California
Manual on Uniform Traffic Control Devices
for Streets and Highways
**(FHWA's MUTCD 2003 Edition,
as amended for use in California)**

PART 2
Signs

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

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PART 2. SIGNS

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CHAPTER 2A. GENERAL

Section 2A.01 Function and Purpose of Signs

Support:

This Manual contains Standards, Guidance, and Options for the signing within the right-of-way of all types of highways open to public travel. The functions of signs are to provide regulations, warnings, and guidance information for road users. Both words and symbols are used to convey the messages. Signs are not typically used to confirm rules of the road.

Detailed sign requirements are located in the following Chapters of Part 2:

Chapter 2B—Regulatory Signs
Chapter 2C—Warning Signs
Chapter 2D—Guide Signs (Conventional Roads)
Chapter 2E—Guide Signs (Freeways and Expressways)
Chapter 2F—Specific Service (Logo) Signs
Chapter 2G—Tourist-Oriented Direction Signs
Chapter 2H—Recreational and Cultural Interest Area Signs
Chapter 2I—Emergency Management Signs

Standard:

Because the requirements and standards for signs depend on the particular type of highway upon which they are to be used, the following definitions shall apply:

A. Freeway—a divided highway with full control of access;
B. Expressway—a divided highway with partial control of access;
C. Conventional Road—a street or highway other than a low-volume road (as defined in Section 5A.01), a freeway, or an expressway; and
D. Special Purpose Road—a low-volume, low-speed road that serves recreational areas or resource development activities, or that provides local access.

Section 2A.02 Definitions

Support:

Definitions that are applicable to signs are given in Sections 1A.13 and 2A.01.

Section 2A.03 Standardization of Application

Support:

It is recognized that urban traffic conditions differ from those in rural environments, and in many instances signs are applied and located differently. Where pertinent and practical, this Manual sets forth separate recommendations for urban and rural conditions.

Guidance:

Signs should be used only where justified by engineering judgment or studies, as noted in Section 1A.09.

Results from traffic engineering studies of physical and traffic factors should indicate the locations where signs are deemed necessary or desirable.

Roadway geometric design and sign application should be coordinated so that signing can be effectively placed to give the road user any necessary regulatory, warning, guidance, and other information.

Standard:

Each standard sign shall be displayed only for the specific purpose as prescribed in this Manual. Determination of the particular signs to be applied to a specific condition shall be made in accordance with the criteria set forth in Part 2. Before any new highway, detour, or temporary route is opened to traffic, all necessary signs shall be in place. Signs required by road conditions or restrictions shall be removed when those conditions cease to exist or the restrictions are withdrawn.

Guidance:

After a sign has been erected, observations should be made to determine if the desired effect on traffic has been achieved.

Section 2A.04 Excessive Use of Signs

Guidance:

Regulatory and warning signs should be used conservatively because these signs, if used to excess, tend to lose their effectiveness. If used, route signs and directional signs should be used frequently because they promote reasonably safe and efficient operations by keeping road users informed of their location.

Support:

Sign information overload occurs when the frequency of signing, complexity of messages or diversity of messages is so great that they cannot be readily assimilated by motorists in time to respond properly and safely to roadway situations. Sign information overload can be avoided by:

- Increasing the spacing between signs so that they can be understood before encountering new messages.
- Minimizing content and using accepted symbols so as to simplify messages.
- Spreading the information so that each element of stand-alone information is presented in a separate sign.
- Using standard sign formats applied in a consistent fashion to enhance motorist recognition.
- Using redundant signing or a combination of signing and pavement messages to offer multiple opportunities for motorists to recognize and respond to the situation.
- Reducing or eliminating less-essential signs.

See ITE's Traffic Control Devices Handbook, Chapter 2 for more information on this topic. See Section 1A.11 for information regarding this publication.

Section 2A.05 Classification of Signs

Standard:

Signs shall be defined by their function as follows:

A. Regulatory signs give notice of traffic laws or regulations.

B. Warning signs give notice of a situation that might not be readily apparent.

C. Guide signs show route designations, destinations, directions, distances, services, points of interest, and other geographical, recreational, or cultural information.

Support:

In California, prior to the adoption of Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) on May 20, 2004, signs were classified into four categories, the fourth category being Construction signs. In general, Construction signs are Warning, Regulatory or Guide signs. Hence, this categorical classification is deleted for Construction signs in California and as per the MUTCD only the three basic categories are recognized. Construction signs are now included in Part 6.

Section 2A.06 Design of Signs

Support:

This Manual shows many typical standard signs approved for use on streets, highways, bikeways, and pedestrian crossings.

In the specifications for individual signs, the general appearance of the legend, color, and size are shown in the accompanying tables and illustrations, and are not always detailed in the text.

Detailed drawings of standard signs and alphabets are shown in the "Standard Highway Signs" book. Section 1A.11 contains information regarding how to obtain this publication.

The basic requirements of a highway sign are that it be legible to those for whom it is intended and that it be understandable in time to permit a proper response. Desirable attributes include:

A. High visibility by day and night; and

B. High legibility (adequately sized letters or symbols, and a short legend for quick comprehension by a road user approaching a sign).

Standardized colors and shapes are specified so that the several classes of traffic signs can be promptly recognized. Simplicity and uniformity in design, position, and application are important.

Standard:

The term legend shall include all word messages and symbol designs that are intended to convey specific meanings.

Uniformity in design shall include shape, color, dimensions, legends, borders, and illumination or retroreflectivity.

Where a standard word message is applicable, the wording shall be as herein provided. Standardization of these designs does not preclude further improvement by minor changes in the proportion or orientation of symbols, width of borders, or layout of word messages, but all shapes and colors shall be as indicated.

In situations where word messages are required other than those herein provided, the signs shall be of the same shape and color as standard signs of the same functional type.

Except as stated in the Option below, Internet addresses shall not be shown on any sign, supplemental plaque, sign panel (including logo panels on specific service signs), or changeable message sign.

Guidance:

Unless otherwise stated in this Manual for a specific sign, and except as stated in the Option below, phone numbers of more than four characters should not be shown on any sign, supplemental plaque, sign panel (including logo panels on specific service signs), or changeable message sign.

Option:

Internet addresses or phone numbers with more than four characters may be shown on signs, supplemental plaques, sign panels, and changeable message signs that are intended for viewing only by pedestrians, bicyclists, occupants of parked vehicles, or drivers of vehicles on low-speed roadways where engineering judgment indicates that drivers can reasonably safely stop out of the traffic flow to read the message.

State ~~and local highway agencies~~ Department of Transportation may develop special word message signs in situations where roadway conditions make it necessary to provide road users with additional regulatory, warning, or guidance information.

Standard:

Except as noted in the Option below, highway agencies shall not develop word message signs. In accordance with CVC Section 21401, only word message signs conforming to Department of Transportation standards and specifications shall be placed on streets and highways.

Option:

Local agencies may develop place/facility name or day, date, time portion of the word message on signs to notify road users of special events/circumstances or to warn road users of a situation that might not be readily apparent. Unlike symbol signs and colors, these place/facility name or day, date, time modified word message signs may be used without the need for experimentation.

Support:

Sign design details are contained in FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications. Signs other than those shown in these publications, the MUTCD or this California MUTCD may be required under special conditions. See Section 1A.11 for information regarding these publications.

Section 2A.07 Changeable Message Signs

Standard:

To the extent practical, changeable message signs, which are traffic control devices designed to display variable messages, shall conform to the principles established in this Manual, and with the design and applications prescribed in Sections 2E.21, 6F.02, and 6F.55.

Guidance:

Except for safety or transportation-related messages, changeable message signs should not be used to display information other than regulatory, warning, and guidance information related to traffic control.

Support:

Changeable message signs, with more sophisticated technologies, are gaining widespread use to inform road users of variable situations, particularly along congested traffic corridors. Highway and transportation organizations are encouraged to develop and experiment (see Section 1A.10) with changeable message signs and to carefully evaluate such installations so that experience is gained toward adoption of future standards.

Information regarding the design and application of portable changeable message signs in temporary traffic control zones is contained in Section 6F.55. Section 1A.14 contains information regarding the use of abbreviations on traffic control devices, including changeable message signs.

Option:

Changeable message signs (including portable changeable message signs) that display a regulatory or warning message may use a black background with a white, yellow, orange, red, or fluorescent yellow-green legend as appropriate, except where specifically restricted in this Manual for a particular sign.

Changeable message signs, both permanent and portable, may be used by State and local highway agencies to display safety or transportation-related messages. State and local highway agencies may develop and establish a policy regarding the display of safety and transportation-related messages on permanent and changeable message signs that specifies the allowable messages and applications, consistent with the provisions of this Manual.

Support:

Examples of safety messages include SEAT BELTS BUCKLED? and DON'T DRINK AND DRIVE. Examples of transportation-related messages include STADIUM EVENT SUNDAY, EXPECT DELAYS NOON TO 4 PM and OZONE ALERT CODE RED—USE TRANSIT.

Guidance:

When a changeable message sign is used to display a safety or transportation-related message, the requirements of Section 6F.55 should be followed. The message should be simple, brief, legible, and clear. A changeable message sign should not be used to display a safety or transportation-related message if doing so would adversely affect the respect for the sign. "CONGESTION AHEAD" or other overly simplistic or vague messages should not be displayed alone. These messages should be supplemented with a message on the location or distance to the congestion or incident, how much delay is expected, alternative route, or other similar messages.

Standard:

When a changeable message sign is used to display a safety or transportation-related message, the display format shall not be of a type that could be considered similar to advertising displays. The display format shall not include animation, rapid flashing, or other dynamic elements that are characteristic of sports scoreboards or advertising displays.

Section 2A.08 Retroreflectivity and Illumination

Support:

There are many materials currently available for retroreflection and various methods currently available for the illumination of signs. New materials and methods continue to emerge. New materials and methods can be used as long as the signs meet the standard requirements for color, both by day and by night.

Standard:

Regulatory, warning, and guide signs shall be retroreflective or illuminated to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion in this Manual of a particular sign or group of signs.

The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.

Guidance:

All overhead sign installations should be illuminated unless an engineering study shows that retroreflection will perform effectively without illumination.

Option:

Sign elements may be illuminated by the means shown in Table 2A-1.

Retroreflection of sign elements may be accomplished by the means shown in Table 2A-2.

~~Light Emitting Diode (LED) units may be used individually within the face of a sign and in the border of a sign, except for Changeable Message Signs, to improve the conspicuity, increase the legibility of sign legends and borders, or provide a changeable message. Individual LED pixels may be used in the border of a sign.~~

Light Emitting Diode (LED) units may be used in the border of a STOP or warning signs, except for Changeable Message Signs, to improve the conspicuity of signs.

Standard:

~~**If used, the LEDs shall be the same color as the sign legend, border, or background. If flashed, all LED units shall flash simultaneously at a rate of more than 50 and less than 60 times per minute. The uniformity of the sign design shall be maintained without any decrease in visibility, legibility, or driver comprehension during either daytime or nighttime conditions.**~~

~~**A module of multiple LED units used as a closely-spaced, single light source shall only be used within the sign face for legends or symbols.**~~

If used, the LEDs shall be red for STOP signs and yellow for warning signs. All LED units shall flash simultaneously at a rate of more than 50 and less than 60 times per minute. The uniformity of the sign design shall be maintained without any decrease in visibility, legibility, or driver comprehension during either daytime or nighttime conditions.

Support:

Information regarding the use of retroreflective material on the sign support is contained in Section 2A.21.

Section 2A.09 Minimum Retroreflectivity Levels

Support:

(This section is reserved for future text based on FHWA rulemaking.)

Section 2A.10 Shapes

Standard:

Particular shapes, as shown in Table 2A-3, shall be used exclusively for specific signs or series of signs, unless specifically stated otherwise in the text discussion in this Manual for a particular sign or class of signs.

Section 2A.11 Sign Colors

Standard:

The colors to be used on standard signs and their specific use on these signs shall be as indicated in the applicable Sections of this Manual. The color coordinates and values shall be as described in 23 CFR, Part 655, Subpart F, Appendix.

Support:

As a quick reference, common uses of sign colors are shown in Table ~~2A-4~~ 2A-4(CA). Color schemes on specific signs are shown in the illustrations located in each appropriate Section.

Whenever white is specified herein as a color, it is understood to include silver-colored retroreflective coatings or elements that reflect white light.

The colors coral, purple, and light blue are being reserved for uses that will be determined in the future by the Federal Highway Administration.

Information regarding color coding of destinations on guide signs is contained in Section 2D.03.

Section 2A.12 Dimensions

Support:

Sign sizes for use on the different classes of highways are shown in Sections 2B.03, 2C.04, 2D.04, 5A.03, 6F.02, 7B.01, 8B.02, and 9B.02, and in the "Standard Highway Signs" book.

The "Standard Highway Signs" book (see Section 1A.11) prescribes design details for up to five different sizes depending on the type of traffic facility, including bikeways. Smaller sizes are designed to be used on bikeways and some other off-road applications. Larger sizes are designed for use on freeways and expressways, and can also be used to enhance road user safety and convenience on other facilities, especially on multi-lane divided highways and on undivided highways having five or more lanes of traffic and/or high speeds. The intermediate sizes are designed to be used on other highway types.

Standard:

The sign dimensions prescribed in this Manual and in the "Standard Highway Signs" book shall be used unless engineering judgment determines that other sizes are appropriate. Where engineering judgment determines that sizes smaller than the prescribed dimensions are appropriate for use, the sign dimensions shall not be less than the minimum dimensions specified in this Manual. Where engineering judgment determines that sizes larger than the prescribed dimensions are appropriate for use, standard shapes and colors shall be used and standard proportions shall be retained as much as practical.

Guidance:

Increases above the prescribed sizes should be used where greater legibility or emphasis is needed. Wherever practical, the overall sign dimensions should be increased in 150 mm (6 in) increments.

Standard:

The standard sign dimensions prescribed in this California MUTCD, FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications shall be used unless engineering judgment determines that other sizes are appropriate. Where engineering judgment determines that sizes smaller than the standard dimensions are appropriate for use, the sign dimensions shall not be less than the minimum dimensions specified in this California MUTCD, Standard Highway Signs book or the California Sign Specifications. See Section 1A.11 for information regarding these publications.

Section 2A.13 Symbols

Support:

Sometimes a change from word messages to symbols requires significant time for public education and transition. Therefore, this Manual includes the practice of using educational plaques to accompany some new symbol signs.

Standard:

Symbol designs shall in all cases be unmistakably similar to those shown in this Manual and in the "Standard Highway Signs" book (see Section 1A.11). New symbol designs shall be adopted by the Federal Highway Administration based on research evaluations to determine road user comprehension, sign conspicuity, and sign legibility.

Guidance:

New warning or regulatory symbol signs not readily recognizable by the public should be accompanied by an educational plaque.

Option:

State and/or local highway agencies may conduct research studies to determine road user comprehension, sign conspicuity, and sign legibility.

Educational plaques may be left in place as long as they are in serviceable condition.

Although most standard symbols are oriented facing left, mirror images of these symbols may be used where the reverse orientation might better convey to road users a direction of movement.

Support:

Use of symbols to word messages is preferred. However, care needs to be taken so as not to mix the individual symbols.

Standard:

Symbol designs shall in all cases be unmistakably similar to those shown in this California MUTCD, Standard Highway Signs book and Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Section 2A.14 Word Messages

Standard:

Except as noted in Section 2A.06, all word messages shall use standard wording and letters as shown in this Manual and in the "Standard Highway Signs" book (see Section 1A.11).

Guidance:

Word messages should be as brief as possible and the lettering should be large enough to provide the necessary legibility distance. A minimum specific ratio, such as 25 mm (1 in) of letter height per 12 m (40 ft) of legibility distance, should be used.

Support:

Some research indicates that a ratio of 25 mm (1 in) of letter height per 10 m (33 ft) of legibility distance could be beneficial.

Guidance:

Abbreviations (see Section 1A.14) should be kept to a minimum, and should include only those that are commonly recognized and understood, such as AVE (for Avenue), BLVD (for Boulevard), N (for North), or JCT (for Junction).

Standard:

All sign lettering shall be in capital letters as provided in the "Standard Highway Signs" book, except as indicated in the Option below.

Option:

Word messages on street name signs and destinations on guide signs may be composed of a combination of lower-case letters with initial upper-case letters.

Section 2A.15 Sign Borders

Standard:

Unless specifically stated otherwise, each sign illustrated herein shall have a border of the same color as the legend, at or just inside the edge.

The corners of all sign borders shall be rounded, except for STOP signs.

Guidance:

A dark border on a light background should be set in from the edge, while a light border on a dark background should extend to the edge of the panel. A border for 750 mm (30 in) signs with a light background should be from 13 to 19 mm (0.5 to 0.75 in) in width, 13 mm (0.5 in) from the edge. For similar signs with a light border, a width of 25 mm (1 in) should be used. For other sizes, the border width should be of similar proportions, but should not exceed the stroke-width of the major lettering of the sign. On signs exceeding 1800 x 3000 mm (72 x 120 in) in size, the border should be 50 mm (2 in) wide, or on larger signs, 75 mm (3 in) wide. Except for STOP signs and as otherwise provided in Section 2E.15, the corners of the sign should be rounded to fit the border.

Section 2A.16 Standardization of Location

Support:

Standardization of position cannot always be attained in practice. Examples of heights and lateral locations of signs for typical installations are illustrated in Figure 2A-1, and examples of locations for some typical signs at intersections are illustrated in Figure ~~2A-2~~ 2A-2(CA).

Standard:

Signs requiring different decisions by the road user ~~shall~~ should be spaced sufficiently far apart for the required decisions to be made reasonably safely. One of the factors considered when determining the appropriate spacing shall be the posted or 85th-percentile speed.

Guidance:

Signs should be located on the right side of the roadway where they are easily recognized and understood by road users. Signs in other locations should be considered only as supplementary to signs in the normal locations, except as otherwise indicated.

Signs should be individually installed on separate posts or mountings except where:
A. One sign supplements another, or
B. Route or directional signs are grouped to clarify information to motorists, or
C. Regulatory signs that do not conflict with each other are grouped, such as turn prohibition signs posted with one-way signs, street name signs posted with a stop or yield sign, or a parking regulation sign posted with a speed limit sign.

Signs should be located so that they:
A. Are outside the clear zone unless placed on a breakaway or yielding support (see Section 2A.19);
B. Optimize nighttime visibility;
C. Minimize the effects of mud splatter and debris;
D. Do not obscure each other; and
E. Are not hidden from view.

Support:

The clear zone is the total roadside border area, starting at the edge of the traveled way, available for use by errant vehicles. The width of the clear zone is dependent upon traffic volumes, speeds, and roadside geometry. Additional information can be found in the "AASHTO Roadside Design Guide" (see Page i for AASHTO's address).

Guidance:

With the increase in traffic volumes and the desire to provide road users regulatory, warning, and guidance information, an order of priority for sign installation should be established.

Support:

An order of priority is especially critical where space is limited for sign installation and there is a demand for several different types of signs. Overloading road users with too much information is not desirable.

Guidance:

Because regulatory and warning information is more critical to the road user than guidance information, regulatory and warning signing whose location is critical should be displayed rather than guide signing in cases where conflicts occur. Information of a less critical nature should be moved to less critical locations or omitted.

Option:

Under some circumstances, such as on curves to the right, signs may be placed on median islands or on the left side of the road. A supplementary sign located on the left of the roadway may be used on a multi-lane road where traffic in the right lane might obstruct the view to the right.

Guidance:

~~In urban areas where crosswalks exist, signs should not be placed within 1.2 m (4 ft) in advance of the crosswalk.~~

The installation of signs, including route shields, on signal standards should be avoided unless they directly affect traffic movements in the intersection.

A minimum spacing of 60 m (200 ft) between guide signs should be maintained on conventional highways.

A minimum spacing of 240 m (800 ft) between guide signs should be maintained on freeways and expressways.

Support:

Figure 2A-1(CA) shows height and lateral location of signs for typical installations.

Section 2A.17 Overhead Sign Installations

Guidance:

Overhead signs should be used on freeways and expressways, at locations where some degree of lane-use control is desirable, and at locations where space is not available at the roadside.

Support:

The operational requirements of the present highway system are such that overhead signs have value at many locations. The factors to be considered for the installation of overhead sign displays are not definable in specific numerical terms.

Option:

The following conditions (not in priority order) may be considered in an engineering study to determine if overhead signs would be beneficial:

A. Traffic volume at or near capacity;
B. Complex interchange design;
C. Three or more lanes in each direction;
D. Restricted sight distance;
E. Closely spaced interchanges;
F. Multi-lane exits;
G. Large percentage of trucks;
H. Street lighting background;
I. High-speed traffic;
J. Consistency of sign message location through a series of interchanges;
K. Insufficient space for ground-mounted signs;
L. Junction of two freeways; and
M. Left exit ramps.
N. "Exit Only" lanes and lane drops.
O. Necessity to have a sign message directly over the lane to which it refers.

Over-crossing structures may serve for the support of overhead signs, and under some circumstances, may be the only practical solution that will provide adequate viewing distance. Use of such structures as sign supports may eliminate the need for the foundations and sign supports along the roadside.

Support:

Refer to Department of Transportation's Standard Plans publication for standard application of overhead signs. See Section 1A.11 for information regarding this publication.

Guidance:

Whenever there is a deviation from the standards, a structural analysis should be considered. On State highways, all signs of this type should be referred to the Department of Transportation's Division of Engineering Services, Office of Structure Design Services.

Signs mounted on overcrossing structures should not project above the bridge rail by more than 0.3 m (1 ft).

Option:

Structure mounted signs may be placed parallel with the structures for skews up to 10°. At greater angles of skew, position the sign as close to 10° from the normal as possible.

Standard:

If the skew is so great that this is not practical, separate sign structures shall be used.

Section 2A.18 Mounting Height

Support:

The provisions of this Section apply unless specifically stated otherwise for a particular sign elsewhere in this Manual.

Standard:

Signs installed at the side of the road in rural districts shall be at least 1.5 m (5 ft), measured from the bottom of the sign to the near edge of the pavement.

Where parking or pedestrian movements occur, the clearance to the bottom of the sign shall be at least 2.1 m (7 ft).

Directional signs on freeways and expressways shall be installed with a minimum height of 2.1 m (7 ft). If a secondary sign is mounted below another sign, the major sign shall be installed at least 2.4 m (8 ft) and the secondary sign at least 1.5 m (5 ft) above the level of the pavement edge. All route signs, warning signs, and regulatory signs on freeways and expressways shall be at least 2.1 m (7 ft) above the level of the pavement edge.

Option:

The height to the bottom of a secondary sign mounted below another sign may be 0.3 m (1 ft) less than the height specified above.

Where signs are placed 9 m (30 ft) or more from the edge of the traveled way, the height to the bottom of such signs may be 1.5 m (5 ft) above the level of the pavement edge.

A route sign assembly consisting of a route sign and auxiliary signs (see Section 2D.27) may be treated as a single sign for the purposes of this Section.

The mounting height may be adjusted when supports are located near the edge of the right-of-way on a steep backslope.

Support:

Without this flexibility regarding steep backslopes, some agencies might decide to relocate the sign closer to the road, which might be less desirable.

Standard:

Overhead mounted signs shall provide a vertical clearance of not less than ~~5.2 m (17 ft)~~ 5.5 m (18 ft) **to the sign, light fixture, or sign bridge, over the entire width of the pavement and shoulders except where a lesser vertical clearance is used for the design of other structures.**

Option:

If the vertical clearance of other structures is less than 4.9 m (16 ft), the vertical clearance to overhead sign structures or supports may be as low as 0.3 m (1 ft) higher than the vertical clearance of the other structures.

In special cases it may be necessary to reduce the clearance to overhead signs because of substandard dimensions in tunnels and other major structures such as double-deck bridges.

Support:

Figure 2A-1 illustrates some examples of the mounting height requirements contained in this Section.

Exceptions to the mounting heights are the FREEWAY ENTRANCE (G92(CA)) and DO NOT ENTER (R5-1) sign packages which are mounted lower to avoid sight restrictions and be most responsive to headlights.

Guidance:

The FREEWAY ENTRANCE (G92(CA)) and DO NOT ENTER (R5-1) sign packages should be mounted with the bottom of the lower sign 0.6 m (2 ft) above the edge of the pavement. The ONE WAY (R6-1) signs should be mounted 0.46 m (1.5 ft) above the edge of the pavement.

Overhead signs should provide a vertical clearance of not less than 5.5 m (18 ft) over the entire width of the pavement and shoulders, except where a lesser vertical clearance is used for the design of other structures. The vertical clearance to overhead sign structures or supports need not be greater than 0.3 m (1 ft) in excess of the minimum design clearance of other structures.

Option:

In special cases it may be necessary to reduce the clearance still further because of substandard dimensions in tunnels and other major structures such as double-deck bridges.

Support:

Figure 2A-1 (CA) shows height and lateral location of signs for typical installations.

Section 2A.19 Lateral Offset

Standard:

For overhead sign supports, the minimum lateral offset from the edge of the shoulder (or if no shoulder exists, from the edge of the pavement) to the near edge of overhead sign supports (cantilever or sign bridges) shall be 1.8 m (6 ft). Overhead sign supports shall have a barrier or crash cushion to shield them if they are within the clear zone.

Ground-mounted sign supports shall be breakaway, yielding, or shielded with a longitudinal barrier or crash cushion if within the clear zone.

Guidance:

For ground-mounted signs, the minimum lateral offset should be 3.7 m (12 ft) from the edge of the traveled way. If a shoulder wider than 1.8 m (6 ft) exists, the minimum lateral offset for ground-mounted signs should be 1.8 m (6 ft) from the edge of the shoulder.

Support:

The minimum lateral offset is intended to keep trucks and cars that use the shoulders from striking the signs or supports.

Guidance:

All supports should be located as far as practical from the edge of the shoulder. Advantage should be taken to place signs behind existing roadside barriers, on over-crossing structures, or other locations that minimize the exposure of the traffic to sign supports.

Option:

Where permitted, signs may be placed on existing supports used for other purposes, such as highway traffic signal supports, highway lighting supports, and utility poles.

Standard:

If signs are placed on existing supports, they shall meet other placement criteria contained in this Manual.

Option:

Lesser lateral offsets may be used on connecting roadways or ramps at interchanges, but not less than 1.8 m (6 ft) from the edge of the traveled way.

In areas where lateral offsets are limited, a minimum lateral offset of 0.6 m (2 ft) may be used.

A minimum offset of 0.3 m (1 ft) from the face of the curb may be used in urban areas where sidewalk width is limited or where existing poles are close to the curb.

Support:

Figures 2A-1 and ~~2A-2~~ 2A-2(CA) illustrate some examples of the lateral offset requirements contained in this Section.

Refer to Department of Transportation's Highway Design Manual Section 309.1 for horizontal clearances. See Section 1A.11 for information regarding this publication.

Guidance:

On freeways, expressways, and in interchange areas, and on rural highways where practicable, warning and regulatory signs should be placed a minimum of 3.6 m (12 ft) and a maximum of 9 m (30 ft) from the edge of traveled way.

Standard:

When clear roadside recovery areas are provided, guide signs on overhead sign supports shall be placed as far from the edge of traveled way as is practical, up to a maximum of 9 m (30 ft).

Guidance:

When possible, they should be located in protected areas or placed behind guardrails, crash cushions, barriers, etc.

Standard:

Overhead signs placed in unprotected locations shall be placed on cantilever structures to provide the maximum possible horizontal clearance to the sign support.

Support:

Overcrossing structures can often serve for the support for overhead signs, and may be the only practical location that will provide adequate viewing distance. Use of these structures, as sign supports will minimize the need for sign supports along the roadway. Where overhead crossings are closely spaced and the proximity of other structures does not limit visibility, it is desirable to place signs on the bridges for economy, to reduce fixed objects and to enhance safety.

Guidance:

Where a freeway or an expressway median is 3.6 m (12 ft) or less in width, consideration should be given to spanning both roadways without a center support. Butterfly-type signs or other overhead sign supports should not be erected in neutral areas (gores) or other exposed locations.

Standard:

Guardrail protection shall be provided for overhead sign supports if they are located within the clear recovery area.

In cuts steeper than 1 to 4, where there are no recovery areas, the sign supports shall be placed on the slopes a minimum of 1.2 m (4 ft) vertically from the hinge point. In fill sections, sign supports shall be protected by a minimum of 15 m (50 ft) of guardrail plus the breakaway end anchor. The supports shall be placed over the hinge point approximately 1.2 m (4 ft) from the face of the guard rail.

The median support on overhead sign bridges shall be centered in medians 18 m (60 ft) or less in width and shall be placed 9 m (30 ft) from the edge of the traveled way in wider medians. Unless there are protected locations, sign bridge supports shall not be placed in medians 6.7 m (22 ft) or less in width.

Guidance:
Overhead signs should be placed at least 9 m (30 ft) from light standards.

Section 2A.20 Orientation

Guidance:

Unless otherwise stated in this Manual, signs should be vertically mounted at right angles to the direction of, and facing, the traffic that they are intended to serve.

Where mirror reflection from the sign face is encountered to such a degree as to reduce legibility, the sign should be turned slightly away from the road. Signs that are placed 9 m (30 ft) or more from the pavement edge should be turned toward the road. On curved alignments, the angle of placement should be determined by the direction of approaching traffic rather than by the roadway edge at the point where the sign is located.

Option:

On grades, sign faces may be tilted forward or back from the vertical position to improve the viewing angle.

Section 2A.21 Posts and Mountings

Standard:

Sign posts, foundations, and mountings shall be so constructed as to hold signs in a proper and permanent position, and to resist swaying in the wind or displacement by vandalism.

Support:

The latest edition of AASHTO's "Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" contains additional information regarding posts and mounting (see Page i for AASHTO's address).

Option:

Where engineering judgment indicates a need to draw attention to the sign during nighttime conditions, a strip of retroreflective material may be used on regulatory and warning sign supports.

Standard:

If a strip of retroreflective material is used on the sign support, it shall be at least 50 mm (2 in) in width, it shall be placed for the full length of the support from the sign to within 0.6 m (2 ft) above the edge of the roadway, and its color shall match the background color of the sign, except that the color of the strip for the YIELD and DO NOT ENTER signs shall be red.

Support:

Refer to Department of Transportation's Highway Design Manual Section 309.1 for horizontal clearances. See Section 1A.11 for information regarding this publication.

Guidance:

In areas where ground mounted sign supports cannot be sufficiently offset from the pavement edge, sign supports of a suitable breakaway or yielding design should be considered.

Standard:

Breakaway or yielding supports shall be used on freeways and expressways unless the sign supports are adequately shielded by guardrail, crash cushions, or similar devices.

Support:

In some cases, especially in urban areas, essential signs can be placed on existing supports used for other purposes, such as traffic signals or street lights, thereby saving expense and minimizing sidewalk obstruction.

Option:

When needed for emphasis to facilitate traffic safety on streets with speed limits of 60 km/h (35 mph) or less, small plastic signs not exceeding 300 mm (12 in) in width may be mounted on channelizers, cones or portable delineators to be placed on lane lines and/or centerlines.

Standard:

When installed, they shall supplement permanently mounted standard signs and shall use standard legends, sign colors and retroreflectivity, but in a smaller, proportional format. If the device is used on lane

lines, there shall be an engineering study, which documents the limited potential of the device to be struck due to lane changing.

Section 2A.22 Maintenance

Guidance:

All traffic signs should be kept properly positioned, clean, and legible, and should have adequate retroreflectivity. Damaged or deteriorated signs should be replaced.

To assure adequate maintenance, a schedule for inspecting (both day and night), cleaning, and replacing signs should be established. Employees of highway, law enforcement, and other public agencies whose duties require that they travel on the roadways should be encouraged to report any damaged, deteriorated, or obscured signs at the first opportunity.

Steps should be taken to see that weeds, trees, shrubbery, and construction, maintenance, and utility materials and equipment do not obscure the face of any sign.

A regular schedule of replacement of lighting elements for illuminated signs should be maintained.

Section 2A.23 Median Opening Treatments for Divided Highways with Wide Medians

Guidance:

Where divided highways are separated by median widths at the median opening itself of 9 m (30 ft) or more, median openings should be signed as two separate intersections.

Option:

Additional signs may be placed where the median width is 9 m (30 ft) or more.

Standard directional or wrong way arrow pavement markings may be placed in each approach lane of each roadway in advance of a grade intersection and at other selected locations to indicate the direction of traffic flow.

At locations which are determined to have special need, other standard warning or prohibitive methods and devices may be used as a deterrent to the wrong way movement.

Support:

See Section 2E.50, Wrong-Way Traffic Control at Interchange Ramps.

Section 2A.101(CA) Signs Off the State Right-of-Way

Support:

CVC 21350 permits the Department of Transportation, with the consent of the local authorities, to place and maintain along city streets and county roads appropriate signs as may be necessary or desirable to direct traffic to State highways.

Guidance:

Where a sign beyond the right-of-way line is required for the proper operation of a State highway, such sign should be placed and maintained at State expense.

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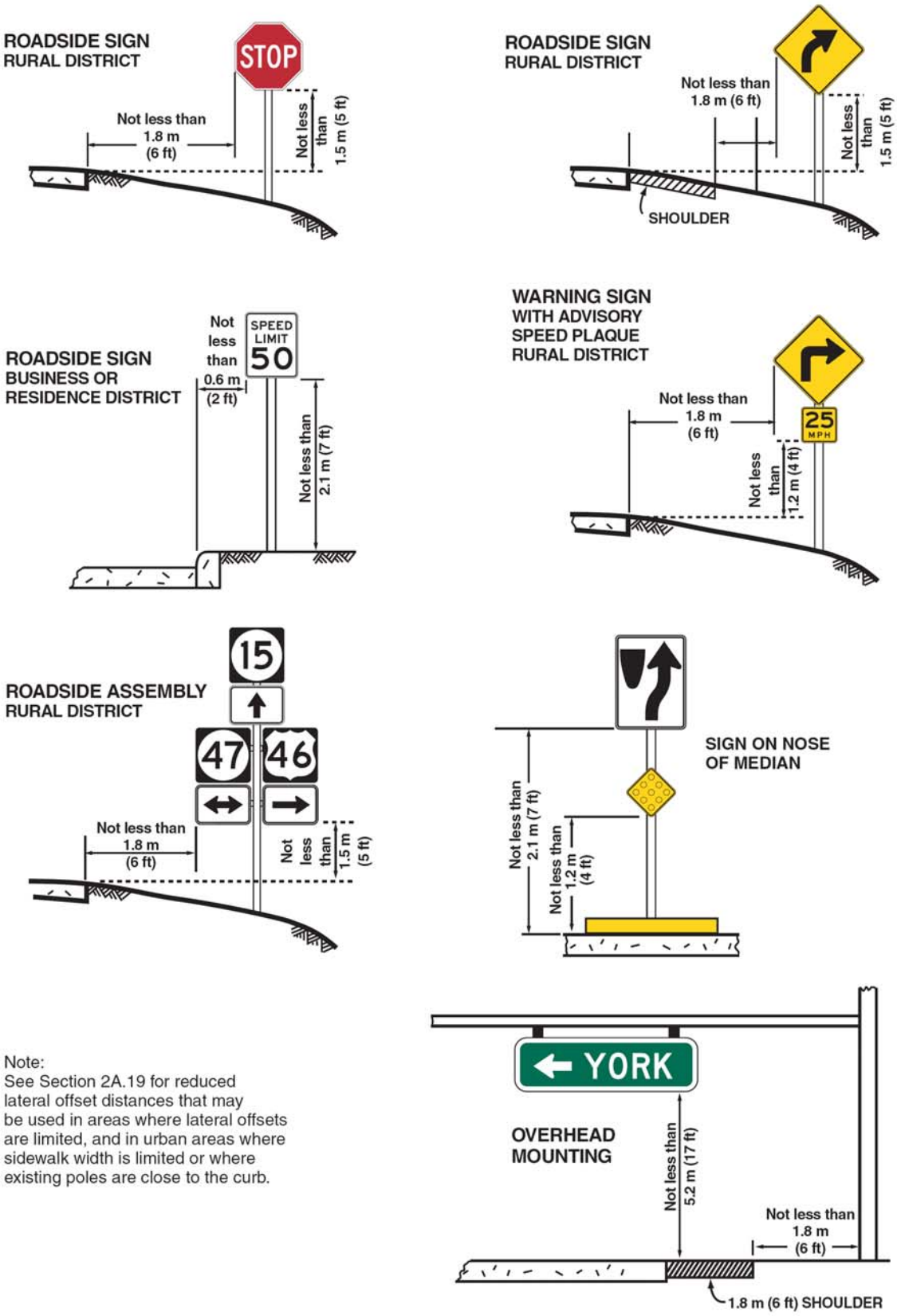
Figure 2A-1. Examples of Heights and Lateral Locations of Signs for Typical Installations



Note:
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in urban areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 2A-1 (CA). Examples of Heights and Lateral Locations of Signs for Typical Installations

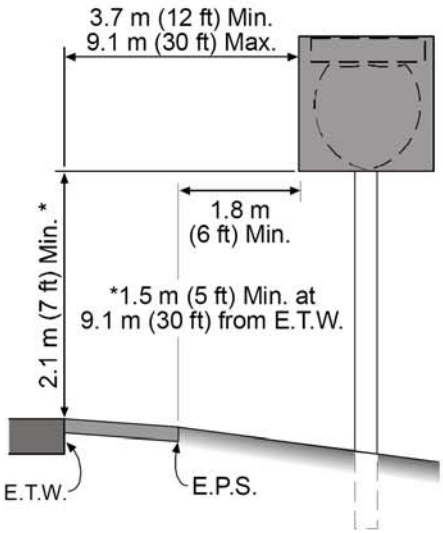
NOTES:

These sign positions are typical and should be considered a standard. When physical conditions require deviation from these typicals, they should be documented. When clear roadside recovery areas are provided, signs shall be placed as far from the traveled way as possible, up to 9.1 m (30 ft). When possible, they shall be placed in protected locations.

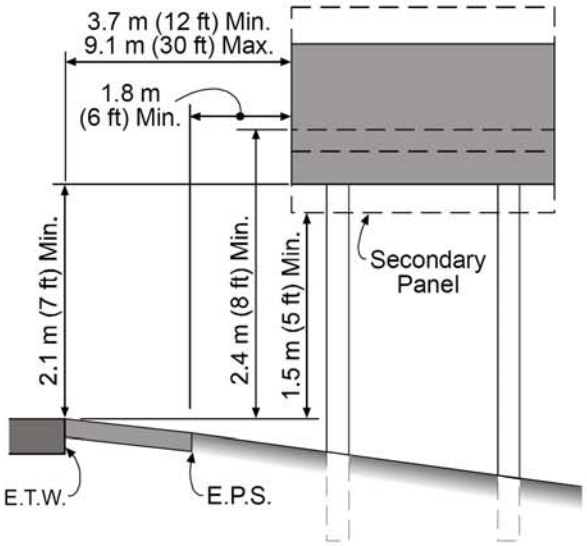
Signs in medians shall be placed at midpoint of median, up to a maximum distance of 9.1 m (30 ft) from the edge of the traveled way. When appropriate, signs for opposing directions shall be placed back to back.

E.T.W. = Edge of Traveled Way
E.P.S. = Edge of Paved Shoulder

FREEWAY AND EXPRESSWAY LOCATIONS

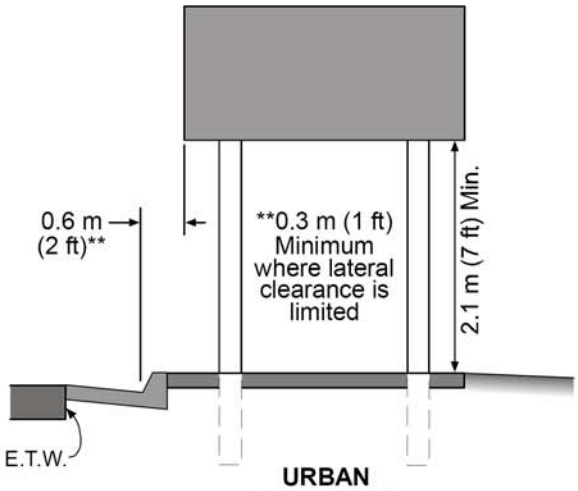


ROUTE SHIELDS
REGULATORY AND WARNING SIGNS

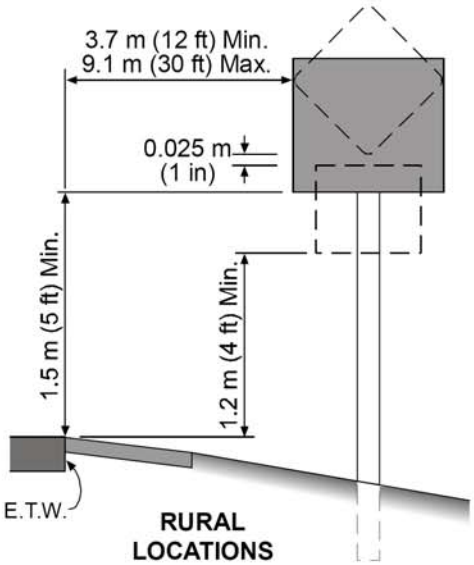


GUIDE SIGNS

CONVENTIONAL HIGHWAYS AND INTERCHANGE AREAS

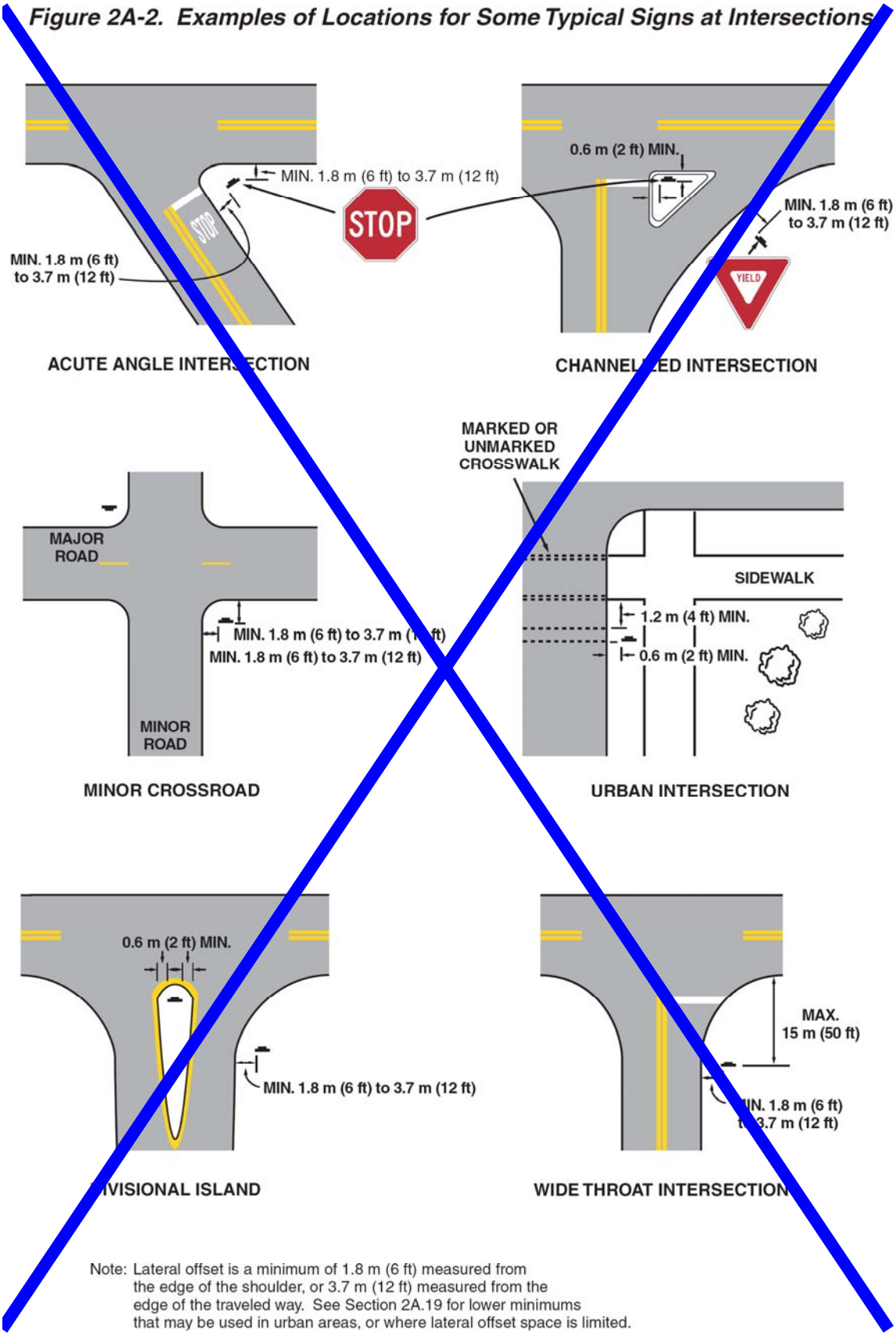


URBAN
LOCATIONS



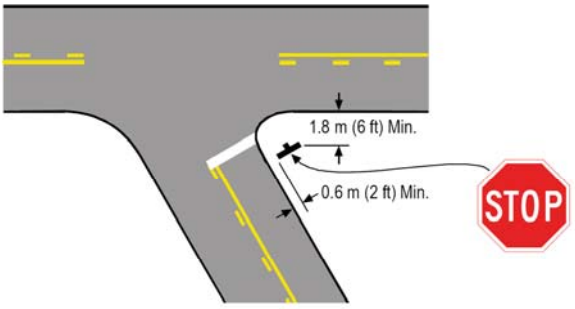
RURAL
LOCATIONS

Figure 2A-2. Examples of Locations for Some Typical Signs at Intersections

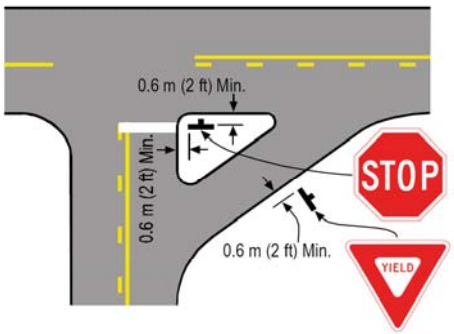


Note: Lateral offset is a minimum of 1.8 m (6 ft) measured from the edge of the shoulder, or 3.7 m (12 ft) measured from the edge of the traveled way. See Section 2A.19 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

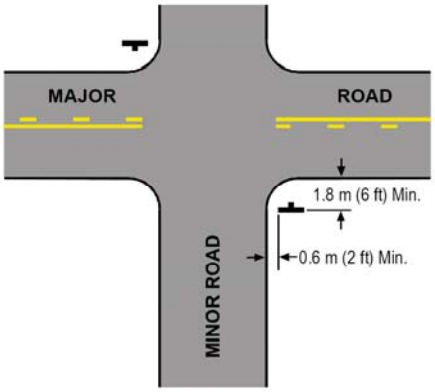
Figure 2A-2 (CA). Examples of Locations for Some Typical Signs at Intersections



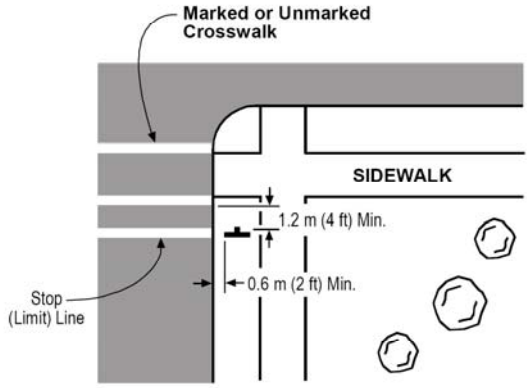
ACUTE ANGLE INTERSECTION



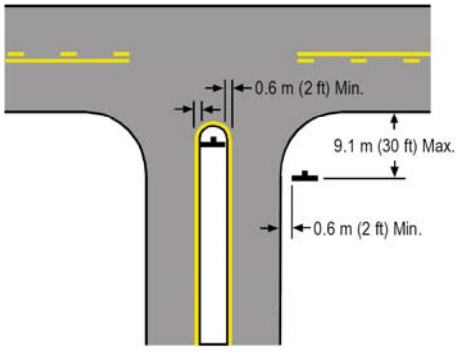
CHANNELIZED INTERSECTION



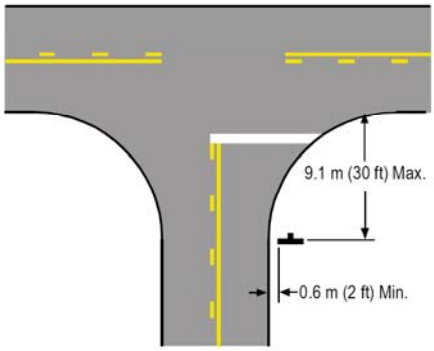
MINOR INTERSECTION



URBAN INTERSECTION



DIVISIONAL ISLAND



WIDE THROAT INTERSECTION

Table 2A-1. Illumination of Sign Elements

Means of Illumination	Sign Element To Be Illuminated
Light behind the sign face	• Symbol or word message • Background • Symbol, word message, and background (through a translucent material)
Attached or independently mounted light source designed to direct essentially uniform illumination onto the sign face	• Entire sign face
Light emitting diodes (LEDs)	• ~~Symbol or word message~~ • ~~Portions of the sign border~~ Border of STOP or warning signs
Other devices, or treatments that highlight the sign shape, color, or message: Luminous tubing Fiber optics Incandescent light bulbs Luminescent panels	• Symbol or word message • Entire sign face

Table 2A-2. Retroreflection of Sign Elements

Means of Retroreflection	Sign Element
Reflector "buttons" or similar units	Symbol Word message Border
A material that has a smooth, sealed outer surface over a microstructure that reflects light	Symbol Word message Border Background

Table 2A-3. Use of Sign Shapes

Shape	Signs
Octagon	* Stop
Equilateral Triangle (1 point down)	* Yield
Circle	* Highway-Rail Grade Crossing (Advance Warning)
Pennant Shape / Isosceles Triangle (longer axis horizontal)	* No Passing
Pentagon (pointed up)	* School Advance Warning Sign * County Route Sign
Crossbuck (two rectangles in an "X" configuration)	* Highway-Rail Grade Crossing
Diamond	Warning Series
Rectangle (including square)	Regulatory Series ** Guide Series Warning Series
Trapezoid	Recreational and Cultural Interest Area Series National Forest Route Sign

* This sign shall be exclusively the shape shown.

** Guide series includes general service, specific service, recreation, and emergency management signs.

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Table 2A-4. Common Uses of Sign Colors

Type of Sign	Legend					Background									
	Black	Green	Red	White	Yellow	Black	Blue	Brown	Green	Orange	Red	White	Yellow	Fluorescent Yellow-Green	Fluorescent Pink
Regulatory	X		X	X		X					X	X			
Prohibitive			X	X							X	X			
Permissive		X										X			
Warning	X												X		
Pedestrian	X												X	X	
Bicycle	X												X	X	
Guide				X					X						
Interstate Route				X			X				X				
State Route	X											X			
US Route	X											X			
County Route					X		X								
Forest Route				X				X							
Street Name				X					X						
Destination				X					X						
Reference Location				X					X						
Information				X			X		X						
Evacuation Route				X			X								
Road User Service				X			X								
Recreational				X				X	X						
Temporary Traffic Control	X									X					
Incident Management	X									X					X
Changeable Message Signs *				X	X	X									
School	X												X	X	

* Reverse colors or fluorescent yellow-green pixels may also be used on changeable message signs

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Table 2A-4 (CA). Common Uses of Sign Colors

Type of Sign	Legend						Background											
	Black	Green	Red	White	Yellow	Brown	Black	Blue	Brown	Green	Orange	Red	White	Yellow	Flouresent Yellow-Green	Flouresent Pink	Cream	Teal	Light Blue
Regulatory	X		X	X			X					X	X						
Prohibitive			X	X								X	X						
Permissive		X		X				X					X						
Warning	X													X					
Pedestrian	X													X	X				
Bicycle	X													X	X				
Playground	X													X	X				
School	X													X	X				
Guide				X						X									
Interstate Route				X				X				X							
Interstate Business Route				X						X									
State Route				X						X									
US Route	X											X							
County Route					X			X											
Forest Route				X					X										
Scenic Route				X															X
Bicycle Route				X						X									
Historic Route	X								X				X						
Reference Location				X						X									
Information				X						X									
Milepost				X						X									
Evacuation Route				X				X											
Road User Service				X				X											
Recreational				X					X										
Street Name				X						X									
Destination				X						X									
Boundary				X						X									
State Boundary	X				X														X
Place Name				X						X									
Structure Identification	X												X						
Historical Landmark						X											X		
Memorial				X						X									
Call Box				X				X											
Victims Memorial				X				X											
Adopt-A-Highway				X														X	
Temporary Traffic Control	X										X								
Incident Management	X										X					X			
Changeable Message Signs*					X	X	X												

* Reverse colors or fluorescent yellow-green pixels may also be used on changeable message signs.

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CHAPTER 2B. REGULATORY SIGNS

Section 2B.01 Application of Regulatory Signs

Standard:

Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.

Regulatory signs shall be installed at or near where the regulati1ons apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.

Regulatory signs shall be retroreflective or illuminated to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion of a particular sign or group of signs (see Section 2A.08).

The requirements for sign illumination shall not be considered to be satisfied by street, highway, or strobe lighting.

Standard:

Orders, ordinances and resolutions by local authorities which affect State highways shall be approved by Department of Transportation.

Support:

Signs required for enforcement are normally placed by, and at the expense of, the authority establishing the regulation.

Refer to CVC 21461 for failure to obey a regulatory sign.

Section 2B.02 Design of Regulatory Signs

Support:

Most regulatory signs are rectangular, with the longer dimension vertical. The shapes and colors of regulatory signs are listed in Tables 2A-3, and ~~2A-4~~ 2A-4(CA), respectively. Exceptions are specifically noted in the following Sections.

The use of educational plaques to supplement symbol signs is described in Section 2A.13.

Guidance:

Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.

Support:

Sign design details are contained in FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Table 2B-101(CA) shows a list of California Regulatory Signs.

Table 2B-102(CA) shows a list of MUTCD Regulatory Signs.

Section 2B.03 Size of Regulatory Signs

Standard:

The sizes for regulatory signs ~~shall~~ should **be as shown in Table 2B-1.**

Guidance:

The Freeway and Expressway sizes should be used for higher-speed applications to provide larger signs for increased visibility and recognition.

Option:

The Minimum size may be used on low-speed roadways where the reduced legend size would be adequate for the regulation or where physical conditions preclude the use of the other sizes.

The Oversized size may be used for those special applications where speed, volume, or other factors result in conditions where increased emphasis, improved recognition, or increased legibility would be desirable.

Signs larger than those shown in Table 2B-1 may be used (see Section 2A.12).

Section 2B.04 STOP Sign (R1-1)

Standard:

When a sign is used to indicate that traffic is always required to stop, a STOP (R1-1) sign (see Figure 2B-1) shall be used.

The STOP sign shall be an octagon with a white legend and border on a red background. Secondary legends shall not be used on STOP sign faces. If appropriate, a supplemental plaque (R1-3 or R1-4) shall be used to display a secondary legend. Such plaques (see Figure 2B-1) shall have a white legend and border on a red background. If the number of approach legs controlled by STOP signs at an intersection is three or more, the numeral on the supplemental plaque, if used, shall correspond to the actual number of legs controlled by STOP signs.

At intersections where all approaches are controlled by STOP signs (see Section 2B.07), a supplemental plaque (R1-3 or R1-4) shall be mounted below each STOP sign.

Option:

The ALL WAY (R1-4) supplemental plaque may be used instead of the 4-WAY (R1-3) supplemental plaque.

Support:

The design and application of Stop Beacons are described in Section 4K.05.

A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Department of Transportation's District Directors.

Option:

Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of the Department of Transportation. Refer to CVC 21353.

Support:

The Department of Transportation will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
B. Street entering a through highway or street;
C. Unsignalized intersection in a signalized area; and/or
D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.

Section 2B.06 <u>STOP Sign Placement</u>

Standard:

The STOP sign shall be installed on the right side of the approach to which it applies. When the STOP sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.29) shall be installed in advance of the STOP sign.

The STOP sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

STOP signs and YIELD signs shall not be mounted on the same post.

Guidance:

Other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a STOP sign in a manner that obscures the shape of the STOP sign.

Support:

Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP signs.

Guidance:

Stop lines, when used to supplement a STOP sign, should be located at the point where the road user should stop (see Section 3B.16).

If only one STOP sign is installed on an approach, the STOP sign should not be placed on the far side of the intersection.

Where two roads intersect at an acute angle, the STOP sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the stop control may be improved by the installation of an additional STOP sign on the left side of the road and/or the use of a stop line. At channelized intersections, the additional STOP sign may be effectively placed on a channelizing island.

Support:

Figure ~~2A-2~~ 2A-2(CA) shows examples of some typical placements of STOP signs.

Standard:

When a required stop is to apply at the entrance to an intersection from a one-way street with a roadway of 9.1 m (30 ft) or more in width, stop signs shall be erected both on the left and the right sides of the one-way street at or near the entrance to the intersection. Refer to CVC 21355.

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
C. Minimum volumes:
   1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
   2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
   3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down or stop when necessary to avoid interfering with conflicting traffic.

Standard:

The TO ONCOMING TRAFFIC (R1-2a) sign when used, shall be mounted on the same post and immediately below a YIELD (R1-2) sign.

Guidance:

The width of the R1-2a sign should be equal to the width of the YIELD (R1-2) sign.

Section 2B.09 YIELD Sign Applications

Option:

YIELD signs may be used instead of STOP signs if engineering judgment indicates that one or more of the following conditions exist:

A. When the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, the 85th-percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner.
B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation.
C. The second crossroad of a divided highway, where the median width at the intersection is 9 m (30 ft) or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

Standard:

A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout intersection.

Section 2B.10 YIELD Sign Placement

Standard:

The YIELD sign shall be installed on the right side of the approach to which it applies. YIELD signs shall be placed on both the left and right sides of approaches to roundabout intersections with more than one lane on the signed approach where raised splitter islands are available on the left side of the approach. When the YIELD sign is installed at this required location and the sign visibility is restricted, a Yield Ahead sign (see Section 2C.29) shall be installed in advance of the YIELD sign.

YIELD signs shall not be erected upon the approaches to more than one of the intersecting streets. Refer to CVC 21356.

The YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

YIELD signs and STOP signs shall not be mounted on the same post.

Guidance:

Other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a YIELD sign in a manner that obscures the shape of the YIELD sign.

Support:

Section 2A.16 contains additional information about separate and combined mounting of other signs with YIELD signs.

Guidance:

Yield lines, when used to supplement a YIELD sign, should be located at a point where the road user should yield (see Section 3B.16).

Where two roads intersect at an acute angle, the YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

Except at roundabout intersections, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

At a roundabout intersection, to prevent circulating vehicles from yielding unnecessarily, the face of the YIELD sign should not be visible from the circulatory roadway.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the yield control may be improved by the installation of an additional YIELD sign on the left side of the road and/or the use of a yield line. At channelized intersections, the additional YIELD sign may be effectively placed on a channelizing island.

Section 2B.11 Yield Here To Pedestrians Signs (R1-5, R1-5a)

Standard:

If yield lines are used in advance of an unsignalized marked midblock crosswalk, Yield Here To Pedestrians (R1-5 or R1-5a) signs (see Figure 2B-2) shall be placed 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-15).

Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)

Option:

The In-Street Pedestrian Crossing (R1-6 ~~or R1-6a~~) sign (see Figure 2B-2) may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing. The legend STATE LAW may be shown at the top of the sign if applicable. The legends STOP FOR or YIELD TO may be used in conjunction with the appropriate symbol.

Support:

The In-Street Pedestrian Crossing (R1-6a) sign is deleted as a stop is not required in California per CVC 21950.

Guidance:

If an island (see Chapter 3G) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Standard:

The In-Street Pedestrian Crossing sign shall not be used at signalized locations.

The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

If used, the In-Street Pedestrian Crossing sign shall have a black legend (except for the ~~red STOP or~~ YIELD sign symbols) and border on either a white and/or fluorescent yellow-green background.

If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the breakaway requirements of the latest edition of AASHTO's "Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" (see Page i).

Support:

The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Option:

The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

Section 2B.13 Speed Limit Sign (R2-1)

Standard:

After an engineering study has been made in accordance with established traffic engineering practices, the Speed Limit (R2-1) sign (see Figure 2B-1) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h or 5 mph.

Guidance:

At least once every 5 years, States and local agencies should reevaluate non-statutory speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review.

No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

When a speed limit is to be posted, it should be ~~within~~ established at the nearest 10 km/h or 5 mph increment of the 85th-percentile speed of free-flowing traffic.

Option:

The posted speed may be reduced by 10 km/h (5 mph) from the nearest 10 km/h or 5 mph increment of the 85th-percentile speed, where engineering study indicates the need for a reduction in speed to match existing conditions with the traffic safety needs of the community.

Support:

An example of the application of this speed limit criteria is as follows:

- If the 85th percentile speed in a speed survey was 60 km/h (37 mph), then the speed limit would be posted at 35 mph or optionally reduced to 30 mph. However,
- If the 85th percentile speed in a speed survey was 61 km/h (38 mph), then the speed limit would be posted at 40 mph or optionally reduced to 35 mph.

This method of establishing posted speed limits applies to all engineering and traffic surveys (E&TS) performed after May 20, 2004. This section, as amended for use in California, does not apply to E&TS performed prior to May 20, 2004.

Examples:

- An Engineering and Traffic Survey (E&TS) performed on April 6, 1999 due for renewal on April 6, 2004 (5 years) would be performed per Chapter 8 of the 1996 Caltrans Traffic Manual, which was the applicable guidance at the time. This would then be due for renewal on April 6, 2009 using the California MUTCD criteria.
- However, if conditions of the E&TS and the applicable enforcement agency, its personnel and equipment meet provisions of CVC 40802.c.2.B.I, the E&TS could have been extended two additional years (for a total of 7 years). In this case, the posted speed limit(s) remain(s) enforceable for the seven-year period and would then be due for renewal on April 6, 2006 and would be renewed using California MUTCD criteria.
- Further, if at the end of the seven years, a registered engineer evaluates the highway section and determines that no significant changes in roadway or traffic conditions have occurred (see CVC 40802.c.2.B.II), the engineer could extend the E&TS for three additional years (for a total of 10 years). Renewal of the extended E&TS would then be deferred to April 6, 2009 and at that time performed with California MUTCD criteria.

Option:

Other factors that may be considered when establishing speed limits are the following:

A. Road characteristics, shoulder condition, grade, alignment, and sight distance;

B. The pace speed;

C. Roadside development and environment;

D. Parking practices and pedestrian activity; and

E. Reported crash experience for at least a 12-month period.

Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is shown at the proper times.

A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX km/h (MPH) or such similar legend should be shown. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

Support:

Advisory Speed signs are discussed in Sections 2C.36 and 2C.46 and Temporary Traffic Control Zone Speed signs are discussed in Part 6.

Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.
(2) Collision records.
(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

Guidance:

The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.

Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:

- The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.
- Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,
- Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.
- A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.
- Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.
- The weather should be fair (dry pavement) with no unusual conditions prevailing.
- The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.
- In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.
- Short speed zones of less than 0.8 km (0.5 mi) should be avoided, except in transition areas.
- Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
- Speed zoning should be in 20 km/h (10 mph) increments except in urban areas where 10 km/h (5 mph) increments are preferable.
- Speed zoning should be coordinated with adjacent jurisdictions.

Support:

Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

1. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
   a. Upon one side of the highway, within 0.4 km (0.25 mi), the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
   b. Upon both sides of the highway, collectively, within a distance of 0.4 km (0.25 mi) the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
   c. The portion of highway is larger than 0.4 km (0.25 mi) but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph a or b.
2. Pedestrian and bicyclist safety.

The following two methods of conducting E&TS may be used to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Department of Transportation's District Traffic Engineer. The data includes:
   a. One copy of the Standard Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:
      - A north arrow
      - Engineer's station or post mileage
      - Limits of the proposed zones
      - Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
      - Collision rates for the zones involved
      - Average daily traffic volume
      - Location of traffic signals, signs and markings
      - If the highway is divided, the limits of zones for each direction of travel
      - Plotted 85th percentile and pace speeds at location taken showing speed profile
   b. A report to the District Director that includes:
      - The reason for the initiation of speed zone survey.
      - Recommendations and supporting reasons.
      - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
      - The stationing or reference post in kilometers (mileage) at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
   a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
   b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show samples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

Guidance:

The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.

The establishment of a speed limit of more than 10 km/h (5 mph) below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.

Support:

Generally, the most decisive evidence of conditions not readily apparent to the driver surface in collision histories.

Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 16 km/h (10 mph) increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

Speed zones of less than 0.8 km (0.5 mi) and short transition zones should be avoided.

Signs

Standard:

The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.

When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 230 m (750 ft) following each R2-1 sign.

The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 230 m (750 ft) following the R6-3(CA) sign.

Guidance:

The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 90 km/h (55 mph) are permitted.

Option:

The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

Refer to CVC Section 22406 for types of vehicles subject to the 90 km/h (55 mph) maximum speed limit.

Option:

The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-1(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.

The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.

The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.

Option:

The R3(CA) sign (see Figure 2B-1(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

Speed limit signs shall be placed at the beginning of all restricted speed zones.

Option:

Where speed zones are longer than 1.6 km (1 mi), intermediate signs may be placed at approximate 1.6 km (1 mi) intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.

Freeways with 110 km/h (65 mph) and those segments where a speed limit of 110 km/h (70 mph) has been approved by the Department of Transportation, with approval by the California Highway Patrol, shall be posted as follows:

- At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.
- R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 40 km (25 mi) intervals.

Option:

- The 40 km (25 mi) interval may be modified to include locations following entrance ramps.

Standard:

- The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 230 m (750 ft) following each R2-1 sign, both at the beginning and throughout each 95 (60), 110 (65) or 110 (70) km/h (mph) segment.
- The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 230 m (750 ft) following each R6-3(CA) sign.

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- Signs shall be placed in protected locations.
- At the end of the 110 (70)/110 (65) km/h (mph) segment, R2-1 signs shall be installed off of the right shoulder.

Freeway segments where a 90 km/h (55 mph) speed limit has been approved by the Department of Transportation, with the approval of the California Highway Patrol, shall be posted as follows:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.

Guidance:

- Subsequent signs should then be posted on the right shoulder, on approximate 4.8 km (3 mi) intervals, with no more than 3 interchanges between signs.

- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 90 km/h (55 mph) speed limits should be posted as follows:

Standard:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.

Guidance:

- Subsequent signs should then be posted on approximate 8 to 16 km (5 to 10 mi) intervals and immediately after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 110 km/h (65 mph) speed limits should be posted as follows:

- The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.
- Subsequent signs should then be posted at 8 to 16 km (5 to 10 mi) intervals and after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Option:

Pavement markings with appropriate numerals (see Section 3B.19) may be used to supplement speed limit signs.

Standard:

The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.

Guidance:

The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.

Speed Enforced Signs

Option:

The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-1(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.

Support:

The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-1(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.

Option:

The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-1(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

The R48-2(CA) sign shall be used for both directions of travel.

Guidance:

The R48-2(CA) sign should be placed at the beginning of the section and spaced at 40 km (25 mi) intervals. See Figure 3B-106(CA).

Vehicle Speed Feedback Signs

Option:

A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX.

The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background.

When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5.

Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.

Guidance:

To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.

Option:

When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

In lieu of lights, legend may be retroreflective film for flip-disk systems.

The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

The basic speed law states "No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

Standard:

Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.

Option:

Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3

Option:

Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.

Support:

Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.

Legal Authority for Establishing Speed Limits

Support:

Delegation of legal authority to set speed limits on State highways is given to Department of Transportation's District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 110 km/h (65 mph) on State highways. The Director of the Department of Transportation retains the authority to approve variable, minimum, and maximum speeds up to 110 km/h (70 mph) on State freeways.

Standard:

The speed limits shown in Table 2B-103(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).

Option:

The speed limits shown in Table 2B-104(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

The following speed limits may apply:

- Whenever the Department of Transportation determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- The Department may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

The following speed limits may apply:

- Whenever the Department of Transportation determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, the Department may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

Refer to CVC 40802 for Speed Traps.

Standard:

A speed trap shall not apply to a local street, road, or school zone.

A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.

This time provision shall be extended to seven years when using radar and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1.6 km (1 mi) should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1.6 km (1 mi).

Support:

To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 4,536 kg (10,000 lbs.) or more will be provided.

Standard:

Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.

Guidance:

Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.

Standard:

If warranted, the Department of Transportation's District Director shall issue a standard speed zone order.

Support:

Posting of the regulation will be by placement of a standard 900 x 1150 mm (36 x 45 in) Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.

Speed Zones in Temporary Traffic Control Areas

Support:

For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Section 2B.14 Truck Speed Limit Sign (R2-2)

Standard:

Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be shown on the same panel as the Speed Limit sign ~~or on a separate R2-2 sign (see Figure 2B-1) below the standard legend.~~

The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.

The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.

Support:

Refer to Section 2B.13 for more details.

Section 2B.15 Night Speed Limit Sign (R2-3)

Standard:

Where different speed limits are prescribed for day and night, both limits shall be posted.

Guidance:

A Night Speed Limit (R2-3) sign (see Figure 2B-1) should be reversed using a white retroreflectorized legend and border on a black background.

Option:

A Night Speed Limit sign may be combined with or installed below the standard Speed Limit (R2-1) sign.

Support:

Refer to CVC 22355.

Section 2B.16 Minimum Speed Limit Sign (R2-4)

Standard:

A Minimum Speed Limit (R2-4) sign (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.

Option:

Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit sign may be installed below a Speed Limit (R2-1) sign to indicate the minimum legal speed. If desired, these two signs may be combined on the R2-4a sign (see Figure 2B-3).

Support:

Refer to CVC 22400.

Section 2B.17 FINES HIGHER Plaque (R2-6)

Option:

The FINES HIGHER (R2-6) plaque (see Figure 2B-1) may be used to advise road users when increased fines are imposed for traffic violations within designated roadway segments.

The FINES HIGHER plaque may be mounted below an applicable regulatory or warning sign in a temporary traffic control zone, a school zone, or other applicable designated zones.

The following may be mounted below the FINES HIGHER plaque:

A. A supplemental plaque specifying the times that the higher fines are in effect (similar to the S4-1 plaque shown in Figure ~~7B-1~~ 7B-1(CA)); or
B. A supplemental plaque WHEN CHILDREN (WORKERS) ARE PRESENT; or
C. A supplemental plaque WHEN FLASHING (similar to the S4-4 plaque shown in Figure ~~7B-1~~ 7B-1(CA)) if used in conjunction with a yellow flashing beacon.

The legend FINES HIGHER may be replaced by multiple values such as FINES DOUBLE or FINES TRIPLE, or by a specific value such as $150 FINE.

Standard:

The FINES HIGHER plaque shall be a rectangle with a black legend and border on a white background.

All supplemental plaques mounted below the FINES HIGHER plaque shall be rectangles with black legends and borders on white backgrounds.

