

TYPICAL REST AREA LAYOUT

NOTES:

1. Specifically designated 12 ft wide accessible parking stalls (14 ft for accessible trucks stalls) will be located as close as possible to walkways and entrances. The number of such to the total number of stalls (car and truck) is: 1 for every 25. The accessible parking stalls should include at least 1 accessible van stall for every 6 accessible stalls, with a minimum of 1. See sheet 3 for details and the Michigan Vehicle Code and local ordinances for more information on accessible requirements.
2. To calculate the number of truck stalls (T): $T = (\text{Length of truck parking area minus } 86 \text{ ft } 8 \text{ inches (end loss) minus allowances needed for accessible stalls}) \text{ divided by } 28 \text{ ft.}$
3. To calculate the number of car stalls (C): $C = (\text{Length of car parking area minus } 13 \text{ ft } 10 \text{ inches (end loss) minus allowances needed for accessible stalls}) \text{ divided by } 12 \text{ ft } 7 \text{ inches.}$
4. The typical parking stalls are striped with single lines with center to center spacing of 10 ft (12 ft for accessible stalls and 14 ft for trucks).



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MICHIGAN DEPARTMENT OF TRANSPORTATION
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

PARKING AREA PAVEMENT MARKINGS

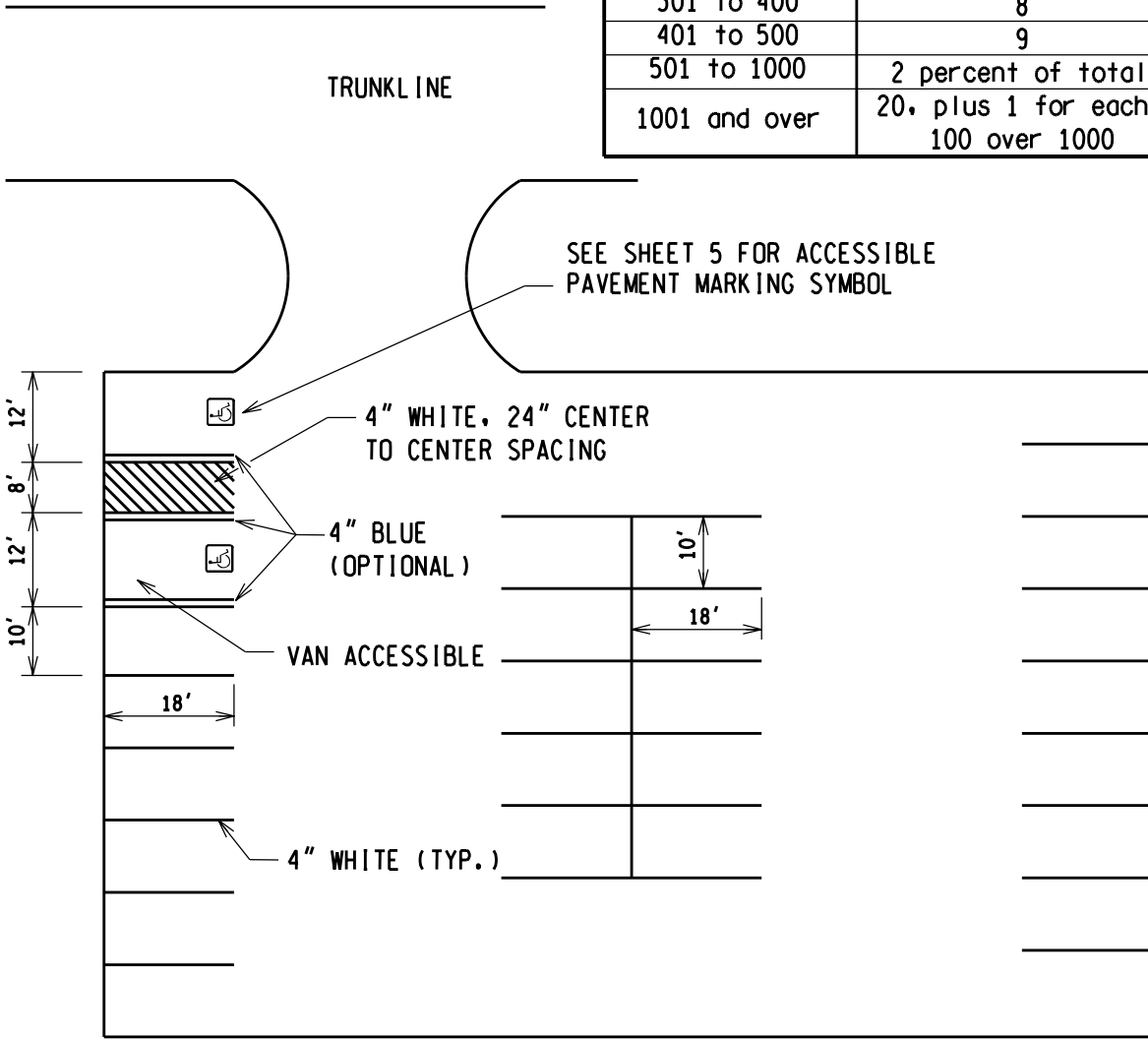
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PLAN DATE

