



U.S. Department  
of Transportation

**Federal Highway  
Administration**

400 Seventh St., S.W.  
Washington, D.C. 20590

July 23, 2003

Refer to: HOTO-1

Mr. Devin Jeon  
DJ Marketing Group, Inc.  
38-34 Clearview Expressway  
Bayside, NY 11361

Dear Mr. Jeon:

In regard to the conformity of your company's product the Chevron Delineator with the Manual on Uniform Traffic Control Devices (MUTCD), please be advised that the members of the MUTCD team representing warning signs and delineators have reviewed the information contained in the letter that Mr. Nick Artimovich is preparing in response to the crashworthiness of your device. We also reviewed the information on your website that described your product features.

Based upon this review we note the following:

1. The Chevron Delineator design is not a warning sign such as the chevron sign (W1-8) in that it does not meet the minimum size for height and width and most importantly its mounting position on the face of guardrail does not meet the minimum mounting height of 5 feet in rural areas and 7 feet for urban areas which apply to all signs. The Chevron Delineator with its double chevron design does not correspond to the standard chevron symbol design which is a single chevron.
2. The Chevron Delineator has the wrong color to be a reflector or marker on the face of the guardrail in that markers/delineators on the right hand side of the travel lane are white in color rather than yellow which denotes left hand side markers. If the Chevron Delineator is intended to be a sign, then we noticed that the black arrow symbols are not prominent when placed on a curved surface.

Although we agree the Chevron Delineator does provide enhanced detection of the location of guardrails on curves, the design as you currently have it configured is not appropriate as a replacement for the standard chevron alignment warning signs nor does it conform to the color requirements for a right hand side marker/reflector.

For recordkeeping purposes, we have assigned the following official ruling number and title: 2-534(I)-"Chevron Delineator Product Evaluation." Please refer to this interpretation number in future correspondence. One way to evaluate and further improve new products is to consider conducting an experimental study. The MUTCD Section IA. 10 discusses the procedures for experimentation. Please note that a field study request is only considered when submitted by a



public agency or private toll facility responsible for the operation of the road or street on which the experiment is to take place.

We look forward to your thoughts and directions in regard to changing the design of the Chevron Delineator so that its design would conform to the approved requirements set forth in the MUTCD.

If we can be of further assistance, please contact Mr. Fred Ranck, Safety Engineer in the Resource Center, Olympia Fields, at 708-283-3545 or Mr. Scott Wainwright at Federal Highway Administration Headquarters at 202-366-0857.

Sincerely yours,

A handwritten signature in black ink that reads "Vincent P. Pearce". The signature is written in a cursive style with a large initial "V" and "P".

Vincent P. Pearce  
Acting Director, Office of Transportation  
Operations