The FINES HIGHER plaque shall include a SCHOOL, WORK ZONE, or other applicable designated zone plaque mounted above the applicable regulatory or warning sign. The SCHOOL supplemental plaque shall be rectangular in shape with a black legend and border on a yellow or fluorescent yellowgreen background (same as the S4-3 plaque). The WORK ZONE supplemental plaque shall be rectangular in shape with a black legend and border on an orange background.

Guidance:

If used, the FINES HIGHER plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators.

Agencies should limit the use of the FINES HIGHER plaque to locations where work is actually underway, or to locations where the roadway, shoulder, or other conditions, including the presence of a school, require a speed reduction or extra caution on the part of the road user.

Standard:

The SPECIAL DRIVING ZONE BEGINS HERE – DOUBLE FINE ZONE (SR53(CA)) sign (see Figure 2B-1(CA)) shall be placed at the beginning of those portions of highways designated and identified as Safety Enhancement – Double Fine Zones per CVC 42011.

The SPECIAL DRIVING ZONE ENDS HERE (SR55(CA)) sign (see Figure 2B-1(CA)) shall be placed at the end of those portions of highways designated and identified as Safety Enhancement – Double Fine Zones per CVC 42010.

Guidance:

The DOUBLE FINE ZONE (SR54(CA)) sign (see Figure 2B-1(CA)) should be placed at major intersections to those portions of highways designated and identified as Safety Enhancement – Double Fine Zone, per CVC 42010, to advise motorists upon entering the highway that they are in a double fine zone.

Section 2B.18 Location of Speed Limit Signs

Standard:

Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

At the end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

~~**Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and at jurisdictional boundaries of metropolitan areas.**~~

Standard:

Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 110 km/h (65 mph) or 110 km/h (70 mph) at a maximum of 40 km (25 mi) intervals.

Option:

The 40 km (25 mi) interval may be modified to include locations following entrance ramps.

Standard:

Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 110 km/h (65 mph) at 8 km (5 mi) to 16 km (10 mi) intervals.

Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 90 km/h (55 mph) at approximately 4.8 km (3 mi) intervals with no more than 3 interchanges between signs.

Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 90 km/h (55 mph) at 8 km (5 mi) to 16 km (10 mi) intervals.

Section 2B.19 Turn Prohibition Signs (R3-1 through R3-4, and R3-18)

~~**Standard:**~~

~~**Except as noted in the Option, where turns are prohibited, Turn Prohibition signs shall be installed.**~~

~~Guidance:~~

~~Turn Prohibition signs should be placed where they will be most easily seen by road users who might be intending to turn.~~

~~If No Right Turn (R3-1) signs (see Figure 2B-3) are used, at least one should be placed either over the roadway or at a right corner of the intersection.~~

~~If No Left Turn (R3-2) signs (see Figure 2B-3) are used, at least one should be placed either over the roadway, at the far left corner of the intersection, on a median, or in conjunction with the STOP sign or YIELD sign located on the near right corner.~~

~~Except as noted in the Option, if NO TURNS (R3-3) signs (see Figure 2B-3) are used, two signs should be used, one at a location specified for a No Right Turn sign and one at a location specified for a No Left Turn sign.~~

~~If No U-Turn (R3-4) signs (see Figure 2B-3) are used, at least one should be used at a location specified for No Left Turn signs.~~

~~If combination No U-Turn/No Left Turn (R3-18) signs (see Figure 2B-3) are used, at least one should be used at a location specified for No Left Turn signs.~~

~~Option:~~

~~If signals are present:~~

~~A. The No Right Turn sign may be installed adjacent to a signal face viewed by road users in the right lane.~~

~~B. The No Left Turn (or No U-Turn or combination No U-Turn/No Left Turn) sign may be installed adjacent to a signal face viewed by road users in the left lane.~~

~~C. A NO TURNS sign may be placed adjacent to a signal face viewed by all road users on that approach, or two signs may be used.~~

~~If signals are present, an additional Turn Prohibition sign may be ground mounted to supplement the sign mounted overhead.~~

~~Where ONE-WAY signs are used (see Section 2B.32), Turn Prohibition signs may be omitted.~~

~~When the movement restriction applies during certain time periods only, the following Turn Prohibition signing alternatives may be used and are listed in order of preference:~~

~~A. Changeable message signs, especially at signalized intersections.~~

~~B. Permanently mounted signs incorporating a supplementary legend showing the hours and days during which the prohibition is applicable.~~

~~C. Portable signs, installed by proper authority, located off the roadway at each corner of the intersection.~~

~~The portable signs are only to be used during the time that the turn prohibition is applicable.~~

~~Turn Prohibition signs may be omitted at a ramp entrance to an expressway or a channelized intersection where the design is such as to indicate clearly the one-way traffic movement on the ramp or turning lane.~~

~~If both left turns and U-turns are prohibited, the R3-18 sign may be used instead of separate R3-2 and R3-4 signs.~~

Support:

Motorists can make a semicircular or U-turn on a green signal or green arrow except where such turn is prohibited by signs. Refer to CVC 21451 and 21454.

Option:

Local authorities, by ordinance, may prohibit the making of any turning movement by any vehicle at any intersection or between any designated intersections. Refer to CVC 22113.

Standard:

No such ordinance shall be effective with respect to a State highway until approved by the Department of Transportation.

Option:

The Department of Transportation may restrict turning movements on State highways. Refer to CVC 21352.

Support:

A thorough investigation is necessary to determine whether or not the prohibited movements can be satisfactorily made at other locations without undue circuitry of travel.

Refer to CVC 22101 for Turn Prohibition signs.

Standard:

The NO TURNS (R3-3) sign shall be used in advance of an intersection to indicate that turns are prohibited.

Guidance:

On a two-way street, one sign should be used at the near right corner and one sign at the far right corner, facing approaching traffic. On a one-way street, signs should be placed on the near left and right corners facing approaching traffic.

Standard:

The No Right/Left Turn (R3-1/R3-2) sign shall be placed at an intersection to indicate that a right/left turn is prohibited.

Guidance:

Turn Prohibition signs should be placed where they will be most easily seen by drivers intending to turn.

Standard:

The No Right Turn (R3-1) sign shall be placed at the near right corner of the intersection or overhead.

Option:

If signals are present, the R3-1 sign may be installed adjacent to a signal face viewed by motorists in the right lane.

Standard:

On one-way roads, the No Left Turn (R3-2) sign shall be placed at the near left corner facing traffic approaching the intersection.

Option:

If signals are present, the R3-2 sign may be placed adjacent to a signal face viewed by motorists in the left lane.

Standard:

On two-way two lane roads (one lane each direction), the No Left Turn (R3-2) sign shall be placed on the near right corner and far left corner facing traffic approaching the intersection.

Option:

If signals are present, the R3-2 sign may be installed adjacent to the signal face viewed by motorists.

Guidance:

On two-way multi-lane roads, the No Left Turn (R3-2) sign should preferably be placed overhead over the left lanes, in the median adjacent to the left lanes, or at the far left corner facing approaching traffic where they will be most easily seen by drivers intending to turn.

Option:

When the movement restriction applies during certain time periods only, the following Turn Prohibition signing alternatives may be used and are listed in order of preference:

A. Changeable message signs or internally illuminated signs that are lighted and made legible only during the restricted hours.
B. A supplemental plate stating the applicable hours and days prohibited, mounted below the sign. The No Left Turn Specific Hours (R33(CA) and R33A(CA)) signs (see Figure 2B-3(CA)) may be used if left turns are prohibited during certain time periods.

Standard:

The No U-Turn (R3-4) sign shall be used where U turns are prohibited except when Intersection Lane Control signs (R73(CA) Series) signs are used at signalized intersections with separate left turn phases.

The No U-Turn/No Left Turn (R3-18) sign shall be used where both, left turns and U turns are prohibited.

Guidance:

The appropriate R3-4 or R3-18 sign should be placed as follows:

A. On undivided roads without traffic signals, place on the near right and far left corners of the intersection.
B. On undivided roads with traffic signals, place on the far right and far left corners of the intersection, or on the signal mast arm.
C. On divided roads at both signalized and unsignalized intersections, place in the median on the near and far side of the intersection, and on the signal mast arm at signalized intersections.

Section 2B.20 Intersection Lane Control Signs (R3-5 through R3-8)

Standard:

Intersection Lane Control signs, if used, shall require road users in certain lanes to turn, shall permit turns from a lane where such turns would otherwise not be permitted, shall require a road user to stay in the same lane and proceed straight through an intersection, or shall indicate permitted movements from a lane.

Intersection Lane Control signs (see Figure 2B-4) shall have three applications:

A. Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) signs;

B. Optional Movement Lane Control (R3-6) sign; and

C. Advance Intersection Lane Control (R3-8 series) signs.

Guidance:

When Intersection Lane Control signs are mounted overhead, each sign should be placed over the lane or a projection of the lane to which it applies.

Standard:

Use of an overhead sign for one approach lane shall not require installation of overhead signs for the other lanes of that approach.

Option:

Where the number of through lanes on an approach is two or less, the Intersection Lane Control signs (R3-5, R3-6, or R3-8) may be overhead or ground mounted.

Intersection Lane Control signs may be omitted where:

A. Turning bays have been provided by physical construction or pavement markings, and

B. Only the road users using such turning bays are permitted to make a similar turn.

Where all approach lanes are required to turn in the same direction, the Mandatory Movement Lane Control (R3-5, R3-5a) signs may be ground mounted.

Where there is only one approach lane, the Optional Movement Lane Control (R3-6) signs may be ground mounted.

The Advance Intersection Lane Control (R3-8) signs may be overhead or ground mounted.

Guidance:

The Intersection Lane Control (R3-5 through R3-8) signs should be used to indicate the movements for specific lanes at an intersection. The arrows should be selected according to lane requirements.

Option:

The Intersection Lane Control (R61(CA) Series and R73(CA) Series) signs (see Figure 2B-4(CA)) may be used to indicate the types of movements permitted at intersections. The R73(CA) Series signs may also be used in lieu of the No U-Turn (R3-4) sign to indicate that U-turns are prohibited, when they are prohibited, at signalized intersections with separate left turn phases.

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs may be installed at the intersection.

Support:

The R73-1(CA) through R73-4(CA) and R73-8(CA) signs (see Figures 2B-4(CA) and 2B-105(CA)) are typical for overhead mounting either on an overhead mast arm or on lightweight structures. The R73-5(CA) and R73-6(CA) signs are typical for overhead mounting on an overhead mast arm; they can be used for ground mounted installations.

Section 2B.21 Mandatory Movement Lane Control Signs (R3-5, R3-5a, and R3-7)

Standard:

If used, Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) signs (see Figure 2B-4) shall indicate only those vehicle movements that are required from each lane and shall be located where the regulation applies. When the mandatory movement applies to lanes exclusively designated for HOV traffic, the R3-5c supplemental plaque shall be used. When the mandatory movement applies to lanes that are not HOV facilities, but are lanes exclusively designated for buses and/or taxis, the word message R3-5d and/or R3-5g supplemental plaques shall be used. The R3-7 word message sign shall be for ground mounting only.

If the R3-5 sign is ground mounted on a multi-lane approach, a supplemental plaque (see Figure 2B-4), such as LEFT LANE (R3-5b), HOV 2+ (R3-5c), TAXI LANE (R3-5d), CENTER LANE (R3-5e),

RIGHT LANE (R3-5f), BUS LANE (R3-5g), or LEFT 2 LANES, indicating the lane with the appropriate movement shall be added below.

The Mandatory Movement Lane Control (R3-7) sign shall include the legend RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT). The Mandatory Movement Lane Control symbol signs (R3-5 and R3-5a) shall include the legend ONLY.

Guidance:

Mandatory Movement Lane Control signs should be accompanied by lane use arrow markings, especially where traffic volumes are high, where there is a high percentage of commercial vehicles, or where other distractions exist.

Option:

The Straight Through Only (R3-5a) sign may be used to require a road user in a particular lane to proceed straight through an intersection.

When the Mandatory Movement Lane Control sign for a left-turn lane is installed back-to-back with a Keep Right (R4-7) sign, the dimensions of the Mandatory Movement Lane Control (R3-5) sign may be the same as the Keep Right sign.

Except for the R3-7 sign, Mandatory Movement Lane Control signs may be overhead or ground mounted.

The diamond symbol may be used instead of the word message HOV on the R3-5c supplemental plaque.

Support:

Refer to CVC 22101 for Mandatory Movement Lane Control signs.

Option:

The Mandatory Movement Lane Control (R3-5) sign may be used to indicate the type of movement permitted at a major intersection where ground mounted signing is not adequate.

Standard:

The RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT) (R3-7) sign shall be used when a turning movement is required, except when a clearly marked additional lane is provided for the mandatory turn. When the additional lane is provided, a pavement arrow marking shall be placed at the beginning of the additional lane.

Guidance:

Signs or markings should be repeated in advance of mandatory turn lanes when necessary to prevent entrapment and to help motorists select the appropriate lane before reaching the end of the line of waiting vehicles.

The R3-7 sign should be erected on the appropriate side of the road, 45 to 90 m (150 to 300 ft) in advance of the turn.

Option:

The THRU TRAFFIC MERGE LEFT (RIGHT) (W4-7) sign may be used in advance of the R3-7 sign.

Standard:

The RIGHT (LEFT) LANE MUST EXIT (R18A(CA)) sign (see Figure 2B-4(CA)) shall be used to indicate a freeway lane drop. The R18A(CA) sign shall be placed at the beginning of the 200 mm (8 in) solid white line approaching the exit ramp. The R18A(CA) signs shall not be used at freeway to freeway connectors. See Figure 3B-10 (CA) in Part 3 for details.

Guidance:

The RIGHT (LEFT) LANE FREEWAY ONLY (R18B(CA)) sign (see Figure 2B-4(CA)) should be used on non-freeway facilities to indicate that a particular lane only leads to a freeway entrance and on to the freeway. The sign should be used in conjunction with, and at the beginning of, the 200 mm (8 in) solid white lines indicating that traffic in that lane has a mandatory movement leading to a freeway.

Standard:

The Mandatory Movement Lane Control (R3-5) signs shall be used where a right or left turn at an intersection is mandatory. On one-way roads, dual installation shall be made. Also refer to Section 3B.19.

Section 2B.22 Optional Movement Lane Control Sign (R3-6)

Standard:

If used, the Optional Movement Lane Control (R3-6) sign (see Figure 2B-4) shall be used for two or more movements from a specific lane or to emphasize permitted movements. If used, the Optional Movement Lane Control sign shall be located at the intersection.

If used, the Optional Movement Lane Control sign shall indicate all permissible movements from specific lanes.

Optional Movement Lane Control signs shall be used for two or more movements from a specific lane where a movement, not normally allowed, is permitted.

The Optional Movement Lane Control sign shall not be used alone to effect a turn prohibition.

Option:

The word message OK may be used within the border in combination with the arrow symbols of the R3-6 sign.

Option:

The Optional Movement Lane Control (R3-6 and R60B(CA)) signs (see Figures 2B-4 and 2B-4(CA)) may be used to indicate the type of movement permitted at a major intersection where ground mounted signing is not adequate.

Guidance:

The R3-6 signs should not be used at signalized intersections with separate left turn phases. The R3-6 signs should be installed on pole mounted mast-arms over the lane to which they apply.

Section 2B.23 Advanced Intersection Lane Control Signs (R3-8 Series)

Option:

~~Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs (see Figure 2B-4) may be used to indicate the configuration of all lanes ahead.~~

Guidance:

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs should be used to indicate the configuration of all lanes ahead where there are optional lanes, mandatory turn lanes without turning bays or unshadowed turn lanes,

Option:

The word messages ONLY, OK, THRU, ALL, or HOV 2+ may be used within the border in combination with the arrow symbols of the R3-8 sign series. The HOV 2+ (R3-5c) supplemental plaque may be installed at the top outside border of the R3-8 sign over the applicable lane. The diamond symbol may be used instead of the word message HOV. The minimum allowable vehicle occupancy requirement may vary based on the level established for a particular facility.

Guidance:

If used, an Advance Intersection Lane Control sign should be placed at an adequate distance in advance of the intersection so that road users can select the appropriate lane. If used, the Advance Intersection Lane Control sign should be installed either in advance of the tapers or at the beginning of the turn lane.

Option:

Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs may be installed at the intersection.

Section 2B.24 Two-Way Left Turn Only Signs (R3-9a, R3-9b)

Guidance:

Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-5) ~~should~~ may be used in conjunction with the required pavement markings where a nonreversible lane is reserved for the exclusive use of left-turning vehicles in either direction and is not used for passing, overtaking, or through travel.

Option:

The ground-mounted R3-9b sign may be used as an alternate to or a supplement to the overhead-mounted R3-9a sign. The legend BEGIN or END may be used within the border of the main sign itself, or on a plaque mounted immediately above it.

Support:

Signing is especially helpful to drivers in areas where the two-way left turn only maneuver is new, in areas subject to environmental conditions that frequently obscure the pavement markings, and on peripheral streets with two-way left turn only lanes leading to an extensive system of routes with two-way left turn only lanes.

Option:

The Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-5) may be installed in locations to indicate that a lane near the center of the highway is set aside for use by vehicles making left turns in both directions from or into the highway.

Support:

See Figures 3A-108(CA) and 3B-7 (CA) for pavement marking applications for Two-Way Left Turn Lanes.

Section 2B.25 Reversible Lane Control Signs (R3-9d, R3-9f through R3-9i)

Option:

A reversible lane may be used for through traffic (with left turns either permitted or prohibited) in alternating directions during different periods of the day, and the lane may be used for exclusive left turns in one or both directions during other periods of the day as well. Reversible Lane Control (R3-9d, R3-9f through R3-9i) signs (see Figure 2B-5) may either be static type or changeable message type. These signs may be either ground or overhead mounted.

Standard:

Ground-mounted Reversible Lane Control signs shall be used only as a supplement to overhead signs or signals. Ground-mounted signs shall be identical in design to the overhead signs and an additional legend such as CENTER LANE shall be added to the sign (R3-9f) to indicate which lane is controlled. For both word messages and symbols, this legend shall be at the top of the sign.

Where it is determined by an engineering study that lane-use control signals or physical barriers are not necessary, the lane shall be controlled by overhead Reversible Lane Control signs (see Figure 2B-6).

Option:

Reversing traffic flow may be controlled with pavement markings and Reversible Lane Control signs (without the use of lane control signals), when all of the following conditions are met:

A. Only one lane is being reversed.
B. An engineering study indicates that the use of Reversible Lane Control signs alone would result in an acceptable level of safety and efficiency.
C. There are no unusual or complex operations in the reversible lane pattern.

Standard:

Reversible Lane Control signs shall contain the legend or symbols designating the allowable uses of the lane and the time periods such uses are allowed. Where symbols and legend are used, their meanings shall be as shown in Table 2B-2.

Reversible Lane Control signs shall consist of a white background with a black legend and border, except for the R3-9d sign, where the color red is used.

Symbol signs, such as the R3-9d sign, shall consist of the appropriate symbol in the upper portion of the sign with the appropriate times of the day and days of the week below it. All times of the day and days of the week shall be accounted for on the sign to eliminate confusion to the road user.

In situations where more than one message is conveyed to the road user, such as on the R3-9d sign, the sign legend shall be arranged as follows:

A. The prohibition or restriction message is the primary legend and shall be on the top for word message signs and to the far left for symbol signs;
B. The permissive use message shall be shown as the second legend; and
C. The OTHER TIMES message shall be shown at the bottom for word message signs and to the far right for symbol signs.

Option:

The symbol signs may also include a downward pointing arrow with the legend THIS LANE. The term OTHER TIMES may be used for either the symbol or word message sign.

Standard:

A Reversible Lane Control sign shall be mounted over the center of the lane that is being reversed and shall be perpendicular to the roadway alignment.

If the vertical or horizontal alignment is curved to the degree that a driver would be unable to see at least one sign, and preferably two signs, then additional overhead signs shall be installed. The placement of the signs shall be such that the driver will have a definite indication of the lanes specifically reserved for use at any given time. Special consideration shall be given to major generators introducing traffic between the normal sign placement.

Transitions at the entry to and exit from a section of roadway with reversible lanes shall be carefully reviewed, and advance signs shall be installed to notify or warn drivers of the boundaries of the reversible lane controls. The R3-9g or R3-9h signs shall be used for this purpose.

Option:

More than one sign may be used at the termination of the reversible lane to emphasize the importance of the message (R3-9i).

Standard:

Flashing beacons, if used to accentuate the overhead Reversible Lane Control signs, shall comply with the applicable requirements for flashing beacons in Chapter 4K.

When used in conjunction with Reversible Lane Control signs, the Turn Prohibition signs (R3-1 to R3-4, R3-18) shall be mounted overhead and separate from the Reversible Lane Control signs. The Turn Prohibition signs shall be designed and installed in accordance with Section 2B.19.

Guidance:

For additional emphasis, a supplemental plaque stating the distance of the prohibition, such as NEXT 1.6 km (NEXT 1 MILE), should be added to the Turn Prohibition signs that are used in conjunction with Reversible Lane Control signs.

If used, overhead signs should be located at intervals not greater than 400 m (0.25 mi). The bottom of the overhead Reversible Lane Control signs should not be more than 5.8 m (19 ft) above the pavement grade.

Where more than one sign is used at the termination of a reversible lane, they should be at least 75 m (250 ft) apart. Longer distances between signs are appropriate for streets with speeds over 60 km/h (35 mph), but the separation should not exceed 300 m (1,000 ft).

Left-turning vehicles have a significant impact on the safety and efficiency of a reversible lane operation. If an exclusive left-turn lane or two-way left-turn lane cannot be incorporated into the lane-use pattern for a particular peak or off-peak period, consideration should be given to prohibiting left turns and U-turns during that time period.

Section 2B.26 Preferential Only Lane Signs (R3-10 through R3-15)

~~Support:~~

~~Preferential only lanes are lanes designated for special traffic uses such as high-occupancy vehicles (HOVs), light rail, buses, taxis, or bicycles. Preferential only lane treatments might be as simple as restricting a turning lane to a certain class of vehicles during peak periods, or as sophisticated as providing a separate roadway system within a highway corridor for certain vehicles.~~

~~Information regarding Preferential Only Lane signs for bicycle lanes is contained in Section 9B.04.~~

~~Option:~~

~~Preferential only lane assignments may be made on a full-time or part-time basis.~~

~~Guidance:~~

~~Preferential Only Lane sign spacing should be determined by engineering judgment based on prevailing speed, block length, distances from adjacent intersections, and other considerations.~~

~~Support:~~

~~The symbol and word message that appears on a particular Preferential Only Lane sign will vary based on the specific type of allowed traffic and on other related operational constraints that have been established~~

for a particular lane, such as an HOV lane, a bus lane, or a taxi lane. Section 2B.27 contains information regarding the restriction of the use of the diamond symbol to HOV lanes only. The requirements for guide and regulatory signs in advance of all preferential only lanes on freeways are provided in Section 2E.59.

Standard:

When a preferential only lane is established, the Preferential Only Lane signs (see Figure 2B-7) and pavement markings (see Sections 3B.22 and 3B.23) for these lanes shall be used to advise road users.

At the end of a preferential only lane, a Lane Ends (R3-12a or R3-15a) sign shall be used.

Guidance:

Ground-mounted Preferential Only Lane (R3-10, R3-11, and R3-12 series) signs should be installed where preferential only lanes are implemented on freeways, expressways, and conventional roads.

Support:

The sizes for Preferential Only Lane signs will differ to reflect the design speeds for each type of roadway facility. Table 2B-1 provides sizes for each type of roadway facility.

Guidance:

The size of the ground-mounted Preferential Only Lane Operational (R3-11 series) signs should remain consistent to accommodate any manual addition or subtraction of a single line of text for each sign.

Support:

Consistent sign sizes are beneficial for agencies when ordering sign materials, as well as when making text changes to existing signs if changes occur to operating times or occupancy restrictions in the future. For example, the R3-11c sign has space for one line located below "24 HOURS" if an agency desires to add additional information (such as "Mon. – Fri."), yet the R3-11c sign has the same dimensions as the other R3-11 series signs.

Guidance:

The decision to use a specific ground-mounted or overhead sign for a preferential only lane should be based on an engineering study that considers the available space, the existing signs for adjoining general purpose lanes, roadway and traffic characteristics, the proximity of other overhead signing, the ability to install overhead signs, and any other unique local factors.

Support:

Figures 2E-46 through 2E-52 show example signing layouts using the R3-10 through R3-15 series signs for various preferential only lane applications.

Standard:

The R3-10, R3-11, R3-11a, R3-11c, R3-13, R3-13a, R3-14 and R3-14a signs shall be used exclusively with preferential only lanes for high-occupancy vehicles to indicate the particular occupancy requirement and time restrictions applying to that lane. The R3-10a, R3-11b, and R3-14b signs shall be used in situations where a preferential only lane is not an HOV lane, but is designated for use by other types of vehicles (such as bus and/or taxi use).

When used, the ground-mounted Preferential Only Lane Operational (R3-11 series) signs shall be located adjacent to the preferential only lane, and the overhead Preferential Only Lane Operational (R3-14 series) signs shall be mounted directly over the lane.

The legend format of the ground-mounted Preferential Only Lane Operational (R3-11 series) signs shall have the following sequence:

A. Top Lines: Lanes applicable, such as "RIGHT LANE", "RIGHT 2 LANES", or "THIS LANE"

B. Middle Lines: Eligible uses, such as "HOV 2+ ONLY" (or 3+ or 4+), "BUSES ONLY", or other applicable turning movements

C. Bottom Lines: Applicable time and day, such as "7 – 9 AM" or "6:30 – 9:30 AM, MON-FRI"

The legend format of the overhead Preferential Only Lane Operational (R3-14 series) signs shall have the following sequence:

A. Top Line: Eligible uses, such as "HOV 2+ ONLY" (or 3+ or 4+), "BUSES ONLY", or other types of vehicles

B. Bottom Lines: Applicable time and day, with the time and day placed above the down arrow, such as "7 – 9 AM" or "6:30 – 9:30 AM, MON-FRI". When the operating periods exceed the

available line width, the hours and days of the week shall be stacked as shown for the R3-14a sign in Figure 2B-7.

Option:

The diamond symbol may be used instead of the word message HOV.

Standard:

When the diamond symbol (or HOV abbreviation) is used without text on the ground-mounted Preferential Only Lane (R3-10 series, R3-11 series, and R3-12 series) signs, it shall be centered on the top line of the sign. When the diamond symbol (or HOV abbreviation) is used with associated text on the ground-mounted Preferential Only Lane (R3-10 series, R3-11 series, and R3-12 series) signs, it shall appear to the left of the associated text. When the diamond symbol is used on the overhead Preferential Only Lane (R3-13, R3-13a, R3-14, and R3-14a) signs, it shall appear in the top left quadrant. The diamond symbol shall not be used on the bus, taxi, or bicycle Preferential Only Lane signs. The diamond symbol for the R3-15 and R3-15a signs shall appear on the left side of the sign.

Guidance:

The Preferential Only Lane Ahead (R3-10a, R3-12, and R3-15) signs should be used for advance notification of preferential only lanes.

Standard:

The R3-10, R3-10b, R3-13, and R3-13a signs shall be used in situations where agencies determine it is appropriate to provide a sign that defines the operational strategy (such as minimum occupancy or types of vehicles) that is being used to manage or regulate the vehicles that are permitted to use a preferential only lane.

Guidance:

The legend format of the R3-10 and R3-13 signs should have this sequence:

A. Top Line: "HOV 2+ ONLY" (or 3+ or 4+ if appropriate)

B. Bottom Lines: "2 OR MORE PERSONS PER VEHICLE" (or 3 or 4 if appropriate)

Option:

Changeable message signs may be used to supplement static signs where travel conditions change or where multiple types of operational strategies (such as variable occupancy requirements, vehicle types, or pricing policies) are used and varied throughout the day or week to manage the use of, control of, or access to preferential only lanes.

Standard:

When changeable message signs (see Section 2A.07) are used as regulatory signs for preferential only lanes, they shall be the required sign size and shall display the required letter height and legend format that corresponds to the type of roadway facility and design speed.

Option:

The ground-mounted Preferential Only Lane Operational (R3-11 series) signs and the overhead Preferential Only Lane Operational (R3-14 series) signs may be used to supplement changeable message signs that are used to convey preferential only lane restrictions.

Where additional movements are permitted from a preferential only lane on an approach to an intersection, the format and words used in the legend in the middle lines on the ground-mounted Preferential Only Lane Operational (R3-11 series) signs and on the overhead Preferential Only Lane Operational (R3-14 series) signs may be modified to accommodate the permitted movements (such as "RIGHT TURNS ONLY").

Guidance:

The Inherently Low Emission Vehicle (ILEV) (R3-10b) sign should be used when it is permissible for a properly labeled and certified ILEV, regardless of the number of occupants, to use an HOV lane. When used, the ILEV signs should be ground-mounted in advance of and at intervals along the HOV lane based upon engineering judgment. The R3-10b sign is only applicable to HOV lanes and should not to be used with other preferential only lane applications.

~~Support:~~

~~Inherently low emission vehicles are defined by the Environmental Protection Agency (EPA) as vehicles having no fuel vapor (hydrocarbon) emissions. These vehicles must be certified by the EPA as meeting the emissions standards and requirements specified in 40 CFR 88-311-93 and 40 CFR 88.312-93 (c).~~

Support:

For State highways, see Department of Transportation's High Occupancy Vehicle (HOV) Guidelines and Ramp Meter Design Manual. See Section 1A.11 for information regarding these publications.

Refer to CVC 21655.5 for Exclusive- or Preferential-Use Lanes for High Occupancy Vehicles.

Refer to Figure 2B-7(CA) for Preferential Only Lane Signs.

Option:

A symbolic NO TURN ON RED (R10-11) or No Right Turn on Red (R13A(CA)) signs (see Figure 2B-19 and 2B-19(CA)) may be used to restrict right turns onto ramp. The R10-11 or R13A(CA) sign may be used in combination with the Specific Hours/Days (R82B(CA)) Plaque.

Guidance:

The No Left Turn Specific Hours (R33A(CA)) sign (see Figure 2B-3(CA)) should be installed on local streets (with concurrence of local agency) whenever left turns are restricted during peak hours. The No Left Turn Specific Hours EXCEPT BUSES AND CARPOOLS (R33B(CA)) sign should be installed on local streets (with concurrence of local agency) whenever left turns are restricted to buses and carpools only during peak hours. The No Left Turn WHEN METERED EXCEPT BUSES AND CARPOOLS (R33C(CA)) sign should be installed on local streets (with concurrence of local agency) whenever left turns are restricted to buses and carpools only during periods of ramp metering.

Standard:

The CARPOOL LANE AHEAD ___ MILE (R82-1(CA)) sign shall be used to indicate the distance to the beginning of an HOV facility.

The Specific Hours/Days (R82B(CA)) Plaque shall be used to designate the period of HOV operation for part time HOV facilities.

Support:

The R82B(CA) plaque is generally used with the CARPOOL LANE AHEAD ___ MILE (R82-1(CA)) sign.

Standard:

The END CARPOOL LANE (R84-1(CA)) sign shall be used to designate the end of a HOV lane for contiguous, buffered, or barriered HOV facilities.

Support:

The R84-1(CA) sign is located at the end of the HOV lane and generally downstream from the CARPOOL LANE ENDS ___ MILE (R84-2(CA)) sign.

Standard:

The CARPOOL LANE ENDS ___ MILE (R84-2(CA)) sign shall be used to indicate the distance to the end of an HOV lane.

Support:

The R84-2(CA) sign is located in advance of the END CARPOOL LANE (R84-1(CA)) sign.

Standard:

The LEFT LANE CARPOOLS ONLY Specific Hours/Days (R86(CA)) sign shall be used when the left lane is designated as a carpool only lane during specified times and reverts to mixed flow operation.

Support:

The R86(CA) sign is generally located at the beginning of the HOV lane. The R86(CA) sign is also used in tandem with the CARPOOL IS ___ OR MORE PERSONS PER VEHICLE (R93-2(CA)) sign and repeated as a package.

Standard:

The LEFT LANE CARPOOLS ONLY (R86-2(CA)) sign shall be used when the left lane is designated for carpools only on a full time basis.

Support:

The R86-2(CA) sign is generally located at the beginning and at ingress/egress points of the HOV facility. The R86-2(CA) sign is used in tandem with the CARPOOL IS ___ OR MORE PERSONS PER VEHICLE (R93-2(CA)) sign and repeated as a package.

Option:

The R86-2(CA) sign may also be used by itself as needed between long intervals without onramps or at ingress/egress locations.

Standard:

The LEFT LANE CARPOOLS ONLY Specific Hours/Days (R86-3(CA)) sign shall be used when the left lane is designated as a carpool only lane during specified times and reverts to mixed flow operation.

Support:

The R86-3(CA) sign is generally located at the beginning of the HOV lane. The R86-3(CA) sign is also used in tandem with the CARPOOL IS ___ OR MORE PERSONS PER VEHICLE (R93-2(CA)) sign and repeated as a package.

Standard:

The CARPOOLS ONLY ___ OR MORE PERSONS PER VEHICLE (R87-1(CA)) sign shall be used near the beginning of the HOV facility and at ingress/egress locations to restrict the lane to high occupancy vehicles and to indicate occupancy requirements for buffered or barriered HOV facilities.

Option:

The R87-1(CA) sign may also be used at the beginning of contiguous HOV facilities.

Standard:

The Route Shield CARPOOLS ONLY ___ OR MORE PERSONS PER VEHICLE (R87-2(CA)) sign shall be used to restrict the HOV drop ramps for high occupancy vehicles only and to indicate the number of persons required per vehicle.

Guidance:

The LEFT (CENTER OR RIGHT) LANE DO NOT STOP (BUSES ONLY) (R88(CA)) sign should be used to indicate that the HOV lane is not required to stop. The R88(CA) sign should be placed on the same side as the HOV lane, upstream of the meter.

Support:

The 1 CAR (2 CARS) PER GREEN (R89(CA)) or 1 CAR (2 CARS) PER GREEN EACH LANE (R89-1(CA)) or 1 CAR (2 CARS) PER GREEN THIS LANE (R89-2(CA)) sign is used under the lower signal head at freeway ramp meter locations, to indicate the number of vehicles allowed for each green. When used on a signal mast arm, they are placed to the right of the signal head that applies.

The RIGHT (LEFT) LANE THIS SIGNAL (R89-3(CA)) sign is used under the lower signal head at freeway ramp meter locations, where individual signal heads are used for each lane of traffic. When used on a signal mast arm, it is placed to the right each signal head that applies.

Guidance:

The STOP HERE ON RED (R10-6) sign should be placed on the Type 1 standards near the limit line at a three-lane ramp meter.

Option:

The R10-6 sign may also be used at other locations.

Support:

The R10-6 sign is used to emphasize the required observance of the signal limit line, such as the metering signal controlling traffic on metered freeway entrance ramps.

Guidance:

The ALL VEHICLES STOP ON RED (R90-1(CA)) sign should be placed when converting a non-metered HOV bypass lane to a metered operation.

Option:

The R90-1(CA) sign may also be used on new installations where potential for confusion exists.

Support:

The LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY Specific Hours/Days (R91(CA)) sign is used to clearly indicate the lane, number of persons per vehicle, hours and days a designated lane is restricted for use by high occupancy vehicles only.

Option:

An alternate 2 line message may be used in place of the time and day, on lines 6 and 7 of the R91(CA) sign.

Guidance:

When used, the R91(CA) sign should be placed near a diamond symbol pavement marking.

Support:

The LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY WHEN METERED (R91-1(CA)) sign is used to clearly indicate the lane and number of persons per vehicle required to use the designated high occupancy vehicle lane.

Option:

An alternate 1 line message may be used in place of WHEN METERED on line 6 of the R91-1(CA) sign.

The (HOV) NO TRUCKS OVER 5 TONS OR VEHICLES WITH TRAILERS (R91-2(CA)) sign may be placed adjacent to the HOV lane, as needed, where incidences of trucks or vehicles with trailers in the HOV lanes have commonly occurred and on surface streets approaching HOV drop ramps.

Guidance:

When used, the R91-1(CA) sign should be placed near a diamond symbol pavement marking.

Support:

The LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY with Specific Hours/Days (R91(CA)) or WHEN METERED (R91-1(CA)) allows SOVs (Single Occupancy Vehicles) in the lane during non metering periods of the ramp metering operation.

The LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY (R91-3(CA)) sign is used to clearly indicate the lane and number of persons per vehicle required to use the designated high occupancy vehicle lane.

Guidance:

When used, the R91-3(CA) sign should be placed near a diamond symbol pavement marking.

Support:

The R91-3(CA) sign prohibits SOVs from using the HOV lane at all times.

The AUTOS/PICKUPS 2 SEATERS WITH 2 PERSONS OK (R91B(CA)) sign is placed below the R91(CA) signs where carpools are 3 or more persons per vehicle. Refer to Streets & Highways Code, Section 30101.8.

Option:

The BUSES ONLY CARPOOLS OK Specific Hours/Days (R92(CA)) sign may be used in addition to ground mounted signs.

Standard:

The CARPOOL IS ___ OR MORE PERSONS PER VEHICLE (R93-2(CA)) sign shall be placed near the beginning of HOV facilities.

Support:

The R93-2 sign is also used in tandem with the LEFT LANE CARPOOLS ONLY (R86-2(CA)) sign and repeated as a package.

Standard:

If used, the VEHICLES WITH DMV CLEAN AIR DECAL OK (R93A(CA)) sign shall be placed below the R91, R91-1(CA), R91-3(CA) or R93-2(CA) sign. Refer to CVC 21655.9.

Option:

The Mandatory/Optional Carpool Movement Lane Control (R94(CA)) sign may be installed on local streets when one of the mandatory turn lanes (left or right) is designated as a HOV only lane.

The CARPOOL VIOLATION $___ MINIMUM FINE (SR50-1(CA)) sign may be used to supplement the CARPOOL VIOLATION $___ MINIMUM FINE (SR50-2(CA)) sign on HOV facilities where violation rates are particularly high.

Support:

The SR50-1(CA) sign is normally a retrofit situation where the sign can be "piggybacked" onto an existing overhead sign where the support is structurally adequate to support the additional sign.

Guidance:

The CARPOOL VIOLATION $___ MINIMUM FINE (SR50-2(CA)) sign should be placed near the beginning of all HOV facilities and may be placed at ingress/egress locations for buffered or barriered HOV facilities.

Option:

The SR50-2(CA) sign may be repeated at 3.2 km (2 mi) intervals or as needed at locations experiencing high violation rates.

Section 2B.27 Preferential Only Lanes for High-Occupancy Vehicles (HOVs)

~~**Standard:**~~

~~**The agencies that own and operate preferential only lanes for high-occupancy vehicles (HOV lanes) shall have the authority and responsibility to determine how they are operated and the occupancy requirements for vehicles operating in HOV lanes. The minimum occupancy requirement shall be two occupants per vehicle.**~~

~~**The requirements for a minimum number of occupants in a vehicle to use an HOV lane shall be in effect for most, or all, of at least one of the usual times of the day when the demand to travel is greatest (such as morning or afternoon peak travel periods) and the traffic congestion problems on the roadway and adjoining transportation corridor are at their worst.**~~

~~**The HOV signs (see Section 2B.26) shall display the minimum allowable vehicle occupancy requirement established for each HOV lane.**~~

~~**The vehicle occupancy requirement established for an HOV lane shall be referenced immediately after the word message HOV or the diamond symbol. The diamond symbol shall be restricted for use with HOV lanes only.**~~

~~**The Federal Highway Administration (FHWA) shall be consulted if a significant operational change is proposed that could reasonably be expected to affect a specific HOV lane or portions of the HOV system that were funded or approved by FHWA. This shall include portions of the local, regional, or Federal-aid highway system, where operational changes might significantly impact the operation of one HOV lane or portions of the regional HOV system. To assure consistency with the provisions of Titles 23 and 49 of the United States Code (USC), the important issues and possible impacts of any significant operational changes shall be reviewed to determine if any Federal approval is required.**~~

~~**In accordance with the "Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes" (see Section 1A.11), a proposed project, including a proposed test or demonstration project, that seeks to significantly change the operation of the HOV lanes for any length of time shall require a Federal review as outlined in Section 2 of the "Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes" prior to initiating such a project.**~~

~~Support:~~

~~FHWA Division Offices, with involvement from the Federal Transit Administration (FTA), are responsible for reviewing proposals to significantly change the operation of HOV lanes. Federal interests in this review include commitments made during the National Environmental Policy Act process as described in Title 23 CFR, Part 771, in project agreements, transportation planning requirements, and transportation conformity requirements under the Clean Air Act (40 CFR, Part 51).~~

~~Proposals to adjust only the HOV lane hours of operation during the day (for example, minor changes in hours during peak travel periods) or the occupancy requirements (for example, HOV 3+ to HOV 2+) are not typically considered significant operational changes and might not require an explicit Federal review or approval.~~

~~Any action that has the potential to adversely affect the area's flow of traffic, roadway and traveler safety, or the environment might be considered to be a significant operational change. Any proposal to significantly adjust the hours of operation, or to convert an HOV lane to a general purpose travel lane, would~~

~~be considered a significant operational change to the original project design concept or scope. Examples of significant operational changes could include:~~

~~A. Switching from 24-hour HOV lane operations to only a portion of the day or week;~~
~~B. Implementing a pricing option to an existing HOV lane (such as HOT lane or toll lane);~~
~~C. Significantly reducing the hours of operation of an HOV lane that is operational during only one peak travel period; or~~
~~D. Managing or operating the HOV lane in a manner that renders it functionally inoperable or obsolete (such as not providing enforcement of the occupancy requirement).~~

~~Guidance:~~

~~An engineering study based on the current and estimated future travel demand for a corridor and facility should be the basis for determining when, during a typical day, there should be a minimum occupancy requirement for a vehicle to use an HOV lane.~~

~~Option:~~

~~HOV lanes may be operated on a 24-hour basis for extended periods of the day, during peak travel periods only, during special events, or during other activities.~~

~~HOV lanes may take many forms depending on the level of usage and the design of the facility. They may be physically separated from the other travel lanes by a barrier or median, or they may be concurrent with other travel lanes and be separated only by longitudinal pavement markings. Physically separated HOV lanes may be operated in a constant direction or may be operated as reversible lanes.~~

~~Agencies may select from either the HOV abbreviation or the diamond symbol to reference the HOV lane designation.~~

~~Support:~~

~~Inherently low emission vehicle (ILEV) eligibility, testing and certification requirements, labeling, and other regulatory provisions are developed and administered through the Environmental Protection Agency (EPA). EPA is the only entity with the authority to certify ILEVs. Vehicle manufacturers must request the EPA to grant an ILEV certification for any vehicle to be considered and labeled as meeting those standards. According to the EPA, 1996 was the first year that they certified any ILEVs. EPA regulations specify that ILEVs must meet the emission standards specified in 40 CFR 88.311-93 and their labeling must be in accordance with 40 CFR 88.312-93(c). EPA established the ILEV concept to recognize vehicles with no fuel vapor (hydrocarbons) emissions. Zero emission vehicles (electric powered vehicles) that have no emissions are the only other type of clean fuel vehicles that are allowed to use HOV lanes.~~

~~Option:~~

~~Agencies may permit a vehicle with less than the required number of occupants to operate on HOV lanes if:~~

~~A. The vehicle is properly labeled and certified as an ILEV and the lane is not a bus only HOV lane; or~~
~~B. The HOV lanes are part of a project that is participating in the FHWA Value Pricing Pilot Program (see Section 2 of the "Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes").~~

~~**Standard:**~~

~~**Motorcycles shall be permitted to use HOV lanes that receive Federal-aid program funding.**~~

Support:

See Section 2B.26.

Section 2B.28 Preferential Only Lane Sign Applications and Placement

~~**Standard:**~~

~~**Overhead Preferential Only Lane (R3-13 series, R3-14 series, and R3-15 series) signs shall only be installed along preferential only lanes on freeways and expressways. These overhead signs shall be installed on the side of the roadway where the entrance to the preferential only lane is located and any appropriate adjustments shall be made to the sign message. The sign sizes shall differ between freeways and expressways as provided in Table 2B-1 to reflect the different design speeds for each type of roadway.**~~

An R3-13 or R3-13a sign, which defines the occupancy requirement, shall be installed at least 800 m (0.5 mi) in advance of the beginning or initial entry point to an HOV lane. These signs shall only be displayed in advance of the beginning or initial entry point to HOV lanes.

A ground-mounted Preferential Only Lane Operational (R3-11, R3-11a, R3-11b, or R3-11d) sign shall be installed at the beginning, initial entry point, intermediate access points, and direct access ramps to all types of preferential only lanes. The overhead Preferential Only Lane Operational (R3-14 series) signs shall be installed only at the beginning or initial entry point to all types of preferential only lanes.

The ground-mounted Preferential Only Lane Ends 800 m (1/2 Mile) (R3-12b) sign shall be installed at least 800 m (0.5 mi) in advance of the termination of an HOV lane. The ground-mounted Preferential Only Lane Ends (R3-12a) sign shall be installed at the point where the preferential only lane restriction ends. All longitudinal pavement markings, as well as word and symbol pavement markings, associated with the preferential only lane shall end where the R3-12a sign designating the end of the preferential only lane restriction is installed.

Option:

Additional ground-mounted Preferential Only Lane (R3-10, R3-11, R3-11a, R3-11b, or R3-11c) signs may be provided along the length of a preferential only lane.

Overhead Preferential Only Lane Ahead (R3-15) signs may be placed approximately 1.6 km (1 mi) and 3.2 km (2 mi) in advance of the beginning or initial entry points to any type of preferential only lane.

The ground-mounted Preferential Only Lane Ahead (R3-12) sign may be installed at a minimum of 1.6 km (1 mi) in advance of the beginning or initial entry point to any type of preferential only lane.

Guidance:

When Preferential Only Lane signs are used, the decision to use a specific ground-mounted or overhead sign should be based on an engineering study that considers the available space, the existing signs for the adjoining general purpose traffic lanes, roadway and traffic characteristics, the proximity to existing overhead signing, the ability to install overhead signs, and any other unique local factors.

Standard:

For all barrier-separated preferential only lanes, an overhead Preferential Only Lane Operational (R3-14 series) sign shall be used at the beginning or initial entry point, and at any intermediate access points or gaps in the barrier where vehicles are allowed to legally access the barrier-separated preferential only lanes. Ground-mounted Preferential Only Lane Operational (R3-11 series) signs shall be used only as a supplement to the overhead signs at the beginning or initial entry point, or at any intermediate access points or gaps in the barrier.

Guidance:

For all barrier-separated preferential only lanes, an overhead Preferential Only Lane Ahead (R3-15) sign should be installed and located at least 1.6 km (1 mi) in advance of the beginning or initial entry point.

Option:

For barrier-separated preferential only lanes, ground-mounted R3-10 signs defining the occupancy requirement may be alternated in series with Preferential Only Lane Operational (R3-11, R3-11a, R3-11b, or R3-11c) signs. These signs may be located at intervals of approximately 1 km (0.6 mi) along the length of the preferential only lane, at intermediate entry points, and at designated enforcement areas as defined by the operating agency.

For barrier-separated reversible-flow preferential only lanes, Preferential Only Lane signs may be either static or changeable message type.

Standard:

For buffer-separated preferential only lanes (painted buffer of 0.6 m (2 ft) or more), an overhead Preferential Only Lane Operational (R3-14 series) sign shall be used at the beginning or initial entry point, and at intermediate access points or gaps where vehicles are allowed to legally access the buffer-separated preferential only lane. Ground-mounted R3-10 signs defining the occupancy requirement shall be located and alternated with Preferential Only Lane Operational (R3-11 series) signs in series at intervals not greater than 1 km (0.6 mi) along the length of the preferential only lane, at designated

~~**gaps in the buffer where vehicles are allowed to legally access the preferential only lane, and within designated enforcement areas as defined by the operating agency.**~~

~~Option:~~

~~For buffer-separated preferential only lanes, overhead Preferential Only Lane Operational (R3-14 series) signs may be used at specific locations and intervals along the length of the preferential only lane to supplement the ground-mounted R3-10 signs defining the occupancy requirement and the Preferential Only Lane Operational (R3-11 series) signs based on an engineering study.~~

~~**Standard:**~~

~~**For concurrent-flow preferential only lanes, ground-mounted R3-10 signs defining the occupancy requirement shall be located and alternated with Preferential Only Lane Operational (R3-11 series) signs in series at intervals not greater than 1 km (0.6 mi) along the length of the preferential only lane.**~~

~~Option:~~

~~For concurrent-flow preferential only lanes, overhead Preferential Only Lane Operational (R3-14 series) signs may be used at specific locations and intervals along the length of the preferential only lane to supplement the ground-mounted R3-10 signs defining the occupancy requirement and the Preferential Only Lane Operational (R3-11 series) signs based on an engineering study.~~

~~**Standard:**~~

~~**For direct access ramps to preferential only lanes, a ground-mounted R3-10 sign defining the occupancy requirement and a Preferential Only Lane Operational (R3-11 series) sign shall be used at the beginning or initial entry point for all types of direct access ramps that provide access or lead to preferential only lanes.**~~

~~Option:~~

~~For direct access ramps to preferential only lanes, an overhead Preferential Only Lane Operational (R3-14 series) sign may be used at the beginning or initial entry point to supplement the required ground-mounted signs.~~

~~Support:~~

~~Section 2B.26 contains provisions regarding the use of changeable message signs for preferential only lanes.~~

~~Section 2E.59 contains additional provisions regarding signing for preferential only lanes on freeway and expressway facilities. Figures 2E-46 through 2E-52 show application and placement examples for Preferential Only Lane signs for a variety of preferential only lane situations.~~

Support:

See Section 2B.26.

Section 2B.29 DO NOT PASS Sign (R4-1)

Option:

The DO NOT PASS (R4-1) sign (see Figure 2B-8) may be used in addition to pavement markings (see Section 3B.02) to emphasize the restriction on passing. The DO NOT PASS sign ~~may~~ shall be used at the beginning of, and at intervals within, a zone through which sight distance is restricted or where other conditions make overtaking and passing inappropriate.

If signing is needed on the left side of the roadway for additional emphasis, NO PASSING ZONE (W14-3) signs may be used (see Section 2C.35).

Support:

Standards for determining the location and extent of no-passing zone pavement markings are set forth in Section 3B.02.

Standard:

When used, the DO NOT PASS (R4-1) sign shall be positioned at the actual point where the passing restriction begins, and at intervals within, a section of highway through which conditions indicate that passing needs to be restricted.

Support:

Typical examples of where the R4-1 sign could be applied are shown in Figures 3B-12 (CA) and 3B-107(CA).

Option:

The R4-1 sign may be used in conjunction with temporary traffic control signs.

The KEEP RIGHT EXCEPT TO PASS (SR5-1(CA)) sign (see Figure 2B-8(CA) may be used at the beginning of a passing lane to encourage slower traffic to keep in the right lane, except when passing slower vehicles. Refer to CVC 21659.

Section 2B.30 PASS WITH CARE Sign (R4-2)

Guidance:

The PASS WITH CARE (R4-2) sign (see Figure 2B-8) should be installed at the end of a no-passing zone if a DO NOT PASS sign has been installed at the beginning of the zone.

Section 2B.31 SLOWER TRAFFIC KEEP RIGHT Sign (R4-3)

Option:

The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign (see Figure 2B-8) may be used on multi-lane roadways to reduce unnecessary lane changing.

Guidance:

If used, the SLOWER TRAFFIC KEEP RIGHT sign should be installed just beyond the beginning of a multi-lane pavement, and at selected locations where there is a tendency on the part of some road users to drive in the left lane (or lanes) below the normal speed of traffic. This sign should not be used on the approach to an interchange or through an interchange area.

Section 2B.32 Slow Moving Traffic Lane Signs (R4-5, R4-6)

Support:

The Slow Moving Traffic Lane signs (see Figure 2B-8) are used to direct vehicles into an extra lane that has been provided for slow-moving vehicles.

Guidance:

If an extra lane has been provided for slow-moving traffic, a SLOWER TRAFFIC KEEP RIGHT (R4-3) sign, TRUCKS USE RIGHT LANE (R4-5) sign, or other appropriate sign should be installed at the beginning of the lane. A TRUCK LANE (R4-6) sign, with the appropriate distance shown, ~~should~~ shall be installed in advance of the lane.

Option:

The TRUCKS OK (R70(CA)) sign (see Figure 2B-8(CA) may be used to allow trucks to legally use other than the right lane or lanes, such as in advance of freeway branch connections, lane drop, etc.

Support:

Refer to CVC 21655. Erect overhead with the arrow directly over the appropriate lane.

Option:

The SLOWER TRAFFIC KEEP RIGHT sign may be used as a supplement or as an alternative to the TRUCKS USE RIGHT LANE sign. Both signs may be used on multi-lane roadways to improve capacity and reduce lane changing.

Guidance:

If an extra lane has been provided for slow-moving traffic, a Lane Ends sign (see Section 2C.33) should be installed in advance of the point where the extra lane ends. Appropriate pavement markings should be installed at both the beginning and the end of the extra lane (see Section 3B.09 and Figure ~~3B-12~~ 3B-12(CA)).

Option:

The TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY (R6-3A(CA)) sign (see Figure 2B-8(CA)) may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

The ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY (R6-4A(CA)) sign (see Figure 2B-8(CA)) may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

Standard:

The END TRUCK LANE (R53A(CA)) sign (see Figure 2B-8(CA) shall be placed at the end of a truck lane.

The END TRUCK LANE CONTROL (R53E(CA)) sign (see Figure 2B-8(CA) shall be placed at the end of a segment of roadway in which trucks are restricted to a particular lane.

The TRUCKS RIGHT LANE ONLY (R53B(CA)) sign (see Figure 2B-8(CA) shall be used when a climbing lane is provided and it is necessary to prohibit trucks from passing slower moving vehicles. Signs shall be placed at the beginning of the restriction and at approximately 0.4 km (0.25 mi) intervals. When the restriction is necessary during certain hours, the Specific Hours/Day (R82A(CA)) Plaque (see Figure 2B-8(CA)) shall be placed below the R53B(CA) sign.

Option:

The TRUCKS USE RIGHT LANE (R4-5) sign may be placed to advise trucks that they must use the right lane except to pass slow moving vehicles as provided in CVC 21654.

Standard:

The RUNAWAY VEHICLES ONLY (R4-10) sign (see Figure 2B-8) shall be installed near the entrance of runaway truck ramps to discourage other motorists from entering. The NO STOPPING ANY TIME (R26A(S)(CA)) signs (see Figure 2B-16(CA)) shall be placed as required to keep motorists from stopping in the path of runaway trucks.

The YIELD TO UPHILL TRAFFIC (R55(CA)) sign (see Figure 2B-8(CA) shall be used facing downhill traffic where a climbing lane has been provided and where a one-direction no passing marking has been placed to allow downhill traffic to pass. Refer to CVC 21661. See Section 3B.102(CA) and 3B.103(CA) for further details.

The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign shall be used at the beginning of passing lanes. Refer to CVC 21654. See Figure 3B-12 (CA) for application of signing and markings for lane reductions.

Support:

Refer to CVC 21656 for Turning out of Slow-Moving Vehicles.

The TURNOUT ¼ MILE (R50(CA)) sign is used to give advance notice of turnouts for slow moving vehicles.

Standard:

The TURNOUT (R51(CA)) sign shall be placed at the entrance to a turnout.

The SLOWER TRAFFIC USE TURNOUTS (R52(CA)) or SLOWER TRAFFIC USE TURNOUTS TO ALLOW PASSING (R52A(CA)) sign shall be used in advance of the first turnout on a route and at other locations as needed.

Support:

The R52(CA) and R52A(CA) signs are not intended to be used in advance of each individual turnout.

See Figure 2B-8(CA) for Turnout (R50(CA) thru R52A(CA)) Signs.

See Section 3B.105(CA) for more details.

Section 2B.33 Keep Right and Keep Left Signs (R4-7, R4-8)

Option:

The Keep Right (R4-7) sign (see Figure 2B-8) ~~may~~ should be used at locations where it is necessary for traffic to pass only to the right of a roadway feature or obstruction. The Keep Left (R4-8) sign (see Figure 2B-8) may be used at locations where it is necessary for traffic to pass only to the left of a roadway feature or obstruction.

Guidance:

If used, the Keep Right sign should be installed as close as practical to approach ends of raised medians, parkways, islands, underpass piers, and at other locations where it is not readily apparent that traffic is required to keep to the right. The sign should be mounted on the face of or just in front of a pier or other obstruction separating opposite directions of traffic in the center of the highway such that traffic will have to pass to the right of the sign.

Standard:

The Keep Right sign shall not be installed on the right side of the roadway in a position where traffic must pass to the left of the sign.

Option:

The Keep Right sign may be omitted at intermediate ends of divisional islands and medians.

Word message KEEP RIGHT (LEFT) with an arrow (R4-7a or R4-7b) signs (see Figure 2B-8) may be used instead of the R4-7 or R4-8 symbol signs.

Where the obstruction obscures the Keep Right sign, the minimum placement height may be increased for better sign visibility.

Guidance:

At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the Keep Right (R4-7) sign, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by drivers turning left from a stop-controlled, intersecting minor roadway.

Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R4-7 sign size used, if feasible, should be from the expressway column as 900 x 1200 mm (36 x 48 in), not the 600 x 750 mm (24 x 30 in) size in the conventional road column.

Section 2B.34 DO NOT ENTER Sign (R5-1)

~~**Standard:**~~

~~**The DO NOT ENTER (R5-1) sign (see Figure 2B-9) shall be used where traffic is prohibited from entering a restricted roadway.**~~

~~Guidance:~~

~~The DO NOT ENTER sign, if used, should be placed directly in view of a road user at the point where a road user could wrongly enter a divided highway, one-way roadway, or ramp (see Figure 2B-10). The sign should be mounted on the right side of the roadway, facing traffic that might enter the roadway or ramp in the wrong direction.~~

~~If the DO NOT ENTER sign would be visible to traffic to which it does not apply, the sign should be turned away from, or shielded from, the view of that traffic.~~

~~Option:~~

~~The DO NOT ENTER sign may be installed where it is necessary to emphasize the one-way traffic movement on a ramp or turning lane.~~

~~A second DO NOT ENTER sign on the left side of the roadway may be used, particularly where traffic approaches from an intersecting roadway (see Figure 2B-10).~~

Standard:

The DO NOT ENTER (R5-1) sign and WRONG WAY (R5-1a) sign shall be used at the exit end of a one-way road or ramp to inform motorists that an entrance thereto is prohibited.

The R5-1 and the R5-1a signs shall be placed in the head-on position to a wrong-way movement.

Guidance:

At least one set of R5-1 and R5-1a signs should be visible from each decision point on each likely wrong-way approach.

Support:

See section 2E.50 for wrong-way traffic control at interchange ramps and Figures 2B-13 (CA), 2B-14(CA) and 3B-12 (CA) for examples of signs and lane reduction markings.

Guidance:

On multilane roadways, a minimum size of 900 x 900 mm (36 x 36 in) should be used for the DO NOT ENTER (R5-1) sign.

At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the DO NOT ENTER (R5-1) sign or WRONG WAY (R5-1a) sign, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by drivers turning left from a stop-controlled, intersecting minor roadway.

Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R5-1 sign size used, if feasible, should be from the expressway column as 900 x 900 mm (36 x 36 in), not the 750 x 750 mm (30 x 30 in) size in the conventional road column.

Section 2B.35 WRONG WAY Sign (R5-1a)

~~Option:~~

~~The WRONG WAY (R5-1a) sign (see Figure 2B-9) may be used as a supplement to the DO NOT ENTER sign where an exit ramp intersects a crossroad or a crossroad intersects a one-way roadway in a manner that does not physically discourage or prevent wrong-way entry (see Figure 2B-10).~~

~~Guidance:~~

~~If used, the WRONG WAY sign should be placed at a location along the exit ramp or the one-way roadway farther from the crossroad than the DO NOT ENTER sign (see Section 2E.50).~~

Support:

Refer to Section 2B.34 for the WRONG WAY (R5-1a) sign.

Section 2B.36 Selective Exclusion Signs

Support:

Selective Exclusion signs (see Figure 2B-9) give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities.

Standard:

If used, Selective Exclusion signs shall clearly indicate the type of traffic that is excluded.

Support:

Typical exclusion messages include:

A. No Trucks (R5-2);

B. NO MOTOR VEHICLES (R5-3); See Section 9B.07.

C. COMMERCIAL VEHICLES EXCLUDED (R5-4);

D. TRUCKS (VEHICLES) WITH LUGS PROHIBITED (R5-5);

E. No Bicycles (R5-6);

F. NON-MOTORIZED TRAFFIC PROHIBITED (R5-7);

G. MOTOR-DRIVEN CYCLES PROHIBITED (R5-8); and

H. ~~Hazardous Material Prohibited (R14-3)~~ (see Section 2B.52).

Option:

Appropriate combinations or groupings of these legends into a single sign, such as PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED (R5-10a), or PEDESTRIANS AND BICYCLES PROHIBITED (R5-10b) may be used.

Guidance:

If an exclusion is governed by vehicle weight, a Weight Limit sign (see Section 2B.49) should be used instead of a Selective Exclusion sign.

The Selective Exclusion sign should be placed on the right side of the roadway at an appropriate distance from the intersection so as to be clearly visible to all road users turning into the roadway that has the exclusion. The PEDESTRIANS PROHIBITED (R5-10c) or No Pedestrian Crossing (R9-3a) sign should be installed so as to be clearly visible to pedestrians at a location where an alternative route is available.

Option:

The NO TRUCKS (R5-2a) sign may be used as an alternate to the No Trucks (R5-2) symbol sign.

The PEDESTRIANS PROHIBITED (R5-10c) or No Pedestrian Crossing (R9-3a) sign may also be used at underpasses or elsewhere where pedestrian facilities are not provided.

Support:

Refer to CVC 21101 through 21104, 22402 through 22405 and 35650 through 35755 for Truck Exclusion signs.

The No Trucks (R5-2) sign is used together with a Truck Exclusion (R20D(CA) Series) plaque (see Figure 2B-9(CA) to specify the maximum width or other restrictions in effect.

Guidance:

An alternative route should be evaluated for height, weight and size restrictions. Appropriate signs should be posted along the route to advise motorists of any restrictions.

Option:

Advance signs may be necessary to give trucks an opportunity to turn around and retrace their path or select another route.

Standard:

The R5-2 signs shall be placed at each end of the affected portion of a highway section. They shall be placed at a distance of not more than 150 m (500 ft) from the ends of an affected bridge or structure.

The Bridge Speed and Weight Limit (R21(CA)) sign (see Figure 2B-9(CA) shall be used to specify the maximum speed permitted on a bridge or structure for vehicles over a specified weight. The R21(CA) sign shall not be erected more than 150 m (500 ft) in advance of the bridge or structure.

Option:

The R21(CA) sign, when used with the Weight Limit (R12-5) sign, may be placed on the same post.

The Truck Length Limit (R20H(CA)) sign may be used at locations where a semi-truck over 20 m (65 ft) in length and a semi-truck with trailer over 23 m (75 ft) in length is prohibited.

The No Trucks Variable Message (R20-1(CA)) sign (see Figure 2B-9(CA) may be used with an advance guide sign where there is a truck restriction.

Standard:

The NEXT RIGHT (R20-1A(CA)) Plaque (see Figure 2B-9(CA) shall be used below the R20-1(CA) sign when no advance guide sign is available.

Option:

The AUTOS WITH TRAILERS - TRUCKS – PROHIBITED (R53D(CA)) sign (see Figure 2B-9(CA) may be used at locations where these vehicles are prohibited from using the roadway.

Restrictions on Use of Freeways

Support:

CVC Section 21960 authorizes the Department of Transportation and local authorities, with respect to freeways under their respective jurisdictions, to prohibit or restrict the use of freeways by pedestrians, bicycles or other non-motorized traffic or by any person operating a motor-driven cycle or a motorized bicycle.

Standard:

Restrictions on use of a freeway shall be by the order of Department of Transportation, District Director.

No ordinance or resolution of local authorities shall apply to any State highway until the proposed ordinance or resolution has been presented to, and approved in writing by, the Department of Transportation.

Support:

The District Directors have been delegated the authority to issue orders restricting the use of freeways. They are also authorized to approve orders, ordinances or resolutions of local authorities, which would restrict the use of State highways.

It is the Department's policy to restrict the use of freeways when a satisfactory alternate route is available.

Standard:

The PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED (R5-10a) sign shall be used on a freeway at or near the beginning of the section of freeway to which the prohibition applies and on the right side of freeway entrance ramps.

Guidance:

Prior to placement of the R5-10a sign on State highways, an order signed by the Department of Transportation's District Director should be on file.

At the end of freeway sections where both bicycles and pedestrians have been allowed, and on the continuing freeway where such traffic is prohibited, the R5-10a sign should be placed beyond the exit ramp gore.

Option:

The R5-10a sign may be modified by deleting the word BICYCLES at locations where bicycles are permitted on freeway shoulders.

Standard:

The PEDESTRIANS PROHIBITED (R5-10c) sign shall be used at all freeways exit ramps to inform the public that pedestrians are prohibited.

Guidance:

The R5-10c sign should be placed on the left facing pedestrian traffic, which might enter a freeway exit ramp. The sign should be placed up the ramp to avoid conflict with the ramp terminal signs.

Option:

Dual installations may be used where pedestrian problems exist.

Support:

See 2E.50 for additional details.

Option:

The FREEWAY – ACCESS RIGHTS RESTRICTED ON THIS SECTION OF HIGHWAY (CA Code S3-1) sign may be used to identify a right-of-way fence that has been placed to control access.

Section 2B.37 ONE WAY Signs (R6-1, R6-2)

~~**Standard:**~~

~~**Except as noted in the Option, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-11) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only. ONE WAY signs shall be placed parallel to the one-way street at all alleys and roadways that intersect one-way roadways as shown in Figures 2B-12 through 2B-15.**~~

~~Guidance:~~

~~Where divided highways are separated by median widths at the intersection itself of 9 m (30 ft) or more, ONE WAY signs should be placed, visible to each crossroad approach, on the near right and far left corners of each intersection with the directional roadways as shown in Figures 2B-12 and 2B-13.~~

~~Option:~~

~~ONE WAY signs may be omitted on the one-way roadways of divided highways, where the design of interchanges indicates the direction of traffic on the separate roadways. ONE WAY signs may be omitted (see Figure 2B-14) at intersections with divided highways that have median widths at the intersection itself of less than 9 m (30 ft).~~

~~**Standard:**~~

~~**At unsignalized intersections, ONE WAY signs shall be placed on the near right and the far left corners of the intersection facing traffic entering or crossing the one-way street.**~~

~~**At signalized intersections, ONE WAY signs shall be placed either near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.**~~

Option:

Authorities in charge of any highway may designate, by ordinance or resolution, any roadway, part of a roadway, or specific lanes for one-way traffic. Refer to CVC 21657.

Standard:

No such ordinance shall be effective with respect to a State highway until approved by the Department of Transportation.

Option:

If, by local ordinance, a State highway through a city has been made one of a pair of one-way streets, the Commission may adopt the additional street into the State Highway System. Refer to Streets and Highways Code Section 111.5. See Section 1A.11 for information regarding this publication.

Standard:

The ONE WAY (R6-1) sign shall be used on one-way streets, divided highways, and ramp terminals to indicate streets or roadways upon which vehicular traffic is required in one direction only.

The R6-1 signs shall be placed on the far right and in the median on the left side of traffic entering the highway where the median is more than 9 m (30 ft) wide as shown in Figure 2B-13 (CA).

On State highways where medians are less than 9 m (30 ft) wide, raised or unpaved, the R6-1 signs shall be placed in the median as shown in Figure 2B-14 (CA).

Option:

On streets and highways under local jurisdiction where medians are less than 9 m (30 ft) wide, raised or unpaved, the R6-1 signs may be placed in the median.

Guidance:

The appropriate height of the R6-1 signs when placed in the median should be 0.45 m (1.5 ft).

The R6-1 signs should also be placed parallel to the one-way street at the appropriate far corner to a wrong-way turn. They should also be placed opposite the exits from alleys and other public ways.

Standard:

At intersections and ramps, the R6-1 signs shall be placed as provided in Section 2E.50.

Option:

The ONE WAY (R6-2) sign may be used as an alternative to the R6-1 sign where space is limited and the R6-2 sign is more appropriate.

Guidance:

At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the ONE WAY (R6-1, R6-2) signs, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by drivers turning left from a stop-controlled, intersecting minor roadway.

Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R6-1 sign size used, if feasible, should be from the expressway column as 1350 x 450 mm (54 x 18 in), not the 900 x 300 mm (36 x 12 in) size in the conventional road column.

Section 2B.38 Divided Highway Crossing Signs (R6-3, R6-3a)

Option:

The Divided Highway Crossing (R6-3 or R6-3a) sign (see Figure 2B-11) may be used to advise road users that they are approaching an intersection with a divided highway.

Standard:

When the Divided Highway Crossing sign is used at a four-legged intersection, the R6-3 sign shall be used. When used at a T-intersection, the R6-3a sign shall be used.

Option:

The Divided Highway Crossing sign may be located on the near right corner of the intersection and may be mounted beneath a STOP or YIELD sign or on a separate support.

Guidance:

At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the Divided Highway Crossing (R6-3, R6-3a) signs, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by drivers turning left from a stop-controlled, intersecting minor roadway.

Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R6-3 sign size used, if feasible, should be from the expressway column as 900 x 750 mm (36 x 30 in), not the 750 x 600 mm (30 x 24 in) size in the conventional road column.

Section 2B.39 Parking, Standing, and Stopping Signs (R7 and R8 Series)

Support:

Signs governing the parking, stopping, and standing of vehicles cover a wide variety of regulations, and only general guidance can be provided here. The word "standing" when used on the R7 and R8 series of signs refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle. Typical examples of parking, stopping, and standing signs (see Figures 2B-16, 2B-16(CA) and 2B-17) are as follows:

A. NO PARKING ANY TIME (R7-1);
B. NO PARKING 8:30 AM TO 5:30 PM (R7-2);
C. NO PARKING EXCEPT SUNDAYS AND HOLIDAYS (R7-3);
D. NO STANDING ANY TIME (R7-4);
E. ONE HOUR PARKING 9 AM-7 PM (R7-5);
F. NO PARKING LOADING ZONE (R7-6);
G. NO PARKING BUS STOP (R7-7, R7-107, R7-107a);
H. RESERVED PARKING for persons with disabilities (R7-8);
I. NO PARKING ON PAVEMENT (R8-1);
J. NO PARKING EXCEPT ON SHOULDER (R8-2);
K. NO PARKING (R8-3);
L. No Parking (R8-3a); and
M. NO STOPPING ON PAVEMENT (R8-5).

Support:

Refer to CVC 22500 through 22522 for Parking, Standing, and Stopping signs.

Parking Regulations

Option:

Parking on freeway which have full control of access and no crossing at grade may be prohibited under CVC 21960.

