

**RECOMMENDED
PRACTICES**

PART	HIGHWAY SIGNS
SECTION	REGULATORY SIGNS
SUB-SECTION	

General

Favorable experience with the effectiveness of pavement markings has allowed for the use of standard painted yellow lines to mark No-Passing zones along provincial highways.

In most situations, the painted markings sufficiently define roadway sections where it is unsafe to pass without supplementing them with other traffic control devices.

Under exceptional circumstances, where unsafe passing maneuvers may create a higher than normal potential for collisions, painted markings are reinforced by a set of two regulatory signs Do Not Pass and Passing Permitted.

Standard

The Do Not Pass (RB-31) sign marks the beginning of a No-Passing zone and it indicates to drivers that they must not overtake another vehicle within a specified zone.

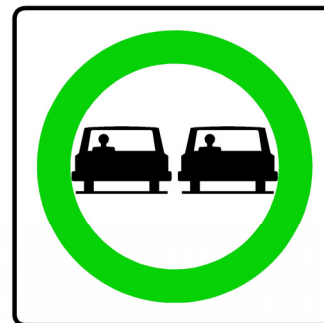
Termination of this zone is indicated by placing a Passing Permitted (RB-32) sign. The sign informs drivers that passing is permitted when safe to do so. It also implies that vehicles should proceed with caution and care when passing.

The Do Not Pass and Passing Permitted signs are standard regulatory signs with black symbols on a white background.

A red annular ring with interdictory stroke indicates a prohibitive message. A green annular ring indicates a positive, permissive message.



RB-31	600 mm x 600 mm	
Colour	Symbol and border Background The sign has red annular ring with interdictory stroke	Black White
Sheeting	ASTM, Type III or IV	



RB-32	600 mm x 600 mm	
Colour	Symbol and border Background The sign has green annular ring without interdictory stroke	Black White
Sheeting	ASTM, Type III or IV	

These signs may be supplemented with the appropriate standard tabs:



RB-31-T	600 mm x 300 mm	
Colour	Message and border Background	Black White
Sheeting	ASTM, Type III or IV	



RB-32-T	600 mm x 300 mm	
Colour	Message and border Background	Black White
Sheeting	ASTM, Type III or IV	

The tabs are rectangular with a black message on a white background.

The tabs have an educational function and are installed at locations where it has been determined that motorists are still unfamiliar with the meaning of the Do Not Pass and Passing Permitted signs.

Motorists' familiarity can be assessed according to factors such as collision experience, observations, and use of similar

signs in the area.

Guidelines for Use

The Do Not Pass and Passing Permitted signs are not normally needed along No-Passing zones marked with yellow double solid lines.

In most situations, including approaches to sharp vertical curves, horizontal curves, and areas through intersections and railway crossings, the yellow double solid lines provide sufficient information to drivers about the limits of No-Passing zones.

There are exceptional situations in which a set of Do Not Pass and Passing Permitted signs may be used to enforce the meaning of painted markings. These situations include:

- construction zones where overtaking is hazardous
- approaches to divided highway transitions
- lane reduction transitions
- highway sections where collision statistics indicate that the pavement markings are not being obeyed. This may include highway sections with a higher than average number of head-on or sideswipe collisions.
- on gravel surfaced roadways with higher traffic volumes where Do Not Pass and Passing Permitted signs provide the only means of prohibiting passing at sight-restricted locations.
- where it has been determined, based on the engineering study, that the use of regulatory signs is necessary to ensure

safe traffic operations. Such situations would normally include high traffic, high volume highways with an unusual or hidden hazard within a No-Passing zone.

Guidelines for Placement

The Do Not Pass sign should be installed at the beginning of a No-Passing zone, at the beginning of the yellow double solid line.

The passing prohibition takes effect at the point where the sign is located, so it is important to coordinate the sign location with the beginning of the markings for a No-Passing zone.

The Passing Permitted sign is installed at the end of a No-Passing zone that has been marked with the Do Not Pass sign at the start of the zone. These signs must be used in conjunction with one another for a given No-Passing zone, they cannot be used independently.

The exact location of the signs may be adjusted in the field to ensure adequate sign visibility along the highway.

Safety Issues

Due to a large number of No-Passing zones throughout the provincial highway network, the Do Not Pass and Passing Permitted signs should be used at locations where they are most needed.

The consequences of using signs at all marked No- Passing zones may be that the signs will lose their effectiveness and be ignored in a critical situation.

Reference to Standards

<i>Highway Pavement Marking Guide</i> Section C2.9	No Passing Zones
<i>Highway Geometric Design Guide,</i> Chapter B	Alignment elements