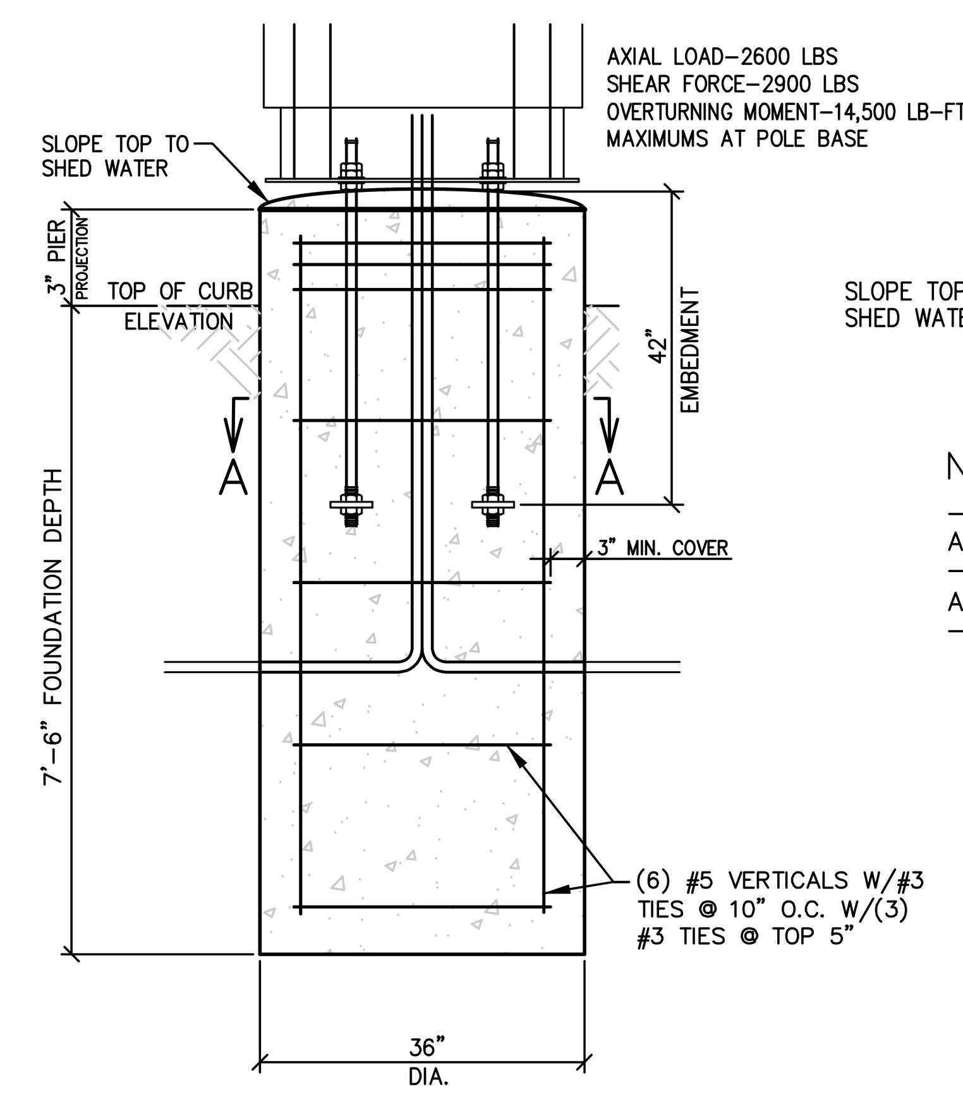
SHEET NO. SD-1

Job# 2913 | Plot Date: March 14, 2018



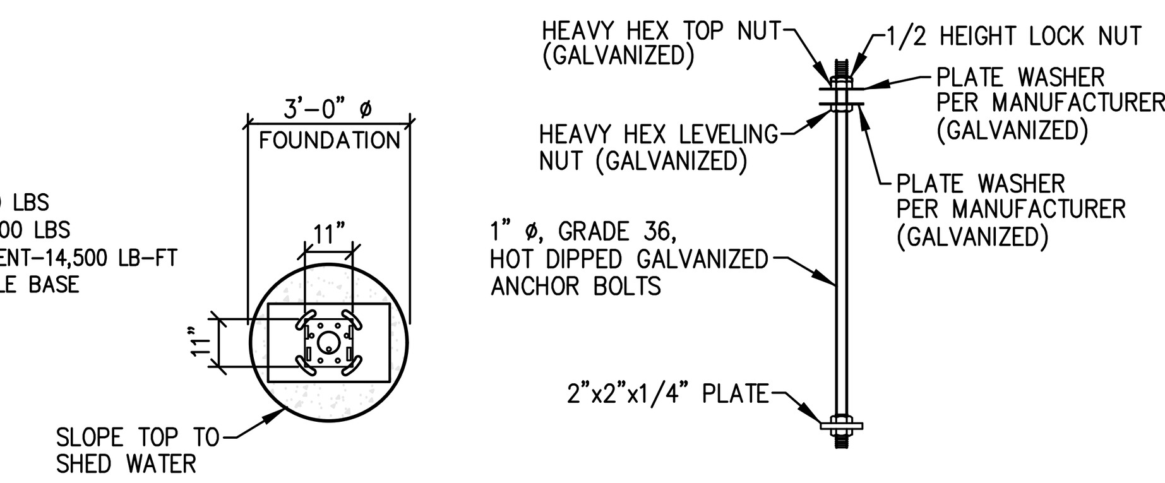


SECTION A–A
NTS



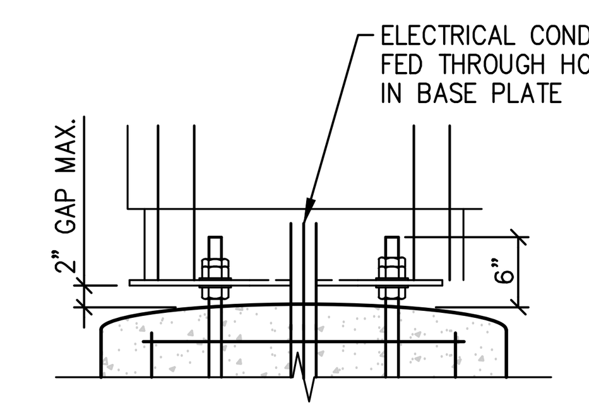
ORDER HERE CANOPY
NTS 115 MPH

NOTES:
- –TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
- –USE F1554 GRADE 36 BOLTS MINIMUM
- –USE HOT DIPPED GALVANIZED BOLTS
- –ANCHOR BOLTS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- –ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- –DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE
- –ELECTRICAL CONTRACTOR TO PROVIDE INFORMATION ON CONDUIT AND ELECTRICAL REQUIREMENTS.



ANCHOR BOLT PATTERN
NTS

NOTES:
- –TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE.
- –ANCHOR RODS, NUTS, AND WASHERS SHALL BE SHIPPED AS AN ASSEMBLY FROM THE SIGN/LIGHTING MANUFACTURER
- –DO NOT CUT ANCHOR BOLTS AFTER INSTALLATION OF POLE



CONNECTION DETAILS
NTS

ORDER HERE CANOPY FOOTING DETAIL
NOT TO SCALE

GENERAL NOTES

- –THE FOLLOWING CODES WERE USED IN DESIGN:
  - –IBC 2015
  - –ASCE 7–10
  - –ACI 318–14
- –WIND SPEED 115 MPH (ULTIMATE WIND SPEED)
  - –EXPOSURE C
- –50 PSF SNOW LOADING
- –ALL FOOTING EXCAVATIONS ARE TO BE CLEAR OF WATER AND FOREIGN MATTER BEFORE PLACING CONCRETE
- –MINIMUM ALLOWABLE LATERAL SOIL BEARING PRESSURE OF 100 PSF/FT (X2)
- –SITE SOIL CONDITIONS TO BE CONFIRMED BY GEOTECHNICAL ENGINEER, IF ASSUMED SOIL CONDITIONS ARE NOT PRESENT, FOUNDATION SHALL BE DESIGNED BY A LICENSED STRUCTURAL ENGINEER TAKING IN TO ACCOUNT ACTUAL SITE SOIL CONDITIONS
- –TOP 6" OF SOIL NEGLECTED IN EMBEDMENT DEPTH CALCULATIONS (EMBEDMENT DEPTHS SHOWN ARE FROM GRADE)

