

# TR201514 No Passing Zone Guidance RFP

**Question Submitted:** Could you provide additional information regarding the current method used by MoDOT to determine No Passing Zones?

**Answer:** The most recent way MoDOT established no passing zones was a two car system with a lead “target” vehicle and an observation vehicle. A radio frequency system gave a digital reading to the observation vehicle of the distance between the vehicles so that proper distance could be maintained.

The lead vehicle had a target on the rear of the car and the observation vehicle sited on that target. When the target was visually lost due to a vertical curve or fell outside of the right of way limits (outside MoDOT’s control) that point was recorded and the no passing zone began. When the target came back into sight that position was recorded and the passing zone opened.

Locations were recorded using a distance measuring device (DMI), referencing a known mile or log point, however, the accuracy was dependent on the calibration of the device. These “logs” could then be used, in conjunction with a DMI to go back out on the road and place reference markers for the striping crews so they knew how to mark out the no passing zones.

The software for the current system is no longer supported. MoDOT also does not want to rely on a DMI, but record locations using GPS which is a solid reference point.