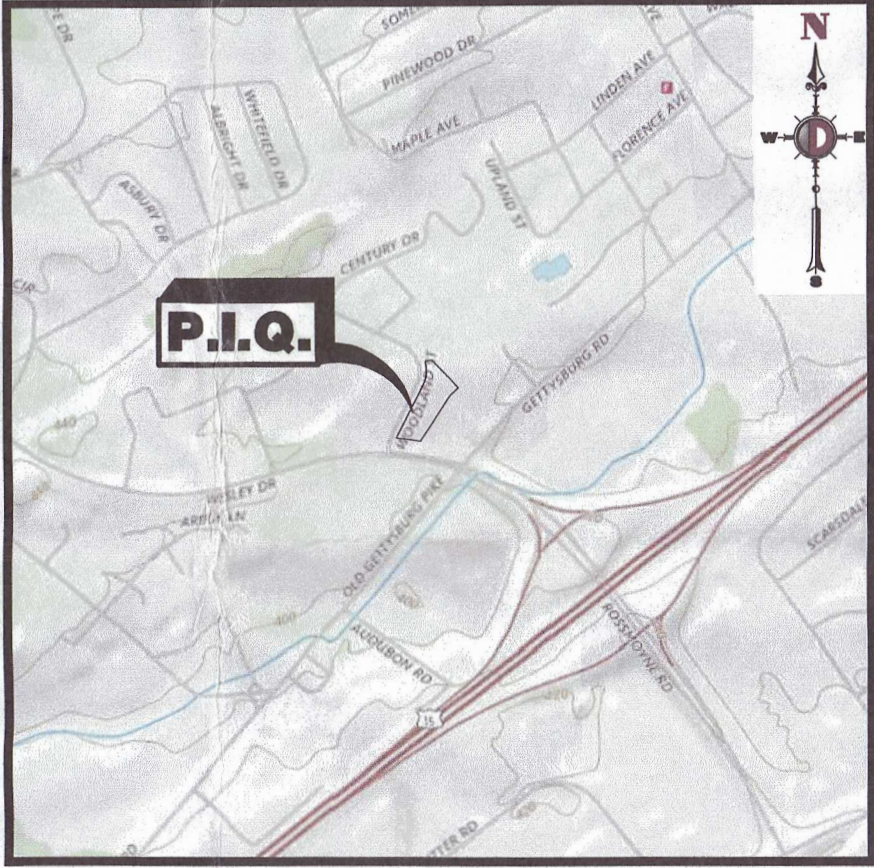


PRELIMINARY/FINAL LAND DEVELOPMENT PLAN
FOR
McDONALD'S CORPORATION
PROPOSED RESTAURANT REMODEL
PARCEL U.P.L NO. 13-24-0795-180
1014 WESLEY DRIVE
TOWNSHIP OF LOWER ALLEN (MECHANICSBURG)
CUMBERLAND COUNTY, PENNSYLVANIA

CUMBERLAND COUNTY PLANNING DEPARTMENT
REVIEWED THIS 29th DAY OF June, 2020
BY THE CUMBERLAND COUNTY PLANNING DEPARTMENT.
DIRECTOR OF PLANNING
BOARD OF COMMISSIONERS
APPROVED BY THE BOARD OF COMMISSIONERS, LOWER ALLEN TOWNSHIP,
CUMBERLAND COUNTY, PA.
APPROVED THIS 27th DAY OF July, 2020.
CONDITIONS OF APPROVAL COMPLETED THIS 30th DAY
OF November, 2020.
PRESIDENT SECRETARY
RECORD INFORMATION
RECORDED IN THE CUMBERLAND COUNTY COURTHOUSE
RECORDED THIS 1st DAY OF December, 2020.
INSTRUMENT NO. 202003043
CERTIFICATE OF OWNERSHIP
Commonwealth of Pennsylvania
County of COOK
On this the 27 day of October, 2020, before me, Victoria Vockeroth
the undersigned Officer, personally appeared
Brian T. Sheedy
known to me (or satisfactorily proven) to be the person(s) whose name(s) is/are
subscribed to the within instrument, and acknowledged that he executed the
same
for the purposes therein contained.
In witness whereof, I hereunto set my hand and official seal.
(Notary Seal)
McDONALD'S CORPORATION



AREA MAP
1" = 100'



KEY MAP
1" = 2000'

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PREPARED BY
DYNAMIC ENGINEERING CONSULTANTS, P.C.
826 NEWTOWN YARDLEY ROAD - SUITE 201
NEWTOWN, PA 18940
WWW.DYNAMICEC.COM

JUSTIN A. GEONNOTTI
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. 080629
JOSEPH C. SPANONE
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. 080629

TITLE
PROPOSED RESTAURANT REMODEL
DESCRIPTION
COVER SHEET
SHEET 1 OF 9
C-1

L/C#: 37-1184 L/C: MECHANICSBURG, PA. (WESLEY DR.)
THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION
PREPARED BY:
McDonald's USA, LLC
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DRAWN BY: JAW
STD. ISSUE DATE: 01/20/2019
REVIEWED BY: JCS
DATE ISSUED: 01/20/2019
SITE ADDRESS: 1014 WESLEY DRIVE, LOWER ALLEN TOWNSHIP, CUMBERLAND COUNTY, PENNSYLVANIA
SITE ID: 37-1184

REV	DATE	DESCRIPTION
1	02/25/19	REVISED PER OWNER COMMENTS
2	10/25/19	REVISED PER CLIENT COMMENTS
3	04/02/20	REVISED PER CLIENT COMMENTS
4	08/04/20	REVISED PER TOWNSHIP & COUNTY COMMENTS

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811

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FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT:
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DEMOLITION NOTES

1. ALL DEMOLITION ACTIVITIES ARE TO BE PERFORMED IN STRICT ADHERENCE TO ALL FEDERAL, STATE AND LOCAL REGULATIONS.
2. PROCEED WITH DEMOLITION IN A SYSTEMATIC MANNER, FROM THE TOP OF THE STRUCTURE(S) TO THE GROUND.
3. COMPLETE DEMOLITION WORK ABOVE EACH FLOOR OR TIER BEFORE DISTURBING ANY OF THE SUPPORTING MEMBERS OF THE LOWER LEVELS.
4. DEMOLISH CONCRETE AND MASONRY IN SMALL SECTIONS.
5. REMOVE STRUCTURAL FRAMING MEMBERS AND LOWER THEM TO THE GROUND BY MEANS OF HOISTS, DERRICKS OR OTHER SUITABLE METHODS.
6. BREAK UP CONCRETE SLABS-ON-GRADE, UNLESS OTHERWISE DIRECTED BY OWNER.
7. LOCATE DEMOLITION EQUIPMENT THROUGHOUT THE STRUCTURE AND REMOVE MATERIALS SO AS TO NOT IMPOSE EXCESSIVE LOADS ON SUPPORTING WALLS, FLOORS, OR FRAMING.
8. PROVIDE INTERIOR AND EXTERIOR SHORING, BRACING AND SUPPORTS TO PREVENT MOVEMENT, SETTLEMENT OR COLLAPSE OF STRUCTURES TO BE DEMOLISHED (AND ADJACENT FACILITIES, IF APPLICABLE).
9. DEMOLISH AND REMOVE ALL FOUNDATION WALLS, FOOTINGS AND OTHER MATERIALS WITHIN THE AREA OF THE DESIGNATED FUTURE BUILDING. ALL OTHER FOUNDATION SYSTEMS, INCLUDING BASEMENTS, SHALL BE DEMOLISHED TO A DEPTH OF NOT LESS THAN ONE FOOT BELOW PROPOSED PAVEMENT OR, BREAK BASEMENT FLOOR SLABS. SEAL ALL OPEN UTILITY LINES WITH CONCRETE. CONTRACTOR TO REVIEW STRUCTURE PRIOR TO DEMOLITION TO DETERMINE IF BASEMENT, CRAWL SPACE OR ANY SUB-STRUCTURE EXISTS. ANY SUB-STRUCTURE, INCLUDING BASEMENTS SHALL BE REMOVED IN ITS ENTIRETY OR AS DIRECTED BY OWNER.
10. ERECT AND MAINTAIN COVERED PASSAGEWAYS IN ORDER TO PROVIDE SAFE PASSAGE FOR PERSONS AROUND THE AREA OF DEMOLITION. CONDUCT ALL DEMOLITION OPERATIONS IN A MANNER THAT WILL PREVENT DAMAGE AND PERSONAL INJURY TO STRUCTURES, ADJACENT BUILDINGS AND ALL PERSONS.
11. REFRAIN FROM USING ANY EXPLOSIVES WITHOUT PRIOR WRITTEN CONSENT OF OWNER AND APPLICABLE GOVERNMENTAL AUTHORITIES.
12. CONDUCT DEMOLITION SERVICES IN SUCH A MANNER TO ENSURE MINIMUM INTERFERENCE WITH ROADS, STREETS, WALKS AND OTHER ADJACENT FACILITIES. DO NOT CLOSE OR OBSTRUCT STREETS, WALKS, OR OTHER OCCUPIED FACILITIES WITHOUT PRIOR WRITTEN PERMISSION OF OWNER AND ANY APPLICABLE GOVERNMENTAL AUTHORITIES. PROVIDE ALTERNATE ROUTES AROUND CLOSED OR OBSTRUCTED TRAFFIC WAYS, IF REQUIRED BY APPLICABLE GOVERNMENTAL REGULATIONS.
13. USE WATERING, TEMPORARY ENCLOSURES AND OTHER SUITABLE METHODS, AS NECESSARY TO LIMIT THE AMOUNT OF DUST AND DRIFT RISING AND SCATTERING IN THE AIR. CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF ALL DUST AND DEBRIS CAUSED BY THE DEMOLITION OPERATIONS. RETURN ALL ADJACENT AREAS TO THE CONDITIONS EXISTING PRIOR TO THE START OF WORK.
14. ACCOMPLISH AND PERFORM THE DEMOLITION IN SUCH A MANNER AS TO PREVENT THE UNAUTHORIZED ENTRY OF PERSONS AT ANY TIME.
15. COMPLETELY FILL BELOW GRADE AREAS AND VOIDS RESULTING FROM THE DEMOLITION OF STRUCTURES AND FOUNDATIONS WITH SOIL MATERIALS IN ACCORDANCE WITH THE GEOTECHNICAL REPORT, CONSISTING OF STONE, GRAVEL AND SAND, FREE FROM DEBRIS, TRASH, FROZEN MATERIALS, ROOTS AND OTHER ORGANIC MATTER. STONES USED WILL NOT BE LARGER THAN 6 INCHES IN DIMENSION. MATERIAL FROM DEMOLITION MAY NOT BE USED AS FILL. PRIOR TO PLACEMENT OF FILL MATERIALS, UNDERTAKE ALL NECESSARY ACTION IN ORDER TO ENSURE THAT AREAS TO BE FILLED ARE FREE OF STANDING WATER, FROST, FROZEN MATERIAL, TRASH, DEBRIS. PLACE FILL MATERIALS IN HORIZONTAL LAYERS NOT EXCEEDING 6 INCHES IN LOOSE DEPTH AND COMPACT EACH LAYER AT PLACEMENT TO 95% OPTIMUM DENSITY. GRADE THE SURFACE TO MEET ADJACENT CONTOURS AND TO PROVIDE SURFACE DRAINAGE.
16. REMOVE FROM THE DESIGNATED SITE, AT THE EARLIEST POSSIBLE TIME, ALL DEBRIS, RUBBISH, SALVAGEABLE ITEMS, HAZARDOUS AND COMBUSTIBLE SERVICES. REMOVED MATERIALS MAY NOT BE STORED, SOLD OR BURNED ON THE SITE. REMOVAL OF HAZARDOUS AND COMBUSTIBLE MATERIALS SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE PROCEDURES AS AUTHORIZED BY THE FIRE DEPARTMENT OR OTHER APPROPRIATE REGULATORY AGENCIES AND AUTHORITIES.
17. DISCONNECT, SHUT OFF AND SEAL IN CONCRETE ALL UTILITIES SERVING THE STRUCTURE(S) TO BE DEMOLISHED BEFORE THE COMMENCEMENT OF THE DESIGNATED DEMOLITION. MARK FOR POSITION ALL UTILITY DRAINAGE AND SANITARY LINES AND PROTECT ALL ACTIVE LINES. CLEARLY IDENTIFY BEFORE THE COMMENCEMENT OF DEMOLITION SERVICES THE REQUIRED INTERRUPTION OF ACTIVE SYSTEMS THAT MAY AFFECT OTHER PARTIES, AND NOTIFY ALL APPLICABLE UTILITY COMPANIES TO ENSURE THE CONTINUATION OF SERVICE.
18. THIS DEMOLITION PLAN IS INTENDED TO IDENTIFY THOSE EXISTING CONDITIONS WHICH ARE TO BE REMOVED. IT IS NOT INTENDED TO PROVIDE DIRECTION OTHER THAN THAT ALL PROCEDURES ARE TO BE IN ACCORDANCE WITH STATE, FEDERAL, LOCAL, AND JURISDICTIONAL REQUIREMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SAFETY PRECAUTIONS NECESSARY.
19. UNDERGROUND AND ABOVE GROUND FEATURES TO REMAIN WITHIN LIMITS OF DEMOLITION SHALL BE IDENTIFIED AND MARKED IN THE FIELD PRIOR TO BEGINNING SITE DEMOLITION.
20. CONTRACTOR TO COORDINATE WITH SURVEYOR TO RESET SITE BENCHMARKS AS NECESSARY.

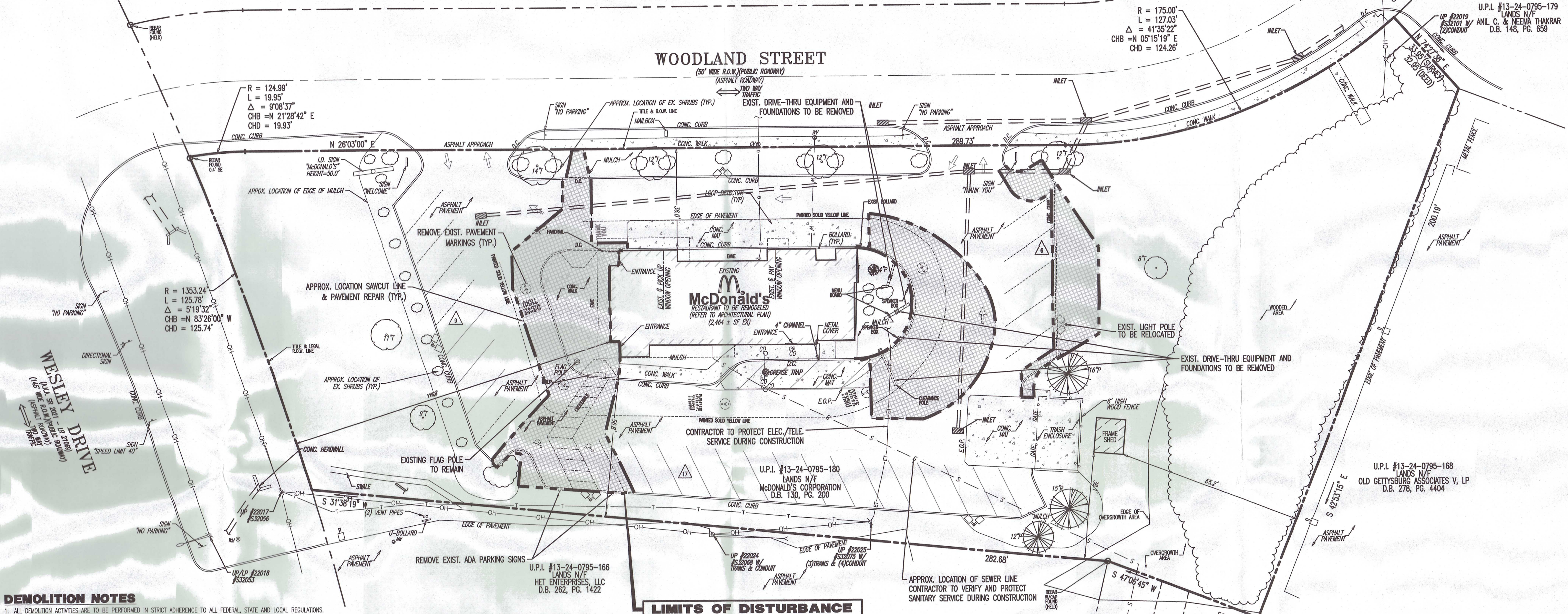
NOTES

1. IN ACCORDANCE WITH STATE LAW, THE CONTRACTOR SHALL BE REQUIRED TO CALL THE BOARD OF PUBLIC UTILITIES ONE CALL DAMAGE PROTECTION SYSTEM OR UTILITY MARK OUT IN ADVANCE OF ANY EXCAVATION.
2. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL EXISTING SITE IMPROVEMENTS AND UTILITIES. ALL DISCREPANCIES SHALL BE IDENTIFIED TO THE ENGINEER IN WRITING.
3. ALL EXISTING UTILITIES TO BE ABANDONED SHALL BE DISCONNECTED AND CAPPED AT THE MAIN FOR WATER, AT THE CLEAN-OUT FOR SEWER AND THE SHUT-OFF VALVE OR MAIN FOR GAS IN ACCORDANCE WITH MUNICIPAL AND LOCAL UTILITY REQUIREMENTS.
4. ALL EXISTING DEBRIS SHALL BE REMOVED BY CONTRACTOR IN ACCORDANCE WITH MUNICIPAL AND LOCAL UTILITY COMPANY REQUIREMENTS.

