

# Parking Lots

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## A. Transportation - Parking Lots

### Basis of Design

This section applies to the design of parking lots and other parking areas.

#### Design Criteria

1. Provide a finish surface for all asphalt concrete paving that is dense, uniform in texture, smooth and free of hollows, depressions, roller marks, and surface cracks.
2. Construct all areas of 3 inches of asphalt concrete paving Class B over 4 inches crushed surfacing top course.

### Design Evaluation

The following information is required to evaluate the design:

1. Design Development Phase: Show area of parking lot. Show cross section of pavement section. Provide preliminary specifications for all paving materials.
2. Construction Document Phase: Details, elevations at all edges and breaks, and specifications.

### Construction Submittals

1. Asphalt Design Mix
2. Crushed Surfacing Top Course gradation

### Related Sections

None

### Product, Materials and Equipment

1. The grade of asphalt concrete paving shall be AR-2000 or AR-4000 as specified.
2. Manufacture mineral aggregates for Asphalt Concrete from materials meeting the following test requirements: Los Angeles Wear (ASTM Designation C 131) 50 Rev. 30% Max.
3. Crushed Surfacing Top Course shall meet the gradation as shown in the latest WSDOT Standard Specifications.

### Installation, Fabrication and Construction

Comply with the following standards in the installation and placement of Asphalt Concrete Paving:

### **Asphalt Concrete Hauling**

1. The Asphalt Concrete mixture shall leave the Mixing Plant at a temperature between 260° F and 350° F, and be not less than 250° F when deposited on the roadway.
2. Transport the mixture in suitable dump trucks of sufficient size and shape to easily accommodate the load.
3. When required by the University of Washington, cover each load with a suitable tarpaulin while in transit to prevent spillage and/or to prevent unnecessary heat loss.

### **Preparation of Existing Surfaces**

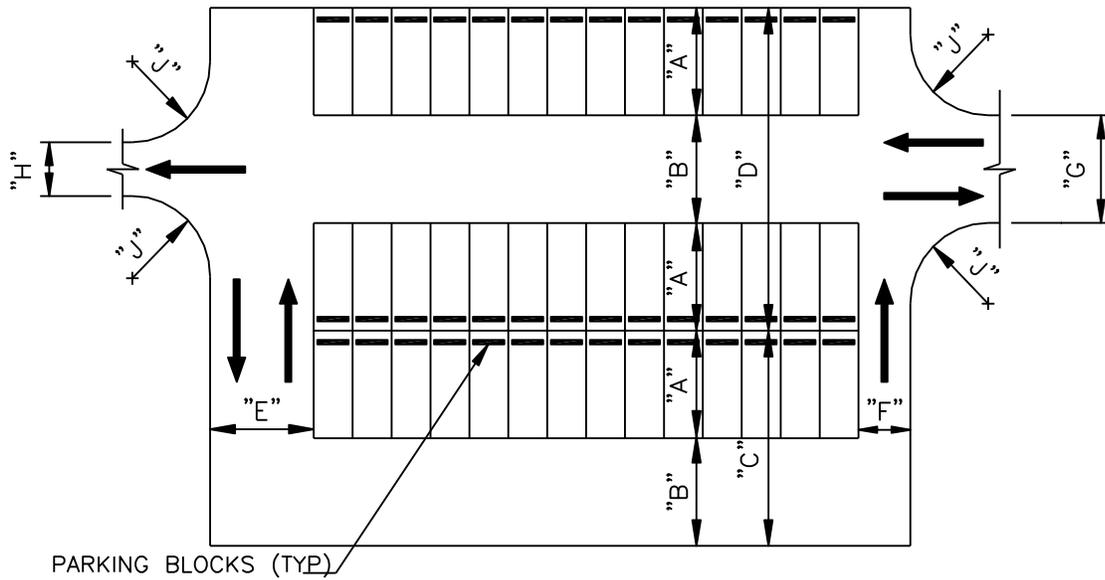
1. Compact Crushed Surfacing Top Course to 95% of optimum density (Modified Proctor).
2. Remove all fatty asphalt patches, grease drippings, and other objectionable matter from existing asphalt surfaces.
3. Sweep the existing pavement to remove dust and other foreign matter.
4. Uniformly apply a tack coat of emulsified asphalt at the rate of .02 to .05 gallons per square yard of retained asphalt to all existing surfaces on which any course of asphalt concrete is to be placed.

