

NO PASSING ZONES - OFFICE PROCEDURE

INTRODUCTION

This procedure outlines the method used for the determination of the No Passing Zones.

PROCEDURE

1. With the data collected from the field, plot on grid paper using 1" = 40' scale. The road is to be drafted from south to north (northbound) and from west to east (eastbound). The event codes are used to plot to pertinent data from the surveyed road.
2. Once the surveyed data is plotted the out-of-sights (OOS) and back-in-sights (BIS) are calculated for the opposite direction of travel. The posted speed limit of the road determines the Minimum Sight Distance (MSD) to be used in determining the OOS and BIS. The MSD is listed in Table 1.

This distance at an OOS for the northbound or eastbound directions has the MSD subtracted from it to get the BIS distance for the southbound or westbound directions. The BIS distance for the northbound or eastbound directions has the MSD subtracted from it to get the OOS distance for the southbound or westbound directions.

3. At this point, all of the event codes are plotted and the OOS and BIS for both directions are also on the plot. Next, the No Passing Zone Guidelines are used to decide where passing is allowed or not allowed, the No Passing Zones are plotted with a red pencil.

NO PASSING ZONE GUIDELINES

- A. Use Table 4 to determine the No Passing Zone distances approaching a railroad crossing. However, if there is an existing railroad symbol, end the No Passing Zone 10' beyond the farthest stop line from the tracks.

TABLE 4

| <u>Speed (MPH)</u> | <u>Distance (Ft.)</u> |
|--------------------|-----------------------|
| 30 | 275 |
| 35 | 350 |
| 40 | 400 |
| 45 | 475 |
| 50 | 550 |
| 55 | 650 |
| 60 | 725 |

- B. Primary intersections are defined as intersections with a stop sign or signal. Also, a map of predetermined primary intersections could be used. For primary intersections, a 300' No Passing Zone is used on the approach to the intersection. For T- intersections, a 300' No Passing Zone is used in the approach direction only.
 - C. No Passing Zones must be at least 500' long, except for the 300' approaching primary intersection. If No Passing Zone is 500' add the additional length to the beginning of No Passing Zone.
 - D. The gap between No Passing Zone must \geq the value of the gap in Table 1 (page 1-2) for the posted speed. If it is not, connect the two zones, an orange pencil is used on the plot to represent a closed gap.
 - E. If a bridge is posted as narrow or as one lane, a No Passing Zone based on the MSD for the posted speed is established. See Table 1 and Table 2 (pages 1-2).
 - F. If the No Passing Zones in both directions overlap by 100' or less then eliminate the overlap by having one change $\frac{1}{2}$ way between the two No Passing Zones.
 - G. If the gap between two No Passing Zone of opposite directions is 100' or less, than move the ends of the two No Passing Zones to a location half way between the zones.
4. After all of the No Passing Zones are determined, the next step is to log the No Passing Zones of the surveyed road. The No Passing Zone log is a written description of the plot of the No Passing Zones. The log starts at the bottom of the page and has five columns (as follows):
 - A. Distance – distance in feet that the event is from the beginning f the survey.
 - B. Left and Right – is a graphic representation of the No Passing Zones.
 - C. Description – a verbal description of the event or No Passing Zone.
 - D. Remarks – additional information (road/street name, stream name, etc.).
 5. Finally, the log is typed and the total solid yellow linear feet, and the total skip yellow linear feet calculated and noted at the very end of the log.