



- ① = ULTIMATE EDGE OF PAVEMENT AS DEFINED BY THE SONOMA COUNTY GENERAL PLAN.  
(W/2=ULTIMATE HALF WIDTH OF ROAD)
- 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), A 4: 1 TAPER CAN BE USED IF SIGHT DISTANCE REQUIREMENTS ARE ADEQUATE.
- ⑤ =SIGHT LINE: UNOBSTRUCTED VIEW FROM A POINT 10 FT. BEHIND ULTIMATE EDGE OF PAVEMENT AND 3.5 FT. ABOVE FINISHED SURFACE THROUGH THE STOPPING SIGHT DISTANCE.
- 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.

**SIGHT DISTANCE STANDARDS**  
TABLE 201.1 CALTRANS DESIGN MANUAL

DESIGN SPEED (mph)	STOPPING (ft)
20	125
25	150
30	200
35	250
40	300
45	360
50	430
55	500

**COUNTY OF SONOMA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC WORKS**

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**RURAL COUNTY ROAD  
DRIVEWAY AND PRIVATE  
ROAD INTERSECTIONS**

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DATE: JUN. 2005	REVISED: SEPT. 2005	
APPROVED BY:	SCALE: NONE	DRAWING NO. <b>812</b>