U.P.I. #13-24-0795-169
LANDS N/F
DIVERSIFIED-WESLEY DRIVE LIMITED PARTNERSHIP
D.B. K32, PG. 516

WOODLAND STREET

(50' WIDE R.O.W. (PUBLIC ROADWAY))



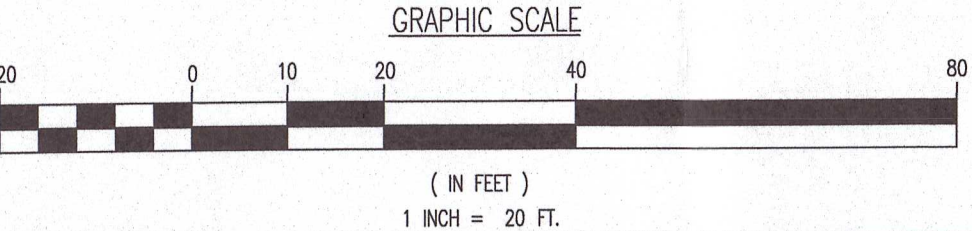
LIMITS OF DISTURBANCE

LIMIT OF DISTURBANCE = 6,333.73 SF. (0.15 Ac.)

DEMOLITION PLAN LEGEND

- PROPOSED LIMIT OF DISTURBANCE LINE
- EXISTING IMPROVEMENTS TO BE REMOVED UNLESS OTHERWISE NOTED

NOTE:
1. ALL EXISTING UTILITIES TO REMAIN UNLESS OTHERWISE NOTED.
2. CONTRACTOR TO VERIFY LOCATION OF EXISTING UTILITIES, MANHOLES, CLEANOUTS AND GREASE TRAP AND PROTECT SAME DURING CONSTRUCTION.



JUSTIN A. GEONNOTTI
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. 080629

JOSEPH C. SPARONE
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REV	DATE	DESCRIPTION
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BY	0114-97-162
LZ	
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CT	
LZ	
BY	

0114-97-162

C-2

SHEET 2 OF 9

PREPARED BY:

DYNAMIC ENGINEERING

LAND DEVELOPMENT CONSULTING • REMEDIATION • ENVIRONMENTAL • SURVEY • PLANNING & ZONING

1500 S. 10th Street, Suite 100, Phoenix, AZ 85006
T: 602.955.1234 F: 602.955.1235
www.dynamiceng.com

PREPARED FOR:

McDonald's USA, LLC

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PROPOSED RESTAURANT REMODEL

EXISTING CONDITIONS & DEMOLITION PLAN

DATE ISSUED: 01/30/2019

SITE ADDRESS: 1014 WESLEY DRIVE, LOWER ALLEN TOWNSHIP, CUMBERLAND COUNTY, PENNSYLVANIA

SITE ID: 0114-97-162

GENERAL NOTES

- THIS PLAN REFERENCES:
BOUNDARY & TOPOGRAPHIC SURVEY
BLUE MARCH ASSOCIATES, INC.
551 EASTON ROAD, SUITE A
WARRINGTON, PA 18976
FILE #: 18-0080-091
DATED: 03/23/18
REMODEL DESIGN PER 2019 MRP CRITERIA SET
SKYBORNE TECHNOLOGIES
P.O. BOX 874
WESTFORD, MA 01886
PROJ #: 37-1184
DATED: 02/07/2020
REV 0
- OWNER:
MCDONALD'S CORPORATION
C/O MCDONALD'S USA, LLC
100 NORTH CARPENTER STREET
CHICAGO, IL 60607
- APPLICANT:
MCDONALD'S CORP.
C/O MCDONALD'S USA, LLC
100 NORTH CARPENTER STREET
CHICAGO, IL 60607
- PARCEL DATA:
U.P.I. #13-24-0795-180
1014 WESLEY DRIVE
TOWNSHIP OF LOWER ALLEN (MECHANICSBURG)
CUMBERLAND COUNTY, PA
ZONE: C-2 (GENERAL COMMERCIAL DISTRICT)
USE: FAST-FOOD EATING ESTABLISHMENT - PERMITTED USE
- SCHEDULE OF ZONING REQUIREMENTS: §220-55

ZONE	REQUIREMENT (§220-55)	EXISTING	PROPOSED
MINIMUM LOT WIDTH	50 FT	131.0 FT	131.0 FT
MINIMUM FRONT YARD SETBACK (WOODLAND STREET)	30 FT	36.0 FT	36.0 FT
MINIMUM FRONT YARD SETBACK (WESLEY DRIVE)	30 FT	116.8 FT	106.1 FT
MINIMUM SIDE YARD SETBACK	10 FT	56.8 FT	56.8 FT
MINIMUM BUILDING HEIGHT	40 FT	16'-6"	19'-4"
MAXIMUM IMPERVIOUS COVERAGE	70%	44.33% (24,897 SF)	45.11% (25,334 SF)

5. SIGNAGE TABLE:

SIGN (§220-245)	REQUIREMENTS		EXISTING		PROPOSED	
BUILDING MOUNTED	NUMBER OF FACADE SIGNS:	NO LIMIT	NUMBER OF SIGNS:	1	NUMBER OF SIGNS:	3
	MAXIMUM SIGN HEIGHT:	HIGHEST POINT ON WALL	MAXIMUM SIGN HEIGHT:	BELOW HIGHEST POINT ON WALL	MAXIMUM SIGN HEIGHT:	BELOW HIGHEST POINT ON WALL
	MAXIMUM FACADE SIGN AREA:	1.5 SF PER LF OF BUILDING WALL				
	THEREFORE:		FRONT (SOUTH) FAÇADE		FRONT (SOUTH) FAÇADE	
	FRONT (SOUTH) FAÇADE	(1.5 SF/LF) X 32 LF = 48 SF	"MCDONALD'S" ID SIGN:	67.1 SF	"MCDONALD'S" ID SIGN:	32.8 SF
	NON-DRIVE THRU (EAST) FAÇADE	(1.5 SF/LF) X 87 LF = 130.5 SF			"M" LOGO SIGN:	14 SF
				TOTAL FRONT (SOUTH) FAÇADE SIGN AREA	46.8 SF	
				NON-DRIVE THRU (EAST) FAÇADE:		
				"M" LOGO SIGN:	14 SF	
			TOTAL FAÇADE SIGN AREA:	67.1 SF	TOTAL FAÇADE SIGN AREA:	60.8 SF

N/S: NO STANDARD N/A: NOT APPLICABLE (V): VARIANCE (E): EXISTING NON-CONFORMANCE

TOWNSHIP NOTE:

APPLICANT AND OWNER ACKNOWLEDGE THAT CERTAIN PROPOSED SITE IMPROVEMENTS DEPICTED ON THIS PLAN, INCLUDING BUT NOT LIMITED TO ACCESSIBLE PARKING SPACES, ACCESSIBLE ROUTE TO THE BUILDING AND SIGNS THAT REQUIRE APPROVAL UNDER REGULATIONS CONTAINED IN THE PA UNIFORM CONSTRUCTION CODE AND/OR THE LOWER ALLEN TOWNSHIP ZONING CODE, MUST BE INSTALLED IN ACCORDANCE WITH SEPARATE PERMIT APPROVALS GRANTED UNDER THOSE REGULATIONS.

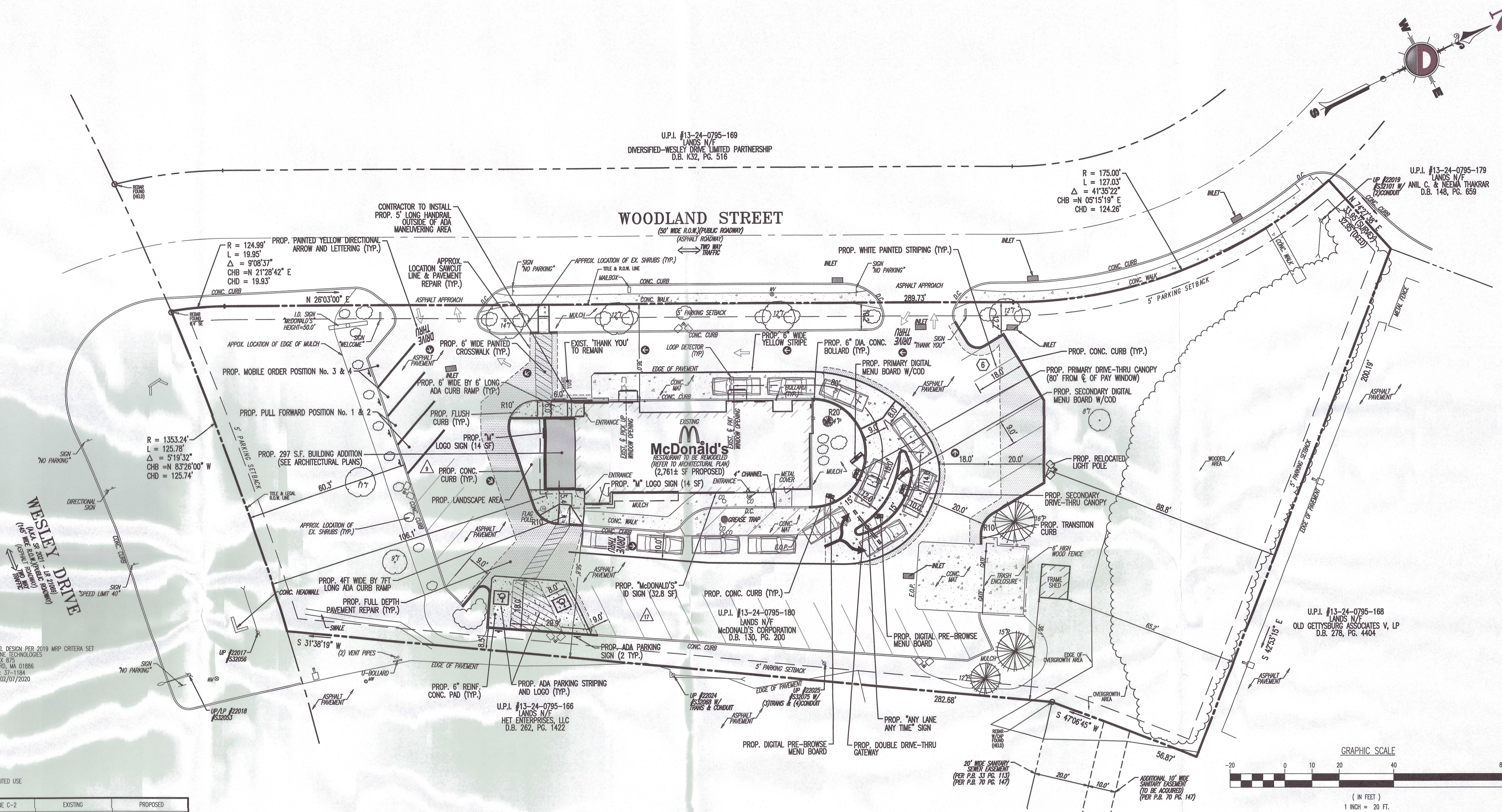
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- REDUCTION OF PARKING SPACES (§ 220-241)
A. ZONING HEARING BOARD MAY AUTHORIZE, BY SPECIAL EXCEPTION, A REDUCTION IN THE NUMBER AND SIZE OF REQUIRED OFF-STREET PARKING SPACES IN CASES WHERE THE APPLICANT CAN JUSTIFY THE REDUCTION AND STILL PROVIDE ADEQUATE PARKING FACILITIES TO SERVE THE PROPOSED USES OF THE STRUCTURE OR LAND.
(SPECIAL EXCEPTION FROM THE ZONING HEARING BOARD DOCKET # 2020-05)
- PARKING SETBACK REQUIREMENTS (§ 220-242.23)
A. ALL PARKING SPACES, DRIVEWAYS AND ACCESS DRIVES SHALL BE AT LEAST FIVE FEET FROM ANY LOT LINE. (COMPLIES)
- STORMWATER MANAGEMENT STANDARDS (§ 184-12A)
A. REGULATED ACTIVITIES RESULTING IN LESS THAN OR EQUAL TO 1,000 SQUARE FEET OF NEW IMPERVIOUS SURFACE AREA ARE EXEMPT FROM ARTICLE IV, SITE PLAN REQUIREMENTS, INCLUDING §184-13 VOLUME CONTROLS AND §184-14 RATE CONTROLS. (COMPLIES)
- PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS BY ALL OF THE PERMITTING AUTHORITIES.
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
- SITE CLEARING SHALL INCLUDE THE LOCATION AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC.
- THE PROPERTY SURVEY SHALL BE CONSIDERED A PART OF THESE PLANS.
- ALL DIMENSIONS SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADIES SHOWN INCORRECTLY ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
- SOLID WASTE TO BE DISPOSED OF BY CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
- ALL EXCAVATED UNSUITABLE MATERIAL MUST BE TRANSPORTED TO AN APPROVED DISPOSAL LOCATION.
- CONTRACTOR IS RESPONSIBLE FOR ALL SHORING REQUIRED DURING EXCAVATION AND SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT OSHA STANDARDS, AS WELL AS ADDITIONAL PROVISIONS TO ASSURE STABILITY OF CONTIGUOUS STRUCTURES, AS FIELD CONDITIONS DICTATE.
- ALL CONTRACTORS MUST CARRY STATUTORY WORKERS COMPENSATION, EMPLOYERS LIABILITY INSURANCE AND APPROPRIATE LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE (CGL). ALL CONTRACTORS MUST HAVE THEIR CGL POLICIES ENDORSED TO NAME DYNAMIC ENGINEERING CONSULTANTS, P.C., ITS SUBCONSULTANTS AS ADDITIONAL INSURED AND TO PROVIDE CONTRACTUAL LIABILITY COVERAGE SUFFICIENT TO INSURE THE HOLD HARMLESS AND INDEMNITY OBLIGATIONS ASSUMED BY THE CONTRACTORS. ALL CONTRACTORS MUST FURNISH DYNAMIC ENGINEERING CONSULTANTS, P.C. WITH CERTIFICATES OF INSURANCE AS EVIDENCE OF THE REQUIRED INSURANCE PRIOR TO COMMENCING WORK AND UPON RENEWAL OF EACH POLICY DURING THE ENTIRE PERIOD OF CONSTRUCTION. IN ADDITION, ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS DYNAMIC ENGINEERING CONSULTANTS, P.C. AND ITS SUBCONSULTANTS FROM AND AGAINST ANY DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEYS' FEES AND DEFENSE COSTS, ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE PROJECT, INCLUDING ALL CLAIMS BY EMPLOYEES OF THE CONTRACTORS.

