

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.

STANDARD LOT STRIPING STENCILS AND PAINT COLOR:
THESE ARE AVAILABLE FROM PAUL WOODS AT PAVEMENT STENCIL COMPANY 1-800-250-5547. THE FOLLOWING DESCRIPTION IS WHAT YOU WOULD SAY AS YOU ORDER. HE HAS NO PART NUMBERS ASSOCIATED WITH THESE.

LOT STRIPING STENCILS DESCRIPTION
DRIVE THRU
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.

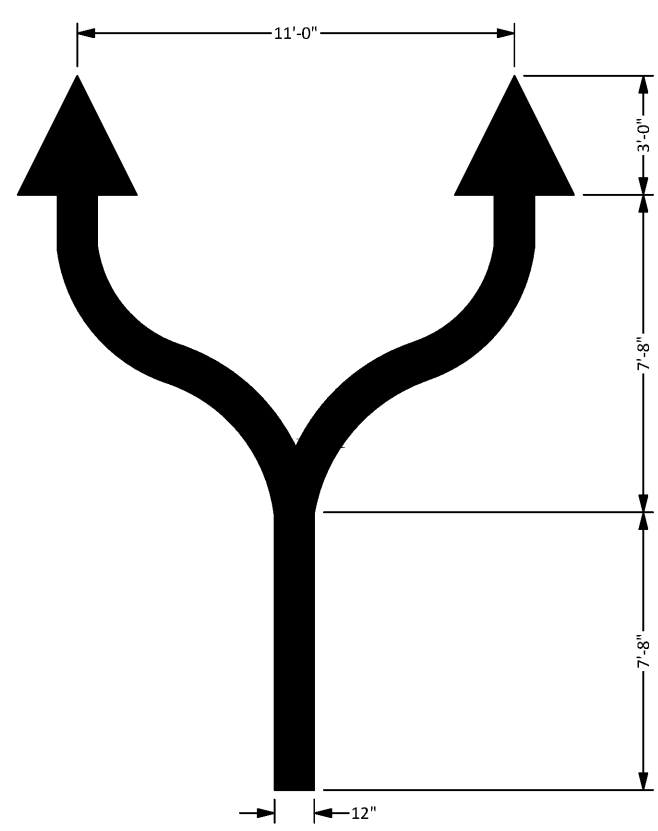
GUIDING PRINCIPLES
ALL ENTRANCES TO THE LOT
• THE WORD DRIVE THRU IS PLACED AT ALL ENTRANCES TO THE LOT APPROXIMATELY 25'-30' FROM THE CURB OR SIDEWALK. THEY SHOULD BE CENTERED IN THE DRIVEWAY (ON THE INGRESS SIDE OF THE DRIVE AISLE IF THERE IS TWO WAY TRAFFIC). RATIONALE: THIS ALLOWS THE CUSTOMER TO 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.
• 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 ENTRANCE.

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.

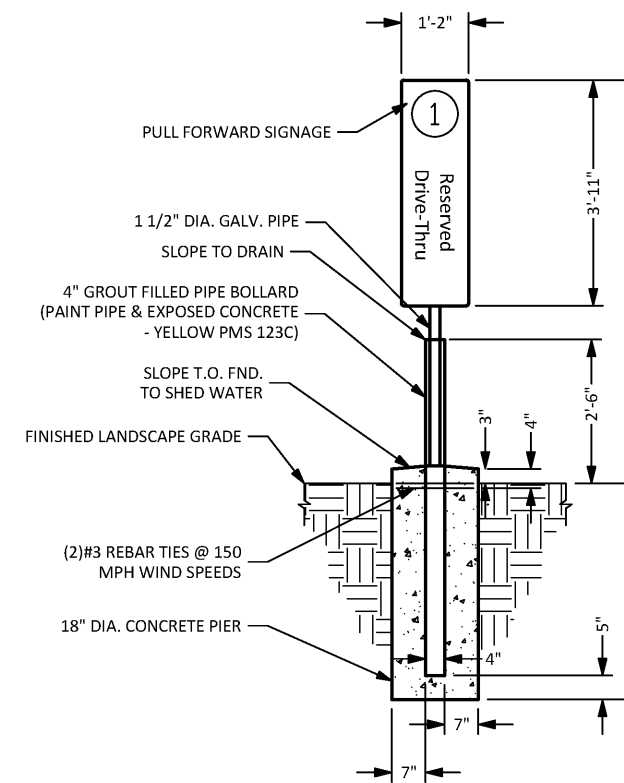
PARKING LOT STRIPING NOT IN THE DRIVE-THRU:
• ANY LOT STRIPING OTHER THAN THE DRIVE-THRU SHOULD BE WHITE. IF THE CITY CODE REQUIRES BLUE WITH THE HANDICAP PARKING STALLS THAT IS AN ACCEPTABLE DEVIATION. RATIONALE: THIS HELPS SUBTLY IDENTIFY WHAT IS A DRIVE-THRU MARKING FROM THE PARKING LOT MARKING AND 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 MARKINGS.