CONCRETE:
- –ALL FOOTINGS SHALL BEAR ON FIRM UNDISTURBED RESIDUAL SOIL AND/OR ENGINEERED EARTH FILL COMPACTED TO 98% OF ITS MAXIMUM DRY DENSITY AS PER ASTM D 698–70 (STANDARD PROCTOR) UNLESS NOTED OTHERWISE
- –ALL PIERS TO EXTEND TO FROST DEPTH AS DETERMINED BY LOCAL JURISDICTION
- –TOP OF PIERS SHALL BE SLOPED SUCH THAT MOISTURE CANNOT ACCUMULATE
- –MINIMUM CONCRETE STRENGTH (F'C=3,000 PSI) SHALL CONFORM WITH McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTION 2.13–A
- –USE OF ADMIXTURES SHALL CONFORM TO McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATION SECTION 2.6
- –AIR ENTERTAINMENT SHALL CONFORM WITH McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS 2.6–A AND 2.13–A
- –WATER CONTENT RATIO SHALL CONFORM TO McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTION 2.13–A
- –FOUNDATION CONCRETE TO BE TESTED PER McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTION 3.14
- –PROVIDE A MINIMUM 3" OF CONCRETE COVER OVER ALL EMBEDDED STEEL.
- –REINFORCEMENT PLACEMENT SHALL CONFORM TO McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATIONS SECTIONS 3.2 & 3.5 PERFORMED BY GENERAL CONTRACTOR
- –ANCHOR RODS TO BE SET IN ACCORDANCE WITH AISC CODE OF STANDARD PRACTICE
- –DO NOT PLACE POLES ON CONCRETE UNTIL CONCRETE HAS CURED PER McDONALD'S CAST–IN–PLACE CONCRETE SPECIFICATION SECTION 3.11–E
- –CAST CONCRETE DIRECTLY AGAINST EXCAVATED HOLE SIDES
- –ASTM A–615, GR 60 REBAR, BLACK

STEEL:
- –STEEL PIPE SECTION: ASTM A53 OR A252 TYPE E GRADE B (Fy=35 KSI)
- –HSS ROUND SECTION: ASTM A500 GRADE B (Fy= 42 KSI)
- –HSS SQUARE/RECTANGULAR SECTIONS: ASTM A500 GRADE B (Fy= 46 KSI)
- –HEADED ANCHOR RODS ASTM F1554 GR 55, AN ACCEPTABLE ALTERNATIVE IS ASTM F1554 GR 55, S1 WHEN THE EMBEDDED END OF THE ROD IS THREADED AND THE NUT TACK WELDED PRIOR TO GALVANIZATION.
- –STEEL ANGLES, CHANNELS, STRUCTURAL SHAPES AND PLATES: ASTM A36
- –REINFORCEMENT: ASTM A615 GRADE 60– BY GENERAL CONTRACTOR
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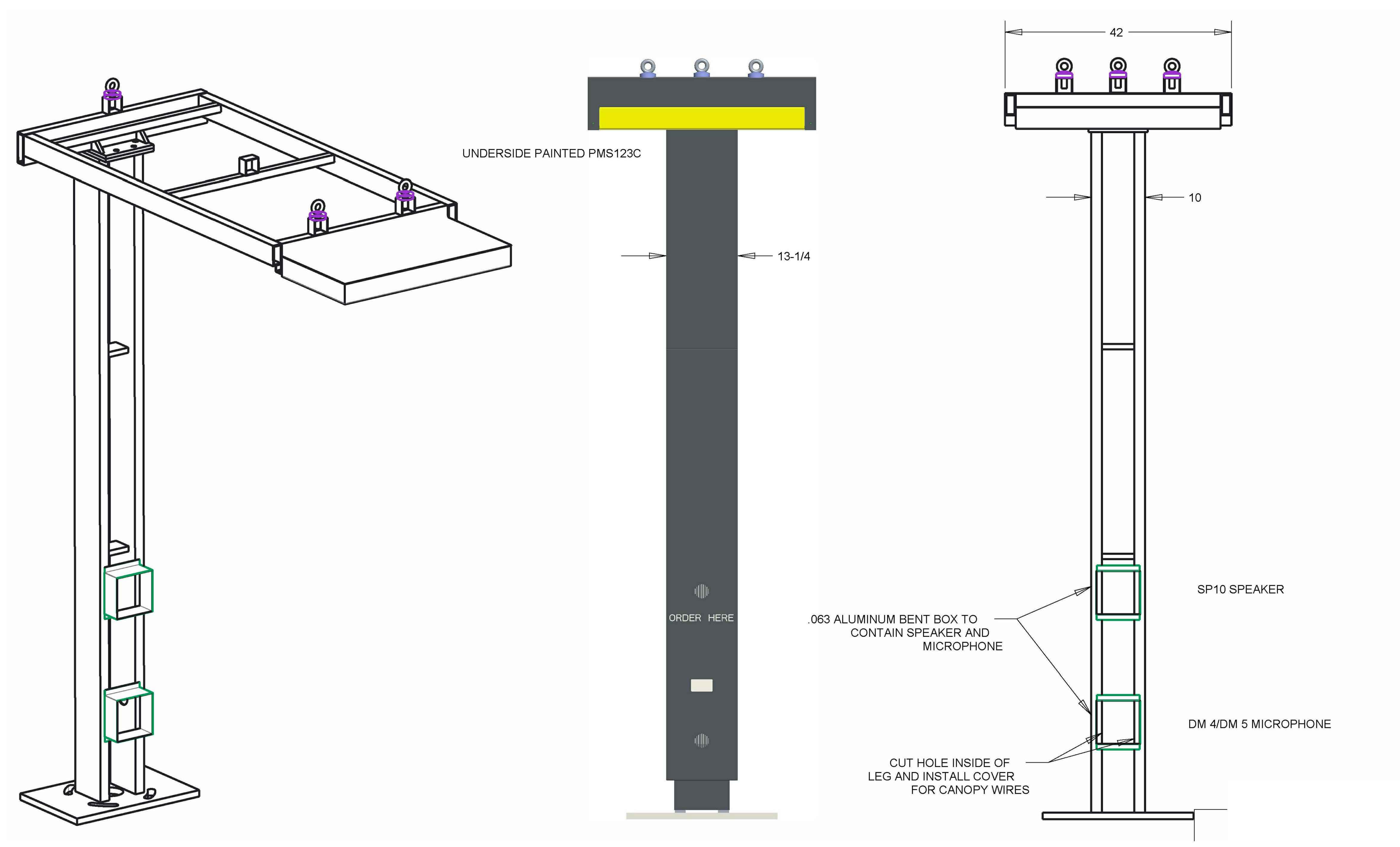
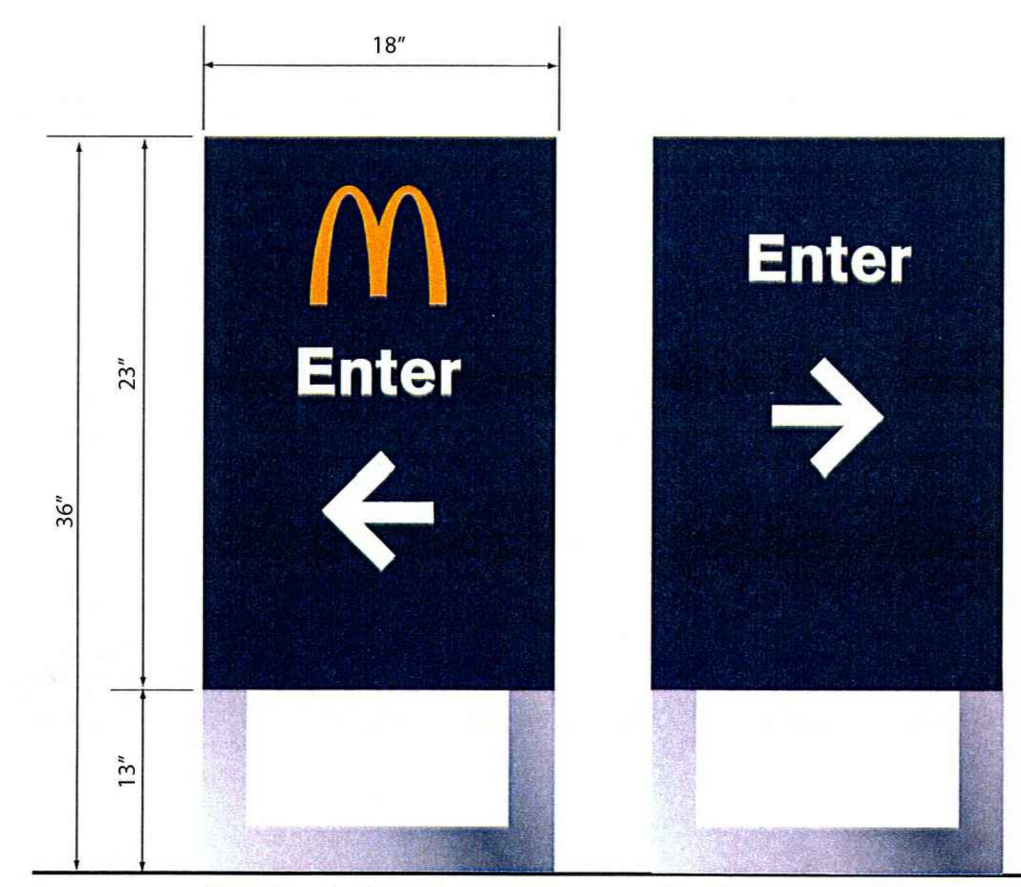
- –REFER TO SIGN MANUFACTURER DRAWINGS AND INSTRUCTIONS FOR ADDITIONAL INFORMATION



