

LEGEND

- A - ANGLE OF PARKING
- B - ENTRANCE ROADWAY WIDTH
- C - EXIT ROADWAY WIDTH
- D - PARKING WIDTH
- E - TOTAL WIDTH

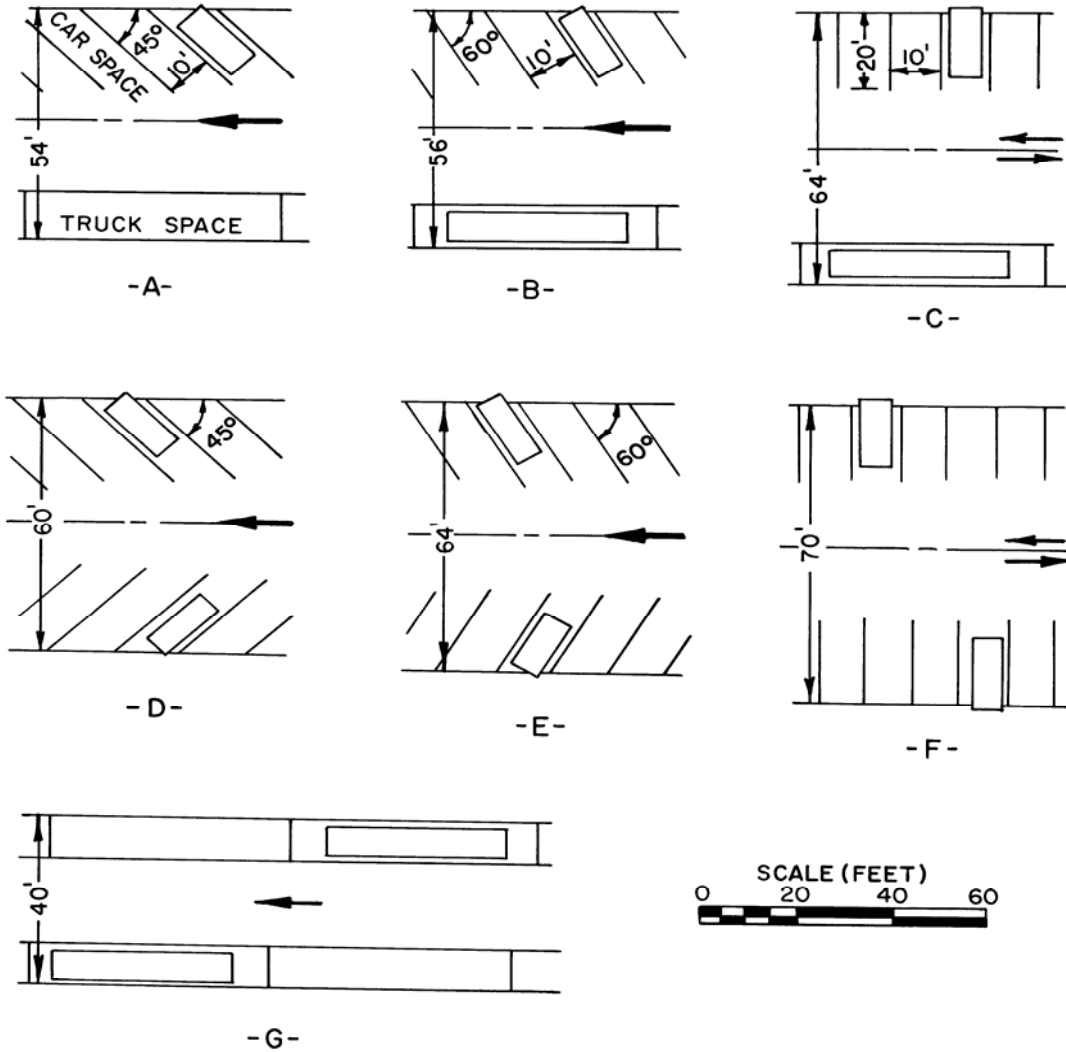
DIMENSIONS FOR PARKING SPACES

ANGLE OF PARKING (DEGREES)	ENTRANCE ROADWAY WIDTH (FEET)	EXIT ROADWAY WIDTH (FEET)	PARKING WIDTH (FEET)		TOTAL WIDTH PARKING AREA (FEET)		NUMBER OF TRUCKS PARKED (PER ACRE)	
			55 ft. (WB-50) DESIGN VEHICLE	82 ft. LENGTH DESIGN VEHICLE	55 ft. (WB-50) DESIGN VEHICLE	82 ft. LENGTH DESIGN VEHICLE	55 ft. (WB-50) DESIGN VEHICLE	82 ft. LENGTH DESIGN VEHICLE
30	20	20	40	54	80	94	17	11
45	30	25	50	69	105	124	19	16
60	40	30	55	79	125	149	19	16

FIGURE C-1-13 DESIGN FOR ANGLE PARKING OF TRUCKS

For additional information, see the most recent AASHTO's Guide for the Design of Park-and-ride Facilities.*

* Rev. 1/07



SUMMARY OF PARKING SPACE ARRANGEMENTS

Central Roadway	Type of Vehicle and Angle of Parking		Total Width Parking Area (feet)	Number Vehicles per 120 linear. feet	
	Left	Right		Left	Right
A One-way	Trucks-parallel	Cars-45°	54	2	8
B One-way	Trucks-parallel	Cars-60°	56	2	9
C Two-way	Trucks-parallel	Cars-90°	64	2	12
D One-way	Cars-45°	Cars-45°	60	8	8
E One-way	Cars-60°	Cars-60°	64	9	9
F Two-way	Cars-90°	Cars-90°	70	12	12
G One-way	Trucks-parallel	Trucks-parallel	40	2	2

For additional information, see the most recent AASHTO's Guide for the Design of Park-and-ride Facilities.*

FIGURE C-1-14 DESIGN FOR PARKING SPACES

* Rev. 1/07

SECTION C-2-ENVIRONMENTAL

NOISE ABATEMENT

In order that all factors are considered in reaching a decision on the installation of noise abatement, a joint committee comprised of members from the Federal Highway Administration and the Department will use the following flow chart in reaching decisions related to noise abatement features. During the development of the plans and the review of the noise abatement features by the Noise Committee, it will be the designer's responsibility to:

1. Provide cost for various walls as requested by the Committee.
2. Note on Right of Way plans that noise abatement is being considered affecting specific parcels and until final decision is reached, acquisition should be held in abeyance.
3. If the locations being considered for noise barriers are known prior to field inspection, they should be shown on the plans in the approximate location and be labeled possible noise barrier.

NOISE ABATEMENT DECISION FLOW PROCESS

PRELIMINARY PLAN REVIEW

The District environmental specialist participates in this preliminary plan review for the purpose of identifying noise sensitive activities in this early stage of project development where engineering solutions to potential noise problems may be possible.

DRAFT EIS

The Draft Environmental Impact Statement presents existing and future noise levels and identifies the potential need for noise abatement. Potential location and approximate geometry of noise abatement features are shown. Preliminary cost data for abatement features are submitted to the engineering divisions for incorporation into the total project cost.