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



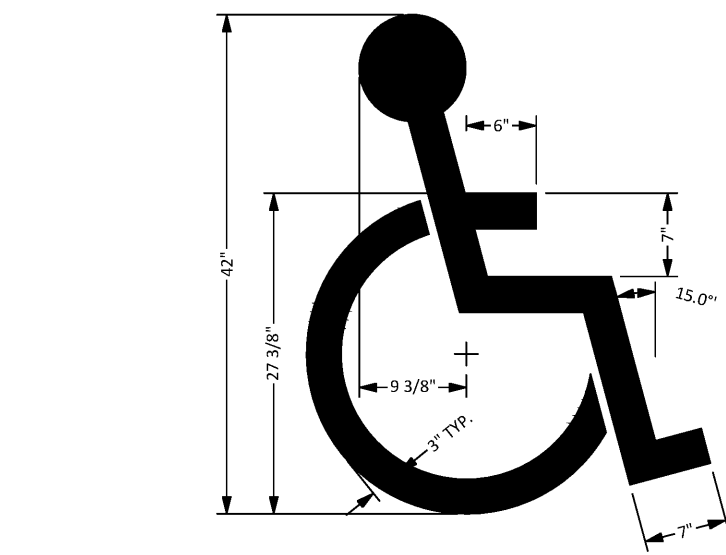
THIS IS TO BE USED ON ALL DESIGNS THAT HAVE A SINGLE POINT OF ENTRY THAT LEADS A CAR DIRECTLY TOWARD THE TIP OF THE ISLAND

DOUBLE DRIVE-THRU MARKING
NOT TO SCALE



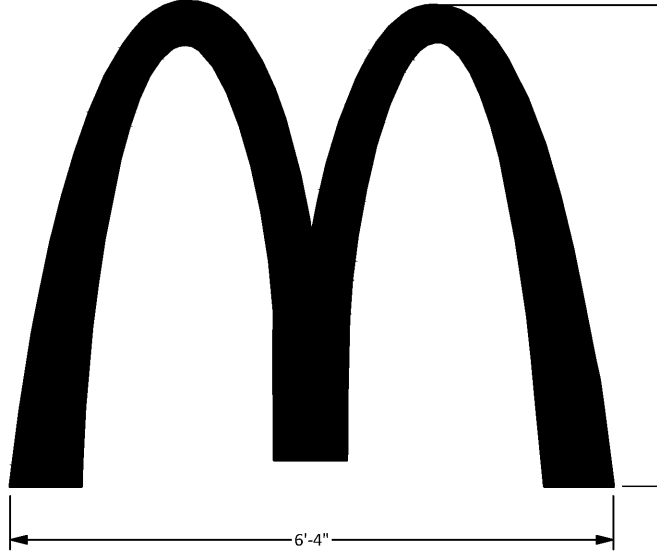
| WIND SPEED (3 SEC. GUST) (ASCE 7-05) (MPH) | D |
|---|-------|
| 100 MPH | 3'-9" |
| 150 MPH | 5'-3" |