- NEITHER THE PROFESSIONAL ACTIVITIES OF DYNAMIC ENGINEERING CONSULTANTS, P.C., NOR THE PRESENCE OF DYNAMIC ENGINEERING CONSULTANTS, P.C. OR ITS EMPLOYEES AND SUBCONSULTANTS AT A CONSTRUCTION/PROJECT SITE, SHALL RELIEVE THE GENERAL CONTRACTOR OF ITS OBLIGATIONS, DUTIES AND RESPONSIBILITIES INCLUDING, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES NECESSARY FOR PERFORMING, SUPERINTENDING AND COORDINATING THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND ANY HEALTH OR SAFETY PRECAUTIONS REQUIRED BY ANY REGULATORY AGENCIES. DYNAMIC ENGINEERING CONSULTANTS, P.C. AND ITS PERSONNEL HAVE NO AUTHORITY TO EXERCISE ANY CONTROL OVER ANY CONSTRUCTION CONTRACTOR OR ITS EMPLOYEES IN CONNECTION WITH THEIR WORK OR ANY HEALTH OR SAFETY PROGRAMS OR PROCEDURES. THE GENERAL CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOBSITE SAFETY. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL BE INDEMNIFIED BY THE GENERAL CONTRACTOR AND SHALL BE MADE ADDITIONAL INSURED UNDER THE GENERAL CONTRACTOR'S POLICIES OF GENERAL LIABILITY INSURANCE.
- DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL REVIEW AND APPROVE OR TAKE OTHER APPROPRIATE ACTION ON THE CONTRACTOR SUBMITTALS, SUCH AS "AS-BUILT" DRAWINGS, PRODUCT DATA, SAMPLES AND OTHER DATA, WHICH THE CONTRACTOR IS REQUIRED TO SUBMIT, BUT ONLY FOR THE LIMITED PURPOSE OF CHECKING FOR CONFORMANCE WITH THE DESIGN CONCEPTS AND THE INFORMATION SHOWN IN THE CONSTRUCTION MEANS OR METHODS, COORDINATION OF THE WORK WITH OTHER TRADES OR CONSTRUCTION SAFETY PRECAUTIONS, ALL OF WHICH ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. DYNAMIC ENGINEERING'S REVIEW SHALL BE CONDUCTED WITH REASONABLE PROMPTNESS WHILE ALLOWING SUFFICIENT TIME TO PERMIT ADEQUATE REVIEW. REVIEW OF A SPECIFIC ITEM SHALL NOT INDICATE THAT DYNAMIC ENGINEERING CONSULTANTS, P.C. HAS REVIEWED THE ENTIRE ASSEMBLY OF WHICH THE ITEM IS A COMPONENT. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL NOT BE RESPONSIBLE FOR ANY DEVIATIONS FROM THE CONSTRUCTION DOCUMENTS NOT BROUGHT TO THE ATTENTION OF DYNAMIC ENGINEERING CONSULTANTS, P.C. IN WRITING BY THE CONTRACTOR. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL NOT BE REQUIRED TO REVIEW PARTIAL SUBMISSIONS OR THOSE FOR WHICH SUBMISSIONS OF CORRELATED ITEMS HAVE NOT BEEN RECEIVED.
- IN AN EFFORT TO RESOLVE ANY CONFLICTS THAT ARISE DURING THE DESIGN AND CONSTRUCTION OF THE PROJECT OR FOLLOWING THE COMPLETION OF THE PROJECT, DYNAMIC ENGINEERING CONSULTANTS, P.C. AND THE CONTRACTOR SHALL AGREE THAT ALL DISPUTES BETWEEN THEM ARISING OUT OF OR RELATING TO THIS AGREEMENT OR THE PROJECT SHALL BE SUBMITTED TO NONBINDING MEDIATION UNLESS THE PARTIES MUTUALLY AGREE OTHERWISE.
- THE CONTRACTOR DEVOTES THIS PROPERTY TO ALL AGREEMENTS WITH INDEPENDENT SUBCONTRACTORS AND THE CONTRACTOR SHALL INCLUDE A MEDIATION PROVISION IN ALL AGREEMENTS WITH INDEPENDENT CONTRACTORS AND CONSULTANTS ALSO TO INCLUDE A SIMILAR MEDIATION PROVISION IN ALL AGREEMENTS WITH THEIR SUBCONTRACTORS, SUBCONSULTANTS, SUPPLIERS AND FABRICATORS, THEREBY PROVIDING FOR MEDIATION AS THE PRIMARY METHOD FOR DISPUTE RESOLUTION BETWEEN THE PARTIES TO ALL THOSE AGREEMENTS.
- IF THE CONTRACTOR DEVIATES FROM THE PLANS AND SPECIFICATIONS, INCLUDING THE NOTES CONTAINED THEREON, WITHOUT FIRST OBTAINING PRIOR WRITTEN AUTHORIZATION FOR SUCH DEVIATIONS FROM THE OWNER AND ENGINEER, IT SHALL BE RESPONSIBLE FOR THE PAYMENT OF ALL COSTS TO CORRECT ANY WORK DONE, ALL FINES OR PENALTIES ASSESSED WITH RESPECT THERETO AND ALL COMPENSATORY OR PUNITIVE DAMAGES RESULTING THEREFROM AND IT SHALL INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ALL SUCH COSTS TO CORRECT ANY SUCH WORK AND FROM ALL SUCH FINES AND PENALTIES, COMPENSATION AND PUNITIVE DAMAGES AND COSTS OF ANY NATURE RESULTING THEREFROM.
- ALL TRAFFIC SIGNS AND STRIPING SHALL FOLLOW THE REQUIREMENTS SPECIFIED IN THE MANUAL ON "UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
- THE BUILDING SETBACK DIMENSIONS ILLUSTRATED AND LISTED ON THE SITE PLAN DRAWINGS ARE MEASURED FROM THE OUTSIDE SURFACE OF BUILDING WALLS. THESE SETBACK DIMENSIONS DO NOT ACCOUNT FOR ROOF OVERHANGS, ORNAMENTAL ELEMENTS, SIGNAGE OR OTHER EXTERIOR EXTENSIONS UNLESS SPECIFICALLY NOTED.
- MCDONALD'S AND LANDLORD TO CONFIRM AND AGREE UPON LEASE LINE LOCATION IN THE FIELD PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE "X" OF THE FLOOD INSURANCE RATE MAP, MAP NO. 4204100279B, WHICH BEARS AN REVISED DATE OF MARCH 16, 2009. BY TELEPHONE YOU CAN CALL THE NATIONAL FLOOD INSURANCE PROGRAM AT (1-800-438-6680) TO LEARN IF THIS COMMUNITY CURRENTLY PARTICIPATES IN THE PROGRAM. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.
- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH LOWER ALLEN TOWNSHIP CODES AND SPECIFICATIONS AND PADOT PUBLICATION 408 DATED 2000, OR AS LATER AMENDED, UNLESS OTHERWISE NOTED.
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SITE PLAN APPROVAL		
L/C#	PC#	DATE
DEVELOPMENT	INITIAL	
ADM		
ARM		
RCM		
RREM		
RDD		
OPERATIONS		
FSM		
DO		
VP QSC		
OWNER OPERATOR		

JUSTIN A. GEONNOTTI

PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. 080629

JOSEPH C. SPANONE

PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. 080629

REVISIONS

REV	DATE	DESCRIPTION
1	02/28/19	REVISED PER OWNER COMMENTS
2	10/29/19	REVISED PER CLIENT COMMENTS
3	04/02/20	REVISED PER CLIENT COMMENTS
4	08/04/20	REVISED PER TOWNSHIP & COUNTY COMMENTS

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0114-97-162

C-3

SHEET 3 OF 9

Plotted: 05/13/20 -- 12:11 PM, By: izheng, Product: Ver: 23.1e (LMS Tech)
File: P:\Shape Projects\0114- McDonald's\01-162- Mechanicsburg Pa (wesley drive).dwg, ---> 05 SOIL EROSION & SEDIMENT CONTROL PLAN

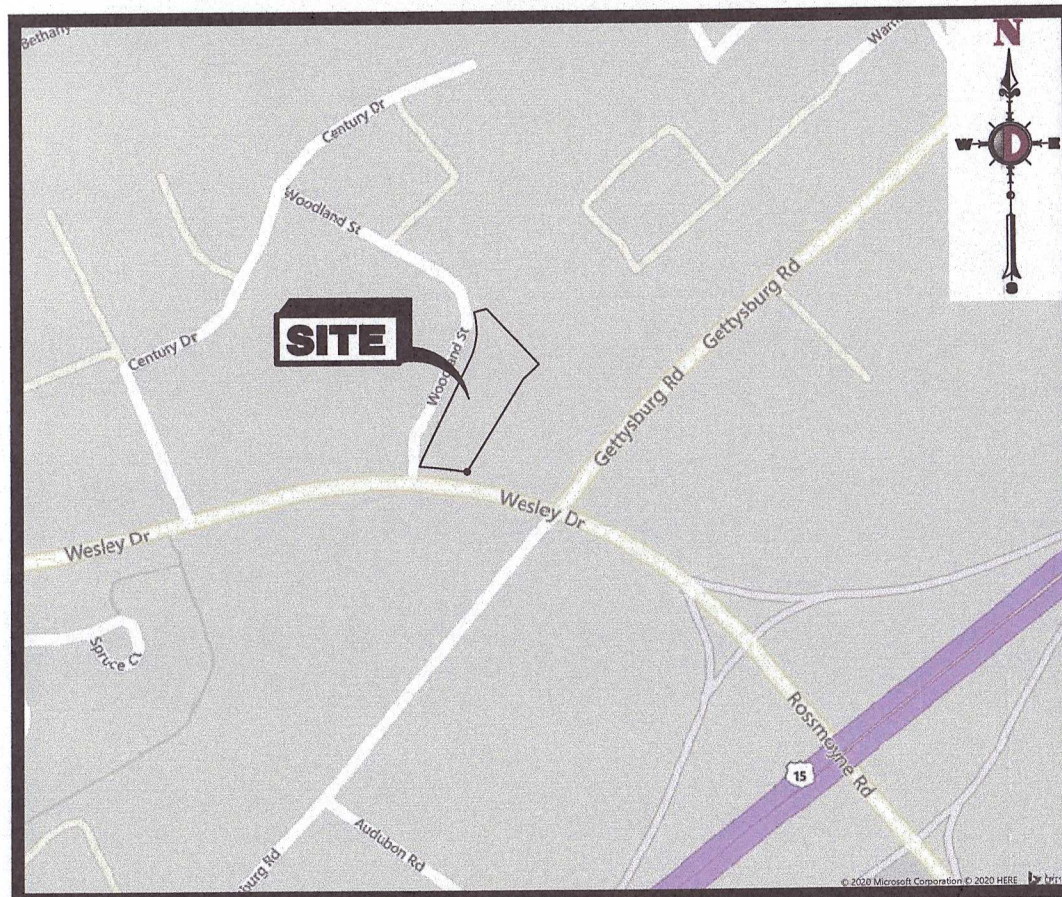
SOILS LEGEND & TABLE OF LIMITATIONS BASED ON USDA-NRCS WEB SOIL SURVEY OF CUMBERLAND COUNTY			
SYMBOL	MAPPING UNITS	SLOPE	HYDRO. GROUP
HbB	HAGERSTOWN SILT LOAM	3-8% SLOPES	B
HbC	HAGERSTOWN SILT LOAM, ROCKY	3-8% SLOPES	B

NOTE: ALL EXCAVATED MATERIAL TO BE LOADED OFF SITE

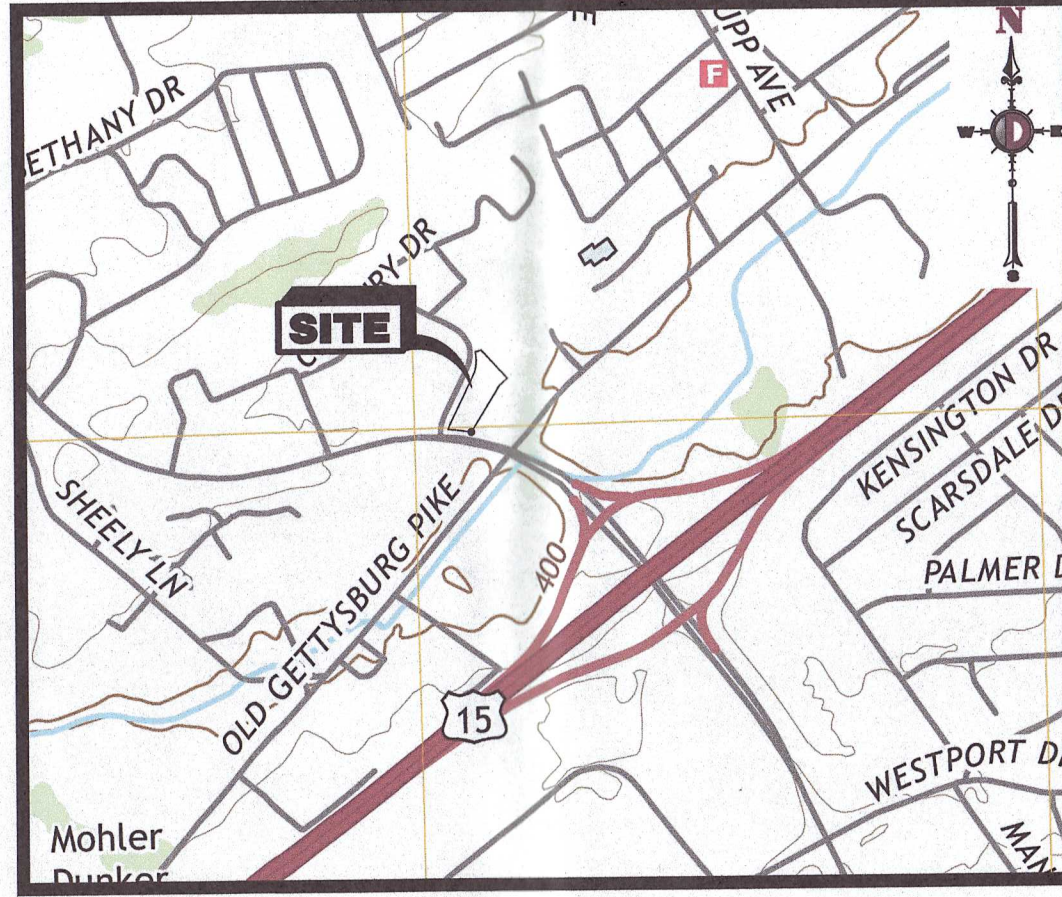
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LOCATION MAP
1" = 500'



USGS MAP
1" = 1000'

LIMIT OF DISTURBANCE = 6,333.73 SF. (0.15 Ac.)

