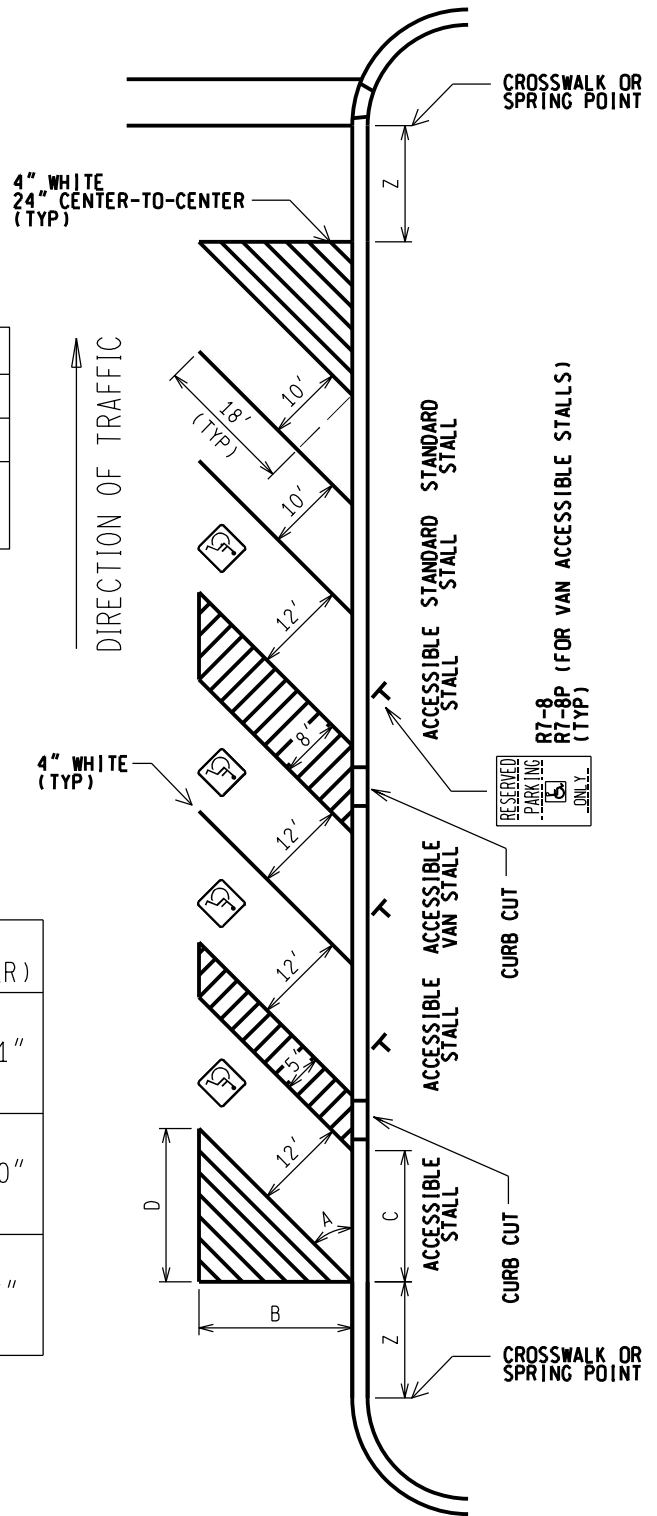


INTERSECTION TYPE	"Z" (FT)
NO TRAFFIC CONTROL NO CROSSWALK	15
NO TRAFFIC CONTROL WITH CROSSWALK	20
TRAFFIC CONTROL PRESENT	30
SEE SECTION 257.674 OF THE MICHIGAN VEHICLE CODE FOR MORE INFORMATION.	

A (ANGLE)	B (FROM F/C)	C (ALONG CURB)	D (BUFFER)
60	20'-7"	11'-7" STD 13'-10" ACC	11'-11"
45	19'-10"	14'-2" STD 17'-0" ACC	19'-10"
30	17'-8"	20'-0" STD 24'-0" ACC	30'-7"



## PARKING DETAILS

NOT TO SCALE



PREPARED BY  
TSMD DIVISION

DRAWN BY: MKB

CHECKED BY: JGM

DEPARTMENT DIRECTOR  
Paul C. Ajegba

APPROVED BY: Gregg Brunner, P.E.  
DIRECTOR, BUREAU OF FIELD SERVICES

APPROVED BY: Bradley C. Wiefelich  
DIRECTOR, BUREAU OF DEVELOPMENT

MICHIGAN DEPARTMENT OF TRANSPORTATION  
BUREAU OF DEVELOPMENT STANDARD PLAN FOR

## BACK-IN ANGLE PARKING

09/21/20  
F.H.W.A. APPROVAL

03/25/20  
PLAN DATE

PAVE-957-B

SHEET  
1 OF 2

Notes:

1. See PAVE-956 for accessible pavement marking symbol.
2. For mid-block driveway, clearance from parking stall to the curb cut shall be 20 ft minimum.
3. All parking zone markings shall be 4 inch white. 4 inch blue may supplement the white zone marking for an accessible stall.
4. The use of a yellow (or other color) painted curb to denote a no parking zone is optional, and shall only be used to supplement standard signs.
5. Align buffer area crosshatching parallel to stall markings in the end buffer zones, and perpendicular to stall markings for accessible stall buffers.
6. 1 van accessible stall is required for every 6 accessible stalls, with a minimum of 1.
7. Buffers adjacent to a van accessible stall must be 8 ft wide. Buffers adjacent to other accessible stalls may be 5 ft width.
8. 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

MICHIGAN DEPARTMENT OF TRANSPORTATION  
BUREAU OF DEVELOPMENT STANDARD PLAN

09/21/20  
F.H.W.A. APPROVAL

03/25/20  
PLAN DATE

PAVE-957-B

SHEET  
2 OF 2