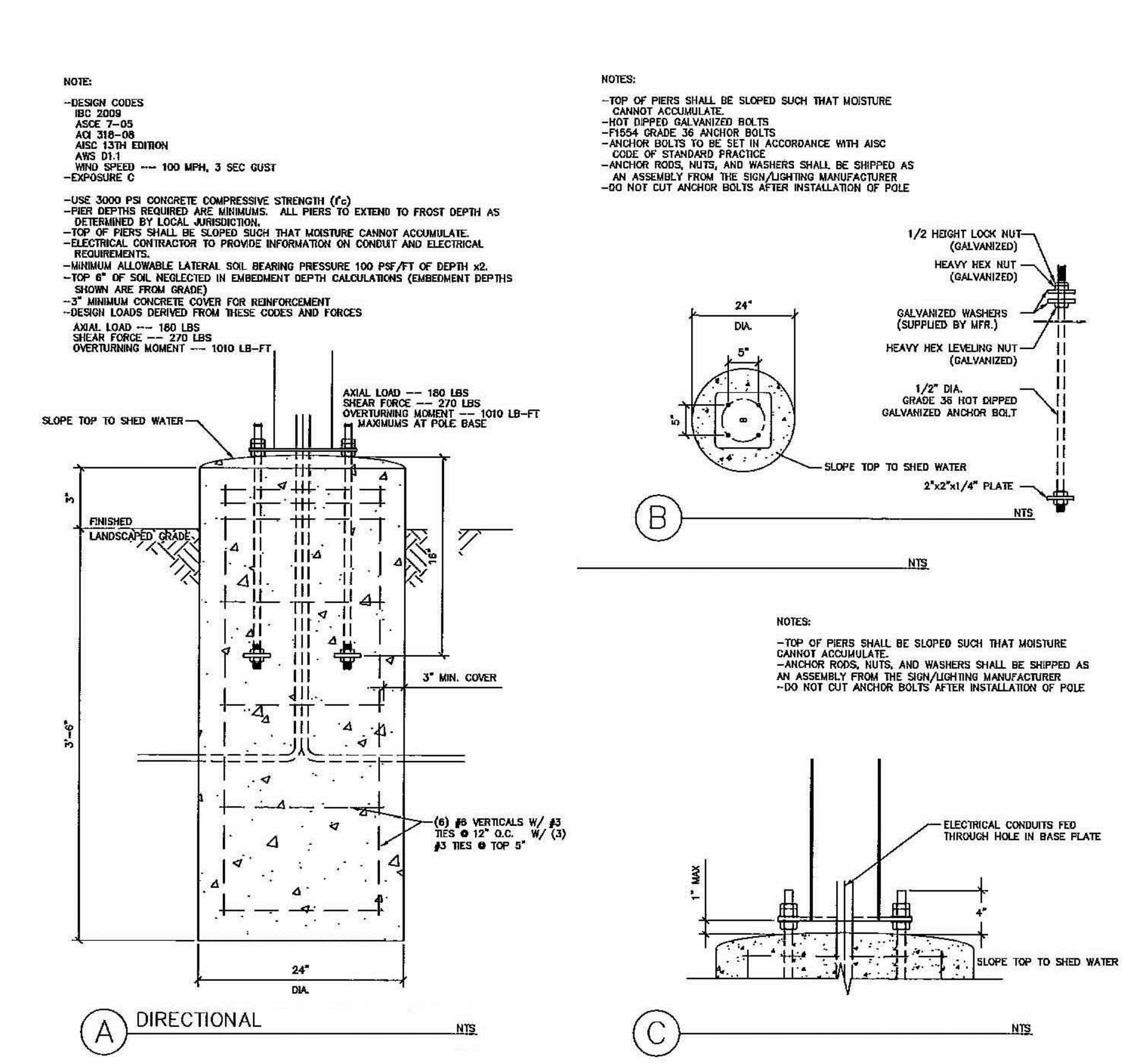
ORDER HERE CANOPY (COD) DETAIL
NOT TO SCALE



Directional with Arch
Directional with out Arch

Illumination:	LED
Electrical:	.25 amps
Power Supply:	Amperor ANP90-30P1
Ship Weight:	130 lbs.
Face Details:	Laser cut aluminum faces painted charcoal, white illuminated copy and arrow. Optional illuminated gold arch.
Available Copy:	Enter Exit Welcome Thank You Drive-Thru

NEW GEN DIRECTIONAL SIGN DETAILS
NOT TO SCALE



NEW GEN DIRECTIONAL SIGN
NOT TO SCALE

REV | DATE | DESCRIPTION | BY

REGISTERED PROFESSIONAL ENGINEER No. 8030527-2202 JEREMY RICK HANSON 3/16/18 STATE OF UTAH

PREPARED BY:
DOMINION Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PREPARED FOR:
McDONALD'S CORPORATION
KROC DRIVE – OAK BROOK, ILLINOIS 60521
c 1995 McDonald's Corporation

OFFICE ADDRESS
DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY | STD ISSUE DATE – | REVIEWED BY – | DATE REVIEWED – | DATE ISSUED –