E&S CONTROL LEGEND

EXISTING TITLE LINE (PARCEL IN QUESTION)

EXISTING R.O.W. LINE (PARCEL IN QUESTION)

PROPERTY LINE (PARCEL IN QUESTION)

ULTIMATE RIGHT OF WAY LINE

OFF-SITE PROPERTY LINES

PROPOSED LIMIT OF DISTURBANCE LINE

PROPOSED TREE PROTECTION FENCE

PROP. COMPOST FILTER SOCK

PROP. CONSTRUCTION FENCE

PROP. LIMIT OF NOISE BOUNDARY LINE

EXIST. SOIL BOUNDARY

SILT FENCE

ORANGE SUPER SILT FENCE

DRAINAGE AREA LINES

WETLANDS

WETLAND BUFFER LINES

RIPARIAN BUFFER LINES

STREAM (TOP OF BANK)

FLOODWAY

EXIST. MINOR CONTOUR & ELEVATION

EXIST. MAJOR CONTOUR & ELEVATION

PROP. FINISH GRADE CONTOUR & ELEVATION

SOIL IDENTITY

EXIST. TREE LINES

EXIST. TREES

PROP. TREE LINES

PROP. TREES

PROP. RIP-RAP APRON

EXIST. MONITORING WELL

APPROX. STORMWATER TEST PIT LOCATION

APPROX. BORING LOCATION

PROP. CONCRETE WASHOUT

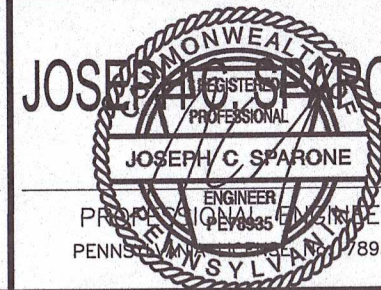
TEMP STOCKPILE

PROP. EROSION CONTROL MATTING

STABILIZED CONSTRUCTION ENTRANCE

PROP. INLET FILTER

JUSTIN A. GEONNOTTI
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. 080629



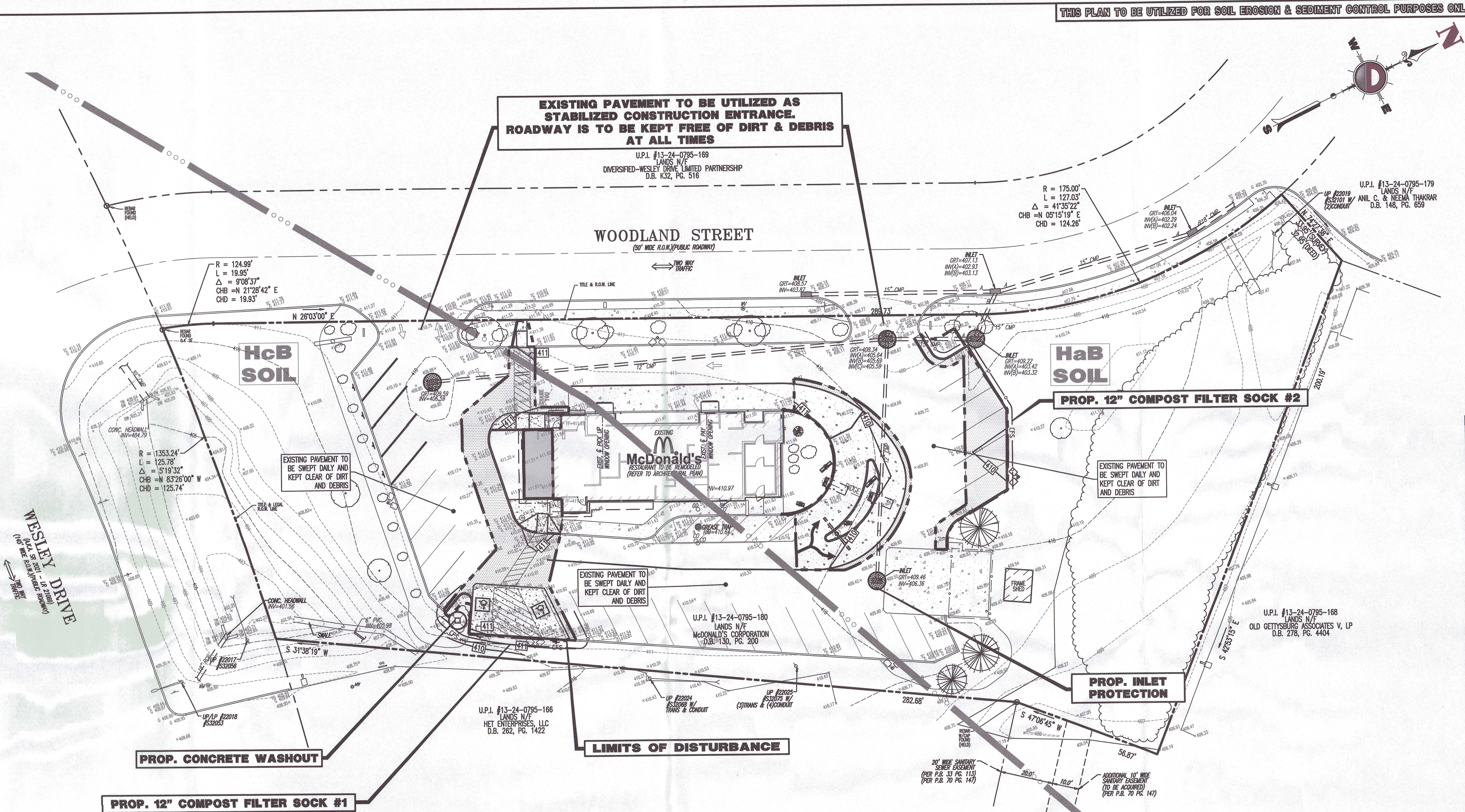
PROPOSED RESTAURANT REMODEL

SOIL EROSION & SEDIMENT CONTROL PLAN

0114-97-162

C-5

SHEET 5 OF 9



REV	DATE	DESCRIPTION
1	02/28/19	REVISED PER OWNER COMMENTS
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T: 908.879.2229
F: 908.879.2229
www.dynamiceng.com

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PREPARED BY:
McDonald's Corporation

DATE	REVIEWED BY	DATE ISSUED
01/30/2019	JCS	01/30/2019

PROPOSED RESTAURANT REMODEL

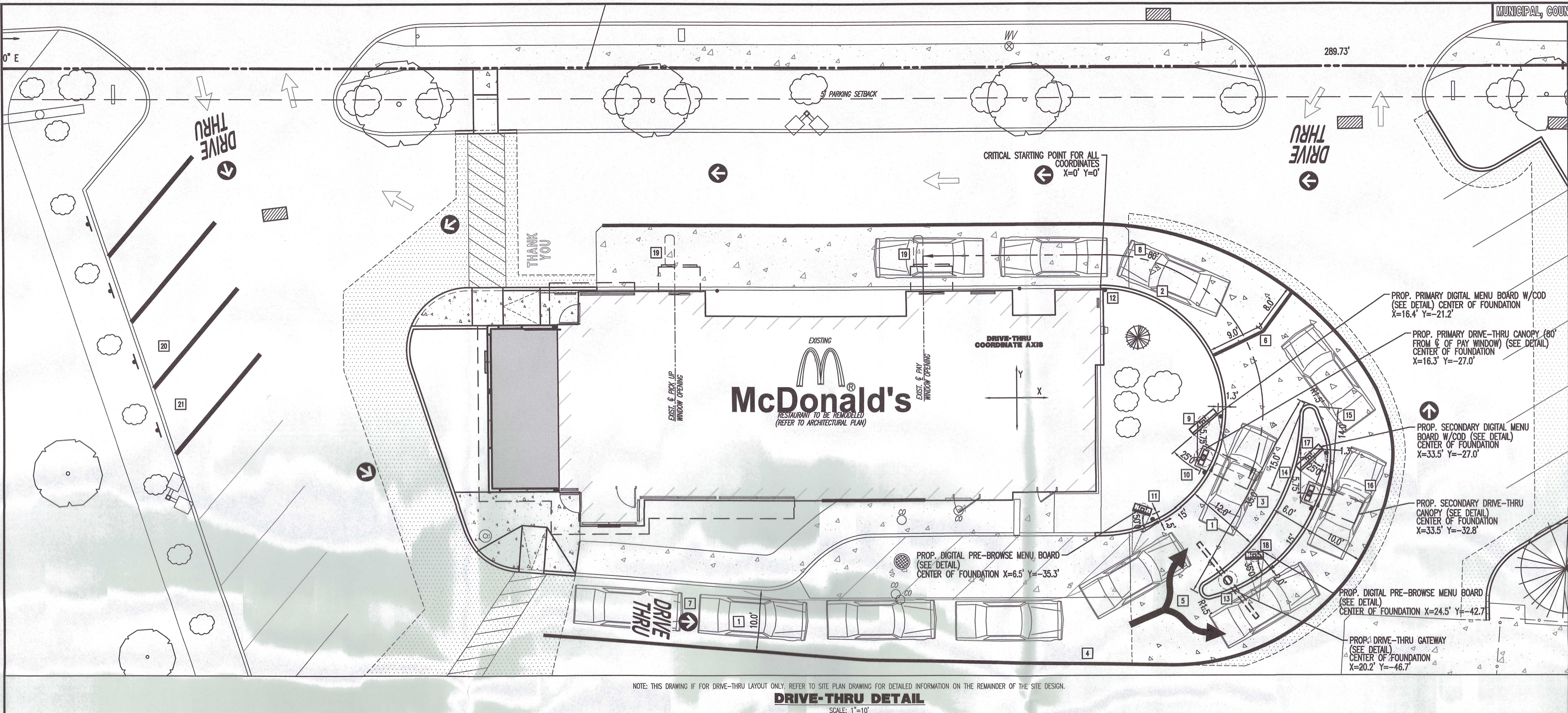
SOIL EROSION & SEDIMENT CONTROL PLAN

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C-5

SHEET 5 OF 9

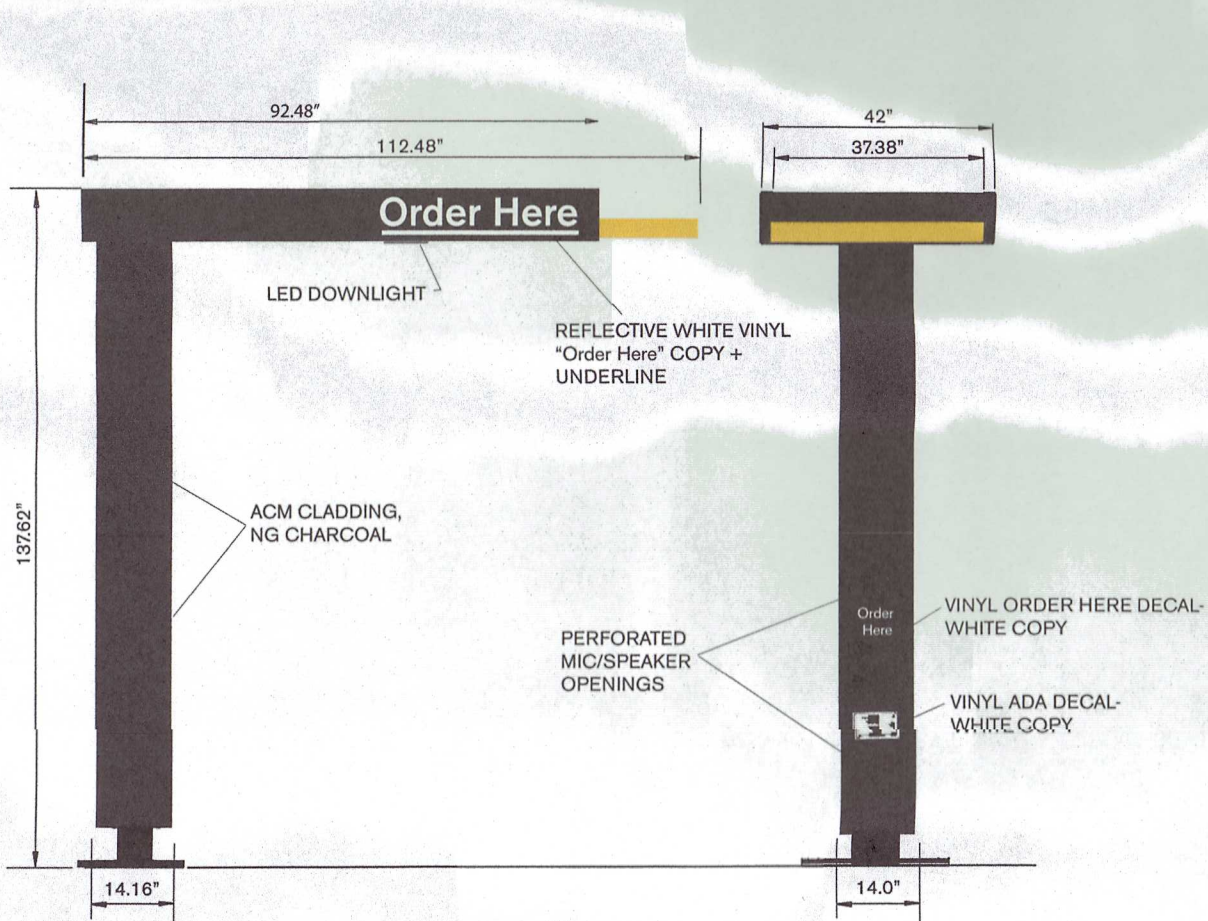
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NOTE: THIS DRAWING IS FOR DRIVE-THRU LAYOUT ONLY. REFER TO SITE PLAN DRAWING FOR DETAILED INFORMATION ON THE REMAINDER OF THE SITE DESIGN.

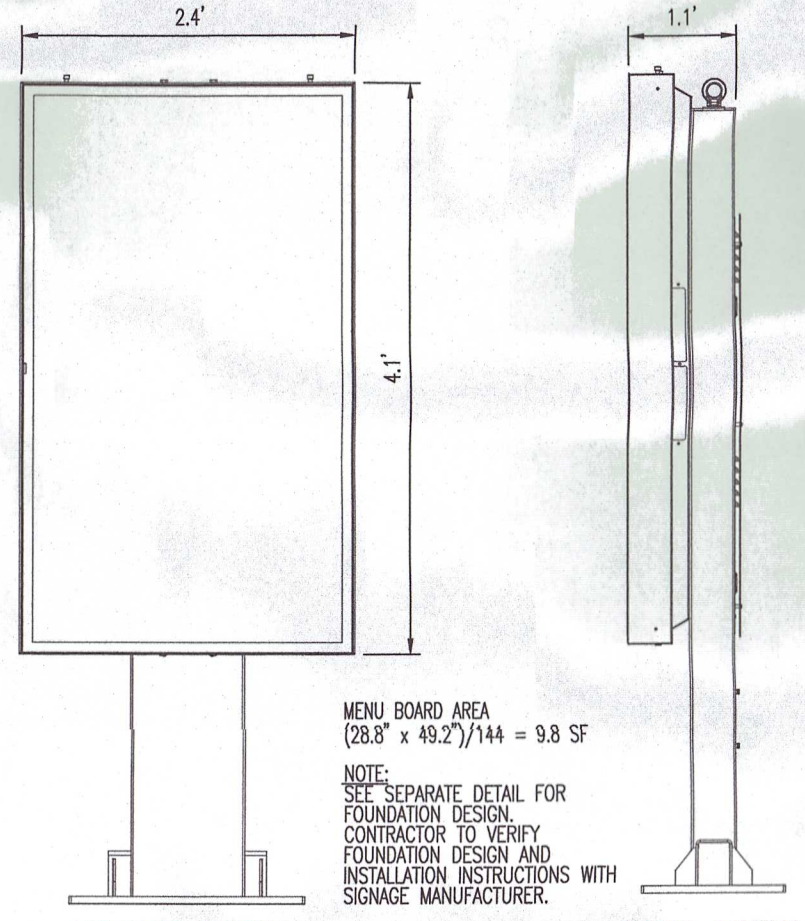
DRIVE-THRU DETAIL

SCALE: 1"=10'



