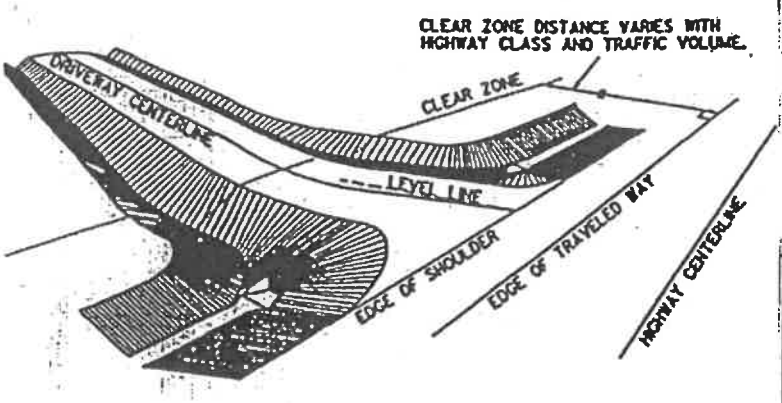
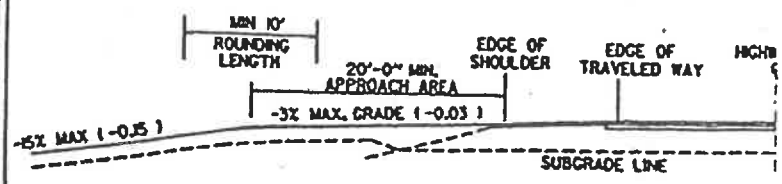
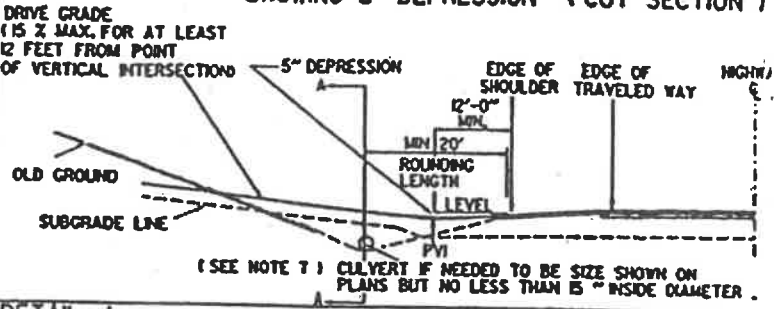
SHOWING DEPRESSION



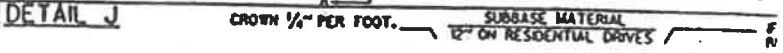




DETAIL H

PROFILE OF DRIVE INTERSECTION SHOWING 5" DEPRESSION (CUT SECTION)