Parking on other State highways may be restricted or prohibited under CVC 22505 and 22506.

Support:

The Department of Transportation's District Director is authorized to issue orders prohibiting or restricting the parking of vehicles on State highways. The District Director is also authorized to approve ordinances or resolutions of local authorities prohibiting or restricting parking on State highways.

The delegation of maintenance activities to local authorities is usually exercised under the authority of Streets and Highways Code Section 130. Under a proposal to delegate maintenance and parking regulation authority under CVC Section 22506, the Department retains the authority to regulate parking under the three conditions specified in CVC Section 22505(a). The District Director of Transportation is authorized to make this delegation of authority.

Policy on Parking Restrictions

Guidance:

No Parking Permitted at Any Time – Parking should be prohibited at locations where the prohibition would reduce the risk of collisions or where parking would unduly interfere with the movement of traffic.

Option:

Major factors that may be considered include:

- Narrow roadway width.
- Restricted visibility at intersections for pedestrian and vehicular traffic.
- Narrow shoulder width.
- Conversion of a parking lane to a through lane or right-turn lane.

Support:

Limited Time Parking - The Department of Transportation does not issue orders for limited time parking.

Option:

Limited time parking restrictions may be initiated by local authorities and approved by the Department. Parking prohibitions between certain hours may also be initiated by local authorities.

Standard:

Before time limit parking regulations are approved in rural areas, assurance shall be obtained from the enforcement agency that the regulation will be enforced.

Signs

Guidance:

The PARK PARALLEL (R24(CA)) sign should only be used where diagonal parking is prevalent, in violation of CVC 22502.

Option:

The OK TO PARK ON BRIDGE (R22(CA)) sign may be used to inform motorists that parking is permitted on a bridge. Refer to CVC 22500(k).

The PARK OFF PAVEMENT (R25(CA)) sign may be used where it is likely that vehicles may stop on the traveled way and interfere with through traffic. It may also be used as a temporary sign in snow areas where parking is permitted.

The NO PARKING ANY TIME with arrow (R28(CA)) or without arrow (R26(CA)) signs may be used to inform motorists of a parking prohibition at a specific location. The NO PARKING ANY TIME with arrow (R28A(CA)) or without arrow (R26A(CA)) signs may be used where a larger size is desirable.

CVC Section 21718 prohibits the stopping, parking or leaving of any vehicle upon a freeway. Large NO PARKING ANY TIME (R26(CA)) or EMERGENCY PARKING ONLY (R8-4) signs may be installed on freeways which have full control of access and no crossing at grade to inform traffic that stopping, parking or leaving of any vehicle upon a freeway is prohibited.

The TOW-AWAY NO PARKING ANY TIME (R26J(CA)) sign may be used to inform motorists of a parking prohibition and tow-away zone at a specific location.

The NO PARKING HERE TO CORNER (R26B(CA)) sign may be used to prohibit parking at a specific location. The NO PARKING HERE TO CORNER (R26C(CA)) sign may be used where a larger size is desirable.

The No Parking (R8-3a) sign may be used to inform motorists of a parking prohibition at a specific location. The No Parking plaques (R26E(CA)) may be placed below the R8-3a sign to indicate specific parking exceptions or restrictions such as EXCEPT SUNDAYS AND HOLIDAYS, 6 AM – 6 PM / MON – FRI, ON BRIDGE, ON PAVEMENT, EXCEPT ON SHOULDERS, 6 AM – 6 PM w/Arrow, HERE TO CORNER, LOADING ZONE w/Arrow and TOW – AWAY ZONE.

The NO STOPPING FIRE LANE (R26F(CA)) sign may be used to inform motorists of a designated fire lane. Refer to CVC 22500.1.

Standard:

The NO STOPPING ANY TIME (R26(S)(CA)) sign shall be used to inform motorists of a No Stopping Zone at a specific location.

Option:

The NO STOPPING ANY TIME (R26A(S) (CA)) sign may be used where a larger size is desirable.

The NO PARKING ON BRIDGE (R27(CA)) sign may be used only where parking is prevalent in violation of CVC 22500(k). The NO PARKING ON BRIDGE (R27A(CA)) sign may be used where a larger size is desirable.

The NO STOPPING ANY TIME with arrow (R28(S)(CA)) sign may be used to inform motorists of no stopping zones. Use only where the beginning and ending points of the prohibition are not otherwise indicated. The NO STOPPING ANY TIME with arrow (R28A(S)(CA)) sign may be used where a larger size is desirable.

Standard:

The NO PARKING VEHICLES OVER 6 FT HIGH (R28B(CA)) sign shall be used to inform motorists of a parking prohibition, which applies only to vehicles greater than 1.8 m (6 ft) in height.

Option:

The R28B(CA) sign may be installed within 30 m (100 ft) of an intersection to improve the visibility of the motorists in accordance with CVC 22507.

Standard:

The No Stopping/No Parking Specific Hours (R29(CA)) sign shall be used to inform motorists of a stopping and parking prohibition during certain hours at a specific location.

The No Parking Specific Hours (R30(CA) and R30A(CA)) signs shall be used to inform motorists of a parking restriction during certain hours at a specific location.

Option:

The No Parking/Parking Specific Hours (R31(CA) and R32B(CA)) and No Stopping/Parking Specific Hours (R31(S)(CA)) signs may be used to inform motorists of a stopping/parking prohibition during certain hours and a parking time limit during other hours at a specific location. The R31(S)(CA) sign is used for stopping prohibitions, generally during peak traffic hours.

The Limited Hour/Minute Parking Specific Hours (R32(CA) and R32A(CA)) signs may be used to inform motorists of a parking time limit with specific hours and/or minutes during certain hours at a specific location.

The Tow-Away No Stopping/No Parking Specific Hours (R37(CA)) sign may be used to inform motorists of no stopping and parking prohibitions and tow-away zone at a specific location.

The Tow-Away No Parking/Limited Hour Parking Specific Hours (R38(CA)) sign may be used to inform motorists of a parking restriction and tow-away zone at a specific location.

The Tow-Away No Stopping/Limited Hour Parking Specific Hours (R38(S)(CA)) sign may be used for stopping prohibitions, generally during peak hours.

The Disabled Parking Only (R99(CA)) sign may be used in on-street and off-street parking facilities to designate stalls for vehicles with a special identification license plate or a distinguishing placard for disabled persons.

Support:

The R99(CA) sign, blue pavement markings and handicapped symbol, are required for enforcement of these parking areas. Refer to CVC 22511.7 and 22511.8.

Standard:

The VAN ACCESSIBLE (R7-8b) sign shall be mounted below the Disabled Parking Only (R99(CA)) sign of the disabled person parking space designated as the van accessible space as provided in the California Building Code Section 1129B.

Option:

The TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED (R100A(CA)) sign may be used with the R99(CA) sign to inform motorists that their vehicle will be towed away if they do not have a special identification license plate or a distinguishing placard for disabled persons.

Standard:

The Disabled Tow-Away (R100B(CA)) sign shall be placed immediately adjacent to, and visible from, the stall or space, or at each entrance to an off street parking facility to inform motorists that their vehicle will be towed away if they park in designated stalls or spaces without a special identification license plate or a distinguishing placard for disabled persons. Refer to CVC 22511.8 and 22511.9.

Option:

The TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST (SR49(CA)) sign may be used to prohibit or restrict the parking or standing of vehicles on designated streets or highways, or portions thereof, for the purpose of snow removal. Refer to CVC 22510.

Guidance:

The SNOW NOT REMOVED BEYOND HERE (SR20-1(CA)) sign should be erected at the beginning of the snow season and removed in the spring when the road is opened. The SR20-1(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.

Option:

The CHAIN INSTALLATION ONLY (R74(CA)) sign may be erected where parked vehicles interfere with normal winter operations.

Guidance:

The R74(CA) sign should be turned or covered at the end of the chain requirement season.

Standard:

The CHAINS REQUIRED (X MILE (X MILES)) AHEAD (R75(CA)) sign shall be used to give advance notice that chains are required ahead.

The CHAINS REQUIRED (R76(CA)) sign shall be used at the beginning of chain control areas and intermittently as needed.

Support:

The R76(CA) sign is installed in combination with the Speed Limit (R2-1), R79(CA) and R80(CA) signs.

Option:

The ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER (R76-1(CA)) sign may be used when road conditions are such that only single drive vehicles with trailers need chains.

Standard:

When used, the R76-1(CA) sign shall be mounted below the CHAINS REQUIRED (R76(CA)) sign.

The NO EXCEPTIONS (R77(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required with no exceptions.

The END CHAIN CONTROL (R78(CA)) sign shall be used to advise the motorist that the chain control area has ended.

The AUTOS & PICKUPS SNOW TIRES OK – CARRY CHAINS (R79(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required but autos and pickups with snow tires are excepted from using chains.

The 4-W DRIVE WITH SNOW TIRES OK – CARRY CHAINS (R80-1(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required.

Support:

Vehicles with four wheel drive and snow tires on all four wheels are exempt from using chains.

Section 2B.40 Design of Parking, Standing, and Stopping Signs

Support:

Discussions of parking signs and parking regulations in this Section apply not only to parking, but also to standing and stopping.

Standard:

The legend on parking signs shall state applicable regulations. Parking signs shall conform to the standards of shape, color, and location.

Where parking is prohibited at all times or at specific times, the basic design for parking signs shall have a red legend and border on a white background (Parking Prohibition signs). Where only limited-time parking or parking in a particular manner are permitted, the signs shall have a green legend and border on a white background (Permissive Parking signs).

Guidance:

Parking signs should display the following information from top to bottom of the sign, in the order listed:

A. The restriction or prohibition;

B. The times of the day that it is applicable, if not at all hours; and

C. The days of the week that it is applicable, if not every day.

If the parking restriction applies to a limited area or zone, the limits of the restriction should be shown by arrows or supplemental plaques. If arrows are used and if the sign is at the end of a parking zone, there should be a single-headed arrow pointing in the direction that the regulation is in effect. If the sign is at an intermediate point in a zone, there should be a double-headed arrow pointing both ways. When a single sign is used at the transition point between two parking zones, it should display a right and left arrow pointing in the direction that the respective restrictions apply.

Where special parking restrictions are imposed during heavy snowfall, Snow Emergency signs should be installed. The legend will vary according to the regulations, but the signs should be vertical rectangles, having a white background with the upper part of the plate a red background.

When used to direct drivers to van-accessible parking facilities, a VAN ACCESSIBLE (R7-8b) plaque (see Figure 2B-16) should be mounted below the D9-6 sign. Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8a) plaque (see Figure 2B-16) should be mounted below the R7-8 sign.

Option:

To minimize the number of parking signs, blanket regulations that apply to a given district may, if legal, be posted at district boundary lines.

As an alternate to the use of arrows to show designated restriction zones, word messages such as BEGIN, END, HERE TO CORNER, HERE TO ALLEY, THIS SIDE OF SIGN, or BETWEEN SIGNS may be used.

Where parking is prohibited during certain hours and time-limited parking or parking in a particular manner is permitted during certain other time periods, the red Parking Prohibition and green Permissive Parking signs may be designed as follows:

A. Two 300 x 450 mm (12 x 18 in) parking signs may be used with the red Parking Prohibition sign installed above or to the left of the green Permissive Parking sign; or
B. The red Parking Prohibition sign and the green Permissive Parking sign may be combined to form an R7-200 sign on a single 600 x 450 mm (24 x 18 in) sign, or on a single 300 x 750 mm (12 x 30 in) sign.

At the transition point between two parking zones, a single sign or two signs mounted side by side may be used.

The words NO PARKING may be used as an alternative to the No Parking symbol. The supplemental educational plaque, NO PARKING, with a red legend and border on a white background, may be used above signs incorporating the No Parking symbol.

Alternate designs for the R7-107 sign may be developed such as the R7-107a sign (see Figure 2B-16). Alternate designs may include, on a single panel, a transit logo, an approved bus symbol, a parking prohibition, the words BUS STOP, and an arrow. The preferred bus symbol color is black, but other dark colors may be used. Additionally, the transit logo may be shown on the bus face in the appropriate colors instead of placing the logo separately. The reverse side of the sign may contain bus routing information.

To make the parking regulations more effective and to improve public relations by giving a definite warning, a sign (see Figure 2B-16) reading TOW-AWAY ZONE (R7-201) may be appended to, or incorporated in, any parking prohibition sign. The Tow-Away Zone (R7-201a) symbol sign may be used instead of the R7-201 word message sign. The R7-201a sign may have either a black or red legend and border on a white background.

In rural areas, the legend NO PARKING ON PAVEMENT (R8-1) is generally suitable and may be used. If a roadway has paved shoulders, the NO PARKING EXCEPT ON SHOULDER sign (R8-2) may be used as it is less likely to cause confusion. The R8-3a symbol sign or the word message NO PARKING (R8-3) sign may be used to prohibit any parking along a given highway. Word message supplemental plaques (see Figure 2B-17), such as ON PAVEMENT (R8-3c) or ON BRIDGE (R8-3d), may be mounted below the R8-3 or R8-3a sign.

Section 2B.41 Placement of Parking, Stopping, and Standing Signs

Guidance:

When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees nor more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.

Spacing of signs should be based on legibility (see Section 2A.14) and sign orientation (see Section 2A.20).

If the zone is unusually long, signs showing a double arrow should be used at intermediate points within the zone.

Standard:

If the signs are mounted at an angle of 90 degrees to the curb line, two signs shall be mounted back to back at the transition point between two parking zones, each with the appended message THIS SIDE OF SIGN.

Guidance:

At intermediate points within a zone, a single sign without any arrow or appended plaque should be used, facing in the direction of approaching traffic. Otherwise the standards of placement should be the same as for signs using directional arrows.

Section 2B.42 Emergency Restriction Signs (R8-4, R8-7, R8-8)

Option:

The EMERGENCY PARKING ONLY (R8-4) sign (see Figure 2B-17) or the EMERGENCY STOPPING ONLY (R8-7) sign (see Figure 2B-17) may be used to discourage or prohibit shoulder parking, particularly where scenic or other attractions create a tendency for road users to stop temporarily, even though turnout or rest areas have not been provided.

The DO NOT STOP ON TRACKS (R8-8) sign (see Figure 8B-3) ~~may~~ should be used to discourage or prohibit parking or stopping on railroad tracks (see Section 8B.07).

Standard:

Emergency Restriction signs shall be rectangular and shall have a red or black legend and border on a white background.

The EMERGENCY PARKING ONLY (R8-4) sign shall be used at the beginning of freeways below the BEGIN FREEWAY (R57(CA)) sign. Refer to CVC 21960.

The BEGIN FREEWAY (R57(CA)) sign shall be used to mark the beginning of a section of freeway on which parking is prohibited.

Support:

Position the R57(CA) sign above the EMERGENCY PARKING ONLY (R8-4) sign. Refer to CVC 21960.

Standard:

The END FREEWAY (R58(CA)) sign shall be used to mark the end of a freeway.

Section 2B.43 WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4, R9-4a)

Option:

The WALK ON LEFT FACING TRAFFIC (R9-1) sign (see Figure 2B-18) may be used on highways where no sidewalks are provided.

Standard:

If used, the WALK ON LEFT FACING TRAFFIC sign shall be installed on the right side of the road where pedestrians walk on the pavement or shoulder in the absence of pedestrian pathways or sidewalks.

Option:

The No Hitchhiking (R9-4a) sign (see Figure 2B-18) may be used to prohibit standing in or adjacent to the roadway for the purpose of soliciting a ride. The R9-4 word message sign (see Figure 2B-18) may be used as an alternate to the R9-4a symbol sign.

Section 2B.44 Pedestrian Crossing Signs (R9-2, R9-3)

Option:

Pedestrian Crossing signs (see Figure 2B-18) may be used to limit pedestrian crossing to specific locations.

Standard:

If used, Pedestrian Crossing signs shall be installed to face pedestrian approaches.

Option:

Where crosswalks are clearly defined, the CROSS ONLY AT CROSSWALKS (R9-2) sign may be used to discourage jaywalking or unauthorized crossing.

The No Pedestrian Crossing (R9-3a) sign may be used to prohibit pedestrians from crossing a roadway at an undesirable location or in front of a school or other public building where a crossing is not designated.

The NO PEDESTRIAN CROSSING (R9-3) word message sign may be used as an alternate to the R9-3a symbol sign. The USE CROSSWALK (R9-3b) supplemental plaque, along with an arrow, may be installed below either sign to designate the direction of the crossing.

Support:

One of the most frequent uses of the Pedestrian Crossing signs is at signalized intersections that have three crossings that can be used and one leg that cannot be crossed.

Guidance:

The R9-3b sign should not be installed in combination with educational plaques.

Support:

Refer to CVC 21106.

Section 2B.45 Traffic Signal Signs (R10-1 through R10-21)

Option:

To supplement traffic signal control, Traffic Signal signs R10-1 through R10-21 may be used to regulate road users.

Guidance:

When used, Traffic Signal signs should be located adjacent to the signal face to which they apply.

Standard:

Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-18) shall be mounted immediately above or incorporated in pedestrian pushbutton units (see Section 4E.08).

Support:

Traffic Signal signs applicable to pedestrians include:

A. CROSS ON GREEN LIGHT ONLY (R10-1);

B. CROSS ON WALK SIGNAL ONLY (R10-2);

C. PUSH BUTTON FOR GREEN LIGHT (R10-3); and

D. PUSH BUTTON FOR WALK SIGNAL (R10-4).

Option:

The following signs may be used as an alternate for the R10-3 and R10-4 signs:

A. TO CROSS STREET (arrow), PUSH BUTTON WAIT FOR GREEN LIGHT (R10-3a); and

B. TO CROSS STREET (arrow), PUSH BUTTON WAIT FOR WALK SIGNAL (R10-4a).

The symbol sign R10-2a may be used as an alternate to sign R10-2. Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/DONT WALK may be substituted for the symbols on the educational sign R10-3b, thus creating sign R10-3c. The R10-3d sign may be used if the pedestrian clearance time is sufficient only for the pedestrian to cross to the median. The diagrammatic sign R10-4b may also be used as an alternate to sign R10-4. At intersections where pedestrians cross in two stages using a median refuge island, the word message "CROSS TO MEDIAN" may be placed on the near corner of the refuge island along with the educational plaque.

Traffic Signal signs (see Figure 2B-19) may be installed at certain locations to clarify signal control. Among the legends for this purpose are LEFT ON GREEN ARROW ONLY (R10-5), STOP HERE ON RED (R10-6 ~~or R10-6a~~) for observance of stop lines, DO NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN ARROW (R10-8) for obedience to Lane Control signals, LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12), and LEFT TURN SIGNAL YIELD ON GREEN (symbolic green ball) (R10-21) (see Section 4D.06).

Where practical, an additional LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign ((i.e., in addition to the R10-12 sign adjacent to the signal face) along with an AT SIGNAL (R73-9(CA)) supplemental plaque may be used on the approach to the signalized intersection.

Guidance:

If used, the location of this additional R10-12 sign should be in the raised median at the beginning of the left-turn lane, or be based upon Table 2C-4, or as per engineering judgment.

In situations where traffic control signals are coordinated for progressive timing, the Traffic Signal Speed (I1-1) sign may be used (see Section 2D.47).

Standard:

~~The NO TURN ON RED (R10-11a, R10-11b) sign~~ A symbolic NO TURN ON RED (R10-11) or No Right Turn on Red (R13A(CA)) or No Left Turn on Red (R13B(CA)) signs **(see Figure 2B-19** and 2B-19(CA)**) shall be used to prohibit a right turn on red (or a left turn on red from a one-way street to a one-way street).**

~~Option:~~

~~A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19) may be used as an alternate to the R10-11a and R10-11b signs.~~

Guidance:

If used, the NO TURN ON RED sign should be installed near the appropriate signal head.

A NO TURN ON RED sign should be considered when an engineering study finds that one or more of the following conditions exists:

A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);

B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;

C. An exclusive pedestrian phase;

D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities; and

~~E. More than three right-turn-on-red accidents reported in a 12-month period for the particular approach.~~

~~Where turns on red are permitted and the signal indication is a RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-19) should be installed adjacent to the RED ARROW signal indication.~~

The RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign is deleted as it compromises the meaning of the right red arrow. A circular red signal face should be used, instead of correcting the condition with this sign.

Option:

In order to remind drivers who are making turns to yield to pedestrians, especially at intersections where right turn on red is permitted and pedestrian crosswalks are marked, a TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (R10-15) sign may be used (see Figure 2B-19).

A supplemental R10-20a plaque (see Figure 2B-19) showing times of day (similar to the S4-1 plaque shown in Figure ~~7B-1~~ 7B-1(CA)) with a black legend and border on a white background may be mounted below a NO TURN ON RED sign to indicate that the restriction is in place only during certain times.

Standard:

The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-19) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4F.02).

Option:

~~A U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-19) may be installed near the left-turn signal face if U-turns are allowed on a protected left-turn movement on an approach from which drivers making a right turn from the conflicting approach to their left are simultaneously being shown a right-turn GREEN ARROW signal indication.~~

Guidance:

The U-TURN YIELD TO RIGHT TURN (R10-16) sign is deleted as this condition should not be practiced. The actual movement conflict should be eliminated rather than try to correct it with this sign.

Support:

Refer to CVC 22526 for the DO NOT BLOCK INTERSECTION (R10-7) sign.

Refer to CVC 22101 for the No Turn on Red (R10-11 Series) signs.

Guidance:

A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19), No Right Turn on Red (R13A(CA)) sign or No Left Turn on Red (R13B(CA)) sign (see Figure 2B-19(CA)) should be used on the near right of skewed intersections where the adjacent approach leg to the left intersects the driver's approach leg at an angle of less than 75 degrees.

Option:

A symbolic NO TURN ON RED (R10-11) sign (see Figure 2B-19), No Right Turn on Red (R13A(CA)) sign or No Left Turn on Red (R13B(CA)) sign (see Figure 2B-19(CA)) may be used on the near right of extremely wide intersections.

Guidance:

When used, the No Right Turn on Red (R13A(CA)) sign should be placed where it will most easily be seen by the driver intending to turn. At least one should be placed overhead, or at a right-hand corner facing approaching traffic.

When used, the No Left Turn on Red (R13B(CA)) sign should be placed where it will most easily be seen by the driver intending to turn. At least one should be placed overhead, or at a left-hand corner facing approaching traffic.

Standard:

The PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION (R62E(CA)) sign (see Figure 2B-18(CA)) shall be mounted immediately above or incorporated in the pedestrian push button unit where In Roadway Warning Lights are installed and a pedestrian actuated system is used.

Option:

The LEFT TURN ON GREEN ARROW ONLY – NO U TURN (SR39A(CA)) sign (see Figure 2B-19(CA)) may be used at signalized intersections with separate left turn phases to inform traffic that left turns can only be made on a green arrow in accordance with CVC 21454 and "U" turns are prohibited.

The LEFT OR U TURN ON GREEN ARROW ONLY (SR39A(U)(CA)) sign (see Figure 2B-19(CA)) may be used at signalized intersections with separate left turn phases to inform traffic that left turns and "U" turns can only be made on a green arrow in accordance with CVC 21454.

Section 2B.46 Photo Enforced Signs (R10-18, R10-19)

Option:

A TRAFFIC LAWS PHOTO ENFORCED (R10-18) sign (see Figure 2B-1) may be installed at a jurisdictional boundary to advise road users that some of the traffic regulations within that jurisdiction are being enforced by photographic equipment.

A PHOTO ENFORCED (R10-19) sign (see Figure 2B-1) may be mounted below a regulatory sign to advise road users that the regulation is being enforced by photographic equipment.

Standard:

If used below a regulatory sign, the PHOTO ENFORCED (R10-19) sign shall be a rectangle with a black legend and border on a white background.

The Traffic Signal PHOTO ENFORCED (SR56(CA)) sign (see Figure 2B-1(CA)) shall be placed at all traffic signals where an automated traffic enforcement system is being used.

Option:

The Traffic Signal PHOTO ENFORCED (SR56(CA)) sign may also be used at all major entrances to the city, including, freeways, bridges, and State highways.

The RED LIGHT VIOLATION $ ___ FINE (SR58(CA)) sign (see Figure 2B-1(CA)) may be used in advance of signalized intersections where a local agency has adopted an ordinance setting a specific fine amount for red light violations within it's jurisdiction. The SR58(CA) sign may be placed on State highways when requested by the local agency.

Support:

Refer to CVC 21455.5 for Traffic Signal Automated Enforcement: Photographic Records.

Section 2B.47 KEEP OFF MEDIAN Sign (R11-1)

Option:

The KEEP OFF MEDIAN (R11-1) sign (see Figure 2B-20) may be used to prohibit driving into or parking on the median.

Guidance:

The KEEP OFF MEDIAN sign should be installed on the left of the roadway within the median at random intervals as needed wherever there is a tendency for encroachment.

Section 2B.48 ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4)

Guidance:

The ROAD CLOSED (R11-2) sign should be installed where roads have been closed to all traffic (except authorized vehicles).

ROAD CLOSED—LOCAL TRAFFIC ONLY (R11-3) or ROAD CLOSED TO THRU TRAFFIC (R11-4) signs should be used where through traffic is not permitted, or for a closure some distance beyond the sign, but where the highway is open for local traffic up to the point of closure.

Standard:

The Road Closed (R11-2, R11-3 series, and R11-4) signs (see Figure 2B-20) shall be designed as horizontal rectangles. These signs ~~shall~~ should be preceded by the applicable Advance Road Closed warning sign with the secondary legend AHEAD and, if applicable, an Advance Detour warning sign (see Section 6F.18).

Option:

The word message BRIDGE ~~OUT~~ CLOSED may be substituted for the ROAD CLOSED message where applicable.

Section 2B.49 Weight Limit Signs (R12-1 through R12-5)

~~Option:~~

~~The Weight Limit (R12-1) sign carrying the legend WEIGHT LIMIT X t (XX TONS) may be used to indicate vehicle weight restrictions including load.~~

~~Where the restriction applies to axle weight rather than gross load, the legend may be AXLE WEIGHT LIMIT X t (XX TONS) or AXLE WEIGHT LIMIT XXXX kg (XXXX LBS) (R12-2).~~

~~To restrict trucks of certain sizes by reference to empty weight in residential districts, the legend may be NO TRUCKS OVER X t (XX TONS) EMPTY WT or NO TRUCKS OVER XXXX kg (XXXX LBS) EMPTY WT (R12-3).~~

~~In areas where multiple regulations of the type described above are applicable, a sign combining the necessary messages on a single panel may be used, such as WEIGHT LIMIT X t (XX TONS) PER AXLE, X t (XX TONS) GROSS (R12-4).~~

~~Posting of specific load limits may be accomplished by use of the Weight Limit symbol sign (R12-5). A sign containing the legend WEIGHT LIMIT on the top two lines, and showing three different truck symbols and their respective weight limits for which restrictions apply may be used, with the weight limits shown to the right of each symbol as X t (XX T). A bottom line of legend stating GROSS WT may be included if needed for enforcement purposes.~~

~~**Standard:**~~

~~**If used, the Weight Limit sign (see Figure 2B-20) shall be located in advance of the applicable section of highway or structure.**~~

~~Guidance:~~

~~If used, the Weight Limit sign with an advisory distance ahead legend should be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.~~

Support:

Refer to CVC 21101 through 21104 and 35650 through 35755 for Weight Limit signs.

Also refer to Section 2B.36.

Standard:

The Weight Limit (R12-1, R12-5 and R20A(CA)) signs (see Figures 2B-20 and 2B-20(CA)) shall be used to specify restrictions of trucks on a bridge, structure or highway.

Support:

The No Trucks (R5-2) sign is used together with a Truck Exclusion plaque (R20D(CA) Series) to specify the maximum weight limit in effect.

Standard:

The weight limit signs shall be placed at each end of the affected portion of a highway section. They shall be placed at a distance of not more than 150 m (500 ft) from the ends of an affected bridge or structure.

Option:

The Black on Yellow Weight Limit signs (W20(CA) and W20A(CA)) may be used in combination with Distance Ahead Plaque (W34A(CA)), far enough in advance to allow the vehicle operator to select an alternate route.

The Commercial Vehicle Weight Exclusion (R36(CA)) sign (see Figure 2B-20(CA)) may be used to indicate vehicles over ___ tons are prohibited from certain streets and highways.

Guidance:

An alternative route should be evaluated for height, weight and size restrictions. Appropriate signs should be posted along the route to advise motorists of any restrictions.

Option:

Advance signs may be necessary to give trucks an opportunity to turn around and retrace their path or select another route.

Section 2B.50 Weigh Station Signs (R13 Series)

Guidance:

An ALL TRUCKS/COMMERCIAL VEHICLES NEXT RIGHT (R13-1) sign (see Figure 2B-21) should be used to direct appropriate traffic into a weigh station.

The R13-1 sign should be supplemented by the D8 series of guide signs (see Section 2D.44).

Option:

The reverse color combination, a white legend and border on a black background, may be used for the R13-1 sign.

Support:

Refer to Figure 2B-21(CA) for Weigh Station Signs.

Option:

The WAIT HERE UNTIL SCALE CLEAR (SR6-1(CA)) sign may be used at Weigh Stations to provide guidance to trucks entering the scales.

The RELEASE BRAKES WHILE ON SCALE (SR7-1(CA)) sign may be used at Weigh Stations to provide guidance to trucks when they are on the scales.

The SET PARKING BRAKES (SR8-1(CA)) sign may be used at Weigh Stations to provide guidance to trucks when they are on the scales.

The LOADED (SR9-1(CA)) sign may be used at Weigh Stations to designate the lane loaded trucks are to use when passing through the scales.

The EMPTY (SR10-1(CA)) sign may be used at Weigh Stations to designate the lane empty trucks are to use when passing through the scales.

The EMPTY 5 MPH (SR11-1(CA)) sign may be used at Weigh Stations to control the speed of empty trucks when passing through scales.

The LOADED 3 MPH (SR12-1(CA)) sign may be used at Weigh Stations to control the speed of loaded trucks when passing through scales.

The Theft CHP Plaque (SR13-1(CA)) may be used at Weigh Stations to advise scale users that removing any property from the Weigh Station without authorization from the California Highway Patrol is a violation of the Penal Code.

Guidance:

The TRUCKS NOT GIVEN BYPASS SIGNAL MUST ENTER OPEN SCALES (SR17(CA)) sign should be used in advance of a truck weigh station that is equipped with a mainline bypass system and weigh-in-motion scales to electronically weigh and verify compliance of commercial trucks as they approach the weigh station.

The Width Limit (SR40(CA)) sign (see Figure 2B-20(CA)) should be placed at truck weigh stations to direct over width vehicles around the station, if the weigh station lacks adequate width. The California Highway Patrol should be contacted to determine where these signs are needed. Refer to CVC 35790.

Standard:

The ALL BUSES STOP AT SCALES (SR41(CA)) and ALL BUSES with Arrow (SR42(CA)) signs shall be used as a temporary sign for Critical Item Bus Inspections on state highways.

Option:

The Weigh Station Repair Service Plaque (S21(CA)) sign may be installed at commercial vehicle inspection facilities on State highways where needed at the request of the California Highway Patrol.

Section 2B.51 TRUCK ROUTE Sign (R14-1)

Guidance:

The TRUCK ROUTE (R14-1) sign (see Figure 2B-21) should be used to mark a route that has been designated to allow truck traffic.

Option:

On a numbered highway, the TRUCK auxiliary sign may be used (see Section 2D.20).

Support:

Refer to CVC 21101 through 21104 and 35701 through 35715.

Generally, the Department of Transportation is not unilaterally authorized to prohibit truck travel on State highways. Various sections in the California Vehicle Code allow cities and counties to restrict, by ordinance, commercial vehicles subject to the specific conditions in those sections.

Standard:

Generally, no such local ordinance shall be effective with respect to any State highway until the ordinance has been approved by the Department of Transportation. This approval shall be made by the Director, Department of Transportation.

The proposed local ordinance shall designate an unrestricted alternate route, or routes, for use by the prohibited vehicles. Such proposed local ordinances shall not be approved unless the alternate route, or routes, are considered suitable by the Department of Transportation.

An investigation of designated alternate routes shall be made with special attention being given to the following features:

1. Geometrics.
2. Increase in distance of travel and comparisons in time of travel.
3. Railroad grade crossings.
4. Present traffic and practical capacity of proposed alternates.
5. Structural adequacy of pavement for heavy truck traffic.
6. Heavy grades.
7. Proximity to schools or school routes.
8. Developed residential areas.

Section 2B.52 Hazardous Material Signs (R14-2, R14-3)

~~Option:~~

~~The Hazardous Material Route (R14-2) sign (see Figure 2B-21) may be used to identify routes that have been designated by proper authority for vehicles transporting hazardous material.~~

~~On routes where the transporting of hazardous material is prohibited, the Hazardous Material Prohibition (R14-3) sign (see Figure 2B-21) may be used.~~

~~Guidance:~~

~~If used, the Hazardous Material Prohibition sign should be installed on a street or roadway at a point where vehicles transporting hazardous material have the opportunity to take an alternate route.~~

Support:

Refer to Figure 2B-21(CA) for Hazardous Waste/Material signs.

Standard:

The Hazardous Waste Prohibited (R102(CA)) sign shall be used to identify those routes, either State or local, upon which the transportation of hazardous waste has been prohibited, as provided in CVC 31303 and 31304.

Option:

On those highways where hazardous waste is permitted, the R102(CA) signs may be placed in advance of their intersection or interchange with the prohibited route.

Guidance:

The R102(CA) signs should be placed on the prohibited route for both directions of travel after entry from the above intersection or interchange.

Standard:

The HAZARDOUS WASTE PROHIBITED (R102A(CA)) sign shall be positioned below the R102(CA) sign.

Guidance:

The R102A(CA) sign should be of equal width to the R102(CA) sign.

Option:

The Hazardous Waste Permitted (R103(CA)) sign may be used to guide drivers around routes where the transportation of hazardous waste is permitted.

Standard:

The HAZARDOUS WASTE PERMITTED (R103A(CA)) sign shall be positioned below the R103(CA) symbol sign.

Guidance:

The R103A(CA) sign should be of equal width to the R103(CA) sign.

Option:

The Hazardous Material Prohibited (R104(CA)) sign may be used to identify those routes, either State or local, upon which the transportation of Hazardous Material has been prohibited. On those highways where Hazardous Material is prohibited, the R105(CA) signs may be placed in advance of their intersection or interchange with the prohibited route.

Guidance:

The R104(CA) signs should be placed on the prohibited route for both directions of travel after entry from the above intersection or interchange.

Standard:

The R104(CA) sign shall be used to identify those routes upon which the transportation of Hazardous Materials has been prohibited, as provided in CVC 31303 and 31304.

The HAZARDOUS MATERIAL PROHIBITED (R104A(CA)) sign shall be positioned below the R104(CA) sign.

Guidance:

The R104A(CA) sign should be of equal width to the R104(CA) sign.

Option:

The Hazardous Material Permitted (R105(CA)) sign may be used to guide drivers around routes where the transportation of Hazardous Material is prohibited.

Standard:

The HAZARDOUS MATERIAL PERMITTED (R105A(CA)) sign shall be positioned below the R105 (CA) sign.

Guidance:

The R105A(CA) sign should be of equal width to the R105(CA) sign.

The NO EXPLOSIVES OR FLAMMABLES (SR18(CA)) sign should be placed on highways, structures, tunnels, etc. where vehicles transporting explosives or flammable materials are prohibited. The SR18(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.

The EXPLOSIVES AND CORROSIVES PROHIBITED WITHOUT PERMIT (SR19-1(CA)) sign should be placed on highways, structures, tunnels, etc. where vehicles transporting explosives or corrosive materials are prohibited without a permit. The SR18(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.

Section 2B.53 National Network Signs (R14-4, R14-5)

~~Support:~~

~~The signing of the National Network routes for trucking is optional.~~

~~**Standard:**~~

~~**When a National Network route is signed, the National Network (R14-4) sign (see Figure 2B-21) shall be used.**~~

~~Option:~~

~~The National Network Prohibition (R14-5) sign (see Figure 2B-21) may be used to identify routes, portions of routes, and ramps where trucks are prohibited. The R14-5 sign may also be used to mark the ends of designated routes.~~

Support:

See section 2D.45.

Section 2B.54 Other Regulatory Signs

Option:

Regulatory word message signs other than those classified and specified in this Manual and the "Standard Highways Sign" book may be developed to aid the enforcement of other laws or regulations.

Except for symbols on regulatory signs, minor modifications in the design may be permitted provided that the essential appearance characteristics are met.

Standard:

When a seat belt symbol is used, the symbol shown in Figure 2B-22 shall be used.

Guidance:

The seat belt symbol should not be used alone but in connection with mandatory seat belt regulatory messages.

The Seat Belt (SR15(CA)) sign (see Figure 2B-22(CA)) should be placed in each direction on all freeways and other major state routes at approximate 80 km (50 mi) intervals.

Standard:

The SAFETY BELT LAW ENFORCED (SR15A(CA)) sign (see Figure 2B-22(CA)) shall be placed below each installation of the Seat Belt (SR15(CA)) sign.

Option:

The Seat Belt (SR15(CA)) and SAFETY BELT LAW ENFORCED (SR15A(CA)) sign combination may also be used on local arterials.

Section 2B.101(CA) NO FISHING (JUMPING) FROM BRIDGE Sign (R23(CA))

Option:

The NO FISHING (JUMPING) FROM BRIDGE sign (R23(CA)) (see Figure 2B-101(CA)) may be used when fishing or jumping from a bridge is prevalent and where investigation has shown that fishing or jumping is unsafe or interferes with the orderly movement of traffic.

Section 2B.102(CA) TWO WAY TRAFFIC AHEAD Sign (R40(CA))

Standard:

The TWO WAY TRAFFIC AHEAD (R40(CA)) sign (see Figure 2B-8(CA)) shall be used to inform motorists that they are leaving a one-way street and entering a two-way street.

Guidance:

The R40(CA) sign should be placed on both sides of the one-way street approximately 60 m (200 ft) in advance of the intersection where the two-way traffic begins. Refer to Section 2C.34.

Section 2B.103(CA) $1000 Fine Signs (R47(CA) and R47A(CA))

Option:

The $1000 FINE FOR LITTERING (R47(CA)) sign (see Figure 2B-101(CA)) may be used to inform the public that it is unlawful to dispose of litter on the highway.

Support:

Refer to Streets and Highway Code Section 101.6 and CVC 23111 through 23113 and 42001.7.

The $1000 FINE FOR ANIMAL ABANDONMENT (R47A(CA)) sign (see Figure 2B-101(CA)) is used to inform the public that the abandonment or dumping of any animal is a criminal offense.

Guidance:

The R47A(CA) sign should be placed on all major state highways, as close as practicable, following the Welcome to California (G10B(CA)) sign.

Section 2B.104(CA) PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED Sign (R101(CA))

Standard:

The PRIVATE ROAD VEHICLE CODE ENFORCED (R101(CA)) sign (see Figure 2B-101(CA)) shall be used at the entrance to a privately owned and maintained road when enforcement of vehicle provisions apply, as provided in CVC 21107.7.

The alternate message PRIVATE PROPERTY shall be used at each entrance to a privately owned and maintained off-street parking facility when enforcement of vehicle code provisions apply, as provided in CVC 21107.8.

Section 2B.105(CA) Rest Area Disclaimer Sign (SR2(CA))

Guidance:

The Rest Area Disclaimer (SR2(CA)) sign (see Figure 2B-101(CA)) should be posted in a conspicuous location, as directed by Department of Transportation's District Landscape Architect, at all State Safety Roadside Rest Areas.

Section 2B.106(CA) Garbage Prohibition Signs (SR22-1(CA) and SR23-1(CA))

Option:

The DUMPING PROHIBITED (SR22-1(CA)) sign (see Figure 2B-101(CA)) may be placed at State highway facilities where unauthorized dumping of materials or garbage is prevalent.

The NO HOUSEHOLD GARBAGE (SR23-1(CA)) sign (see Figure 2B-101(CA)) may be placed at State highway facilities where refuse containers provided for motorist convenience are being used to dispose of excessive amounts of household garbage.

Section 2B.107(CA) GOLF CARTS OK DAYLIGHT HOURS Sign (SR43(CA))

Standard:

The GOLF CARTS OK DAYLIGHT HOURS (SR43(CA)) sign (see Figure 2B-101(CA)) shall be placed on roadways which local authorities have designated for combined use in accordance with CVC 21115.

Option:

The ordinance number may be included on the sign.

Section 2B.108(CA) Bus and Truck Registration Sign (SR44(CA))

Guidance:

The Bus and Truck Registration (SR44(CA)) sign (see Figure 2B-101(CA)) should be placed at all Border Inspections Stations to relay this information to Interstate carriers.

Section 2B.109(CA) EMERGENCY ACCESS KEEP CLEAR Sign (SR46(CA))

Option:

The EMERGENCY ACCESS KEEP CLEAR (SR46(CA)) sign (see Figure 2B-101(CA)) may be used where there is traffic back up due to a controlled intersection or cross street that affects access to the driveway of any emergency service facility such as fire, police or ambulance. Refer to CVC 22500(d) and 22526.

Standard:

The SR46(CA) sign shall be used in conjunction with KEEP CLEAR pavement markings (see Section 3B.19) that delineate the limits of the keep clear area.

Option:

The SR46(CA) signs may be placed on both ends of the keep clear area.

Guidance:

However, if only one sign is used, it should be placed on the upstream side.

Section 2B.110(CA) Off Highway Vehicle Signs (SR47(CA) and SR48(CA))

Guidance:

The OFF HIGHWAY VEHICLE COMBINED USE NEXT (X MILES) (SR47(CA)) sign (see Figure 2B-101(CA)) should be used to inform motorists of the length of an Off Highway Vehicle Combined Use segment of the highway.

The NO OFF HIGHWAY VEHICLES BEYOND THIS POINT (SR48(CA)) sign (see Figure 2B-101(CA)) should be placed at the end of an Off Highway Vehicle Combined Use segment of the highway.

Section 2B.111(CA) State Property Signs (S8(CA) and S20(CA))

Option:

The STATE PROPERTY – NO DUMPING – NO PARKING – NO TRESPASSING (S8(CA)) sign (see Figure 2B-101(CA)) may be used to identify state property where dumping, parking or trespassing is prohibited.

The STATE PROPERTY – ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED (S20(CA)) sign (see Figure 2B-101(CA)) may be used to identify State owned property and materials placed there for future maintenance or construction purposes.

Section 2B.112(CA) Daylight Headlight Signs (S30(CA) Series)

Guidance:

When used, the DAYLIGHT HEADLIGHT SECTION (S30-1(CA)) sign should be placed approximately 150 m (500 ft) in advance of a daylight headlight section.

When used, the TURN ON HEADLIGHTS NEXT X MILES (S30-2(CA)) sign should be placed at the beginning of a daylight headlight section.

When used, the END DAYLIGHT HEADLIGHT SECTION (S30-3(CA)) sign should be placed at the end of a daylight headlight section.

When used, the TURN ON HEADLIGHTS (S30-4(CA)) sign should be placed at the entrances from major side roads to a daylight headlight section.

When used, the CHECK HEADLIGHTS (S30-5(CA)) sign should be placed approximately 150 m (500 ft) beyond the end of a daylight headlight section.

Support:

See Figure 2B-101(CA) for S30(CA) Series signs.

Section 2B.113(CA) Safety Corridor Sign (S33(CA))

Option:

The Safety Corridor (S33(CA)) sign (see Figure 2B-101(CA) may be installed on conventional State highways at the written request of an official Corridor Safety Task Force.

Standard:

The S33(CA) sign shall not be installed on freeways.

Guidance:

When used, one S33(CA) sign should be posted at each end of the corridor. The S33(CA) sign specifications should be as follows:

1. Size no larger than 2.5 m (8 ft) wide and 1.25 m (4 ft) high.
2. White background with black text having a primary safety message.

Standard:

A logo and any secondary message (along with colors) shall be agreed upon by the Task Force. The logo and secondary message shall not cover more than 25 percent of the sign's surface area.

The Department of Transportation shall purchase and install the S33(CA) sign.

Guidance:

The Task Force is to advise the Department of Transportation, in writing, as to how long the signs are to remain on the highway, but this time period should not exceed three years.

Figure 2B-1. STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs

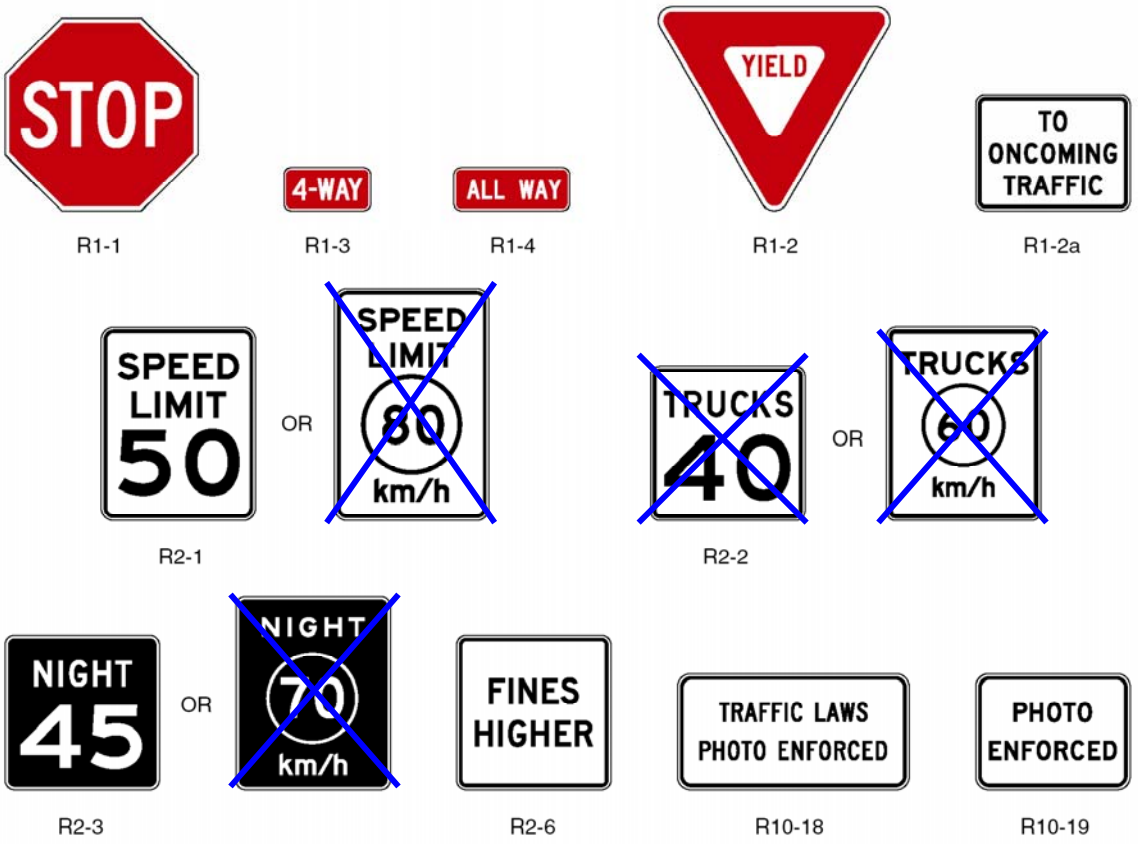


Figure 2B-1 (CA). STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs

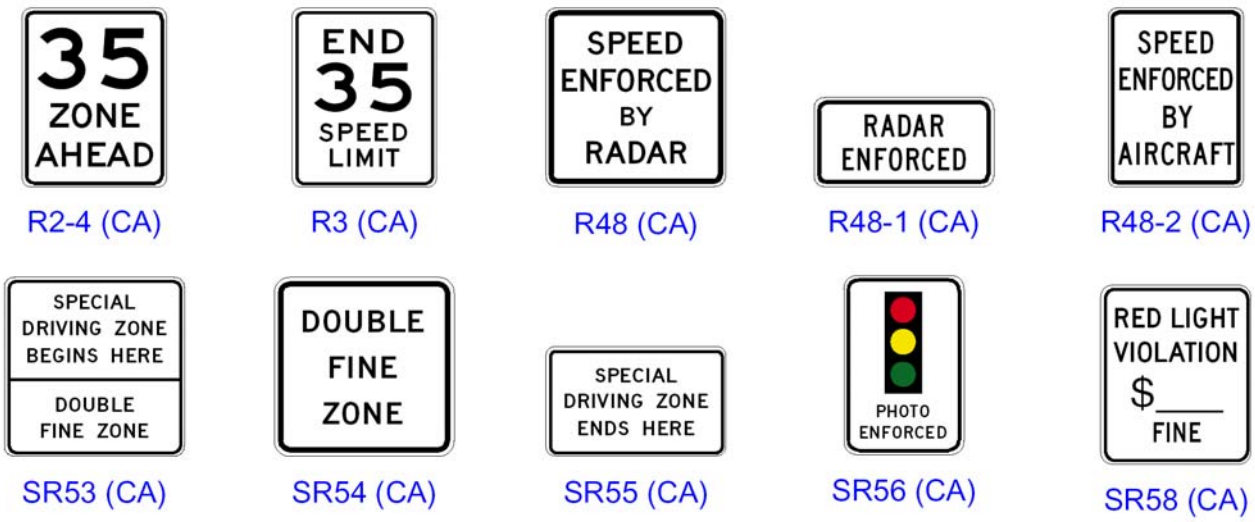


Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs

Figure 2B-3. Speed Limit and Turn Prohibition Signs

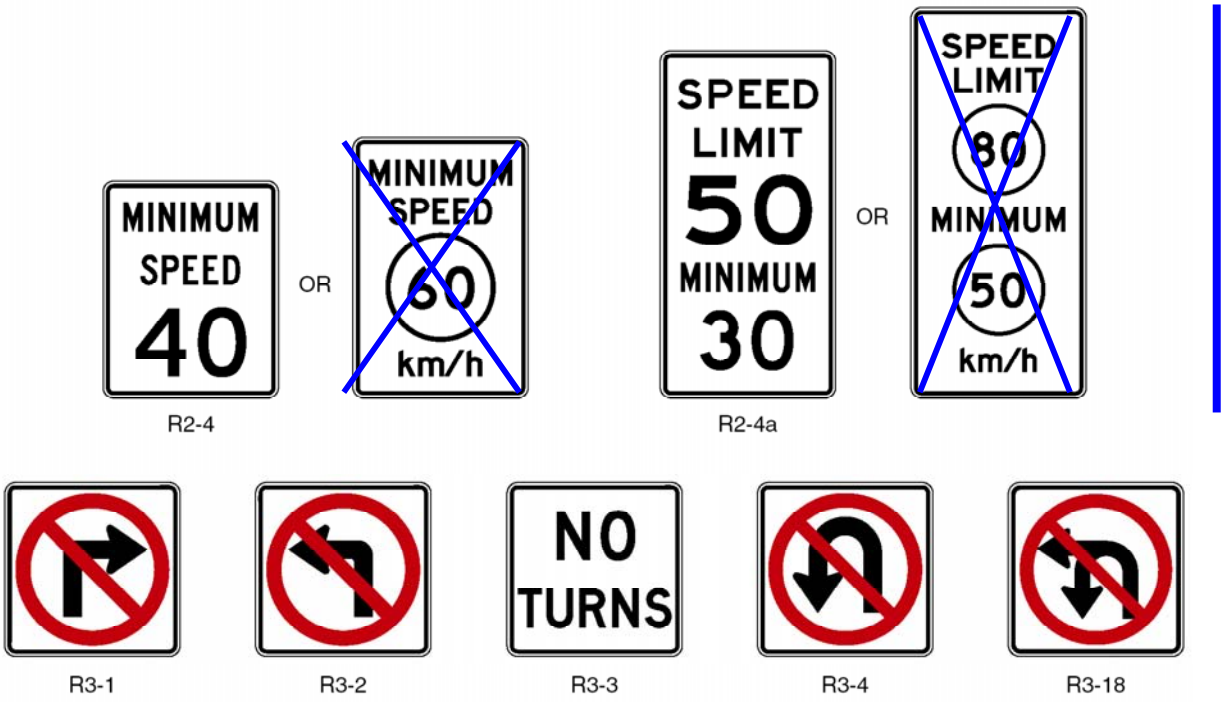
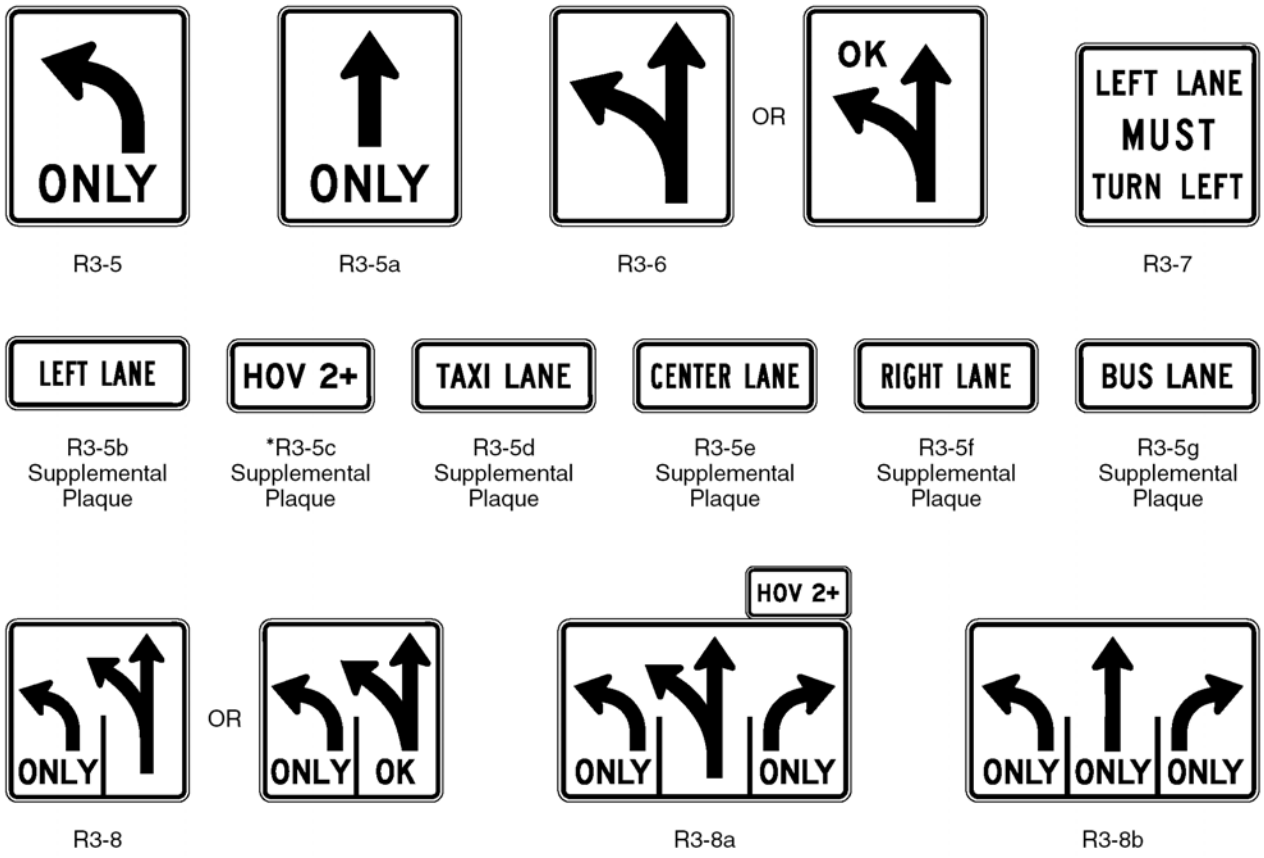


Figure 2B-3 (CA). Speed Limit and Turn Prohibition Signs

R6-3 (CA) R6-4 (CA) R33 (CA) R33A (CA)

Figure 2B-4. Intersection Lane Control Signs



R3-5 R3-5a R3-6 R3-7

R3-5b Supplemental Plaque | *R3-5c Supplemental Plaque | R3-5d Supplemental Plaque | R3-5e Supplemental Plaque | R3-5f Supplemental Plaque | R3-5g Supplemental Plaque

R3-8 R3-8a R3-8b

* The diamond symbol may be used instead of the word message "HOV".
The minimum vehicle occupancy level may vary, such as 2+, 3+, 4+.
The words "LANE" or "ONLY" may be used with this sign when appropriate.

Figure 2B-4 (CA). Intersection Lane Control Signs

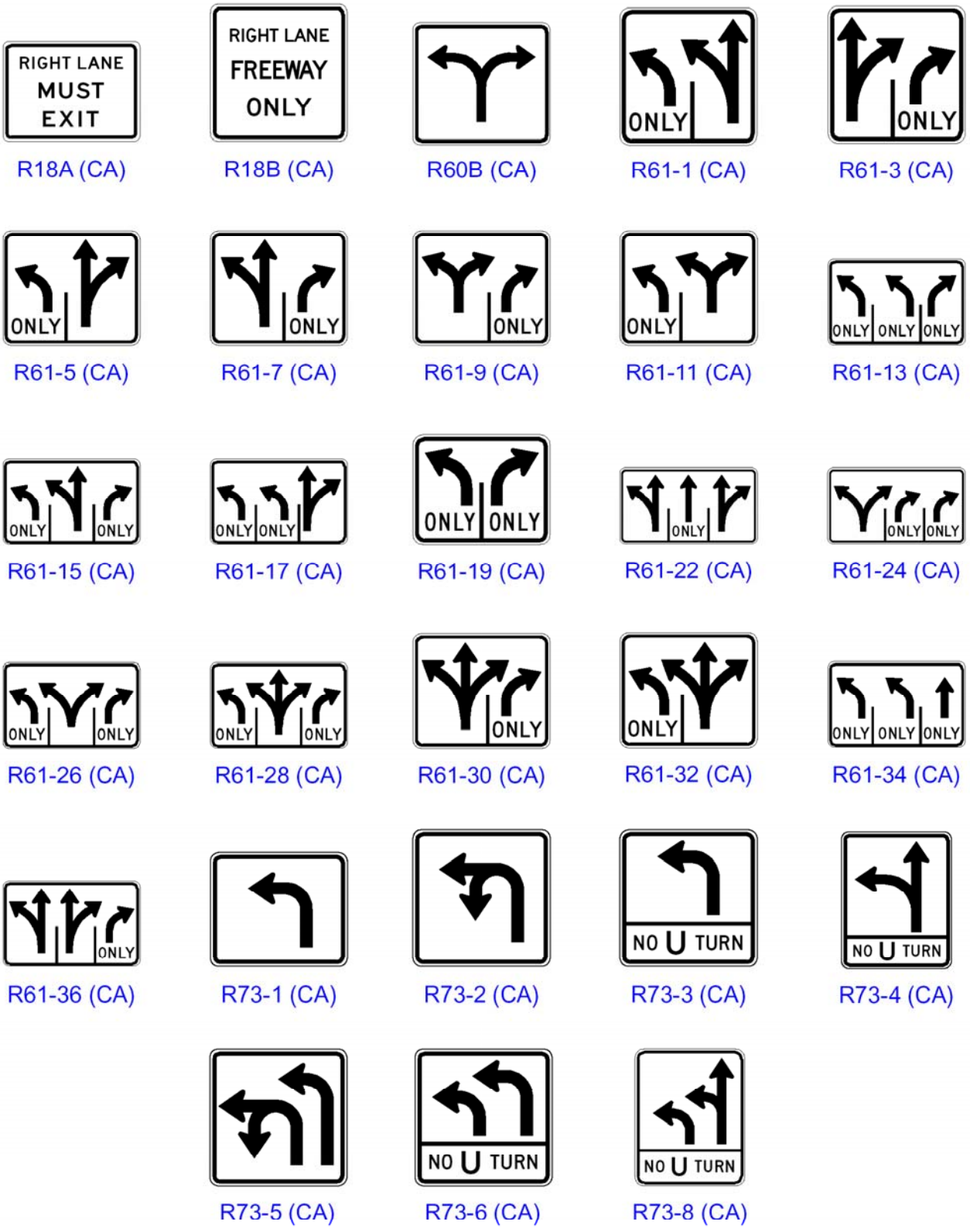


Figure 2B-5. Center and Reversible Lane Control Signs

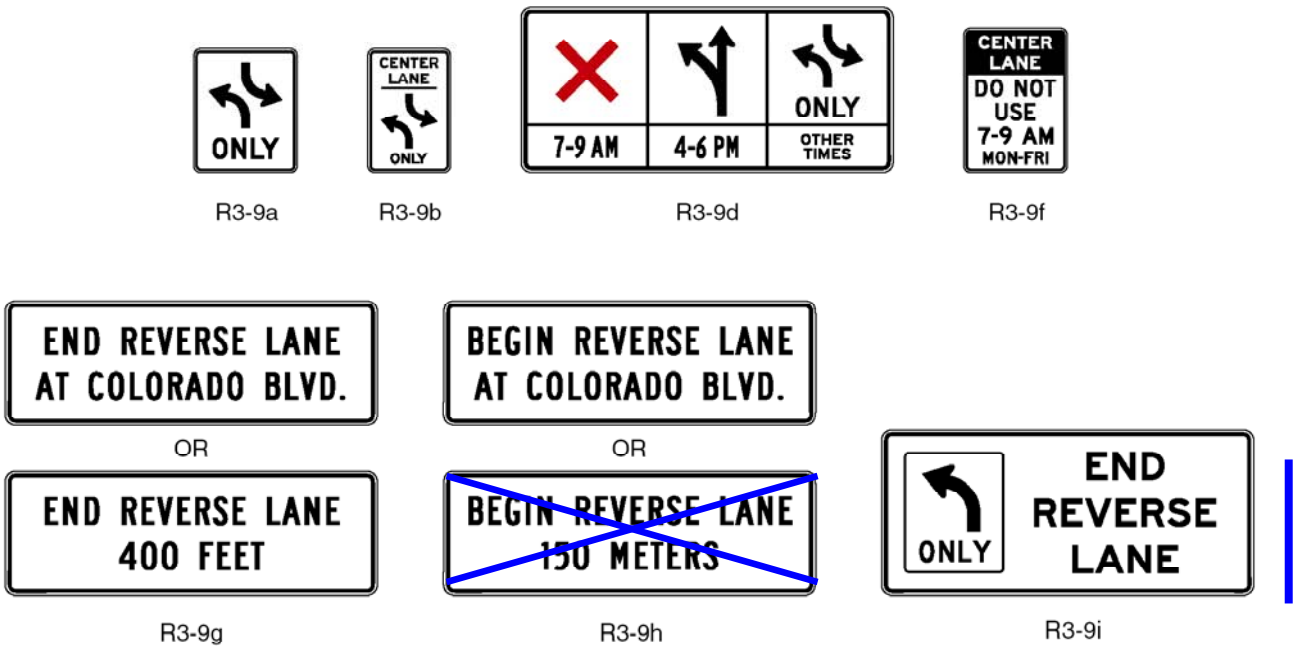


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Figure 2B-6. Location of Reversible Two-Way Left-Turn Signs

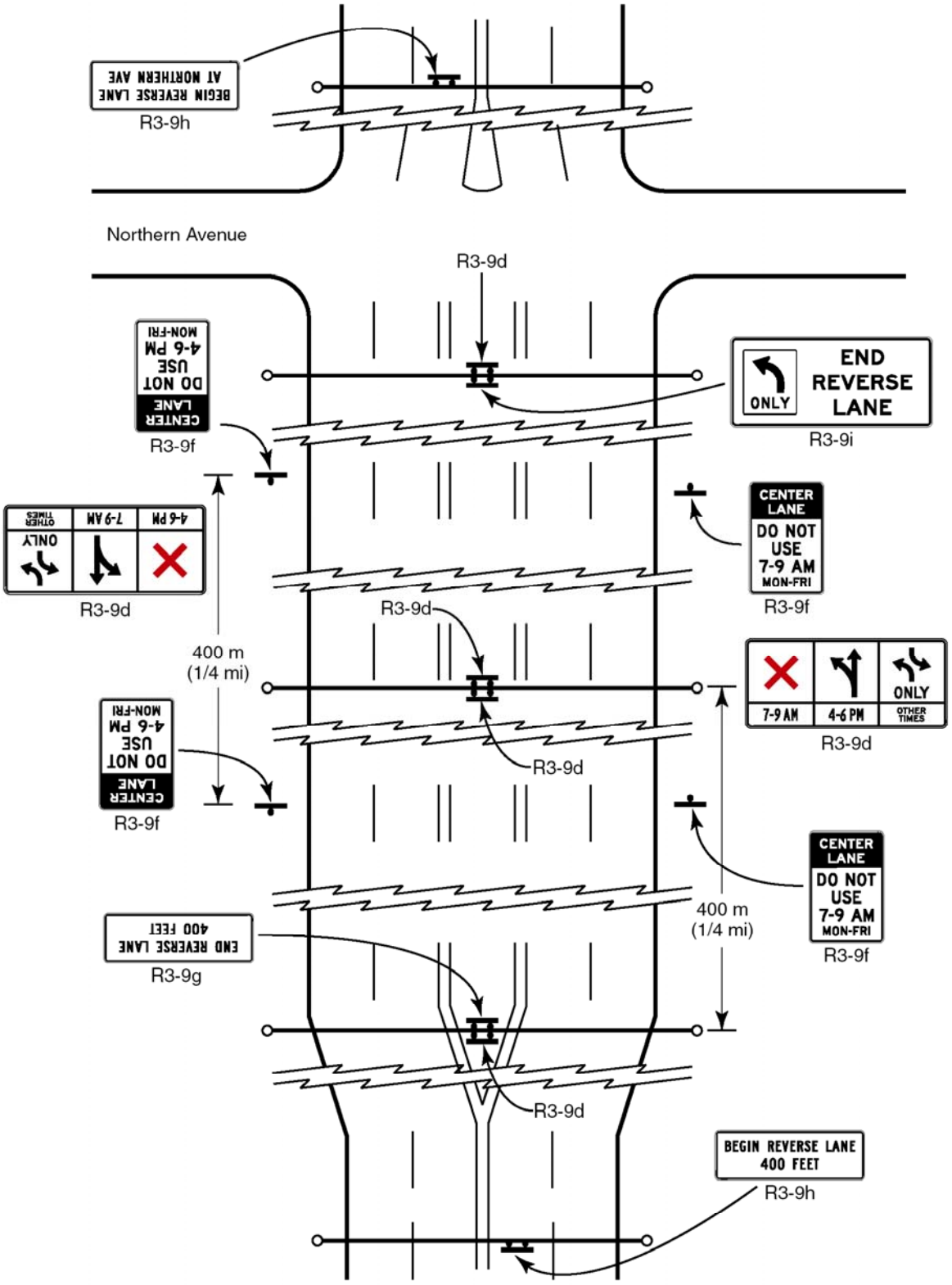

Figure 2B-7. Examples of Preferential Only Lane Signs

GROUND-MOUNTED PREFERENTIAL ONLY LANE SIGNS

R3-10

R3-10a

R3-10b

R3-11

R3-11a

R3-11b

R3-11c

R3-12

R3-12a

R3-12b

OVERHEAD PREFERENTIAL ONLY LANE SIGNS

R3-13

R3-13a

R3-14

R3-14a

R3-14b

R3-15

R3-15a

Notes:
- The diamond symbol may be used instead of the word message HOV.
- The minimum vehicle occupancy requirement may vary for each facility (such as 2+, 3+, 4+).
- The occupancy requirement may be added to the first line of the R3-12a, R3-15, and R3-15a signs.
- Some of the legends shown on these signs are for example purposes only. The specific legend for a particular application should be based upon local conditions, ordinances, and State statutes.

