



Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer	2-3-10
CHAPTER 2	Signing
SECTION 3	Warning
SUBJECT 10	Use of Chevrons

A. General

The [2009 MUTCD](#) classifies the chevron as an alignment sign, but it is basically a delineator with a directional connotation, which is the aspect of the sign that relegates its use to horizontal curves. It is not to be used at roadway width transitions, lane drops, or approaches to narrow bridges. It is also not to be used singly, because that will not adequately develop the directional message. Another inappropriate use is in a cluster at the end of a T-intersection.

Chevrons (W1-8 signs) *may* be used in combination with the large night arrow (W1-6 sign) or without the large night arrow sign. [Table 2C-5](#) of the 2009 MUTCD provides guidance as to when chevron signs are used.

The 2009 MUTCD, [Table 2C-6](#) contains spacing criteria for installations of chevrons, which has been included as part of this policy.

B. Guidance

The following guidelines apply to these signs:

1. It is desirable to position one chevron directly ahead of an approaching vehicle while the vehicle is on the approach tangent, and begin spacing in both directions from that point.
2. Extend to the point of curvature, and to the point of tangency; do not alter the spacing to meet these points however.
3. A minimum of three signs **shall** be used, even if they extend beyond the point of curvature. Also, per the MUTCD, the spacing of chevron signs *should* be such that the road user has at least two in view, until the change in alignment eliminates the need for the signs.
4. Chevron signs **shall not** be placed on the far side of a T-intersection to warn drivers that a through movement is not possible.

5. Chevron signs **shall not** be used to mark obstructions within the roadway.
6. Follow the spacing table below, making adjustments for conflicts with driveways, signs, etc. The chevron spacing shown below are maximum distances between chevrons. Chevrons may be spaced closer to address curves with tighter radius measurements.

Chevron signs **shall** be mounted at a 4-foot minimum height (measured from the bottom of sign to the elevation of the near edge of traveled way). They **shall** be aimed toward traffic rather than located perpendicular to the curve.

The chevron sign *may* be used only where an emerging or demonstrated accident problem exists. On highways to be reconstructed it is unlikely that accidents will be expected to occur on the re-alignment. Therefore chevron signs *should not* normally be specified on new construction, unless required by [Table 2C-5](#) of the 2009 MUTCD.

CHEVRON ALIGNMENT SIGN SPACING

Posted Advisory Speed (mph)	Curve Radius (feet)	Maximum Spacing (feet)
15 mph or less	less than 200	40
20	200 - 400	80
25	200 - 400	80
30	200-400	80
35	401-700	120
40	401-700	120
45	401-700	120
50	701-1,250	160
55	701-1,250	160
60	greater than 1,250	160
65	greater than 1,250	200

7. Existing signs not installed at this spacing *should* be adjusted when opportunity permits, due to improvement projects, knockdowns or if problems are present.