



**MaineDOT**

## ENGINEERING INSTRUCTION

Title: Stopping Sight Distance

Number: C8

Discipline: General Engineering –

Issue Date: July 13, 2017

Controlling Criteria

Revised Date: January 17, 2019

Originator: Steve Bodge, P.E.

Approved By: Joyce Taylor, P.E., Chief Engineer

### **Background:**

Stopping Sight Distance (SSD), which is a Controlling Criteria, is influenced by both vertical and horizontal alignment. Vertical stopping sight distance includes the sight distance at crest vertical curves, headlight sight distance at sag vertical curves, and the sight distance at undercrossings. For horizontal curves, physical obstructions can limit stopping sight distance. Physical obstruction examples include bridge piers, barriers, walls, backslopes, and roadside vegetation.

### **Applicability:**

This Engineering Instruction applies to all design projects.

### **Engineering Instruction:**

Once the design speed is identified for a project, the SSD for the project shall be determined. This value will be for both horizontal stopping sight distance and vertical stopping sight distance. Headlight Sight Distance (HLSD) is no longer considered as part of the SSD Controlling Criteria. Not meeting HLSD criteria will be considered a Design Variance and shall be noted in the Preliminary Design Report. For further information, see the Sag Vertical Curve Design Guidance.

The basic design criteria for SSD are based upon the information contained in Chapter 3 of the AASHTO publication *A Policy on Geometric Design of Highways and Streets* (the Green Book). Additional guidance contained in the Green Book will also be used to determine other SSD related requirements.

### **Responsibility:**

Program Managers