Figure 2B-7 (CA). Examples of Preferential Only Lane Signs

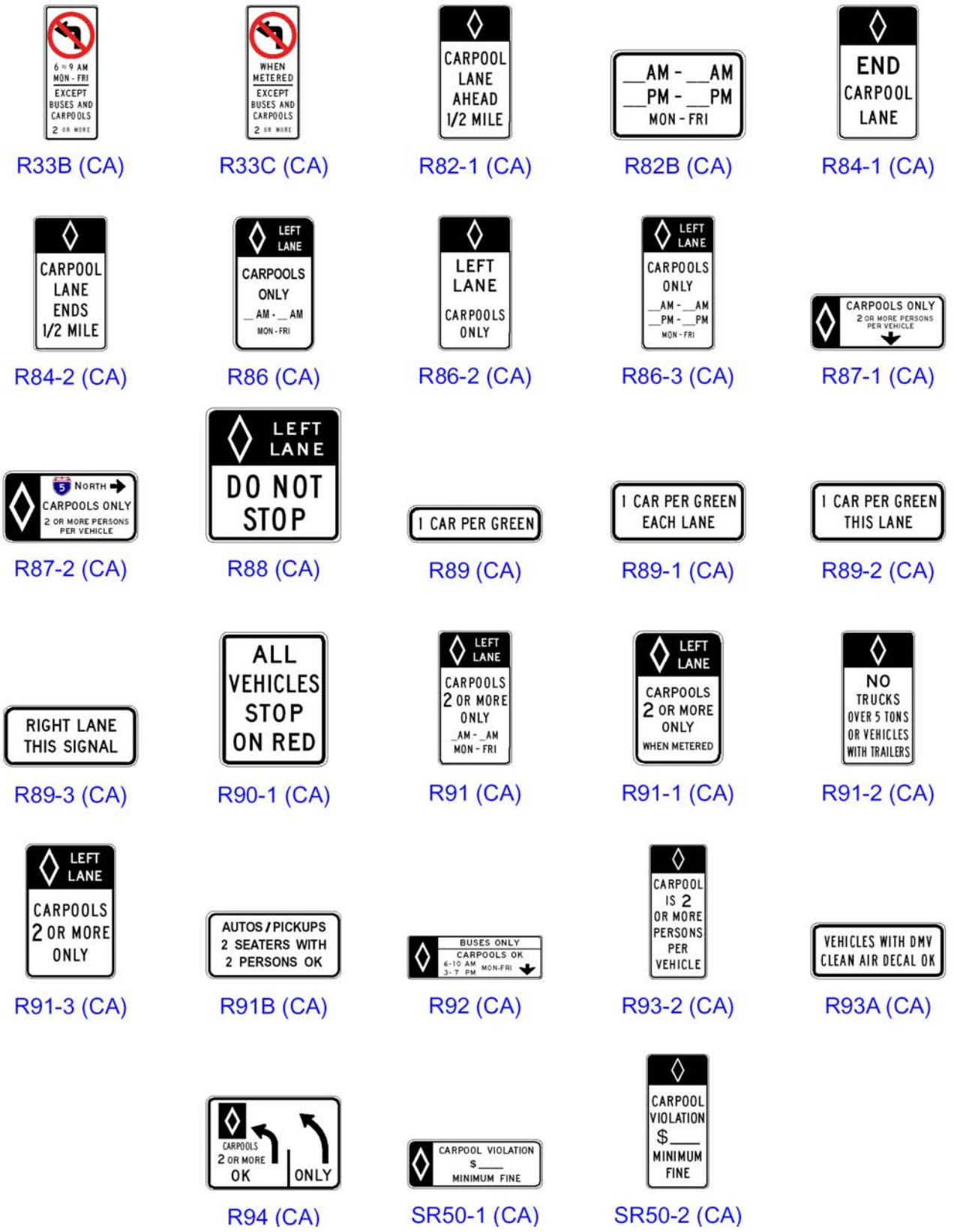

Figure 2B-8. Passing, Keep Right, and Truck Lane Signs

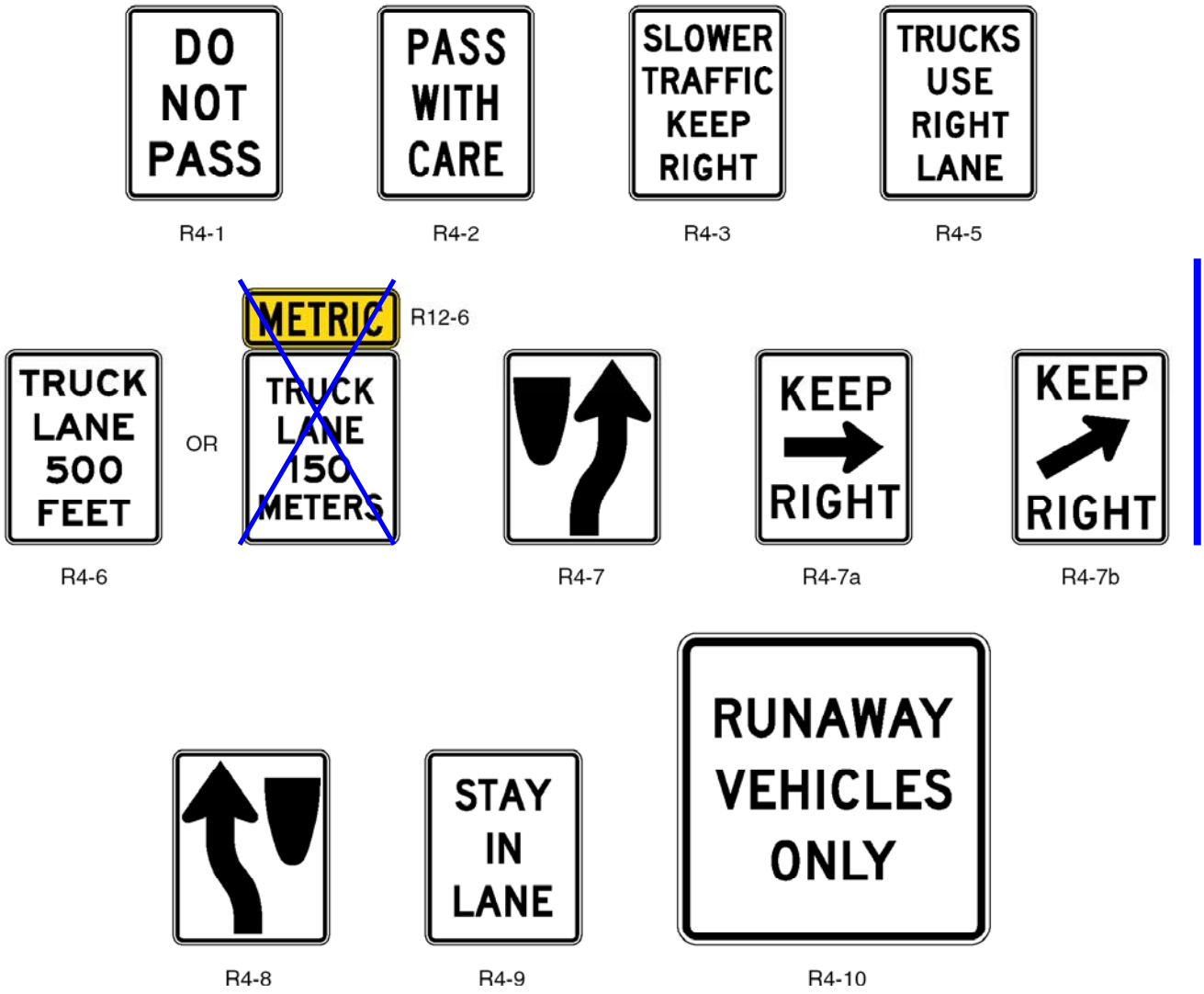

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Figure 2B-8 (CA). Passing, Keep Right, and Truck Lane Signs

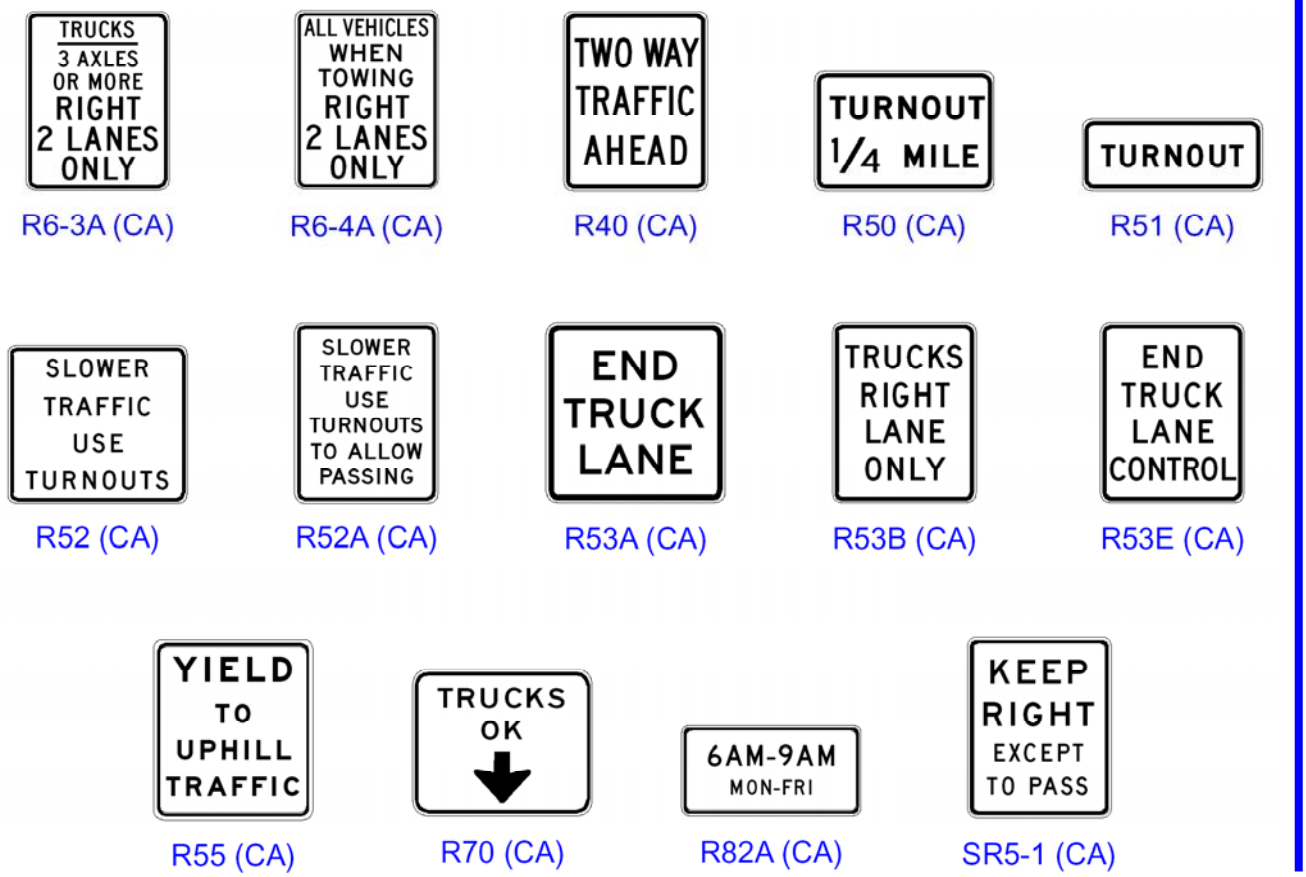

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Figure 2B-9. Traffic Prohibition Signs

* An optional word message sign is shown in the "Standard Highway Signs" book

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Figure 2B-9 (CA). Traffic Prohibition Signs

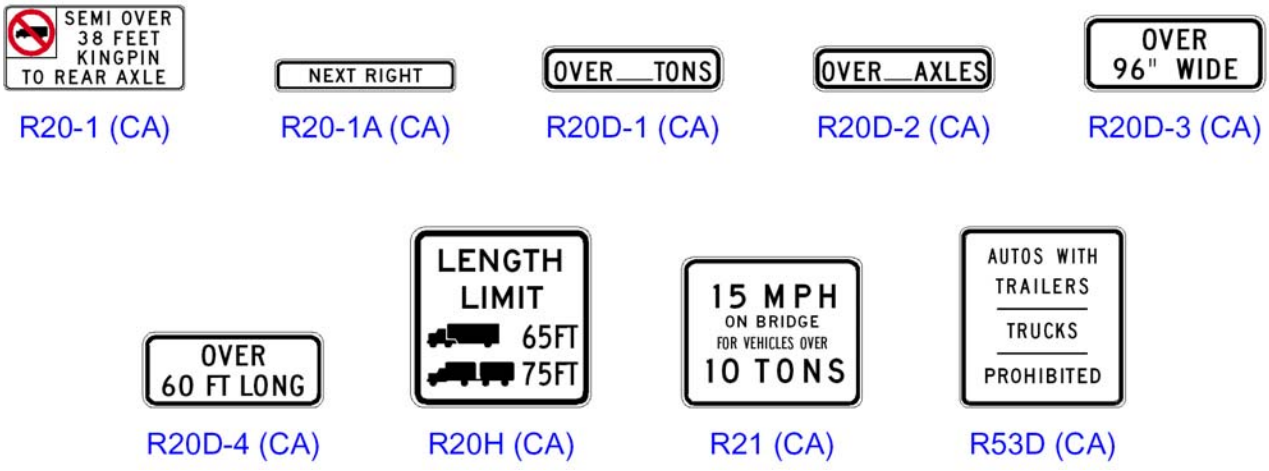


Figure 2B-10. Example of Wrong-Way Signing for a Divided Highway with a Median Width of 9 m (30 ft) or Greater

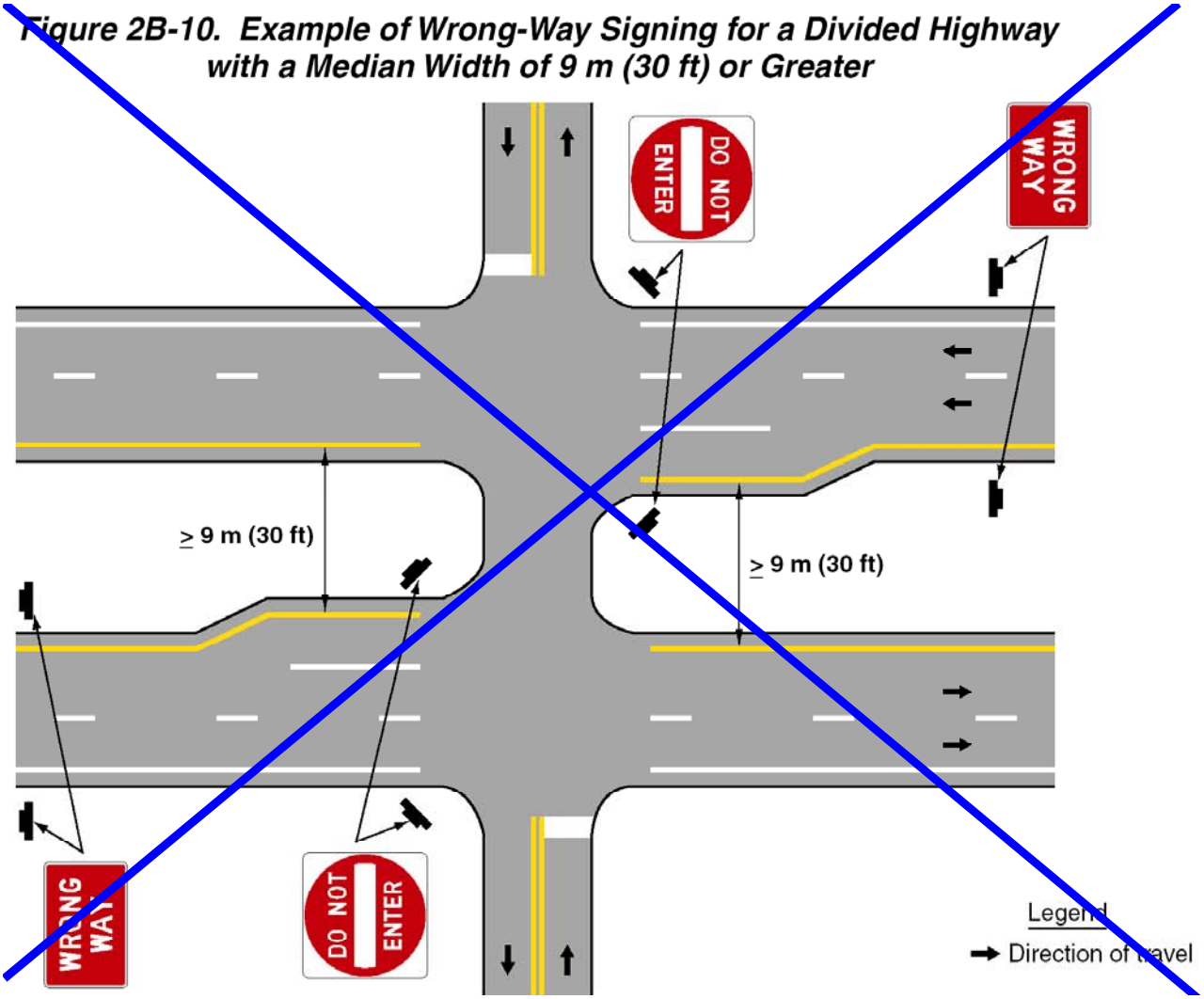


Figure 2B-11. ONE WAY and Divided Highway Crossing Signs

R6-1 R6-2 R6-3 R6-3a

Figure 2B-12. Examples of Locations of ONE WAY Signs
(Sheet 1 of 2)

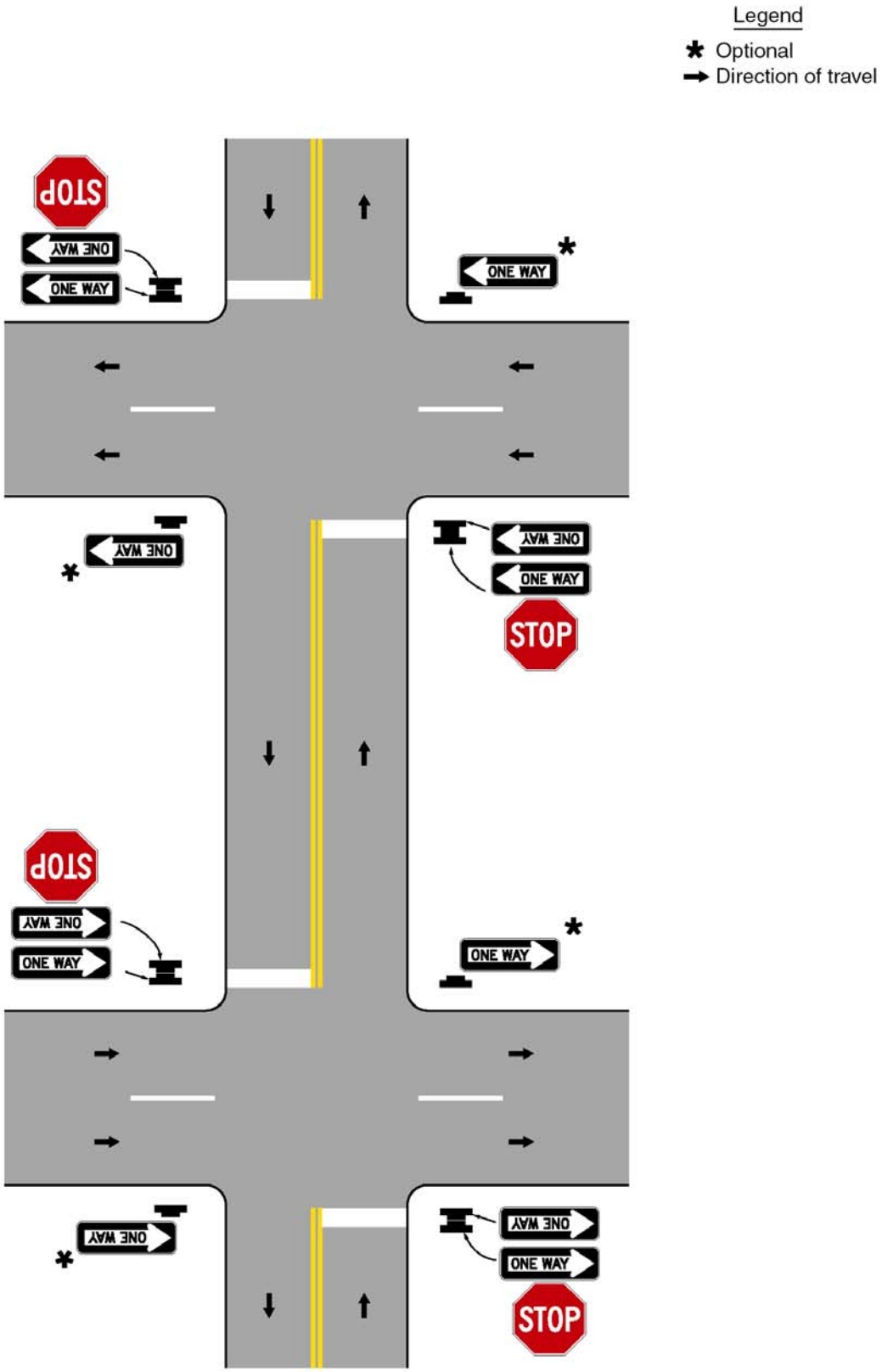


Figure 2B-12. Examples of Locations of ONE WAY Signs
(Sheet 2 of 2)

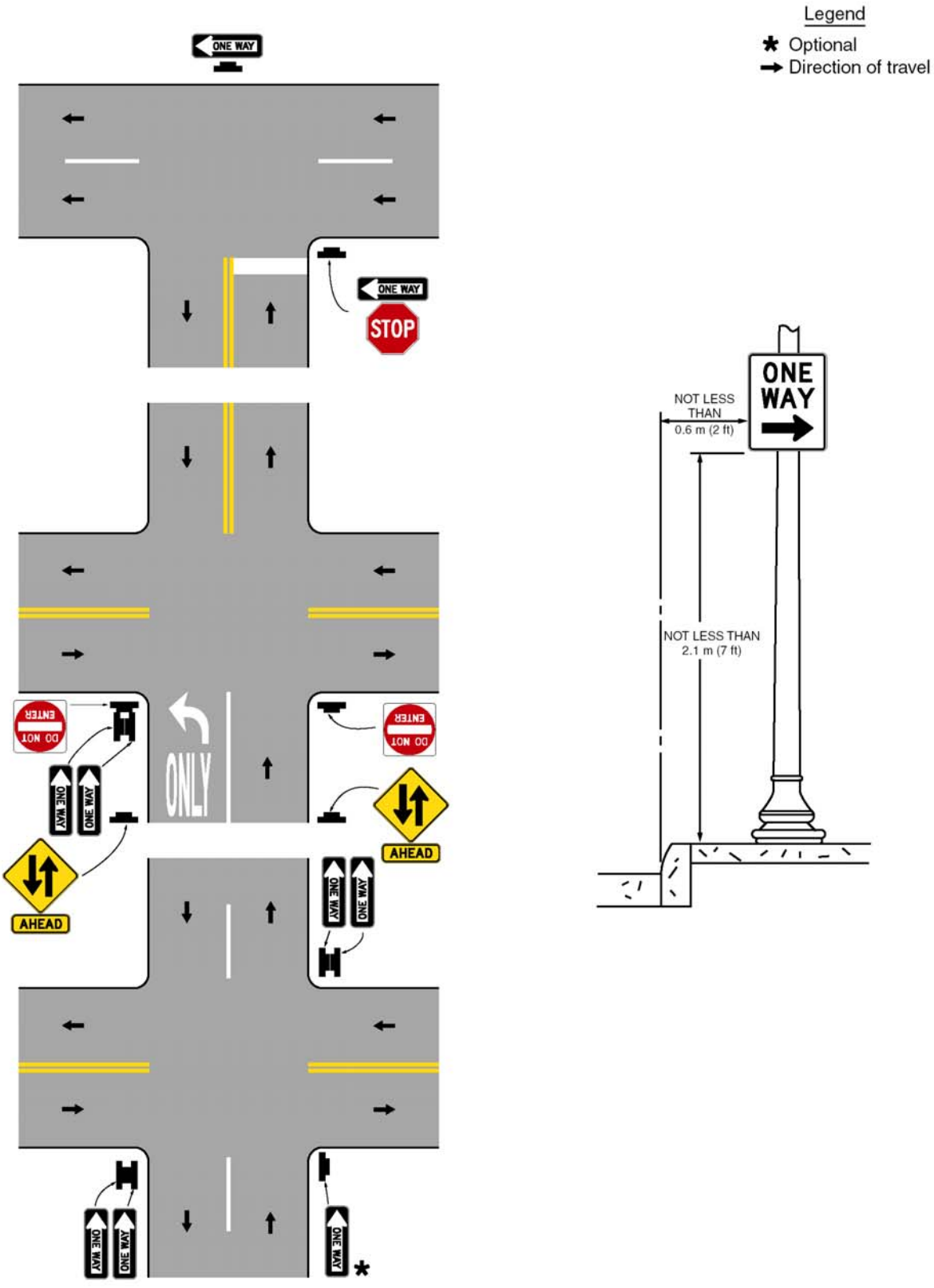
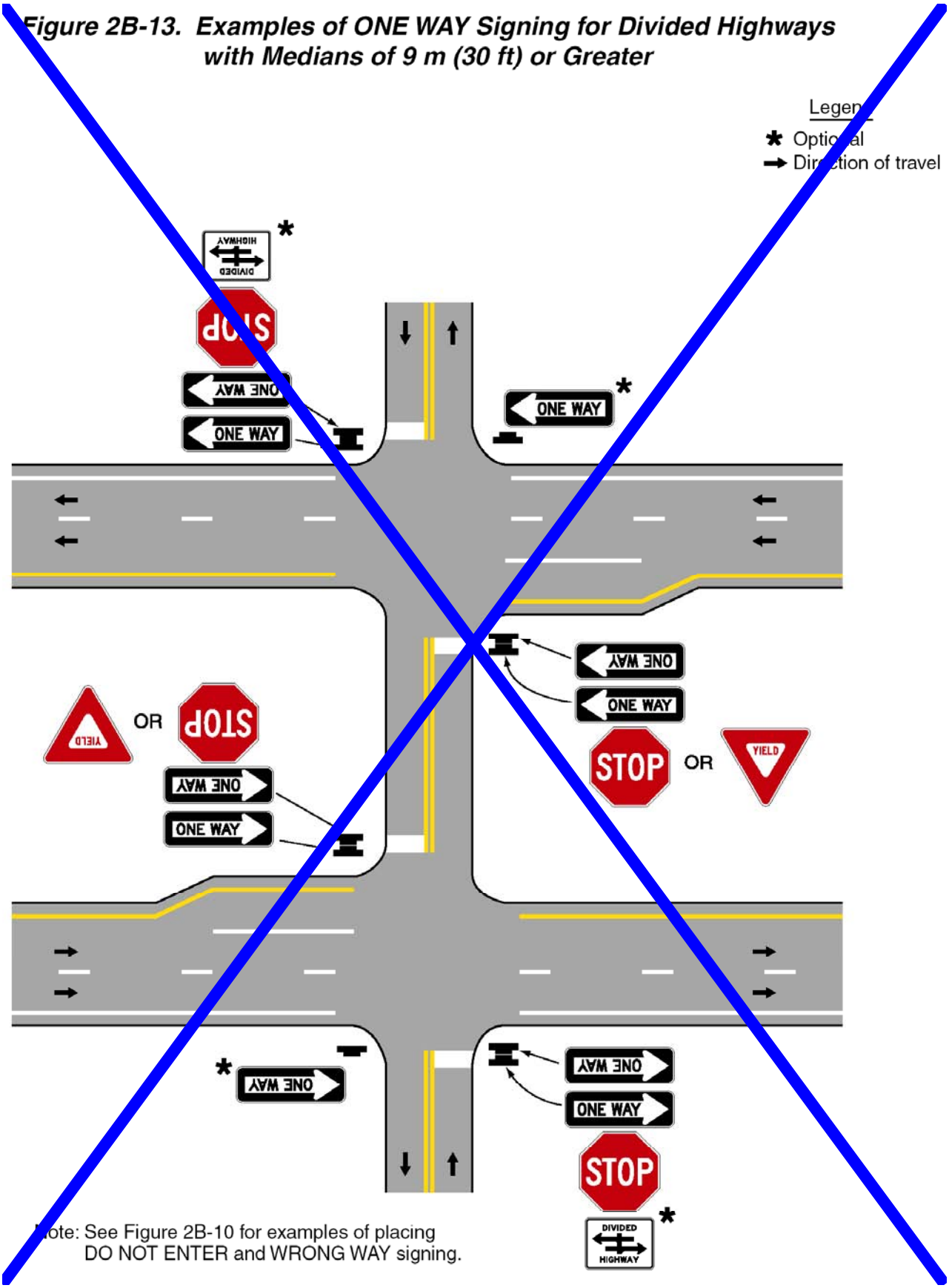


Figure 2B-13. Examples of ONE WAY Signing for Divided Highways with Medians of 9 m (30 ft) or Greater



Note: See Figure 2B-10 for examples of placing DO NOT ENTER and WRONG WAY signing.

Figure 2B-13 (CA). Examples of ONE WAY Signing for Divided Highways with Medians of 9 m (30 ft) or Greater

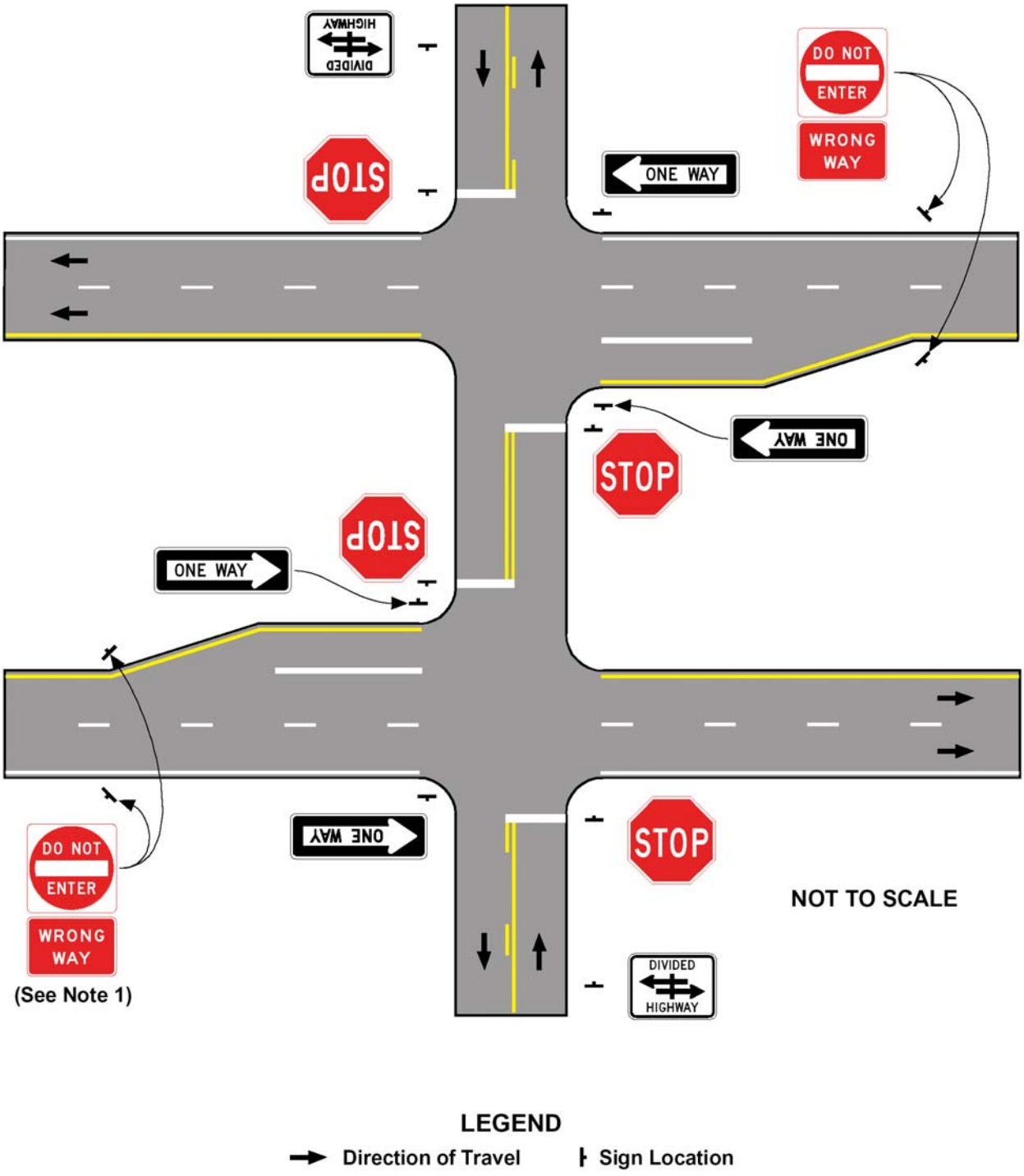


Figure 2B-14. Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft)

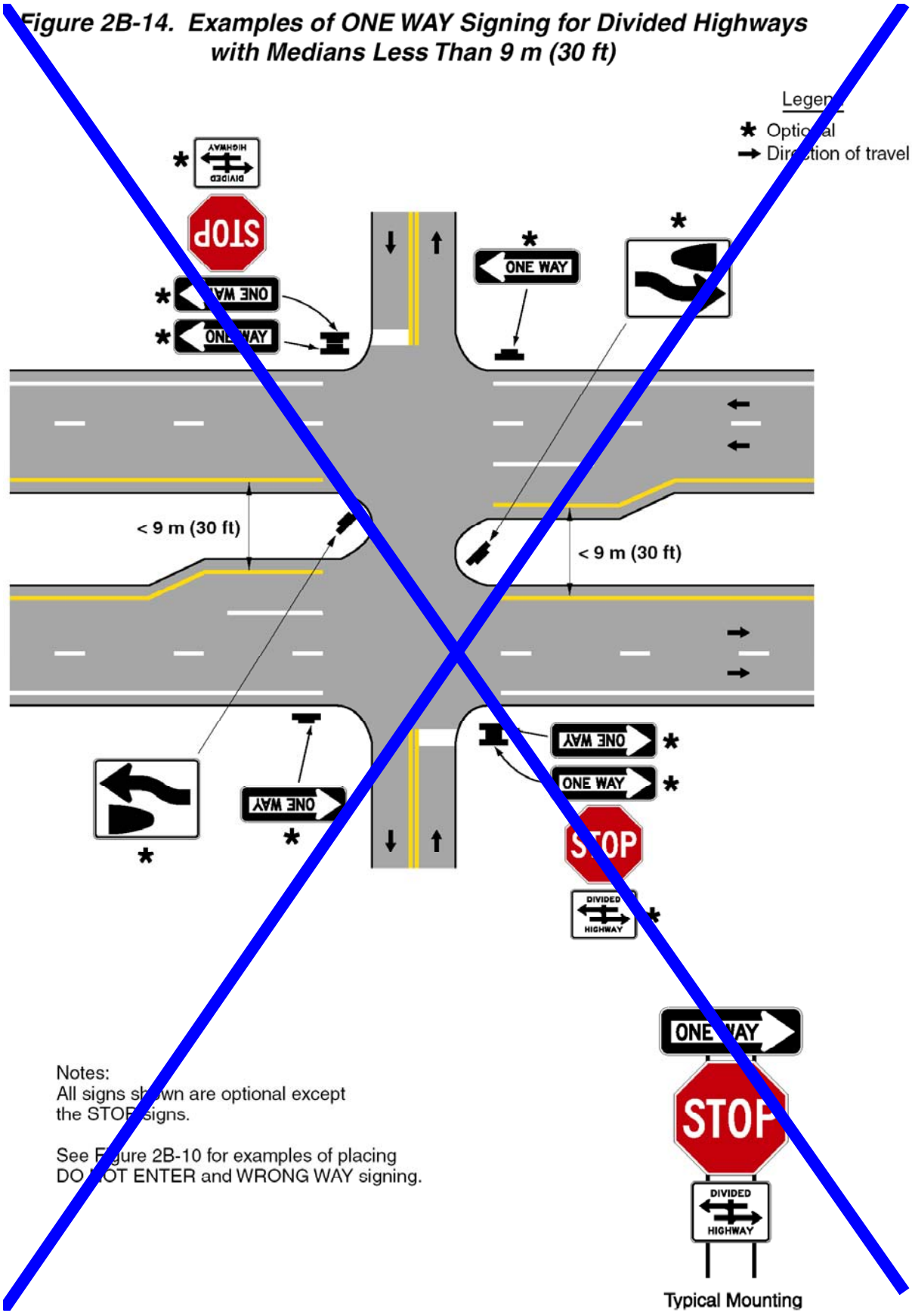
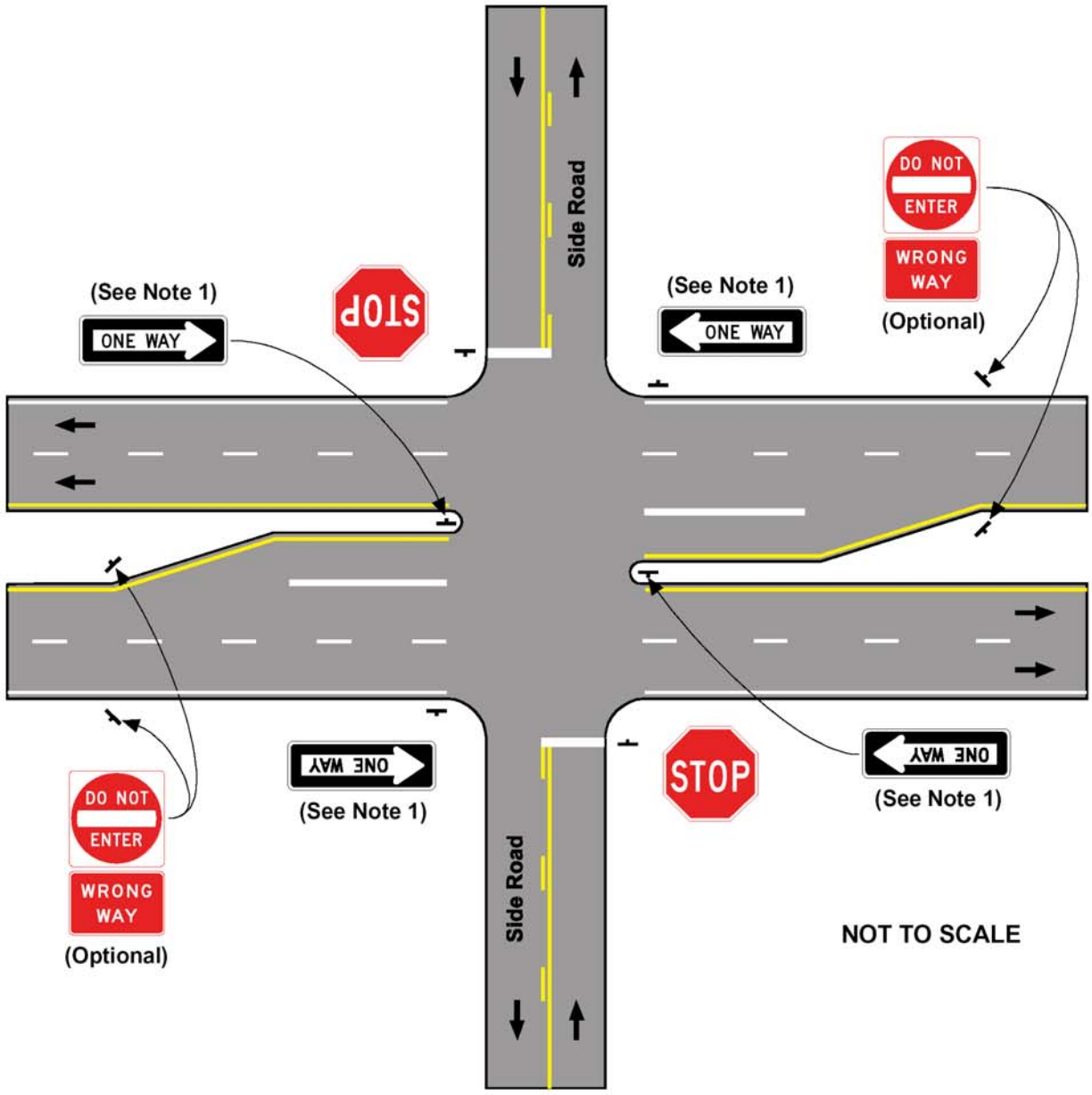


Figure 2B-14 (CA). Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft)

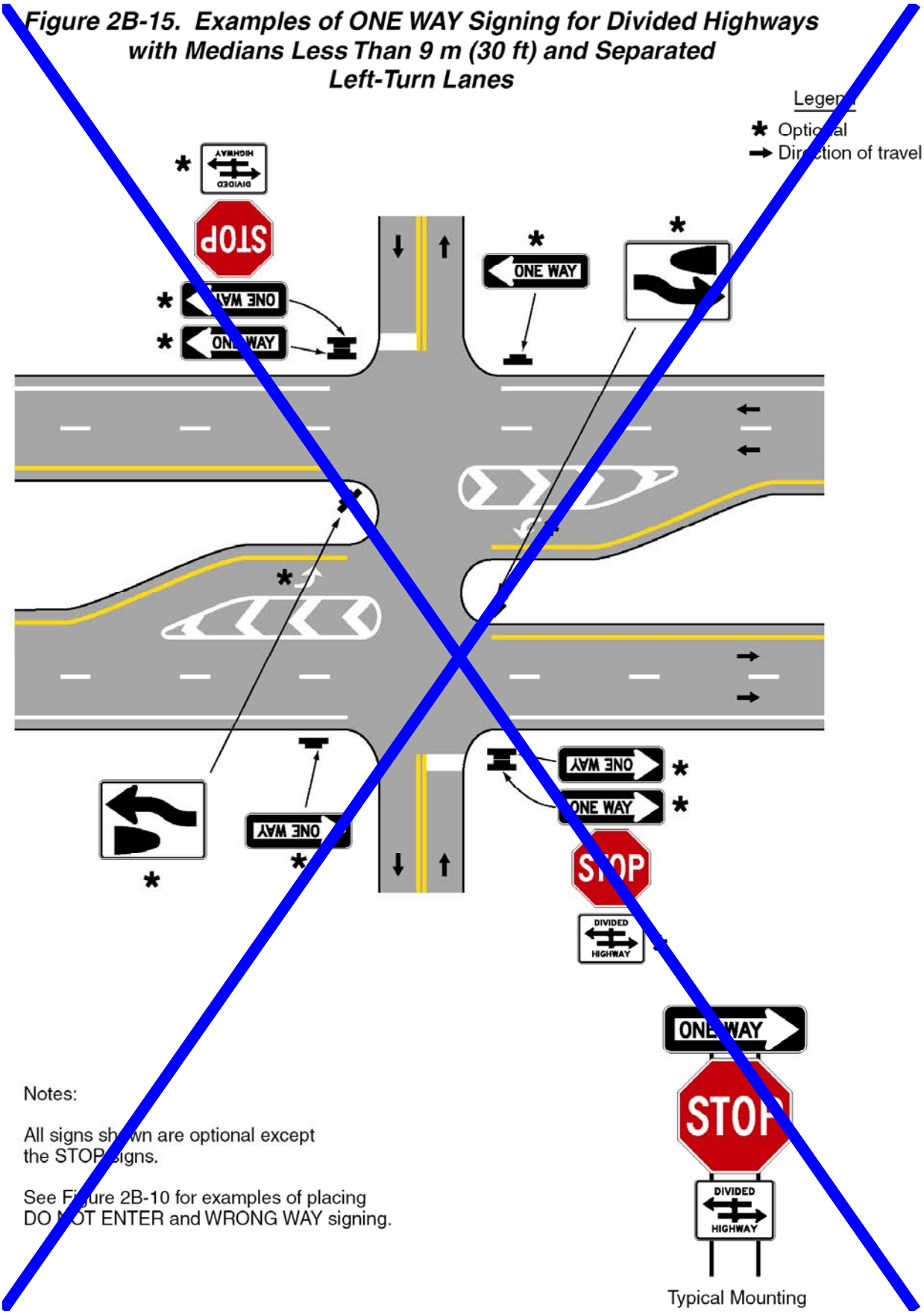


NOTE:
1. Based upon the jurisdiction of the roadway, the ONE WAY (R6-1) signs could be required or optional. See Section 2B.37 for details.

LEGEND

→ Direction of Travel ⊢ Sign Location

Figure 2B-15. Examples of ONE WAY Signing for Divided Highways with Medians Less Than 9 m (30 ft) and Separated Left-Turn Lanes



Notes:

All signs shown are optional except the STOP signs.

See Figure 2B-10 for examples of placing DO NOT ENTER and WRONG WAY signing.

Figure 2B-16. No Parking Signs (R7 Series)

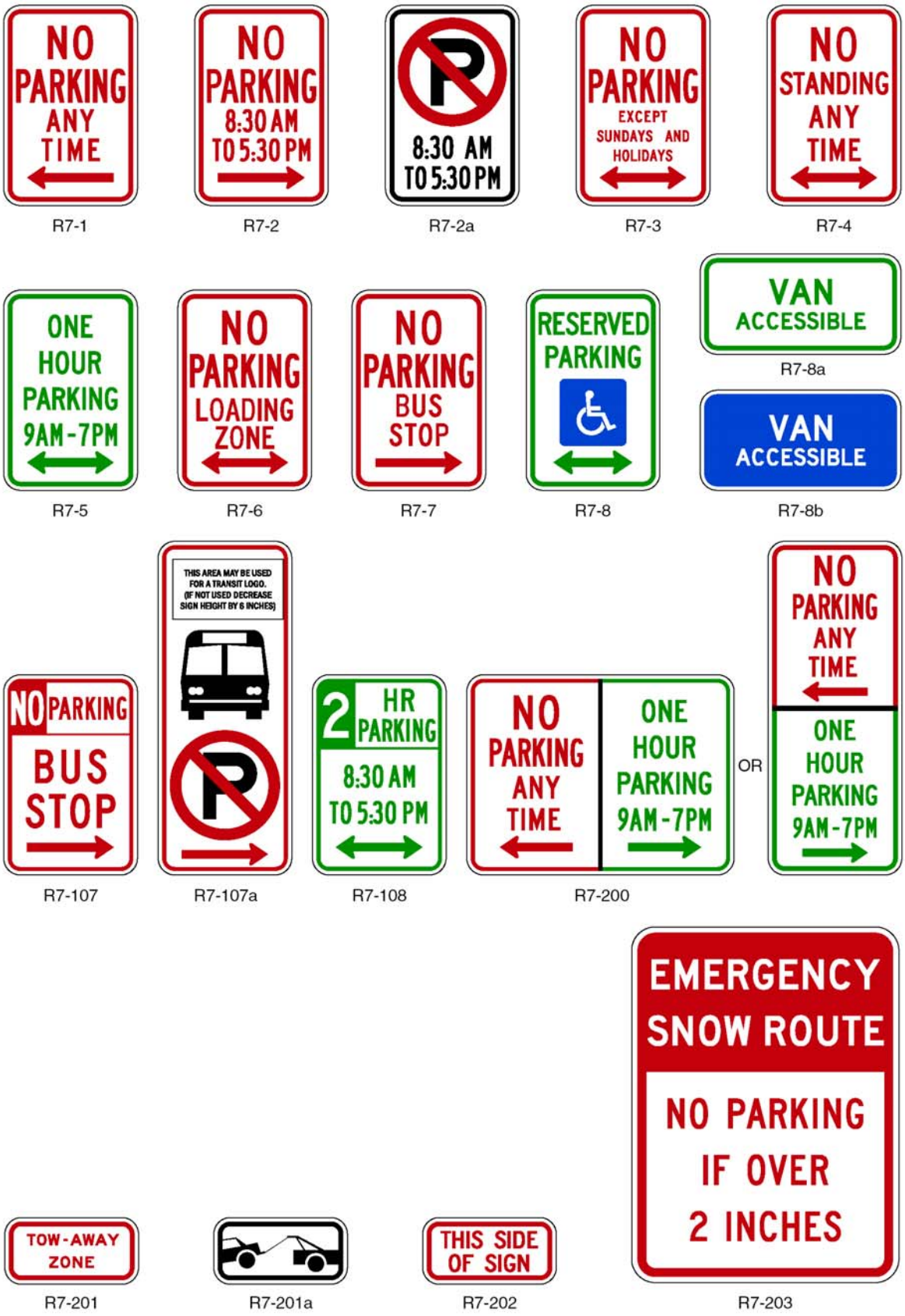


Figure 2B-16 (CA). California No Parking Signs (Sheet 1 of 2)

Figure 2B-16 (CA). California No Parking Signs (Sheet 2 of 2)

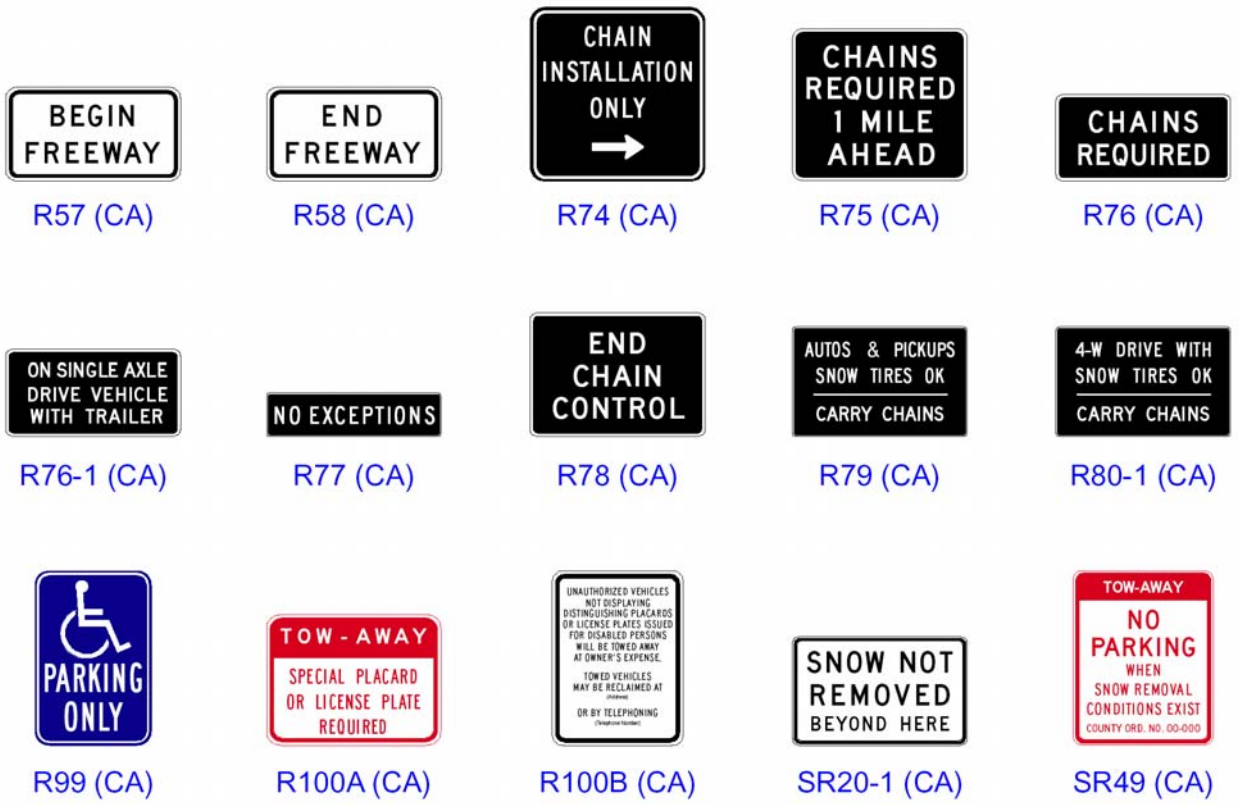


Figure 2B-17. No Parking Signs (R8 Series)

Figure 2B-18. Pedestrian Signs

Figure 2B-18 (CA). Pedestrian Signs

R62E (CA)

Figure 2B-19 (CA). Traffic Signal Signs

R13A (CA)

R13B (CA)

SR39A (CA)

SR39A(U) (CA)

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Figure 2B-19. Traffic Signal Signs

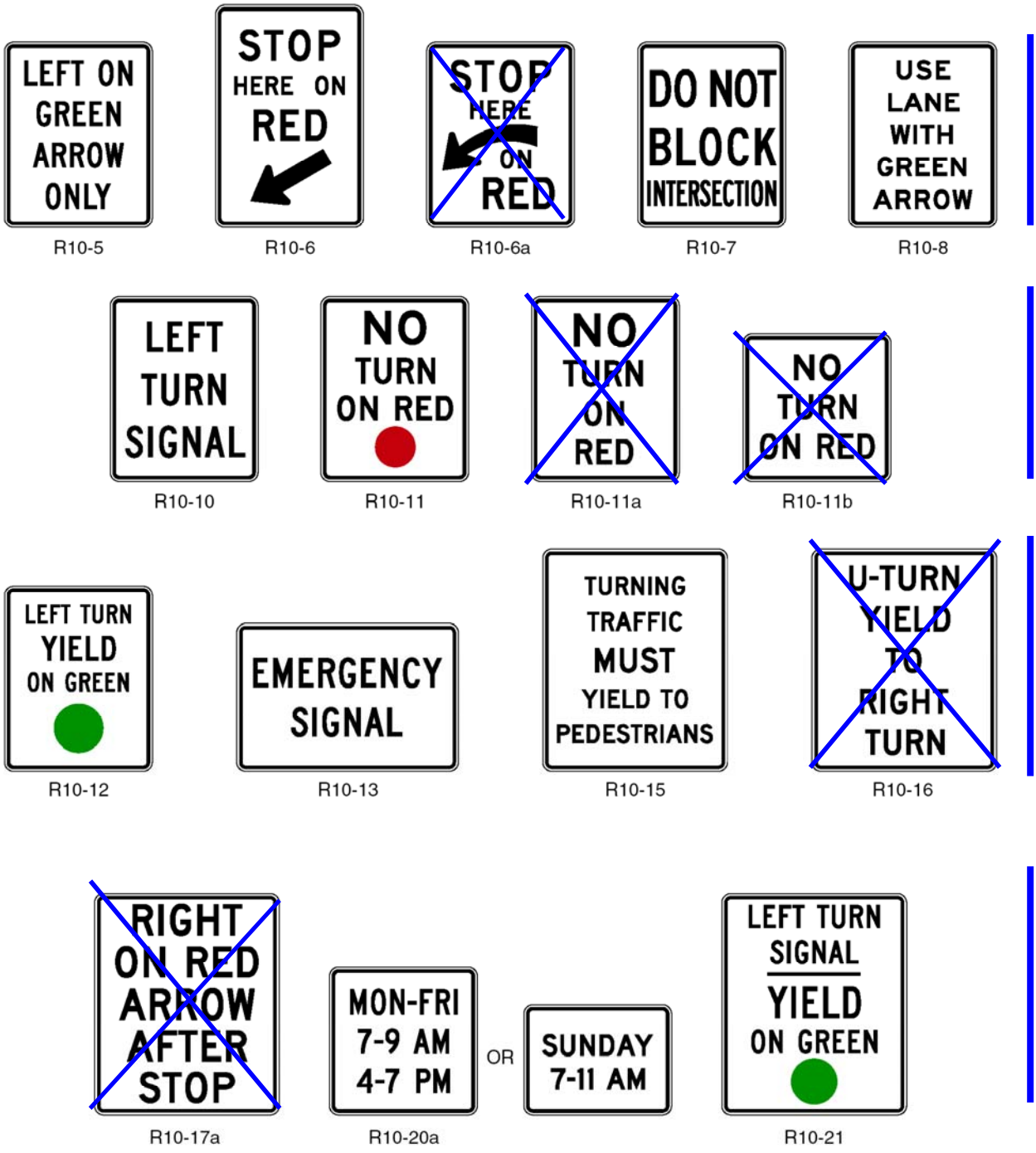


Figure 2B-20. Road Closed and Weight Limit Signs

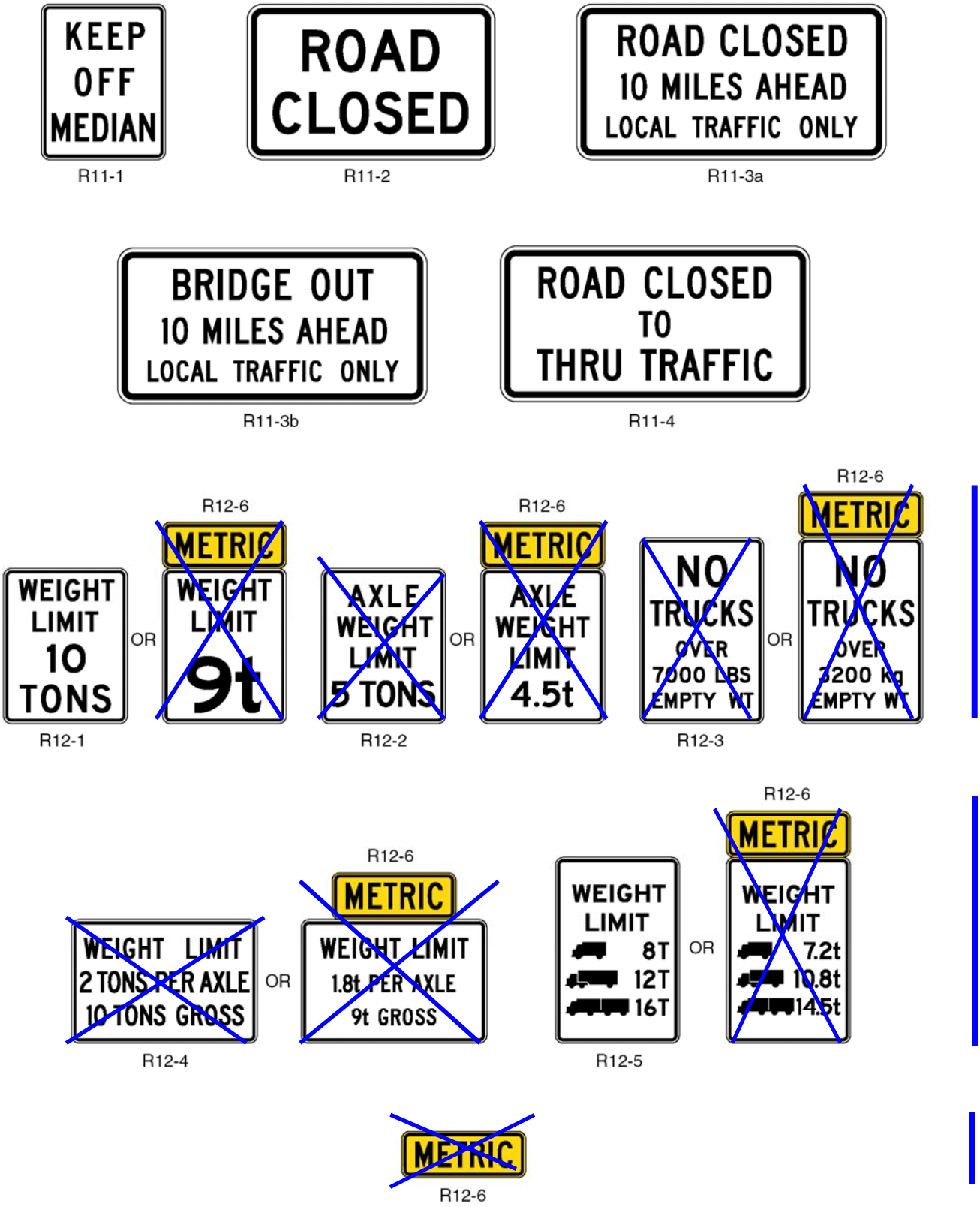
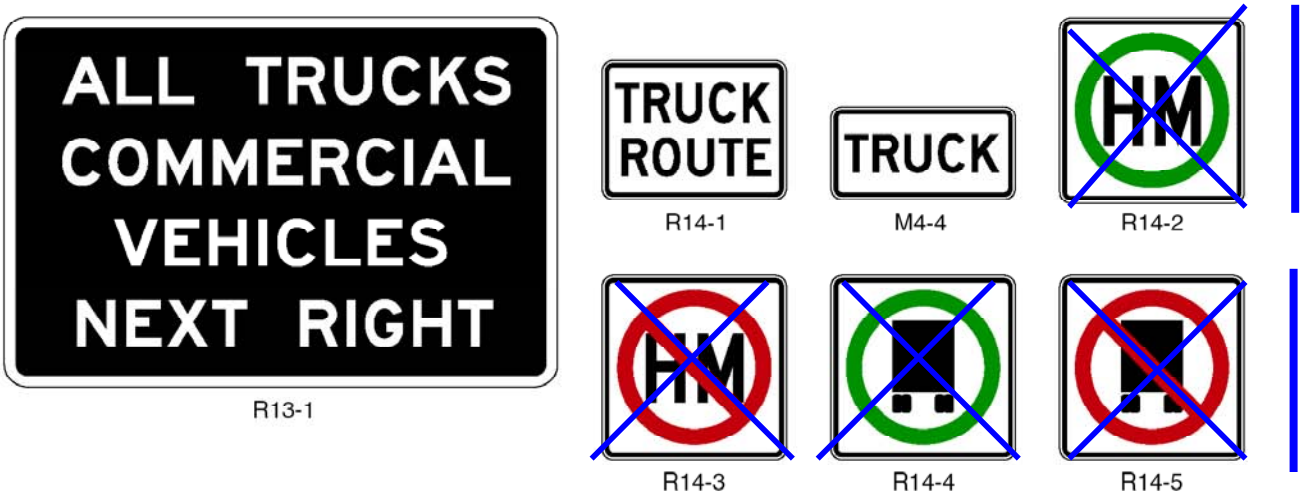


Figure 2B-20 (CA). Road Closed and Weight Limit Signs

R20A (CA) R36 (CA) SR40 (CA)

Figure 2B-21. Truck Signs



R13-1 R14-1 M4-4 R14-2 R14-3 R14-4 R14-5

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Figure 2B-21 (CA). Truck Signs

R102 (CA)

R102A (CA)

R103 (CA)

R103A (CA)

R104 (CA)

R104A (CA)

R105 (CA)

R105A (CA)

SR6-1 (CA)

SR7-1 (CA)

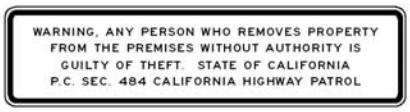
SR8-1 (CA)

SR9-1 (CA)

SR10-1 (CA)

SR11-1 (CA)

SR12-1 (CA)



SR13-1 (CA)

SR17 (CA)

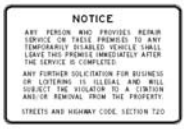
SR18 (CA)

SR19-1 (CA)

SR41 (CA)

SR42 (CA)

SR57 (CA)



S21 (CA)

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Figure 2B-22. Seat Belt Symbol

Figure 2B-22 (CA). Seat Belt Signs

SR15 (CA)

SR15A (CA)

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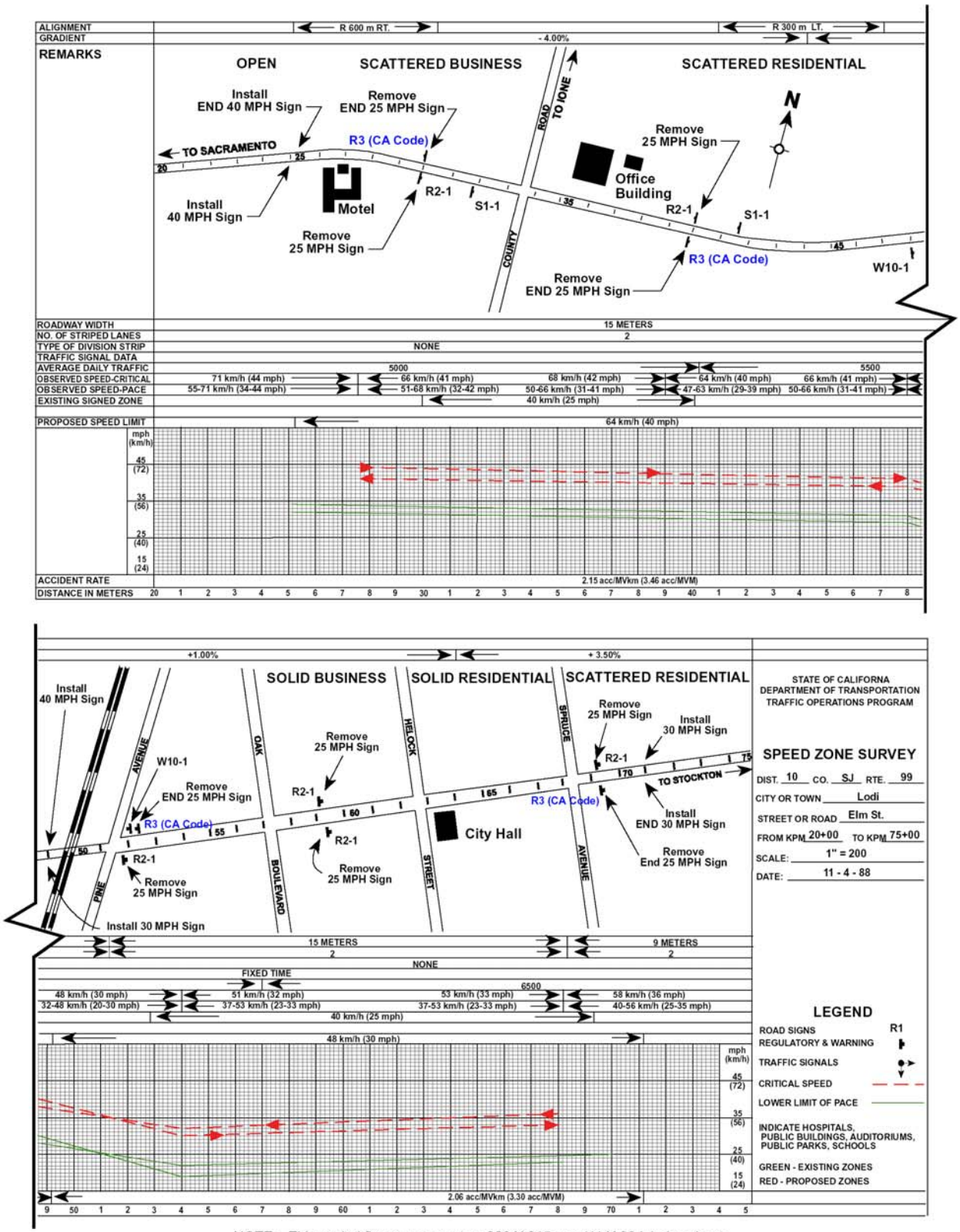
Figure 2B-101 (CA). Example of Speed Zone Survey Sheet



NOTE: This scaled figure represents a 280 X 915 mm (11 X 36 in) size sheet.

