

	CHEVRON GORE PAVEMENT MARKINGS		<i>Issued: OCT 2007</i>
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RECOMMENDED PRACTICES	PART	PAVEMENT MARKINGS	
	SECTION		
	SUB-SECTION		

General

Gore is the term used to define the location where the edge of highway and edge of ramp (or opposing highway direction) meet each other.

Pavement markings at gore areas are critical for helping motorists orientate themselves to the roadway geometry and ensure they safely navigate the highway network.

Chevron paint markings may be added within a painted gore outline to provide emphasis.

Standards

The Alberta Highway Pavement Marking Guide details the use of gore pavement markings for various applications.

Chevron pavement markings may be used in gore areas to provide additional emphasis of the gore, such as at:

- pavement width transitions from two-lane undivided to four-lane divided highways
- interchange on-ramps and off-ramps
- interchange weaving lanes
- freeway exit terminals

Guidelines For Use

Where there are pavement transitions from two-lane undivided to four-lane divided (and vice versa), chevron markings shall be used as shown in standard drawing Figure TCS-C-205 in all cases to provide additional emphasis.

Typically on divided highways with an AADT exceeding 12,000, chevrons are provided at all gore areas adjacent to the through lanes (i.e., the merge and diverge areas on the main alignment).

However, in some cases these gore areas can stretch for a significant distance, making the use of chevrons through the entire gore area impractical for installation/maintenance cost and aesthetic reasons. An example of such a case is Anthony Henday Drive in Edmonton where some gore areas extend for up to 500 metres.

For gore areas longer than 300 metres meeting the chevron criteria, chevron markings should be installed at the beginning of the gore, starting where the gore width is 2.5 metres and extending 50 to 100 metres downstream.

On divided highways with an AADT less than 12,000, chevrons should generally be provided at diverge gore areas if at least 25% of the through traffic is expected to use the off-ramp. Chevrons at the merge areas are generally not provided unless the need is identified by the engineer responsible for design or traffic operations.

Interchange exit terminals generally do not require chevron markings, however, exceptions may be made if added emphasis is needed due to the operating speed at the gore, traffic volume, traffic operations, and visibility of the gore area.

Guidelines for Placement

Standard drawings detailing the placement, dimensions and paint colours of chevron markings in gore areas are contained in the Highway Pavement Marking Guide as Figures TCS-C-205, TCS-C-601, TCS-C-605, TCS-C-610, TCS-C-615, TCS-C-620, TCS-C-625 and TCS-C-630.

References to Standards

Alberta Highway Pavement Marking Guide	C2.7 Pavement Width Transitions C6 Interchanges
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