### **Preparation of Asphalt Patches**

1. Where existing asphalt concrete pavement must be removed and patched, remove all deteriorated asphalt concrete and soft sub-base by making vertical cuts in the asphalt at least 6 inches beyond the deteriorated asphalt concrete.
2. Replace the Crushed Surfacing Top Course to 95% density of its proctor (modified). Apply asphalt concrete a minimum of 3 inches deep.

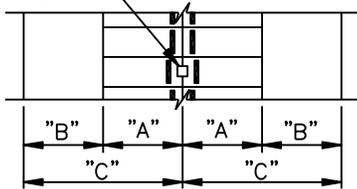
### **Miscellaneous Details of Construction**

1. Do not proceed with construction of one course or lift upon another until the underlying course is completely cooled and set.
2. Do not deposit asphalt concrete mixture if the rolling cannot be completed before dark.
3. Do not place asphalt concrete in standing water.
4. Where the asphalt concrete is to be placed against concrete or stone curb or gutter, or against a cold pavement joint or any metal surface, apply a thick paint of cutback asphalt in advance of the placing.
5. The finished surface, when tested with a 10-foot straight edge, shall reveal no deviation in excess of ¼ inch.
6. Take core samples, 4 inches in diameter, to verify total asphalt thickness. The Contractor shall patch all the test holes to the satisfaction of the University of Washington.
7. See Parking Area Right Angle Parking drawing.
8. See Typical Parking Area Spacing drawing.
9. See Precast Parking Block drawing.

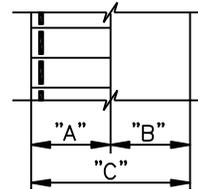


PARKING PLAN

LIGHT STANDARD



DOUBLE ROW



SINGLE ROW

STALL AND AISLE DIMENSIONS NOTE 1										
ANGLE	DIRECTION	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"J"
90°	BACK IN	20'	20'	40'	60'	20'	10'	20'	10'	15'
90°	DRIVE IN	20'	20'	40'	60'	20'	10'	20'	10'	15'

NOTES:

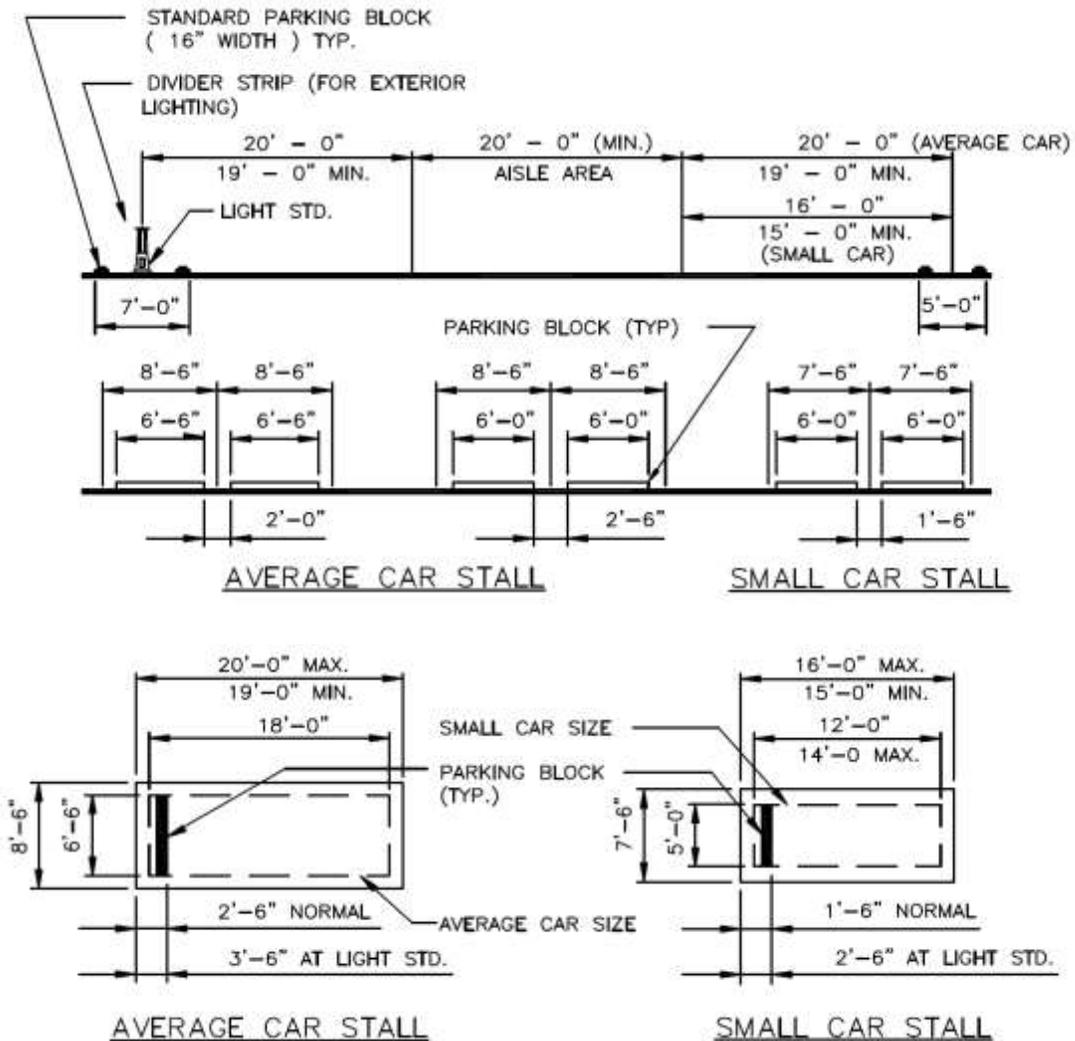
1. DIMENSIONS SHOWN ARE FOR AVERAGE CAR STALLS. SEE SD-C-66 FOR DIMENSIONS OF SMALL CAR STALLS.
2. DIMENSIONS "E" & "G" ARE FOR TWO-WAY TRAFFIC. THESE INCLUDE ALLOWANCE FOR EXTRUDED CURBING ALONG THE PERIMETER.
3. DIMENSIONS "F" & "H" ARE FOR ONE-WAY TRAFFIC AND INCLUDE ALLOWANCE FOR EXTRUDED CURBING ALONG THE PERIMETER.
4. FOR MORE INFORMATION AND NOTES OF RIGHT ANGLE PARKING SEE TYPICAL PARKING AREA SPACING DWG.

