



Statens vegvesen

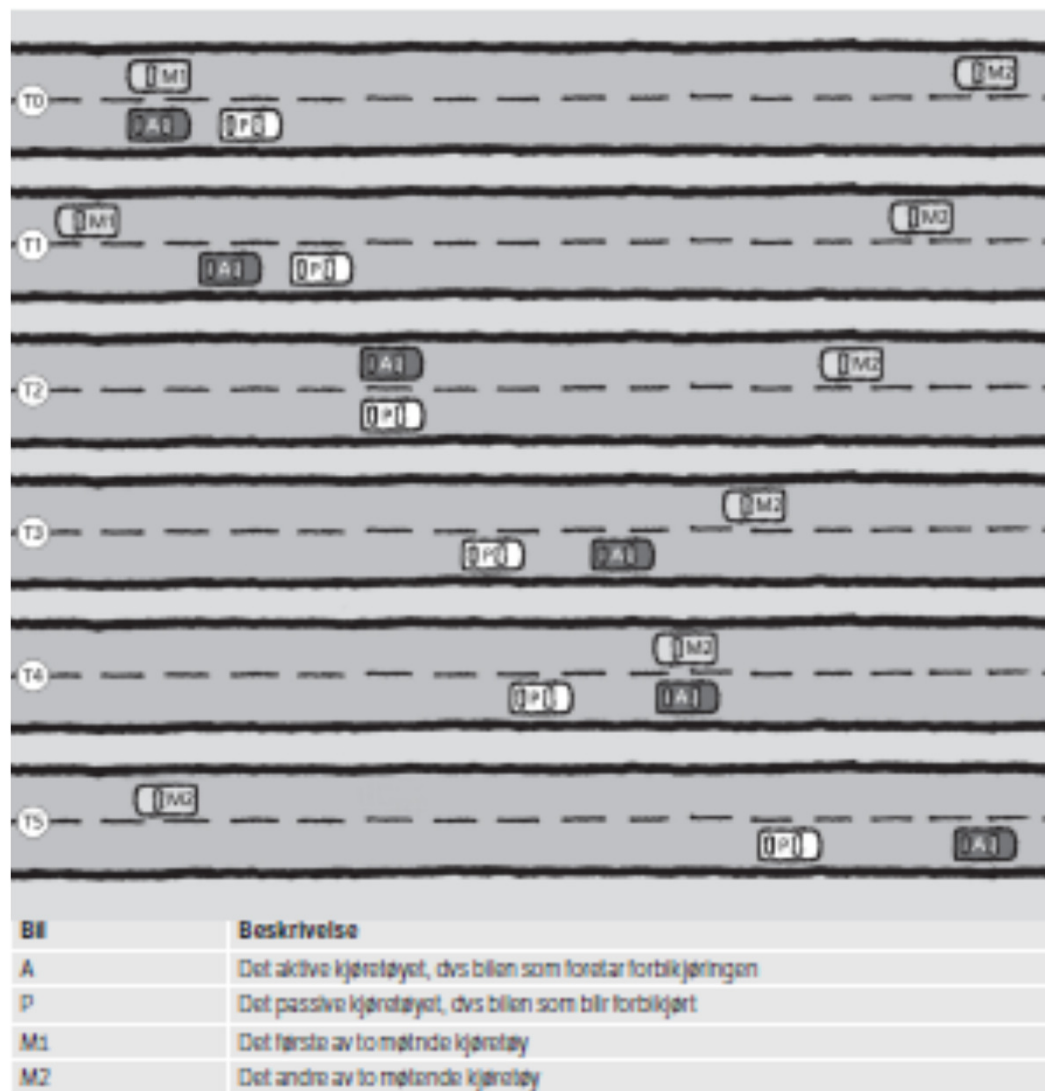


Overtaking – Norway

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Which model for the overtaking sight distance exist?