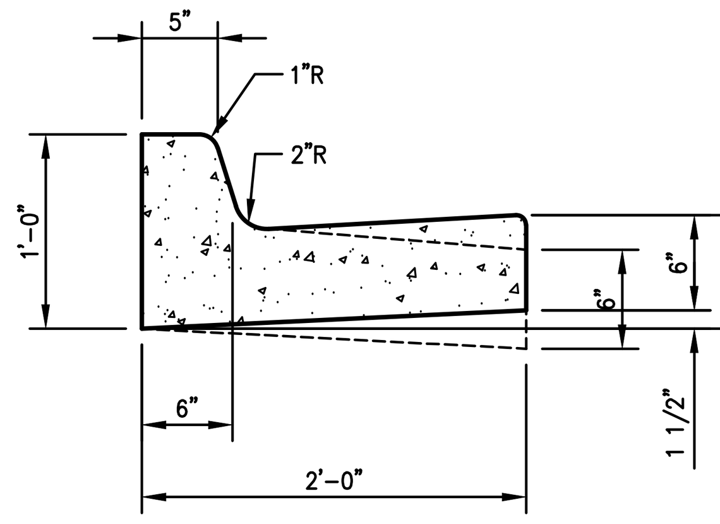
TITLE
McDONALD'S SITE IMPROVEMENT PLANS
MILLCREEK, UTAH

DESCRIPTION
McDONALD'S SIGNS AND FOOTINGS DETAILS

SITE ID 043–0116
SITE ADDRESS 3890 SOUTH 1100 EAST, MILLCREEK, UTAH

SHEET NO.
SD-2

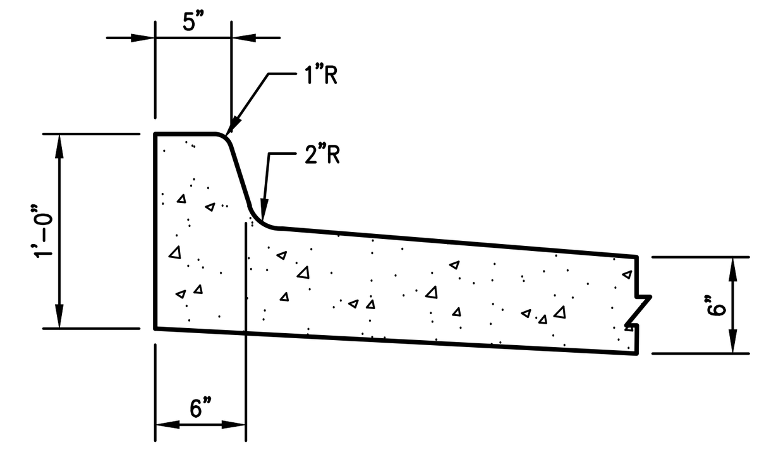
Job# 2913
Path: P:\McDONALDS\utah\MRP 2.0 PLANS\MILLCREEK - 3890 South 1100 East 043-0116\CAD FILES\ | File Name: SD-2 McD Site Details.dwg | Plot Date: March 14, 2018



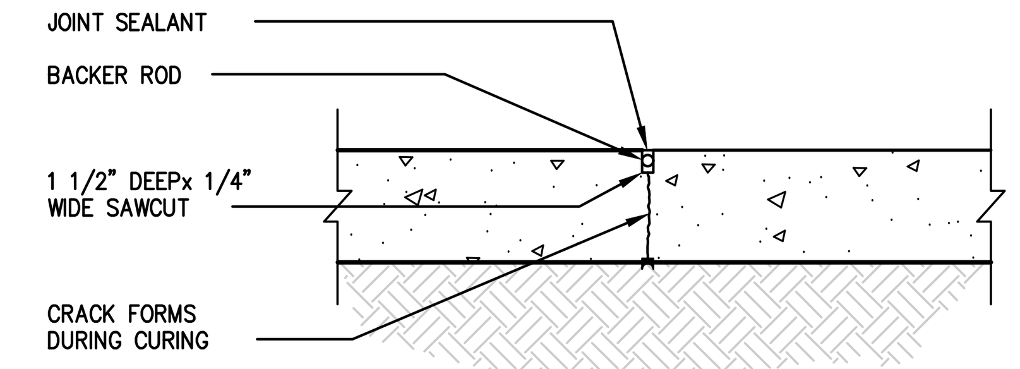
NOTES:

1. PROVIDE CONTRACTION JOINTS @ 15' CC & EXPANSION JOINTS @ 75' CC
2. REFER TO GRADING PLAN FOR SPILL GUTTER

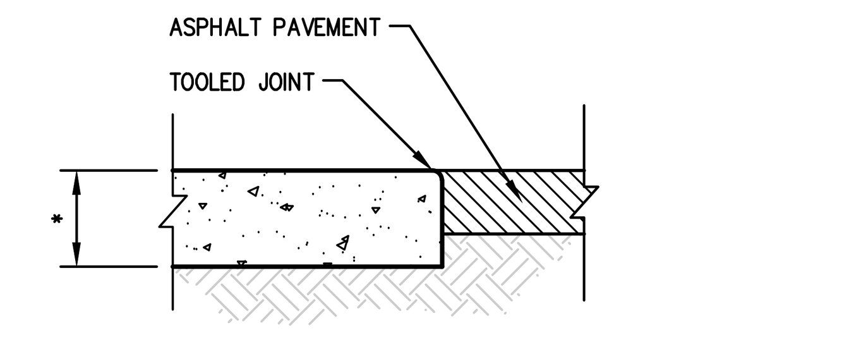
1 SD5 CONCRETE CURB & GUTTER
1" = 1'-0"