Figure 2B-102 (CA). Example of Cumulative Speed Curve Sheet

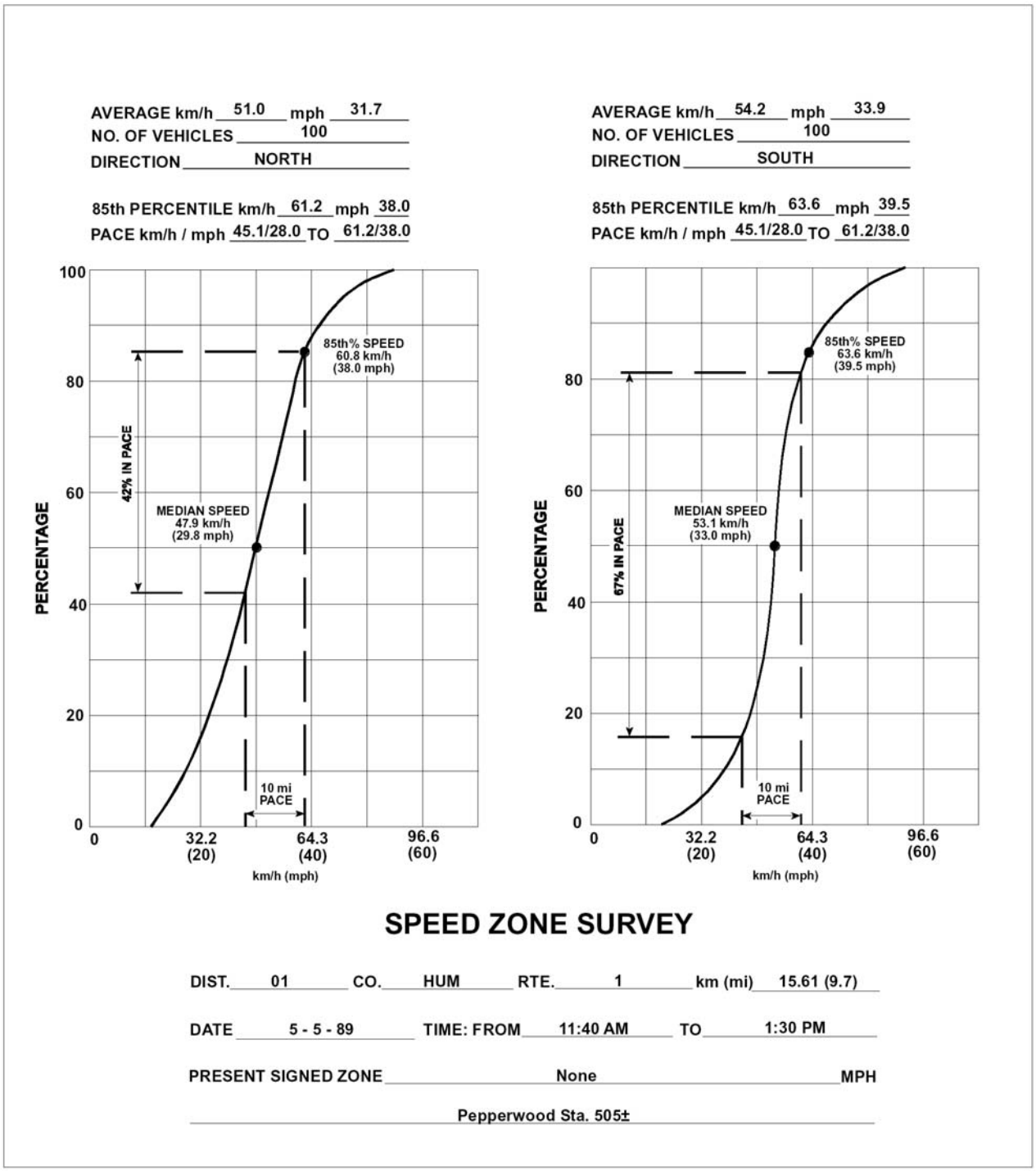
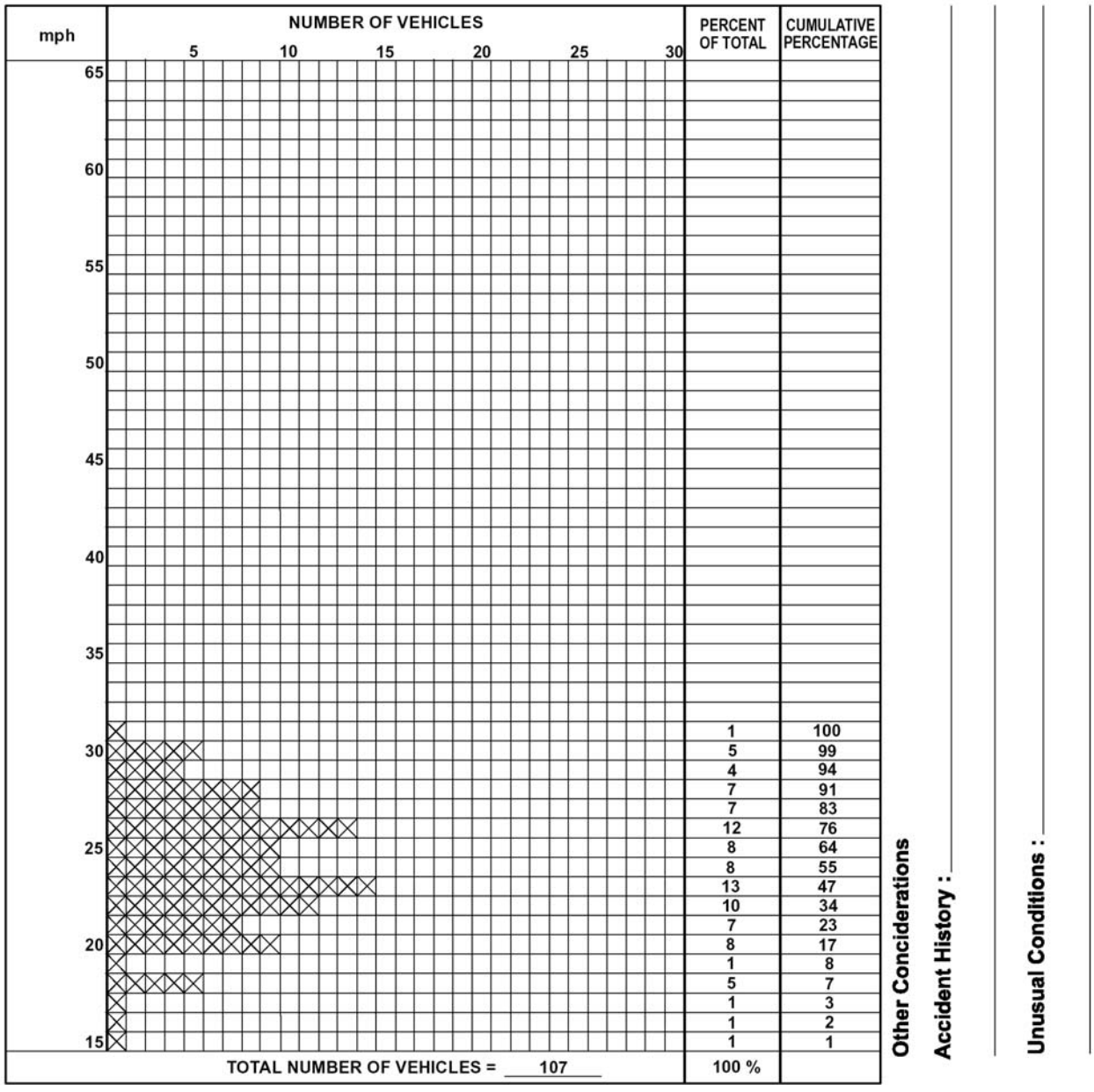


Figure 2B-103 (CA). Example of Vehicle Speed Survey Sheet for City and County Through Highways, Arterials, and Collector Roads

Jurisdiction _____ Date _____

Location _____ Weather _____

Recorder _____ Begin Time _____ End Time _____



Signed _____ Date _____ Title _____

Figure 2B-104 (CA). Example of Vehicle Speed Survey Sheet (For 40 MPH and Under)

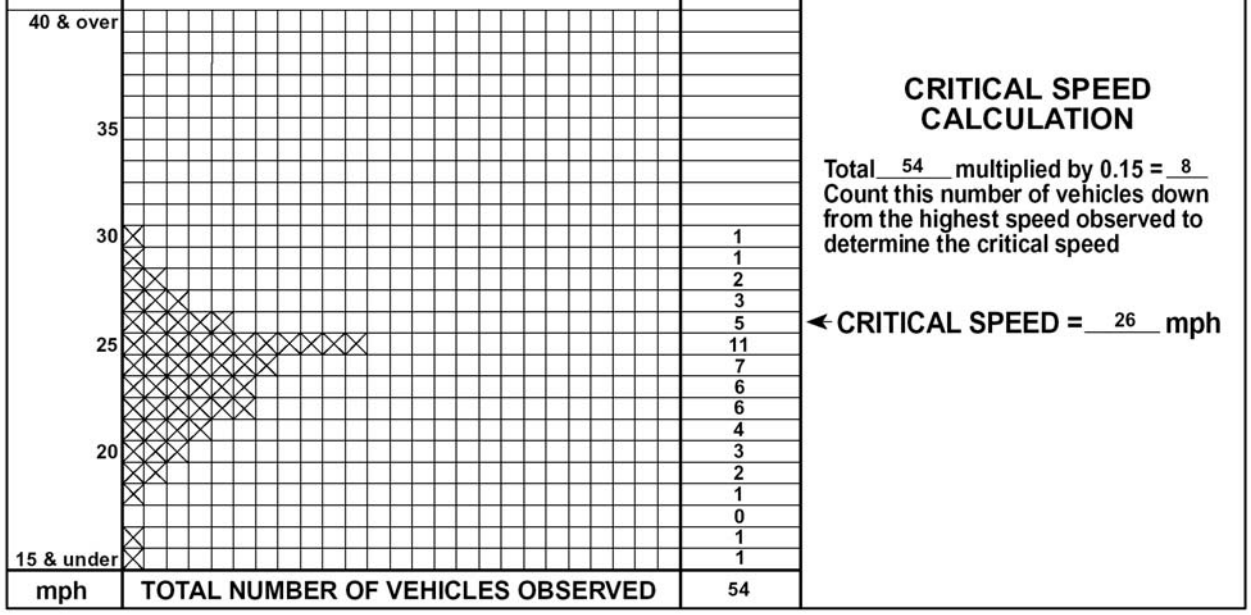
Jurisdiction : _____

Residential Area or Subdivision : _____

VEHICLE SPEED DATA

Location : _____ Weather : _____

Record : _____ Date : _____ Begin Time : _____ End Time : _____



mph	NUMBER OF VEHICLES	TOTAL OF EACH SPEED
40 & over		
35		
30		1
		1
		2
		3
		5
25		11
		7
		6
		6
		4
20		3
		2
		1
		0
		1
15 & under		1
mph	TOTAL NUMBER OF VEHICLES OBSERVED	54

CRITICAL SPEED CALCULATION

Total 54 multiplied by 0.15 = 8
Count this number of vehicles down from the highest speed observed to determine the critical speed

← CRITICAL SPEED = 26 mph

Other Considerations :

Accident History : _____

_____

_____

Unusual Conditions : _____

_____

_____

Date : _____ Signed : _____ Title : _____

Figure 2B-105 (CA). U-Turn Signs for Signalized Intersections with Separate Turn Phase

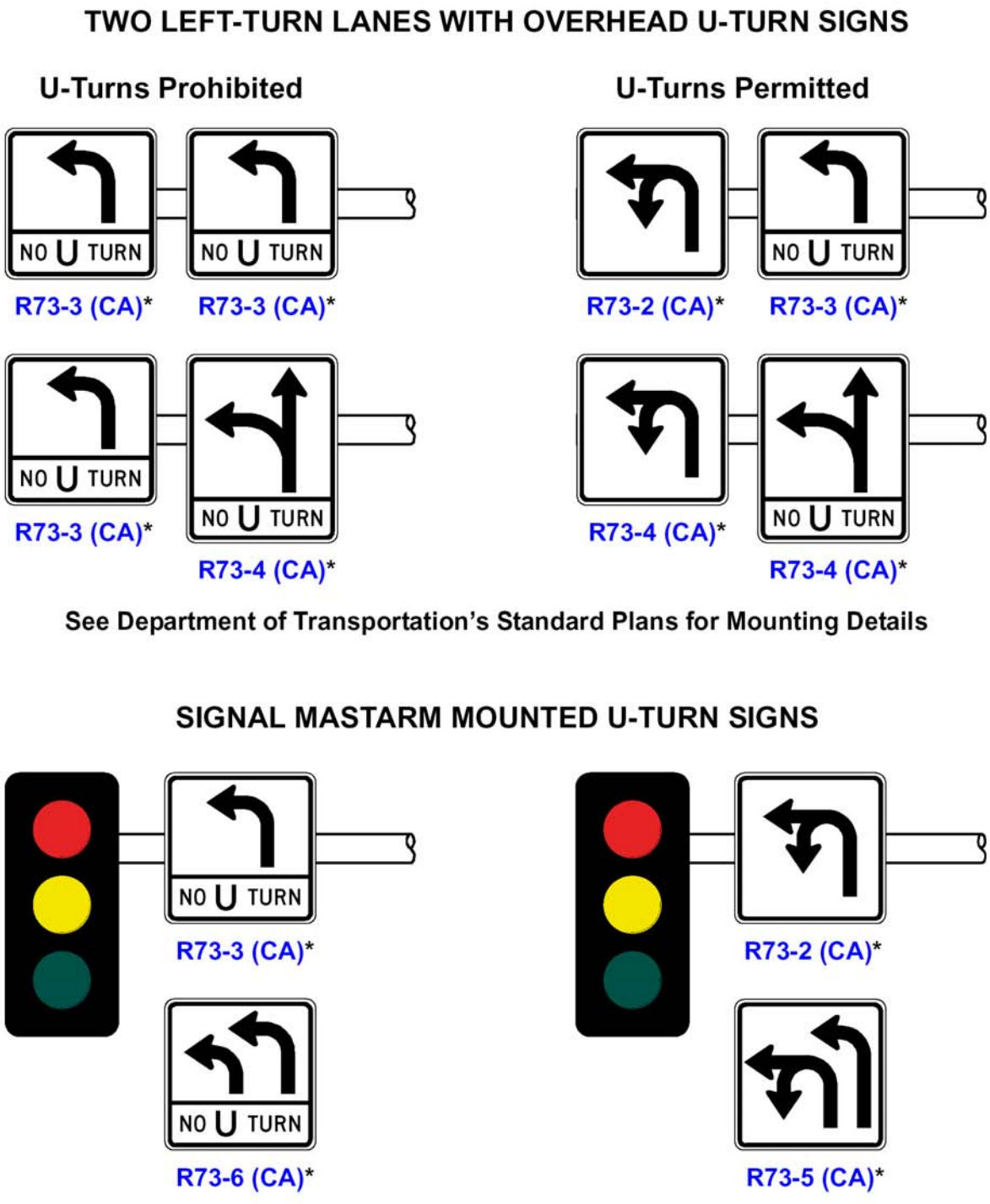


Figure 2B-106 (CA). California Miscellaneous Regulatory Signs

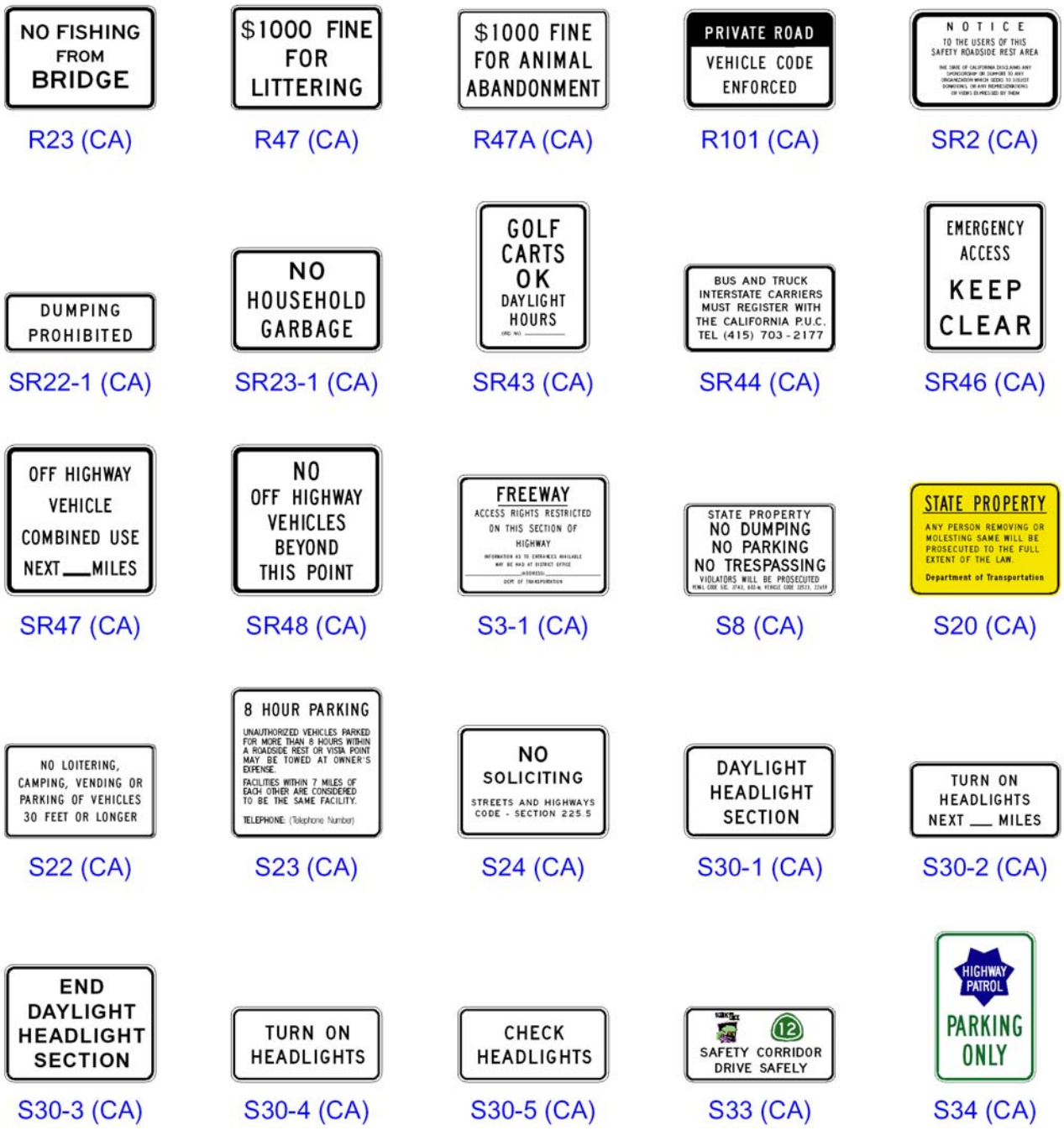


Table 2B-1. Regulatory Sign Sizes (Sheet 1 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway *	Freeway	Minimum	Oversized
Stop	R1-1	2B.04	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	600 x 600 (24 x 24)	1200 x 1200 (48 x 48)
Yield	R1-2	2B.08	900 x 900 x 900 (36 x 36 x 36)	1200 x 1200 x 1200 (48 x 48 x 48)	1500 x 1500 x 1500 (60 x 60 x 60)	750 x 750 x 750 (30 x 30 x 30)	—
To Oncoming Traffic	R1-2a	—	600 x 300 (24 x 12)	—	—	—	—
4-Way	R1-3	2B.04	300 x 150 (12 x 6)	—	—	—	—
All Way	R1-4	2B.04	450 x 150 (18 x 6)	—	—	—	—
Yield Here to Peds	R1-5	2B.11	450 x 450 (18 x 18)	—	—	—	—
Yield Here to Pedestrians	R1-5a	2B.11	450 x 600 (18 x 24)	—	—	—	—
In-Street Ped Crossing	R1-6,~~6a~~	2B.12	300 x 900 (12 x 36)	—	—	—	—
Speed Limit (English)	R2-1	2B.13	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
~~Speed Limit (Metric)~~	~~R2-1~~	~~2B.13~~	~~600 x 900 (24 x 36)~~	~~900 x 1350 (36 x 54)~~	~~1200 x 1650 (48 x 66)~~	—	—
~~Truck Speed Limit (English)~~	~~R2-2~~	~~2B.14~~	~~600 x 600 (24 x 24)~~	~~900 x 900 (36 x 36)~~	~~1200 x 1200 (48 x 48)~~	—	—
~~Truck Speed Limit (Metric)~~	~~R2-2~~	~~2B.14~~	~~600 x 750 (24 x 30)~~	~~900 x 1050 (36 x 42)~~	~~1200 x 1350 (48 x 54)~~	—	—
Night Speed Limit (English)	R2-3	2B.15	600 x 600 (24 x 24)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	—	—
~~Night Speed Limit (Metric)~~	~~R2-3~~	~~2B.15~~	~~600 x 750 (24 x 30)~~	~~900 x 1050 (36 x 42)~~	~~1200 x 1350 (48 x 54)~~	—	—
Minimum Speed Limit (English)	R2-4	2B.16	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
~~Minimum Speed Limit (Metric)~~	~~R2-4~~	~~2B.16~~	~~600 x 900 (24 x 36)~~	~~900 x 1350 (36 x 54)~~	~~1200 x 1650 (48 x 66)~~	—	—
Combined Speed Limit (English)	R2-4a	2B.16	600 x 1200 (24 x 48)	900 x 1800 (36 x 72)	1200 x 2400 (48 x 96)	—	—
~~Combined Speed Limit (Metric)~~	~~R2-4a~~	~~2B.16~~	~~600 x 1350 (24 x 54)~~	~~900 x 1950 (36 x 78)~~	~~1200 x 2550 (48 x 102)~~	—	—
Fines Higher	R2-6	2B.17	600 x 600 (24 x 24)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	—	—
Turn Prohibition	R3-1,2,3,4, 18	2B.19	600 x 600 (24 x 24)	900 x 900 (36 x 36)	—	—	1200 x 1200 (48 x 48)
Mandatory Movement Lane Control	R3-5 series	2B.21	750 x 900 (30 x 36)	—	—	—	—
Optional Movement Lane Control	R3-6	2B.22	750 x 900 (30 x 36)	—	—	—	—
Mandatory Movement Lane Control	R3-7	2B.21	750 x 750 (30 x 30)	—	—	—	—
Advance Intersection Lane Control	R3-8,8a,8b	2B.23	variable x 750 (variable x 30)	—	—	—	—
Two-Way Left Turn Only (overhead mounted)	R3-9a	2B.24	750 x 900 (30 x 36)	—	—	—	—
Two-Way Left Turn Only (ground mounted)	R3-9b	2B.24	600 x 900 (24 x 36)	—	—	—	900 x 1200 (36 x 48)
Reversible Lane Control (symbol)	R3-9d	2B.25	2700 x 1200 (108 x 48)	—	—	—	—
Reversible Lane Control (ground mounted)	R3-9f	2B.25	750 x 1050 (30 x 42)	—	—	—	—
Advance Reversible Lane Control Transition Signing	R3-9g,9h	2B.25	2700 x 900 (108 x 36)	—	—	—	—
End Reverse Lane	R3-9i	2B.25	2700 x 1200 (108 x 48)	—	—	—	—
~~Preferential Only Lane Ahead (ground mounted)~~	~~R3-10 series~~	~~2B.26~~	~~750 x 1050 (30 x 42)~~	~~900 x 1500 (36 x 60)~~	~~1050 x 2400 (78 x 96)~~	—	—
~~Preferential Only Lane Operation (ground mounted)~~	~~R3-11 series~~	~~2B.26~~	~~750 x 1050 (30 x 42)~~	—	~~1050 x 2400 (78 x 96)~~	—	—

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

Table 2B-1. Regulatory Sign Sizes (Sheet 2 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway*	Freeway	Minimum	Oversized
~~Preferential Only Lane Ends (ground mounted)~~	~~R3-12 series~~	~~2B.26~~	~~750 x 1050 (30 x 42)~~	~~900 x 1500 (36 x 60)~~	~~1200 x 2100 (48 x 84) 1200 x 2400 (48 x 96)~~	—	—
~~Preferential Only Lane Ahead (overhead mounted)~~	~~R3-13 series~~	~~2B.26~~	~~1650 x 900 (66 x 36)~~	~~2100 x 1200 (84 x 48)~~	~~3600 x 1950 (144 x 78) 3600 x 2400 (144 x 96)~~	—	—
~~Preferential Only Lane Operation (overhead mounted)~~	~~R3-14 series~~	~~2B.26~~	~~1800 x 1500 (72 x 60)~~	~~2400 x 1800 (96 x 72)~~	~~3600 x 2650 (144 x 106) 3600 x 3100 (144 x 124) 3600 x 2250 (144 x 90)~~	—	—
~~HOV 2+ Lane Ends (overhead mounted)~~	~~R3-15 series~~	~~2B.26~~	~~1650 x 900 (66 x 36)~~	~~2100 x 1200 (84 x 48)~~	~~2550 x 1500 (102 x 60)~~	—	—
Do Not Pass	R4-1	2B.29	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Pass With Care	R4-2	2B.30	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Slower Traffic Keep Right	R4-3	2B.31	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Trucks Use Right Lane	R4-5	2B.32	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Truck Lane ~~XX Meters~~ (XX Feet)	R4-6	2B.32	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Keep Right	R4-7,7a,7b	2B.33	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Keep Left	R4-8	2B.33	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	450 x 600 (18 x 24)	—
Do Not Enter	R5-1	2B.34	750 x 750 (30 x 30)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	—	—
Wrong Way	R5-1a	2B.35	900 x 600 (36 x 24)	900 x 600 (36 x 24)	1050 x 750 (42 x 30)	—	—
No Trucks	R5-2,2a	2B.36	600 x 600 (24 x 24)	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	1200 x 1200 (48 x 48)
No Motor Vehicles	R5-3	2B.36	600 x 600 (24 x 24)	—	—	—	—
Commercial Vehicles Excluded	R5-4	2B.36	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Vehicles with Lugs Prohibited	R5-5	2B.36	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Bicycles	R5-6	2B.36	600 x 600 (24 x 24)	750 x 750 (30 x 30)	900 x 900 (36 x 36)	—	1200 x 1200 (48 x 48)
Non-Motorized Traffic Prohibited	R5-7	2B.36	750 x 600 (30 x 24)	1050 x 600 (42 x 24)	1200 x 750 (48 x 30)	—	—
Motor-Driven Cycles Prohibited	R5-8	2B.36	750 x 600 (30 x 24)	1050 x 600 (42 x 24)	1200 x 750 (48 x 30)	—	—
Pedestrians, Bicycles, Motor-Driven Cycles Prohibited	R5-10a	2B.36	750 x 900 (30 x 36)	—	—	—	—
Pedestrians and Bicycles Prohibited	R5-10b	2B.36	750 x 450 (30 x 18)	—	—	—	—
Pedestrians Prohibited	R5-10c	2B.36	600 x 300 (24 x 12)	—	—	—	—
One Way	R6-1	2B.37	900 x 300 (36 x 12)	1350 x 450 (54 x 18)	1350 x 450 (54 x 18)	—	—
One Way	R6-2	2B.37	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	900 x 1200 (36 x 48)	450 x 600 (18 x 24)	—
Divided Highway Crossing	R6-3,3a	2B.38	750 x 600 (30 x 24)	900 x 750 (36 x 30)	—	600 x 450 (24 x 18)	—

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

Table 2B-1. Regulatory Sign Sizes (Sheet 3 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway *	Freeway	Minimum	Oversized
No Parking	R7-1,2,2a,3, 4,5,6,7,8, 107,108	2B.39	300 x 450 (12 x 18)	—	—	—	—
Van Accessible	R7-8a,8b	2B.40	450 x 225 (18 x 9)	—	—	300 x 150 (12 x 6)	—
No Parking, Bike Lane	R7-9,9a	9B.09	300 x 450 (12 x 18)	—	—	—	—
No Parking (with transit logo)	R7-107a	2B.39	300 x 750 (12 x 30)	—	—	—	—
No Parking / Restricted Parking (combined sign)	R7-200	2B.40	600 x 450 (24 x 18) 300 x 750 (12 x 30)	—	—	—	—
Tow Away Zone	R7-201,201a	2B.40	300 x 150 (12 x 6)	—	—	—	—
This Side of Sign	R7-202	2B.39	300 x 150 (12 x 6)	—	—	—	—
No Parking on Pavement	R8-1	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Parking Except on Shoulder	R8-2	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Parking	R8-3	2B.39	600 x 750 (24 x 30)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	450 x 600 (18 x 24)	—
No Parking (symbol)	R8-3a	2B.39	600 x 600 (24 x 24)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	300 x 300 (12 x 12)	—
Emergency Parking Only	R8-4	2B.42	750 x 600 (30 x 24)	750 x 600 (30 x 24)	1200 x 900 (48 x 36)	—	—
No Stopping on Pavement	R8-5	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
No Stopping Except on Shoulder	R8-6	2B.39	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
Emergency Stopping Only	R8-7	2B.42	750 x 600 (30 x 24)	1200 x 900 (48 x 36)	—	—	—
Do Not Stop on Tracks	R8-8	2B.42	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	—	—	—
Tracks Out of Service	R8-9	8B.09	600 x 600 (24 x 24)	900 x 900 (36 x 36)	—	450 x 450 (18 x 18)	—
Stop Here When Flashing	R8-10	8B.10	600 x 900 (24 x 36)	—	—	600 x 750 (24 x 30)	—
Walk on Left Facing Traffic	R9-1	2B.43	450 x 600 (18 x 24)	—	—	—	—
Cross Only at Crosswalks	R9-2	2B.44	300 x 450 (12 x 18)	—	—	—	—
No Pedestrian Crossing	R9-3	2B.44	300 x 450 (12 x 18)	—	—	—	—
No Pedestrian Crossing (symbol)	R9-3a	2B.44	450 x 450 (18 x 18)	600 x 600 (24 x 24)	750 x 750 (30 x 30)	—	—
Use Crosswalk	R9-3b	2B.44	450 x 300 (18 x 12)	—	—	—	—
No Hitch Hiking	R9-4	2B.43	450 x 600 (18 x 24)	—	—	450 x 450 (18 x 18)	—
Hitch Hiking Prohibition (symbol)	R9-4a	2B.43	450 x 450 (18 x 18)	—	—	—	—
Bicyclists (symbol) Use Ped Signal	R9-5	9B.10	300 x 450 (12 x 18)	—	—	—	—
Bicyclists (symbol) Yield to Peds	R9-6	9B.10	300 x 450 (12 x 18)	—	—	—	—
Keep Left/Right to Pedestrians & Bicyclists (symbols) – Travel-path Restriction	R9-7	9B.11	300 x 450 (12 x 18)	—	—	—	—
Pedestrian Crosswalk	R9-8	6F.12	900 x 450 (36 x 18)	—	—	—	—
Sidewalk Closed	R9-9	6F.13	750 x 450 (30 x 18)	—	—	—	—

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

Table 2B-1. Regulatory Sign Sizes (Sheet 4 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway*	Freeway	Minimum	Oversized
Sidewalk Closed, Use Other Side	R9-10	6F.13	1200 x 600 (48 x 24)	—	—	—	—
Sidewalk Closed Ahead, Cross Here	R9-11	6F.13	1200 x 900 (48 x 36)	—	—	—	—
Sidewalk Closed, Cross Here	R9-11a	6F.13	1200 x 600 (48 x 24)	—	—	—	—
Cross On Green Light Only	R10-1	2B.45	300 x 450 (12 x 18)	—	—	—	—
Pedestrian Traffic Signal Signs	R10-2, 2a,3,3a,3b, 3c,3d,4,4a,4b	2B.45	225 x 300 (9 x 12)	—	—	—	—
Countdown Pedestrian Sign	R10-3e	2B.45	225 x 375 (9 x 15)	—	—	—	—
Left on Green Arrow Only	R10-5	2B.45	600 x 750 (24 x 30)	—	—	—	1200 x 1500 (48 x 60)
Stop Here on Red	R10-6	2B.45	600 x 900 (24 x 36)	—	—	—	—
~~Stop Here on Red~~	~~R10-6a~~	~~2B.45~~	~~600 x 750 (24 x 30)~~	—	—	—	—
Do Not Block Intersection	R10-7	2B.45	600 x 750 (24 x 30)	—	—	—	—
Use Lane with Green Arrow	R10-8	2B.45	600 x 750 (24 x 30)	900 x 1050 (36 x 42)	—	—	1500 x 1800 (60 x 72)
Left (Right) Turn Signal	R10-10	2B.45	600 x 750 (24 x 30)	—	—	—	—
No Turn on Red	R10-11,~~11a~~	2B.45	600 x 750 (24 x 30)	—	—	—	1200 x 1200 (48 x 48)
~~No Turn on Red~~	~~R10-11b~~	~~2B.45~~	~~600 x 600 (24 x 24)~~	—	—	—	~~750 x 750 (30 x 30)~~
Left Turn Yield on Green	R10-12	2B.45	600 x 750 (24 x 30)	—	—	—	—
Emergency Signal	R10-13	2B.45	900 x 600 (36 x 24)	—	—	—	—
Turning Traffic Must Yield To Pedestrians	R10-15	2B.45	750 x 900 (30 x 36)	—	—	—	—
~~U-Turn Yield to Right Turn~~	~~R10-16~~	~~2B.45~~	~~750 x 900 (30 x 36)~~	—	—	—	—
~~Right on Red Arrow After Stop~~	~~R10-17a~~	~~2B.45~~	~~750 x 900 (30 x 36)~~	—	—	—	—
Traffic Laws Photo Enforced	R10-18	2B.46	900 x 450 (36 x 18)	1200 x 750 (48 x 30)	1800 x 900 (72 x 36)	—	—
Photo Enforced	R10-19	2B.46	600 x 450 (24 x 18)	900 x 750 (36 x 30)	1200 x 900 (48 x 36)	—	—
MON—FRI (and times) (3 lines)	R10-20a	2B.45	600 x 600 (24 x 24)	—	—	—	—
SUNDAY (and times) (2 lines)	R10-20a	2B.45	600 x 450 (24 x 18)	—	—	—	—
Left Turn Signal— Yield on Green	R10-21	2B.45	750 x 900 (30 x 36)	—	—	—	—
Bike Actuation	R10-22	9B.12	300 x 450 (12 x 18)	—	—	—	—

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

Table 2B-1. Regulatory Sign Sizes (Sheet 5 of 5)

Sign	MUTCD Code	Section	Conventional Road	Expressway *	Freeway	Minimum	Oversized
Keep Off Median	R11-1	2B.47	600 x 750 (24 x 30)	—	—	—	—
Road Closed	R11-2	2B.48	1200 x 750 (48 x 30)	—	—	—	—
Road Closed - Local Traffic Only	R11-3,3a, 3b,4	2B.48	1500 x 750 (60 x 30)	—	—	—	—
Weight Limit	R12-1,~~2~~	2B.49	600 x 750 (24 x 30)	900 x 1200 (36 x 48)	—	—	900 x 1200 (36 x 48)
~~Weight Limit~~	~~R12-3~~	~~2B.49~~	~~600 x 900 (24 x 36)~~	—	—	—	—
~~Weight Limit~~	~~R12-4~~	~~2B.49~~	~~900 x 600 (36 x 24)~~	—	—	—	—
Weight Limit	R12-5	2B.49	600 x 900 (24 x 36)	900 x 1200 (36 x 48)	1200 x 1500 (48 x 60)	—	—
~~Metric Plaque~~	~~R12-6~~	~~2B.49~~	~~600 x 225 (24 x 9)~~	—	—	—	—
Weigh Station	R13-1	2B.50	1800 x 1200 (72 x 48)	2400 x 1650 (96 x 66)	3000 x 1100 (120 x 84)	—	—
Truck Route	R14-1	2B.51	600 x 450 (24 x 18)	—	—	—	—
~~Hazardous Material~~	~~R14-2,3~~	~~2B.52~~	~~600 x 600 (24 x 24)~~	~~750 x 750 (30 x 30)~~	~~900 x 900 (36 x 36)~~	—	~~1050 x 1050 (42 x 42)~~
~~National Network~~	~~R14-4,5~~	~~2B.53~~	~~600 x 600 (24 x 24)~~	~~750 x 750 (30 x 30)~~	~~900 x 900 (36 x 36)~~	—	~~1050 x 1050 (42 x 42)~~
Railroad Crossbuck	R15-1	8B.03	1200 x 225 (48 x 9)	—	—	—	—
Look	R15-8	8B.16	900 x 450 (36 x 18)	—	—	—	—

Notes:
1. Larger signs may be used when appropriate.
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height.

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

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Table 2B-2. Meanings of Symbols and Legends on Reversible Lane Control Signs

Symbol / Word Message	Meaning
Red X on white background.	Lane Closed
Upward pointing black arrow on white background. If left turns are permitted, the arrow shall be modified to show left / through arrow.	Lane open for through travel and any turns not otherwise prohibited.
Black two-way left turn arrows on white background and legend ONLY.	Lane may be used only for left turns in either direction (i.e., as a two-way left turn lane).
Black single left turn arrow on white background and legend ONLY.	Lane may be used only for left turns in one direction (without opposing left turns in the same lane).

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Table 2B-101(CA). California Regulatory Signs (Sheet 1 of 6)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~R1(CA)~~	R1-1	STOP	2B.04, 2B.05, 2B.06, 2B.07
~~R1-2(CA)~~	R1-2	YIELD	2B.08, 2B.09, 2B.10
~~R1-3(CA)~~	R1-3	4-WAY	2B.04
~~R1-4(CA)~~	R1-4	ALL WAY	2B.04
~~R2(CA)~~	R2-1	Speed Limit	2B.13, 2B.18
R2-4(CA)	None	Speed Zone Ahead	2B.13
R3(CA)	None	End Speed Limit	2B.13
~~R4(CA)~~	M4-4	TRUCK	2B.13, 2B.14
R6-3(CA)	None	TRUCKS, 3 AXLES OR MORE 55 MAXIMUM	2B.13
R6-3A(CA)	None	TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY	2B.13
R6-4(CA)	None	ALL VEHICLES WHEN TOWING 55 MAXIMUM	2B.13
R6-4A(CA)	None	ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY	2B.13
~~R7(CA)~~	R4-7	Keep Right	2B.33
~~R8(CA)~~	R4-10	RUNAWAY VEHICLES ONLY	2B.32
~~R10(CA)~~	R6-1	ONE WAY	2B.37
~~R10A(CA)~~	R6-2	ONE WAY	2B.37
~~R11(CA)~~	R5-1	DO NOT ENTER	2B.34
~~R11A(CA)~~	R5-1a	WRONG WAY	2B.34, 2B.35
~~R13(CA)~~	~~R10-11a~~	~~NO TURN ON RED~~	2B.45
R13A(CA)	None	No Right Turn on Red	2B.26, 2B.45
R13B(CA)	None	No Left Turn on Red	2B.45
~~R15(CA)~~	R3-3	NO TURNS	2B.19
~~R16(CA)~~	R3-1	No Right Turn	2B.19
~~R17(CA)~~	R3-2	No Left Turn	2B.19
~~R18(CA)~~	R3-7	RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT)	2B.20, 2B.21
R18A(CA)	None	RIGHT (LEFT) LANE MUST EXIT	2B.21
R18B(CA)	None	RIGHT (LEFT) LANE FREEWAY ONLY	2B.21
~~R20(CA)~~	R12-5	Weight Limit	2B.36, 2B.49
R20-1(CA)	None	No Trucks Variable Message	2B.36
R20-1A(CA)	None	NEXT RIGHT Plaque	2B.36
R20A(CA)	None	Weight Limit	2B.49
~~R20B(CA)~~	R5-2	No Trucks	2B.36, 2B.49
R20D(CA) Series	None	Truck Exclusion Plaques	2B.36, 2B.49
R20H(CA)	None	Truck Length Limit	2B.36
R21(CA)	None	Bridge Speed and Weight Limit	2B.36
R22(CA)	None	OK TO PARK ON BRIDGE	2B.39
R23(CA)	None	NO FISHING(JUMPING) FROM BRIDGE	2B.101(CA)
R24(CA)	None	PARK PARALLEL	2B.39
R25(CA)	None	PARK OFF PAVEMENT	2B.39
R26(CA)	None	NO PARKING ANY TIME	2B.39
R26(S) (CA)	None	NO STOPPING ANY TIME	2B.39
R26A(CA)	None	NO PARKING ANY TIME	2B.39
R26A(S) (CA)	None	NO STOPPING ANY TIME	2B.32, 2B.39

Table 2B-101(CA). California Regulatory Signs (Sheet 2 of 6)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
R26B(CA)	None	NO PARKING HERE TO CORNER	2B.39
R26C(CA)	None	NO PARKING HERE TO CORNER	2B.39
~~R26D(CA)~~	R8-3a	No Parking	2B.39
~~R26E(CA)~~	R8-3b,c&d	No Parking Plaques	2B.39
R26F(CA)	None	NO STOPPING FIRE LANE	2B.39
~~R26G(CA)~~	R7-9	NO PARKING BIKE LANE	2B.39
~~R26H(CA)~~	R7-9a	No Parking Bike Lane	2B.39
R26J(CA)	None	TOW-AWAY NO PARKING ANY TIME	2B.39
R27(CA)	None	NO PARKING ON BRIDGE	2B.39
R27A(CA)	None	NO PARKING ON BRIDGE	2B.39
R28(CA)	None	NO PARKING ANY TIME with Arrow	2B.39
R28(S)(CA)	None	NO STOPPING ANY TIME with Arrow	2B.39
R28A(CA)	None	NO PARKING ANY TIME with Arrow	2B.39
R28A(S)(CA)	None	NO STOPPING ANY TIME with Arrow	2B.39
R28B(CA)	None	NO PARKING VEHICLES OVER 6 FT HIGH	2B.39
R29(CA)	None	No Stopping/No Parking Specific Hours	2B.39
R30(CA)	None	No Parking Specific Hours	2B.39
R30A(CA)	None	No Parking Specific Hours	2B.39
R31(CA)	None	No Parking/Parking Specific Hours	2B.39
R31(S)(CA)	None	No Stopping/Parking Specific Hours	2B.39
R32(CA)	None	Limited Hour Parking Specific Hours	2B.39
R32A(CA)	None	Limited Minute Parking Specific Hours	2B.39
R32B(CA)	None	No Parking/Limited Hour Parking Specific Hours	2B.39
R33(CA)	None	No Left Turn Specific Hours	2B.19
R33A(CA)	None	No Left Turn Specific Hours	2B.19
R33B(CA)	None	No Left Turn Specific Hours EXCEPT BUSES AND CARPOOLS	2B.26
R33C(CA)	None	No Left Turn WHEN METERED EXCEPT BUSES AND CARPOOLS	2B.26
~~R34(CA)~~	R3-4	No U-Turn	2B.19
R34-2(CA)	R3-18	No U-Turn/No Left Turn	2B.19
R35(CA)	R14-1	TRUCK ROUTE	2B.51
R36(CA)	None	Commercial Vehicle Weight Exclusion	2B.49
R37(CA)	None	Tow-Away No Stopping/No Parking Specific Hours	2B.39
R38(CA)	None	Tow-Away No Parking/Limited Hour Parking Specific Hours	2B.39
R38(S) (CA)	None	Tow-Away No Stopping/Limited Hour Parking Specific Hours	2B.39
R40(CA)	None	TWO WAY TRAFFIC AHEAD	2B.102(CA)
~~R43(CA)~~	R5-10c	PEDESTRIANS PROHIBITED	2B.36
~~R44(CA)~~	R5-10a	PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED	2B.36
R44A(CA)	None	Bike Path Exclusion	9B.07
R44B(CA)	None	BICYCLES MOTOR-DRIVEN CYCLES MUST EXIT	9B.101(CA)
R44C(CA)	None	BICYCLES MUST EXIT	9B.101(CA)
~~R45(CA)~~	R8-4	EMERGENCY PARKING ONLY	2B.39, 2B.42

Table 2B-101(CA). California Regulatory Signs (Sheet 3 of 6)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
R47(CA)	None	$1000 FINE FOR LITTERING	2B.103(CA)
R47A(CA)	None	$1000 FINE FOR ANIMAL ABANDONMENT	2B.103(CA)
R48(CA)	None	SPEED ENFORCED BY RADAR	2B.13
R48-1(CA)	None	RADAR ENFORCED	2B.13
R48-2(CA)	None	SPEED ENFORCED BY AIRCRAFT	2B.13
R50(CA)	None	TURNOUT ¼ MILE	2B.32
R51(CA)	None	TURNOUT	2B.32
R52(CA)	None	SLOWER TRAFFIC USE TURNOUTS	2B.32
R52A(CA)	None	SLOWER TRAFFIC USE TURNOUTS TO ALLOW PASSING	2B.32
~~R53(CA)~~	R4-6	TRUCK LANE	2B.32
R53A(CA)	None	END TRUCK LANE	2B.32
R53B(CA)	None	TRUCKS RIGHT LANE ONLY	2B.32
~~R53C(CA)~~	R4-5	TRUCKS USE RIGHT LANE	2B.32
R53D(CA)	None	AUTOS WITH TRAILERS - TRUCKS - PROHIBITED	2B.36
R53E(CA)	None	END TRUCK LANE CONTROL	2B.32
R55(CA)	None	YIELD TO UPHILL TRAFFIC	2B.32
~~R56(CA)~~	R4-3	SLOWER TRAFFIC KEEP RIGHT	2B.13, 2B.31, 2B.32
R57(CA)	None	BEGIN FREEWAY	2B.42
R58(CA)	None	END FREEWAY	2B.42
~~R59(CA)~~	R3-5	Mandatory Movement Lane Control	2B.20, 2B.21
~~R60A(CA)~~	R3-6	Optional Movement Lane Control	2B.20, 2B.22
R60B(CA)	None	Optional Movement Lane Control	2B.22
R61(CA) Series	None	Intersection Lane Control	2B.20
~~R62A(CA)~~	R10-4	PUSH BUTTON FOR WALK SIGNAL	2B.45
~~R62B(CA)~~	R10-3	PUSH BUTTON FOR GREEN LIGHT	2B.45
R62C(CA)	None	Bike/Push Button for Green Light	9B.10
~~R62D(CA)~~	R10-4b	Push Button for Walk Signal	2B.45
R62E(CA)	None	PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION	2B.45
~~R63(CA)~~	R4-1	DO NOT PASS	2B.29
~~R65(CA)~~	R8-8	DO NOT STOP ON TRACKS	2B.42, 8B.07, 10C.05
~~R66(CA)~~	R10-7	DO NOT BLOCK INTERSECTION	2B.45
~~R67(CA)~~	R3-9a	Two-Way Left Turn Only (Overhead-mounted)	2B.24
R70(CA)	None	TRUCKS OK	2B.32
~~R72(CA)~~	S4-2	WHEN CHILDREN ARE PRESENT	7B.11
R73(CA) Series	None	Intersection Lane Control	2B.19, 2B.20
~~R73-7(CA)~~	R10-12	LEFT TURN YIELD ON GREEN (Symbolic Green Ball)	2B.45
R73-9(CA)	None	AT SIGNAL	2B.45
R74(CA)	None	CHAIN INSTALLATION ONLY	2B.39
R75(CA)	None	CHAINS REQUIRED (X MILE (X MILES)) AHEAD	2B.39
R76(CA)	None	CHAINS REQUIRED	2B.39
R76-1(CA)	None	ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER	2B.39
R77(CA)	None	NO EXCEPTIONS	2B.39
R78(CA)	None	END CHAIN CONTROL	2B.39

Table 2B-101(CA). California Regulatory Signs (Sheet 4 of 6)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
R79(CA)	None	AUTOS & PICKUPS SNOW TIRES OK – CARRY CHAINS	2B.39
R80-1(CA)	None	4-W DRIVE WITH SNOW TIRES OK – CARRY CHAINS	2B.39
R81(CA)	None	Bike Lane	9B.04
R81A(CA)	None	BEGIN	9B.04
R81B(CA)	None	END	9B.04
R82-1(CA)	None	CARPOOL LANE AHEAD ___ MILE	2B.26
R82A(CA)	None	Specific Hours/Days Plaque	2B.32
R82B(CA)	None	Specific Hours/Days Plaque	2B.26
R84-1(CA)	None	END CARPOOL LANE	2B.26
R84-2(CA)	None	CAR POOL LANE ENDS ___ MILE	2B.26
R86(CA)	None	LEFT LANE CARPOOLS ONLY Specific Hours/Days	2B.26
R86-2(CA)	None	LEFT LANE CARPOOLS ONLY	2B.26
R86-3(CA)	None	LEFT LANE CARPOOLS ONLY Specific Hours/Days	2B.26
R87-1(CA)	None	CARPOOLS ONLY ___ OR MORE PERSONS PER VEHICLE	2B.26
R87-2(CA)	None	Route Shield CARPOOLS ONLY ___ OR MORE PERSONS PER VEHICLE	2B.26
R88(CA)	None	LEFT (CENTER OR RIGHT) LANE DO NOT STOP (BUSES ONLY)	2B.26
R89(CA)	None	1 CAR (2 CARS) PER GREEN	2B.26
R89-1(CA)	None	1 CAR (2 CARS) PER GREEN EACH LANE	2B.26
R89-2(CA)	None	1 CAR (2 CARS) PER GREEN THIS LANE	2B.26
R89-3(CA)	None	RIGHT (LEFT) LANE THIS SIGNAL	2B.26
~~R90(CA)~~	R10-6	STOP HERE ON RED	2B.26, 2B.45
R90-1(CA)	None	ALL VEHICLES STOP ON RED	2B.26
R91(CA)	None	LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY Specific Hours/Days	2B.26
R91-1(CA)	None	LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY WHEN METERED	2B.26
R91-2(CA)	None	(HOV) NO TRUCKS OVER 5 TONS OR VEHICLES WITH TRAILERS	2B.26
R91-3(CA)	None	LEFT (RIGHT OR CENTER) CARPOOLS ___ OR MORE ONLY	2B.26
R91B(CA)	None	AUTOS/PICKUPS 2 SEATERS WITH 2 PERSONS OK	2B.26
R92(CA)	None	BUSES ONLY CARPOOLS OK Specific Hours/Days	2B.26
R93-2(CA)	None	CARPOOL IS ___ OR MORE PERSONS PER VEHICLE	2B.26
R93A(CA)	None	VEHICLES WITH DMV CLEAN AIR DECAL OK	2B.26
R94(CA)	None	Mandatory/Optional Carpool Movement Lane Control	2B.26
~~R95(CA)~~	R5-6	No Bicycles	2B.36, 9B.08
~~R96(CA)~~	R9-3a	No Pedestrian Crossing	2B.36, 2B.44
~~R96B(CA)~~	R9-3b	USE CROSSWALK	2B.44
~~R98(CA)~~	R6-3a	Divided Highway Crossing (T)	2B.38
~~R98A(CA)~~	R6-3	Divided Highway Crossing (4-Leg)	2B.38
R99(CA)	None	Disabled Parking Only	2B.39
~~R99A(CA)~~	R7-8a, R7-8b	VAN ACCESSIBLE	2B.39, 2B.40

Table 2B-101(CA). California Regulatory Signs (Sheet 5 of 6)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
R100A(CA)	None	TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED	2B.39
R100B(CA)	None	Disabled Tow-Away	2B.39
R101(CA)	None	PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED	2B.104(CA)
R102(CA)	None	Hazardous Waste Prohibited	2B.52
R102A(CA)	None	HAZARDOUS WASTE PROHIBITED	2B.52
R103(CA)	None	Hazardous Waste Permitted	2B.52
R103A(CA)	None	HAZARDOUS WASTE PERMITTED	2B.52
R104(CA)	None	Hazardous Material Prohibited	2B.52
R104A(CA)	None	HAZARDOUS MATERIAL PROHIBITED	2B.52
R105(CA)	None	Hazardous Material Permitted	2B.52
R105A(CA)	None	HAZARDOUS MATERIAL PERMITTED	2B.52
SR2(CA)	None	Rest Area Disclaimer	2B.105(CA)
SR5-1(CA)	None	KEEP RIGHT EXCEPT TO PASS	2B.29
SR6-1(CA)	None	WAIT HERE UNTIL SCALE CLEAR	2B.50
SR7-1(CA)	None	RELEASE BRAKES WHILE ON SCALE	2B.50
SR8-1(CA)	None	SET PARKING BRAKES	2B.50
SR9-1(CA)	None	LOADED	2B.50
SR10-1(CA)	None	EMPTY	2B.50
SR11-1(CA)	None	EMPTY 5 MPH	2B.50
SR12-1(CA)	None	LOADED 3 MPH	2B.50
SR13-1(CA)	None	Theft CHP Plaque	2B.50
SR15(CA)	None	Seat Belt	2B.54
SR15A(CA)	None	SAFETY BELT LAW ENFORCED	2B.54
SR17(CA)	None	TRUCKS NOT GIVEN BYPASS SIGNAL MUST ENTER OPEN SCALES	2B.50
SR18(CA)	None	NO EXPLOSIVES OR FLAMMABLES	2B.52
SR19-1(CA)	None	EXPLOSIVES AND CORROSIVES PROHIBITED WITHOUT PERMIT	2B.52
SR20-1(CA)	None	SNOW NOT REMOVED BEYOND HERE	2B.39
SR22-1(CA)	None	DUMPING PROHIBITED	2B.106(CA)
SR23-1(CA)	None	NO HOUSEHOLD GARBAGE	2B.106(CA)
SR27-1(CA)	None	ONE LANE BRIDGE FOR TRUCKS AND BUSES	5C.06
~~SR28(CA)~~	R11-1	KEEP OFF MEDIAN	2B.47
~~SR29(CA)~~	R12-1	Weight Limit	2B.49
SR39A(CA)	None	LEFT TURN ON GREEN ARROW ONLY – NO U TURN	2B.45
SR39A(U) (CA)	None	LEFT OR U TURN ON GREEN ARROW ONLY	2B.45
SR40(CA)	None	Width Limit	2B.50
SR41(CA)	None	ALL BUSES STOP AT SCALES	2B.50
SR42(CA)	None	ALL BUSES with Arrow	2B.50
SR43(CA)	None	GOLF CARTS OK DAYLIGHT HOURS	2B.107(CA)
SR44(CA)	None	Bus and Truck Registration	2B.108(CA)
~~SR45(CA)~~	R4-7a	KEEP RIGHT with Arrow	2B.33

Table 2B-101(CA). California Regulatory Signs (Sheet 6 of 6)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~SR45A(CA)~~	R4-7b	KEEP RIGHT with Arrow	2B.33
SR46(CA)	None	EMERGENCY ACCESS KEEP CLEAR	2B.109(CA)
SR47(CA)	None	OFF HIGHWAY VEHICLE COMBINED USE NEXT (X) MILES	2B.110(CA)
SR48(CA)	None	NO OFF HIGHWAY VEHICLES BEYOND THIS POINT	2B.110(CA)
SR49(CA)	None	TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST	2B.39
SR50-1(CA)	None	CARPOOL VIOLATION $___ MINIMUM FINE	2B.26
SR50-2(CA)	None	CARPOOL VIOLATION $___ MINIMUM FINE	2B.26
~~SR51(CA)~~	R1-2a	TO ONCOMING TRAFFIC	2B.08
~~SR52(CA)~~	R15-6	No Vehicles On Tracks	10C.12
SR53(CA)	None	SPECIAL DRIVING ZONE BEGINS HERE – DOUBLE FINE ZONE	2B.17
SR54(CA)	None	DOUBLE FINE ZONE	2B.17
SR55(CA)	None	SPECIAL DRIVING ZONE ENDS HERE	2B.17
SR56(CA)	None	Traffic Signal PHOTO ENFORCED	2B.46
SR57(CA)	None	ALL TRUCKS – 2 AXLE AND MORE – STOP AT SCALE	2D.46
SR58(CA)	None	RED LIGHT VIOLATION $___ FINE	2B.46
SR59(CA)	None	TRAFFIC FINES DOUBLED	7B.101(CA)
S3-1(CA)	None	FREEWAY – ACCESS RIGHTS RESTRICTED ON THIS SECTION OF THE HIGHWAY	2B.36
S8(CA)	None	STATE PROPERTY – NO DUMPING – NO PARKING – NO TRESPASSING	2B.111(CA)
S20(CA)	None	STATE PROPERTY – ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED	2B.111(CA)
S21(CA)	None	Weigh Station Repair Service Plaque	2B.50
S22(CA)	None	NO LOITERING, CAMPING, VENDING OR PARKING OF VEHICLES 30 FEET OR LONGER	2D.41
S23(CA)	None	Rest Area/Vista Point 8 Hour Parking	2D.42
S24(CA)	None	NO SOLICITING	2D.42
S30-1(CA)	None	DAYLIGHT HEADLIGHT SECTION	2B.112(CA)
S30-2(CA)	None	TURN ON HEADLIGHTS NEXT X MILES	2B.112(CA)
S30-3(CA)	None	END DAYLIGHT HEADLIGHT SECTION	2B.112(CA)
S30-4(CA)	None	TURN ON HEADLIGHTS	2B.112(CA)
S30-5(CA)	None	CHECK HEADLIGHTS	2B.112(CA)
S33(CA)	None	Safety Corridor	2B.113(CA)
S34(CA)	None	Highway Patrol PARKING ONLY	2D.42

Table 2B-102(CA). MUTCD Regulatory Signs (Sheet 1 of 6)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
M4-4	~~R4(CA)~~	TRUCK	2B.13, 2B.14
R1-1	~~R1(CA)~~	STOP	2B.04, 2B.05, 2B.06, 2B.07
R1-2	~~R1-2(CA)~~	YIELD	2B.08, 2B.09, 2B.10
R1-2a	~~SR51(CA)~~	TO ONCOMING TRAFFIC	2B.08
R1-3	~~R1-3(CA)~~	4-WAY	2B.04
R1-4	~~R1-4(CA)~~	ALL WAY	2B.04
R1-5	None	Yield Here To Pedestrians	2B.11
R1-5a	None	Yield Here To Pedestrians	2B.11
R1-6	None	In-Street Pedestrian Crossing	2B.12
~~R1-6a~~	None	~~In-Street Pedestrian Crossing~~	2B.12
R2-1	~~R2(CA)~~	Speed Limit	2B.13, 2B.18
~~R2-2~~	None	~~Truck Speed Limit~~	2B.14
R2-3	None	Night Speed Limit	2B.15
R2-4	None	Minimum Speed Limit	2B.16
R2-4a	None	Speed Limit/ Minimum Speed Limit	2B.16
~~R2-5~~	None	~~Reduced Speed Ahead~~	Introduction, Page I-4
R2-6	None	FINES HIGHER	2B.17
R3-1	~~R16(CA)~~	No Right Turn	2B.19
~~R3-1a~~	None	~~No Right Turn Across Tracks~~	8B.06, 10C.09
R3-2	~~R17(CA)~~	No Left Turn	2B.19
~~R3-2a~~	None	~~No Left Turn Across Tracks~~	8B.06, 10C.09
R3-3	~~R15(CA)~~	NO TURNS	2B.19
R3-4	~~R34(CA)~~	No U-Turn	2B.19
R3-5	~~R59(CA)~~	Mandatory Movement Lane Control	2B.20, 2B.21
R3-5a	None	Straight Through Only	2B.20, 2B.21
R3-5b	None	LEFT LANE	2B.21
R3-5c	None	HOV 2+	2B.21
R3-5d	None	TAXI LANE	2B.21
R3-5e	None	CENTER LANE	2B.21
R3-5f	None	RIGHT LANE	2B.21
R3-5g	None	BUS LANE	2B.21
R3-6	~~R60A(CA)~~	Optional Movement Lane Control	2B.20, 2B.22
R3-7	~~R18(CA)~~	RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT)	2B.20, 2B.21
R3-8	None	Advance Intersection Lane Control	2B.20, 2B.23
R3-8a	None	Advance Intersection Lane Control	2B.20, 2B.23
R3-8b	None	Advance Intersection Lane Control	2B.20, 2B.23
R3-9a	~~R67(CA)~~	Two-Way Left Turn Only (Overhead-mounted)	2B.24
R3-9b	None	Two-Way Left Turn Only (Ground-mounted)	2B.24
~~R3-9c~~	None	~~Reversible Lane Control~~	Introduction, Page I-4
R3-9d	None	Reversible Lane Control	2B.25
~~R3-9e~~	None	~~Reversible Lane Control~~	Introduction, Page I-4
R3-9f	None	Reversible Lane Control	2B.25
R3-9g	None	Reversible Lane Control	2B.25

Table 2B-102(CA). MUTCD Regulatory Signs (Sheet 2 of 6)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
R3-9h	None	Reversible Lane Control	2B.25
R3-9i	None	Reversible Lane Control	2B.25
~~R3-10~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-10a~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-10b~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-11~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-11a~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-11b~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-11c~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-12~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-12a~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-12b~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-13~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-13a~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-14~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-14a~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-14b~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-15~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-15a~~	None	~~Preferential Only Lane~~	2B.26, 2B.28
~~R3-17~~	None	~~BIKE LANE~~	9B.04
~~R3-17a~~	None	~~AHEAD~~	9B.04
~~R3-17b~~	None	~~ENDS~~	9B.04
R3-18	~~R34-2(CA)~~	No U-Turn/No Left Turn	2B.19
R4-1	~~R63(CA)~~	DO NOT PASS	2B.29
R4-2	None	PASS WITH CARE	2B.30
R4-3	~~R56(CA)~~	SLOWER TRAFFIC KEEP RIGHT	2B.13, 2B.31, 2B.32
R4-4	None	BEGIN RIGHT TURN LANE YIELD TO BIKES	9B.05
R4-5	~~R53C(CA)~~	TRUCKS USE RIGHT LANE	2B.32
R4-6	~~R53(CA)~~	TRUCK LANE	2B.32
R4-7	~~R7(CA)~~	Keep Right	2B.33
R4-7a	~~SR45(CA)~~	KEEP RIGHT with Arrow	2B.33
R4-7b	~~SR45A(CA)~~	KEEP RIGHT with Arrow	2B.33
R4-8	None	Keep Left	2B.33
R4-9	None	STAY IN LANE	6F.11
R4-10	~~R8(CA)~~	RUNAWAY VEHICLES ONLY	2B.32
R5-1	~~R11(CA)~~	DO NOT ENTER	2B.34
R5-1a	~~R11A(CA)~~	WRONG WAY	2B.34, 2B.35
R5-1b	None	Bicycle WRONG WAY	9B.06
R5-2	~~R20B(CA)~~	No Trucks	2B.36, 2B.49
R5-2a	None	NO TRUCKS	2B.36
R5-3	None	NO MOTOR VEHICLES	2B.36, 9B.07
R5-4	None	COMMERCIAL VEHICLES EXCLUDED	2B.36
R5-5	None	TRUCKS (VEHICLES) WITH LUGS PROHIBITED	2B.36
R5-6	~~R95(CA)~~	No Bicycles	2B.36, 9B.08

Table 2B-102(CA). MUTCD Regulatory Signs (Sheet 3 of 6)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
R5-7	None	NON-MOTORIZED TRAFFIC PROHIBITED	2B.36
R5-8	None	MOTOR-DRIVEN CYCLES PROHIBITED	2B.36
R5-10a	~~R44(CA)~~	PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES PROHIBITED	2B.36
R5-10b	None	PEDESTRIANS AND BICYCLES PROHIBITED	2B.36
R5-10c	~~R43(CA)~~	PEDESTRIANS PROHIBITED	2B.36
R6-1	~~R10(CA)~~	ONE WAY	2B.37
R6-2	~~R10A(CA)~~	ONE WAY	2B.37
R6-3	~~R98A(CA)~~	Divided Highway Crossing (4-Leg)	2B.38
R6-3a	~~R98(CA)~~	Divided Highway Crossing (T)	2B.38
R7-1	None	NO PARKING ANY TIME	2B.39
R7-2	None	NO PARKING 8:30 AM TO 5:30 PM	2B.39
R7-2a	None	No Parking 8:30 AM TO 5:30 PM	2B.39
R7-3	None	NO PARKING EXCEPT SUNDAYS AND HOLIDAYS	2B.39
R7-4	None	NO STANDING ANY TIME	2B.39
R7-5	None	ONE HOUR PARKING 9 AM-7 PM	2B.39
R7-6	None	NO PARKING LOADING ZONE	2B.39
R7-7	None	NO PARKING BUS STOP	2B.39
R7-8	None	RESERVED PARKING for persons with disabilities	2B.39
R7-8a	~~R99A(CA)~~	VAN ACCESSIBLE	2B.40
R7-8b	~~R99A(CA)~~	VAN ACCESSIBLE	2B.40
R7-9	~~R26G(CA)~~	NO PARKING BIKE LANE	2B.39
R7-9a	~~R26H(CA)~~	No Parking Bike Lane	2B.39
R7-107	None	NO PARKING BUS STOP	2B.39
R7-107a	None	No Parking Bus Stop	2B.40
R7-108	None	2 HR PARKING 8:30 AM TO 5:30 PM	2B.39
R7-200	None	red Parking Prohibition/green Permissive Parking	2B.40
R7-201	None	TOW-AWAY ZONE	2B.40
R7-201a	None	Tow-Away Zone	2B.40
R7-202	None	THIS SIDE OF SIGN	2B.39
R7-203	None	EMERGENCY SNOW ROUTE NO PARKING IF OVER 2 INCHES	2B.39
R8-1	None	NO PARKING ON PAVEMENT	2B.39, 2B.40
R8-2	None	NO PARKING EXCEPT ON SHOULDER	2B.39, 2B.40
R8-3	None	NO PARKING	2B.39, 2B.40
R8-3a	~~R26D(CA)~~	No Parking	2B.39, 2B.40
R8-3b	~~R26E(CA)~~	No Parking Plaque	2B.40
R8-3c	~~R26E(CA)~~	ON PAVEMENT	2B.40
R8-3d	~~R26E(CA)~~	ON BRIDGE	2B.40
R8-4	~~R45(CA)~~	EMERGENCY PARKING ONLY	2B.39, 2B.42
R8-5	None	NO STOPPING ON PAVEMENT	2B.39
R8-6	None	NO STOPPING EXCEPT ON SHOULDER	2B.39
R8-7	None	EMERGENCY STOPPING ONLY	2B.42
R8-8	~~R65(CA)~~	DO NOT STOP ON TRACKS	2B.42, 8B.07, 10C.05

Table 2B-102(CA). MUTCD Regulatory Signs (Sheet 4 of 6)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
R8-9	None	TRACKS OUT OF SERVICE	8B.09, 10C.06
R8-10	None	STOP HERE WHEN FLASHING	8B.10, 10C.08
R9-1	None	WALK ON LEFT FACING TRAFFIC	2B.43
R9-2	None	CROSS ONLY AT CROSSWALKS	2B.44
R9-3	None	NO PEDESTRIAN CROSSING	2B.44
R9-3a	~~R96(CA)~~	No Pedestrian Crossing	2B.36, 2B.44
R9-3b	~~R96B(CA)~~	USE CROSSWALK	2B.44
R9-3c	None	RIDE WITH TRAFFIC	9B.06
R9-4	None	NO HITCHHIKING	2B.43
R9-4a	None	No Hitchhiking	2B.43
R9-5	None	Bicycles USE PED SIGNAL	9B.10
R9-6	None	Bicycles YIELD TO PEDS	9B.10
R9-7	None	Shared-Use Path Restriction	9B.11
R9-8	None	PEDESTRIAN CROSSWALK	6F.12
R9-9	None	SIDEWALK CLOSED	6F.13
R9-10	None	SIDEWALK CLOSED, (ARROW) USE OTHER SIDE	6F.13
R9-11	None	SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE	6F.13
R9-11a	None	SIDEWALK CLOSED, (ARROW) CROSS HERE	6F.13
R10-1	None	CROSS ON GREEN LIGHT ONLY	2B.45
R10-2	None	CROSS ON WALK SIGNAL ONLY	2B.45
R10-2a	None	Cross on Walk Signal Only	2B.45
R10-3	~~R62B(CA)~~	PUSH BUTTON FOR GREEN LIGHT	2B.45
R10-3a	None	TO CROSS STREET PUSH BUTTON WAIT FOR GREEN LIGHT	2B.45
R10-3b	None	Educational Sign for symbol type Pedestrian Indication at Signalized Intersections	2B.45
R10-3c	None	Educational Sign for word type Pedestrian Indication at Signalized Intersections	2B.45
R10-3d	None	Educational Sign for symbol type Pedestrian Indication at Signalized Intersections to cross to median	2B.45
R10-3e	None	Educational Sign for symbol type Pedestrian Indication at Signalized Intersections incorporating countdown timer	2B.45
R10-4	~~R62A(CA)~~	PUSH BUTTON FOR WALK SIGNAL	2B.45
R10-4a	None	PUSH BUTTON WAIT FOR WALK SIGNAL	2B.45
R10-4b	~~R62D(CA)~~	Push Button for Walk Signal	2B.45
R10-5	None	LEFT ON GREEN ARROW ONLY	2B.45
R10-6	~~R90(CA)~~	STOP HERE ON RED	2B.26, 2B.45
~~R10-6a~~	None	~~STOP HERE ON RED~~	2B.45
R10-7	~~R66(CA)~~	DO NOT BLOCK INTERSECTION	2B.45
R10-8	None	USE LANE(S) WITH GREEN ARROW	2B.45
R10-10	None	LEFT(RIGHT) TURN SIGNAL	2B.45, 4D.06, 4D.07, 4D.08
R10-11	None	Symbolic NO TURN ON RED	2B.45
~~R10-11a~~	~~R13(CA)~~	~~NO TURN ON RED~~	2B.45

Table 2B-102(CA). MUTCD Regulatory Signs (Sheet 5 of 6)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
~~R10-11b~~	None	~~NO TURN ON RED~~	2B.45
R10-12	~~R73-7(CA)~~	LEFT TURN YIELD ON GREEN (Symbolic Green Ball)	2B.45
R10-13	None	EMERGENCY SIGNAL	2B.45
R10-15	None	TURNING TRAFFIC MUST YIELD TO PEDESTRIANS	2B.45
~~R10-16~~	None	~~U-TURN YIELD TO RIGHT TURN~~	2B.45
~~R10-17a~~	None	~~RIGHT (LEFT) ON RED ARROW AFTER STOP~~	2B.45
R10-18	None	TRAFFIC LAWS PHOTO ENFORCED	2B.46
R10-19	None	PHOTO ENFORCED	2B.46
R10-20a	None	MON-FRI 7-9 AM 4-7 PM	2B.45
R10-21	None	LEFT TURN SIGNAL YIELD ON GREEN (symbolic green ball)	2B.45
R10-22	None	Bicycle Signal Actuation	9B.12
R11-1	~~SR28(CA)~~	KEEP OFF MEDIAN	2B.47
R11-2	~~C2(CA)~~	ROAD (STREET) CLOSED	2B.48, 6F.08, 6F.53
R11-3	None	ROAD CLOSED—LOCAL TRAFFIC ONLY	2B.48
R11-3a	~~C3(CA)~~	ROAD CLOSED XX MILES AHEAD, LOCAL TRAFFIC ONLY	2B.48, 6F.09, 6F.53
R11-3b	None	BRIDGE OUT XX MILES AHEAD, LOCAL TRAFFIC ONLY	2B.48, 5B.04
R11-4	~~C3A(CA)~~	ROAD (STREET) CLOSED TO THRU TRAFFIC	2B.48, 6F.09, 6F.53
R12-1	~~SR29(CA)~~	Weight Limit	2B.49
~~R12-2~~	None	~~AXLE WEIGHT LIMIT X t (XX TONS)~~	2B.49
~~R12-3~~	None	~~NO TRUCKS OVER X t (XX TONS) EMPTY WT~~	2B.49
~~R12-4~~	None	~~WEIGHT LIMIT X t (XX TONS) PER AXLE, X t (XX TONS) GROSS~~	2B.49
R12-5	~~R20(CA)~~	Weight Limit	2B.36, 2B.49
~~R12-6~~	None	~~METRIC~~	2B.49
R13-1	None	ALL TRUCKS/COMMERCIAL VEHICLES NEXT RIGHT	2B.50
R14-1	~~R35(CA)~~	TRUCK ROUTE	2B.51
~~R14-2~~	None	~~Hazardous Material Route~~	2B.52
~~R14-3~~	None	~~Hazardous Material Prohibition~~	2B.52
~~R14-4~~	None	~~National Network~~	2B.53
~~R14-5~~	None	~~National Network Prohibition~~	2B.53
R15-1	None	Highway-Rail Grade Crossing	8B.03, 10C.02
R15-2	None	Number of Tracks	8B.03, 10C.02
~~R15-3~~	None	~~EXEMPT~~	8B.05, 10C.10
R15-4a	None	Light Rail Transit Only Lane (Right Lane)	10C.13
R15-4b	None	Light Rail Transit Only Lane (Left Lane)	10C.13
R15-4c	None	Light Rail Transit Only Lane (Center Lane)	10C.13
R15-5	None	Do Not Pass Light Rail Transit	10C.14
R15-5a	None	DO NOT PASS STOPPED TRAIN	10C.14
R15-6	~~SR52(CA)~~	No Vehicles On Tracks	10C.12
R15-6a	None	DO NOT DRIVE ON TRACKS	10C.12
R15-7	None	Divided Highway With Light Rail Transit Crossing	10C.11
R15-7a	None	Divided Highway With Light Rail Transit Crossing (T-Intersection)	10C.11

Table 2B-102(CA). MUTCD Regulatory Signs (Sheet 6 of 6)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
R15-8	None	LOOK	8B.16, 10C.03
S4-2	~~R72(CA)~~	WHEN CHILDREN ARE PRESENT	7B.11
S5-2	~~W65-1(CA)~~	END SCHOOL ZONE	7B.13

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Table 2B-103(CA) Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
20 km/h (15 mph)	State or local authority	▪ Railroad grade crossing with obstructed view ▪ Uncontrolled highway intersection with obstructed view ▪ An alley	22352.a.1
20 & 30 km/h (15 & 20 mph)	State or local authority	Where the prima facie speed of 40 km/h (25 mph) is more than is reasonable or safe ▪ Narrow street not exceeding 7.6 m (25 feet) other than a State Highway in a business or residential area or in a public park ▪ Road near a school or senior center facility	22358.3 & 22358.4
40 km/h (25 mph)	State or local authority	▪ Any highway other than a State highway in any business or residential district ▪ A street contiguous to senior citizen facility other than a State highway ▪ Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities	22352.a.2 & 22357.1

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Table 2B-104(CA) Optional Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway facility	CVC Section
40 to 100 km/h (25 to 60 mph)	State Department of Transportation	State highway, based on an E&TS where the limit of 110 km/h (65 mph) is more than is reasonable or safe	22354
40 to 100 km/h (25 to 60 mph)	Local city council or county board of supervisors for the State Department of Transportation	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
40 to 110 km/h (25 to 65 mph)	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 40 km/h (25 mph) would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
30 to 80 km/h (20 to 50 mph) for Trucks	State or local authority	Highways under their respective jurisdiction where 90 km/h (55 mph) is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 90 km/h (55 mph)	State or local authority	• Two-lane, undivided highway • Any highway if driving any of the following vehicles: a. Motortruck or truck tractor with > 3 axles b. Passenger vehicle or bus towing any other vehicle c. School bus transporting any school pupil d. A farm labor vehicle when transporting passengers e. A vehicle transporting explosives f. A trailer bus	22349.b & .c and 22406
Maximum Speed Limit of 110 km/h (65 mph)	State or local authority	Any highway, posted at 110 (65 mph) based upon an E&TS, for vehicles not subject to CVC 22406	223349(a) & 22349
Maximum Freeway Speed Limit 110 km/h (70 mph)	State Department of Transportation	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate designs standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

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CHAPTER 2C. WARNING SIGNS

Section 2C.01 Function of Warning Signs

Support:

Warning signs call attention to unexpected conditions on or adjacent to a highway or street and to situations that might not be readily apparent to road users. Warning signs alert road users to conditions that might call for a reduction of speed or an action in the interest of safety and efficient traffic operations.

Section 2C.02 Application of Warning Signs

Standard:

The use of warning signs shall be based on an engineering study or on engineering judgment.

Guidance:

The use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs. In situations where the condition or activity is seasonal or temporary, the warning sign should be removed or covered when the condition or activity does not exist.

Support:

The categories of warning signs are shown in Table 2C-1.

Warning signs specified herein cover most of the conditions that are likely to be encountered. Additional warning signs for low-volume roads (as defined in Section 5A.01), temporary traffic control zones, school areas, highway-rail grade crossings, bicycle facilities, and highway-light rail transit grade crossings are discussed in Parts 5 through 10, respectively.

Option:

Word message warning signs other than those specified in this Manual may be developed and installed by State ~~and local highway agencies~~ Department of Transportation (See Section 2A.06).

Warning signs may be supplemented with a yellow flashing beacon.

Section 2C.03 Design of Warning Signs

Standard:

All warning signs shall be diamond-shaped (square with one diagonal vertical) with a black legend and border on a yellow background unless specifically designated otherwise. Warning signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the "Standard Highway Signs" book (see Section 1A.11).

Option:

Warning signs regarding conditions associated with pedestrians, bicyclists, playgrounds, school buses, and schools may have a black legend and border on a yellow background or a black legend and border on a fluorescent yellow-green background.

Support:

Sign design details are contained in FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Table 2C-101(CA) shows a list of California Warning Signs.

Table 2C-102(CA) shows a list of MUTCD Warning Signs.

The use of educational plaques to supplement symbol signs is described in Section 2A.13.

Section 2C.04 Size of Warning Signs

Standard:

The sizes for warning signs ~~shall~~ should **be as shown in Table 2C-2.**

Guidance:

The Conventional Road size should be used on conventional roads.

The Freeway and Expressway sizes should be used for higher-speed applications to provide larger signs for increased visibility and recognition.

Option:

The Minimum size may be used on low-speed roadways where the reduced legend size would be adequate for the warning or where physical conditions preclude the use of the other sizes.

Oversized signs and larger sizes may be used for those special applications where speed, volume, or other factors result in conditions where increased emphasis, improved recognition, or increased legibility would be desirable.

Standard:

The minimum size for supplemental warning plaques shall be as shown in Table 2C-3.