PAVE-956-D

SHEET
1 OF 6

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100 over 1000



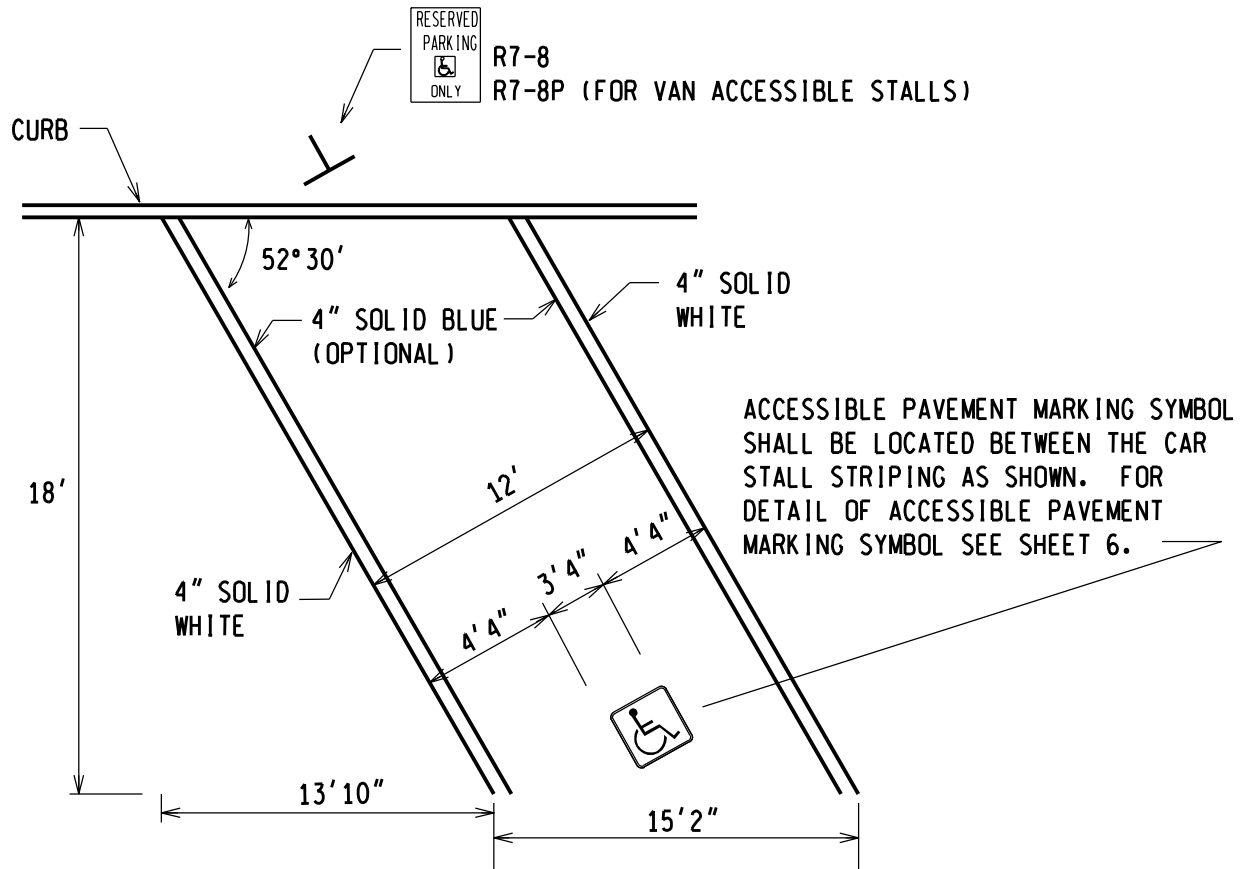
TYPICAL PARK AND RIDE LOT LAYOUT

NOTES:

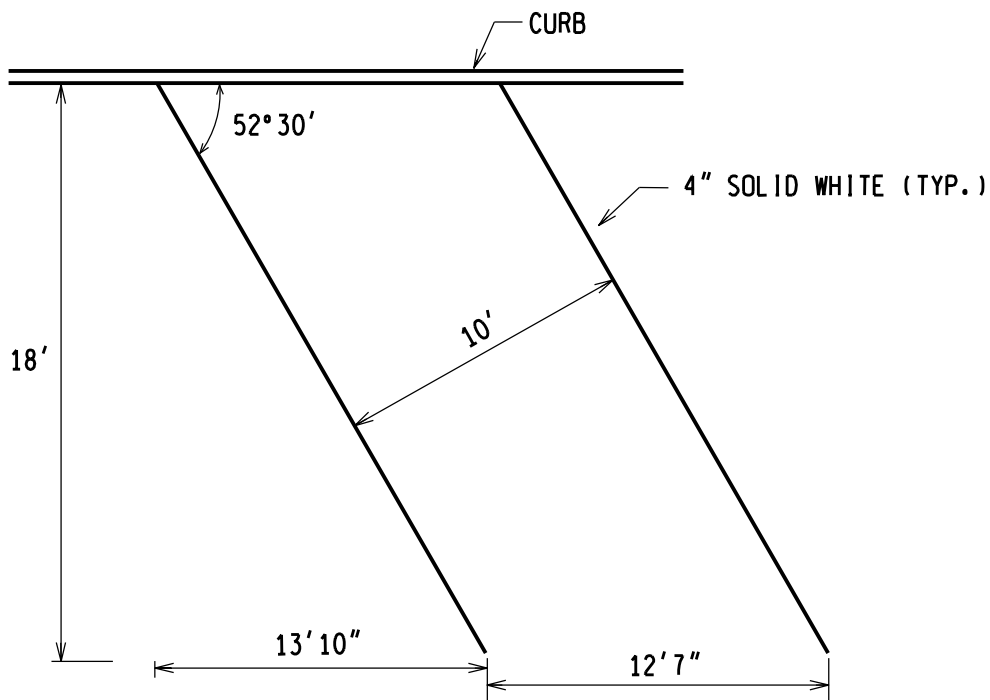
1. Refer to the Road Design Manual for typical parking lot dimensions.
2. Shown for typical stall striping information only.
3. All stall lines are single white lines. White lines may be supplemented with blue in accessible stalls.
4. 1 van accessible stall is required for every 6 accessible stalls, with a minimum of 1.
5. Buffers adjacent to a van accessible stall must be 8 ft wide. Buffers adjacent to other accessible stalls may be 5 ft width. Two accessible stalls may share a buffer. Buffers may be on either side of the stall except for angled van accessible stalls, where the buffer must be on the right (passenger) side.