2 SD5 INTEGRAL CONCRETE CURB & GUTTER
1" = 1'-0"

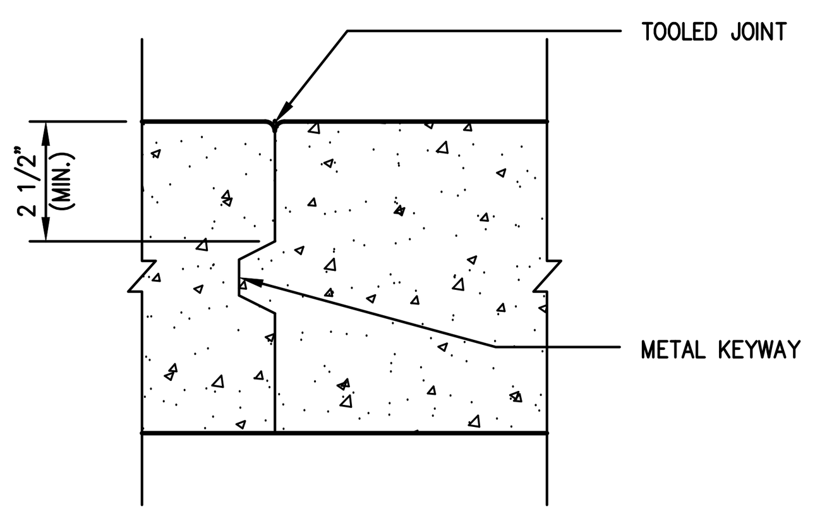


3 SD5 CONTRACTION JOINT
1" = 1'-0"

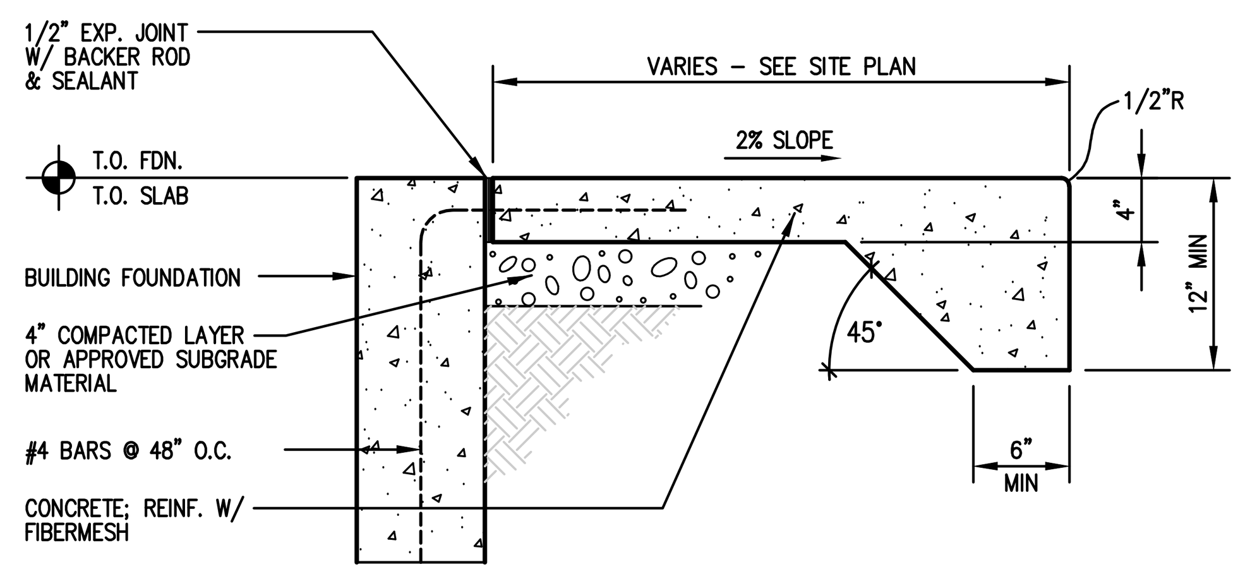


* SEE SITE PLAN

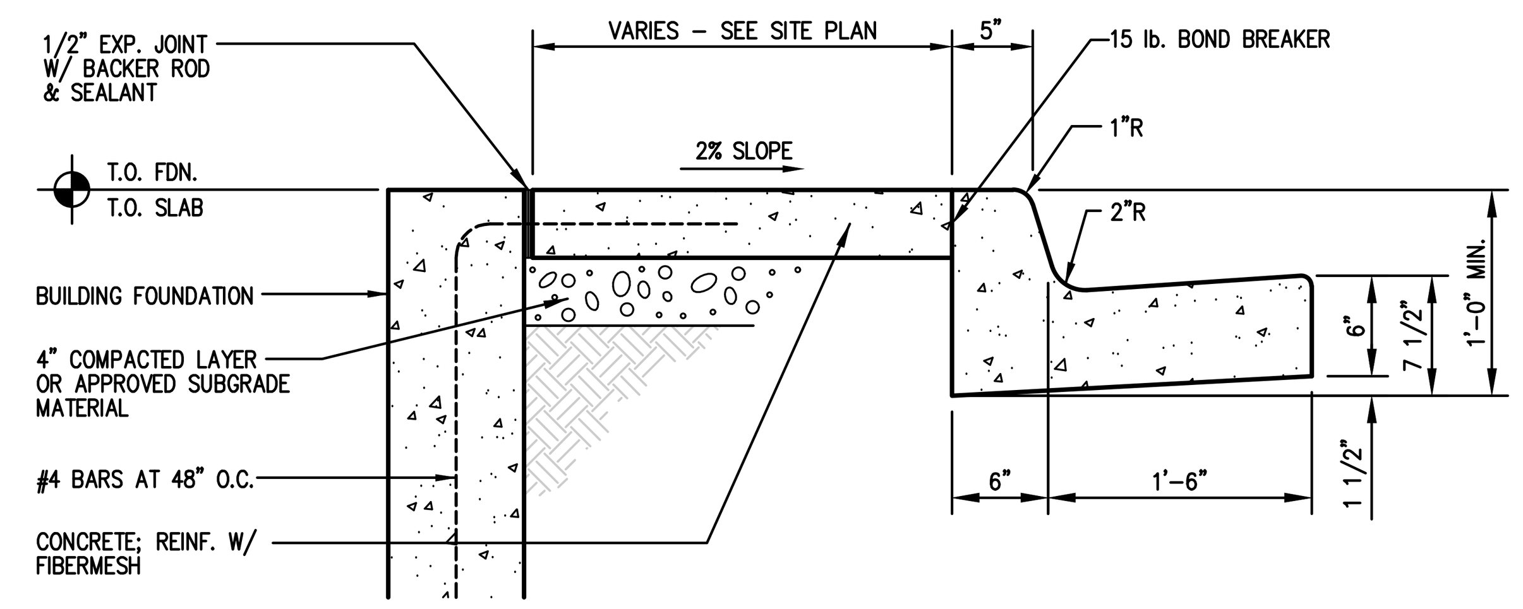
4 SD5 TERMINAL JOINT W/ASPHALT PAVEMENT
1" = 1'-0"



5 SD5 CONSTRUCTION JOINT
3" = 1'-0"



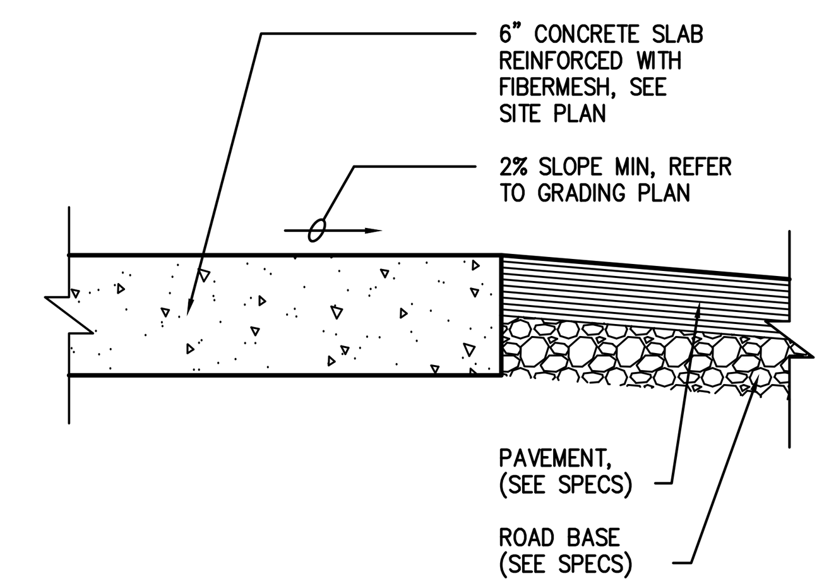
6 SD5 SIDEWALK AT BACK OF BUILDING
1" = 1'-0"



NOTES:

1. PROVIDE CONTRACTION JOINTS AT 15' C.C. AND EXPANSION JOINTS AT 75' C.C.

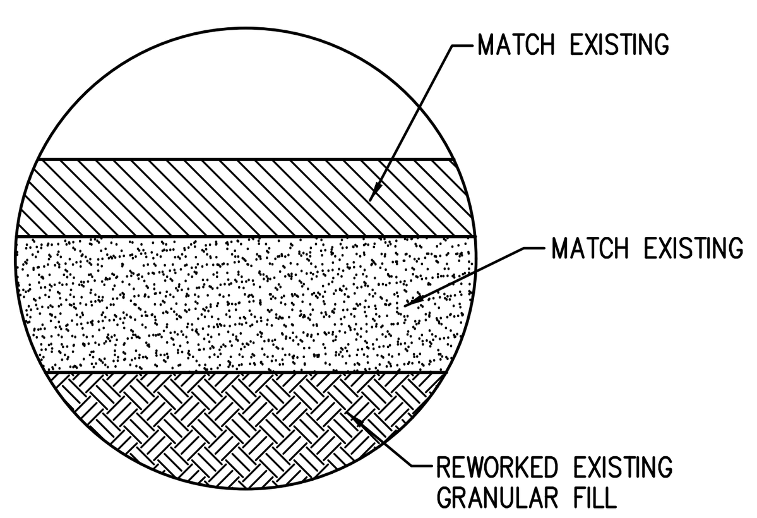
7 SD5 CONCRETE BUILDING WALK
1" = 1'-0"



NOTE:

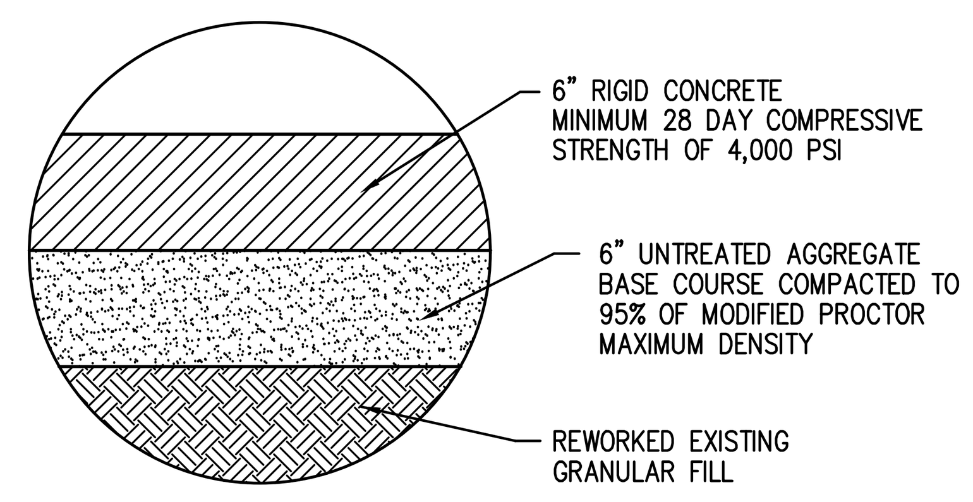
SLOPE PAVEMENT FOR PROPER DRAINAGE, SEE GRADING PLAN

8 SD5 DRIVE THRU LANE DETAIL
1-1/2" = 1'-0"



NOTE:
SUBGRADE PREPARATION SHOULD INCLUDE REWORKING AND COMPACTING THE UPPERMOST 12-INCHES OF NATIVE SOILS TO A MINIMUM OF 95 PERCENT OF THE MDD AS DETERMINED BY ASTM D-1557.