OOSP PARKING SIGN DETAIL
NOT TO SCALE



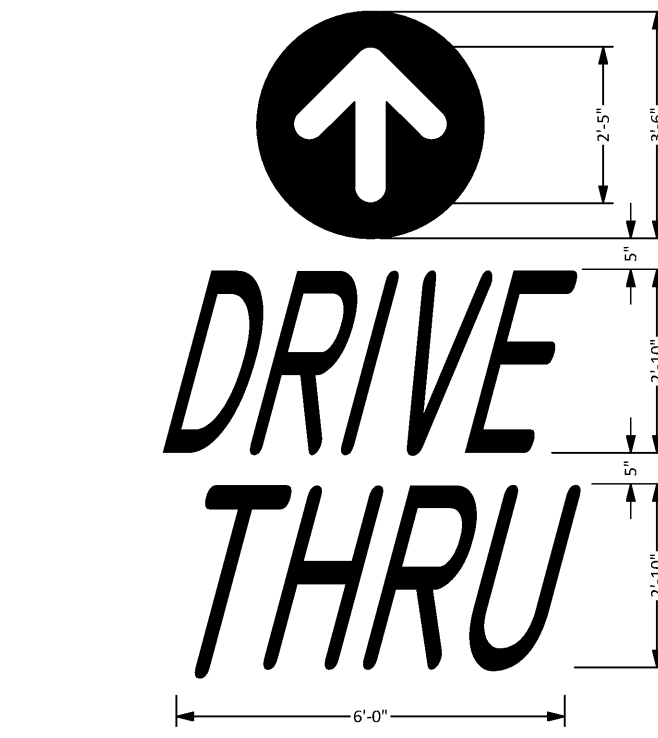
SYMBOL TO BE PAINTED PER ADA AND STATE REQUIREMENTS.

PAINTED ACCESSIBLE PARKING SYMBOL
NOT TO SCALE



NOTE: THE McDONALD'S ARCH IS PAINTED YELLOW (PMS 123)

PAINTED ARCH
NOT TO SCALE



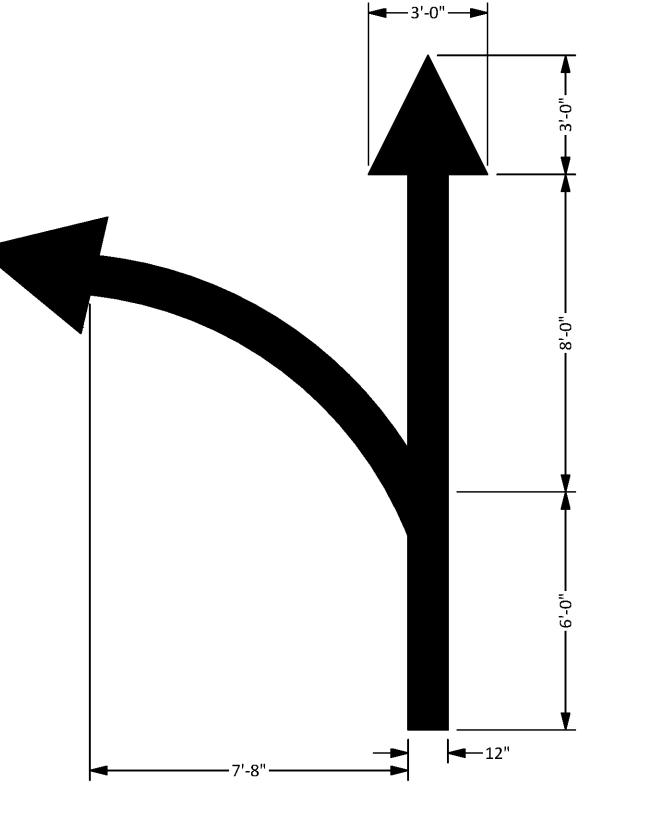
NOTE: ALL TEXT AND ARROWS SHALL BE PAINTED YELLOW (PMS 123)

PAINTED "DRIVE THRU" MARKING
NOT TO SCALE



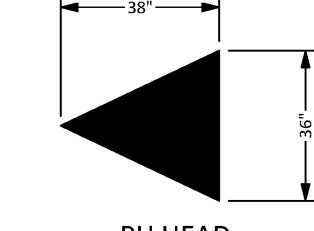
NOTE: 1. ALL TEXT SHALL BE PAINTED YELLOW (PMS 123).
2. PLACE 30'-0" FROM CENTERLINE OF PICK UP BOOTH.