SD-C-65

Parking Area Right Angle Parking

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**NOTES:**

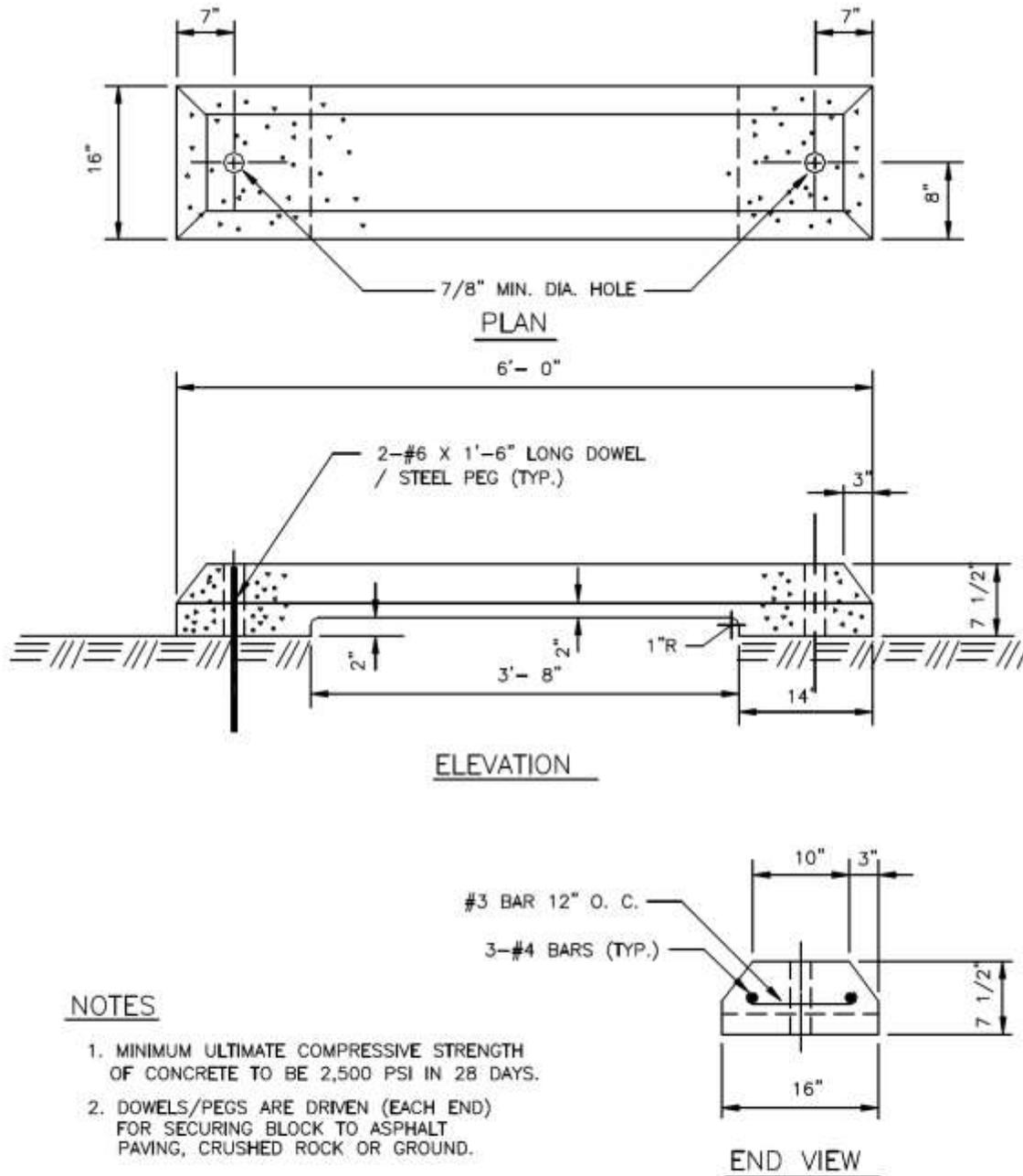
1. BEFORE FINALIZING PLANS FOR PARKING AREAS, CONSULT THE UNIVERSITY LANDSCAPE ARCHITECT FOR PLANTING REQUIREMENTS.
2. THE FINAL DESIGN FOR ALL PARKING AREAS IS SUBJECT TO APPROVAL BY THE UNIVERSITY LANDSCAPE ARCHITECT.
3. FOR MORE INFORMATION AND NOTES SEE RIGHT ANGLE PARKING DRAWING.