Option:

Signs larger than those shown in Tables 2C-2 and 2C-3 may be used (see Section 2A.12).

Section 2C.05 Placement of Warning Signs

Support:

For information on placement of warning signs, see Sections 2A.16 to 2A.21.

The total time needed to perceive and complete a reaction to a sign is the sum of the times necessary for Perception, Identification (understanding), Emotion (decision making), and Volition (execution of decision), and is called the PIEV time. The PIEV time can vary from several seconds for general warning signs to 6 seconds or more for warning signs requiring high road user judgment.

Table 2C-4 lists suggested sign placement distances for two conditions. This table is provided as an aid for determining warning sign location.

Guidance:

Warning signs should be placed so that they provide adequate PIEV time. The distances contained in Table 2C-4 are for guidance purposes and should be applied with engineering judgment. Warning signs should not be placed too far in advance of the condition, such that drivers might tend to forget the warning because of other driving distractions, especially in urban areas.

Minimum spacing between warning signs with different messages should be based on the estimated PIEV time for driver comprehension of and reaction to the second sign.

The effectiveness of the placement of warning signs should be periodically evaluated under both day and night conditions.

Option:

Warning signs that advise road users about conditions that are not related to a specific location, such as Deer Crossing or SOFT SHOULDER, may be installed in an appropriate location, based on engineering judgment, since they are not covered in Table 2C-4.

Standard:

Warning signs shall be installed in accordance with the general requirements for sign placement as described in Sections 2A.16 to 2A.21 and as shown in Figure 2A-1(CA).

Section 2C.06 Horizontal Alignment Signs (W1-1 through W1-5, W1-11, W1-15)

Option:

The horizontal alignment Turn (W1-1), Curve (W1-2), Reverse Turn (W1-3), Reverse Curve (W1-4), or Winding Road (W1-5) signs (see Figure 2C-1) may be used in advance of situations where the horizontal roadway alignment changes. A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1 and Section 2C.09) may be used on the outside of the turn or curve.

If the change in horizontal alignment is 135 degrees or more, the Hairpin Curve (W1-11) sign (see Figure 2C-1) may be used.

If the change in horizontal alignment is approximately 270 degrees, such as on a cloverleaf interchange ramp, the 270-degree Loop (W1-15) sign (see Figure 2C-1) may be used.

Guidance:

The application of these signs should conform to Table 2C-5.

When the Hairpin Curve sign or the 270-degree Loop sign is installed, either a One-Direction Large Arrow (W1-6) sign or Chevron Alignment (W1-8) signs should be installed on the outside of the turn or curve.

Option:

An Advisory Speed (W13-1) plaque (see Section 2C.46) ~~may~~ should be used to indicate the speed for the change in horizontal alignment when the advisory speed is less than the applicable speed limit. The supplemental distance plaque NEXT XX km (NEXT XX MILES) (W7-3a) may be installed below the Winding Road sign where continuous roadway curves exist (see Section 2C.45). The combination Horizontal Alignment/Advisory Speed sign (see Section 2C.07), combination Horizontal Alignment/Intersection sign (see Section 2C.08), or the Curve Speed sign (see Section 2C.36) may also be used.

Standard:

When engineering judgment determines the need for a horizontal alignment sign, one of the W1-1 through W1-5, W1-10, W1-11 or W1-15 signs shall be used.

Option:

If the reduction in speed is 20 km/h (15 mph) or greater, a supplemental combination Horizontal Alignment/Advisory Speed sign ~~or Curve Speed (W13-5) sign~~ may be installed as near as practical to the point of curvature. If the reduction in speed is 40 km/h (25 mph) or greater, one or more additional Curve Speed signs may be installed along the curve.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Guidance:

The Winding Road (W1-5) sign should be used where there is a series of turns or curves which requires driving caution, and where curve or turn signs would be too numerous to be effective. This sign should be erected in advance of the second curve of the winding section of highway. The first curve should be marked with a curve or turn sign and an Advisory Speed (W13-1) plaque. Where the winding road is 1.6 km (1 mi) or more in length, a Next Distance (W7-3a) plaque should supplement the W1-5 sign. Where any of the curves has an advisory speed that is 15 km/h (10 mph) or more below that of the first curve then it should be posted with a curve or turn sign and an Advisory Speed (W13-1) plaque.

Option:

The WINDING LEVEE ROAD (SW22-1(CA)) sign may be used to warn road users of the roadway alignment where the use of curve warning signs have been determined not to be appropriate.

The Speed/Distance (SW22-1A(CA)) plaque may be installed below the SW22-1(CA) sign. The Next Distance (W7-3a) plaque may be used when there is no advisory speed.

Standard:

If used, the Speed/Distance (SW22-1A(CA)) plaque shall be installed below the SW22-1(CA) sign.

Support:

See Figure 2C-1(CA) for the SW22-1(CA) and SW22-1A(CA) signs.

Section 2C.07 Combination Horizontal Alignment/Advisory Speed Signs (W1-1a, W1-2a)

Option:

The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Turn/Advisory Speed (W1-1a) sign (see Figure 2C-1), or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

The Reverse Turn (W1-3) sign or the Reverse Curve (W1-4) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Reverse Turn/Advisory Speed (W4-1(CA)) sign (see Figure 2C-1), or combination Reverse Curve/Advisory Speed (W4-18(CA)) sign (see Figure 2C-1).

The Hairpin Curve (W1-11) sign or the 270-degree Loop (W1-15) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Hairpin Curve /Advisory Speed (W4-10(CA)) sign (see Figure 2C-1), or combination 270-degree Loop/Advisory Speed (W4-14(CA)) sign (see Figure 2C-1).

The Truck Rollover Warning (W1-13) sign may be combined with the Advisory Speed (W13-1) plaque (see Section 2C.46) to create a combination Truck Rollover Warning /Advisory Speed (W4-22(CA)) sign (see Figure 2C-1).

Standard:

When used, the combination Horizontal Alignment/Advisory Speed sign shall supplement other advance warning signs and ~~shall~~ should be installed at the beginning of the turn or curve.

Support:

The combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1) is used at problem locations where the Horizontal Alignment (W1-1 through W1-5) signs have not proven to be effective.

Standard:

When used, combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1) shall be used in the head-on position and/or at the beginning of the turn or curve.

Guidance:

When used, the square shape should be used in the head-on position for combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

When used, the diamond shape should be used in the beginning of the turn or curve for the combination Turn/Advisory Speed (W1-1a) sign or combination Curve/Advisory Speed (W1-2a) sign (see Figure 2C-1).

Existing pavement markings should also be evaluated.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Section 2C.08 Combination Horizontal Alignment/Intersection Sign (W1-10)

Option:

The Turn (W1-1) sign or the Curve (W1-2) sign may be combined with the Cross Road (W2-1) sign or the Side Road (W2-2 or W2-3) sign to create a combination Horizontal Alignment/Intersection (W1-10) sign (see Figure 2C-1) that depicts the condition where an intersection occurs within a turn or curve.

Guidance:

Elements of the combination Horizontal Alignment/Intersection sign related to horizontal alignment should conform to Section 2C.06, and elements related to intersection configuration should conform to Section 2C.37. No more than one Cross Road or two Side Road symbols should be shown on any one combination Horizontal Alignment/Intersection sign.

Section 2C.09 One-Direction Large Arrow Sign (W1-6)

Option:

A One-Direction Large Arrow (W1-6) sign (see Figure 2C-1) may be used to delineate a change in horizontal alignment.

Standard:

The One-Direction Large Arrow sign shall be a horizontal rectangle with an arrow pointing to the left or right.

If used, the One-Direction Large Arrow sign shall be installed on the outside of a turn or curve in line with and at approximately a right angle to approaching traffic.

The One-Direction Large Arrow sign shall not be used where there is no alignment change in the direction of travel, such as at the beginnings and ends of medians or at center piers.

Guidance:

The One-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.

Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-6 sign. See Chapter 3C.

Section 2C.10 Chevron Alignment Sign (W1-8)

Option:

The Chevron Alignment (W1-8) sign (see Figure 2C-1) may be used to provide additional emphasis and guidance for a change in horizontal alignment. A Chevron Alignment sign may be used as an alternate or supplement to standard delineators on curves or to the One-Direction Large Arrow (W1-6) sign.

Standard:

The Chevron Alignment sign shall be a vertical rectangle. No border shall be used on the Chevron Alignment sign.

If used, a minimum of three **Chevron Alignment signs shall be installed on the outside of a turn or curve, in line with and at approximately a right angle to approaching traffic.**

Option:

A Chevron Alignment sign may be used on the far side of an intersection to inform drivers of a change of horizontal alignment for through traffic.

Guidance:

Spacing of Chevron Alignment signs should be such that the road user always has at least ~~two~~ three in view, until the change in alignment eliminates the need for the signs.

Chevron Alignment signs should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment.

Section 2C.11 Truck Rollover Warning Sign (W1-13)

Option:

A Truck Rollover Warning (W1-13) sign (see Figure 2C-1) may be used to warn drivers of vehicles with a high center of gravity, such as trucks, tankers, and recreational vehicles, of a curve or turn having geometric conditions that are prone to cause such vehicles to lose control and overturn.

Standard:

When the Truck Rollover Warning (W1-13) sign is used, it shall be accompanied by an Advisory Speed (W13-1) plaque indicating the recommended speed for vehicles with a higher center of gravity.

Option:

The Truck Rollover Warning sign may be displayed either as a static sign, a static sign supplemented by a flashing warning beacon, or as a changeable message sign activated by the detection of an approaching vehicle with a high center of gravity that is traveling in excess of the recommended speed for the condition.

Support:

The curved arrow on the Truck Rollover Warning sign shows the direction of roadway curvature. The truck tips in the opposite direction.

Section 2C.12 Hill Signs (W7-1, W7-1a, W7-1b)

Guidance:

The Hill (W7-1) sign (see Figure 2C-2) should be used in advance of a downgrade where the length, percent of grade, horizontal curvature, and/or other physical features require special precautions on the part of road users.

The Hill sign and supplemental grade (W7-3) plaque (see Section 2C.48) used in combination, or the W7-1b sign used alone, should be installed in advance of downgrades for the following conditions:

A. 5% grade that is more than 900 m (3,000 ft) in length;
B. 6% grade that is more than 600 m (2,000 ft) in length;
C. 7% grade that is more than 300 m (1,000 ft) in length;
D. 8% grade that is more than 230 m (750 ft) in length; or
E. 9% grade that is more than 150 m (500 ft) in length.

These signs should also be installed for steeper grades or where crash experience and field observations indicate a need.

Supplemental plaques (see Section 2C.48) and larger signs should be used for emphasis or where special hill characteristics exist. On longer grades, the use of the Hill sign with a distance (W7-3a) plaque or the combination distance/grade (W7-3b) plaque at periodic intervals of approximately 1.6 km (1 mi) spacing should be considered.

Standard:

When the percent grade is shown, the message X% plaque shall be placed below the inclined ramp/truck symbol (W7-1) or the word message HILL (W7-1a) sign.

Option:

The word message HILL (W7-1a) sign may be used as an alternate to the symbol (W7-1) sign. The percent grade message may be included within these signs.

Section 2C.13 Truck Escape Ramp Signs (W7-4 Series)

Guidance:

Where applicable, truck escape (or runaway truck) ramp advance warning signs (see Figure 2C-2) should be located approximately 1.6 km (1 mi), and 800 m (0.5 mi) in advance of the grade, and of the ramp. A sign also should be placed at the gore. A RUNAWAY VEHICLES ONLY (R4-10) sign (see Figure 2B-8) should be installed near the ramp entrance to discourage other road users from entering. ~~No Parking (R8-3) signs should be placed near the ramp entrance.~~ NO STOPPING ANYTIME (R26A(S)(CA)) signs should be placed to keep motorists from stopping in the path of runaway trucks.

Standard:

When truck escape ramps are installed, at least one of the W7-4 series signs shall be used.

Option:

A SAND (W7-4d), GRAVEL (W7-4e), or PAVED (W7-4f) supplemental plaque (see Figure 2C-2) may be used to describe the ramp surface. State ~~and local highway agencies~~ Department of Transportation (See Section 2A.06) may develop appropriate word message signs for the specific situation.

Standard:

The DEEP GRAVEL (W30B(CA)) sign shall be placed on all truck escape ramps.

Guidance:

The W30B(CA) sign should be placed near the outside edge of the paved ramp prior to the beginning of the gravel bed. See Figure 3D-103(CA) for Runaway Truck Ramp sign and marking details.

The RIGHT (LEFT) EXIT (W30C(CA)) sign should be used to indicate a right or left exit to a truck escape ramp.

Support:

Erect the W30C(CA) sign below and on the same post with the first W7-4 sign.

See Figure 2C-2(CA) for W30B(CA) and W30C(CA) signs.

Section 2C.14 HILL BLOCKS VIEW Sign (W7-6)

Option:

A HILL BLOCKS VIEW (W7-6) sign (see Figure 2C-2) may be used in advance of a crest vertical curve to advise road users to reduce speed as they approach and traverse the hill as only limited stopping sight distance is available.

Guidance:

When a HILL BLOCKS VIEW sign is used, it should be supplemented by an Advisory Speed (W13-1) plaque indicating the recommended speed for traveling over the hillcrest based on available stopping sight distance.

Section 2C.15 ROAD NARROWS Sign (W5-1)

Guidance:

A ROAD NARROWS (W5-1) sign (see Figure 2C-3) should be used in advance of a transition on two-lane roads where the pavement width is reduced abruptly to a width such that vehicles might not be able to pass without reducing speed.

Option:

Additional emphasis may be provided by the use of object markers and delineators (see Chapters 3C and 3D). The Advisory Speed (W13-1) plaque (see Section 2C.46) may be used to indicate the recommended speed.

Section 2C.16 NARROW BRIDGE Sign (W5-2)

Guidance:

A NARROW BRIDGE (W5-2) sign (see Figure 2C-3) should be used in advance of any bridge or culvert having a two-way roadway clearance width of 4.9 to ~~5.5~~ 8.5 m (16 to ~~18~~ 28 ft), or any bridge or culvert having a roadway clearance less than the width of the approach travel lanes.

Additional emphasis should be provided by the use of object markers, delineators, and/or pavement markings.

Option:

A NARROW BRIDGE sign may be used in advance of a bridge or culvert on which the approach shoulders are narrowed or eliminated.

Support:

See Figure 3D-104(CA) for narrow bridge sign and marking details.

Section 2C.17 ONE LANE BRIDGE Sign (W5-3)

Guidance:

A ONE LANE BRIDGE (W5-3) sign (see Figure 2C-3) should be used on two-way roadways in advance of any bridge or culvert:

A. Having a clear roadway width of less than 4.9 m (16 ft); or
B. Having a clear roadway width of less than 5.5 m (18 ft) when commercial vehicles constitute a high proportion of the traffic; or
C. Having a clear roadway width of 5.5 m (18 ft) or less where the sight distance is limited on the approach to the structure.

Additional emphasis should be provided by the use of object markers, delineators, and/or pavement markings.

Standard:

The DRAW BRIDGE (W49(CA)) sign (see Figure 2C-3(CA)) shall be used in advance of all movable bridges to give motorists time to stop when the bridge is open.

Guidance:

Where physical conditions prevent a motorist driving at the legal speed limit from having a continuous view of at least one signal indication before reaching the stop line, an auxiliary device should be provided in advance of movable bridge signals and gates.

Option:

This device may be either a supplemental signal or the mandatory DRAW BRIDGE sign to which has been added a flashing yellow beacon interconnected with movable bridge control.

Support:

See Figure 2C-3(CA) for the W49(CA) sign.
See Figure 3D-104(CA) for narrow bridge sign and marking details.

Section 2C.18 Divided Highway (Road) Sign (W6-1)

Guidance:

A Divided Highway (W6-1) symbol sign (see Figure 2C-3) should be used on the approaches to a section of highway (not an intersection or junction) where the opposing flows of traffic are separated by a median or other physical barrier.

~~Option:~~

~~The word message DIVIDED HIGHWAY (W6-1a) or DIVIDED ROAD (W6-1b) sign (see Figure 2C-3) may be used as an alternate to the symbol sign.~~

Support:

See Figure 3B-12 (CA) for signing and marking applications for lane reductions.

Section 2C.19 Divided Highway (Road) Ends Sign (W6-2)

Guidance:

A Divided Highway Ends (W6-2) symbol sign (see Figure 2C-3) should be used in advance of the end of a section of physically divided highway (not an intersection or junction) as a warning of two-way traffic ahead.

Option:

The Two-Way Traffic (W6-3) symbol sign (see Section 2C.34) may be used to give warning and notice of the transition to a two-lane, two-way section.

~~The word message DIVIDED HIGHWAY ENDS (W6-2a) or DIVIDED ROAD ENDS (W6-2b) sign (see Figure 2C-3) may be used as an alternate to the symbol sign.~~

Support:

See Figure 3B-12 (CA) for signing and marking applications for lane reductions.

Section 2C.20 Double Arrow Sign (W12-1)

Option:

The Double Arrow (W12-1) sign (see Figure 2C-3) may be used to advise road users that traffic is permitted to pass on either side of an island, obstruction, or gore in the roadway. Traffic separated by this sign may either rejoin or change directions.

Guidance:

If used on an island, the Double Arrow sign should be mounted near the approach end.

If used in front of a pier or obstruction, the Double Arrow sign should be mounted on the face of, or just in front of, the obstruction. Where stripe markings are used on the obstruction, they should be discontinued to leave a 75 mm (3 in) space around the outside of the sign.

Section 2C.21 DEAD END/NO OUTLET Signs (W14-1, W14-1a,W14-2, W14-2a)

Option:

The DEAD END (W14-1) sign (see Figure 2C-3) may be used at the entrance of a single road or street that terminates in a dead end or cul-de-sac. The NO OUTLET (W14-2) sign may be used at the entrance to a road or road network from which there is no other exit.

DEAD END (W14-1a) or NO OUTLET (W14-2a) signs (see Figure 2C-3) may be used in combination with Street Name (D3-1) signs (see Section 2D.38) to warn turning traffic that the cross street ends in the direction indicated by the arrow.

At locations where the cross street does not have a name, the W14-1a or W14-2a signs may be used alone in place of a street name sign.

Standard:

When the W14-1 or W14-2 sign is used, the sign shall be posted as near as practical to the entry point or at a sufficient advance distance to permit the road user to avoid the dead end or no outlet condition by turning off, if possible, at the nearest intersecting street.

The DEAD END (W14-1a) or NO OUTLET (W14-2a) signs shall not be used instead of the W14-1 or W14-2 signs where traffic can proceed straight through the intersection into the dead end street or no outlet area.

Option:

The END (W31(CA)) sign may be used where a street or highway ends.

The ROAD ENDS -------- FT (W31A(CA)) sign may be used in advance of the END (W31(CA)) sign.

Support:

Install in a head-on position in combination with an end-of-roadway marker. See Chapter 3C.

See Figure 2C-3(CA) for W31(CA) and W31A(CA) signs.

See Figure 3C-1 and 3C-101(CA) for examples of object markers and more details.

Section 2C.22 Low Clearance Signs (W12-2 and W12-2p)

Standard:

The Low Clearance (W12-2) sign (see Figure 2C-3) shall be used to warn road users of clearances less than 300 mm (12 in) above the statutory maximum vehicle height.

Guidance:

The actual clearance should be shown on the Low Clearance sign to the nearest 25 mm (1 in) not exceeding the actual clearance. However, in areas that experience changes in temperature causing frost action, a reduction, not exceeding 75 mm (3 in), should be used for this condition.

Where the clearance is less than the legal maximum vehicle height, the W12-2 sign with a supplemental distance plaque should be placed at the nearest intersecting road or wide point in the road at which a vehicle can detour or turn around.

In the case of an arch or other structure under which the clearance varies greatly, two or more signs should be used as necessary on the structure itself to give information as to the clearances over the entire roadway.

Clearances should be evaluated periodically, particularly when resurfacing operations have occurred.

Option:

The Low Clearance sign may be installed on or in advance of the structure. If a sign is placed on the structure, it may be a rectangular shape (W12-2p) with the appropriate legend (see Figure 2C-3).

Standard:

The Low Clearance (W12-2) sign shall be used to warn motorists of low structure clearances.

For clearance 4.7 m (15.5 ft) or less, in addition to the W12-2P, two advance Low Clearance signs shall be installed on the right side of the roadway. The first W12-2 sign shall be placed in advance of the nearest intersecting street or highway or wide point in the road at which a motorist can detour or safely turn around.

Guidance:

A Distance Ahead (W34A(CA)) plaque should be placed below the W12-2 sign at this location.

Standard:

The second W12-2 sign shall be placed in advance of the structure.

Support:

No W34A(CA) plaque is needed at the second location.

Standard:

The W12-2 sign shall display the same clearance as shown on the W12-2P sign.

Guidance:

The Distance Ahead (W34A(CA)) plaque when used, should be placed below a W12-2 sign.

Standard:

The __ FT __ IN plaque (W12-2P) shall be used to warn motorists of structural clearance 4.7 m (15.5 ft) or less.

Guidance:

The W12-2P plaque should be centered over the traveled way on the approach side of all underpasses, overheads, viaducts, overcrossings, undercrossings, and grade separations for state highways.

Standard:

The W12-2P plaque shall not encroach over the shoulder area.

The W12-2P plaque shall display the minimum vertical clearance to the nearest inch, not exceeding the measured value.

The CAUTION, VERTICAL CLEARANCE ___' ___" Arrow sign (W34C(CA)) shall be used on all blind approaches to structures with clearances 4.7 m (15.5 ft) or less.

Support:

The W34C(CA) sign is used to warn motorists of low structure clearance around corners.

Guidance:

The W34C(CA) sign should be placed at a location where the motorist can detour or safely turn around before making the turn.

Standard:

The W34C(CA) sign shall display the same clearance as shown on the W12-2P sign.

Support:

See Figure 2C-3(CA) for the W34C(CA) sign.

Section 2C.23 BUMP and DIP Signs (W8-1, W8-2)

Guidance:

BUMP (W8-1) and DIP (W8-2) signs (see Figure 2C-4) should be used to give warning of a sharp rise or depression in the profile of the road.

Option:

These signs may be supplemented with an Advisory Speed plaque (see Section 2C.46).

Standard:

The DIP sign shall not be used at a short stretch of depressed alignment that might momentarily hide a vehicle.

Guidance:

A short stretch of depressed alignment that might momentarily hide a vehicle should be treated as a no-passing zone when centerline striping is provided on a two-lane or three-lane road (see Section 3B.02).

Section 2C.24 SPEED HUMP Sign (W17-1)

Guidance:

The SPEED HUMP (W17-1) sign (see Figure 2C-4) should be used to give warning of a vertical deflection in the roadway that is designed to limit the speed of traffic.

If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see Section 2C.46).

Option:

If a series of speed humps exists in close proximity, an Advisory Speed plaque may be eliminated on all but the first SPEED HUMP sign in the series.

The legend SPEED BUMP may be used instead of the legend SPEED HUMP on the W17-1 sign.

Support:

Speed humps generally provide more gradual vertical deflection than speed bumps. Speed bumps limit the speed of traffic more severely than speed humps. However, this difference in engineering terminology is not well known by the public, so for signing purposes the terms are interchangeable.

Section 2C.25 PAVEMENT ENDS Sign (W8-3)

Guidance:

A PAVEMENT ENDS (W8-3) word message sign (see Figure 2C-4) should be used where a paved surface changes to either a gravel treated surface or an earth road surface.

Option:

An Advisory Speed plaque (see Section 2C.46) may be used when the change in roadway condition requires a reduced speed.

Section 2C.26 Shoulder Signs (W8-4, W8-9, and W8-9a)

Option:

The SOFT SHOULDER (W8-4) sign (see Figure 2C-4) may be used to warn of a soft shoulder condition.

The LOW SHOULDER (W8-9) sign (see Figure 2C-4) may be used to warn of a shoulder condition where there is an elevation difference of less than 75 mm (3 in) between the shoulder and the travel lane.

Guidance:

The SHOULDER DROP OFF (W8-9a) sign (see Figure 2C-4) should be used when an unprotected shoulder drop-off, adjacent to the travel lane, exceeds 75 mm (3 in) in depth for a significant continuous length along the roadway, based on engineering judgment.

Additional shoulder signs should be placed at appropriate intervals along the road where the condition continually exists.

Standard:

When used, shoulder signs shall be placed in advance of the condition (see Table 2C-4).

Support:

The low shoulder condition (elevation difference up to 75 mm (3 in) between shoulder and the travel lane) is not treated as a permanent condition on State highways.

Standard:

The black on yellow background LOW SHOULDER (W8-9) sign shall not be used on State highways.

Option:

The black on orange background LOW SHOULDER (W8-9) sign may be used on State highways to warn of a shoulder condition where there is an elevation difference of less than 75 mm (3 in) between the shoulder and the travel lane. See Section 6F.42.

Section 2C.27 Slippery When Wet Sign (W8-5)

Option:

The Slippery When Wet (W8-5) sign (see Figure 2C-4) may be used to warn that a slippery condition might exist.

Guidance:

When used, a Slippery When Wet sign should be placed in advance of the beginning of the affected section (see Table 2C-4), and additional signs should be placed at appropriate intervals along the road where the condition exists.

Option:

The WATCH FOR SNOW SLIPPERY (SW46(CA)) sign may be used to warn road users of conditions where snow may be on the roadway surface, but chains are not yet required. The SW46(CA) sign may be placed in advance of areas where such conditions may exist, and intermittently as needed where such conditions may exist for long sections of highways.

The SW46(CA) sign may be displayed when weather conditions are such that it would be reasonable to assume that snow on the roadway would be a possibility.

Guidance:

The SW46(CA) sign should be removed when such conditions are no longer present.

Support:

See Figure 2C-4(CA) for the SW46(CA) sign.

Section 2C.28 BRIDGE ICES BEFORE ROAD Sign (W8-13)

Option:

A BRIDGE ICES BEFORE ROAD (W8-13) sign (see Figure 2C-4) may be used in advance of bridges to advise bridge users of winter weather conditions.

The BRIDGE ICES BEFORE ROAD sign may be removed or covered during seasons of the year when its message is not relevant.

The ICY (W43(CA)) sign (see Figure 2C-4(CA)) may be used in advance of locations where an icy condition requires extra caution.

Guidance:

The W43(CA) sign should be used on mountain roads, which may be continuously in the shade and where ice forms during the greater part of the winter. This sign should be covered or removed at the end of the winter season or when the icy condition no longer exists. The sign should be located in advance of the beginning of the icy sections.

Section 2C.29 Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4)

Standard:

The Advance Traffic Control symbol signs (see Figure 2C-4) include the Stop Ahead (W3-1), Yield Ahead (W3-2), and Signal Ahead (W3-3) signs. These signs shall be installed on an approach to a primary traffic control device that is not visible for a sufficient distance to permit the road user to respond to the device (see Table 2C-4). The visibility criteria for a traffic control signal shall be based on having a continuous view of at least two signal faces for the distance specified in Table 4D-1.

Support:

Permanent obstructions causing the limited visibility might include roadway alignment or structures. Intermittent obstructions might include foliage or parked vehicles.

Guidance:

Where intermittent obstructions occur, engineering judgment should determine the treatment to be implemented.

Option:

An Advance Traffic Control sign may be used for additional emphasis of the primary traffic control device, even when the visibility distance to the device is satisfactory.

Word messages (~~W3-1a, W3-2a,~~ W3-3a) may be used as alternates to the Advance Traffic Control symbol signs.

A supplemental street name plaque (see Section 2C.49) may be installed above or below an Advance Traffic Control sign.

A warning beacon may be used with an Advance Traffic Control sign.

A BE PREPARED TO STOP (W3-4) sign (see Figure 2C-4) may be used to warn of stopped traffic caused by a traffic control signal or in advance of a section of roadway that regularly experiences traffic congestion.

Standard:

When a BE PREPARED TO STOP sign is used in advance of a traffic control signal, it shall be used in addition to a Signal Ahead sign.

~~Option:~~

~~The BE PREPARED TO STOP sign may be supplemented with a warning beacon (see Section 4K.03).~~

~~Guidance:~~

~~When the warning beacon is interconnected with a traffic control signal or queue detection system, the BE PREPARED TO STOP sign should be supplemented with a WHEN FLASHING plaque.~~

Standard:

A warning beacon or WHEN FLASHING (W16-13p) plaque shall not be used to supplement the BE PREPARED TO STOP (W3-4) sign. Studies indicate that these devices are generally not effective as warning devices for motorists approaching signalized intersections. The non-use of a warning beacon or WHEN FLASHING (W16-13p) plaque also addresses the situation when a warning beacon is inoperative for any reason.

Guidance:

The Stop Ahead sign (W3-1) should not be used in the approach to an intersection where there is channelization and the majority of the traffic turns to the right without being required to stop.

Option:

The STOP AHEAD pavement markings may be placed in accordance with Section 3B.19.

The SIGNAL AHEAD sign (W3-3a) may be used for overhead mastarm and overhead structure mounted locations.

The SIGNAL/STOP AHEAD Arrow sign (SW26(CA)) may be used in the head-on position where W3-1 and W3-3 signs have proven ineffective.

Guidance:

The W3-1 and W3-3 signs should be left in place when the SW26(CA) sign is placed.

Support:

See Figure 2C-4(CA) for W3-3a sign.

Section 2C.30 Speed Reduction Signs (W3-5, W3-5a)

Guidance:

A Speed Reduction (W3-5 or W3-5a) sign (see Figure 2C-5) should be used to inform road users of a reduced speed zone when engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.

Standard:

If used, Speed Reduction signs shall be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the speed limit applies.

The speed limit displayed on the Speed Reduction sign shall be identical to the speed limit displayed on the subsequent Speed Limit sign.

Option:

The TRAILERS-CAMPERS-GUSTY WIND AREA NEXT ___ MILES (SW17-1(CA)) sign may be used where known or potential wind collision problems exist.

Support:

See Figure 2C-5(CA) for SW17-1(CA) sign.

Section 2C.31 Merge Signs (W4-1, W4-5)

Option:

A Merge (W4-1) sign (see Figure 2C-6) may be used to warn road users on the major roadway that merging movements might be encountered in advance of a point where lanes from two separate roadways converge as a single traffic lane and no turning conflict occurs.

A Merge sign may also be installed on the side of the entering roadway to warn road users on the entering roadway of the merge condition.

Guidance:

The Merge sign should be installed on the side of the major roadway where merging traffic will be encountered and in such a position as to not obstruct the road user's view of entering traffic.

Where two roadways of approximately equal importance converge, a Merge sign should be placed on each roadway.

When a Merge sign is to be installed on an entering roadway that curves before merging with the major roadway, such as a ramp with a curving horizontal alignment as it approaches the major roadway, the Entering Roadway Merge (W4-5) sign (see Figure 2C-6) should be used to better portray the actual geometric conditions to road users on the entering roadway.

The Merge sign should not be used where two roadways converge and merging movements are not required.

The Merge sign should not be used in place of a Lane Ends sign where lanes of traffic moving on a single roadway must merge because of a reduction in the actual or usable pavement width (see Section 2C.33).

Guidance:

When installed at freeway entrance ramps, the W4-1 sign should be installed in advance of the paved gore area.

Section 2C.32 Added Lane Signs (W4-3, W4-6)

Guidance:

The Added Lane (W4-3) sign (see Figure 2C-6) should be installed in advance of a point where two roadways converge and merging movements are not required. When possible, the Added Lane sign should be placed such that it is visible from both roadways; if this is not possible, an Added Lane sign should be placed on the side of each roadway.

When an Added Lane sign is to be installed on a roadway that curves before converging with another roadway that has a tangent alignment at the point of convergence, the Entering Roadway Added Lane (W4-6) sign (see Figure 2C-6) should be used to better portray the actual geometric conditions to road users on the curving roadway.

Guidance:

When installed at freeway entrance ramps, the sign should be installed in advance of the paved gore area.

Section 2C.33 Lane Ends Signs (W4-2, W9-1, W9-2)

Guidance:

The ~~LANE ENDS MERGE LEFT (RIGHT) (W9-2) word sign, or the~~ Lane Ends (W4-2) symbol sign, should be used to warn of the reduction in the number of traffic lanes in the direction of travel on a multi-lane highway (see Figure 2C-6).

Standard:

For consistency, the LANE ENDS MERGE LEFT (RIGHT) (W9-2) sign is deleted, only Lane Ends (W4-2) symbol sign shall be used.

Option:

The RIGHT (LEFT) LANE ENDS (W9-1) word sign (see Figure 2C-6) may be used in advance of the Lane Ends (W4-2) symbol sign ~~or the LANE ENDS MERGE LEFT (RIGHT) (W9-2) word sign~~ as additional warning or to emphasize that the traffic lane is ending and that a merging maneuver will be required.

On one-way streets or on divided highways where the width of the median will permit, two Lane Ends signs may be placed facing approaching traffic, one on the right side and the other on the left side or median.

The reduction in the number of traffic lanes may also be delineated with roadway edge lines (see Section 3B.09) and/or roadway delineation (see Chapter 3D).

Guidance:

Where an extra lane has been provided for slower moving traffic (see Section 2B.32), a Lane Ends word sign or a Lane Ends (W4-2) symbol sign should be installed in advance of the end of the extra lane.

Lane Ends signs should not be installed in advance of the end of an acceleration lane.

The RIGHT (LEFT) LANE ENDS sign (W9-1) should be used in conjunction with the Lane Ends (W4-2) sign.

Support:

The W9-2 or W4-2 sign is not to be used for a lane drop at an exit.

See Figure 3B-12(CA) for signing and marking applications for lane reductions.

Standard:

The RIGHT (LEFT) LANE EXITS AHEAD (W73(CA)) sign, shall be placed between the THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) and the RIGHT (LEFT) LANE MUST EXIT sign (R18A(CA)), at locations where overhead Exit Only signs (E11-1 Series or W61(CA) Series) are not in place for lane drops at freeway exit ramps.

Guidance:

On expressways, the RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD (W73A(CA)) sign should be used in advance of the RIGHT(LEFT) LANE MUST TURN RIGHT(LEFT) sign (R3-7).

Option:

On expressways, the THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) may be used in advance of the RIGHT(LEFT) LANE MUST TURN RIGHT(LEFT) sign (R3-7).

Guidance:

On conventional highways, the RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD (W73A(CA)) sign and/or the THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) should be used in advance of the RIGHT(LEFT) LANE MUST TURN RIGHT(LEFT) sign (R3-7).

Support:

See Figure 3B-12(CA) for signs and lane reduction markings.

Standard:

The THRU TRAFFIC MERGE LEFT (RIGHT) sign (W4-7) shall be used on freeways and expressways to inform motorists that the outside or inside lane is being dropped at the next exit, and through traffic must merge into the adjacent lane.

Guidance:

The W4-7 sign should not be used for a lane reduction.

Option:

The W4-7 signs may also be used on conventional highways.

Support:

See Figure 2C-6(CA) for W73(CA), W73A(CA) and W4-7 signs.

See Figure 3B-10(CA) for lane drop signing and markings at exit ramps.

Section 2C.34 Two-Way Traffic Sign (W6-3)

Guidance:

A Two-Way Traffic (W6-3) sign (see Figure 2C-6) should be used to warn road users of a transition from a multi-lane divided section of roadway to a two-lane, two-way section of roadway.

A Two-Way Traffic (W6-3) sign with an AHEAD (W16-9p) plaque (see Figure 2C-6) should be used to warn road users of a transition from a one-way street to a two-lane, two-way section of roadway (see Figure 2B-12, Sheet 2 of 2).

Option:

The Two-Way Traffic sign may be used at intervals along a two-lane, two-way roadway and may be used to supplement the Divided Highway (Road) Ends (W6-2) sign discussed in Section 2C.19.

Guidance:

The Two-Way Traffic (W6-3) sign should also be used at locations where motorists could perceive that they are on a one-way roadway when, in fact, they are on a two lane, two-way highway. Following are some typical situations:

- Construction sites where a two-lane highway is being converted to a freeway or an expressway.
- Two-lane, two-way highways where ultimate freeway or expressway right-of-way has been purchased and grading for the full width has been completed.
- Two-lane, two-way highways following long sections of multi-lane freeway or expressway.
- Two-way highway with edge lines but with no centerlines.

Standard:

The TWO WAY TRAFFIC (W44A(CA)) plaque, if used, shall be positioned below the W6-3 sign.

The Black on Yellow PASS WITH CARE sign (W83(CA)), when used, shall be positioned below the Two Way Traffic (W6-3) sign where two-way traffic is being routed over a single roadway of a divided highway and passing is permitted.

Support:

See Figure 3B-12(CA) for signing and marking applications for lane reductions.

Typical example of W6-3 sign application is shown in Figure 3B-104(CA).

Section 2C.35 NO PASSING ZONE Sign (W14-3)

Standard:

The NO PASSING ZONE (W14-3) sign (see Figure 2C-6) shall be a pennant-shaped isosceles triangle with its longer axis horizontal and pointing to the right. When used, the NO PASSING ZONE sign shall be installed on the left side of the roadway at the beginning of no-passing zones identified by either pavement markings or DO NOT PASS signs or both (see Sections 2B.29 and 3B.02).

Option:

The NO PASSING ZONE (W14-3) sign may be used at the beginning of no-passing zones identified by either pavement markings or DO NOT PASS signs or both (see Sections 2B.29 and 3B.02).

Section 2C.36 Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5)

~~**Standard:**~~

~~**Advisory Exit, Ramp, and Curve Speed signs shall be vertical rectangles. The advisory Exit Speed (W13-2), Ramp Speed (W13-3), or Curve Speed (W13-5) signs (see Figure 2C-5) shall be used where engineering judgment indicates the need to advise road users of the recommended speed on an exit, a ramp, or a curve.**~~

~~Guidance:~~

~~When used, the Exit Speed sign should be installed along the deceleration lane.~~

~~The Exit Speed sign should be visible in time for the road user to make a reasonably safe slowing and exiting maneuver.~~

~~The Ramp Speed sign should be visible in time for the road user to reduce to the recommended speed.~~

~~Option:~~

~~One or more Ramp Speed signs may be used along the deceleration lane, beyond the gore, or along the ramp (see Figure 2C-7). Based on engineering judgment, the Ramp Speed sign may be installed on the inside or outside of the curve to enhance its visibility.~~

~~A Turn (W1-1) or Curve (W1-2) sign with an Advisory Speed (W13-1) plaque may be used in place of a Ramp Speed sign if it is located such that it clearly does not apply to drivers on the main roadway.~~

~~A Curve Speed sign may be used at and beyond the beginning of a curve following a Horizontal Alignment and Advisory Speed sign combination, or when there is a need to remind road users of the recommended speed, or where the recommended speed changes because of a change in curvature (see Section 2C.06). Based on engineering judgment, the Curve Speed sign may be installed on the inside or outside of the curve to enhance its visibility.~~

~~The advisory speed may be the 85th-percentile speed of free-flowing traffic, the speed corresponding to a 16-degree ball bank indicator reading, or the speed otherwise determined by an engineering study because of unusual circumstances.~~

~~Support:~~

~~A 10-degree ball-bank indicator reading, formerly used in determining advisory speeds, is based on research from the 1930s. In modern vehicles, the 85th-percentile speed on curves approximates a 16-degree reading.~~

~~This is the speed at which most drivers' judgment recognizes incipient instability along a ramp or curve.~~

Guidance:

The Advisory Exit Speed (W13-2) sign should be placed on the right of exit ramps just beyond the neutral area (gore) to advise motorists of the speed at which the exit ramp can be comfortably negotiated. Consideration should also be given to the speed at which traffic can enter the surface street at the end of the ramp if a stop is not required.

Support:

The W13-2 sign is not necessary for an exit ramp that has tangent alignment and terminates at a stop sign or a signal.

Guidance:

The Advisory Ramp Speed (W13-3) sign should be placed on the right of the freeway to freeway connector ramps just beyond the neutral area (gore) where the ramps cannot be comfortably negotiated by motorists at approach speeds.

Where additional warning is needed for ramp curvature beyond the neutral area (gore), a curve warning sign and an advisory speed should be posted.

Standard:

The advisory speed shall be determined in accordance with Section 2C.101(CA).

Section 2C.37 Intersection Warning Signs (W2-1 through W2-6)

Option:

A Cross Road (W2-1) symbol, Side Road (W2-2 or W2-3) symbol, T-Symbol (W2-4), or Y-Symbol (W2-5) sign (see Figure 2C-8) may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. The Circular Intersection (W2-6) symbol sign accompanied by an educational TRAFFIC CIRCLE (W16-12p) plaque (see Figure 2C-8) may be installed in advance of a circular intersection.

The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.

An advance street name plaque (see Section 2C.49) may be installed above or below an Intersection Warning sign.

Guidance:

The Intersection Warning sign should illustrate and depict the general configuration of the intersecting roadway, such as cross road, side road, T-intersection, or Y-intersection.

Intersection Warning signs, other than the Circular Intersection symbol (W2-6) sign and the T-intersection symbol (W2-4) sign, should not be used on approaches controlled by STOP signs, YIELD signs, or signals. The Circular Intersection symbol (W2-6) sign should be installed on the approach to a YIELD sign controlled roundabout intersection.

Where the side roads are not opposite of each other, the symbol for the intersection should indicate a slight offset.

Option:

A bulb shape may be placed on the appropriate leg of the Cross Road (W2-1), Side Road (W2-2 or W2-3), T-Symbol (W2-4), or Y-Symbol (W2-5) advance intersection signs to indicate a "Dead End" condition. See Section 2C.21 for DEAD END (W14-1) sign.

Guidance:

The END FREEWAY _____ MI (W69(CA)) sign should be used at locations where traffic leaving the freeway comes into a lower standard roadway. At problem locations dual installations with yellow flashing beacons or overhead installations should be considered. The W69(CA) sign should also be used at transitions from freeways to expressways.

Option:

The END FREEWAY sign (SW36(CA)) may be used at locations where traffic leaving the freeway comes into a lower standard roadway. It may also be used where additional emphasis is needed for the W69(CA) sign.

Guidance:

The CROSS TRAFFIC AHEAD (W70(CA)) sign should be used at locations where traffic leaves a freeway section and enters an expressway section to warn motorists that crossing at grade may be expected.

Option:

Where two sections of freeway are connected by a section of expressway of a relatively short distance, the Next Distance (W7-3a) plaque may be installed below the W70(CA) sign.

Support:

See Figure 2C-8(CA) for W69(CA), W70(CA) and SW36(CA) signs.

Section 2C.38 Two-Direction Large Arrow Sign (W1-7)

Standard:

The Two-Direction Large Arrow (W1-7) sign (see Figure 2C-8) shall be a horizontal rectangle.

If used, it shall be installed on the far side of a T-intersection in line with, and at approximately a right angle to, approaching traffic.

The Two-Direction Large Arrow sign shall not be used where there is no change in the direction of travel such as at the beginnings and ends of medians or at center piers.

Guidance:

The Two-Direction Large Arrow sign should be visible for a sufficient distance to provide the road user with adequate time to react to the intersection configuration.

Type N-1(CA) (OM1-3) object marker should be used below and on the same post as the W1-7 sign. Refer to Chapter 3C.

Section 2C.39 Traffic Signal Signs (W25-1, W25-2)

~~**Standard:**~~

~~**Unless a separate left-turn signal face is provided and is operated as described in Section 4D.06, if the possibility exists that a CIRCULAR YELLOW signal indication could be displayed to an approach from which drivers are turning left permissively without the simultaneous display of a CIRCULAR YELLOW signal indication to the opposing approach (see Section 4D.05), either a W25-1 or a W25-2 sign (see Figure 2C-8) shall be installed near the left-most signal head. If the operation described in the previous sentence occurs on a cycle-by-cycle basis during all times that the traffic control signal is operated in the stop-and-go mode, the ONCOMING TRAFFIC HAS EXTENDED GREEN (W25-1) sign shall be used; if the operation occurs only occasionally, the ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN (W25-2) sign shall be used.**~~

Guidance:

The "yellow trap" should be eliminated rather than trying to correct it with these signs. See Part 4.

Section 2C.40 Vehicular Traffic Signs (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14)

Option:

Vehicular Traffic (W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14) signs (see Figure 2C-9) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicyclists, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck Crossing symbol (W11-10) sign.

Support:

These locations might be relatively confined or might occur randomly over a segment of roadway.

Guidance:

Vehicular Traffic signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.

If the condition or activity is seasonal or temporary, the Vehicular Traffic sign should be removed or covered when the condition or activity does not exist.

Option:

Supplemental plaques (see Section 2C.43) with legends such as AHEAD, XX METERS (XX FEET), NEXT XX km (NEXT XX MILES), or SHARE THE ROAD may be mounted below Vehicular Traffic signs to provide advance notice to road users of unexpected entries.

Standard:

The Emergency Vehicle (W11-8) sign with the EMERGENCY SIGNAL AHEAD (W11-12p) supplemental plaque (see Figure 2C-9) shall be placed in advance of all emergency-vehicle traffic control signals (see Chapter 4F).

~~Option:~~

~~The Emergency Vehicle (W11-8) sign, or a word message sign indicating the type of emergency vehicle (such as rescue squad), may be used in advance of the emergency vehicle station when no emergency-vehicle traffic control signal is present.~~

Standard:

The Emergency Vehicle (W11-8) sign or the EMERGENCY VEHICLES sign (SW52(CA)) shall be used for all types of emergency vehicles.

Guidance:

Vehicular Traffic signs should not be placed on the highway where the unexpected entry is located on an intersecting roadway.

Option:

The Snowmobile (W11-6) and Golf Cart (W11-11) signs may be used to alert road users to locations where unexpected entries into the roadway by snowmobiles or golf carts might occur, such as at snowmobile or golf cart crossings. Refer to CVC 38025. Also refer to CVC 21115.1.

The W11-11 sign may also be used in combination with the SHARE THE ROAD (W16-1) sign at locations where a local agency permits the sharing of the roadway with slower moving golf carts. Refer to CVC 21115.

The OFF HIGHWAY VEHICLES (SW47(CA)) sign may be used in advance of a segment of highway that permits the use of regular vehicular traffic and also the driving of off highway motor vehicles on that portion of the highway.

Guidance:

A Next Distance (W7-3a) plaque should supplement this sign.

Option:

The WATCH FOR SNOW REMOVAL EQUIPMENT (SW58(CA)) sign may be used on highways leading to snow areas.

Guidance:

The SW58(CA) sign should be covered or removed during the summer season.

Support:

The SW58(CA) sign is normally placed at lower elevations where the first snow is usually encountered.

Support:

See Figure 2C-9(CA) for the SW47(CA), SW52(CA) and SW58(CA) signs.

Section 2C.41 Nonvehicular Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9)

Option:

Nonvehicular signs (see Figure 2C-10) may be used to alert road users in advance of locations where unexpected entries into the roadway or shared use of the roadway by pedestrians, animals, and other crossing activities might occur.

Support:

These conflicts might be relatively confined, or might occur randomly over a segment of roadway.

Option:

When used in advance of a crossing, Nonvehicular warning signs may be supplemented with supplemental plaques (see Section 2C.43) with the legend AHEAD, XX METERS (XX FEET), or NEXT XX km (NEXT XX MILES) to provide advance notice to road users of crossing activity.

Standard:

When used at the crossing, Nonvehicular signs shall be supplemented with a diagonal downward pointing arrow (W16-7p) plaque (see Figure 2C-11) showing the location of the crossing for ground-

mounted signs and a Double Diagonal Arrows (W66B(CA)) plaque (see Figure 2C-11(CA) for overhead mounted signs.

When used at a cattle guard, the BUMP (W8-1), DIP (W8-2) or Slippery When Wet (W8-5) signs shall be supplemented with a diagonal downward pointing arrow (W16-7p) plaque (see Figure 2C-11) showing the location of the cattle guard.

Option:

The crossing location may be defined with crosswalk markings (see Section 3B.17).

Pedestrian, Bicycle, and School signs and their related supplemental plaques may have a fluorescent yellowgreen background with a black legend and border.

Guidance:

When a fluorescent yellow-green background is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a selected site area should be avoided.

Nonvehicular signs should be used only at locations where the crossing activity is unexpected or at locations not readily apparent.

Support:

Refer to CVC 21805 for the Equestrian (W11-7) sign.

Refer to CVC 21364 and 21365 for the Cattle (W11-4) sign.

Standard:

The Pedestrian Crossing symbol (W11A-2) sign (W54(CA)) is deleted. The Pedestrian Crossing (W11-2) sign and a diagonal downward pointing arrow (W16-7P) plaque or Double Diagonal Arrows (W66B(CA)) plaque combination shall be used instead.

Option:

The existing W11A-2 signs may remain in place until maintenance is required or existing inventory is depleted.

Guidance:

The Deer Crossing (W11-3) sign should be used only after confirmation from a Department of Fish and Game warden having jurisdiction in the area that a substantial problem exists.

Option:

The Migrating Bears (SW59(CA)) sign may be used in advance of an area known to be inhabited by bear and there have been reported instances where bears are crossing the roadway.

Guidance:

If used, the NEXT XX MILES supplemental plaque should be placed at approximately 8 km (5 mi) intervals, or when intersecting major traffic generators.

Option:

The DEAF CHILDREN NEAR (SW38(CA)) sign may be used on city streets or county roads to indicate that a deaf child is near. Refer to CVC 21351.7.

Guidance:

The SENIOR CITIZEN FACILITY (SW50(CA)) sign should not be used alone.

Option:

The SW50(CA) sign may be used in combination, above the Speed Limit (R2-1 (25,20 or 15)) sign on any street or road, other than a State highway, with a speed limit greater than 40 km/h (25 mph) that is adjacent to a senior citizen facility. Refer to CVC 22352 and 22358.4.

Support:

See Figure 2C-10(CA) for SW38(CA), SW50(CA) and SW59(CA) signs.

Section 2C.42 Playground Sign (W15-1)

Option:

The Playground (W15-1) sign (see Figure 2C-10) may be used to give advance warning of a designated children's playground that is located adjacent to the road. The Playground sign may have a fluorescent yellow-green background with a black legend and border.

Guidance:

If the access to the playground area requires a roadway crossing, the application of crosswalk pavement markings (see Section 3B.17) and Nonvehicular signs (see Section 2C.41) should be considered.

The PLAYGROUND (SW49(CA)) sign should not be used alone.

Option:

The SW49(CA) sign may be used in combination above the Speed Limit (R2-1 (25)) sign or WHEN CHILDREN ARE PRESENT (S4-2) sign on any street or road, other than a state highway, with a speed limit greater than 40 km/h (25 mph) that is adjacent to a children's playground within a public park. Refer to CVC 22357.1.

Support:

See Figure 2C-10(CA) for SW49(CA) sign.

Section 2C.43 Use of Supplemental Plaques

Option:

A supplemental plaque may be displayed with a warning sign when engineering judgment indicates that road users require additional information beyond that contained in the main message of the warning sign.

Standard:

Supplemental plaques shall be used only in combination with warning or regulatory signs. They shall not be mounted alone or displayed alone. If used, a supplemental plaque shall be installed on the same post(s) as the warning sign.

Section 2C.44 Design of Supplemental Plaques

Standard:

A supplemental plaque shall have the same color legend, border, and background as the warning sign with which it is displayed. Supplemental plaques shall be square or rectangular.

Section 2C.45 Distance Plaques (W16-2 series, W16-3 series, W16-4, W7-3a)

Option:

The Distance Ahead (W16-2 series and W16-3 series) plaques (see Figure 2C-11) may be used to inform the road user of the distance to the condition indicated by the warning sign.

The Next Distance (W7-3a and W16-4) plaques (see Figures 2C-2 and 2C-11) may be used to inform road users of the length of roadway over which the condition indicated by the warning sign exists.

The Distance Ahead (W34A(CA)) plaque may be used to inform the road user of the distance to the condition indicated by the warning sign.

Guidance:

When the distance is in miles, the mileage shown should be to the nearest 1/4 mile for a distance of less than 1 mile and to the nearest mile for distances over one mile. The text "MILE" should be used for a distance of one mile or less. The text "MILES" should be used for distances over one mile.

Section 2C.46 Advisory Speed Plaque (W13-1)

Option:

The Advisory Speed (W13-1) plaque (see Figure 2C-5) may be used to supplement any warning sign to indicate the advisory speed for a condition.

Standard:

The Advisory Speed plaque shall be used where an engineering study indicates a need to advise road users of the advisory speed for a condition.

If used, the Advisory Speed plaque shall carry the message XX km/h (XX MPH). The speed shown shall be a multiple of 10 km/h or 5 mph.

Except in emergencies or when the condition is temporary, an Advisory Speed plaque shall not be installed until the advisory speed has been determined by an engineering study.

Guidance:

Because changes in conditions, such as roadway geometrics, surface characteristics, or sight distance, might affect the advisory speed, each location should be periodically evaluated and the Advisory Speed plaque changed if necessary.

Option:

The advisory speed may be the 85th-percentile speed of free-flowing traffic, the speed corresponding to a ~~16-degree~~ ball bank indicator reading, or the speed otherwise determined by an engineering study because of unusual circumstances.

~~Support:~~

~~A 10-degree ball-bank indicator reading, formerly used in determining advisory speeds, is based on research from the 1930s. In modern vehicles, the 85th-percentile speed on curves approximates a 16-degree reading. This is the speed at which most drivers' judgment recognizes incipient instability along a ramp or curve.~~

Standard:

If used, the speed shown on the W13-1 plaque shall not be in excess of the posted or maximum speed limit. The advisory speed shall be determined in accordance with Section 2C.101(CA).

The Advisory Speed Plaque shall not be used in conjunction with any sign other than a warning sign, nor shall it be used alone. When used, it shall be positioned below the warning sign.

Section 2C.47 Supplemental Arrow Plaques (W16-5p, W16-6p, W16-7p)

Guidance:

If the condition indicated by a warning sign is located on an intersecting road and the distance between the intersection and condition is not sufficient to provide adequate advance placement of the warning sign, a Supplemental Arrow (W16-5p, W16-6p, W16-7p) plaque (see Figure 2C-11) should be used below the warning sign.

Standard:

Supplemental Arrow plaques (see Figure 2C-2) shall have the same legend design as the Advance Turn Arrow and Directional Arrow auxiliary signs (see Sections 2D.25 and 2D.26) except that they shall have a black legend and border on a yellow or fluorescent yellow-green background, as appropriate.

Section 2C.48 Hill-Related Plaques (W7-2 Series, W7-3 Series)

Guidance:

Hill-Related (W7-2 series, W7-3 series) plaques (see Figure 2C-11) or other appropriate legends and larger signs should be used for emphasis or where special hill characteristics exist.

On longer grades, the use of the distance plaque (W7-3a or W7-3b) at periodic intervals of approximately 1.6 km (1 mi) spacing should be considered.

Option:

The WATCH DOWNHILL SPEED (SW4-1(CA)) sign may be used on long downhill grades to remind motorists to maintain the posted speed.

Section 2C.49 Advance Street Name Plaque (W16-8, W16-8a)

Option:

An Advance Street Name (W16-8 or W16-8a) plaque (see Figure 2C-11) may be used with any Intersection sign (W2 series) or Advance Traffic Control (W3 series) sign to identify the name of the intersecting street.

Section 2C.50 CROSS TRAFFIC DOES NOT STOP Plaque (W4-4p)

Option:

The CROSS TRAFFIC DOES NOT STOP (W4-4p) plaque (see Figure 2C-8) may be used in combination with a STOP sign when engineering judgment indicates that conditions are present that are causing or could cause drivers to misinterpret the intersection as an all-way stop.

Alternate messages such as TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP or ONCOMING TRAFFIC DOES NOT STOP may be used on the W4-4p plaque when such messages more accurately describe the traffic controls established at the intersection.

Standard:

If the W4-4p plaque is used, it shall be installed below the STOP sign.

Guidance:

The CROSS TRAFFIC DOES NOT STOP (W4-4p) plaque (see Figure 2C-8) should be used in combination with a STOP sign at two-way stop-controlled intersections when a conversion from four-way stop to two-way stop operation is implemented.

Section 2C.51 SHARE THE ROAD Plaque (W16-1)

Option:

In situations where there is a need to warn drivers to watch for other slower forms of transportation traveling along the highway, such as bicycles, golf carts, horse-drawn vehicles, or farm machinery, a SHARE THE ROAD (W16-1) plaque (see Figure 2C-11) may be used.

Section 2C.52 High-Occupancy Vehicle (HOV) Plaque (W16-11)

Option:

In situations where there is a need to warn drivers in an HOV lane of a specific condition, a HOV (W16-11) plaque (see Figure 2C-11) may be used. The HOV plaque may be used to differentiate a warning sign specific for HOV lanes when the sign is also visible to traffic on the adjoining general purpose roadway. Among the warning signs that may be possible applications of the HOV plaque are the Advisory Speed, Advisory Exit Speed, Added Lane, and Merge signs.

The diamond symbol may be used instead of the word message HOV on the W16-11 plaque. When appropriate, the words LANE or ONLY may be used on this plaque.

Section 2C.53 PHOTO ENFORCED Plaque (W16-10)

Option:

A PHOTO ENFORCED (W16-10) plaque (see Figure 2C-11) may be mounted below a warning sign to advise road users that the regulations associated with the condition being warned about (such as a traffic control signal or a toll plaza) are being enforced by photographic equipment.

Standard:

If used below a warning sign, the PHOTO ENFORCED plaque shall be a rectangle with a black legend and border on a yellow background.

Section 2C.101(CA) Advisory Speed on Curve and Turn Warning Signs

Guidance:

In determining the need for curve or turn warning signs, consideration should be given to driver expectancy based on the driving environment. If the curve can be driven at legal speed without discomfort, there is normally no need for a sign. A curve warning sign should be considered in advance of any curve that produces a reading of 10 degrees on a Ball Bank Indicator at speeds lower than the approach speed. If a curve warning sign is needed, it should be supplemented with an advisory speed message.

A mechanical or electronic Ball Indicator should be used to determine the advisory speed for curves.

Support:

This speed is shown on the Horizontal Alignment signs (see Section 2C.06), Combination Horizontal Alignment/Advisory Speed Signs (see Section 2C.07), Advisory Exit, Ramp, and Curve Speed Signs (see Section 2C.36) and Advisory Speed Plaque (see Section 2C.46).

Option:

The Advisory Speed (W13-1) plaque may also be used with a number of other warning signs.

Support:

See the sign policy for the Advisory Speed (W13-1) plaque in Section 2C.46 for more details.

One method of determining the advisory speed is to drive the curve at several selected uniform speeds and plot the Ball Bank Indicator readings as shown in Figure 2C-102(CA).

Guidance:

A minimum of three speed runs should be made in each direction.

Support:

The limiting Ball Bank Indicator value for comfort is 15° for speeds of 30 km/h (20 mph) or less, approximately 12.5° for speeds of 40 to 50 km/h (25 to 30 mph), inclusive and 10° for speeds of 55 km/h (35 mph) or higher.

Standard:

The speeds shown on the sign shall be in mph.

Guidance:

The speed shown on the sign should be in 5 mph increments to the lowest appropriate speed found for the condition.

Section 2C.102(CA) Roadway Surface Condition Signs (W8-8, W38(CA), W50(CA), W50-1(CA), W55(CA), W55B(CA), SW28(CA), SW32(CA), SW35(CA), SW41(CA), SW45(CA))

Option:

The ROUGH ROAD (W8-8) sign (see Figure 2C-4) may be used in advance of a section of rough road where a reduction in speed may be necessary for a motorist's comfort. It may be desirable to supplement this sign with an Advisory Speed (W13-1) plaque. Where the rough road is 1.6 km (1 mi) or more in length, the W8-8 sign may be supplemented with a Next Distance (W7-3a) plaque.

The SLIDE AREA (W38(CA)) sign may be used in advance of where slides on the highway could be expected.

The SNOW SLIDE AREA (SW41(CA)) sign may be used in areas of known snow slide or avalanche activity.

The Next Distance (W7-3a) plaque may be used below the W38(CA), W50(CA), W50-1(CA) and SW41(CA) signs.

Guidance:

The Rock Slide Area word message (W50(CA)) or symbol (W50-1(CA)) signs should be used where rocks from hillsides or cut slopes frequently fall on the traveled way.

Guidance:

The FLOODED (W55(CA)) sign should be used in advance of locations where the highway is flooded.

Standard:

The W55(CA) signs shall be removed or covered when the condition no longer exists.

Option:

The SUBJECT TO FLOODING (W55B(CA)) sign may be used for signing in advance of locations where it is anticipated that the highway may periodically flood. A Next Distance (W7-3a) plaque may supplement this sign.

The FLASH FLOOD AREA sign (SW35(CA)) may be used in advance of depressions in the highway alignment that are subject to flash flooding.

The DRIFTING SAND (SW32(CA)) Sign may be used to warn traffic of drifting sand on the roadway.

The GROOVED PAVEMENT (SW45(CA)) sign may be used to alert motorcyclists and other road users of a roadway surface which has been grooved longitudinally to improve its wet weather traction.

Guidance:

Use of this sign should be limited to locations where experience indicates it is necessary to inform motorists of the existence of this type of surface.

The STEEL BRIDGE DECK (SW28(CA)) sign should be placed in advance of a bridge that has a roadway surface fabricated in steel to alert the road user of a potential change in vehicle handling characteristics.

Support:

See Figure 2C-4(CA) for the W38(CA), W50(CA), W50-1(CA), W55(CA), W55B(CA), SW32(CA), SW35(CA), SW41(CA) and SW45(CA) signs.

Section 2C.103(CA) SLOW TRUCKS Sign (W51(CA))

Option:

The SLOW TRUCKS (W51(CA)) sign (see Figure 2C-6(CA)) may be used to inform drivers that slow moving trucks substantially interfere with the flow of traffic. The Next Distance (W7-3a) plaque may be used with the W51(CA) sign.

Section 2C.104(CA) TUNNEL Sign (SW37(CA))

Option:

The TUNNEL (SW37(CA)) Sign may be used to warn road user that there is a tunnel ahead.

Support:

See Figure 2C-3(CA) for the SW37(CA) sign.

Section 2C.105(CA) Downward Arrow Sign (SW44(CA))

Option:

The Downward Arrow (SW44(CA)) sign may be used where object markers (see Chapter 3C) may be ineffective, with the downward arrow either left or right, to mark obstructions in the roadway where traffic is permitted to pass on one side only.

Support:

See Figure 2C-3(CA) for the SW44(CA) sign.

Section 2C.106(CA) TRACTOR-SEMIS OVER ___ FEET KINGPIN TO REAR AXLE NOT ADVISED Sign (SW48(CA))

Option:

The TRACTOR-SEMIS OVER ___ FEET KINGPIN TO REAR AXLE NOT ADVISED (SW48(CA)) sign may be used on certain specified conventional highways and freeways that have restricted turning radii.

Standard:

At freeway offramps to restricted conventional highways, the freeway sign shall be installed with a NEXT EXIT (SW 48-1(CA)) sign.

Guidance:

The SW48(CA) sign should be located far enough in advance of the restricted area to allow the vehicle operator time to select an alternate route.

Option:

The NEXT EXIT (SW48-1(CA)) sign or Next Distance (W7-3a) plaque may supplement the SW48(CA) sign, as appropriate. Alternate messages for the SW 48-1(CA) sign may be NEXT RIGHT, SECOND EXIT, SECOND RIGHT, NEXT LEFT or SECOND LEFT.

Support:

See Figure 2C-3(CA) for the SW48(CA) and SW48-1(CA) signs.

Section 2C.107(CA) HOV Signs (W11-1(CA), W59-1(CA), W72B(CA), W74-1(CA), W75-1(CA), SW54(CA), SW54-1(CA), SW54A(CA), SW54B(CA) and SW54C(CA))

Guidance:

The HOV Lane Reduction (W11-1(CA)) sign should be used to warn of a reduction in the number of HOV lanes.

The HOV Merge (W59-1(CA)) sign should be used in advance of locations where HOV lanes converge. This includes HOV drop ramps where high speeds and volumes prevail and merging or weaving must be accomplished in a relative short distance.

The HOV Advisory Exit (Ramp) Speed (W72-B(CA)) sign when used, should be placed on the left of an HOV drop ramp or freeway to freeway connector to advise motorists of the speed at which the drop ramp or freeway to freeway connector can be comfortably negotiated.

The HOV THRU TRAFFIC MERGE LEFT (RIGHT) sign (W74-1(CA)) should be used to inform motorists that the outside or inside lane of an HOV facility with two or more directional HOV lanes is being dropped at the next exit and through HOV traffic must merge into the adjacent HOV lane. This sign should not be used for a lane reduction.

The HOV LANE ENDS MERGE LEFT (RIGHT) sign (W75-1(CA)) should be used on an HOV facility to warn of the reduction in the number of HOV lanes.

Option:

The HOV Lane Selection SW54(CA) and SW54-1(CA) signs may be used as an advance warning that motorists will have to choose whether or not to be in a carpool lane. These signs may be used where geometrics make entrapment likely or where there is a history of vehicles being entrapped in a carpool lane.

Guidance:

The SW54(CA) and SW54-1(CA) signs should not be used at the entrance of a carpool lane.

The SW54B(CA) or SW54C(CA) signs so that motorists can determine if they are eligible to use the carpool lane.

Support:

See Figure 2C-4(CA) for SW54(CA), SW54-1(CA), SW54A(CA), SW54B(CA) and SW54C(CA) signs.

See Figure 2C-5(CA) for W72B(CA) sign.

See Figure 2C-6(CA) for W11-1(CA), W59-1(CA), W74-1(CA) and W75-1(CA) signs.