PAINTED "THANK YOU"
NOT TO SCALE

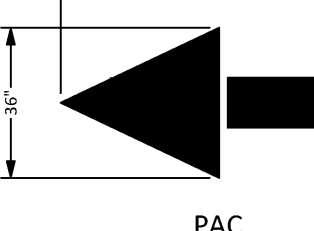


THIS IS TO BE USED ON ANY DESIGN THAT WOULD REQUIRE A "T" GATEWAY. ONLY DESIGNS THAT DO NOT HAVE A SINGLE ENTRY THAT LEADS A CAR RIGHT AT THE DECISION POINT OF THE TIP OF THE ISLAND. ONLY ONE OF OUR STANDARD TEMPLATES HAS THIS DESIGN.

T-GATEWAY DRIVE-THRU MARKING
NOT TO SCALE



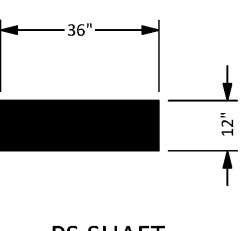
PH HEAD



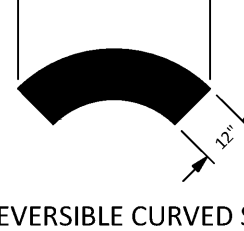
PAC 1 PIECE ARROW

NOTE: ARROWS AND WORDS CAN BE ARRANGED IN OTHER COMBINATIONS THAN THOSE ILLUSTRATED HERE TO ACHIEVE DESIRED RESULT.