NOT TO SCALE

NOTE: THE ORIGINAL SIGNED COPY IS KEPT ON FILE AT THE MICHIGAN DEPARTMENT OF TRANSPORTATION.



TYPICAL ACCESSIBLE PAVEMENT MARKINGS FOR CAR STALL



TYPICAL PAVEMENT MARKINGS FOR CAR STALL

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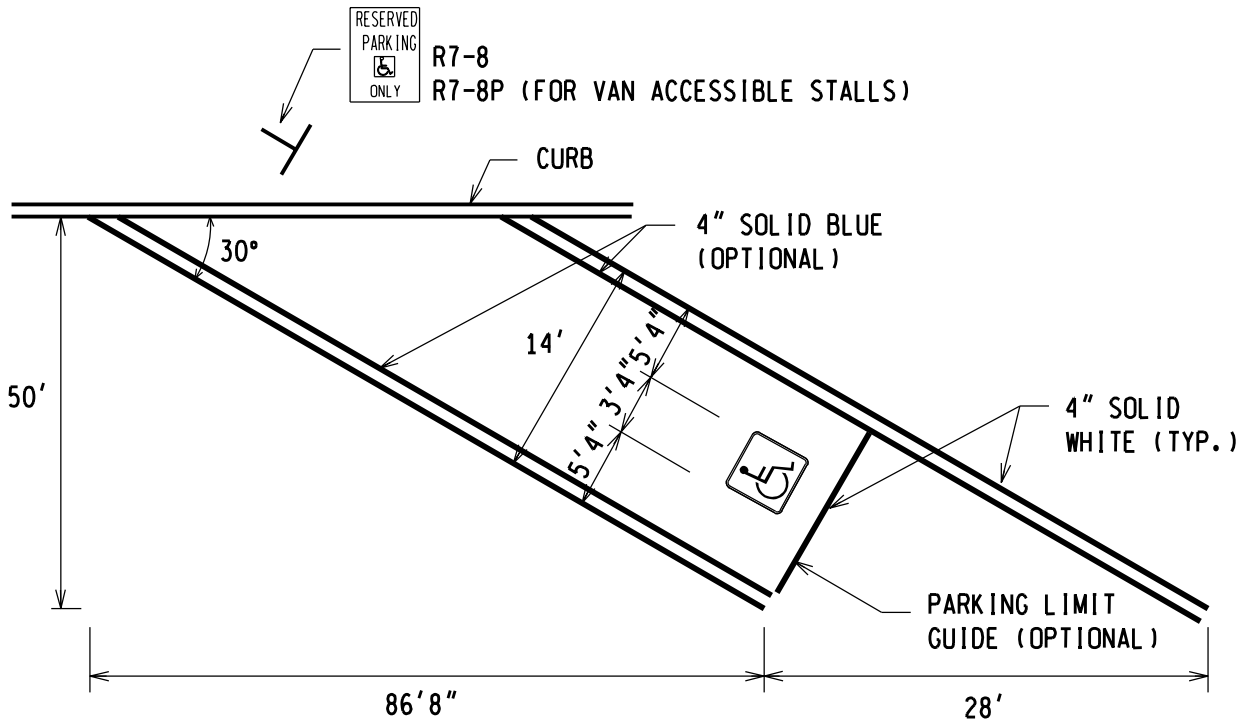
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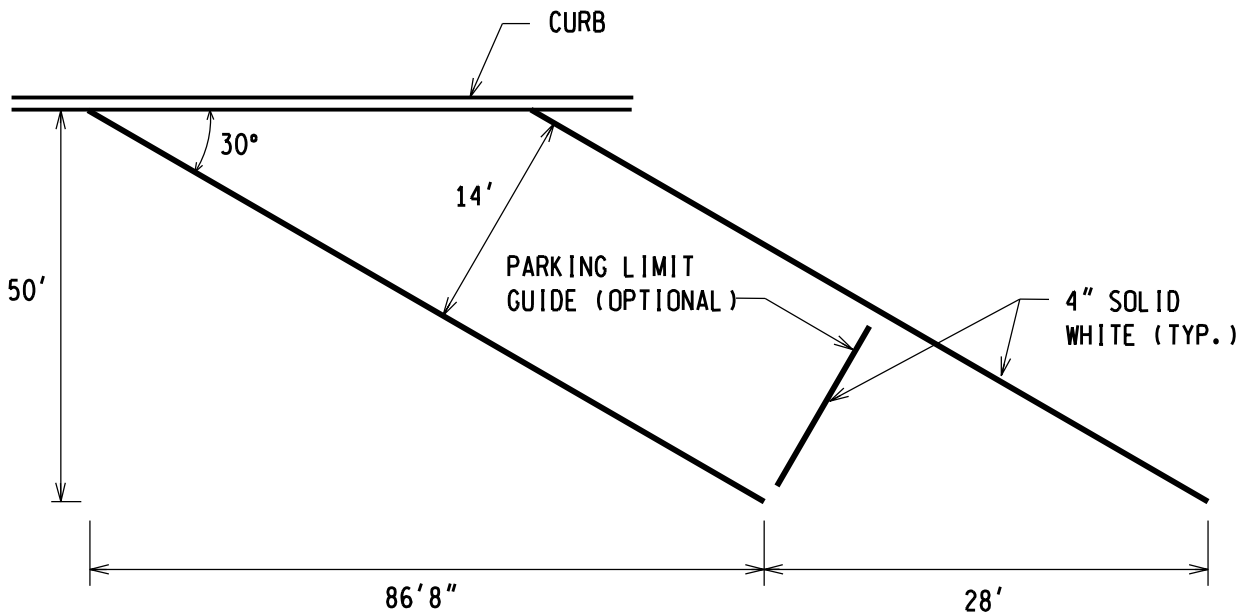
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SHEET
3 OF 6

