



- ① ULTIMATE EDGE OF PAVEMENT; CONSULT BIKE + PED PLAN TO ACCOUNT FOR CLASS II BIKE LANES.
- ② EXISTING EDGE OF PAVEMENT.
- ③ CENTERLINE OF ROAD.
- ④ TAPER 10:1 FROM EXISTING EDGE OF PAVEMENT TO BEGINNING OF ACCESS CURVE (B.C.) AT THE INTERSECTION OF THE ULTIMATE EDGE OF PAVEMENT OR MINIMUM NEW PAVEMENT DESCRIBED BELOW.
FOR VERY LOW VOLUME COUNTY ROADS (LESS THAN 400 ADT), 4:1 TAPER CAN BE USED IF SIGHT DISTANCE REQUIREMENTS ARE ADEQUATE.
- ⑤ SIGHT LINE: UNOBSTRUCTED VIEW FROM A POINT 14 FT Min, OUTWARD FROM EDGE OF TRAVELED WAY AND 3.5' ABOVE FINISHED SURFACE. THE MINIMUM STOPPING SIGHT DISTANCE SHALL CORRESPOND TO THE SPEED TRAVELED ON THE INTERSECTING ROADWAY PER THE TABLE BELOW.
- ⑥ PROJECTION OF ULTIMATE EDGE OF PAVEMENT ACROSS ACCESS.
R=RADIUS OF CURVE CONNECTING ACCESS ROAD WITH COUNTY ROAD.
R=48' MIN. FOR COMMERCIAL DRIVEWAY WITH 8' MIN. NEW PAVEMENT AT B.C. IF NO ULTIMATE E.P. IS DESIGNATED BY GENERAL PLAN.
R=25' MIN. FOR PRIVATE RD. AND PRIVATE DWY. (DWY. CAN BE LESS WITH APPROVED EXCEPTION FROM SONOMA COUNTY DEPT. OF FIRE SERVICES) WITH 6' MIN. NEW PAVEMENT AT B.C. IF NO ULTIMATE E.P. IS DESIGNATED BY GENERAL PLAN.

AASHTO SIGHT DISTANCE STANDARDS	
DESIGN SPEED (MPH)	STOPPING DISTANCE (FT)
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495

COUNTY OF SONOMA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC WORKS

RURAL COUNTY ROAD
 DRIVEWAY AND PRIVATE
 ROAD INTERSECTIONS

DATE: JUN, 2005	REVISED: MAY 2018
APPROVED BY:	SCALE: NONE
	DRAWING NO. 812