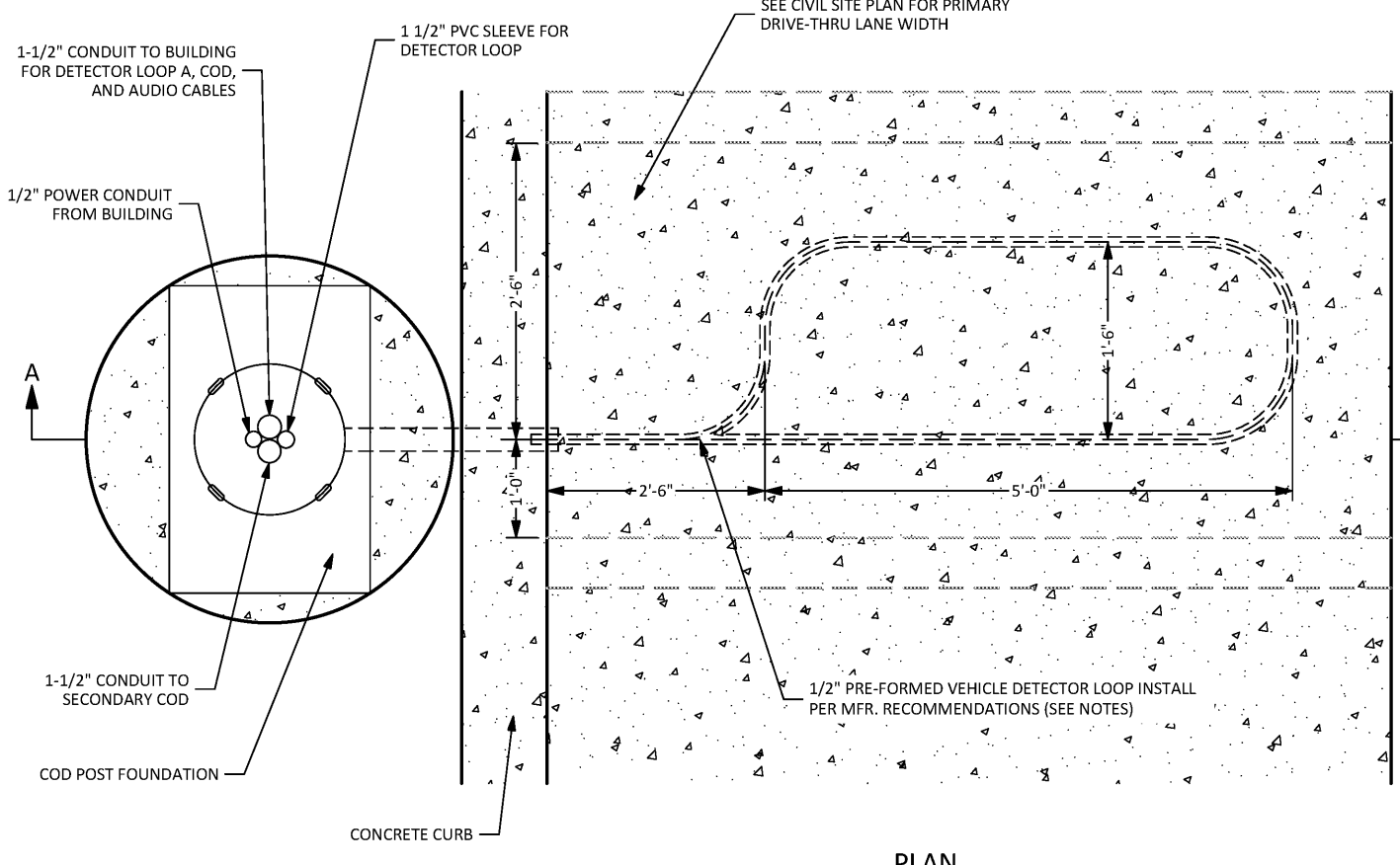
TYPICAL PAVEMENT MARKING
NOT TO SCALE



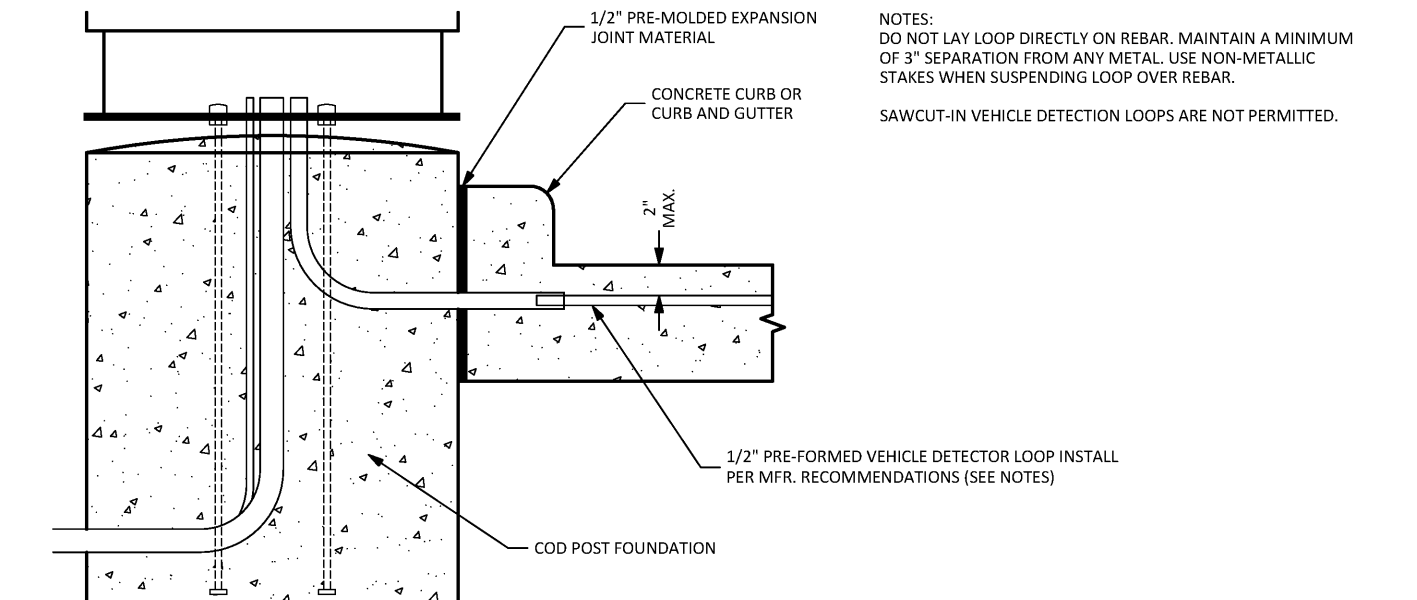
PS SHAFT



PC REVERSIBLE CURVED SHAFT

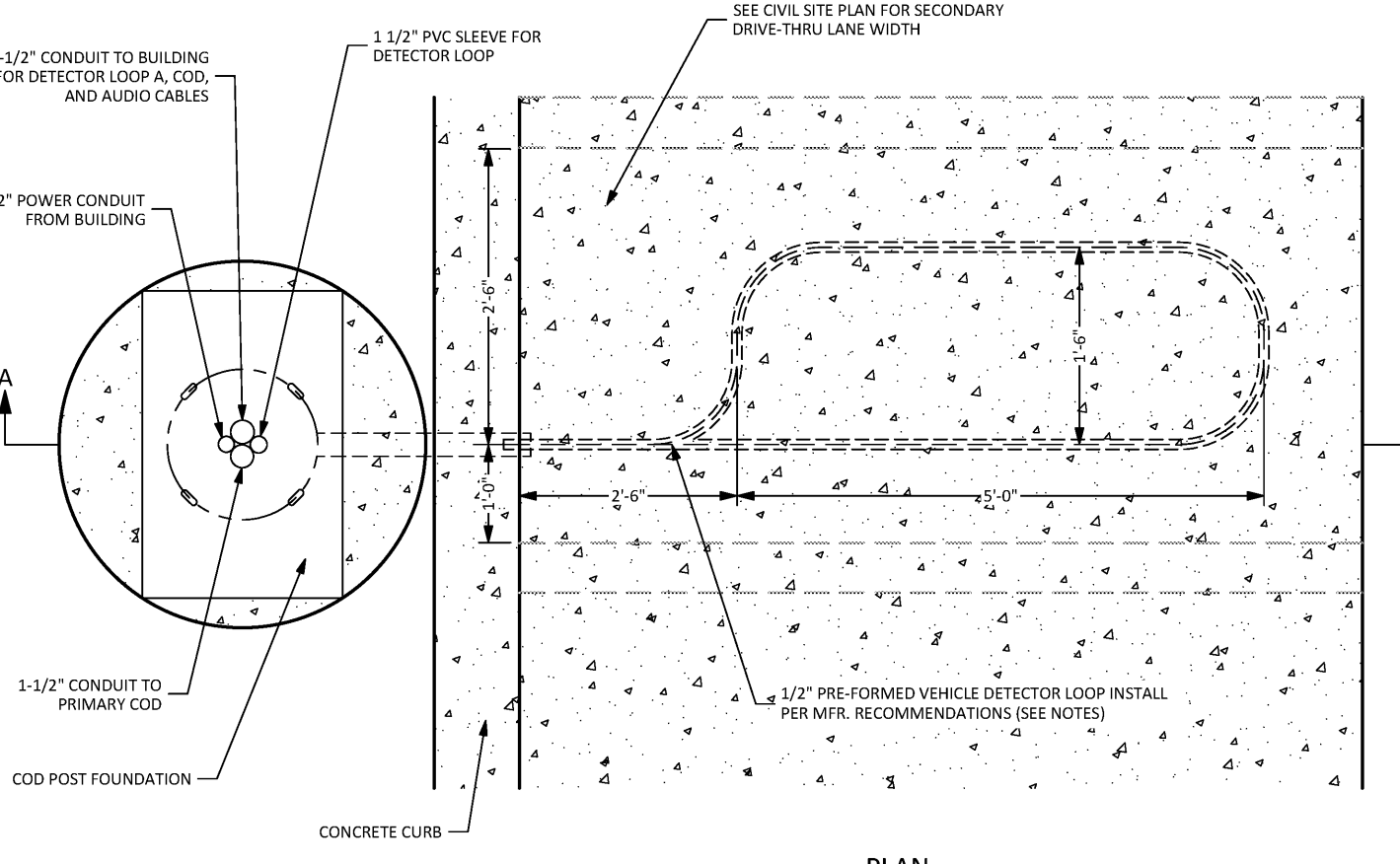


PLAN

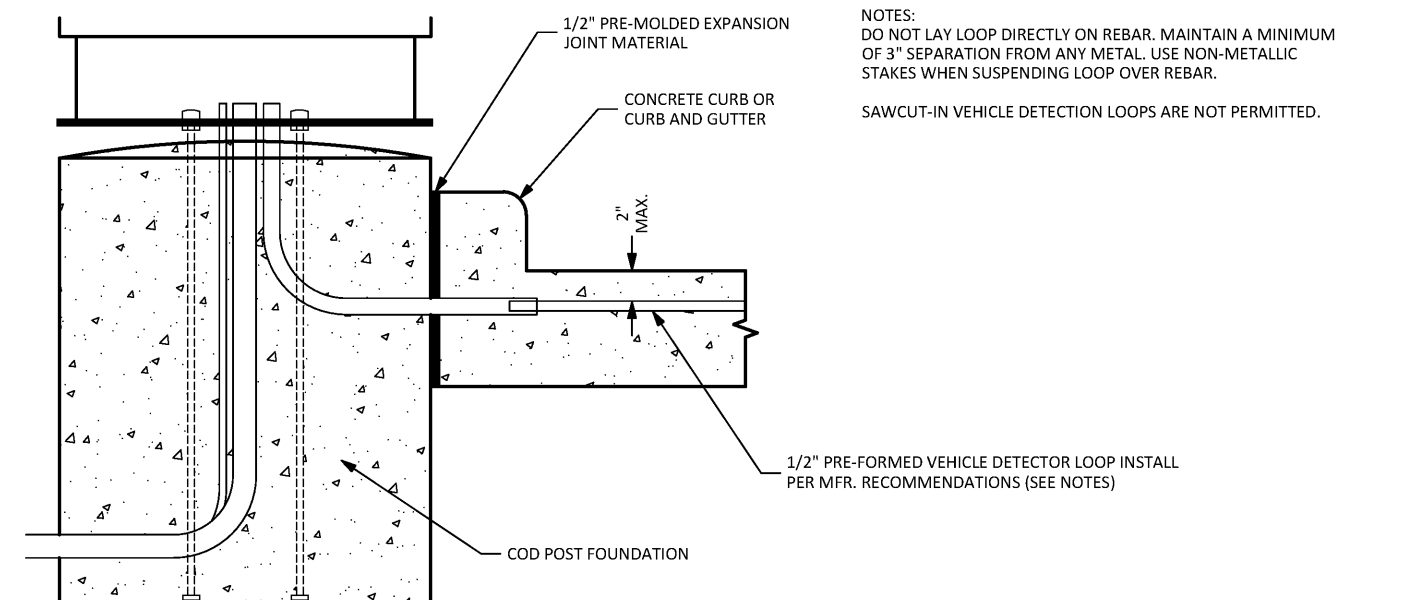


SECTION A-A

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