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TYPICAL ACCESSIBLE PAVEMENT MARKINGS FOR TRUCK STALL



TYPICAL PAVEMENT MARKINGS FOR TRUCK STALL

NOT TO SCALE

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BUREAU OF DEVELOPMENT STANDARD PLAN

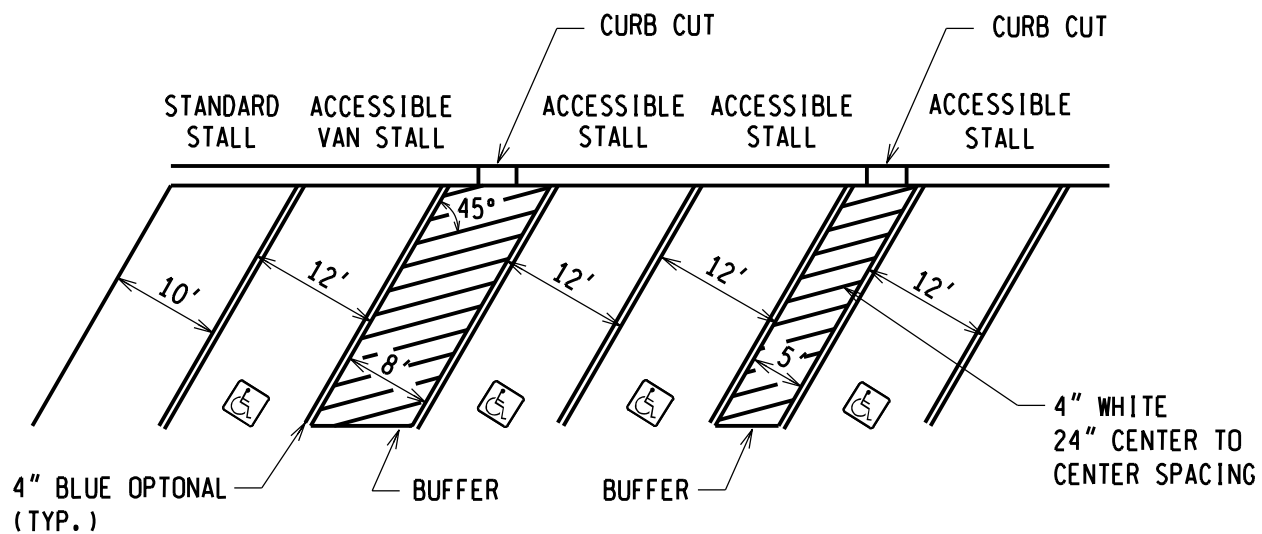
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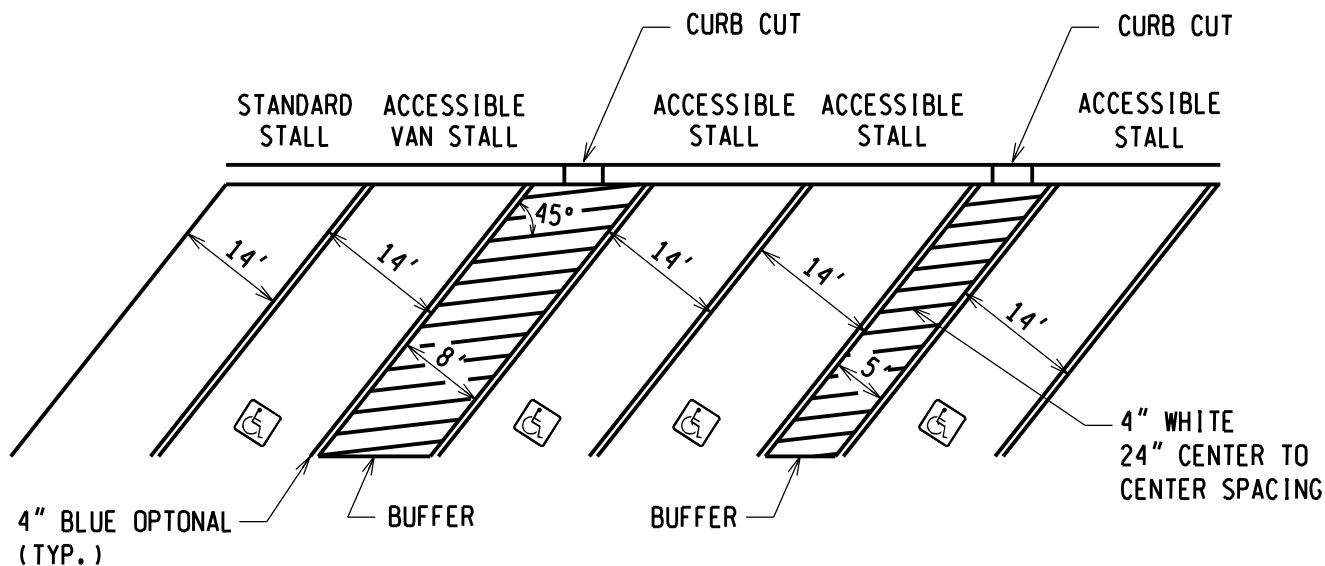
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4 OF 6

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TYPICAL CAR PARKING STALL ARRANGEMENT

