

REVERSE TURN AND REVERSE CURVE SIGNS

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RECOMMENDED PRACTICES	PART	HIGHWAY SIGNS
	SECTION	WARNING SIGNS
	SUB-SECTION	

General

Reverse Curve and Reverse Turn signs are intended to warn motorists of two successive turns or curves that bend in opposite directions.

Standard

The Reverse Turn (WA-4) sign is used in advance of a roadway alignment consisting of two roadway turns in opposite directions separated by a tangent section of 120 m or less. Each turn in the reverse turn roadway segment must meet the requirements for a Turn sign, as defined in Table 1, included in the guideline for Turn and Curve Signs.

If the first turn is to the right, a Reverse Turn Right sign (WA-4-R) is used. If the first turn is to the left, a Reverse Turn Left sign (WA-4-L) is used.



WA-4-R WA-4-L	600 mm x 600 mm R-right, L-left	
Colour	Symbol and Border Background	Black Yellow
Sheeting	ASTM, Type III or IV	

The Reverse Curve sign is used in advance of a roadway alignment consisting of two curves in opposite directions separated by a tangent section of 120 m or less. Each curve in the reverse curve segment must meet the requirements for a Curve sign, as defined in Table 1, included in the guideline for Turn and Curve Signs.

If the first curve is to the right, a Reverse Curve Right sign WA-5-R is used. If the first curve is to the left, a Reverse Curve Left sign WA-5-L is used.



WA-5-R WA-5-L	600 mm x 600 mm R-right, L-left	
Colour	Symbol and Border Background	Black Yellow
Sheeting	ASTM, Type III or IV	

Guidelines for Use

In general, the Reverse Curve or Reverse Turn sign should only be considered when it is impractical to sign two adjacent curves or turns with two separate Curve or Turn signs. Curves on higher class primary highways should be signed with separate Curve signs.

Curves on lower class roadways with lower traffic volumes make better candidates for signing with a Reverse Curve sign provided that the installation of a combined sign is practical and does not pose safety concerns.

The candidate multiple curve segment must be uniform and comprised of curves which meet the criteria for curves identified in Table 1 included in the guideline for Turn and Curve Signs. In all instances, curves must have safe travelling speeds equal to the approach speed along the roadway (i.e., posted speed).

When the speed differential between safe travelling speed on any of the curves and the approach speed (i.e., posted speed) exceeds 15 km/h, curves must be signed with separate Curve signs.

The Reverse Turn sign should only be considered on lower speed, lower class roadways (i.e., local or municipal roads). Both turns in the reverse turn segment must have the same safe travelling speeds in order to qualify for a Reverse Turn sign. Roadway segments which have a high speed differential between turns and tangent sections may require geometric assessment and reconstruction.

A Reverse Turn or Reverse Curve sign should only be placed in advance of a roadway section consisting of two turns or two curves in opposite directions separated by a tangent section of 120 m or less.

If the tangent separating two turns or two curves in opposite directions is greater than 120 m, then the configuration must be signed as two separate turns or two separate curves.

When safe traveling speeds along turns are less than the approach speed, the turns must be signed with separate Turn signs.

Guidelines for Placement

The Reverse Turn or Reverse Curve sign is installed at the start of the reverse turn/curve roadway section. Signs should be placed in accordance with the criteria specified in Table 2 of the guideline entitled Turn and Curve signs.

References to Standards

Recommended Practices, Section: Warning Signs	Turn/Sharp Curve/Curve Signs
Recommended Practices, Section: Warning Signs	Winding Road Signs
Recommended Practices, Section: Traffic Operations	Methods for Establishing Safe Speeds on Curves