9 SD5 ASPHALT FLEXIBLE PAVEMENT SECTION
N.T.S.



NOTE:
SUBGRADE PREPARATION SHOULD INCLUDE REWORKING AND COMPACTING THE UPPERMOST 12-INCHES OF NATIVE SOILS TO A MINIMUM OF 95 PERCENT OF THE MDD AS DETERMINED BY ASTM D-1557.

10 SD5 CONCRETE RIGID PAVEMENT SECTION
N.T.S.

REV	DATE	DESCRIPTION	BY
–	–	–	–

REGISTERED PROFESSIONAL ENGINEER
No. 8030527-2202
JEREMY RICK HANSON
3/16/18
STATE OF UTAH

PREPARED BY:
DOMINION Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

PREPARED FOR:
McDONALD'S CORPORATION

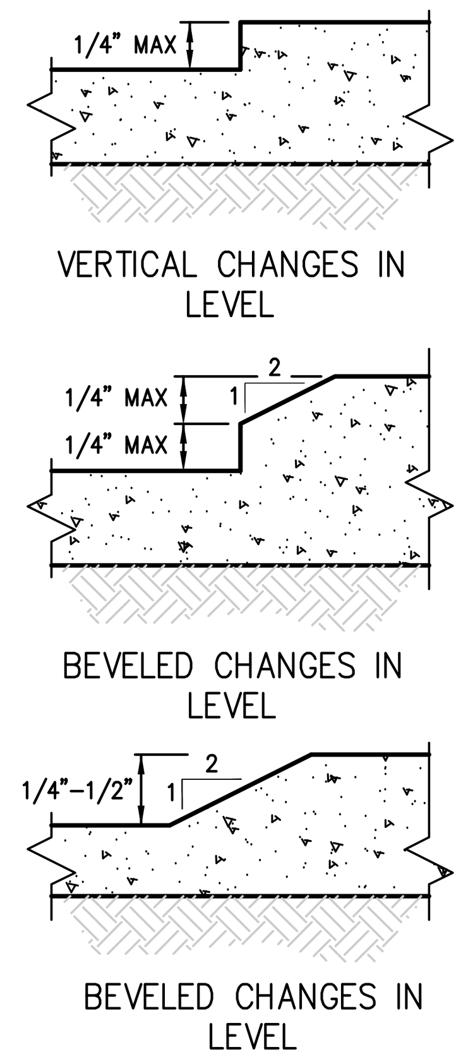
OFFICE ADDRESS
DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY
STD ISSUE DATE –
REVIEWED BY –
DATE REVIEWED –
DATE ISSUED –

TITLE
McDONALD'S SITE IMPROVEMENT PLANS
MILLCREEK, UTAH
DESCRIPTION
MISCELLANEOUS SITE DETAILS
SITE ID 043-0116
SITE ADDRESS 3890 SOUTH 1100 EAST, MILLCREEK, UTAH

SHEET NO. SD-3

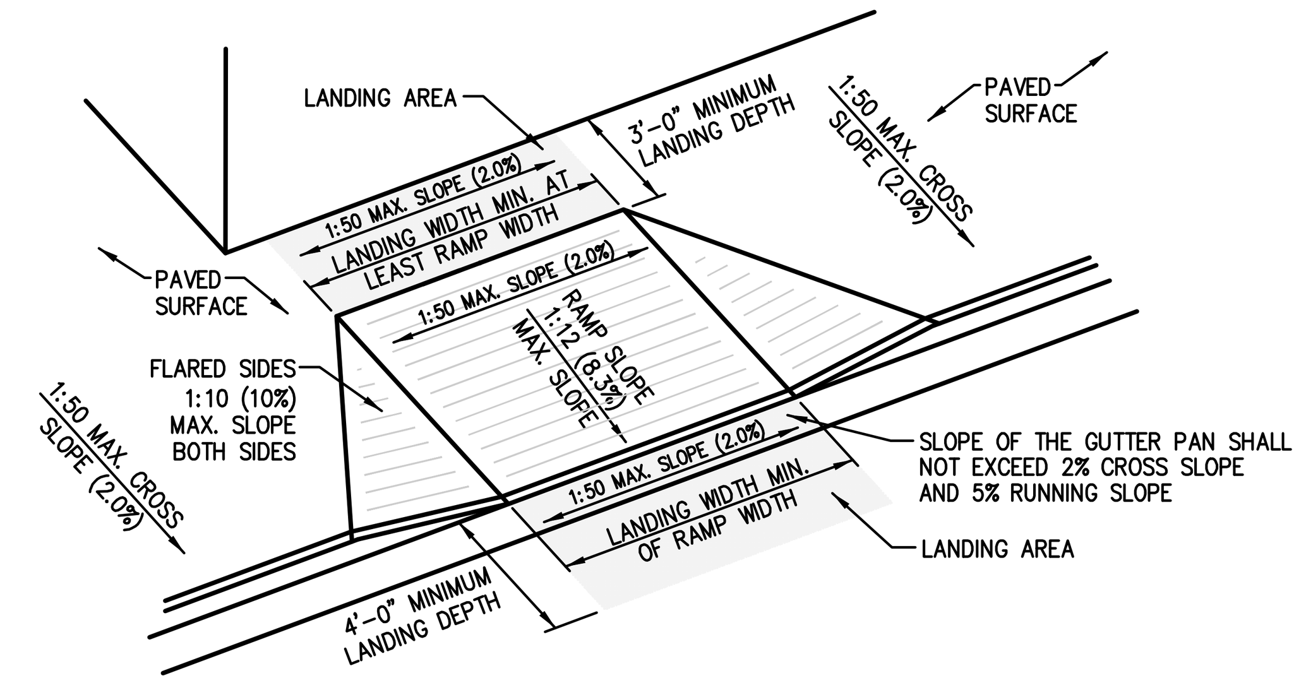
Job# 2913 | Plot Date: March 14, 2018



NOTE:
CHANGES IN LEVEL GREATER THAN 1/2" HIGH SHALL BE RAMPED.

