

Driveway Sight Distance Measurements; [Form M-950S](#)

Purpose

This form provides PennDOT with a uniform method for measuring and documenting actual driveway **Stopping** Sight Distance measurements statewide. ~~For local roads, use PennDOT Design Manual, Part 2 sight distance criteria.~~ Form modifications are not authorized. See PennDOT ~~“permits shared”~~ for Form M-950S. Preparation

County staff are responsible for completing and uploading the Form M-950S which includes the general information section and measurement of the grades and distances.

The form is prepared by the County Permit Supervisor or other person performing the on-site HOP application review, for a proposed driveway. The form includes three schematic drawings that illustrate typical vehicles on typical highways preparing to make critical turning movements out of and into a typical driveway. No standard drawing will cover every situation that may occur (e.g., longer combination vehicles, queues), but minimum sight distance measurements will be based on these typical situations.

Complete the general information section during the field view, while on-site. If the highway section has no posted (maximum legal) speed limit, the reviewer will determine the safe-running speed and record the safe-running speed in the space provided on Form M-950SRS- ~~or an 85th percentile speed study may be completed by the District Traffic Unit or the applicant.~~ See Subchapter 3.4.

Measure the actual grade and distances consistent with established procedures **in Subchapter 3.4**, to ensure accuracy in determining grade. Each employee who performs on-site reviews of driveway applications must use accurate distance and grade measurement instruments. Do not re-measure any sight distance (unless the proposed driveway location or actual highway conditions have changed).

Achieving optimal sight distance along the property frontage must be considered when determining the location of the access. Therefore, safe sight distance values should be used first to determine if optimal intersection sight distance is achievable. If safe sight distance is not achievable, verify that **formula stopping** sight distance values can be achieved. If all measured sight distances exceed their corresponding **formula stopping** sight distance criteria on the back of the Form M-950S, the minimum sight distance requirements are met. Upload the completed form(s) to EPS so the application can be processed accordingly.

If any **formula stopping** sight distance criteria on the back of Form M-950S meets or exceeds its corresponding measured sight distance, note this finding on this form and promptly upload completed form to EPS so the application can be prepared for denial. Be sure to notify the District Permit Office of any other problems identified during the application on-site review, since all denial reasons must be included in the denial letter.

Safe-Running Speed Determination; Form M-950SRS

Purpose

This form is used by permit staff to determine the “V” velocity value for the Sight Distance calculation statewide if there is no posted (maximum legal) speed to control traffic approaching the proposed driveway site or if other situations, such as roadway geometry, dictate the measurement.

A posted advisory speed or a posted minimum speed will not be used to determine the “V” value below. See PennDOT “permits shared” folder for Form M-950SRS.

Preparation

The safe-running speed is the maximum velocity, in miles per hour, at which drivers may safely operate their vehicles on a section of highway during favorable weather conditions and prevailing traffic conditions, as defined under 67 Pa. Code, Section 212.1.

District permit staff may determine the sight distance consistent with ~~441.8(h)~~ Subchapter 3.4 by using the safe- running speed in the ~~“formula”~~ stopping sight distance equation for “V”, where:

V = Velocity of vehicle (miles per hour).

Complete the applicant, application number, highway location, tester and test date blanks at the top of the form.

Make 5 test runs in each direction through the area and record your speeds. Drive at a reasonable, safe, prudent speed considering all factors. Make each test run during favorable weather conditions and prevailing traffic conditions.

After completing the five runs in each direction, determine the average speed in each direction. Add all recorded speeds in one direction and divide by the number of speeds recorded. The value will be the average safe-running speed in that direction.

Round this average up to the next highest mph multiple of 5 (e.g., 47 mph would be rounded up to 50 mph).

The reviewer will document the recorded speeds and computations on Form M-950SRS in the spaces provided and forward the completed form with the application to the District Permit Office.