



**ORGANIZATIONAL  
STANDARDS**

**STANDARDS & REGULATIONS ENGINEERING  
APPLICATION: All County Roads**

|  |                                  |           |                                 |           |                           |
|--|----------------------------------|-----------|---------------------------------|-----------|---------------------------|
| <b>TITLE:</b><br><b>Passing and No Passing Zones</b> | RESOLUTION<br>NUMBER<br>RCxx-xxx | SUPERCEDE | EFFECTIVE<br>DATE<br>xx/xx/xxxx | SUPERCEDE | POLICY<br>NUMBER<br>SR-22 |
|--|----------------------------------|-----------|---------------------------------|-----------|---------------------------|

**INTENT**

When a request for a passing or no passing zone is received, the Road Commission reviews that section of roadway according to the criteria outlined in the Michigan Manual of Uniform Traffic Control Devices. These criteria evaluate the available sight distance along the primary roadway and the posted or un-posted (55MPH) speed limit of the roadway at vertical and horizontal curves. If adequate sight distance is not available, a no passing zone will be established.

The presence of driveways or crossroads is not a factor in this analysis because traffic traveling on the primary road has the right of way to any traffic waiting to enter its flow of traffic. Each year, the Road Commission receives requests to modify passing zones due to concerns from drivers being passed turning off of or onto a road in the middle of a passing zone. The practice of changing pavement markings from passing zones to no passing zones in areas that meet or exceed the sight distance criteria is not a sound engineering solution to a driver whose hazardous passing maneuver ignores turning vehicles or speed limits.