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Figure 2C-1. Horizontal Alignment Signs

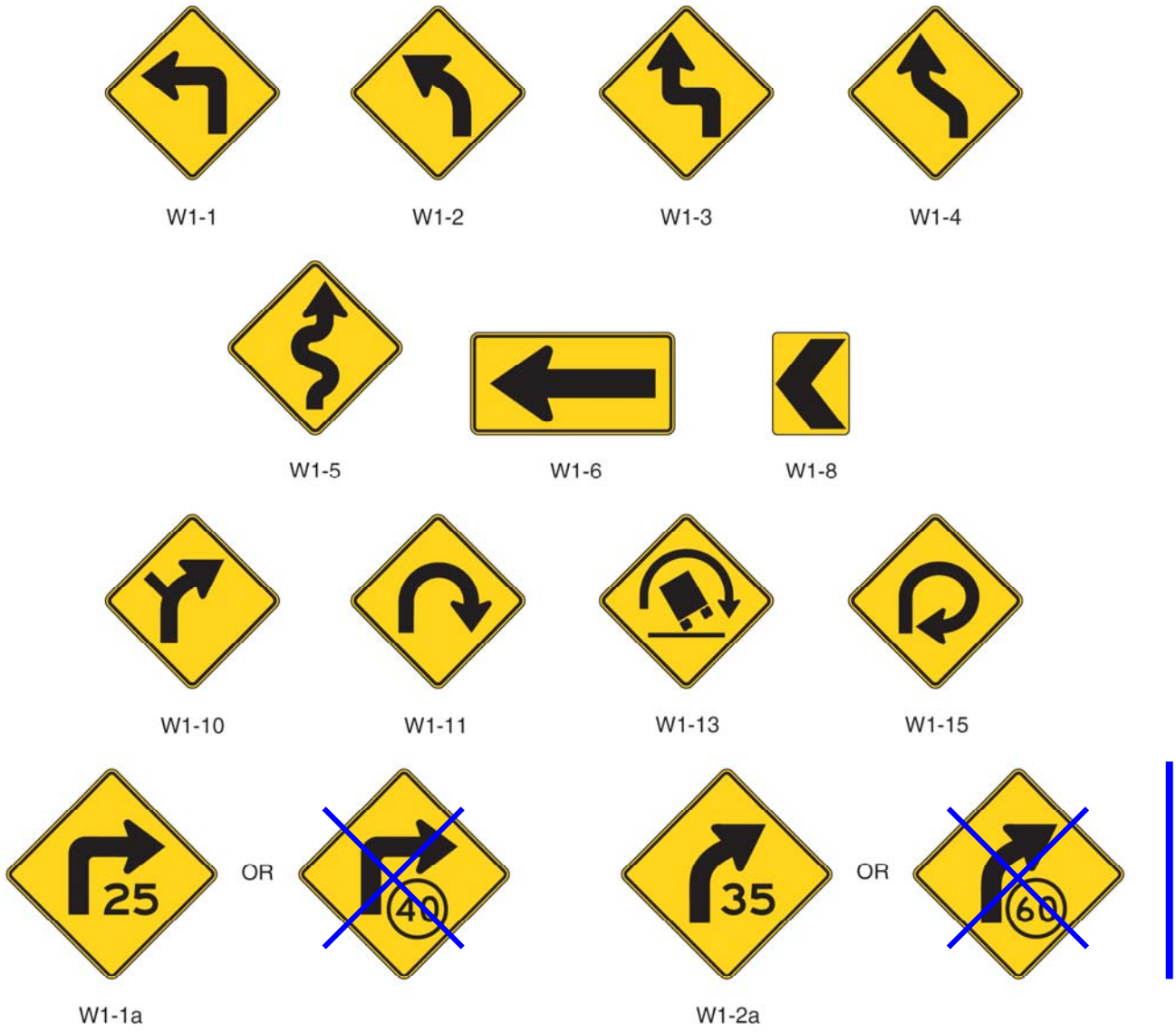

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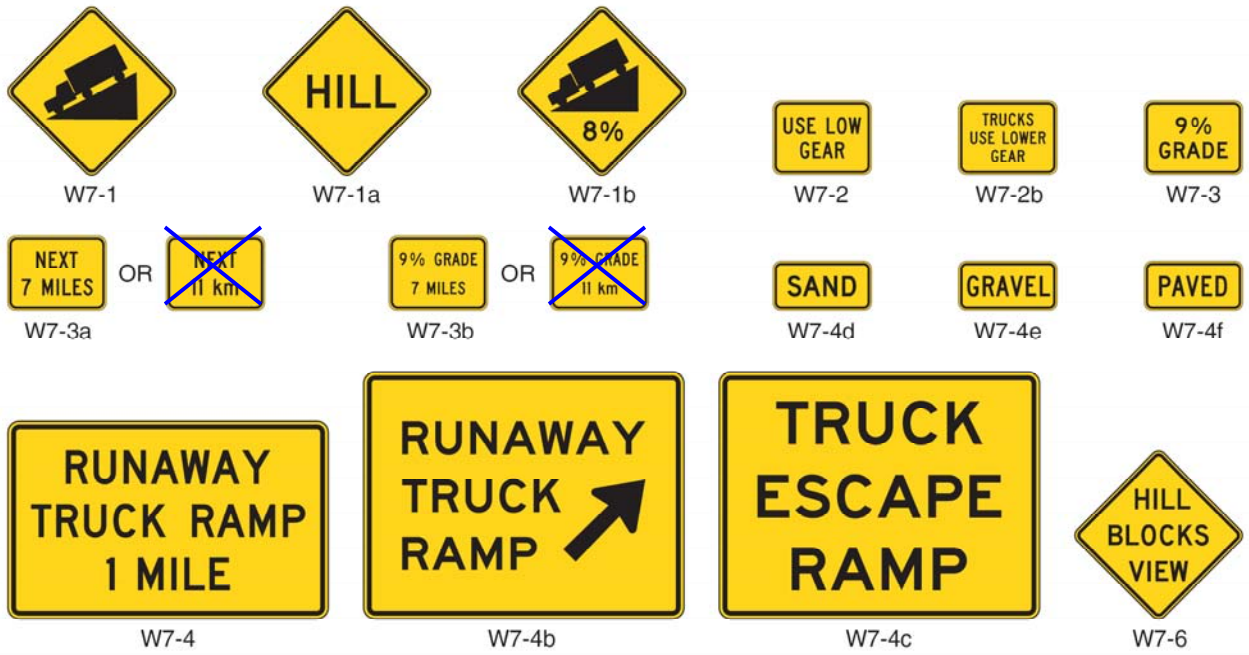
Figure 2C-1 (CA). Horizontal Alignment Signs

W4-1 (CA) W4-10 (CA) W4-14 (CA) W4-18 (CA)

W4-22 (CA) SW22-1 (CA) SW22-1A (CA)

Figure 2C-2. Vertical Grade Signs



W7-1 W7-1a W7-1b W7-2 W7-2b W7-3

W7-3a W7-3b W7-4d W7-4e W7-4f

W7-4 W7-4b W7-4c W7-6

Figure 2C-2 (CA). Vertical Grade Signs

W30B (CA)

W30C (CA)

Figure 2C-3. Miscellaneous Warning Signs

W5-1

W5-2

W5-3

W6-1

W6-1a

W6-1b

W6-2

W6-2a

W12-1

OR

W12-2

OR

W12-2p

W14-1

W14-1a

W14-2

W14-2a

Figure 2C-3 (CA). Miscellaneous Warning Signs

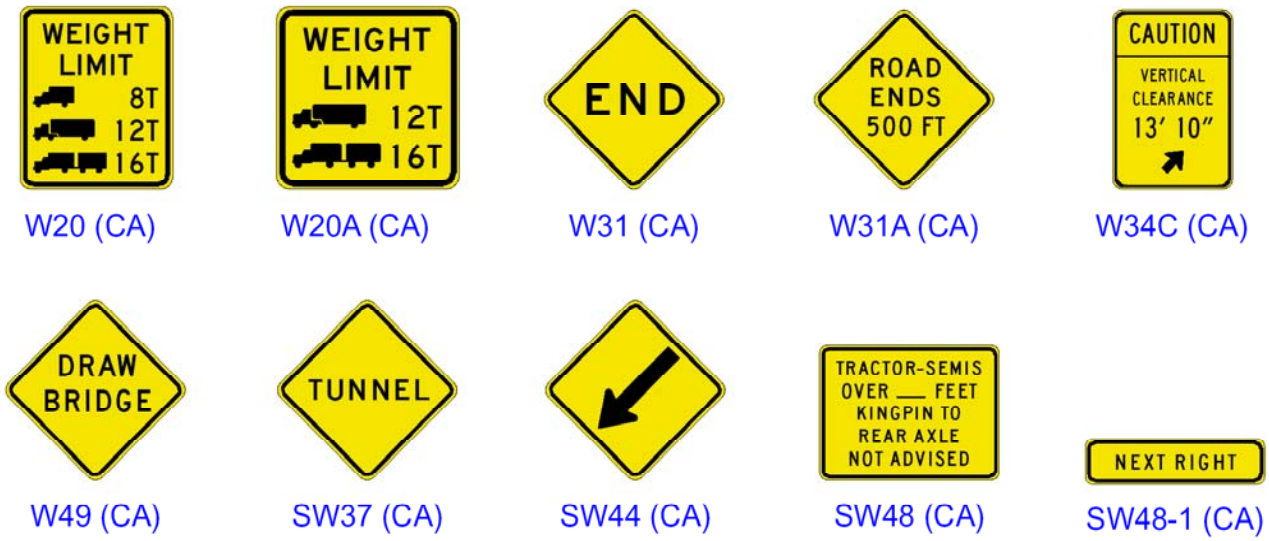


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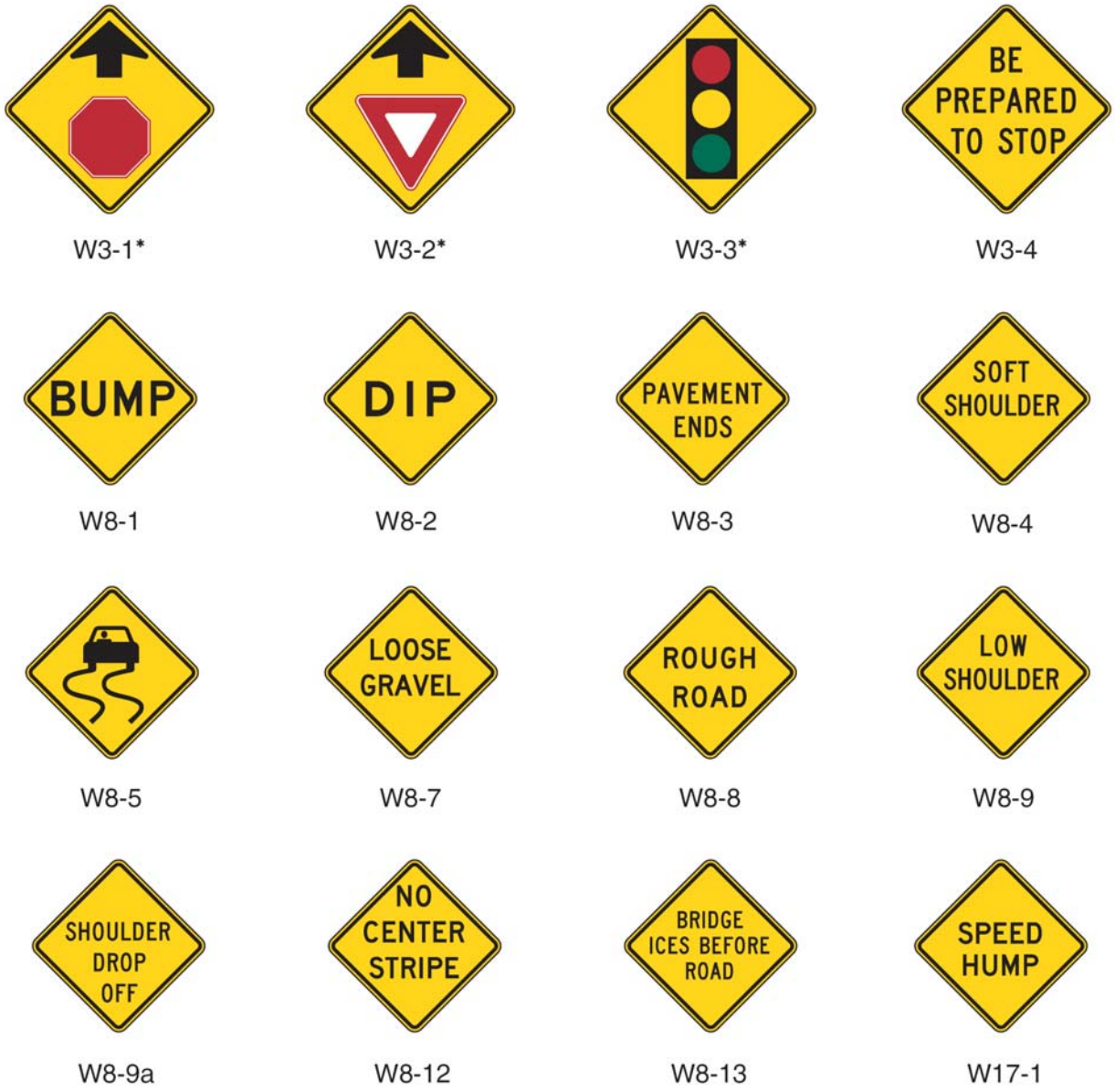
Figure 2C-4. Roadway Condition and Advance Traffic Control Signs



W3-1* W3-2* W3-3* W3-4

W8-1 W8-2 W8-3 W8-4

W8-5 W8-7 W8-8 W8-9

W8-9a W8-12 W8-13 W17-1

*An optional word message sign is shown in the "Standard Highway Signs" book.

Figure 2C-4 (CA). Roadway Condition and Advance Traffic Control Signs

W38 (CA)

W3-3a or W41A (CA)

W43 (CA)

W50 (CA)


W50-1 (CA)

W55 (CA)

W55B (CA)

SW26 (CA)

SW28 (CA)

SW32 (CA)

SW35 (CA)

SW41 (CA)

SW45 (CA)

SW46 (CA)


SW54 (CA)


SW54-1 (CA)

SW54A (CA)

SW54B (CA)

SW54C (CA)

Figure 2C-5. Advisory Speed and Speed Reduction Signs

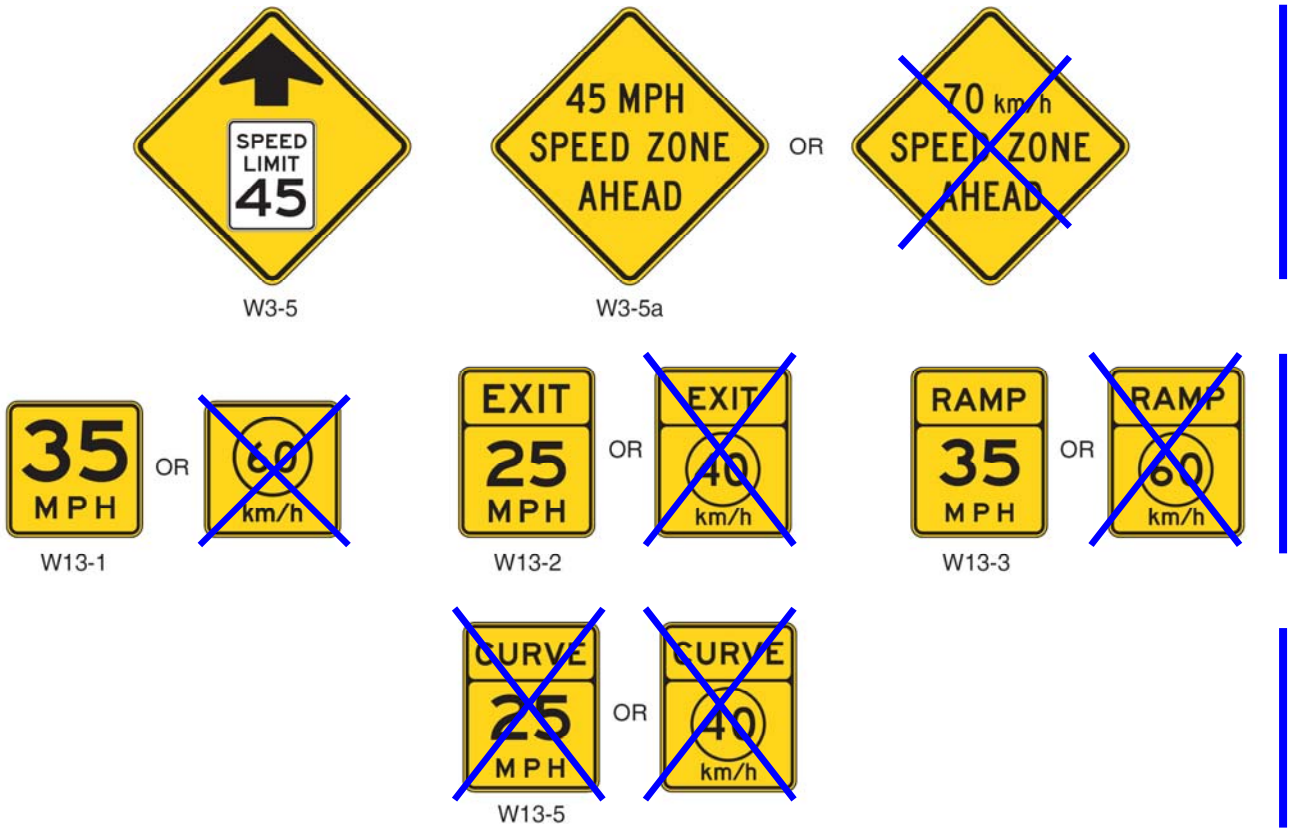


Figure 2C-5 (CA). Advisory Speed and Speed Reduction Signs

Figure 2C-6. Merging and Passing Signs

Figure 2C-6 (CA). Merging and Passing Signs

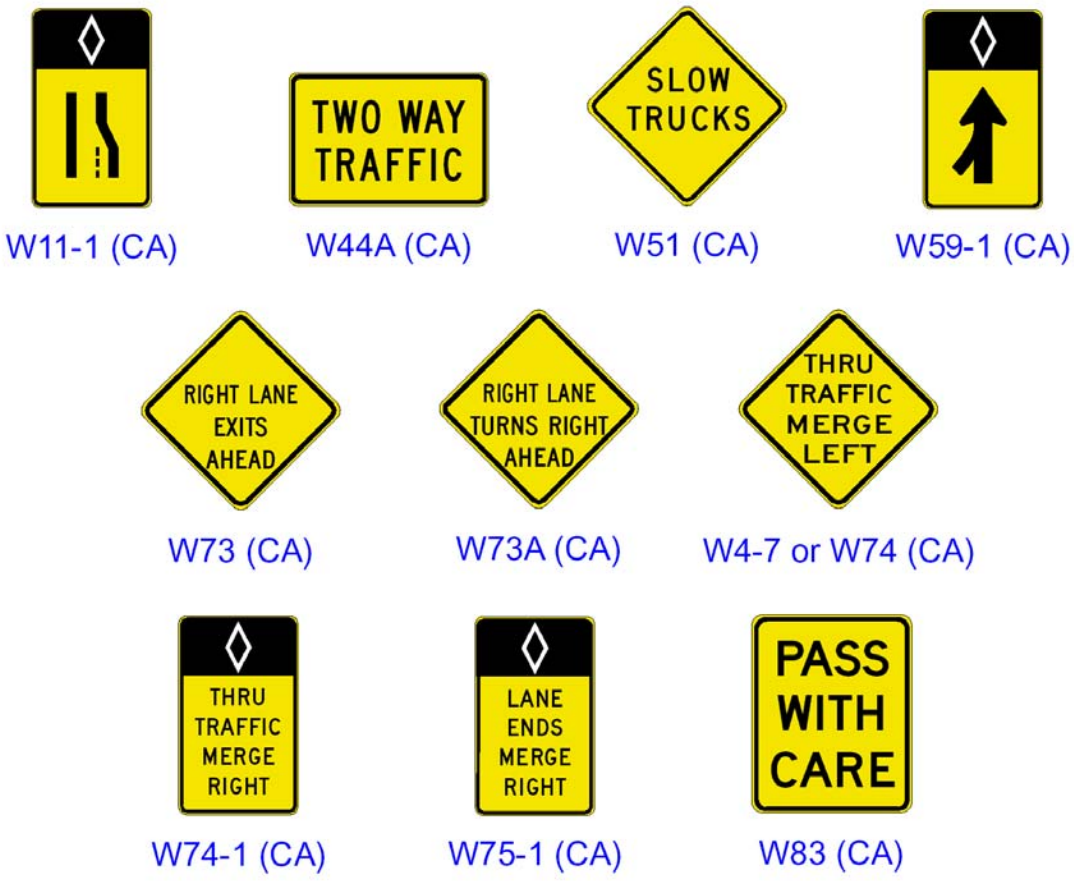


Figure 2C-7. Example of Advisory Speed Signing for an Exit Ramp

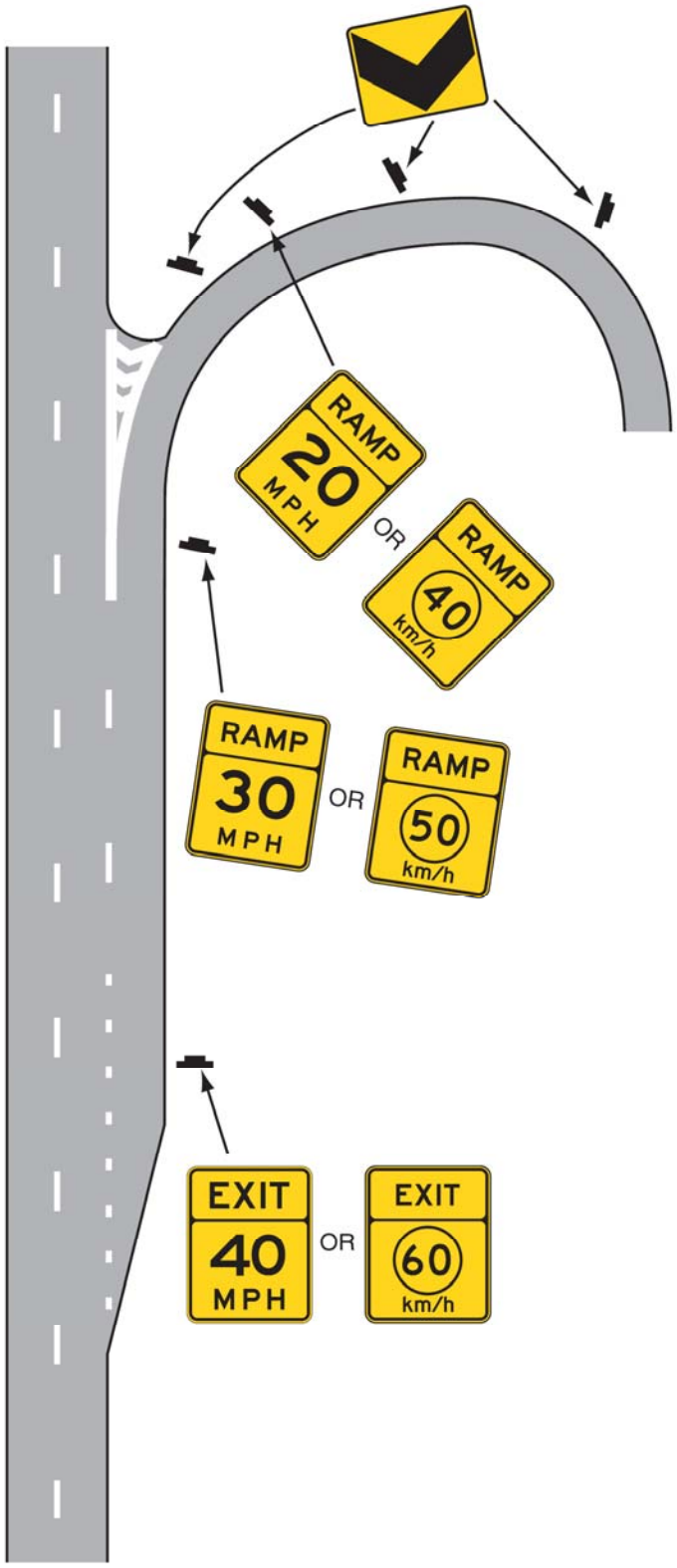


Figure 2C-8. Intersection Warning Signs

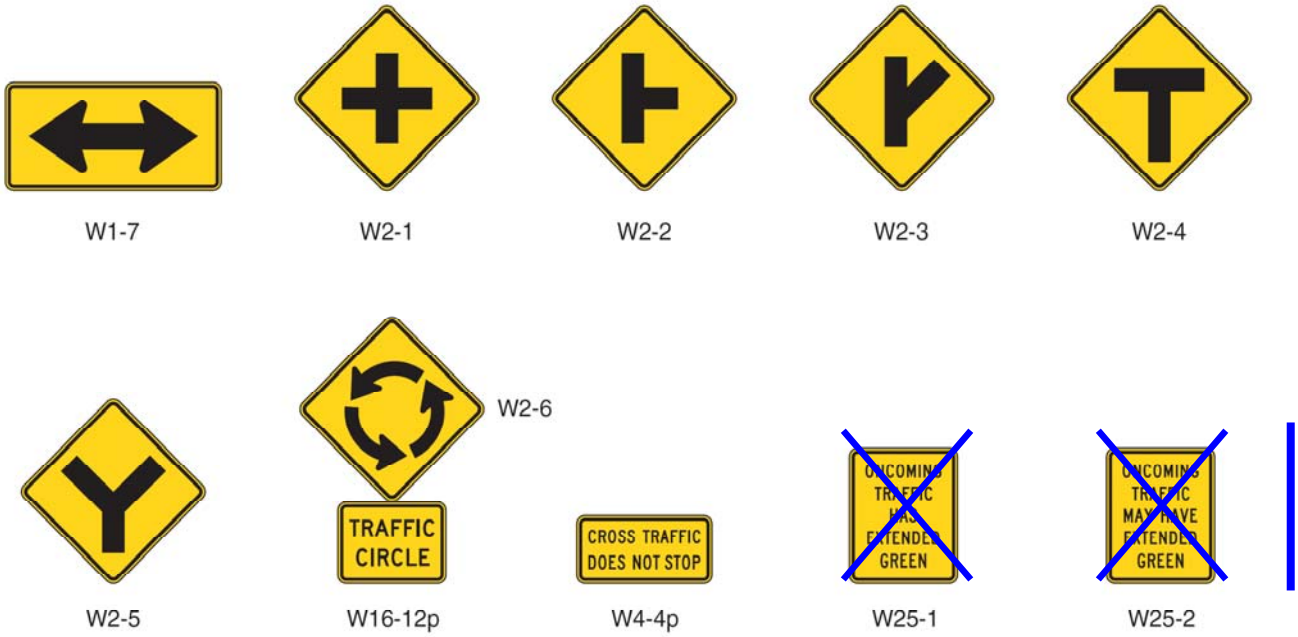


Figure 2C-8 (CA). Intersection Warning Signs

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Figure 2C-9. Vehicular Traffic Signs

W8-6 W11-1 W11-5 W11-5a W11-8

W11-10 W11-11 W11-12p W11-14

Figure 2C-9 (CA). Vehicular Traffic Signs

SW47 (CA) SW52 (CA) SW58 (CA)

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Figure 2C-10. Nonvehicular Traffic Signs

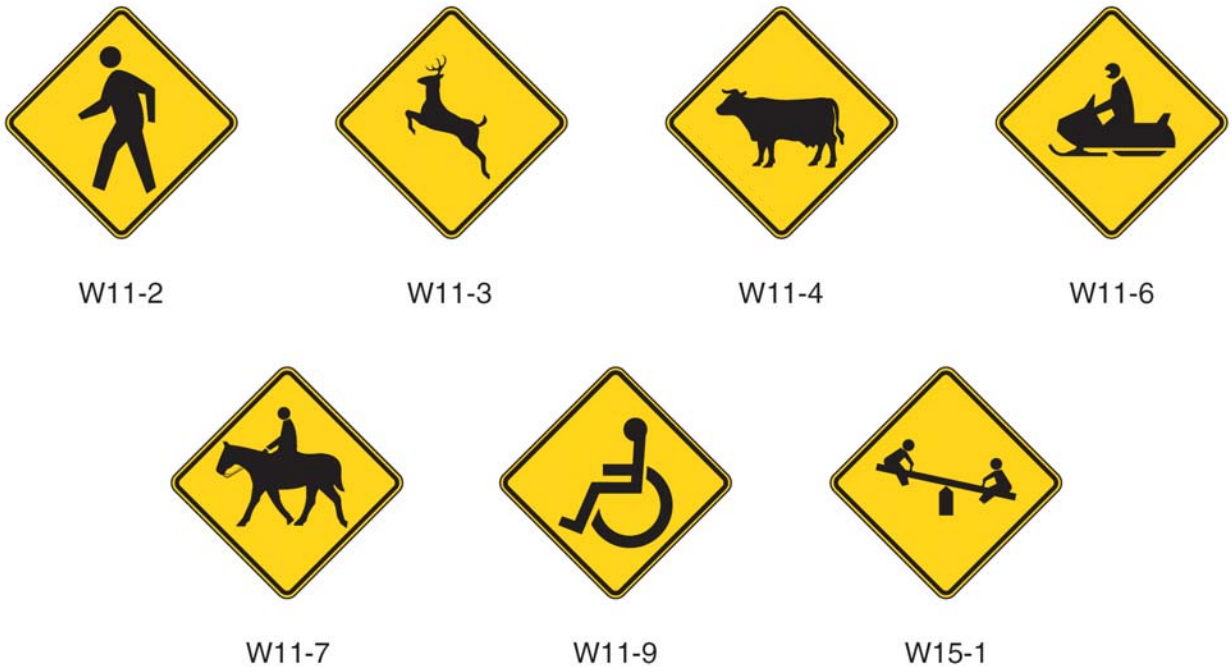

Figure 2C-10 (CA). Nonvehicular Traffic Signs

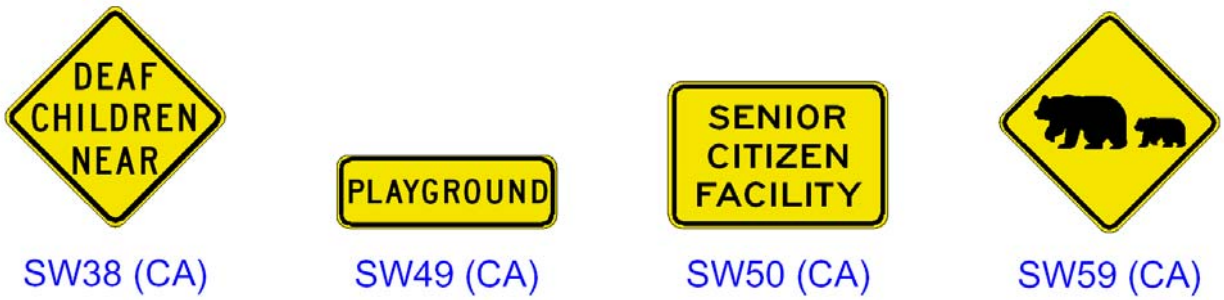

Figure 2C-11. Supplemental Warning Plaques

Figure 2C-11 (CA). Supplemental Warning Plaques

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Figure 2C-101 (CA). Determination of Comfortable Speed From Ball Bank Indicator Readings

Driver_____
Observer_____
Vehicle_____
Date_____

Type of Pavement_____
Condition of Pavement_____
Min. Sight Dist. Thru Curve_____
Approach Speed
(Estimated or Observed)_____

Co._____Rte._____PM_____
Sta._____To_____
Direction_____
Weather_____

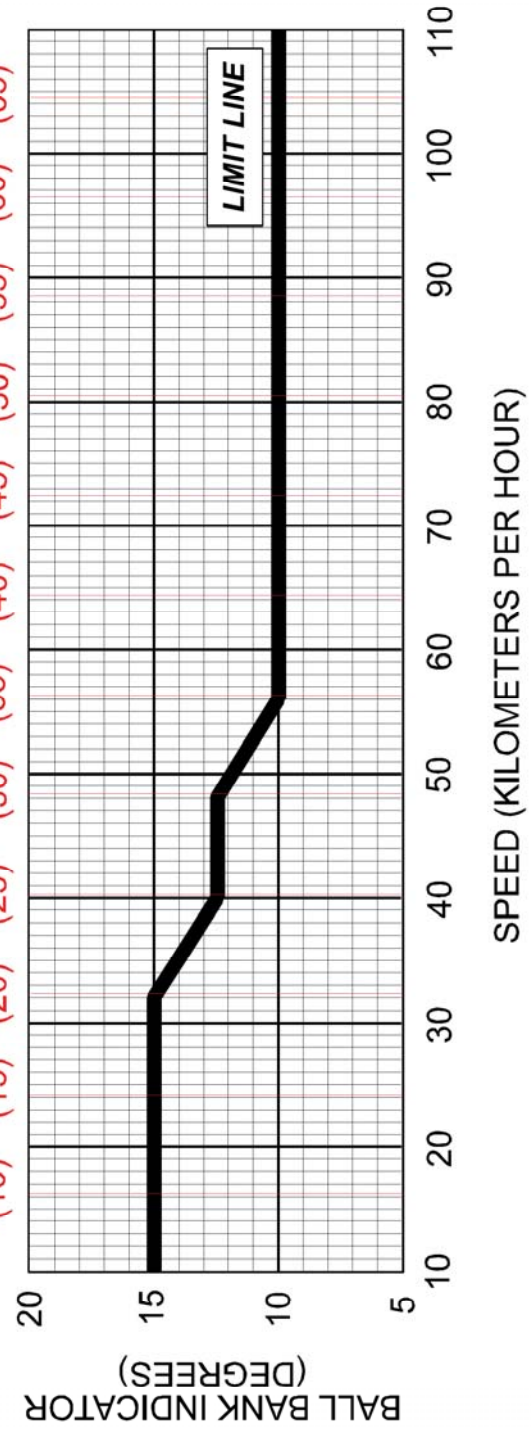

Table 2C-1. Categories of Warning Signs

Category	Group	Section	Signs	MUTCD Codes
Roadway Related	Changes in Horizontal Alignment	2C.06	Turn, Curve, Reverse Turn, Reverse Curve, Winding Road, Hairpin Curve, 270-Degree Curve	W1-1 through W1-5, W1-11, W1-15
		2C.07	Combination Horizontal Alignment/Advisory Speed	W1-1a, W1-2a
		2C.08	Combination Horizontal Alignment/Intersection	W1-10
		2C.09	Large Arrow (one direction)	W1-6
		2C.10	Chevron Alignment	W1-8
		2C.11	Truck Rollover	W1-13
	Vertical Alignment	2C.12	Hill	W7-1, W7-1a, W7-1b
		2C.13	Truck Escape Ramp	W7-4, W7-4a
		2C.14	Hill Blocks View	W7-6
	Cross Section	2C.15	Road Narrows	W5-1
		2C.16-17	Narrow Bridge, One Lane Bridge	W5-2, W5-3
		2C.18-20	Divided Road, Divided Road Ends, Double Arrow	W6-1, W6-2, W12-1
		2C.21	Dead End, No Outlet	W14-1, W14-1a, W14-2, W14-2a
		2C.22	Low Clearance	W12-2, W12-2p
	Roadway Surface Condition	2C.23-24	Bump, Dip, Speed Hump	W8-1, W8-2, W17-1
		2C.25	Pavement Ends	W8-3
		2C.26	Shoulder	W8-4, W8-9, W8-9a
		2C.27	Slippery When Wet	W8-5
		2C.28	Bridge Ices Before Road	W8-13
Traffic Related	Advance Traffic Control	2C.29-30	Stop Ahead, Yield Ahead, Signal Ahead, Be Prepared To Stop, Speed Reduction	W3-1, W3-2, W3-3, W3-4, W3-5, W3-5a
	Traffic Flow	2C.31-35	Merge, Lane Ends, Added Lane, Two-Way Traffic, Right Lane Ends, ~~Lane Ends Merge Left,~~ No Passing Zone	W4-1, W4-2, W4-3, W4-5, W4-6, W6-3, W9-1, ~~W9-2~~, W14-3
	Change in Speed	2C.36	Advisory Speed	W13-2, W13-3, ~~W13-5~~
	Intersections	2C.37	Cross Road, Side Road, T, Y, and Circular Intersection	W2-1 through W2-6
		2C.38	Large Arrow (two directions)	W1-7
		2C.39	~~Oncoming Extended Green~~	~~W25-1, W25-2~~
	Vehicular Traffic	2C.40	Truck Crossing, Truck (symbol), Emergency Vehicle, Tractor, Bicycle, Golf Cart, Horse-Drawn Vehicle	W8-6, W11-1, W11-5, W11-5a, W11-8, W11-10, W11-11, W11-12p, W11-14
	Nonvehicular	2C.41-42	Pedestrian, Deer, Cattle, Snowmobile, Horse, Wheelchair, Playground	W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, W15-1
Supplemental Plaques	Distance	2C.45	XX Feet, XX Miles, Next XX Feet, Next XX MI	W16-2, W16-3, W16-4, W7-3a
	Speed	2C.46	Advisory Speed	W13-1
	Arrow	2C.47	Advance Arrow, Directional Arrow, Diagonal Arrow	W16-5p, W16-6p, W16-7p
	Hill-Related	2C.48	Trucks Use Low Gear, X% Grade	W7-2, W7-3
	Street Name Plaque	2C.49	Advance Street Name	W16-8
	Intersection	2C.50	Cross Traffic Does Not Stop	W4-4p
	Share The Road	2C.51	Share The Road	W16-1
	HOV	2C.52	High-Occupancy Vehicle	W16-11
	Photo Enforced	2C.53	Photo Enforced	W16-10
	Traffic Circle	2C.37	Traffic Circle	W16-12p

Table 2C-2. Warning Sign Sizes

Description		Conventional Road	Express-way *	Freeway	Minimum	Oversized
Shape	Sign Series					
Diamond	W1, W2, W7, W8, W9, W11, W14, W15-1, W17-1	750 x 750 (30 x 30)	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	600 x 600 (24 x 24)	———
	W1 Combination, W3, W4, W5, W6, W8-3, W10, W12	900 x 900 (36 x 36)	1200 x 1200 (48 x 48)	1200 x 1200 (48 x 48)	750 x 750 (30 x 30)	———
Rectangular	W1 - Arrows	1200 x 600 (48 x 24)	———	———	900 x 450 (36 x 18)	1500 x 750 (60 x 30)
	W1 - Chevron	450 x 600 (18 x 24)	750 x 900 (30 x 36)	900 x1200 (36 x 48)	300 x 450 (12 x 18)	———
	W7-4	1950 x 1200 (78 x 48)	1950 x 1200 (78 x 48)	1950 x 1200 (78 x 48)	———	———
	W7-4b, 4c	1950 x 1500 (78 x 60)	1950 x 1500 (78 x 60)	1950 x 1500 (78 x 60)	———	———
	W10-9, 10	600 x 450 (24 x 18)	———	———	———	———
	W12-2p	2100 x 600 (84 x 24)	2100 x 600 (84 x 24)	2100 x 600 (84 x 24)	———	———
	W13-2, 3, 5, ~~W25~~	600 x 750 (24 x 30)	900 x1200 (36 x 48)	1200 x 1500 (48 x 60)	600 x 750 (24 x 30)	1200 x 1500 (48 x 60)
Pennant	W14-3	900 x 1200 x 1200 (36 x 48 x 48)	———	———	750 x 1000 x 1000 (30 x 40 x 40)	1200 x 1600 x 1600 (48 x 64 x 64)
Circular	W10-1	900 (36) Dia.	1200 (48) Dia.	———	750 (30) Dia.	1200 (48) Dia.

Notes: 1. Larger signs may be used when appropriate
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height

* - Includes Arterial Highway (Street) as defined in Section 1A.13.

Table 2C-3. Minimum Size of Supplemental Warning Plaques

Size of Warning Sign	Size of Supplemental Plaque			
	Rectangular			Square
	1 Line	2 Lines	Arrow	
600 x 600 (24 x 24) 750 x 750 (30 x 30)	600 x 300 (24 x 12)	600 x 450 (24 x 18)	600 x 300 (24 x 12)	450 x 450 (18 x 18)
900 x 900 (36 x 36) 1200 x 1200 (48 x 48)	750 x 450 (30 x 18)	750 x 600 (30 x 24)	750 x 450 (30 x 18)	600 x 600 (24 x 24)

Notes: 1. Larger supplemental plaques may be used when appropriate
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height

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Table 2C-4. Guidelines for Advance Placement of Warning Signs
(Metric Units)

Posted or 85th-Percentile Speed (km/h)	Advance Placement Distance [1]											
	Condition A: Speed Reduction and Lane Changing in Heavy Traffic[2]	Condition B: Deceleration to the listed advisory speed (km/h) for the condition[4]										
		0[3]	10	20	30	40	50	60	70	80	90	100	110
30	60 m	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—	—	—	—	—
40	100 m	N/A[5]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—	—	—	—
50	150 m	N/A[5]	N/A[5]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—	—	—
60	180 m	30 m	N/A[5]	N/A[5]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—	—
70	220 m	50 m	40 m	30 m	N/A[5]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—
80	260 m	80 m	60 m	55 m	50 m	40 m	30 m	N/A[5]	N/A[5]	—	—	—	—
90	310 m	110 m	90 m	80 m	70 m	60 m	40 m	N/A[5]	N/A[5]	N/A[5]	—	—	—
100	350 m	130 m	120 m	115m	110 m	100 m	90 m	70m	60m	40m	N/A[5]	—	—
110	380 m	170 m	160 m	150 m	140 m	130 m	120m	110m	90m	70m	50m	N/A[5]	—
120	420 m	200 m	190 m	185 m	180 m	170 m	160m	140m	130m	110m	90m	60 m	40 m
130	460 m	230 m	230m	230 m	220 m	210 m	200m	180m	170m	150m	120m	100 m	70 m

Notes:

[1] The distances are adjusted for a sign legibility distance of 50 m for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 75 m, which is appropriate for an alignment warning symbol sign.

[2] Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for vehicle maneuvers (2001 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 50 m for the appropriate sign.

[3] Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2001 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1, providing a PIEV time of 2.5 seconds, a deceleration rate of 3.4 m/second^2, minus the sign legibility distance of 50 m.

[4] Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PIEV time, a vehicle deceleration rate of 3 m/second^2, minus the sign legibility distance of 75 m.

[5] No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver.

Table 2C-4. Guidelines for Advance Placement of Warning Signs
(English Units)

Posted or 85th-Percentile Speed	Advance Placement Distance [1]								
	Condition A: Speed reduction and lane changing in heavy traffic[2]	Condition B: Deceleration to the listed advisory speed (mph) for the condition[4]							
		0[3]	10	20	30	40	50	60	70
20 mph	225 ft	N/A[5]	N/A[5]	—	—	—	—	—	—
25 mph	325 ft	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—
30 mph	450 ft	N/A[5]	N/A[5]	N/A[5]	—	—	—	—	—
35 mph	550 ft	N/A[5]	N/A[5]	N/A[5]	N/A[5]	—	—	—	—
40 mph	650 ft	125 ft	N/A[5]	N/A[5]	N/A[5]	—	—	—	—
45 mph	750 ft	175 ft	125 ft	N/A[5]	N/A[5]	N/A[5]	—	—	—
50 mph	850 ft	250 ft	200 ft	150 ft	100 ft	N/A[5]	—	—	—
55 mph	950 ft	325 ft	275 ft	225 ft	175 ft	100 ft	N/A[5]	—	—
60 mph	1100 ft	400 ft	350 ft	300 ft	250 ft	175 ft	N/A[5]	—	—
65 mph	1200 ft	475 ft	425 ft	400 ft	350 ft	275 ft	175 ft	N/A[5]	—
70 mph	1250 ft	550 ft	525 ft	500 ft	425 ft	350 ft	250 ft	150 ft	—
75 mph	1350 ft	650 ft	625 ft	600 ft	525 ft	450 ft	350 ft	250 ft	100 ft

Notes:

[1] The distances are adjusted for a sign legibility distance of 175 ft for Condition A. The distances for Condition B have been adjusted for a sign legibility distance of 250 ft, which is appropriate for an alignment warning symbol sign.

[2] Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for vehicle maneuvers (2001 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 175 ft for the appropriate sign.

[3] Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, Signal Ahead, and Intersection Warning signs. The distances are based on the 2001 AASHTO Policy, Stopping Sight Distance, Exhibit 3-1, providing a PIEV time of 2.5 seconds, a deceleration rate of 11.2 ft/second^2, minus the sign legibility distance of 175 ft.

[4] Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve. The distance is determined by providing a 2.5 second PIEV time, a vehicle deceleration rate of 10 ft/second^2, minus the sign legibility distance of 250 ft.

[5] No suggested distances are provided for these speeds, as the placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver.

Table 2C-5. Horizontal Alignment Sign Usage

Number of Alignment Changes	Advisory Speed	
	≤ 50 km/h (≤ 30 MPH)	> 50 km/h (> 30 MPH)
1	Turn (W1-1)[1]	Curve (W1-2)[1]
2[2]	Reverse Turn[3] (W1-3)	Reverse Curve[3] (W1-4)
3 or more[2]	Winding Road[3] (W1-5)	

Notes:

[1] ~~Engineering judgment should be used to determine whether the Turn or Curve sign should be used.~~

[2] Alignment changes are in opposite directions and are separated by a tangent distance of 180 m (600 ft) or less.

[3] A Right Reverse Turn (W1-3R), Right Reverse Curve (W1-4R), or Right Winding Road (W1-5R) sign is used if the first change in alignment is to the right; a Left Reverse Turn (W1-3L), Left Reverse Curve (W1-4L), or Left Winding Road (W1-5L) sign is used if the first change in alignment is to the left.

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Table 2C-101(CA). California Warning Signs (Sheet 1 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~W1(CA)~~	W1-4	Reverse Curve	2C.06, 2C.07
~~W2(CA)~~	W1-3	Reverse Turn	2C.06, 2C.07
~~W3(CA)~~	W1-1	Turn	2C.06, 2C.07, 2C.08
W4-1(CA)	None	Combination Reverse Turn/Advisory Speed	2C.07
~~W4-4(CA)~~	W1-1a	Combination Turn/Advisory Speed	2C.07
~~W4-7(CA)~~	W1-2a	Combination Curve/Advisory Speed	2C.07
W4-10(CA)	None	Combination Hairpin Curve/Advisory Speed	2C.07
W4-14(CA)	None	Combination 270-degree Loop/Advisory Speed	2C.07
W4-18(CA)	None	Combination Reverse Curve/Advisory Speed	2C.07
W4-22(CA)	None	Combination Truck Rollover Warning/Advisory Speed	2C.07
~~W5(CA)~~	W1-2	Curve	2C.06, 2C.07, 2C.08
~~W6(CA)~~	W13-1	Advisory Speed Plaque	2C.06, 2C.07, 2C.11, 2C.14, 2C.15, 2C.46, 2C.101(CA), 2C.102(CA)
~~W7(CA)~~	W2-4	T-Symbol	2C.37
~~W7A(CA)~~	W2-2	Side Road	2C.08, 2C.37
~~W8(CA)~~	W2-5	Y-Symbol	2C.37
~~W9(CA)~~	W2-1	Cross Road	2C.08, 2C.37
~~W10(CA)~~	W10-2	Highway-Rail Grade Crossing Advance Warning (Cross Road)	8B.04, 10C.15
~~W10A(CA)~~	W10-3	Highway-Rail Grade Crossing Advance Warning (Side Road)	8B.04, 10C.15
~~W10B(CA)~~	W10-4	Highway-Rail Grade Crossing Advance Warning (T-Intersection)	8B.04, 10C.15
~~W11(CA)~~	W4-2	Lane Ends	2C.33
W11-1(CA)	None	(HOV) Lane Reduction	2C.107(CA)
~~W14(CA)~~	W1-5	Winding Road	2C.06, 2C.07
~~W15(CA)~~	W5-1	ROAD NARROWS	2C.15
~~W17(CA)~~	W3-1	Stop Ahead	2C.29
~~W18(CA)~~	W8-4	SOFT SHOULDER	2C.26
~~W19(CA)~~	W8-3	PAVEMENT ENDS	2C.25
W20(CA)	None	Weight Limit	2B.49
W20A(CA)	None	Weight Limit	2B.49
~~W23(CA)~~	W5-2	NARROW BRIDGE	2C.16
~~W25(CA)~~	W6-1	Divided Highway (Road)	2C.18
~~W26(CA)~~	W6-2	Divided Highway (Road) Ends	2C.19, 2C.34
~~W28(CA)~~	W3-2	Yield Ahead	2C.29
~~W29(CA)~~	W7-1	Hill	2C.12
~~W29-1(CA)~~	W7-1b	Combination Hill/Grade	2C.12
~~W29A(CA)~~	W7-3	___ % GRADE Plaque	2C.12, 2C.48
~~W29B(CA)~~	W7-3b	___ % GRADE (X MILES) Plaque	2C.12, 2C.48
~~W29C(CA)~~	W7-2b	TRUCKS USE LOWER GEAR Plaque	2C.48
~~W30(CA)~~	W7-4	RUNAWAY TRUCK RAMP (X MILE)	2C.13
~~W30A(CA)~~	W7-4b	RUNAWAY TRUCK RAMP Arrow	2C.13

Table 2C-101(CA). California Warning Signs (Sheet 2 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
W30B(CA)	None	DEEP GRAVEL	2C.13
W30C(CA)	None	RIGHT(LEFT) EXIT	2C.13
W31(CA)	None	END	2C.21
W31A(CA)	None	ROAD ENDS ___ FT	2C.21
~~W32(CA)~~	W8-2	DIP	2C.23
~~W33(CA)~~	W8-8	ROUGH ROAD	2C.102(CA)
~~W34(CA)~~	W12-2	Low Clearance	2C.22
W34A(CA)	None	Distance Ahead Plaque	2B.49, 2C.22, 2C.45
~~W34B(CA)~~	W12-2P	___ FT ___ IN Plaque	2C.22
W34C(CA)	None	CAUTION VERTICAL CLEARANCE __' __" Arrow	2C.22
~~W36(CA)~~	W5-3	ONE LANE BRIDGE	2C.17
~~W37(CA)~~	W8-1	BUMP	2C.23
W38(CA)	None	SLIDE AREA	2C.102(CA)
~~W41(CA)~~	W3-3	Signal Ahead	2C.29, 4D.20, 4K.102(CA)
~~W41A(CA)~~	W3-3a	SIGNAL AHEAD	2C.29
~~W42(CA)~~	W8-5	Slippery When Wet	2C.25
W43(CA)	None	ICY	2C.28
~~W44(CA)~~	W6-3	Two-Way Traffic	2C.19, 2C.34, 3B.07
~~W44-1(CA)~~	W6-4	Opposing Traffic Lane Divider	6F.70
W44A(CA)	None	TWO WAY TRAFFIC Plaque	2C.34
~~W45(CA)~~	W11-7	Equestrian	2C.41
~~W46(CA)~~	W10-1a	EXEMPT	8B.05
W46A(CA)	None	EXEMPT 2W-5.1-C	8B.05
~~W47(CA)~~	W10-1	Highway-Rail Grade Crossing Advance Warning	8B.04, 10C.15
W48(CA)	None	Number of Tracks	8B.04, 10C.15
W49(CA)	None	DRAW BRIDGE	2C.17
W50(CA)	None	ROCK SLIDE AREA	2C.102(CA)
W50-1(CA)	None	Rock Slide Area	2C.102(CA)
W51(CA)	None	SLOW TRUCKS	2C.103(CA)
~~W53A(CA)~~	W14-2	NO OUTLET	2C.21
~~W54A(CA)~~	W11-2	Pedestrian Crossing	2C.41
W55(CA)	None	FLOODED	2C.102(CA)
W55B(CA)	None	SUBJECT TO FLOODING	2C.102(CA)
~~W56(CA)~~	W1-7	Two-Direction Large Arrow	2C.38
~~W57(CA)~~	W1-6	One-Direction Large Arrow	2C.06, 2C.09, 2C.10
~~W58(CA)~~	W12-1	Double Arrow	2C.20
~~W59(CA)~~	W4-1	Merge	2C.31
W59-1(CA)	None	(HOV) Merge	2C.107(CA)
~~W60(CA)~~	W4-3	Added Lane	2C.32
W61(CA) Series	None	Lane Drop Panels	2E.20
~~W62(CA)~~	W11-5	Farm Equipment	2C.40

Table 2C-101(CA). California Warning Signs (Sheet 3 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~W63(CA)~~	S1-1	School Advance Warning	7B.07, 7B.08, 7B.09, 7B.101(CA)
~~W64(CA)~~	S3-1	SCHOOL BUS STOP AHEAD	7B.07, 7B.10
~~W65(CA)~~	S4-3	SCHOOL Plaque	7B.07, 7B.08, 7B.09, 7B.11
~~W65-1(CA)~~	S5-2	END SCHOOL ZONE	7B.13
W66B(CA)	None	Double Diagonal Arrows	2C.41, 7B.09
~~W67(CA)~~	W11-4	Cattle Crossing	2C.41
~~W68(CA)~~	W11-3	Deer Crossing	2C.41
W69(CA)	None	END FREEWAY (X MILE)	2C.37
W70(CA)	None	CROSS TRAFFIC AHEAD	2C.37
~~W71(CA)~~	W7-3a	Next Distance Plaque	2C.06, 2C.45
~~W72(CA)~~	W13-2	Advisory Exit Speed	2C.36
~~W72A(CA)~~	W13-3	Advisory Ramp Speed	2C.36
W72B(CA)	None	(HOV) Advisory Exit(Ramp) Speed	2C.107(CA)
W73(CA)	None	RIGHT(LEFT) LANE EXITS AHEAD	2C.33
W73A(CA)	None	RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD	2C.33
~~W74(CA)~~	W4-7	THRU TRAFFIC MERGE LEFT (RIGHT)	2B.21, 2C.33
W74-1(CA)	None	(HOV) THRU TRAFFIC MERGE LEFT (RIGHT)	2C.107(CA)
~~W75(CA)~~	~~W9-2~~	~~LANE ENDS MERGE LEFT (RIGHT)~~	2C.33
W75-1(CA)	None	(HOV) LANE ENDS MERGE LEFT (RIGHT)	2C.107(CA)
~~W79(CA)~~	W11-1	Bicycle Crossing	2C.40, 9B.17, 9C.04, 9C.103(CA)
~~W79A(CA)~~	W16-1	SHARE THE ROAD	2C.40, 2C.51, 9B.18, 9C.103(CA)
~~W81(CA)~~	W1-8	Chevron Alignment	2C.06, 2C.10
W82(CA)	None	Light Rail Transit (Trolley) Crossing	10C.101(CA)
W82-1(CA)	None	Light Rail Transit (Trolley) Crossing /LOOK BOTH WAYS	10C.101(CA)
W83(CA)	None	PASS WITH CARE	2C.34
~~SW1(CA)~~	W4-4P	CROSS TRAFFIC DOES NOT STOP	2C.50
SW4-1(CA)	None	WATCH DOWNHILL SPEED	2C.48
SW17-1(CA)	None	TRAILERS-CAMPERS-GUSTY WIND AREA NEXT ___ MILES	2C.30
~~SW21B(CA)~~	W11-8	Emergency Vehicle	2C.40
SW22-1(CA)	None	WINDING LEVEE ROAD	2C.06
SW22-1A(CA)	None	Speed/Distance Plaque	2C.06
SW26(CA)	None	SIGNAL/STOP AHEAD Arrow	2C.29
~~SW27(CA)~~	W10-12	Skewed Crossing Sign	8B.19, 10C.19
SW28(CA)	None	STEEL BRIDGE DECK	2C.102(CA)
SW32(CA)	None	DRIFTING SAND	2C.102(CA)
SW35(CA)	None	FLASH FLOOD AREA	2C.102(CA)
SW36(CA)	None	END FREEWAY	2C.37
SW37(CA)	None	TUNNEL	2C.104(CA)
SW38(CA)	None	DEAF CHILDREN NEAR	2C.41

Table 2C-101(CA). California Warning Signs (Sheet 4 of 4)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~SW40(CA)~~	W8-6	TRUCK CROSSING	2C.40
SW41(CA)	None	SNOW SLIDE AREA	2C.102(CA)
SW44(CA)	None	Downward Arrow	2C.105(CA)
SW45(CA)	None	GROOVED PAVEMENT	2C.102(CA)
SW46(CA)	None	WATCH FOR SNOW SLIPPERY	2C.27
SW47(CA)	None	OFF HIGHWAY VEHICLES	2C.40
SW48(CA)	None	TRACTOR-SEMIS OVER (X FEET) KINGPIN TO REAR AXLE NOT ADVISED	2C.106(CA)
SW48-1(CA)	None	NEXT RIGHT	2C.106(CA)
SW49(CA)	None	PLAYGROUND	2C.42
SW50(CA)	None	SENIOR CITIZEN FACILITY	2C.41
~~SW51(CA)~~	W11-6	Snowmobile	2C.40, 2C.41
SW52(CA)	None	EMERGENCY VEHICLES	2C.40
SW54(CA)	None	(HOV) Lane Selection (Left or Right Arrow)	2C.107(CA)
SW54-1(CA)	None	(HOV) Lane Selection (Left or Right and Vertical Arrow)	2C.107(CA)
SW54A(CA)	None	CARPOOL IS 2 OR MORE PER VEHICLE	2C.107(CA)
SW54B(CA)	None	CARPOOL IS 2 OR MORE PER VEHICLE Specific Hours/Days	2C.107(CA)
SW54C(CA)	None	CARPOOL IS 2 OR MORE PER VEHICLE WHEN METERED	2C.107(CA)
~~SW55(CA)~~	W14-3	NO PASSING ZONE	2C.35
~~SW56(CA)~~	W11-11	Golf Cart	2C.40
SW58(CA)	None	WATCH FOR SNOW REMOVAL EQUIPMENT	2C.40
SW59(CA)	None	Migrating Bears	2C.41

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Table 2C-102(CA). MUTCD Warning Signs (Sheet 1 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
S1-1	~~W63(CA)~~	School Advance Warning	7B.07, 7B.08, 7B.09, 7B.101(CA)
S3-1	~~W64(CA)~~	SCHOOL BUS STOP AHEAD	7B.07, 7B.10
S4-3	~~W65(CA)~~	SCHOOL Plaque	7B.07, 7B.08, 7B.09, 7B.11
S4-5	None	Reduced Speed School Zone Ahead	7B.07, 7B.12
S4-5a	None	Reduced Speed School Zone Ahead	7B.07, 7B.12
S5-2	~~W65-1(CA)~~	END SCHOOL ZONE	7B.13
W1-1	~~W3(CA)~~	Turn	2C.06, 2C.07, 2C.08
W1-1a	~~W4-4(CA)~~	Combination Turn/Advisory Speed	2C.07
W1-2	~~W5(CA)~~	Curve	2C.06, 2C.07, 2C.08
W1-2a	~~W4-7(CA)~~	Combination Curve/Advisory Speed	2C.07
W1-3	~~W2(CA)~~	Reverse Turn	2C.06, 2C.07
W1-4	~~W1(CA)~~	Reverse Curve	2C.06, 2C.07
~~W1-4b~~	None	~~Reverse Curve (2 lanes)~~	6F.45
~~W1-4c~~	None	~~Reverse Curve (3 lanes)~~	6F.45
W1-5	~~W14(CA)~~	Winding Road	2C.06, 2C.07
W1-6	~~W57(CA)~~	One-Direction Large Arrow	2C.06, 2C.09, 2C.10
W1-7	~~W56(CA)~~	Two-Direction Large Arrow	2C.38
W1-8	~~W81(CA)~~	Chevron Alignment	2C.06, 2C.10
W1-10	None	Combination Horizontal Alignment/Intersection Sign	2C.06, 2C.08
W1-11	None	Hairpin Curve	2C.06
W1-13	None	Truck Rollover Warning	2C.11
~~W1-13a~~	None	~~Truck Rollover Warning~~	Introduction, Page I-4
W1-15	None	270-degree Loop	2C.06
W2-1	~~W9(CA)~~	Cross Road	2C.08, 2C.37
W2-2	~~W7A(CA)~~	Side Road	2C.08, 2C.37
W2-3	None	Side Road	2C.08, 2C.37
W2-4	~~W7(CA)~~	T-Symbol	2C.37
W2-5	~~W8(CA)~~	Y-Symbol	2C.37
W2-6	None	Circular Intersection	2C.37
W3-1	~~W17(CA)~~	Stop Ahead	2C.29
~~W3-1a~~	None	~~STOP AHEAD~~	2C.29
W3-2	~~W28(CA)~~	Yield Ahead	2C.29
~~W3-2a~~	None	~~YIELD AHEAD~~	2C.29
W3-3	~~W41(CA)~~	Signal Ahead	2C.29, 4D.20, 4K.102(CA)
W3-3a	~~W41A(CA)~~	SIGNAL AHEAD	2C.29
W3-4	~~C36(CA)~~	BE PREPARED TO STOP	2C.29, 6F.29
W3-5	None	Speed Reduction	2C.30
W3-5a	None	Speed Reduction	2C.30
W4-1	~~W59(CA)~~	Merge	2C.31
~~W4-1a~~	None	~~Entering Roadway Merge~~	Introduction, Page I-4
W4-2	~~W11(CA)~~	Lane Ends	2C.33

Table 2C-102(CA). MUTCD Warning Signs (Sheet 2 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W4-3	~~W60(CA)~~	Added Lane	2C.32
W4-4P	~~SW1(CA)~~	CROSS TRAFFIC DOES NOT STOP	2C.50
W4-5	None	Entering Roadway Merge	2C.31
W4-6	None	Entering Roadway Added Lane	2C.32
W4-7	~~W74(CA)~~	THRU TRAFFIC MERGE LEFT (RIGHT)	2B.21, 2C.33
W5-1	~~W15(CA)~~	ROAD NARROWS	2C.15
W5-2	~~W23(CA)~~	NARROW BRIDGE	2C.16
W5-3	~~W36(CA)~~	ONE LANE BRIDGE	2C.17
~~W5-4~~	None	~~RAMP NARROWS~~	6F.26
W5-4a	None	BIKEWAY NARROWS	9B.18
W6-1	~~W25(CA)~~	Divided Highway (Road)	2C.18
~~W6-1a~~	None	~~DIVIDED HIGHWAY~~	2C.18
~~W6-1b~~	None	~~DIVIDED ROAD~~	2C.18
W6-2	~~W26(CA)~~	Divided Highway (Road) Ends	2C.19, 2C.34
~~W6-2a~~	None	~~DIVIDED HIGHWAY ENDS~~	2C.19
~~W6-2b~~	None	~~DIVIDED ROAD ENDS~~	2C.19
W6-3	~~W44(CA)~~	Two-Way Traffic	2C.19, 2C.34, 3B.07
W6-4	~~W44-1(CA)~~	Opposing Traffic Lane Divider	6F.70
W7-1	~~W29(CA)~~	Hill	2C.12
W7-1a	None	HILL	2C.12
W7-1b	~~W29-1(CA)~~	Combination Hill/Grade	2C.12
W7-2	None	Hill-Related Plaques	2C.48
W7-2b	~~W29C(CA)~~	TRUCKS USE LOWER GEAR Plaque	2C.48
W7-3	~~W29A(CA)~~	___ % GRADE Plaque	2C.12, 2C.48
W7-3a	~~W71(CA)~~	Next Distance Plaque	2C.06, 2C.45
W7-3b	~~W29B(CA)~~	___ % GRADE (X MILES) Plaque	2C.12, 2C.48
W7-4	~~W30(CA)~~	RUNAWAY TRUCK RAMP (X MILE)	2C.13
W7-4b	~~W30A(CA)~~	RUNAWAY TRUCK RAMP Arrow	2C.13
W7-4c	None	TRUCK ESCAPE RAMP	2C.13
W7-4d	None	SAND	2C.13
W7-4e	None	GRAVEL	2C.13
W7-4f	None	PAVED	2C.13
W7-5	None	Hill (Bicycle)	9B.18
W7-6	None	HILL BLOCKS VIEW	2C.14
W8-1	~~W37(CA)~~	BUMP	2C.23
W8-2	~~W32(CA)~~	DIP	2C.23
W8-3	~~W19(CA)~~	PAVEMENT ENDS	2C.25
W8-4	~~W18(CA)~~	SOFT SHOULDER	2C.26
W8-5	~~W42(CA)~~	Slippery When Wet	2C.25
W8-6	~~SW40(CA)~~	TRUCK CROSSING	2C.40
W8-7	~~C6(CA)~~	LOOSE GRAVEL	6F.102(CA)
W8-8	~~W33(CA)~~	ROUGH ROAD	2C.102(CA)
W8-9	~~C31(CA)~~	LOW SHOULDER	2C.26, 6F.42, 6F.105(CA)

Table 2C-102(CA). MUTCD Warning Signs (Sheet 3 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W8-9a	None	SHOULDER DROP OFF	2C.26
W8-10	None	Bicycle Surface Condition Warning	9B.16
W8-10p	None	SLIPPERY WHEN WET	9B.16
W8-11	None	UNEVEN LANES	6F.43
W8-12	~~SC16(CA)~~	NO CENTER STRIPE	6F.44
W8-13	None	BRIDGE ICES BEFORE ROAD	2C.28
W9-1	None	RIGHT (LEFT) LANE ENDS	2C.33
~~W9-2~~	~~W75(CA)~~	~~LANE ENDS MERGE LEFT (RIGHT)~~	2C.33
W9-3	None	CENTER LANE CLOSED AHEAD	6F.22
W9-3a	None	Center Lane Closed Ahead	6F.22
W10-1	~~W47(CA)~~	Highway-Rail Grade Crossing Advance Warning	8B.04, 10C.15
W10-1a	~~W46(CA)~~	EXEMPT	8B.05
W10-2	~~W10(CA)~~	Highway-Rail Grade Crossing Advance Warning (Cross Road)	8B.04, 10C.15
W10-3	~~W10A(CA)~~	Highway-Rail Grade Crossing Advance Warning (Side Road)	8B.04, 10C.15
W10-4	~~W10B(CA)~~	Highway-Rail Grade Crossing Advance Warning (T-Intersection)	8B.04, 10C.15
W10-5	None	Low Ground Clearance Highway-Rail Grade Crossing	8B.17, 10C.16
~~W10-6~~	~~None~~	~~WARNING LOOK BOTH WAYS~~	Introduction, Page I-6
W10-7	None	Light Rail Transit Approaching-Activated Blank-Out	10C.17
W10-8	None	TRAINS MAY EXCEED ~~130 km/h~~ (80 MPH)	8B.13
W10-9	None	NO TRAIN HORN	8B.14
W10-10	None	NO SIGNAL	8B.15
W10-11	None	Storage Space	8B.18, 10C.18
W10-11a	None	Storage Space	8B.18, 10C.18
W10-11b	None	Storage Space	8B.18, 10C.18
W10-12	~~SW27(CA)~~	Skewed Crossing Sign	8B.19, 10C.19
W10-13	None	NO GATES OR LIGHTS	8B.15
W10-14	None	NEXT CROSSING	8B.17
W10-14a	None	USE NEXT CROSSING	8B.17
W10-15	None	ROUGH CROSSING	8B.17
W11-1	~~W79(CA)~~	Bicycle Crossing	2C.40, 9B.17, 9C.04, 9C.103(CA)
W11-2	~~W54A(CA)~~	Pedestrian Crossing	2C.41
W11-3	~~W68(CA)~~	Deer Crossing	2C.41
W11-4	~~W67(CA)~~	Cattle Crossing	2C.41
W11-5	~~W62(CA)~~	Farm Vehicles	2C.40
W11-5a	None	Farm Vehicles	2C.40
W11-6	~~SW51(CA)~~	Snowmobile	2C.40, 2C.41
W11-7	~~W45(CA)~~	Equestrian	2C.41
W11-8	~~SW21B(CA)~~	Emergency Vehicle	2C.40
W11-9	None	Wheelchair	2C.41
W11-10	None	Truck Crossing	2C.40
W11-11	~~SW56(CA)~~	Golf Cart	2C.40
W11-12p	None	EMERGENCY SIGNAL AHEAD	2C.40, 4F.02

Table 2C-102(CA). MUTCD Warning Signs (Sheet 4 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W11-14	None	Horse-drawn Vehicle	2C.40
W12-1	~~W58(CA)~~	Double Arrow	2C.20
W12-2	~~W34(CA)~~	Low Clearance	2C.22
W12-2P	~~W34B(CA)~~	___ FT ___ IN Plaque	2C.22
W13-1	~~W6(CA)~~	Advisory Speed Plaque	2C.06, 2C.07, 2C.11, 2C.14, 2C.15, 2C.46, 2C.101(CA), 2C.102(CA)
W13-2	~~W72(CA)~~	Advisory Exit Speed	2C.36
W13-3	~~W72A(CA)~~	Advisory Ramp Speed	2C.36
~~W13-4~~	None	~~ON RAMP~~	6F.25
~~W13-5~~	None	~~Curve Speed~~	2C.06, 2C.36
W14-1	None	DEAD END	2C.21
W14-1a	None	DEAD END	2C.21
W14-2	~~W53A(CA)~~	NO OUTLET	2C.21
W14-2a	None	NO OUTLET	2C.21
W14-3	~~SW55(CA)~~	NO PASSING ZONE	2C.35
W15-1	None	Playground	2C.42
W16-1	~~W79A(CA)~~	SHARE THE ROAD	2C.40, 2C.51, 9B.18, 9C.103(CA)
W16-2	None	Distance Ahead	2C.45
W16-2a	None	Distance Ahead	2C.45
W16-3	None	Distance Ahead	2C.45
W16-3a	None	Distance Ahead	2C.45
W16-4	None	Next Distance	2C.45
W16-5p	None	Supplemental Arrow	2C.47
W16-6p	None	Supplemental Arrow	2C.47
W16-7p	None	Supplemental Arrow	2C.41, 2C.47
W16-8	None	Advance Street Name	2C.49
W16-8a	None	Advance Street Name	2C.49
W16-9p	None	AHEAD	2C.34, 7B.08
W16-10	None	PHOTO ENFORCED	2C.53
W16-11	None	HOV	2C.52
W16-12p	None	TRAFFIC CIRCLE	2C.37
~~W16-13p~~	None	~~WHEN FLASHING~~	2C.29
W17-1	None	SPEED HUMP (BUMP)	2C.24
W18-1	None	NO TRAFFIC SIGNS	5C.12
W20-1	~~C23(CA)~~	ROAD (STREET) WORK	6F.17, 6F.27, 6F.37, 6F.72
W20-2	~~C1(CA)~~	DETOUR	6F.18
W20-3	~~C19(CA)~~	ROAD (STREET) CLOSED	6F.19
W20-4	~~C16(CA)~~	ONE LANE ROAD	6F.20
W20-5	~~C20(CA)~~	RIGHT (LEFT) LANE CLOSED, XX FT, XX MILE(S), or AHEAD	6F.21

Table 2C-102(CA). MUTCD Warning Signs (Sheet 5 of 5)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
W20-5a	None	RIGHT (LEFT) TWO LANES CLOSED, XX FT, XX MILE(S), or AHEAD	6F.21
W20-7	None	FLAGGER	6F.29
~~W20-7a~~	None	~~Flagger~~	6F.29
W21-1	~~C22C(CA)~~	WORKERS	6F.31
W21-1a	~~C22B(CA)~~	Workers	6F.31, 6G.06
W21-2	~~C4(CA)~~	FRESH OIL (TAR)	6F.32
W21-3	~~C8(CA)~~	ROAD MACHINERY AHEAD	6F.33
W21-5	None	SHOULDER WORK	6F.35
W21-5a	None	RIGHT (LEFT) SHOULDER CLOSED	6F.35
W21-5b	~~C30B(CA)~~	RIGHT (LEFT) SHOULDER CLOSED XXX FT or AHEAD	6F.35
W21-6	~~C25(CA)~~	SURVEY CREW	6F.36
W21-7	None	UTILITY WORK	6F.37
W22-1	~~C33(CA)~~	BLASTING ZONE AHEAD	6F.39
W22-2	~~C34(CA)~~	TURN OFF 2-WAY RADIO AND CELL PHONE	6F.40
W22-3	~~C35(CA)~~	END BLASTING ZONE	6F.41
W23-1	~~SC12(CA)~~	SLOW TRAFFIC AHEAD	6F.27, 6F.107(CA)
W24-1	None	Double Reverse Curve (1 lane)	6F.45
~~W24-1a~~	None	~~Double Reverse Curve (2 lane)~~	6F.45
~~W24-1b~~	None	~~Double Reverse Curve (3 lane)~~	6F.45
~~W25-1~~	None	~~ONCOMING TRAFFIC HAS EXTENDED GREEN~~	2C.39
~~W25-2~~	None	~~ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN~~	2C.39

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CHAPTER 2D. GUIDE SIGNS – CONVENTIONAL ROADS

Section 2D.01 Scope of Conventional Road Guide Sign Standards

Standard:

Standards for conventional road guide signs shall apply to expressways, freeways, **any road or street other than low-volume roads (as defined in Section 5A.01),** ~~**expressways, and freeways**~~ and except as provided for under Chapter 2E**.**

Section 2D.02 Application

Support:

Guide signs are essential to direct road users along streets and highways, to inform them of intersecting routes, to direct them to cities, towns, villages, or other important destinations, to identify nearby rivers and streams, parks, forests, and historical sites, and generally to give such information as will help them along their way in the most simple, direct manner possible.

Chapter 2A addresses placement, location, and other general criteria for signs.

Guide signs are not intended to replace maps or substitute for adequate trip planning by road users.

Table 2D-101(CA) shows a list of California Guide Signs.

Table 2D-102(CA) shows a list of MUTCD Guide Signs.

Section 2D.03 Color, Retroreflection, and Illumination

Support:

Requirements for illumination, retroreflection, and color are stated under the specific headings for individual guide signs or groups of signs. General provisions are given in Sections 2A.08, 2A.09, and 2A.11.

Standard:

Except where otherwise specified herein for individual signs or groups of signs, guide signs on streets and highways shall have a white message and border on a green background. All messages, borders, and legends shall be retroreflective and all backgrounds shall be retroreflective or illuminated.

Support:

Color coding is sometimes used to help road users distinguish between multiple potentially confusing destinations. Examples of valuable uses of color coding include guide signs for roadways approaching or inside an airport property with multiple terminals serving multiple airlines, and wayfinding signs for various traffic generator destinations within a community or area.

Standard:

Different color sign backgrounds shall not be used to provide color coding of destinations. The color coding shall be accomplished by the use of different colored square or rectangular panels on the face of the guide signs.

Option:

The different colored panels may include a black or white (whichever provides the better contrast with the panel color) letter, numeral, or other appropriate designation to identify the airport terminal or other destination.

Support:

Two examples of color-coded sign assemblies are shown in Figure 2D-1.

Overhead Guide Sign Illumination Policy

Guidance:

Fixed-lighting should be used to illuminate signs unless retroreflective luminance from headlights provides effective nighttime legibility. The type of fixed-lighting chosen should provide effective and reasonably uniform illumination of the sign face and message.

Standard:

In conjunction with the requirement for retroreflective backgrounds, the Overhead Guide Sign Illumination policy shall apply to all existing and new overhead guide signs.

Support:

In all applications of the policy, engineering judgment must be exercised. The purpose of the policy is to provide for uniform application of signs statewide. The intent is to make signs conspicuous (target value) and legible to motorists. The policy is consistent with federal requirements.

A. Existing Overhead Signs

Guidance:

1. Currently lighted signs with opaque backgrounds should remain lighted.

Option:

2. Currently unlighted opaque signs may be lighted. Retrofit-walkways for fixed –lighting systems need to be checked for proper clearance to the roadway.

Standard:

3. Signs with opaque backgrounds shall be replaced with new signs with retroreflective backgrounds, legends and borders when the old signs have reached the end of their useful life or are replaced for other reasons.

Guidance:

4. Fixed-lighting should be used to illuminate signs with retroreflective backgrounds, legends and borders unless retroreflective luminance from headlights provides effective nighttime legibility

B. New Overhead Signs

Standard:

1. Signs shall have retroreflective backgrounds, legends and borders.

Guidance:

2. Fixed-lighting should be used to illuminate signs unless retroreflective luminance from headlights provides effective nighttime legibility.

Standard:

3. Basic components for fixed-lighting systems shall be provided even if lights are not planned initially.

Guidance:

4. Signs should be designed and mounted as if lights were installed, as it could be necessary to provide fixed-lighting for the sign at some future date.

