

TABLE 5.10 Sight-to-Stopping Distances

Design speed, mi/h	Assumed speed, mi/h	Reaction time, s	Reaction distance, ft*	Coefficient of friction	Braking distance on level†	Sight-to-stopping distance (computed)‡	Stopping distance rounded for design
20	20–20	2.5	73.3–73.3	0.40	333.3–33.3	106.7–106.7	125–125
25	24–25	2.5	88.0–91.7	0.38	50.5–54.8	138.5–146.5	150–150
30	28–30	2.5	102.7–110.0	0.36	74.7–85.7	177.3–195.7	200–200
35	32–35	2.5	117.3–128.3	0.34	100.4–120.1	217.7–248.4	225–250
40	36–40	2.5	132–146.7	0.32	135.0–166.7	267.0–313.3	275–325
45	40–45	2.5	146.7–165.0	0.31	172.0–217.7	318.7–382.7	325–400
50	44–50	2.5	161.3–183.3	0.30	215.1–277.8	376.4–461.1	400–475
55	48–55	2.5	176.0–201.7	0.30	256.0–336.1	432.0–537.8	450–550
60	52–60	2.5	190.7–220.0	0.29	310.8–413.8	501.5–633.8	525–650
65	55–65	2.5	201.7–238.3	0.29	347.7–485.6	549.4–724.0	550–725
70	58–70	2.5	212.7–256.7	0.28	400.5–583.3	613.1–840.0	625–850

\*PR =  $1.47(t)(V)$ , in the table  $t$  is assumed as 2.5 s. AASHTO recommends 2.5 s as the minimum reaction time.

† $d = V^2/30f$ .

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