ACCESSIBLE CHANGES IN LEVEL

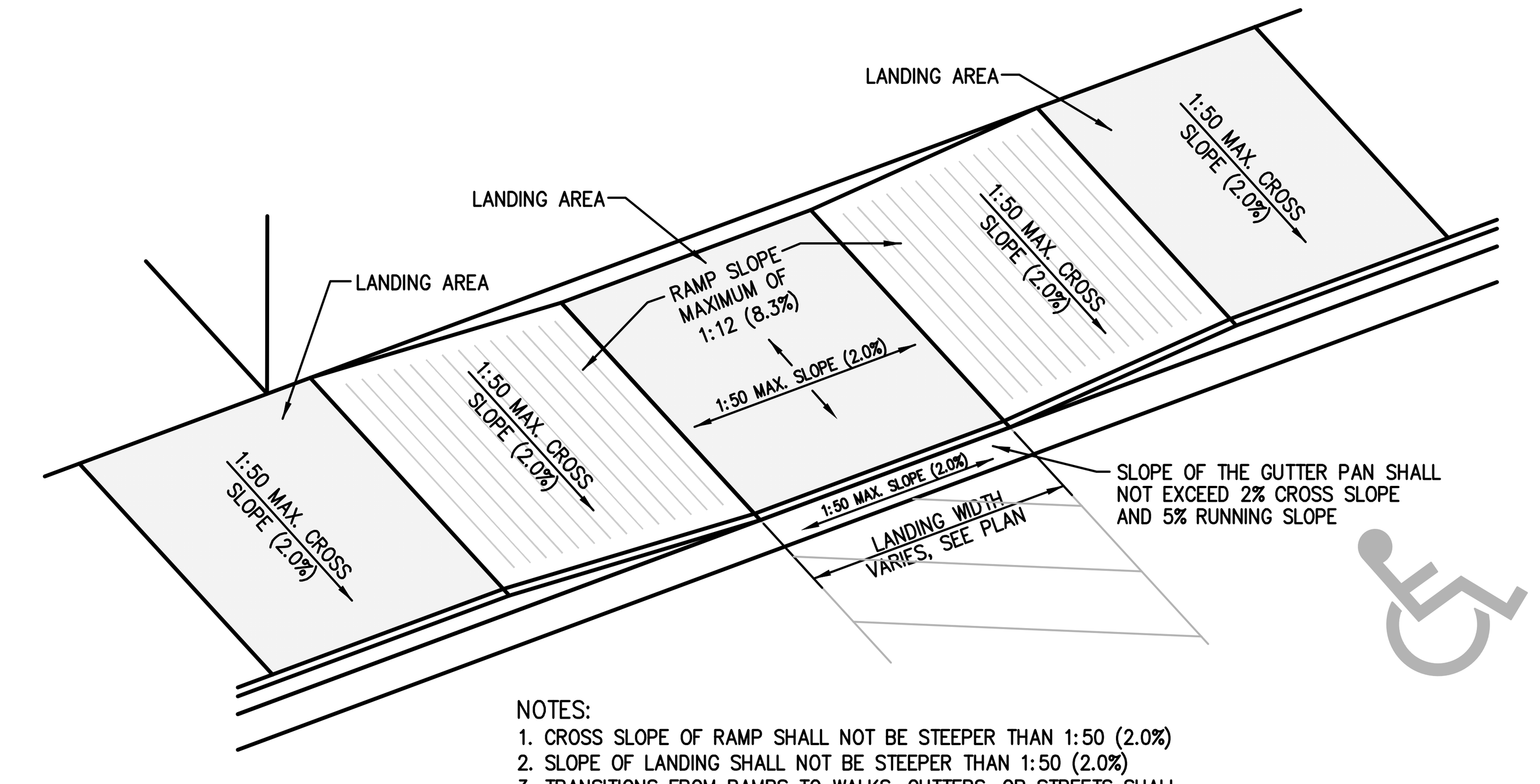
N.T.S.



NOTES:
1. CROSS SLOPE OF RAMP SHALL NOT BE STEEPER THAN 1:50 (2.0%)
2. SLOPE OF LANDING SHALL NOT BE STEEPER THAN 1:50 (2.0%)
3. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES
4. LANDING AREAS SHALL HAVE NO SLOPE GREATER THAN 1:50 (2.0%)

TYPICAL CURB RAMP IN PAVEMENT AREA

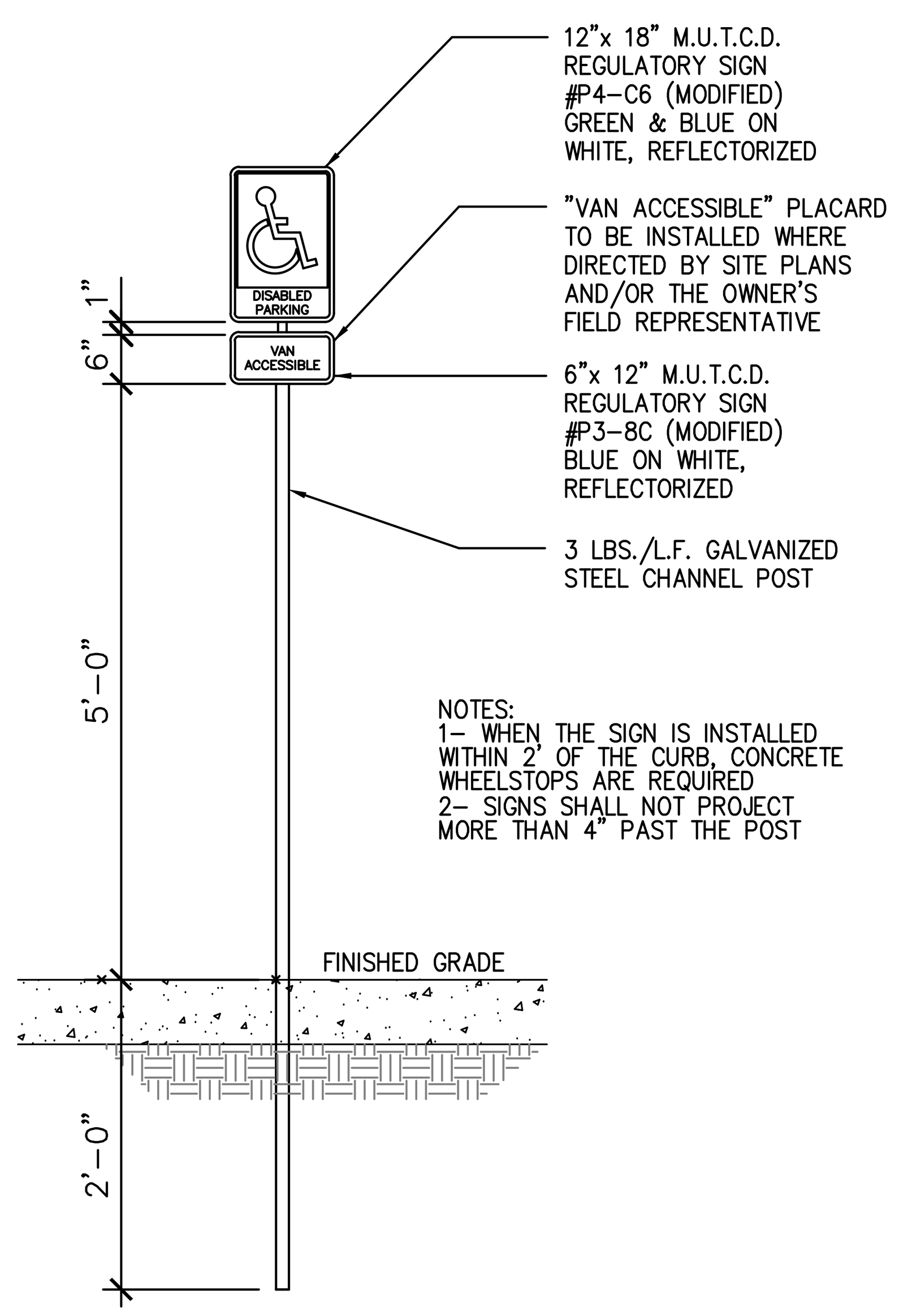
N.T.S.



NOTES:
1. CROSS SLOPE OF RAMP SHALL NOT BE STEEPER THAN 1:50 (2.0%)
2. SLOPE OF LANDING SHALL NOT BE STEEPER THAN 1:50 (2.0%)
3. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES
4. LANDING AREAS SHALL BE A MINIMUM OF 48" DEEP AND HAVE NO SLOPE GREATER THAN 1:50 (2.0%)