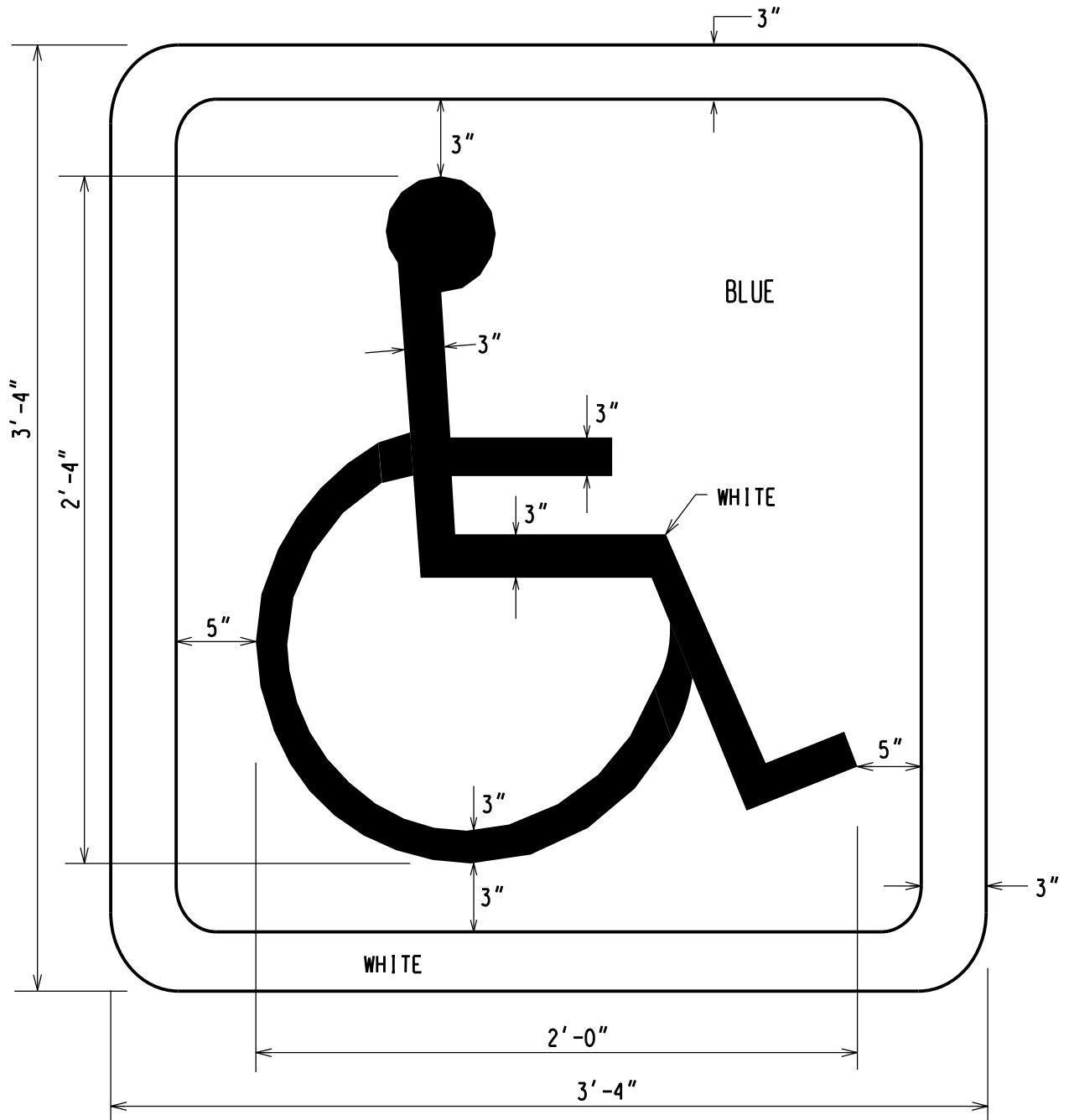


TYPICAL TRUCK PARKING STALL ARRANGEMENT

NOTES:

1. All stall lines are single white lines. White lines may be supplemented with blue in accessible stalls.
2. See sheet 6 for detail of accessible pavement marking symbol.
3. For curb cuts see typical detail on plan sheets.
4. 1 van accessible stall is required for every 6 accessible stalls, with a minimum of 1.
5. Buffers adjacent to a van accessible stall must be 8 ft wide. Buffers adjacent to other accessible stalls may be 5 ft width. Two accessible stalls may share a buffer. Buffers may be on either side of the stall except for angled van accessible stalls, where the buffer must be on the right (passenger) side.

NOT TO SCALE



ACCESSIBLE PAVEMENT MARKING SYMBOL

NOT TO SCALE

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BUREAU OF DEVELOPMENT STANDARD PLAN

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6 OF 6

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