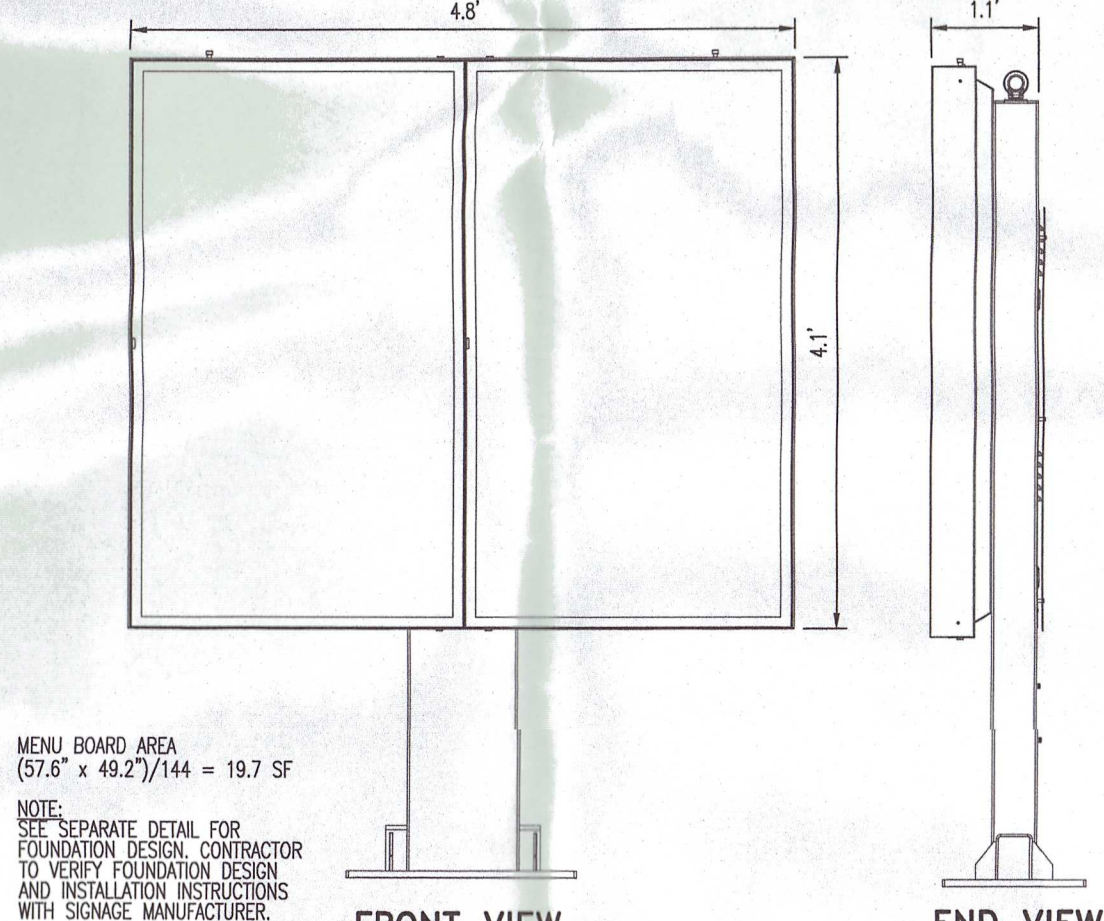
DRIVE-THRU CANOPY DETAIL

NOT TO SCALE



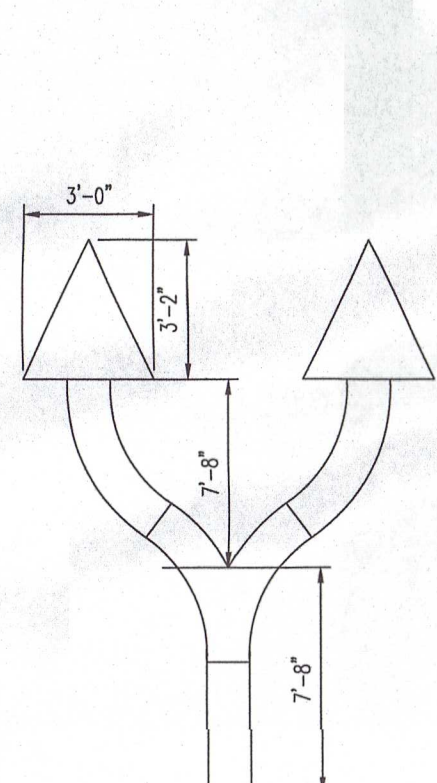
PRE-BROWSE MENU BOARD DETAIL

NOT TO SCALE



DIGITAL MENU BOARD W/COD DETAIL

NOT TO SCALE



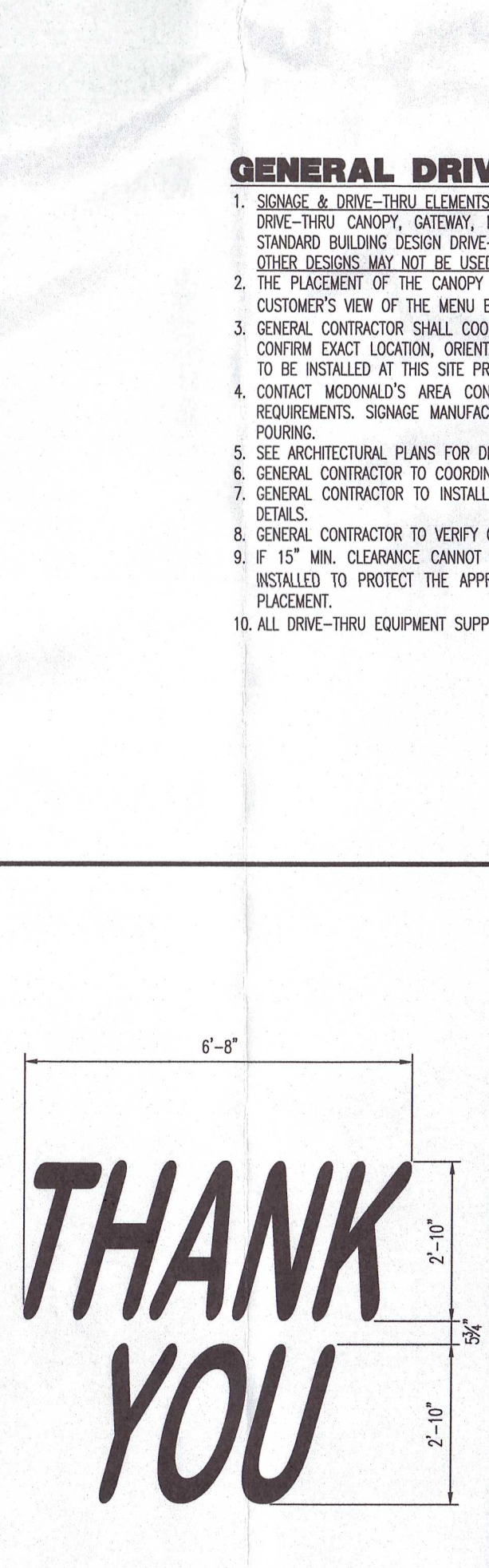
PAINTED DOUBLE HEADED ARROW DETAIL

NOTE: PAINT TO MATCH PANTONE PMS 123 YELLOW.



PAINTED "DRIVE-THRU" WITH ARROW DETAIL

NOT TO SCALE



PAINTED "THANK YOU" DETAIL

NOT TO SCALE

GENERAL DRIVE-THRU NOTES

1. SIGNAGE & DRIVE-THRU ELEMENTS: DRIVE-THRU CANOPY, GATEWAY, MENU BOARD AND PRE-BROWSE BOARD SHALL BE CONSISTENT WITH THE CURRENT STANDARD BUILDING DESIGN DRIVE-THRU ELEMENTS. OTHER DESIGNS MAY NOT BE USED.
2. THE PLACEMENT OF THE CANOPY AND ANY ADDITIONAL EQUIPMENT SHOULD BE SUCH THAT IT PREVENTS BLOCKING THE CUSTOMER'S VIEW OF THE MENU BOARD WHILE ORDERING.
3. GENERAL CONTRACTOR SHALL COORDINATE WITH CIVIL PLANS, MCDONALD'S PROJECT MANAGER AND SIGNAGE SUPPLIER TO CONFIRM EXACT LOCATION, ORIENTATION, MOUNTING HEIGHTS AND NUMBER OF SIGNS AND OTHER DRIVE-THRU ELEMENTS TO BE INSTALLED AT THIS SITE PRIOR TO CONSTRUCTION. ALL WORK TO BE COORDINATED WITH OTHER TRADES.
4. CONTACT MCDONALD'S AREA CONSTRUCTION MANAGER FOR SIGNAGE & DRIVE-THRU ELEMENT FOOTING AND WIRING REQUIREMENTS. SIGNAGE MANUFACTURER TO PROVIDE FOOTING ANCHORS & TEMPLATES TO G.C. PRIOR TO FOUNDATION POURING.
5. SEE ARCHITECTURAL PLANS FOR DRIVE-THRU LOOP DETECTOR AND WIRING INFORMATION.
6. GENERAL CONTRACTOR TO COORDINATE THE RESPONSIBILITIES OF THE ELECTRICAL CONTRACTOR AND SIGN SUPPLIER.
7. GENERAL CONTRACTOR TO INSTALL PRE-FORMED, PRE-WIRED VEHICLE DETECTOR LOOP. SEE ARCHITECTURAL PLANS FOR DETAILS.
8. GENERAL CONTRACTOR TO VERIFY CONDUIT SIZES REQUIRED BY VEHICLE LOOP DETECTOR SUPPLIER.
9. IF 15' 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.
10. ALL DRIVE-THRU EQUIPMENT SUPPLIED BY MCDONALD'S APPROVED SUPPLIERS.

SIDE-BY-SIDE DRIVE-THRU CRITERIA NOTES

1. 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".
2. THE MIN. RADIUS FOR ALL INSIDE/DRIVER'S SIDE DRIVE-THRU CURBING IS 20'-0".
3. THE OVERALL LENGTH OF THE CURBED ISLAND SHOULD BE 35'. THE LENGTH OF THE ISLAND FROM THE CANOPY ALLOWS FOR THREE CARS IN THE SECONDARY LANE, TWO IN THE PRIMARY LANE AND ONE AT THE COMMITMENT POINT. THE RADIUS FOR THE ISLAND TIP SHALL BE 1'-6". THE ISLAND SHALL BE 6'-0" AT THE WIDEST POINT (FACE OF CURB TO FACE OF CURB).
4. 6" WIDE YELLOW PAINT STRIPE TO SPAN OUTER EDGE OF THE ENTIRE DRIVE-THRU LANE.
5. ARROW PAINTMENT MARKING, STANDARD STRIPING MARKINGS ARE 7'-0" SPACED, 7'-0" ARROW STEM AND 3'-0" FOR THE ARROW HEAD, TIP OF ARROW HEAD TO BE LOCATED AT CENTER OF EACH LANE.
6. MERGE POINT IS LOCATED WHERE TWO VEHICLES LEAVING EACH CANOPY 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.
7. A CIRCLE DIRECTIONAL ARROW CENTERED ABOVE THE WORD "DRIVE THRU" USED TO INDICATE THE DRIVE THRU ENTRY POINT.
8. MIN. 80'-0" LINEAR DISTANCE BETWEEN THE CENTER LINE OF THE CANOPY FACE AND THE CENTER LINE OF THE OPEN ORDER WINDOW AS MEASURED ALONG THE CENTER LINE OF THE LANE.
9. THE CENTER OF THE PRIMARY MENU BOARD FOUNDATION IS TO BE 5'-9" FROM THE CENTER OF THE CANOPY FOUNDATION, WITH THE END CAP OF THE PRIMARY MENU BOARD NOT LESS THAN 15' FROM FACE OF CURB. THE PRIMARY MENU BOARD SHOULD BE AT AN ANGLE OF APPROXIMATELY 25° ANGLE FROM A CURB POSITIONED AT THE CANOPY AND WITH 100% VISIBILITY. THE PRIMARY LANE DETECTOR LOOP SHOULD BE PERPENDICULAR TO THE CENTER OF THE PRIMARY CANOPY.
10. AUGER "MCDONALD'S ORDER HERE CANOPY" DRIVE-THRU CANOPY FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
11. PRE-BROWSE BOARD MUST BE MIN. 18" FROM FACE OF CURB. THE DISTANCE BETWEEN THE PRIMARY CANOPY 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 CANOPY FOUNDATION. THE ANGLE (APPROXIMATELY 50°) OF THE PRE-BROWSE BOARD SHOULD MAXIMIZE VISIBILITY TO THE SECOND CAR FROM CANOPY.
12. 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.
13. AUGER "MCDONALD'S GATEWAY" SIGN FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
14. THE DISTANCE BETWEEN THE TIP OF THE CURBED ISLAND AND THE CENTER LINE OF THE PRIMARY CANOPY MUST BE 15'-0". THIS MEASUREMENT IS TAKEN PARALLEL TO THE INSIDE CURB FACE OF THE PRIMARY LANE.
15. TO POSITION THE SECONDARY CANOPY, 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 CANOPY.
16. WHEN THE SECONDARY CANOPY IS LOCATED AT 14'-0" FROM THE TIP OF THE CURBED ISLAND, THE LOOP DETECTOR IS TO BE 2'-0" FORWARD OF THE CANOPY CENTER LINE WITH THE LOOP FACING FORWARD AND THE DETECTOR LOOP PERPENDICULAR TO THE SECONDARY CANOPY WHEN POSSIBLE.
17. THE CENTER OF THE SECONDARY MENU BOARD FOUNDATION SHALL BE 5'-9" (5'-0" MIN. AND 6'-0" MAX.) FROM CENTER OF THE CANOPY FOUNDATION, WITH THE END CAP OF THE SECONDARY MENU BOARD NOT LESS THAN 15' FROM FACE OF CURB. THE SECONDARY MENU BOARD SHOULD BE AT AN ANGLE OF APPROXIMATELY 25° FROM A VEHICLE POSITIONED AT THE CANOPY AND WITH 100% VISIBILITY.
18. PRE-BROWSE BOARD MUST BE MIN. 24". THE DISTANCE BETWEEN THE SECONDARY CANOPY 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 CANOPY FOUNDATION. THE ANGLE OF THE PRE-BROWSE BOARD SHOULD MAXIMIZE VISIBILITY TO THE SECOND CAR FROM CANOPY (PREFERRED 35°).
19. DETECTOR LOOPS SHALL BE LOCATED AT THE CENTER OF THE OPENING AT THE PAY AND PICKUP WINDOWS.
20. PULL FORWARD POSITION NO. 1. PROVIDE 8" WIDE PAINTED (PMS 123 YELLOW) STRIPE AND PULL FORWARD IN-GROUND SIGN.
21. PULL FORWARD POSITION NO. 2. PROVIDE 8" WIDE PAINTED (PMS 123 YELLOW) STRIPE AND PULL FORWARD IN-GROUND SIGN.