Overtaking sight distance

Overtaking sight distances used:

450 m at 80 km/h

550 m at 90 km/h



Amount of distances with overtaking sight

National main roads, speed limit 80 and 90 km/h:

AADT	Distances with overtaking sight
< 4 000	At least 2 overtaking possibilities per 10 km
4 000 – 6 000	At least 1 overtaking lane per 10 km
6 000 – 8 000	At least 1 overtaking lane per 10 km
8 000 – 12 000	At least 2 overtaking lanes per 10 km

Other main roads, speed limit 80 km/h:

AADT	Distances with overtaking sight
< 1 500	At least 1 overtaking possibilities per 10 km
1 500 – 4 000	At least 1 overtaking possibilities per 10 km

Road markings and overtaking – rural roads

- Lane Line – Overtaking allowed, sight distance > 2 times stop sight



- Warning line – Overtaking allowed



- Prohibitory line – Overtaking not allowed, not necessary to use signs





Revision of the marking rules

- Use of lane line today:

Speed Limit (km/h)	Minimum sight length to mark lane line (m)
70	170
80	220
90	280

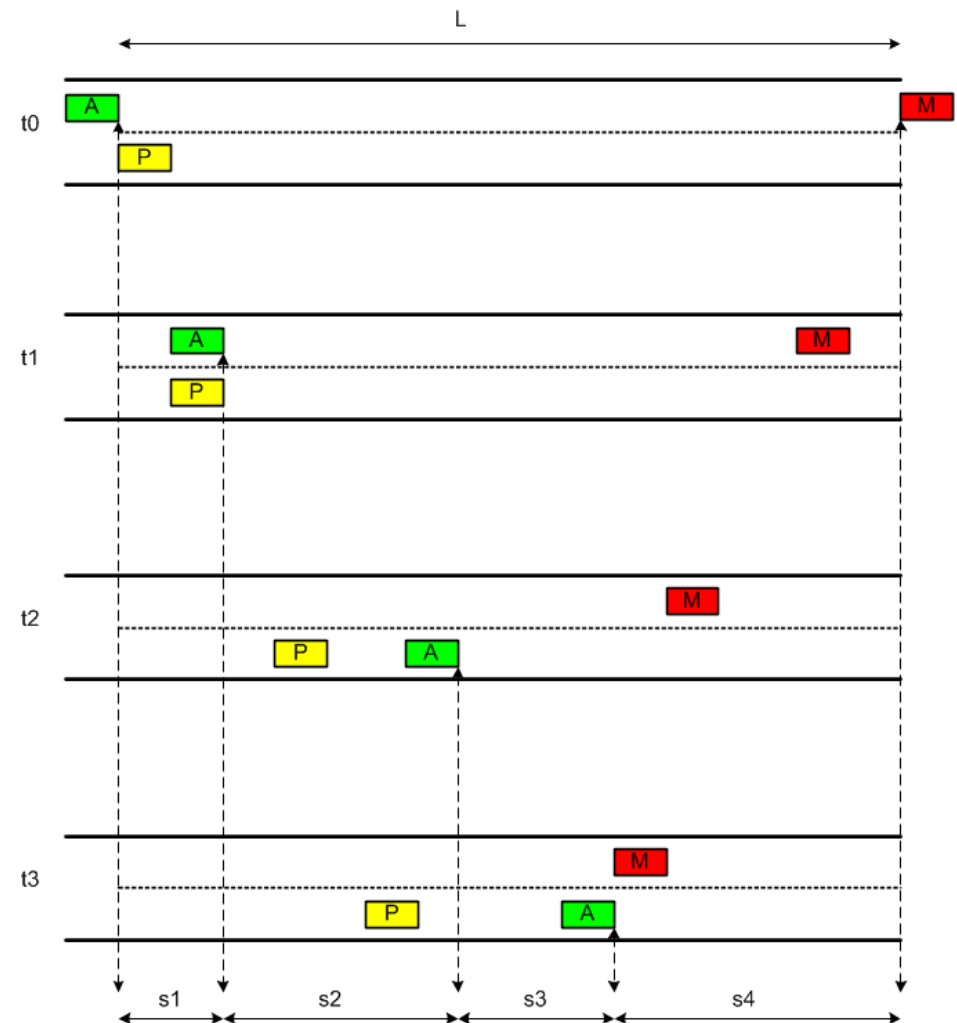
- New proposal (not passed yet):

Speed limit (km/h)	Minimum sight length to mark lane line (m)
70	230
80	280
90	330

New proposal is based on an overtaking model

Overtaking model – use of lane line

- t_0 – the active vehicle (green) has reached the back end of the passive vehicle (yellow)
- t_1 – the active and the passive vehicle are side by side
- t_2 – the active vehicle has reached the right lane and have time distance of 1,5 s to the passive vehicle
- t_3 – the active vehicle has met the meeting vehicle (red). $t_3 - t_2$ is a safety time (1,5 s)
- $L = s_1 + s_2 + s_3 + s_4$ is the minimum sight distance to mark a lane line





Overtaking prohibited

- Mostly used in connection with intersections or other places where overtaking is forbidden