TYPICAL ACCESSIBLE PARKING RAMP

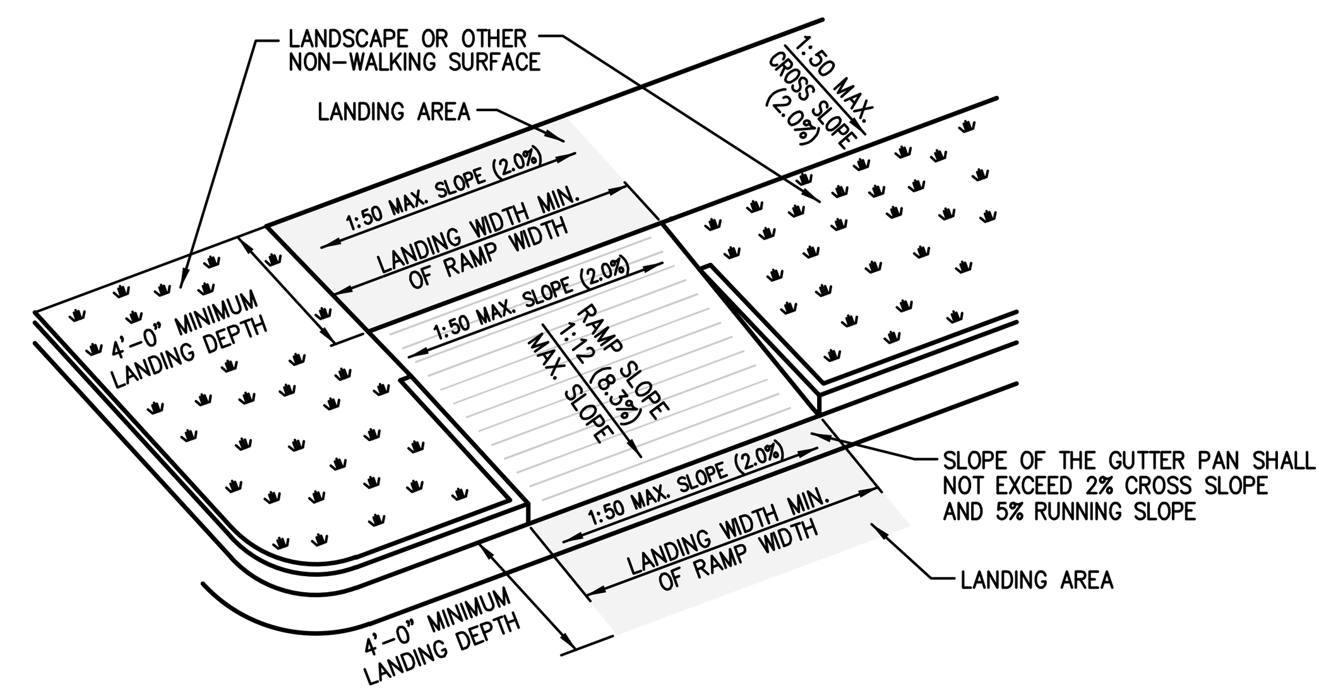
N.T.S.



NOTES:
1– WHEN THE SIGN IS INSTALLED WITHIN 2' OF THE CURB, CONCRETE WHEELSTOPS ARE REQUIRED
2– SIGNS SHALL NOT PROJECT MORE THAN 4" PAST THE POST

"HANDICAP PARKING–ONLY" SIGN

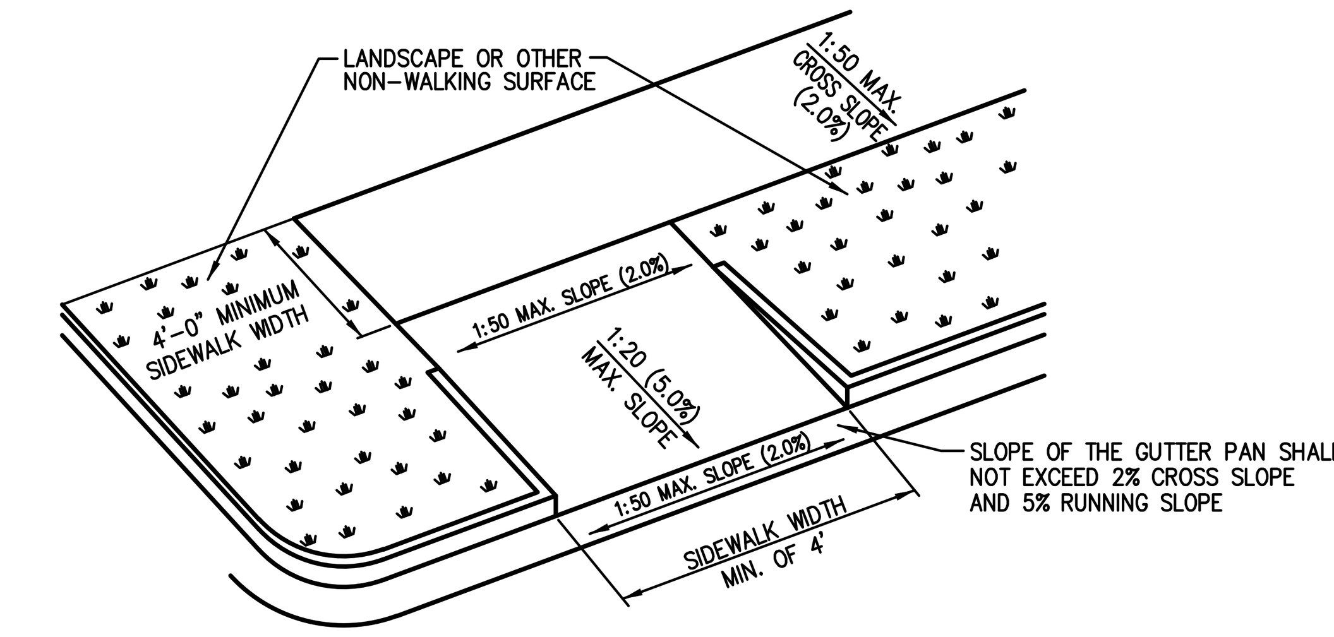
N.T.S.



NOTES:
1. CROSS SLOPE OF RAMP SHALL NOT BE STEEPER THAN 1:50 (2.0%)
2. SLOPE OF LANDING SHALL NOT BE STEEPER THAN 1:50 (2.0%)
3. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES
4. LANDING AREAS SHALL HAVE NO SLOPE GREATER THAN 1:50 (2.0%)

TYPICAL CURB RAMP IN LANDSCAPE AREA

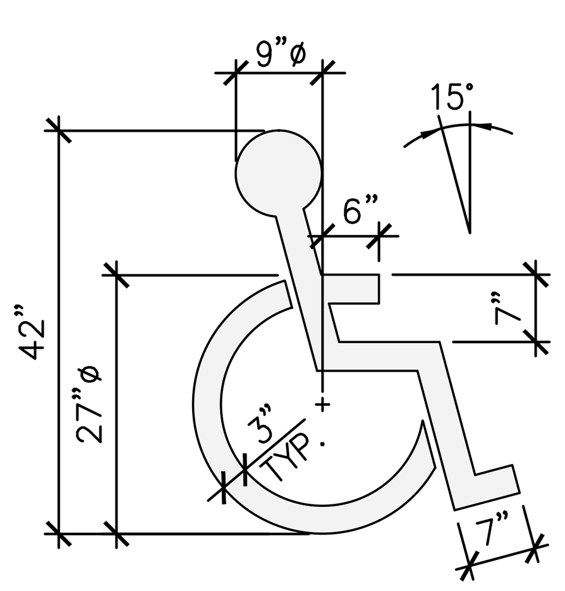
N.T.S.



NOTES:
1. CROSS SLOPE OF RAMP SHALL NOT BE STEEPER THAN 1:50 (2.0%)
2. SLOPE OF LANDING SHALL NOT BE STEEPER THAN 1:50 (2.0%)
3. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES
4. LANDING AREAS SHALL HAVE NO SLOPE GREATER THAN 1:50 (2.0%)

TYPICAL SIDEWALK CURB–CUT IN LANDSCAPE AREA

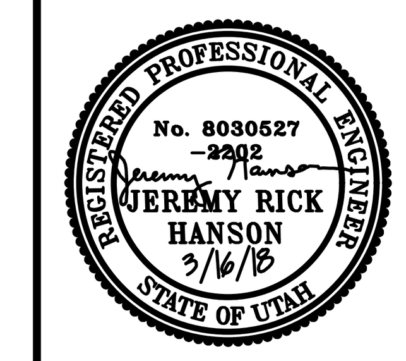
N.T.S.



PAINTED HANDICAPPED PARKING SYMBOL (ADA)

N.T.S.

REV	DATE	DESCRIPTION	BY
–	–	–	–



PREPARED BY:
DOMINION Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801–713–3000

PREPARED FOR:
McDONALD'S CORPORATION
KROC DRIVE – OAK BROOK, ILLINOIS 60521
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OFFICE ADDRESS
DENVER REGION: 4643 S. ULSTER ST., SUITE 1300, DENVER, CO 80237

DRAWN BY	STD ISSUE DATE	REVIEWED BY	DATE REVIEWED	DATE ISSUED
	–	–	–	–

TITLE
McDONALD'S SITE IMPROVEMENT PLANS
MILLCREEK, UTAH

DESCRIPTION
ADA SITE DETAILS

SITE ID
043–0116

SITE ADDRESS
3890 SOUTH 1100 EAST, MILLCREEK, UTAH

SHEET NO.
SD-4