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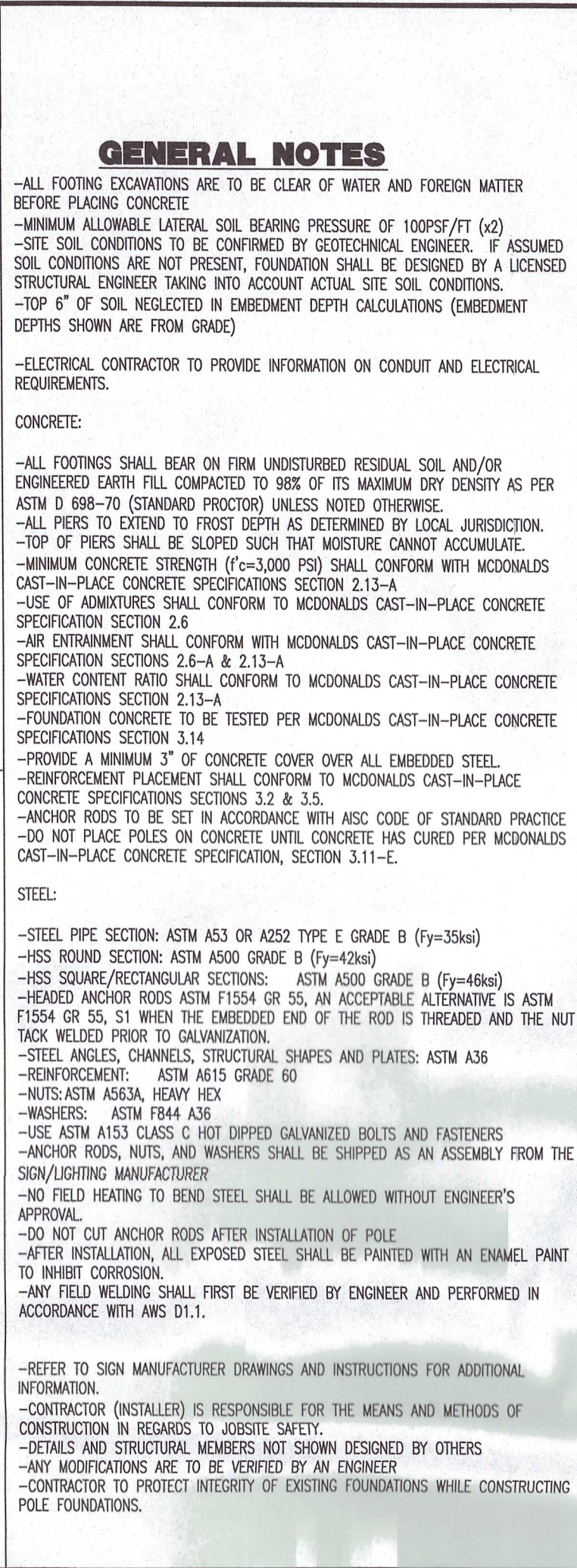
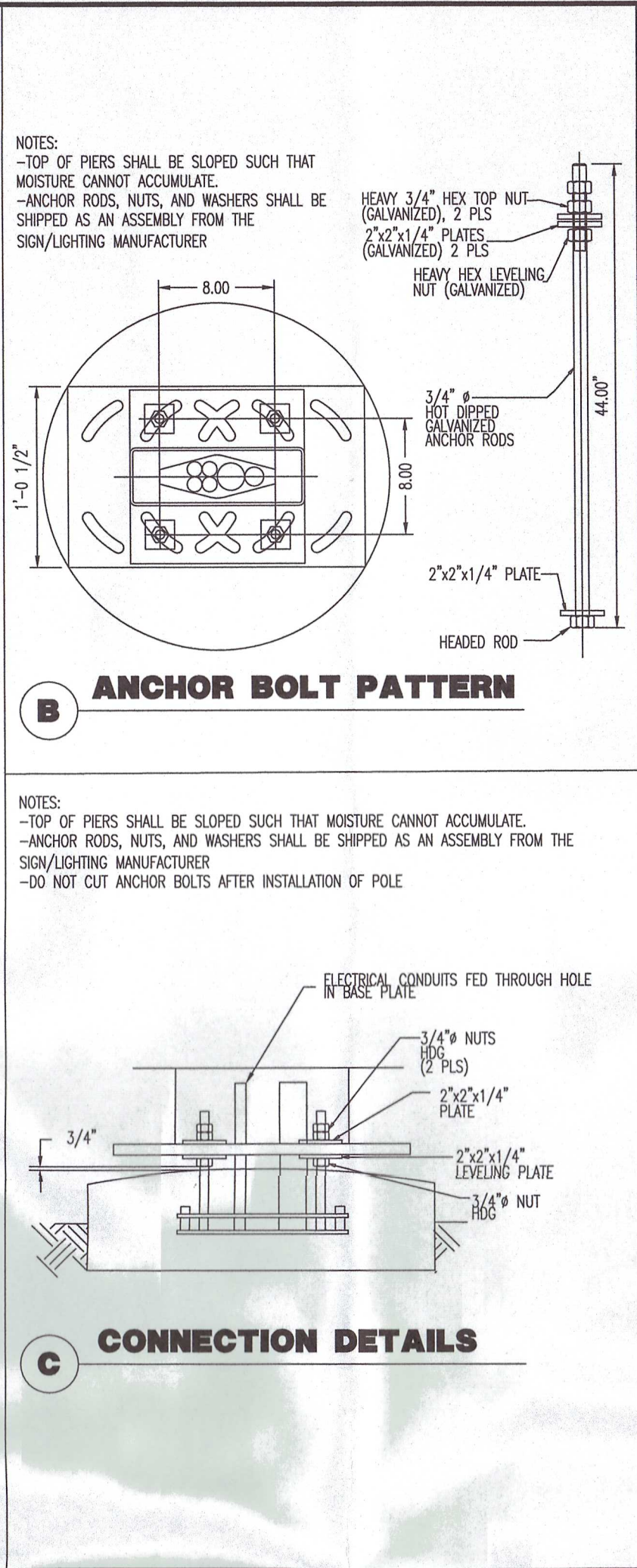
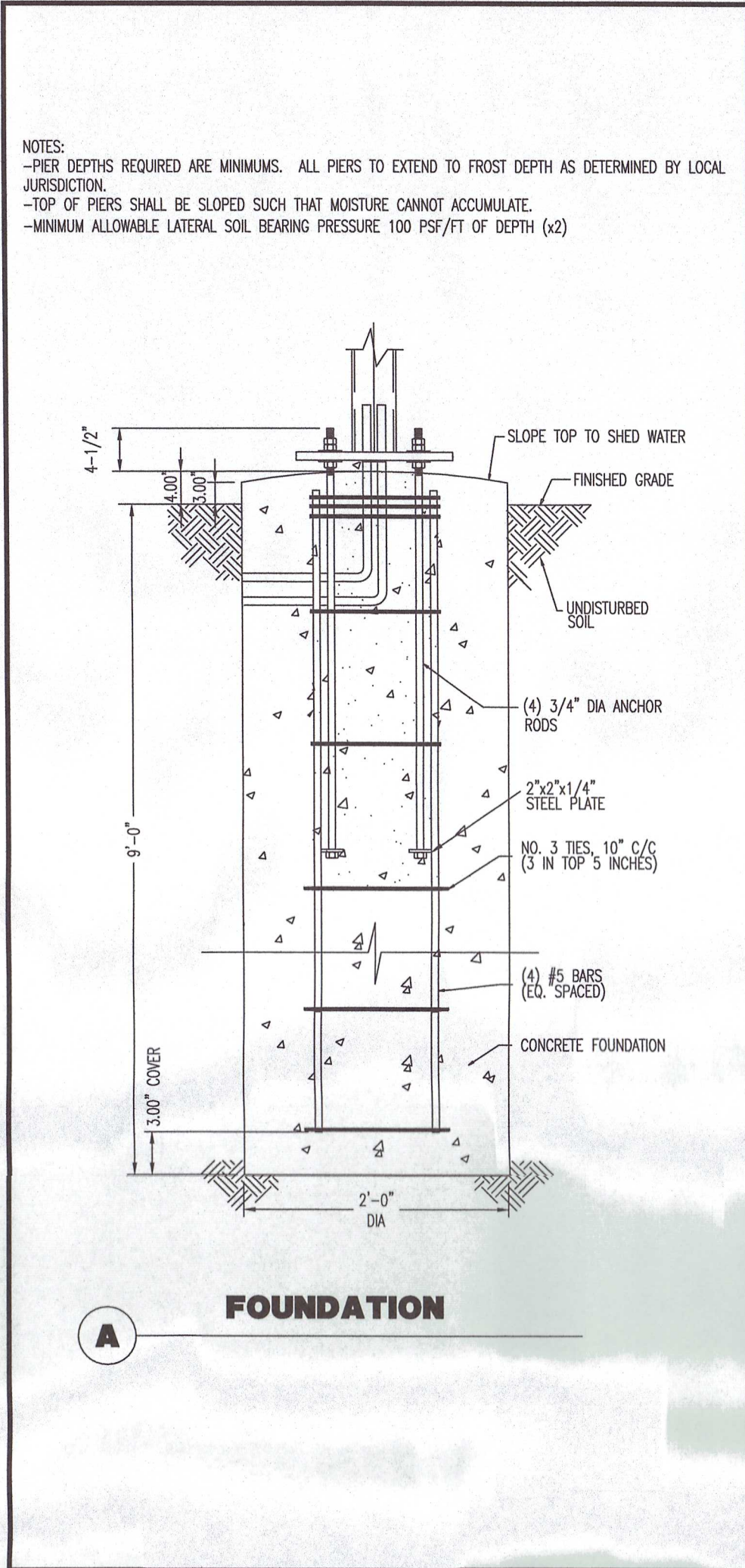
838 Newtown Valley Road, Suite 201
Newtown, PA 18940
Tel: 610.885.0001
Fax: 610.885.0001
www.dynamiceng.com

Justin A. Geonnotti, P.E.
Professional Engineer
Pennsylvania License No. 080629

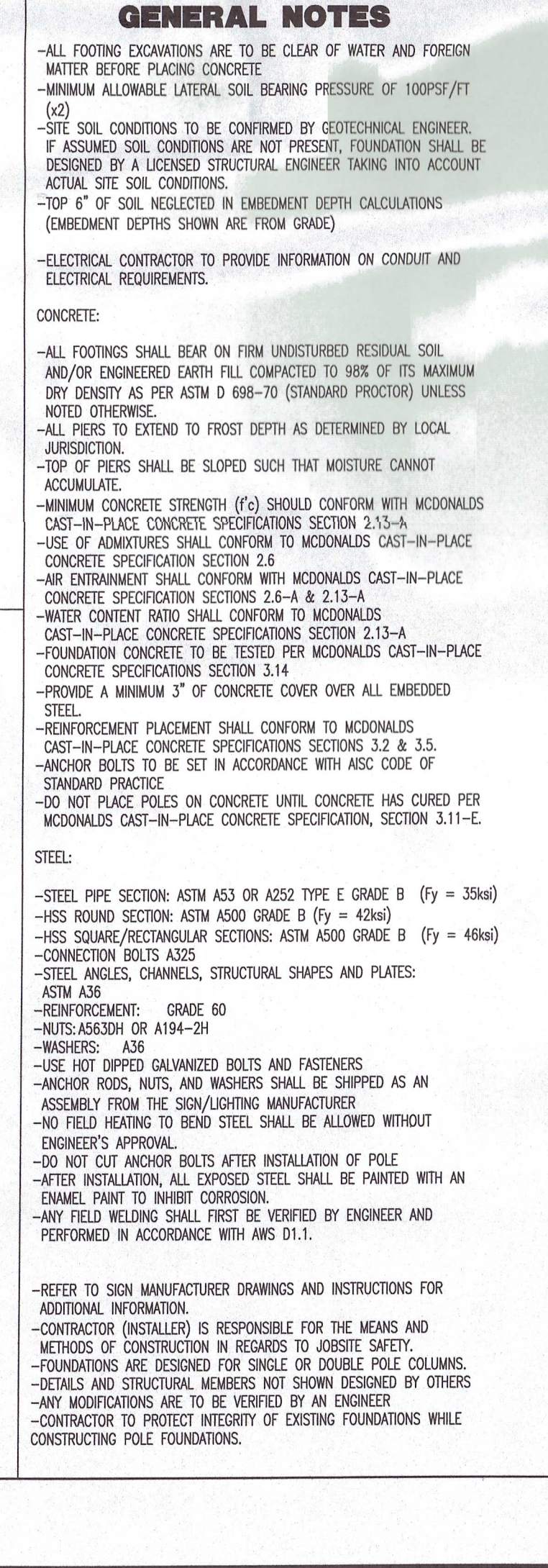
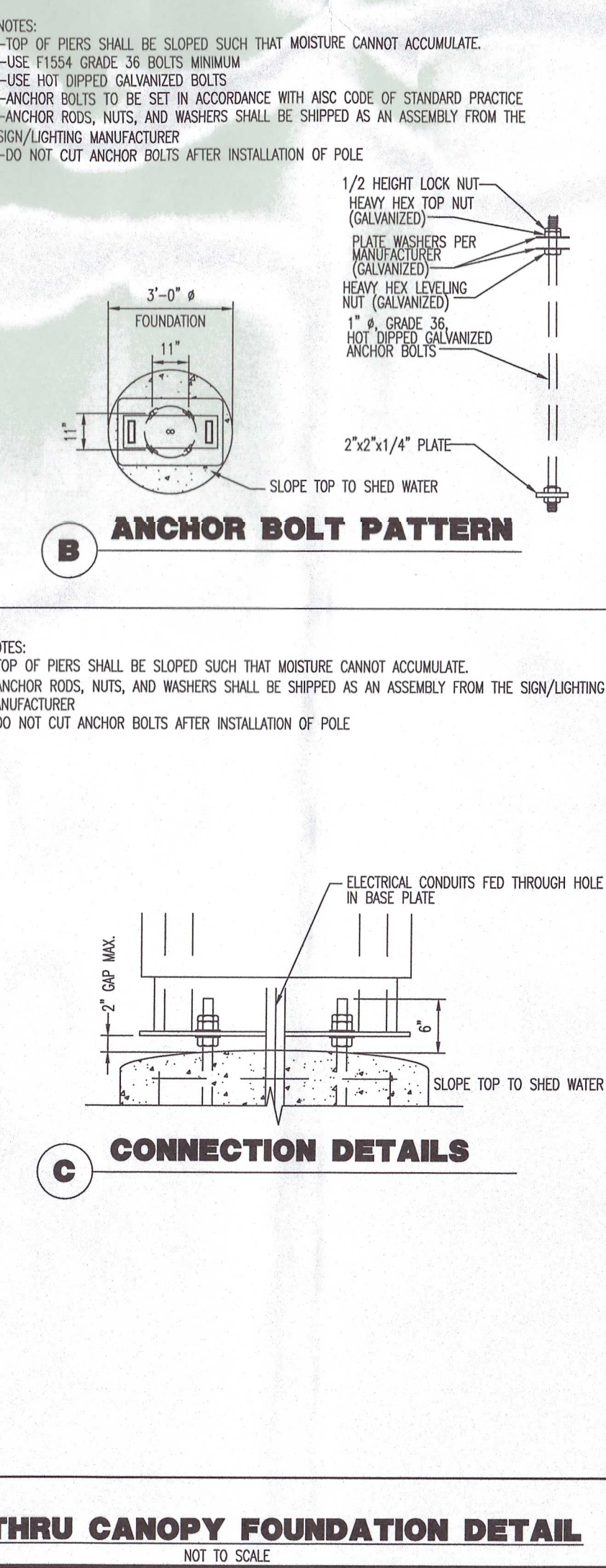
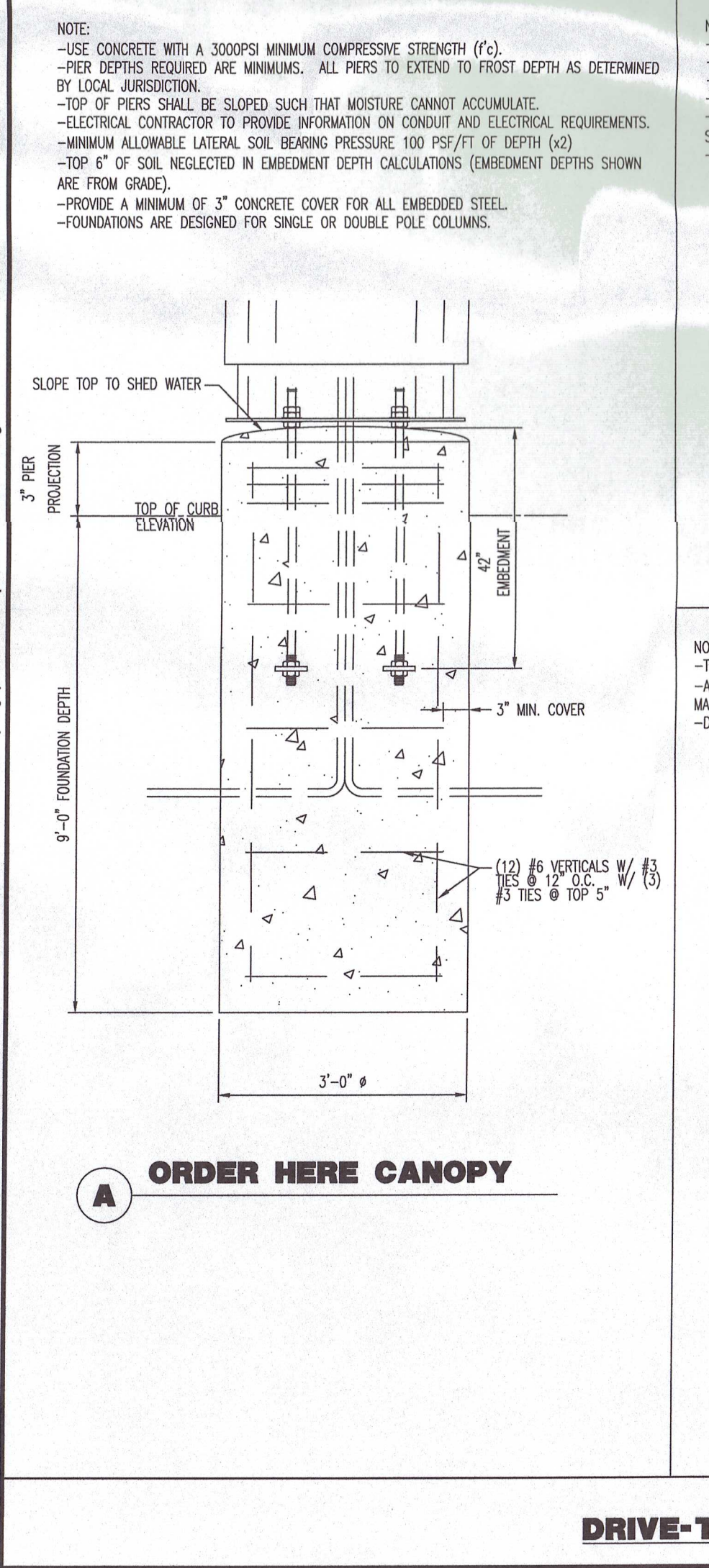
Joseph C. Spalone, P.E.
Professional Engineer
Pennsylvania License No. 08935

