| PARKING ANGLE | DIMENSIONS A | B | C | D |
|---|---|---|---|---|
| Parallel | 12′ | 9′-0″<br>9′-6″ | 23′ | (Equals B) |
| 45° | 13′ | 19′-10″<br>20 -2 | 12′-9″<br>13 -6″ | 9′-0″<br>9′-6″ |
| 60° | 18′ | 21′-0″<br>21′-3″ | 10′-5″<br>11′-0″ | 9′-0″<br>9′-6″ |
| 90° | 24′ | 20′ | 9′-0″<br>9′-6″ | (Equals C) |

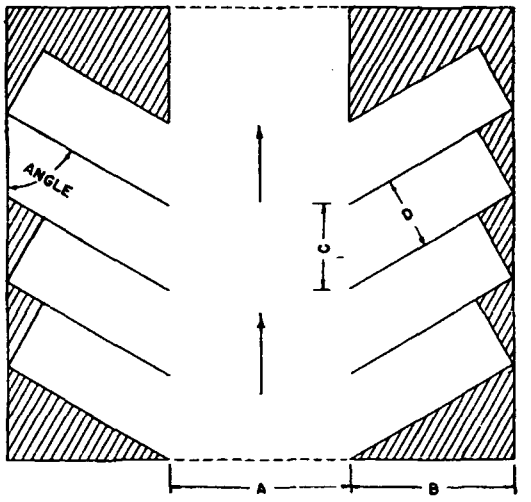



Fig 16-2 —Parking lots, aisles, and stalls should be designed for maximum safety and efficiency both within the lot and on approaches to adjacent streets Detailed diagram shows how dimensions vary with the parking angle Parking angles may be varied within one lot in order to best use the space, if parking stalls are clearly marked and aisle space *(A)* is adequate for parking angle of largest degree Double-line markings would increase stall widths *(D)* by 18 to 24 in

Good walkways between outside facilities prevent injury from employees' stepping on round stones or into holes and ruts in rough ground As far as possible, walkways should be the shortest distance from one building to another to discourage short-cutting A walkway that must be next to railroad tracks should be separated from them by a fence or railing Warning signs should be installed at railroad crossings and other hazardous places If walkways are located clear of the eaves of buildings, danger from falling icicles is reduced

Concrete is preferred for sidewalks, especially in principal areas like entrances and between main buildings Crushed rock surfaced with gravel or asphalt makes a good walk for less used locations

Walkways should be kept in good condition, especially where they cross railroad tracks, and should be cleared of ice and snow

#### Parking lots

To reduce travel in the plant grounds, a desirable location for a parking lot is between an entrance and the locker room The entire parking area should be fenced The surface of the parking lot should be smooth and hard to eliminate the frequent injuries that would occur from falls on stony or rough ground Good drainage is essential

The use of the white lines 4 to 6 in wide to designate stalls reduces confusion and the number of backing accidents Standard stalls are 9 ft wide and 20 ft long The center-to-center distance between parked cars varies according to the method of parking (See Fig 16–2 ) Be sure parking does not encroach on fire hydrant zones, approaches to corners, bus stops, loading zones, and clearance spaces for islands Driveways should be a minimum of 25 ft for two-way traffic and there should be no obstructions to viewing

Angle parking has both advantages and disadvantages The smaller the angle, the fewer the number of cars that can be parked in the same area Aisle widths can be narrower but traffic is usually restricted to one way On the other hand, angle parking is easier for customers and it does not require a lot of room for sharp turns

The area allowed per car in parking lots varies from 200 to more than 300 sq ft, if aisles are included Large, economically laid out lots may approach the 200-sq-ft figure, small or poorly configured lots may have a higher percentage of aisle space and may approach 300 sq ft per car A large, commer-