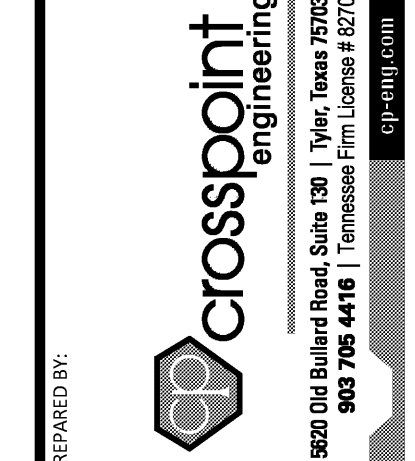
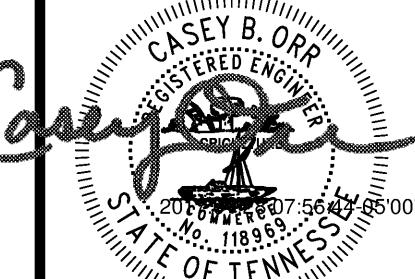
PLAN



SECTION A-A

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

ELITE CONSTRUCTION GROUP
LAKE JACKSON, TX
PHONE: 979-288-0712
NOTE: THESE PRINTS HAVE BEEN
REDUCED BY 50 PERCENT. SCALE
WILL BE 50 PERCENT OF WHAT IS
NOTED ON PLANS



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|--|--------------|-------------------|--------------------------|------------------------|
| DRAWN BY CO | SCALE NTS | REVIEWED BY CO | DATE ISSUED 4/28/2017 | PROJECT NUMBER: MRP |
| PROJECT ADDRESS: 21320 TN-22 PARKERS CROSSROADS, TENNESSEE 38388 | | | | |
| STATE CODE: 041-0750 | | | | |

SHEET NO. **C6.1**