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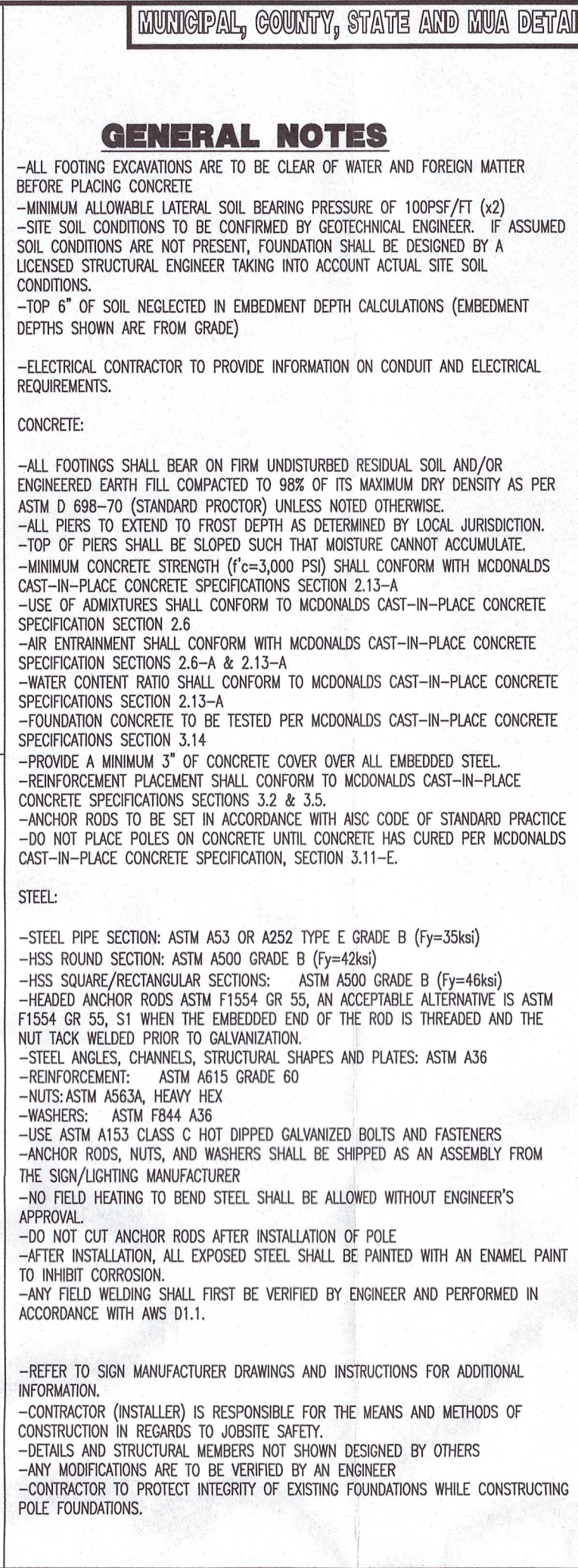
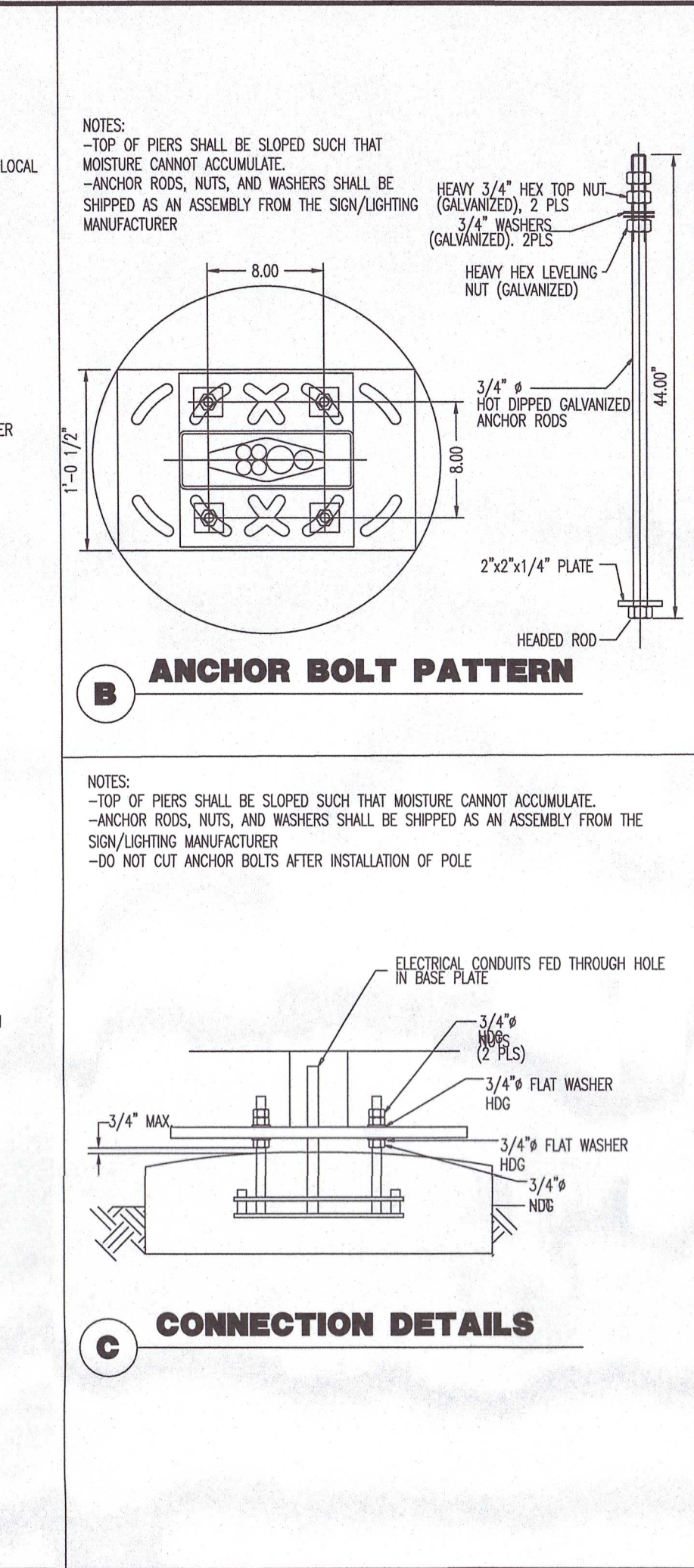
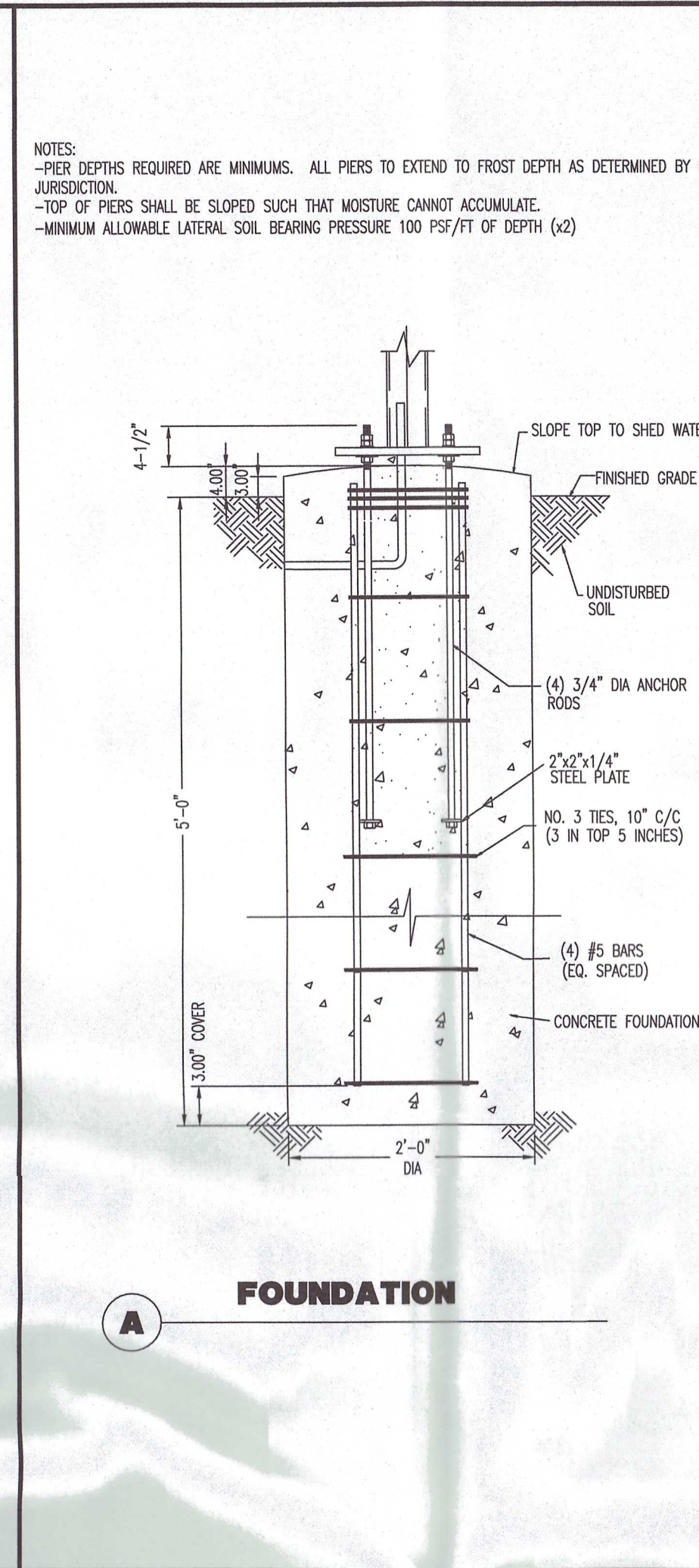
0114-97-162
SHEET 7 OF 9