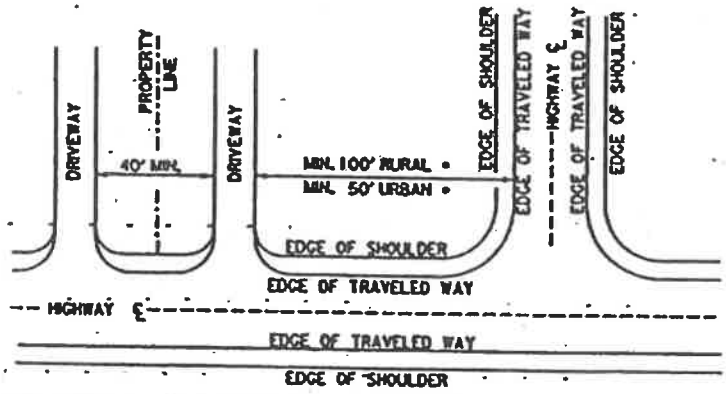



DETAIL J




DETAIL F

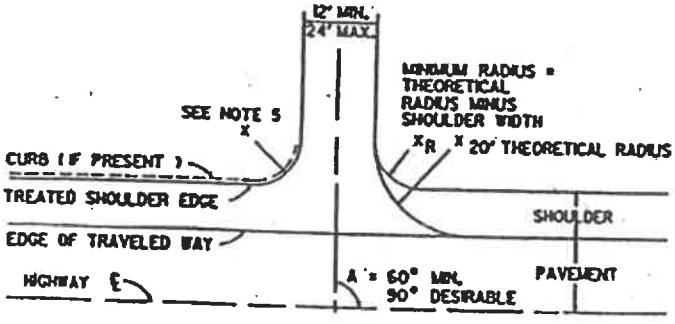
MINIMUM HORIZONTAL SEPARATION BETWEEN DRIVEWAYS AND INTERSECTING SIDEROADS




MINIMUM UNLESS NO OTHER REASONABLE ACCESS IS AVAILABLE AND PRIOR APPROVAL IS GRANTED BY THE A.D.T. OTHER ITEMS SUCH AS TRAFFIC SIGNALS, HIGH TRAFFIC VOLUMES, OR FUNCTIONAL CLASS OF HIGHWAY SHOULD BE CONSIDERED WHEN DETERMINING APPROPRIATE OFFSET DISTANCE

DETAIL A

RESIDENTIAL DRIVE




7. CIRCULAR DRAINAGE CULVERTS UNDER DRIVES SHALL HAVE A MINIMUM INSIDE DIAMETER (I.D.) OF 15". PIPE ARCHES USED UNDER DRIVES SHALL HAVE A MINIMUM INSIDE CROSS-SECTIONAL AREA EQUIVALENT TO THAT PROVIDED BY A 15" CIRCULAR PIPE.

8. THE OFFSET BETWEEN THE PROPERTY LINE AND THE EDGE OF THE DRIVEWAY MAY BE GOVERNED BY LOCAL ZONING LAWS. DRIVEWAY WIDTH RESTRICTIONS SHOWN PERTAIN ONLY TO THE AREA WITHIN THE HIGHWAY R.O.W..

9. DRIVEWAY GRADES STEEPER THAN THOSE SHOWN MAY BE ALLOWED AS LONG AS A 20' APPROACH AREA IS ACHIEVED FOR THE VEHICLE TO PAUSE BEFORE ENTERING THE HIGHWAY.

10. CORNER SIGHT DISTANCES EQUAL TO OR GREATER THAN THOSE SHOWN BELOW, SHALL BE PROVIDED IN BOTH DIRECTIONS FOR ALL DRIVES ENTERING ON PUBLIC HIGHWAYS, UNLESS OTHERWISE APPROVED BY THE AGENCY OF TRANSPORTATION. CORNER SIGHT DISTANCE IS MEASURED FROM A POINT ON THE DRIVE AT LEAST 15 FEET FROM THE EDGE OF TRAVELED WAY OF THE ADJACENT ROADWAY AND MEASURED FROM A HEIGHT OF EYE OF 3.5 FEET ON THE DRIVE TO A HEIGHT OF 4.25 FEET ON THE ROADWAY.

SIGHT DISTANCE CHART

| POSTED SPEED OR DESIGN SPEED (M.P.H.) | MINIMUM STOPPING SIGHT DISTANCE (FT) | MINIMUM CORNER SIGHT DISTANCE ** 1990 AASHTO (FT) |
|---|---|---|
| 25 | 150 | 275 |
| 30 | 200 | 355 |
| 35 | 225 | 445 |
| 40 | 275 | 560 |
| 45 | 325 | 660 |
| 50 | 400 | 770 |
| 55 | 450 | 935 |

NOTE = ADVANCE WARNING SIGNS WILL BE REQUIRED IF OBTAINABLE CORNER SIGHT DISTANCES ARE BELOW MINIMUM STOPPING SIGHT DISTANCES.

**ASSUMES AN APPROACHING VEHICLE WILL REDUCE ITS SPEED BY CONSTANT DECELERATION TO 85% OF THE POSTED OR DESIGN SPEED OF THE HIGHWAY BEFORE OVERTAKING A VEHICLE ENTERING THE TRAFFIC STREAM. IT FURTHER ASSUMES THE VEHICLE ENTERING THE TRAFFIC STREAM WILL ACCELERATE AS SOON AS POSSIBLE TO THE SPEED OF THE APPROACHING VEHICLE. WHEN CONSIDERING ACCESSES ONTO EXISTING HIGHWAYS THERE MAY BE SITUATIONS WHEN A DRIVER WILL NOT HAVE THE MINIMUM CORNER SIGHT DISTANCE AND WILL HAVE TO REDUCE HIS RUNNING SPEED TO ALLOW AN ENTERING VEHICLE TIME TO ENTER THE STREAM OF TRAFFIC.