SD-C-66

**Typical Parking Area Spacing**

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SD-C-54

Precast Parking Block

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## B. ADA Standards for Accessible Design

### Purpose

The University of Washington strives to ensure that people with disabilities are included and have access to programs, services, and activities throughout the institution. This work aligns to the University's vision to educate a diverse student body and its [values](#) of integrity, diversity, excellence, collaboration, innovation, and respect.

In order to achieve accessibility for students, staff, faculty, and visitors with disabilities across all campuses, the University of Washington expects the built environment to be designed and constructed to meet the 2010 ADA Standards for Accessible Design. In pursuit of this goal, the following section contains common 2010 ADA standards to be followed by designers, contractors, and University staff and faculty. All design and construction work shall comply with all applicable sections of the 2010 ADA Standards for Accessible Design and the full standards document should be sought out for further detail than what is provided in this guideline.

### Parking Spaces

1. ADAS 502.1 - General. Where parking spaces are marked, the width of the parking space shall be measured to the center of the marking.
2. ADAS 502.2 - Vehicle Spaces. Car Parking spaces shall be 96" wide minimum, and van parking spaces shall be 132" wide minimum and shall have an adjacent access aisle complying with ADAS Section 502.3. Van parking spaces can be 96" wide minimum if the access aisle is 96" wide minimum. It is UW Transportation Services preference to have all ADA stalls be van accessible to accommodate all vehicles and UW Dial-a-Ride service.
3. ADAS 502.3 - Access Aisle. Access aisle shall adjoin accessible route.
4. ADAS 502.3.1 - Width. Access aisles for car and van parking spaces shall be 60" wide minimum.
5. ADAS 502.3.3 - Marking. Access aisles shall be marked to discourage parking in them.
6. ADAS 502.4 - Floor or Ground Surfaces. Access aisles shall be at the same level as the parking spaces they serve. Slopes in landings shall have a maximum slope of 1:48 (2%). Design to maximum slope of 1.5% (1:66.7).
7. ADAS 502.5 - Vertical Clearance. Parking spaces for vans and access aisles and vehicular routes serving them shall provide a vertical clearance of 98" minimum.
8. ADAS 502.6 - Identification. Signs identifying van parking spaces shall contain the designation "van accessible". Signs shall be 60" minimum above the finish floor or ground surface measured to the bottom of the sign.
9. See Figure below for example accessible stall arrangements for 90° and 60° typical and van accessible stalls.
10. Metered accessible parking spaces shall include curb cuts and sidewalk access to the meter.

**Refer to [ADAS Section 502](#) in its entirety for more explicit explanation of the above requirements and for requirements not listed above.**

Refer to Guidelines Section 5.2.2 for details on measurement process and tolerances for parking areas.