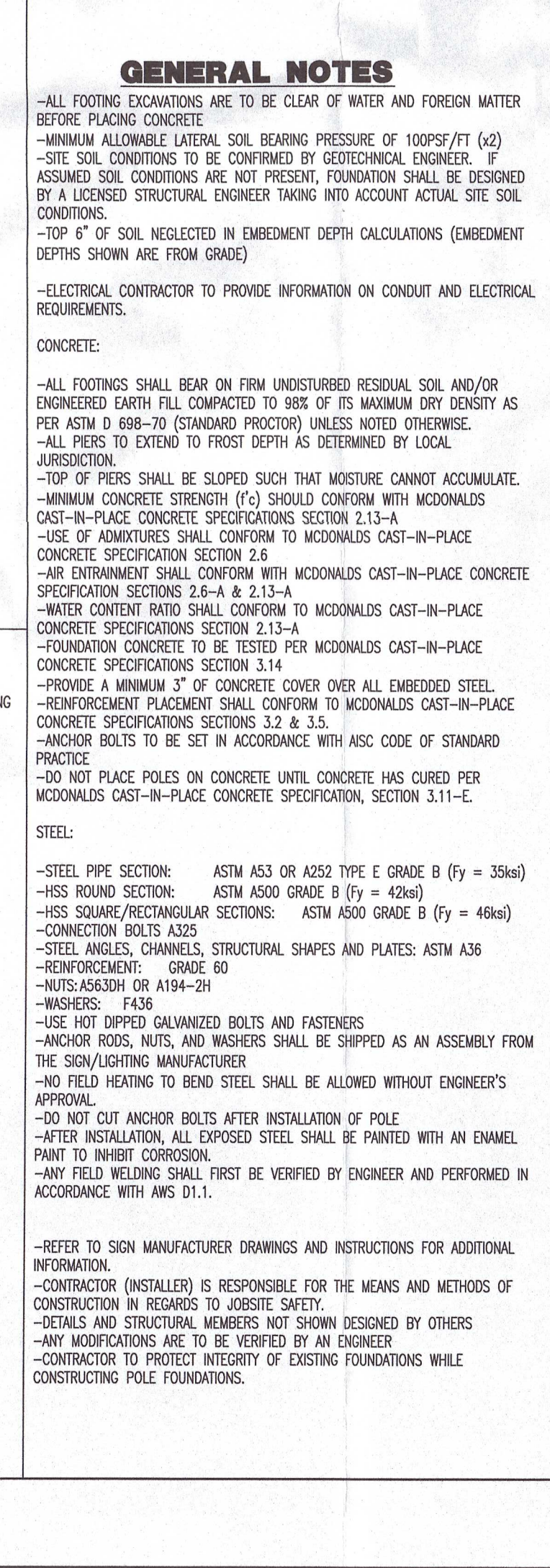
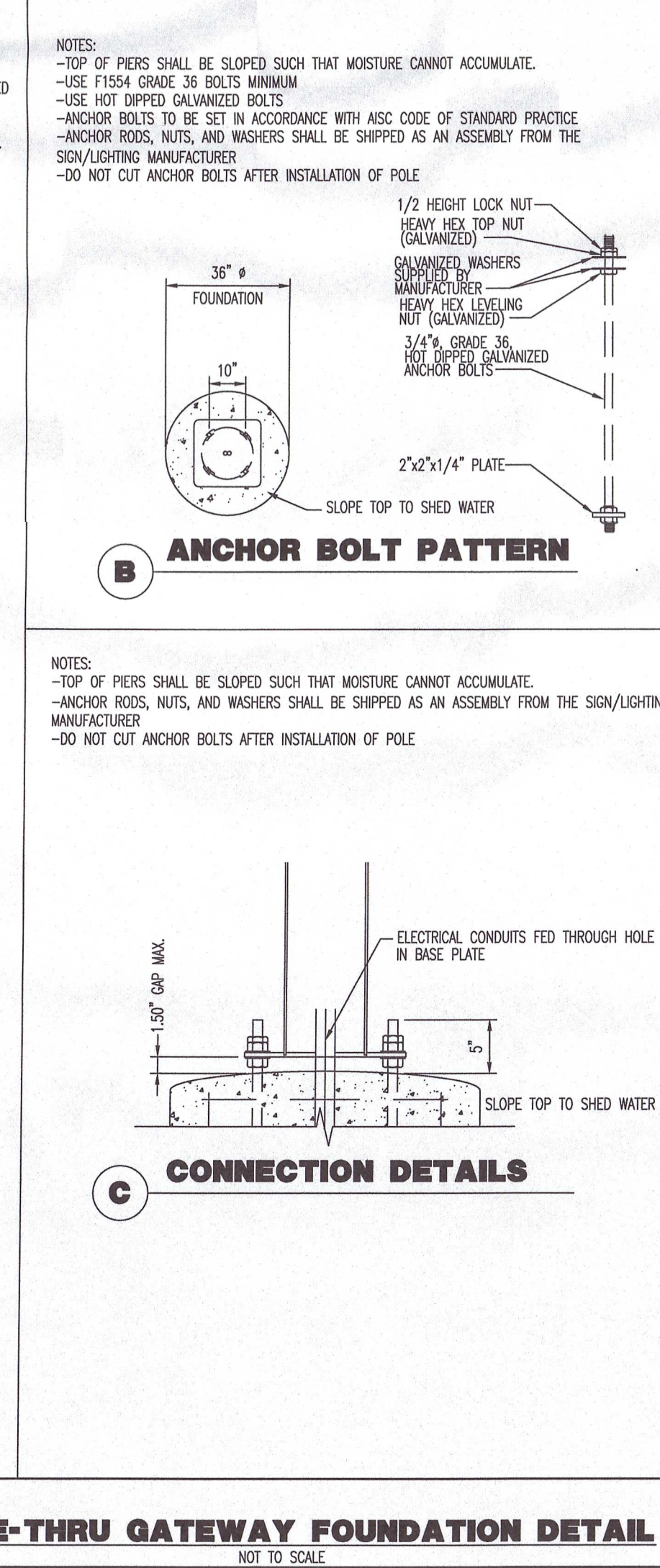
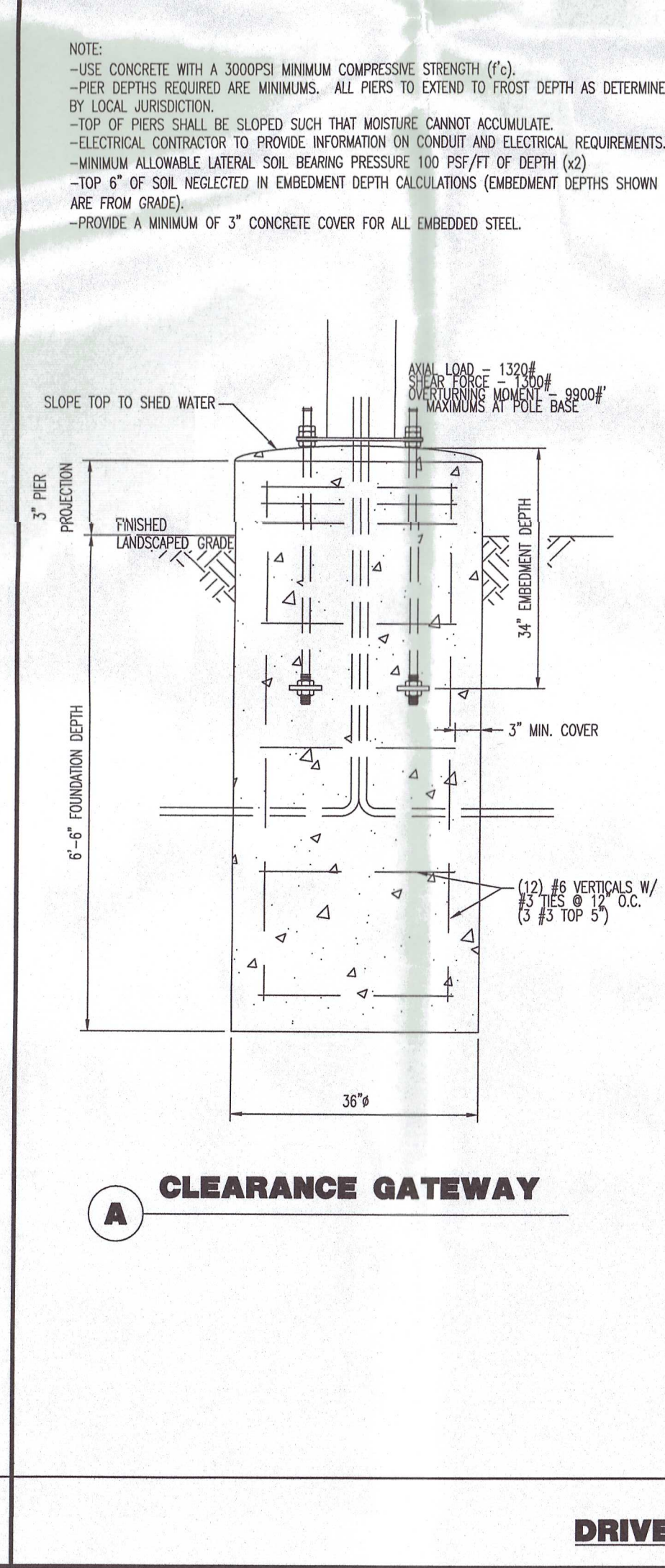
DIGITAL MENU BOARD FOUNDATION DETAIL



DRIVE-THRU CANOPY FOUNDATION DETAIL



DIGITAL PRE-BROWSE MENU BOARD FOUNDATION DETAIL



DRIVE-THRU GATEWAY FOUNDATION DETAIL

JUSTIN A. GEONNOTTI PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. 080629

JOSEPH C. SPANFONE PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE NO. 080629

McDonald's USA, LLC
1014 WESLEY DRIVE, LOWER ALLEN TOWNSHIP, CUMBERLAND COUNTY, PENNSYLVANIA 17114

PROPOSED RESTAURANT REMODEL
CONSTRUCTION DETAILS

DATE ISSUED 01/30/2019
REVIEWED BY JCS
STD ISSUE DATE -
DRAWN BY JMT

DESCRIPTION CONSTRUCTION DETAILS
DATE 08/04/20
REVISED PER TOWNSHIP & COUNTY COMMENTS
REVISED PER CLIENT COMMENTS
REVISED PER OWNER COMMENTS

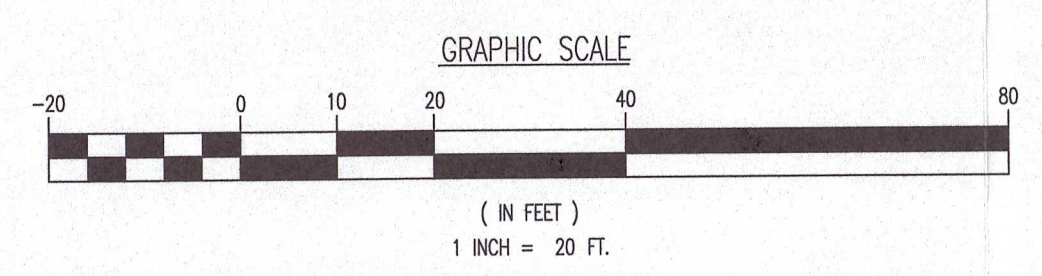
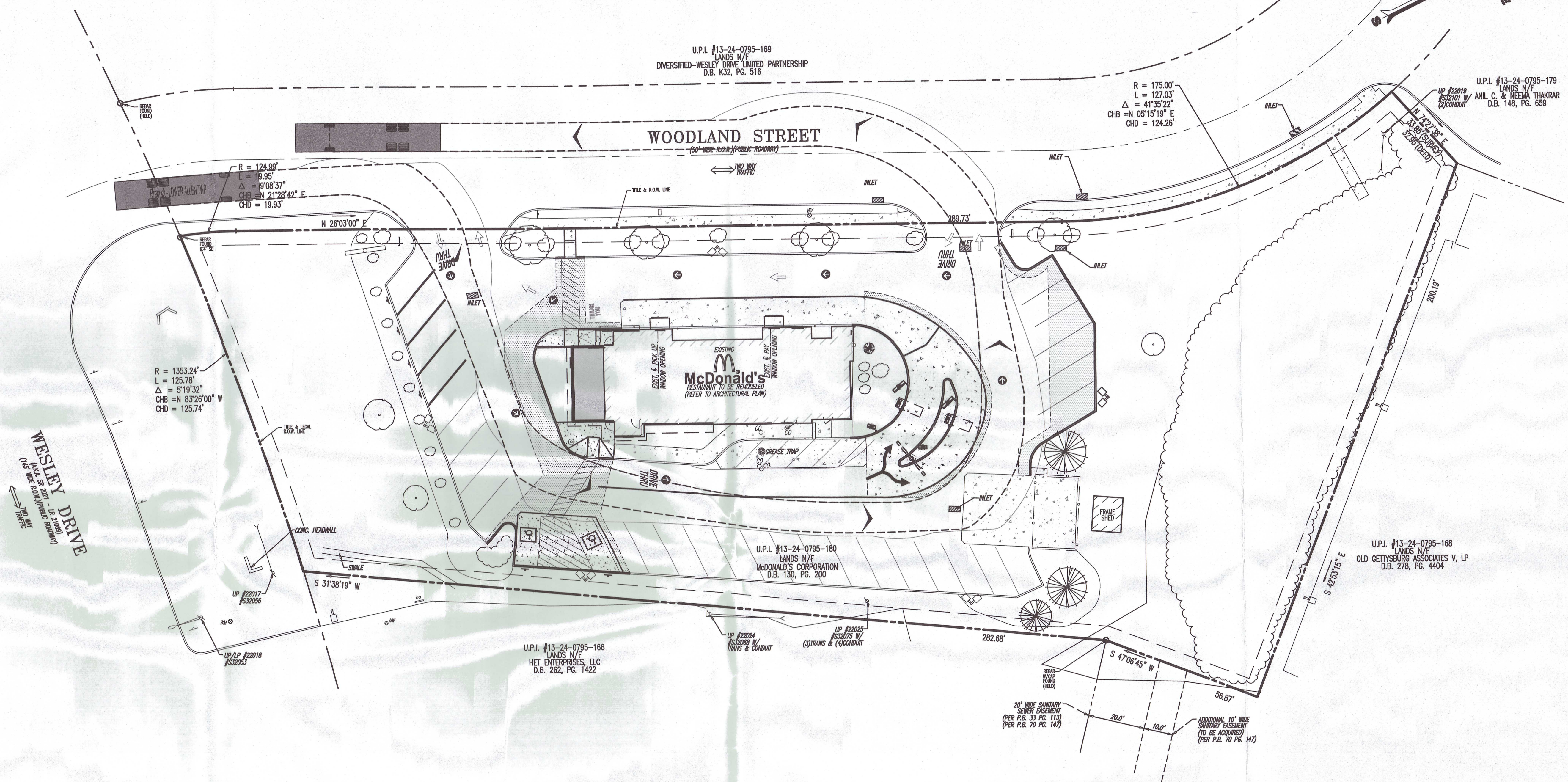
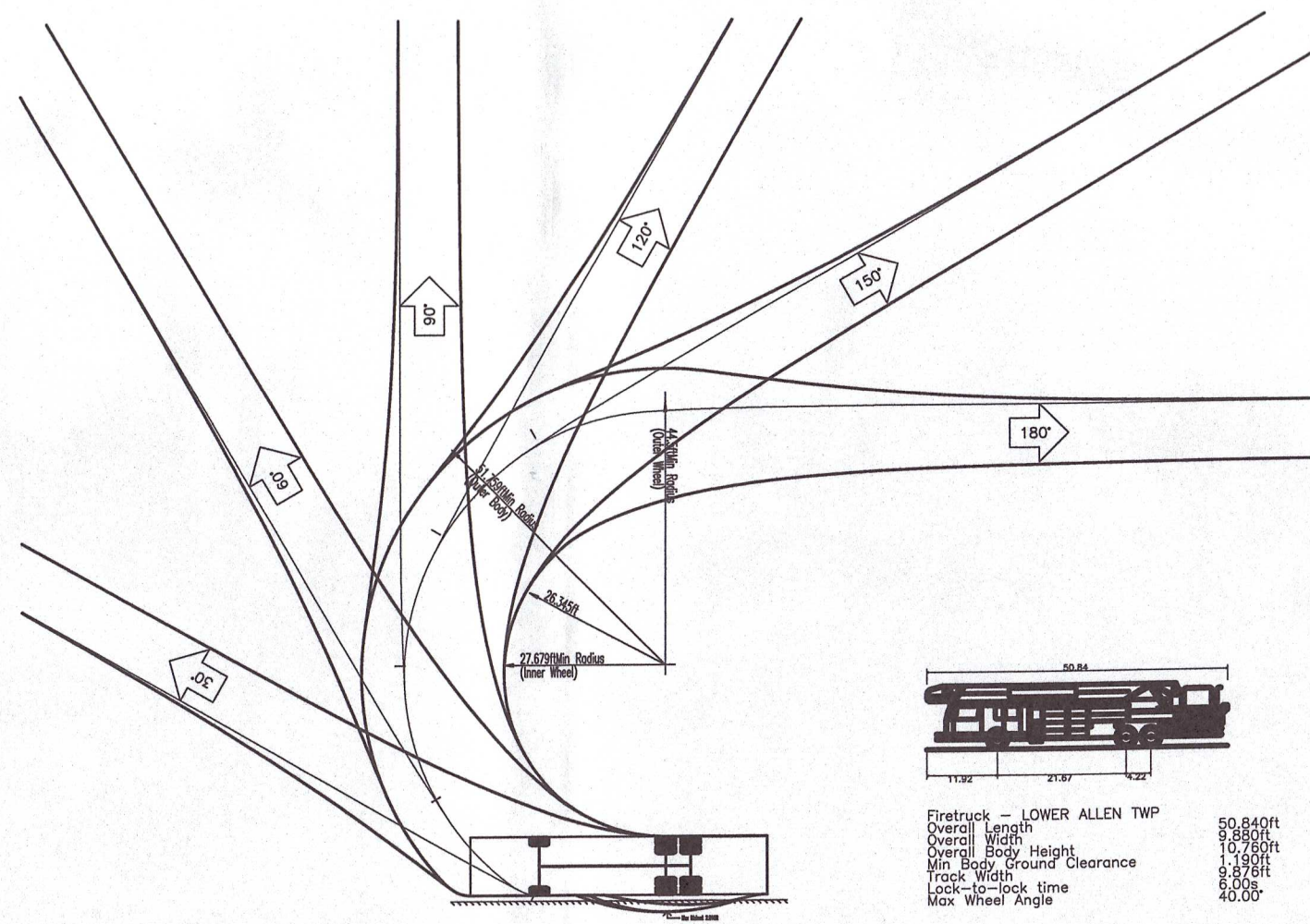
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REV 4
DATE 10/29/19
REV 3
DATE 02/29/19
REV 1

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DO		
VP OSC		
OWNER OPERATOR		
BY:		

JUSTIN A. GEONNOTTI
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. 080629

JOSEPH V. SPARONE
PROFESSIONAL ENGINEER
PENNSYLVANIA LICENSE No. 08935

C-1
SHEET 1 OF 1

0114-97-162

DESCRIPTION
VEHICLE CIRCULATION PLAN
(FIRE TRUCK)

DATE ISSUED
01/20/2019

REVIEWED BY
JCS

STD ISSUE DATE
-

LZ

DRAWN BY

PREPARED FOR

L/C# 37-1184 L/C: MECHANICSBURG, PA. (WESLEY DR)

PROPOSED RESTAURANT REMODEL

McDonald's USA, LLC

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600 Newtown Valley Road, Suite 201
Newtown, PA 17058-0201
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BY	LZ
CT	ERT