C. Fixed-lighting Systems

Guidance:

Energy conservation systems should be considered for fixed-lighting.

D. Engineering Considerations

Guidance:

The following criteria should be considered in determining which signs should be lighted:

1. Signs skewed or otherwise positioned relative to traffic so as to render retroreflective luminance from headlights ineffective.
2. Signs that for some other reason are not legible when illuminated by vehicle headlights.
3. Signs adjacent to other signs requiring or having fixed-lighting.
4. Signs in advance of ramps in urban areas with heavy traffic during the evening peak period.

E. Energy Conservation Measures for Guide Signs

Guidance:

All non-action guide sign lighting (Interchange Sequence (G23(CA) Series) signs) should be turned off, except in special situations where motorist safety could be affected.

Following are some situations where engineering judgment should be used to determine if illumination should be maintained:

1. Locations prone to heavy fog or poor visibility.
2. Signs in work zones or in the proximity of work zones.
3. Non-action guide signs adjacent to other signs that must be lighted.

All G21(CA) Series, G24(CA) Series, G83(CA) Series, G85(CA) Series and G86(CA) Series and other action guide signs should remain lighted on highways.

When illuminated, lights should be replaced with energy efficient fixtures on highways.

Standard:

New overhead guide sign structure designs shall include appropriate conduit, pull boxes, and fixture attachment points for the future installation of sign lighting, if and when needed.

Section 2D.04 Size of Signs

Support:

For most guide signs, the legends are so variable that a standardized size is not appropriate. The sign size is determined primarily by the length of the message, and the size of lettering and spacing necessary for proper legibility. However, for signs with standardized designs, such as route signs, it is practical to use the prescribed sizes that are given in the "Standard Highway Signs" book (see Section 1A.11).

Option:

Reduced letter height, reduced interline spacing, and reduced edge spacing may be used on guide signs if sign size must be limited by factors such as lane width or vertical or lateral clearance.

Guidance:

Reduced spacing between the letters or words on a line of legend should not be used as a means of reducing the overall size of a guide sign, except where determined necessary by engineering judgment to meet unusual lateral space constraints. In such cases, the legibility distance of the sign legend should be the primary consideration in determining whether to reduce the spacing between the letters or the words or between the words and the sign border, or to reduce the letter height.

When a reduction in the prescribed size is necessary, the design used should be as similar as possible to the design for the standard size.

Support:

Sign design details are contained in FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Section 2D.05 Lettering Style

Standard:

The design of upper-case letters, lower-case letters, capital letters, numerals, route shields, and spacing shall be as provided in the "Standard Highway Signs" book (see Section 1A.11).

The lettering for names of places, streets, and highways on conventional road guide signs shall be a combination of lower-case letters with initial upper-case letters, or all capital letters (see Section 2A.14). When a combination of upper- and lower-case letters are used, the initial upper-case letters shall be approximately 1.33 times the "loop" height of the lower-case letters.

All other word legends on conventional road guide signs shall be in capital letters.

Section 2D.06 Size of Lettering

Support:

Sign legibility is a direct function of letter size and spacing. Legibility distance has to be sufficient to give road users enough time to read and comprehend the sign. Under optimum conditions, a guide sign message can be read and understood in a brief glance. The legibility distance includes a reasonable safety factor for inattention, blocking of view by other vehicles, unfavorable weather, inferior eyesight, or other causes for delayed or slow reading. Where conditions permit, repetition of guide information on successive signs gives the road user more than one opportunity to obtain the information needed.

Standard:

Design layouts for conventional road guide signs showing interline spacing, edge spacing, and other specification details shall be as shown in the "Standard Highway Signs" book (see Section 1A.11).

The principal legend on guide signs shall be in letters and numerals at least 150 mm (6 in) in height for all capital letters, or a combination of 150 mm (6 in) in height for upper-case letters with 113 mm (4.5 in) in height for lower-case letters. On low-volume roads (as defined in Section 5A.01), and on urban streets with speeds of 40 km/h (25 mph) or less, the principal legend shall be in letters at least 100 mm (4 in) in height.

Guidance:

Lettering sizes should be consistent on any particular class of highway.

The minimum lettering sizes specified herein should be exceeded where conditions indicate a need for greater legibility.

Standard:

Design layouts for conventional road guide signs showing interline spacing, edge spacing, and other specification details shall be as shown in FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Section 2D.07 Amount of Legend

Support:

The longer the legend on a guide sign, the longer it will take road users to comprehend it, regardless of letter size.

Guidance:

Guide signs should be limited to three lines of principal legend. Where two or more signs are included in the same overhead display, the amount of legend should be minimized. The principal legend should include only place names, route numbers, and street names.

Option:

Symbols, action information, cardinal directions, and exit numbers may be used in addition to the principal legend where sign space is available.

Section 2D.08 Arrows

Support:

Arrows are used for lane assignment and to indicate the direction toward designated routes or destinations. ~~Figure 2D-2~~ Figure 2D-2(CA) shows the up-arrow and the down-arrow designs that have been approved for use on guide signs. Detailed drawings of these arrows are shown in ~~the "Standard Highway Signs" book (see Section 1A.11).~~ Figure 2D-2(CA).

Standard:

On overhead signs where it is desirable to indicate a lane to be followed, a down arrow shall point downward toward the center of that lane. Down arrows shall be used only on overhead guide signs that restrict the use of specific lanes to traffic bound for the destination(s) and/or route(s) indicated by these arrows. Down arrows shall not be used unless an arrow can be pointed to each lane that can be used to reach the destination shown on the sign.

Where a roadway is leaving the through lanes, an up arrow shall point upward at an angle representative of the alignment of the exit roadway.

Guidance:

Arrows used on guide signs to indicate the directions toward designated routes or destinations should be pointed at the appropriate angle to clearly convey the direction to be taken. A horizontally oriented up-arrow design should be used at right-angle intersections.

On a ground-mounted guide sign, a directional arrow for a straight-through movement should point upward. For a turn, the arrow on a guide sign should point upward and at an angle related to the sharpness of the turn.

Option:

Arrows may be placed below the principal sign legend or on the appropriate side of the legend.

Guidance:

At an exit, an arrow should be placed at the side of the sign which will reinforce the movement of exiting traffic. The up-arrow design should be used.

The width across the arrowhead should be at least equal to the height of the largest letter on the sign. For short downward pointing arrows on overhead signs, the width across the arrowhead should be ~~1.75 times the letter height~~ as per Figure 2D-2(CA).

Diagrammatic signing used on conventional roads should follow the principles set forth in Section 2E.19.

Section 2D.09 Numbered Highway Systems

Support:

The purpose of numbering and signing highway systems is to identify routes and facilitate travel.

The Interstate and United States (U.S.) highway systems are numbered by the American Association of State Highway and Transportation Officials (AASHTO) upon recommendations of the State highway organizations because the respective States own these systems. State and County road systems are numbered by the appropriate authorities.

The basic policy for numbering the U.S. and Interstate highway systems is contained in the following Purpose and Policy statements published by AASHTO (see Page i for AASHTO's address):

A. "Establishment and Development of United States Numbered Highways"; and

B. "Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways."

Guidance:

The principles of these policies should be followed in establishing the above highway systems and any other systems, with effective coordination between adjacent jurisdictions. Care should be taken to avoid the use of numbers or other designations that have been assigned to Interstate, U.S., or State routes in the same geographic area. Overlapping numbered routes should be kept to a minimum.

Standard:

Route systems shall be given preference in this order: Interstate, United States, State, and County. The preference shall be given by installing the highest-priority legend on the top or the left of the sign panel.

Support:

The California Legislature designates all State highway routes and assigns route numbers. General descriptions and route numbers are listed in Chapter 2, Article 3, of the California Streets and Highways Code. The route numbers are used for all administrative purposes.

It is the intent of the Legislature that the numbers on the route guide signs is the same as the designated route number. The routes are described with a general directional convention from south to north and from west to east. The direction and Legislative Route number are used in the State Highway Log, which is distributed annually by the Department of Transportation's Division of Traffic Operations.

A specific location on any State highway is described by Post Mile designation. Post Miles information is available in the State Highway Log and is shown on Post Mile Maps distributed by the Department of Transportation's Division of Transportation System Information. Note that California has adopted a policy of metrication of all engineering plans and specifications. However, a decision has not yet been made to use metric kilometer posts in the Highway Log.

California has three route sign systems on State highways. Each system uses distinctive route signs and shields to inform motorists and to facilitate public travel. These route sign systems are shown on the State Highway Map published by the Department of Transportation. Route numbers in one system will not be duplicated on another system. However, to inform the traveling public, route signs from the State Sign system are posted on the other sign route systems to provide guidance when a break occurs in the State Sign Route.

1. Interstate System: A network of planned Interstate freeways of national importance are owned and operated by the State. The American Association of State Highway and Transportation Officials (AASHTO) developed the numbering of Interstate routes with the concurrence of the states. Renumbering of a route requires the approval of AASHTO, which assures conformity with established numbering procedures. Renumbering is a system action that must be approved by the Federal Highway Administrator.
2. United States Numbered Highway Routes: A network of highways of national importance that was created in 1926. These State highways are not necessarily freeways. An U. S. Numbered Route has no connection with

Federal control. However, the U. S. Routes are eligible for federal-aid funding according to the route's functional classification. The AASHTO Special Committee on U. S. Route Numbering has full authority for numbering U. S. Routes, with the concurrence of the states.

3. State Sign Routes: State maintained highways, other than the above-signed routes, are distinctively signed to serve intra-State and interstate travel.

State Business Routes and Interstate Loops are established by Department of Transportation's District Directors. A Business Route generally is a local street or road in a city or urban area, designated by the same route number as the through Interstate, U.S., or State highway to which it is connected, with the words "Business Route" attached to the identifying route shields. The Business Route designation provides guidance for the traveling public to leave the main highway at one end of a city or urban area, patronize local businesses, and continue on to rejoin the main route at the opposite end of the city or urban area. The Department of Transportation's Division of Transportation System Information is responsible for approval of Business Route designations.

U.S. and Interstate Business Routes require AASHTO approval.

Option:

Applications may be made by memorandum.

Standard:

Applications for Business Route designation and signing shall be made by written request from the local government agency to the Department of Transportation's Division of Transportation System Information. Applications shall include a written request for the route from those local agencies within and whose boundaries the route traverses.

Guidance:

A sketch, preferably on letter size stationary, showing the highway relocation and the business route or loop, should be included.

Standard:

Submission for AASHTO approval shall be made by Department of Transportation, Headquarters. Continuous business route signing shall be provided through the bypassed area and back to the highway. If a business route is approved prior to relinquishment, Department of Transportation shall install BUSINESS (M4-3) auxiliary signs or Off-Interstate Business Loop (M1-2) markers. After relinquishment, they shall be installed by the local agency involved.

Section 2D.10 Route Signs and Auxiliary Signs

Standard:

All numbered highway routes shall be identified by route signs and auxiliary signs.

The signs for each system of numbered highways, which are distinctive in shape and color, shall be used only on that system and the approaches thereto.

Route signs and any auxiliary signs that accompany them shall be retroreflective.

Option:

Route signs and auxiliary signs may be proportionally enlarged where greater legibility is needed.

Support:

Route signs are typically mounted in assemblies with auxiliary signs.

Section 2D.11 Design of Route Signs

Standard:

The "Standard Highway Signs" book (see Section 1A.11) shall be used for designing route signs. Other route sign designs shall be established by the authority having jurisdiction.

Interstate Route signs (see Figure 2D-3) shall consist of a cutout shield, with the route number in white letters on a blue background, the word INTERSTATE in white capital letters on a red background, and a white border. This sign shall be used on all Interstate routes and in connection with route sign assemblies on intersecting highways.

A 600 x 600 mm (24 x 24 in) minimum sign size ~~shall~~ should be used for Interstate route numbers with one or two digits, and a 750 x 600 mm (30 x 24 in) minimum sign size ~~shall~~ should be used for Interstate route numbers having three digits.

Support:

Route shield sizes shown in Table 2D-103(CA) are lower than the above sizes.

Option:

Interstate Route signs may contain the State name in white upper-case letters on a blue background.

Standard:

Off-Interstate Business Route signs (see Figure 2D-3) shall consist of a cutout shield carrying the number of the connecting Interstate route and the words BUSINESS and either LOOP or SPUR in capital letters. The legend and border shall be white on a green background, and the shield shall be the same shape and dimensions as the Interstate Route sign. In no instance shall the word INTERSTATE appear on the Off-Interstate Business Route sign.

Option:

The Off-Interstate Business Route sign may be used on a major highway that is not a part of the Interstate system, but one that serves the business area of a City from an interchange on the system. When used on a green guide sign, a white square or rectangle may be placed behind the shield to improve contrast.

Standard:

~~**U.S. Route signs (see Figure 2D-3) shall consist of black numerals on a white shield surrounded by a black background without a border. This sign shall be used on all U.S. routes and in connection with route sign assemblies on intersecting highways.**~~

~~**A 600 x 600 mm (24 x 24 in) minimum sign size shall be used for U.S. route numbers with one or two digits, and a 750 x 600 mm (30 x 24 in) minimum sign size shall be used for U.S. route numbers having three digits.**~~

The U. S. Route Shield (CA Code G26-1) or U. S. Route Marker (CA Code G26-2) shall be used instead with sizes as shown in Table 2D-103(CA).

State Route signs shall be designed by the individual State highway agencies.

~~Guidance:~~

~~State Route signs (see Figure 2D-3) should be rectangular and should be approximately the same size as the U.S. Route sign. State Route signs should also be similar to the U.S. Route sign by containing approximately the same size black numerals on a white area surrounded by a black background without a border. The shape of the white area should be circular in the absence of any determination to the contrary by the individual State concerned.~~

The State Route Shield (G28-1(CA)) or State Route Marker (G28-2(CA)) shall be used instead with sizes as shown in Table 2D-103(CA).

Standard:

If County road authorities elect to establish and identify a special system of important County roads, a statewide policy for such signing shall be established that includes a uniform numbering system to uniquely identify each route. The County Route (M1-6) sign (see Figure 2D-3) shall consist of a pentagon shape with a yellow County name and route number and border on a blue background. County Route signs displaying two digits or the equivalent (letter and numeral, or two letters) shall be a minimum size of 450 x 450 mm (18 x 18 in); those carrying three digits or the equivalent shall be a minimum size of 600 x 600 mm (24 x 24 in).

If a jurisdiction uses letters instead of numbers to identify routes, all references to numbered routes in this Chapter shall be interpreted to also include lettered routes.

Guidance:

If used with other route signs in common assemblies, the County Route sign should be of a size compatible with that of the other route signs.

Option:

When used on a green guide sign, a yellow square or rectangle may be placed behind the County Route sign to improve contrast.

Standard:

Route signs (see Figure 2D-3) for park and forest roads shall be designed with adequate distinctiveness and legibility and of a size compatible with other route signs used in common assemblies.

Support:

The Route Shields are used on the face of guide signs. The Route Markers are used as stand-alone installations.

Guidance:

The U. S. Route Shield (G26-1(CA)), Interstate Route Shield (M1-1 or G27-1(CA)) or the State Route Shield (G28-1(CA)) should be used when they are placed on the face of a guide sign. These Route Shields should not be used for stand-alone installations.

The U. S. Route Marker (G26-2(CA)), Interstate CALIFORNIA Route Marker (G27-2(CA)) or the State Route Marker (G28-2(CA)) should be used for stand-alone installations as route markers. These Route Markers should not be used on the face of guide signs.

Support:

For Route Shield sizes, see Table 2D-103(CA).

For Route Shield and Marker sketches, see Figure 2D-3(CA).

The design details for Route Shields and Markers are contained in Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Option:

The EISENHOWER INTERSTATE SYSTEM (M1-10) sign may be placed on Interstate Highways on the right near the State boundary facing traffic entering the State and at rest areas and vista points on the Interstate Highway System.

Section 2D.12 Design of Route Sign Auxiliaries

Standard:

Route sign auxiliaries carrying word legends, except the JCT sign, shall have a standard size of 600 x 300 mm (24 x 12 in). Those carrying arrow symbols, or the JCT sign, shall have a standard size of 525 x 375 mm (21 x 15 in). All route sign auxiliaries shall match the color combination of the route sign that they supplement.

Guidance:

Auxiliary signs carrying word messages and mounted with 750 x 600 mm (30 x 24 in) Interstate Route signs should be 750 x 375 mm (30 x 15 in). With route signs of larger sizes, auxiliary signs should be suitably enlarged, but not such that they exceed the width of the route sign.

Option:

A route sign and any auxiliary signs used with it may be combined on a single panel.

Section 2D.13 Junction Auxiliary Sign (M2-1)

Standard:

The Junction (M2-1) auxiliary sign (see Figure 2D-4) shall carry the abbreviated legend JCT and shall be mounted at the top of an assembly (see Section 2D.27) either directly above the route sign or above a sign for an alternative route (see Section 2D.16) that is part of the route designation. The minimum size of the Junction auxiliary sign shall be 525 x 375 mm (21 x 15 in) for compatibility with auxiliary signs carrying arrow symbols.

Section 2D.14 Combination Junction Sign (M2-2)

Option:

As an alternative to the standard Junction assembly where more than one route is to be intersected or joined, a rectangular sign may be used carrying the word JUNCTION above the route numbers.

Other designs may be used to accommodate State and County Route signs.

Standard:

The Combination Junction (M2-2) sign (see Figure 2D-4) shall have a green background with white border and lettering for the word JUNCTION.

Guidance:

Where U.S. or State Route signs are used as components of guide signs, only the outline of the shield or other distinctive shape should be used.

Although the size of the Combination Junction sign will depend on the number of routes involved, the numerals should be large enough for clear legibility and should be of a size comparable with those in the individual route signs.

Section 2D.15 Cardinal Direction Auxiliary Signs (M3-1 through M3-4)

Guidance:

Cardinal Direction auxiliary signs (see Figure 2D-4) carrying the legend NORTH, EAST, SOUTH, or WEST should be used to indicate the general direction of the entire route.

Standard:

To improve the readability, the first letter of the cardinal direction words shall be ten percent larger, rounded up to the nearest whole number size.

If used, the Cardinal Direction auxiliary sign shall be mounted directly above a route sign or an auxiliary sign for an alternative route.

Option:

Cardinal Direction auxiliary signs may be placed to the right of the route shield, if used on the face of a guide sign.

Support:

For application of Cardinal Direction auxiliary signs in freeway entrance sign packages, refer to Section 2E.50.

Section 2D.16 Auxiliary Signs for Alternative Routes (M4 Series)

Option:

Auxiliary signs, carrying legends such as ALTERNATE, BY-PASS, BUSINESS, or TRUCK, may be used to indicate an alternate route of the same number between two points on that route.

Standard:

If used, the auxiliary signs for alternative routes shall be mounted directly above a route sign.

Section 2D.17 ALTERNATE Auxiliary Signs (M4-1, M4-1a)

Option:

The ALTERNATE (M4-1) or the ALT (M4-1a) auxiliary sign (see Figure 2D-4) may be used to indicate an officially designated alternate routing of a numbered route between two points on that route.

Standard:

If used, the ALTERNATE or ALT auxiliary sign shall be mounted directly above a route sign.

Guidance:

The shorter (time or distance) or better-constructed route should retain the regular route number, and the longer or worse-constructed route should be designated as the alternate route.

Section 2D.18 BY-PASS Auxiliary Sign (M4-2)

Option:

The BY-PASS (M4-2) auxiliary sign (see Figure 2D-4) may be used to designate a route that branches from the numbered route through a City, bypasses a part of the City or congested area, and rejoins the numbered route beyond the City.

Standard:

If used, the BY-PASS auxiliary sign shall be mounted directly above a route sign.

Section 2D.19 BUSINESS Auxiliary Sign (M4-3)

Option:

The BUSINESS (M4-3) auxiliary sign (see Figure 2D-4) may be used to designate an alternate route that branches from a numbered route, passes through the business portion of a City, and rejoins the numbered route beyond that area.

Standard:

If used, the BUSINESS auxiliary sign shall be mounted directly above a route sign.

Option:

The ROUTE ___ BUSINESS (G76(CA)) sign may be used to direct motorists to an established U. S. or State numbered business route or an interstate business loop from a State highway.

Guidance:

The G76(CA) sign should be installed below an advance ground-mounted directional sign.

Option:

The G76(CA) sign may be placed separately in advance of the business route if it is necessary. A NEXT RIGHT/LEFT message may be used. Refer to Section 2D.09 for establishing business routes.

Section 2D.20 TRUCK Auxiliary Sign (M4-4)

Option:

The TRUCK (M4-4) auxiliary sign (see Figure 2D-4) may be used to designate an alternate route that branches from a numbered route, when it is desirable to encourage or require commercial vehicles to use the alternate route.

Standard:

If used, the TRUCK auxiliary sign shall be mounted directly above a route sign.

Section 2D.21 TO Auxiliary Sign (M4-5)

Option:

The TO (M4-5) auxiliary sign (see Figure 2D-4) may be used to provide directional guidance to a particular road facility from other highways in the vicinity (see Section 2D.32).

Standard:

If used, the TO auxiliary sign shall be mounted directly above a route sign or an auxiliary sign for an alternative route.

Section 2D.22 END Auxiliary Sign (M4-6)

Guidance:

The END (M4-6) auxiliary sign (see Figure 2D-4) should be used where the route being traveled ends, usually at a junction with another route.

Standard:

If used, the END auxiliary sign shall be mounted either directly above a route sign or above a sign for an alternative route that is part of the designation of the route being terminated.

Section 2D.23 TEMPORARY Auxiliary Signs (M4-7, M4-7a)

Option:

The TEMPORARY (M4-7) or the TEMP (M4-7a) auxiliary sign (see Figure 2D-4) may be used for an interim period to designate a section of highway that is not planned as a permanent part of a numbered route, but that connects completed portions of that route.

Standard:

If used, the TEMPORARY or TEMP auxiliary sign shall be mounted either directly above the route sign, above a Cardinal Direction sign, or above a sign for an alternate route that is a part of the route designation.

TEMPORARY or TEMP auxiliary signs shall be promptly removed when the temporary route is abandoned.

Section 2D.24 Temporary Detour and Auxiliary Signs

Support:

Chapter 6F contains information regarding Temporary Detour and Auxiliary signs.

Section 2D.25 Advance Turn Arrow Auxiliary Signs (M5-1, M5-2)

Standard:

If used, the Advance Turn Arrow auxiliary sign (see Figure 2D-5) shall be mounted directly below the route sign in Advance Route Turn assemblies, and displays a right or left arrow, the shaft of which is bent at a 90-degree angle (M5-1) or at a 45-degree angle (M5-2).

Section 2D.26 Directional Arrow Auxiliary Signs (M6 Series)

Standard:

If used, the Directional Arrow auxiliary sign (see Figure 2D-5) shall be mounted below the route sign in directional assemblies, and displays a single- or double-headed arrow pointing in the general direction that the route follows.

Option:

The Directional Arrow auxiliary (G33-1(CA)) sign may be used in lieu of the Directional Arrow auxiliary (M6 Series) signs.

Section 2D.27 Route Sign Assemblies

Standard:

A Route Sign assembly shall consist of a route sign and auxiliary signs that further identify the route and indicate the direction. Route Sign assemblies shall be installed on all approaches to numbered routes that intersect with other numbered routes.

Where two or more routes follow the same section of highway, the route signs for Interstate, U.S., State, and County routes shall be mounted in that order from the left in horizontal arrangements and from the top in vertical arrangements. Subject to this order of precedence, route signs for lower-numbered routes shall be placed at the left or top.

Within groups of assemblies, information for routes intersecting from the left shall be mounted at the left in horizontal arrangements and at the top or center of vertical arrangements. Similarly, information for routes intersecting from the right shall be at the right or bottom, and for straight-through routes at the center in horizontal arrangements or top in vertical arrangements.

Route Sign assemblies shall be mounted in accordance with the general specifications for highway signs (Chapter 2A), with the lowest sign in the assembly at the height prescribed for single signs.

Guidance:

Assemblies for two or more routes, or for different directions on the same route, should be mounted in groups on a common support.

Option:

Route Sign assemblies may be installed on the approaches to numbered routes on unnumbered roads and streets that carry an appreciable amount of traffic destined for the numbered route.

If engineering judgment indicates that groups of assemblies that include overlapping routes or multiple turns might be confusing, route signs or auxiliary signs may be omitted or combined, provided that clear directions are given to road users.

Support:

Figure 2D-6 shows typical placements of route signs.

Standard:

The larger shields shall be used on freeways and expressways.

Option:

The smaller shields may be used on conventional highways, in interchange areas, at entrances to State highways and for all trailblazer assemblies.

Guidance:

The sign assemblies should be placed on the right.

Standard:

On freeways, shields shall be installed beyond the end of the acceleration lane of all entrances to freeway to freeway interchanges and at intermediate locations at 4.8 to 8 km (3 to 5 mi) intervals.

Guidance:

On conventional highways, they should be installed at important urban and rural intersections and at intermediate locations at 4.8 to 8 km (3 to 5 mi) intervals in rural areas.

The Off-Interstate Business Loop Marker (M1-2) should not be placed on the interstate route itself. The ROUTE ___ BUSINESS (G76(CA)) plaque should be used for advance signing on the interstate route.

Section 2D.28 Junction Assembly

Standard:

A Junction assembly shall consist of a Junction auxiliary sign and a route sign. The route sign shall carry the number of the intersected or joined route.

The Junction assembly shall be installed in advance of every intersection where a numbered route is intersected or joined by another numbered route. In urban areas it shall be installed in the block preceding the intersection, and in rural areas it shall be installed at least 120 m (400 ft) in advance of the intersection. In rural areas, the minimum distance between the Destination sign and the Route Turn assembly shall be 60 m (200 ft), and the minimum distance between the Route Turn assembly and the Junction assembly shall be 60 m (200 ft).

Guidance:

In urban areas where speeds are low, the Junction assembly should not be installed more than 90 m (300 ft) in advance of the intersection.

Where prevailing speeds are high, greater spacings should be used.

Option:

Where two or more routes are to be indicated, a single Junction auxiliary sign may be used for the assembly and all route signs grouped in a single mounting, or a Combination Junction sign (see Section 2D.14) may be used.

Section 2D.29 Advance Route Turn Assembly

Standard:

An Advance Route Turn assembly shall consist of a route sign, an Advance Turn Arrow or word message auxiliary sign, and a Cardinal Direction auxiliary sign, if needed. It shall be installed in advance of an intersection where a turn must be made to remain on the indicated route.

Option:

The Advance Route Turn assembly may be used to supplement the required Junction assembly in advance of intersecting routes.

Guidance:

Where a multiple-lane highway approaches an interchange or intersection with a numbered route, the Advance Route Turn assembly ~~should~~ shall be used to pre-position turning vehicles in the correct lanes from which to make their turn.

In low-speed areas, the Advance Route Turn assembly should be installed not less than 60 m (200 ft) in advance of the turn. In high-speed areas, the Advance Route Turn assembly should be installed not less than 90 m (300 ft) in advance of the turn.

Standard:

An assembly that includes an Advance Turn Arrow auxiliary sign shall not be placed where there is an intersection between it and the designated turn.

Guidance:

Sufficient distance should be allowed between the assembly and any preceding intersection that could be mistaken for the indicated turn.

Support:

See Figures 2E-27(CA) through 2E-38(CA) in Chapter 2E for typical freeway signing.

Standard:

The Advance Lane Assignment (G20(CA) Series or G21(CA) Series) or Interchange Guide (G77(CA) Series) signs shall be used on multilane cross streets approaching a freeway interchange to indicate the proper lane for the desired freeway entrance. The principal message shall be route and cardinal direction.

Option:

Names of major or control cities may be used in addition to cardinal directions.

Support:

The Advance Lane Assignment (G21(CA) Series) signs are available in a stacked format for use where space is limited.

Guidance:

When stacked format is used, the top message should indicate the first freeway entrance.

The Interchange Guide (G77(CA)) sign should be used on two-lane cross streets at interchange areas to direct motorists from the cross street to the freeway ramp entrances.

Option:

The G77(CA) sign may also be used at an exit ramp split to direct motorists to the cross street.

The Interchange Guide (G78(CA) Series) signs may be used to direct motorists to a single cardinal direction or destination.

Support:

The G78 Series(CA) signs are ordinarily used as a follow-up to the G77(CA) sign.

The FREEWAY with Arrow (G82(CA)) sign may be used to direct motorists to a freeway from a business route or from a community served by a single freeway.

The G82(CA) sign is available with the freeway name and with vertical, diagonal, or horizontal arrows on either side of the message.

Option:

The G82(CA) signs may be placed at appropriate locations to guide traffic to the freeway.

Section 2D.30 Directional Assembly

Standard:

A Directional assembly shall consist of a route sign, a Directional Arrow auxiliary sign, and a Cardinal Direction auxiliary sign, if needed. The various uses of Directional assemblies shall be as outlined below:

- **A. Turn movements (indicated in advance by an Advance Route Turn assembly) shall be marked by a Directional assembly with a route sign displaying the number of the turning route and a singleheaded arrow pointing in the direction of the turn.**
- **B. The beginning of a route (indicated in advance by a Junction assembly) shall be marked by a Directional assembly with a route sign displaying the number of that route and a single-headed arrow pointing in the direction of the route.**
- **C. The end of a route shall be marked by a Directional assembly with an END auxiliary sign and a route sign displaying the number of that route.**
- **D. An intersected route (indicated in advance by a Junction assembly) shall be designated by:**
  1. **Two Directional assemblies, each with a route sign displaying the number of the intersected route, a Cardinal Direction auxiliary sign, and a single-headed arrow pointing in the direction of movement on that route; or**
  2. **A Directional assembly with a route sign displaying the number of the intersected route and a double-headed arrow, pointing at appropriate angles to the left, right, or ahead.**

Guidance:

Straight-through movements should be indicated by a Directional assembly with a route sign displaying the number of the continuing route and a vertical arrow. A Directional assembly should not be used for a straight-through movement in the absence of other assemblies indicating right or left turns, as the Confirming assembly sign beyond the intersection normally provides adequate guidance.

Directional assemblies should be located on the near right corner of the intersection. At major intersections and at Y or offset intersections, additional Directional assemblies should be installed on the far right or left corner to confirm the near-side assemblies. When the near-corner position is not practical for Directional assemblies, the far right corner should be the preferred alternative, with oversized signs, if necessary, for legibility. Where unusual conditions exist, the location of a Directional assembly should be determined by engineering judgment with the goal being to provide the best possible combination of view and safety.

Support:

It is more important that guide signs be readable at the right time and place than to be located with absolute uniformity.

Figure 2D-6 shows typical placements of Directional assemblies.

Section 2D.31 Confirming or Reassurance Assemblies

Standard:

If used, Confirming or Reassurance assemblies shall consist of a Cardinal Direction auxiliary sign and a route sign.

Guidance:

A Confirming assembly should be installed just beyond intersections of numbered routes. It should be placed 7.6 to 60 m (25 to 200 ft) beyond the far shoulder or curb line of the intersected highway.

If used, Reassurance assemblies should be installed between intersections in urban districts as needed, and beyond the built-up area of any incorporated City or town.

Route signs for either confirming or reassurance purposes should be spaced at such intervals as necessary to keep road users informed of their routes.

Support:

Confirming and Reassurance assemblies are considered to be a type of Directional assembly.

Section 2D.32 Trailblazer Assembly

Support:

Trailblazer assemblies provide directional guidance to a particular road facility from other highways in the vicinity. This is accomplished by installing Trailblazer assemblies at strategic locations to indicate the direction to the nearest or most convenient point of access. The use of the word TO indicates that the road or street where the sign is posted is not a part of the indicated route, and that a road user is merely being directed progressively to the route.

Standard:

A Trailblazer assembly shall consist of a TO auxiliary sign, a route sign (or a special road facility symbol), and a single-headed Directional Arrow auxiliary sign pointing in the direction leading to the route.

Option:

A Cardinal Direction auxiliary sign may be used with a Trailblazer assembly.

Guidance:

The TO auxiliary sign, Cardinal Direction auxiliary sign, and Directional Arrow auxiliary sign should be of the standard size specified for auxiliary signs of their respective type. The route sign should be the size specified in Section 2D.11.

Option:

Trailblazer assemblies may be installed with other Route Sign assemblies, or alone, in the immediate vicinity of the designated facilities.

CVC 21350 provides that the State may, with the consent of the local authorities, place and maintain along city streets and county roads, appropriate signs directing traffic to State highways.

Guidance:

Cooperation with local authorities should be sought in placing trailblazer signs.

Standard:

Permission shall be obtained from the appropriate local agency for all signs placed outside the State highway right-of-way.

Support:

For all signs placed outside of the State right of way refer to Section 2A.101(CA).

Option:

In metropolitan areas, the freeway name may be used only if it is well known, in common use, and its deletion would be confusing to motorists.

Standard:

The format shall include the appropriate route shield.

Section 2D.33 Destination and Distance Signs

Support:

In addition to guidance by route numbers, it is desirable to supply the road user information concerning the destinations that can be reached by way of numbered or unnumbered routes. This is done by means of Destination signs and Distance signs.

Option:

Route and Cardinal Direction auxiliary signs may be included on the Destination sign panel with the destinations and arrows.

Guidance:

The size of the route signs and Cardinal Direction auxiliary signs should be at least the minimum size specified for these signs.

Section 2D.34 Destination Signs (D1 Series)

Standard:

Except where special interchange signing is prescribed, the Destination (D1-1 through D1-3) sign (see Figure 2D-7), if used, shall be a horizontal rectangle carrying the name of a City, town, village, or other traffic generator, and a directional arrow.

Option:

The distance (see Section 2D.36) to the place named may also be shown on the Destination (D1-1a through D1-3a) sign (see Figure 2D-7). If several destinations are to be shown at a single point, the several names may be placed on a single panel with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for such a group of destinations.

Guidance:

Adequate separation should be made between any destinations or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the panel, or separate panels.

Standard:

An arrow pointing to the right shall be at the extreme right of the sign, and an arrow pointing left or up shall be at the extreme left. The distance figures, if used, shall be placed to the right of the destination names.

Guidance:

Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be horizontal or vertical.

If several individual name panels are assembled into a group, all panels in the assembly should be of the same length.

Destination signs should be used:

A. At the intersections of U.S. or State numbered routes with Interstate, U.S., or State numbered routes; and
B. At points where they serve to direct traffic from U.S. or State numbered routes to the business section of towns, or to other destinations reached by unnumbered routes.

Standard:

Where a total of three or less destinations are provided on the Advance Guide (see Section 2E.30) and Supplemental Guide (see Section 2E.32) signs, not more than three destination names shall be used on a Destination sign. Where four destinations are provided by the Advance Guide and Supplemental Guide signs, not more than four destination names shall be used on a Destination sign.

Guidance:

If space permits, four destinations should be displayed as two separate sign panels.

Option:

Where space does not permit, or where all four destinations are in one direction, a single sign assembly may be used.

Standard:

Where a single four-name sign assembly is used, a heavy line entirely across the panel or separated sign panels shall be used to separate destinations by direction.

Guidance:

The next closest destination lying straight ahead should be at the top of the sign or assembly, and below it the closest destinations to the left and to the right, in that order. The destination shown for each direction should ordinarily be the next County seat or the next principal City, rather than a more distant destination. In the case of overlapping routes, there should be shown only one destination in each direction for each route.

Standard:

If there is more than one destination shown in the same direction, the name of the nearest destination shall appear above the names of any destinations that are further away.

Support:

Refer to Section 2E.12 for the designation of destinations and control cities.

Standard:

If there are more eligible destinations at a given intersection than can be accommodated (under the limitations mentioned in this section) they shall compete for signs on the basis of traffic volumes to these destinations.

Guidance:

Destinations should be signed to by the route requiring the least amount of time to travel from the nearest State highway.

Standard:

Criteria for supplemental destination signs shall be as shown in Table 2D-104(CA).

Signs shall not be provided for privately owned, profit making enterprises regardless of their size.

Option:

If unusual operational or safety issues become apparent that would be mitigated by signing to the private enterprise, signs on State highways may be used with the approval of the Department of Transportation's Division of Traffic Operations.

Standard:

Signs to shopping centers shall not be allowed.

When a street or facility name change is made on an existing sign on a State highway primarily for the benefit of the requestor, with no, or only minor, improvement of traffic flow, the costs of materials and labor for said change, plus the current overhead assessment rate as determined by the Accounting Service Center to cover administrative overhead, shall be paid by the requestor. Such changes shall require approval of the Department of Transportation's District Director.

Option:

Street name changes on signs on State highways which are clearly in the best interest of the motorists and the State may also be approved by the Department of Transportation's District Director.

Standard:

New signs, if warranted, shall be installed at State expense.

Option:

Signs to a public or nonprofit facility may be installed and maintained on conventional State highways in a "city street" configuration, by local governmental bodies under an encroachment permit.

Standard:

Deviations from the signing policies shall not be allowed unless a documented engineering study describes a substantial traffic problem that would be alleviated by increased signing.

Supplemental Signing for City Civic Center Areas

Option:

Signs to City Civic Center areas may be installed on state highways for incorporated cities.

Standard:

The city shall be incorporated and contiguous with the State highway right-of-way.

The city shall adopt a resolution requesting installation of signs on specific State highways for the purpose of guiding motorists to the city's civic center area, otherwise commonly referred to as downtown, central business district, city center, or city hall. The resolution shall include the appropriate wording for the legend on the sign.

The route from State highways to City hall shall not be more than 4.8 km (3 mi).

Option:

When requested by resolution, signs may be placed on all State highways, which are within 4.8 km (3 mi) of City hall.

Standard:

Only one sign shall be installed in each direction of travel for each State highway so requested. If any portion of the route from a State highway to the Civic Center area is under the jurisdiction of another city, both cities shall agree (in writing) that signs can be installed on the State highway.

Guidance:

Trailblazer signs should be in place on local streets and roads prior to installation of signs on State highways.

Option:

The legend may be "(city name) Civic Center," "Downtown (city name)," "(city name) Central Business District," "(city name) City Center," "(city name) City Hall," or a very similar message.

Standard:

Only one legend shall be selected and used on all corresponding State highways for a particular Civic Center area.

Guidance:

Signs should be roadside signs. Where possible, signs should be supplemental plaques mounted on existing roadside Supplemental Destination (G86(CA) Series) signs and NEXT X EXITS (E9) signs.

Option:

When this is not reasonable, signs may be separate roadside signs.

Signs may be mounted overhead if there is no reasonable roadside alternative.

Standard:

The city shall have the signs installed under an encroachment permit and shall pay all costs for fabrication, and installation of the signs. The Department of Transportation shall maintain these signs.

Signs shall comply with applicable Department of Transportation policies, specifications and standards.

Signing for Indian Reservations and Rancherias

Standard:

Indian Reservations and Rancherias shall be signed in a like manner as cities and unincorporated communities for supplemental destination and miscellaneous guide signs. Only the official name of the federally recognized Indian Tribe, Reservation, or Rancheria shall be used on signs. The signs shall be white with retroreflective legend and border on green retroreflective background.

The signs and sign messages shall conform to the requirements of the California Outdoor Advertising Act, which prohibits advertising displays within the right-of-way of any State highway.

Section 2D.35 Location of Destination Signs

Guidance:

When used in high-speed areas, Destination signs should be located 60 m (200 ft) or more in advance of the intersection, and following any Junction or Advance Route Turn assemblies that may be required.

Option:

In urban areas, shorter advance distances may be used.

Because the Destination sign is of lesser importance than the Junction, Advance Route Turn, or Directional assemblies, the Destination sign may be eliminated when sign spacing is critical.

Support:

Figure 2D-6 shows typical placements of Destination signs.

Section 2D.36 Distance Signs (D2 Series)

Standard:

If used, the Distance (D2-1 through D2-3) sign (see Figure 2D-7) shall be a horizontal rectangle of a size appropriate for the required legend, carrying the names of not more than three Cities, towns, junctions, or other traffic generators, and the distance (to the nearest kilometer or mile) to those places.

Guidance:

The distance shown should be selected on a case-by-case basis by the jurisdiction that owns the road or by statewide policy. A well-defined central area or central business district should be used where one exists. In other cases, the layout of the community should be considered in relation to the highway being signed and the decision based on where it appears that most drivers would feel that they are in the center of the community in question.

The top name on the Distance sign should be that of the next place on the route having a post office or a railroad station, a route number or name of an intersected highway, or any other significant geographical identity. The bottom name on the sign should be that of the next major destination or control city. If three destinations are shown, the middle line should be used to indicate communities of general interest along the route or important route junctions.

Option:

The choice of names for the middle line may be varied on successive Distance signs to give road users additional information concerning communities served by the route.

Guidance:

The control city should remain the same on all successive Distance signs throughout the length of the route until that City is reached.

Option:

If more than one distant point may properly be designated, such as where the route divides at some distance ahead to serve two destinations of similar importance, and if these two destinations cannot appear on the same sign, the two names may be alternated on successive signs.

On a route continuing into another State, destinations in the adjacent State ~~may~~ should be shown.

Support:

Refer to Section 2E.12 for the designation of destinations and control cities.

Section 2D.37 Location of Distance Signs

Guidance:

If used, Distance signs should be installed on important routes leaving municipalities and just beyond intersections of numbered routes in rural areas. If used, they should be placed just outside the municipal limits or at the edge of the built-up district if it extends beyond the limits.

Where overlapping routes separate a short distance from the municipal limits, the Distance sign at the municipal limits should be omitted. The Distance sign should be installed approximately 90 m (300 ft) beyond the separation of the two routes.

Where, just outside of an incorporated municipality, two routes are concurrent and continue concurrently to the next incorporated municipality, the top name on the Distance sign should be that of the place where the routes separate; the bottom name should be that of the City to which the greater part of the through traffic is destined.

Support:

Figure 2D-6 shows typical placements of Distance signs.

Guidance:

The Distance (G5(CA) Series) signs should be placed at approximate 16 km (10 mi) intervals, unless the destinations have changed. Distances to the same destinations should not be shown more frequently than at 8 km (5 mi) intervals.

Option:

The Destination and Street Name with Arrow (G8(CA) Series) signs may be used in advance of conventional highway intersections.

Section 2D.38 Street Name Sign (D3-1)

Guidance:

Street Name (D3-1 or G7-1(CA)) signs (see Figure 2D-8) should be installed in urban areas at all street intersections regardless of other route signs that may be present and should be installed in rural areas to identify important roads that are not otherwise signed.

Lettering on ground-mounted Street Name signs should be at least 150 mm (6 in) high in capital letters, or 150 mm (6 in) upper-case letters with 113 mm (4.5 in) lower-case letters.

On multi-lane streets with speed limits greater than 60 km/h (40 mph), the lettering on ground-mounted Street Name signs should be at least 200 mm (8 in) high in capital letters, or 200 mm (8 in) upper-case letters with 150 mm (6 in) lower-case letters.

Option:

For local roads with speed limits of 40 km/h (25 mph) or less, the lettering height may be a minimum of 100 mm (4 in).

Supplementary lettering to indicate the type of street (such as Street, Avenue, or Road) or the section of the City (such as NW) may be in smaller lettering, at least 75 mm (3 in) high. Conventional abbreviations (see Section 1A.14) may be used except for the street name itself.

A symbol or letter designation may be used on a Street Name sign to identify the governmental jurisdiction, area of jurisdiction, or other government-approved institution.

Standard:

If a symbol or letter designation is used, the height and width of the symbol or letter designation shall not exceed the letter height of the sign.

Guidance:

The symbol or letter designation should be positioned to the left of the street name.

Standard:

The Street Name sign shall be retroreflective or illuminated to show the same shape and similar color both day and night. The legend and background shall be of contrasting colors.

Guidance:

Street Name signs should have a white legend on a green background. A border, if used, should be the same color as the legend.

Option:

To minimize sign panel size, while accommodating larger letter heights, borders may be eliminated on Street Name signs.

Guidance:

In business districts and on principal arterials, Street Name signs should be placed at least on diagonally opposite corners. In residential areas, at least one Street Name sign should be mounted at each intersection. Signs naming both streets should be installed at each intersection. They ~~should~~ shall be mounted with their faces parallel to the streets they name.

Option:

To optimize visibility, Street Name signs may be mounted overhead. Street Name signs may also be placed above a regulatory or STOP or YIELD sign with no required vertical separation.

At intersection crossroads where the same road has two different street names for each direction of travel, both street names may be shown on the same sign along with directional arrows.

Guidance:

In urban or suburban areas, especially where Advance Street Name signs are not used, the use of overhead-mounted Street Name signs should be considered. If overhead Street Name signs are used, the lettering should be at least 300 mm (12 in) high in capital letters, or 300 mm (12 in) upper-case letters with 225 mm (9 in) lowercase letters.

Support:

Information regarding the use of street names on supplemental plaques for use with intersection-related warning signs is contained in Section 2C.49.

Standard:

Street Name signs shall be placed, clearly visible to traffic approaching from all directions, at all signalized intersections. Refer to CVC 21366.

Option:

If structurally adequate luminaire poles are available, the street name signs may be mounted on them at a height of approximately 4.6 m (15 ft). Refer to Department of Transportation's Standard Plans publication. See Section 1A.11 for information regarding this publication.

Section 2D.39 Advance Street Name Signs (D3-2)

Support:

Advance Street Name (D3-2) signs (see Figure 2D-8) identify an upcoming intersection. Although this is often the next intersection, it could also be several intersections away in cases where the next signalized intersection is referenced.

Standard:

Advance Street Name (D3-2) signs, if used, shall supplement rather than be used instead of the Street Name (D3-1) signs at the intersection.

Option:

Advance Street Name (D3-2) signs may be installed in advance of signalized or unsignalized intersections to provide road users with advance information to identify the name(s) of the next intersecting street to prepare for crossing traffic and to facilitate timely deceleration and/or lane changing in preparation for a turn.

Guidance:

On arterial highways in rural areas, Advance Street Name signs ~~should~~ shall be used in advance of all signalized intersections and in advance of all intersections with exclusive turn lanes.

In urban areas, Advance Street Name signs should be used in advance of all signalized intersections on major arterial streets, except where signalized intersections are so closely spaced that advance placement of the signs is impractical.

The heights of the letters on Advance Street Name signs should be the same as those used for Street Name signs (see Section 2D.38)

Standard:

If used, Advance Street Name signs shall have a white legend and border on a green background.

If used, Advance Street Name signs shall provide the name(s) of the intersecting street(s) on the top line(s) of the legend and the distance to the intersecting streets or messages such as NEXT SIGNAL, NEXT INTERSECTION, or directional arrow(s) on the bottom line of the legend.

Option:

Directional arrow(s) may be placed to the right or left of the street name or message such as NEXT SIGNAL, as appropriate, rather than on the bottom line of the legend.

For intersecting crossroads where the same road has a different street name for each direction of travel, the different street names may be shown on the same Advance Street Name sign along with directional arrows.

In advance of two closely spaced intersections where it is not practical to install separate Advance Street Name signs, the Advance Street Name sign may include the street names for both intersections along with appropriate supplemental legends for both street names, such as NEXT INTERSECTION, 2ND INTERSECTION, or NEXT LEFT and NEXT RIGHT, or advance directional arrows.

An Advance Street Name (W16-8) plaque with black legend on a yellow background, installed supplemental to an Intersection (W2) or Advance Traffic Control (W3) series warning sign may be used instead of an Advance Street Name guide sign (see Section 2C.49).

The Destination and Street Name with Arrow (G8(CA) Series) signs may be used in advance of conventional highway intersections.

Section 2D.40 Parking Area Sign (D4-1)

Option:

The Parking Area (D4-1) sign (see Figure 2D-8) may be used to show the direction to a nearby public parking area.

Standard:

If used, the sign shall be a horizontal rectangle with a standard size of 750 x 600 mm (30 x 24 in), or with a smaller size of 450 x 375 mm (18 x 15 in) for minor, low-speed streets. It shall carry the word PARKING, with the letter P five times the height of the remaining letters, and a directional arrow. The legend and border shall be green on a retroreflectorized white background.

Guidance:

If used, the Parking Area sign should be installed on major thoroughfares at the nearest point of access to the parking facility and where it can advise drivers of a place to park. The sign should not be used more than four blocks from the parking area.

Section 2D.41 PARK & RIDE Sign (D4-2)

Option:

PARK & RIDE (D4-2) signs (see Figure 2D-8) may be used to direct road users to park and ride facilities.

Standard:

The signs shall contain the word message PARK & RIDE and direction information (arrow or word message).

Option:

PARK & RIDE signs may contain the local transit logo and/or carpool symbol within the sign border.

Standard:

If used, the local transit logo and/or carpool symbol shall be located in the top part of the sign above the message PARK & RIDE. In no case shall the vertical dimension of the local transit logo and/or carpool symbol exceed 450 mm (18 in).

Guidance:

If the function of the parking facility is to provide parking for persons using public transportation, the local transit logo symbol should be used on the guide sign. If the function of the parking facility is to serve carpool riders, the carpool symbol should be used on the guide sign. If the parking facility serves both functions, both the logo and carpool symbol should be used.

Standard:

These signs shall have a retroreflective white legend and border on a rectangular green background. The carpool symbol shall be as shown for sign D4-2. The color of the transit logo shall be selected by the local transit authority.

Option:

To increase the target value and contrast of the transit logo, and to allow the local transit logo to retain its distinctive color and shape, the logo may be included within a white border or placed on a white background.

The PARK & RIDE (G95A(CA)) sign may be used below the Advance Guide (G83(CA) Series) signs on freeways and expressways for directions to ride sharing parking lots.

The PARK & RIDE NEXT RIGHT (G95B(CA)) sign may be used as a separate installation on freeways and expressways where it is not possible to use the G95A(CA) sign.

Guidance:

The Park & Ride Courtesy Plaque (G95B-1(CA)) when used, should be used in conjunction with, and mounted below the PARK & RIDE NEXT RIGHT (G95B(CA)) sign.

Standard:

The following criteria shall be met in order for a private concern to qualify for this type of signing:

1. The parking area must have reasonably convenient access to the major transportation facility that it is intended to serve.
2. The Park and Ride Facility must be accessible 24 hours a day, 7 days a week.
3. A minimum of 50 spaces must be contributed.
4. If needed, "Follow-Up" signing shall be provided between the exit point of the major transportation system and the Park and Ride Facility by placing a PARK & RIDE (D4-2) sign at the appropriate locations prior to the installation of the G95B(CA) and G95B-1(CA) signs on the major transportation system.

Option:

The BUS SERVICE Plaque (G95D(CA)) may be placed below the G95A(CA) or G95B(CA) signs at locations where bus service is available at a particular Park and Ride Facility.

The Park & Ride Plaque (G95E(CA)) may be used below the existing Advance Guide (G83(CA) Series) signs on freeways and expressways for direction to ridesharing parking lots.

Guidance:

If both transit and carpool parking are available, the local transit logo or symbol should be used to the left of the standard carpool symbol shown. If transit parking only, the local transit symbol or logo should be used in lieu of the carpool symbol.

Option:

The Park & Ride Facility/Carpool Information (SG20(CA)) sign may be used to identify park and ride facilities provided for the use of car-poolers and transit users.

The NO LOITERING, CAMPING, VENDING OR PARKING OF VEHICLES 30 FEET OR LONGER (S22(CA)) sign may be placed at fringe and transportation corridor parking facilities constructed, maintained, or operated by Department of Transportation for the purpose of ridesharing. Refer to CVC Section 22518.

Section 2D.42 Rest Area Signs (D5 Series)

Standard:

Rest Area signs (see Figure 2D-9) shall be used only where parking and restroom facilities are available. Signs for this purpose shall have retroreflective white letters, symbols, and border on a blue background.

Guidance:

If used, Rest Area signs should be installed in advance of roadside parks or rest areas to permit the driver to reduce speed and leave the highway reasonably safely.

Option:

Messages such as REST AREA X km (X MILE) (D5-1), REST AREA (D5-2), PARKING AREA X km (X MILE) (D5-3), PARKING AREA (D5-4), ROADSIDE TABLE X km (X MILE), ROADSIDE PARK X km (X MILE), and PICNIC AREA X km (X MILE) may be used, as well as other appropriate messages.

The alternate message VISTA POINT may be used on D5-1 signs in advance of a vista point.

When several rest areas are provided (or planned) on the same route, generally within one hour's drive, a NEXT REST (X MILE) Plaque (G79A(CA)) may be placed below the REST AREA (X MILE) (D5-1) sign.

The PATROLLED BY HIGHWAY PATROL (G80B(CA)) sign may be used below the REST AREA (D5-2) sign where the California Highway Patrol has made an agreement with the Department of Transportation to patrol a specific rest area.

Support:

Until all of a planned series of roadside rests are constructed, it will be appropriate to sign to rest areas greater than one hour's drive ahead.

Guidance:

The REST AREA w/Arrow (D5-2b) sign should be placed, as a supplement to REST AREA (X MILE) (D5-1) sign, at the beginning of the deceleration lane leading to a roadside rest area. The sign should be used in lieu of an EXIT with Arrow (E5-1) sign at roadside rests.

Option:

The Opposite Sex Attendant (S19(CA)) sign may be used for the use of restroom facilities at Safety Roadside Rest Areas to indicate that it is permissible for a disabled person to be accompanied in the restroom by his or her attendant, who may be a person of the opposite sex, to assist the disabled person. Refer to Streets and Highways Code Section 223.5.

The Highway Patrol PARKING ONLY (S34(CA)) sign may be used in a Safety Roadside Rest Area to designate a parking stall(s) dedicated for California Highway Patrol Vehicles only. The S34(CA) sign may be supplemented with a "CHP" pavement marking.

Guidance:

When used, the pavement marking should be located so that it is visible when a vehicle is parked in the space.

Option:

The Rattlesnakes Caution (S26(CA)) sign may be used in locations such as vista points and rest areas where pedestrians are present and rattlesnakes have been known to habitat the area.

The Rest Area/Vista point 8 Hour Parking (S23(CA)) sign may be used to discourage extended stays in roadside rests or vista points.

The NO SOLICITING (S24(CA)) sign may be used to prohibit the vending of merchandise, foodstuff, or services and the soliciting of money within any roadside rest areas or vista points. Refer to Streets and Highways Code 225.5. See Section 1A.11 for information regarding this publication.

The VENDING MACHINES (G81-63(CA)) sign may be placed below the REST AREA X MILE (D5-1) sign at those rest areas which provide vending machine services to the motorists on a 24 hour basis.

Guidance:

The G81-63(CA) sign should be installed similar to the General Service (G66(CA) Series) signs in Section 2D.45, below the D5-1 sign.

Section 2D.43 Scenic Area Signs (D6 Series)

Option:

Scenic areas may be marked by signs (see Figure 2D-9) carrying the message SCENIC AREA, SCENIC VIEW, SCENIC OVERLOOK, or the equivalent, together with appropriate directional information.

Guidance:

The design of the signs should be consistent with that specified for rest areas in Section 2D.42 and should be white letters, symbols, and border on a blue background. An advance sign and an additional sign at the turnoff point should be used for this kind of attraction.

Option:

The REST AREA (X MILE) (D5-1) and REST AREA with Arrow (D5-2) signs may also be used with the message VISTA POINT, where appropriate.

Section 2D.44 Weigh Station Signing (D8 Series)

Support:

The general concept for Weigh Station signing is similar to Rest Area signing (see Section 2D.42) because in both cases traffic using either area remains within the right-of-way.

Standard:

The standard installation for Weigh Station signing shall include three basic signs:

A. Advance sign (D8-1);

B. Exit Direction sign (D8-2); and
C. Gore sign (D8-3).

Support:

Example locations of these signs are shown in Figure 2D-10.

Option:

Where State law requires a regulatory sign (R13-1) in advance of the Weigh Station, a fourth sign (see Section 2B.49) may be located following the Advance sign.

Guidance:

The Exit Direction sign (D8-2) or the Advance sign (D8-1) should display, either within the sign border or on a supplemental panel, the changeable message OPEN or CLOSED.

Option:

The NO PICKUPS (SG8(CA)) sign may be used at problem locations to warn motorists that pickups are not allowed at weigh stations.

The ALL TRUCKS – 2 AXLE AND MORE – STOP AT SCALE (SR57(CA)) sign may be placed in combination, below the Weigh Station Exit Direction (D8-2) sign to inform operators of small trucks to stop at the weigh station.

On State highways, an extinguishable message sign may be used in lieu of the OPEN/CLOSED supplemental panel.

Section 2D.45 General Service Signs (D9 Series)

Support:

On conventional roads, commercial services such as ~~gas~~ fuel, food, and lodging generally are within sight and are available to the road user at reasonably frequent intervals along the route. Consequently, on this class of road there usually is no need for special signs calling attention to these services. Moreover, General Service signing is usually not required in urban areas except for hospitals, law enforcement assistance, tourist information centers, and camping.

Option:

General Service signs (see Figure 2D-11) may be used where such services are infrequent and are found only on an intersecting highway or crossroad.

Standard:

All General Service signs and supplemental panels shall have white letters, symbols, and borders on a blue background.

Guidance:

General Service signs should be installed at a suitable distance in advance of the turn-off point or intersecting highway.

States that elect to provide General Service signing should establish a statewide policy or warrant for its use, and criteria for the availability of services. Local jurisdictions electing to use such signing should follow State policy for the sake of uniformity.

Option:

Individual States may sign for whatever alternative fuels are available at appropriate locations.

Standard:

General Service signs, if used at intersections, shall be accompanied by a directional message.

Option:

The General Service legends may be either symbols or word messages.

Standard:

Symbols and word message General Service legends shall not be intermixed on the same sign. ~~The Pharmacy (D9-20) sign shall only be used to indicate the availability of a pharmacy that is open, with a State-licensed pharmacist present and on duty, 24 hours per day, 7 days per week, and that is located within 4.8 km (3 mi) of an interchange on the Federal-aid system. The D9-20 sign shall have a 24 HR (D9-20a) plaque mounted below it.~~

Guidance:

If used, the word message TRUCK PARKING (D9-16) sign should be placed on a separate panel below the other general motorist services.

Support:

Formats for displaying different combinations of these services are presented in Section 2E.51.

Option:

If the distance to the next point at which services are available is 16 km (10 mi) or more, a sign NEXT SERVICES XX km (XX MILES) (D9-17) may be used as a separate panel installed below the General Service sign (see Figure 2E-43).

The International Symbol of Accessibility for the Handicapped (D9-6) sign may be used beneath General Service signs where paved ramps and rest room facilities accessible to, and usable by, the physically handicapped are provided.

The Recreational Vehicle Sanitary Station (D9-12) sign may be used as needed to indicate the availability of facilities designed for the use of dumping wastes from recreational vehicle holding tanks.

The Litter Container (D9-4) sign may be placed in advance of roadside turnouts or rest areas, unless it distracts the driver's attention from other more important regulatory, warning, or directional signs.

A Carpool Information (D12-2) sign (see Figure 2D-12) may be installed as needed (see Section 2E.57).

A Channel 9 Monitored (D12-3) sign may be installed as needed. Official public agencies or their designees may be shown as the monitoring agency on the sign (see Section 2E.56). An EMERGENCY DIAL XXX (D12-4) sign along with the appropriate number to dial, may be used for cellular phone communications.

A TRAVEL INFO CALL 511 (D12-5 or SG49A(CA)) sign (see Figure 2D-12) may be installed if a 511 travel information services telephone number is available to road users for obtaining traffic, public transportation, weather, construction, or road condition information.

The logo of the transportation agency or the travel information service or program that is providing the travel information may be incorporated within the D12-5 sign either above or below the TRAVEL INFO CALL 511 legend.

Standard:

The logo of a commercial entity shall not be incorporated within the TRAVEL INFO CALL 511 sign.

The TRAVEL INFO CALL 511 sign shall have a white legend and border on a blue background.

Guidance:

If the logo of the transportation agency or the travel information service or program is used, the logo's maximum height should not exceed two times the letter height used in the legend of the sign.

Option:

The Emergency Medical Services (D9-13) symbol sign may be used to identify medical service facilities that have been included in the Emergency Medical Services system under a signing policy developed by the State and/or local highway agency.

Standard:

The Emergency Medical Services symbol sign shall not be used to identify services other than qualified hospitals, ambulance stations, and qualified free-standing emergency medical treatment centers. If used, the Emergency Medical Services symbol shall be supplemented by a sign identifying the type of service provided.

Option:

The Emergency Medical Services symbol sign may be used above the HOSPITAL (D9-13a) word message sign or H (D9-2) symbol sign or above a sign with either the legend AMBULANCE STATION (D9-13b) or EMERGENCY MEDICAL CARE (D9-13c). The Emergency Medical Services symbol sign may also be used to supplement Telephone (D9-1), Channel 9 Monitored (D12-3), or POLICE (D9-14) signs.

Standard:

The legend EMERGENCY MEDICAL CARE shall not be used for services other than qualified freestanding emergency medical treatment centers.

Guidance:

Each State should develop guidelines for the implementation of the Emergency Medical Services symbol sign.

The State should consider the following guidelines in the preparation of its policy:

A. AMBULANCE

1. 24-hour service, 7 days per week.
2. Staffed by two State-certified persons trained at least to the basic level.
3. Vehicular communications with a hospital emergency department.
4. Operator should have successfully completed an emergency vehicle operator training course.

B. HOSPITAL

1. 24-hour service, 7 days per week.
2. Emergency department facilities with a physician (or emergency care nurse on duty within the emergency department with a physician on call) trained in emergency medical procedures on duty.
3. Licensed or approved for definitive medical care by an appropriate State authority.
4. Equipped for radio voice communications with ambulances and other hospitals.

C. Channel 9 Monitored

1. Provided by either professional or volunteer monitors.
2. Available 24 hours per day, 7 days per week.
3. The service should be endorsed, sponsored, or controlled by an appropriate government authority to guarantee the level of monitoring.

Option:

General Service signs may be placed where appropriate, on freeways and expressways and for bypassed communities reasonably accessible from the highway.

Guidance:

General Service signs should be considered only when there is an easy for the road user to return to the freeway from the service facility.

Support:

General Service signs are not normally used on conventional highways except in rural areas where the service facilities are not visible from the highway or where commercial services are infrequent and the road users may need the information to enable them to plan their stops. Service signing is intended to be a service to the road user and not to be advertising for individual businesses. When private advertising for a service is provided, there is no need to place General Service signs.

In urban areas, commercial services (such as fuel, food and lodging) are generally within sight and available to the road user at reasonably frequent intervals along the route. However, they can be desirable or necessary where services are infrequent or in areas that are predominately residential or industrial where such services are not readily apparent. Also, if the visibility of the private advertising signs have impaired or eliminated either by sound-walls or other items constructed on State right-of-way, or by landscaping or other vegetation that cannot be trimmed or removed, the location can qualify for General Service signing.

Standard:

The following criteria shall apply to General Service signs:

1. The business shall be with in 300 m (1,000 ft) of the intersection.
2. Only Fuel, Food and Lodging symbol (G66(CA)) signs shall be used.
3. All other qualifying criteria for Fuel, Food and Lodging listed below shall be met.
4. New installations shall be mounted on existing sign supports.

Support:

Except for the conditions stated above, General Service signing will not normally be provided in urban areas except for signs directing to a hospital and camping.

Standard:

General Service signs shall have a white retroreflective symbol or legend and border on a blue retroreflective background. Letter and numeral sizes shall conform to the minimum requirements of Table 2E-

1(CA) through 2E-4(CA). Approved symbol signs shall be used in lieu of word messages, but symbol and word service message shall not be intermixed.

Follow-up signing, if necessary, shall be placed by local jurisdictions before General Service signs are placed on the State highway.

Guidance:

Whenever possible, General Service signs should be placed below the ground mounted Advance Guide (G83(CA) Series) signs. No more than four symbols should be mounted beneath a single advance directional sign.

Option:

If there are no ground mounted Advance Guide (G83(CA) Series) signs available, the General Service signs may be placed as separate installations with a Directional Arrow Auxiliary (M6 Series) sign or NEXT RIGHT/LEFT (G58(CA)) plaque.

Guidance:

To avoid misleading the road user, those services that are more than 0.8 km (0.5 mi) from the access point on the major route to the service, should have a distance plaque installed below the service sign.

Support:

Accordingly, it would be a disservice to the traveler to lead them off on to a minor road to a business providing a service when that same service can be obtained in a shorter distance by remaining on the major road.

Guidance:

General Service signing should only be provided at locations where the road user can return to the freeway or expressway and continue in the same direction of travel.

Only services that fulfill the needs of the road user should be shown on General Service signs.

Standard:

Symbol signs shall be used for all new installations of the General Service signs and for all routine maintenance replacements.

Guidance:

The symbols should be placed below the first ground mounted Advance Guide (G83(CA) Series) sign.

Option:

Where it is not possible to place them below an existing guide sign, they may be used individually on conventional highways or at the terminus of exit ramps.

Guidance:

If placed separately, the NEXT RIGHT/LEFT (G58(CA)) auxiliary sign should be used with the symbol sign.

Fuel (Gasoline and Diesel) Signs (D9-7, D9-11, G66-11(CA), G66-11A(CA), G66-22A(CA), G66-22B(CA) and G81-52(CA))

Standard:

1. The maximum distance to a service station shall be 0.8 km (0.5 mi) and have reasonably direct access from and return to the highway.

Option:

2. Service may be signed to in bypassed communities, if the distance to the service is less than the distance to the next service on the through route.

Standard:

3. Fuel, oil, compressed air, air gauge, radiator water, drinking water, telephone and restrooms shall be available during all service hours.

Guidance:

4. The station should be open at least 12 hours a day.

Standard:

5. Where gasoline is available, the Gas (D9-7) symbol sign shall be used.
6. Where gasoline and diesel is available, the Diesel Fuel (D9-11) symbol sign (with a superimposed "D") shall be used.

Option:

7. The DIESEL (G66-12A(CA)) plaque may be used in addition to other appropriate service signs.
8. Where liquefied petroleum gas is available; a LP GAS (G81-52(CA)) plaque may be used below either D9-7 or D9-11 sign.
9. Where methanol fuel is available, the Methanol Fuel (G66-11(CA)) symbol sign and METHANOL (G66-11A(CA)) plaque may be used in addition to other appropriate service signs.
10. The Compressed Natural Gas (G66-22A(CA)) sign may be used for Compressed Natural Gas Refueling Stations within 4.8 km (3 mi) of a State highway and be available to the public at least 16 hours a day.
11. The Liquefied Natural Gas (G66-22B(CA)) sign may be used for Liquefied Natural Gas Refueling Stations within 4.8 km (3 mi) of a State highway and be available to the public at least 16 hours a day.

Standard:

12. Follow-up signing, if necessary, shall be placed by local agencies before signs are placed on the State highway.

Electric Vehicle Charging Station Signs (G66-21(CA))

Option:

The ELECTRIC VEHICLE CHARGING STATION (G66-21(CA)) sign may be used for Electric Vehicle Charging Stations within 4.8 km (3 mi) of a State highway and be available to the public at least 16 hours a day.

Standard:

Follow-up signing, if necessary, shall be placed by local agencies before signs are placed on the State highway.

Option:

The Distance with Arrow (G66-21A(CA)) plaque may be used to supplement the G66-21(CA) sign to provide distance and directional information to the motorist.

Food or Lodging Signs (D9-8 and D9-9)

Standard:

To qualify for food signs, single establishments shall be open to serve at least two meals a day. Both food and lodging establishments shall score at least 10 points in the following categories, including at least one point in Category 4, to qualify for signs.

1. Maximum distance from the highway exit to the first service facility:

0 – 1.6 km (1 mi)	3 Points
1.6 –3.2 km (1 – 2 mi)	2 Points
3.2 – 8 km (2 – 5 mi)	1 Point
More than 8 km (5 mi)	0 Points

2. Number of traffic control devices (signals or stop signs) between the exit and the facility:

0 - 1 Devices	3 Points
2 – 3 Devices	2 Points
4 – 4 Devices	1 Point
More than 5	0 Points

3. Number of seats available in food facilities:

50 or more	3 Points
30 – 49	2 Points
15 – 29	1 Point
Less than 15	0 Points

4. Number of rooms available with private baths at lodging facilities:

30 or more	3 Points
10 – 30	2 Points
2 – 10	1 Point
Less than 2	0 Points

5. Distance to the next highway exit served by a food or lodging establishment:

0 – 1.6 km (1 mi)	3 Points
1.6 –3.2 km (1 – 2 mi)	2 Points
3.2 – 8 km (2 – 5 mi)	1 Point
More than 8 km (5 mi)	0 Points

Guidance:

6. Judgment factors include comfort, appearance, scope of service provided, etc., should be scored 0 to 3 points by the inspecting official.

Camping Signs (D9-3 and D9-3a)

Option:

The Camping (D9-3 and D9-3a) signs may be placed for campgrounds providing individual service and utility hookups for one-night stops for travel trailers, campers and other recreational vehicles.

Standard:

To qualify for Camping (D9-3 and D9-3a) signs, the facility shall meet all the following criteria:

1. It shall be licensed for private operation or be operated by a governmental agency.
2. It shall be accessible to and capable of handling all types of recreational vehicles.
3. It shall be open to the public for 24 hours each day during the time the signs are in place.
4. It shall be no more than 16 km (10 mi) from the highway exit designated by the sign.
5. It shall be equipped to handle a minimum of 25 travel trailers, campers, and other recreational vehicles for overnight stops, including individual service, utility hook-ups and individual sewer connections or a central sewer holding tank.
6. Follow-up signing shall be installed and maintained by local agencies where required for the logical direction of traffic.

Hospital Sign (D9-2 and D9-13)

Option:

Hospitals, as defined in California Code of Regulations, Title 22, Division 5, Chapter 1, Article 1, Section 70005 and licensed by the Department of Health Services, which provide 24 hour inpatient care, in urban and rural areas which are located in close proximity to a highway and provide specified medical services, may qualify for the Hospital (D9-2) symbol sign.

The D9-2 signs may be provided for hospitals in urban areas within 1.6 km (1 mi) of a highway, accept emergency cases and have a medical doctor in attendance 24 hours a day.

The D9-2 signs may be provided for hospitals in rural areas within 4.8 km (3 mi) of a highway, accept emergency cases and have a doctor on call 24 hours a day.

Exceptions to the distance requirement may be made in areas where hospitals are a great distance apart.

Telephone Signs (D9-1, D9-1a and D9-1b)

Option:

The Telephone (D9-1, D9-1a and D9-1b) signs are placed where a telephone is available 24 hours a day and is located in a remote area where it would not be expected.

STAA Truck Service and Terminal Access Signs (G66-55(CA) and G66-56(CA))

Option:

The STAA Truck Service (G66-55(CA)) and STAA Truck Terminal Access (G66-56(CA)) signs may be placed by the Department of Transportation on the National Network of Highways to identify locations where STAA trucks may leave the National Network to access services and terminals per CVC 35401.5(c) and (d). The G66-55(CA) and G66-56(CA) signs may also be used on Terminal Access routes to indicate turns and access ending points.

Support:

More information on the National Network and State Terminal Access routes is available from the Office of Truck Services in Department of Transportation's Division of Traffic Operations. Some of this information can also be accessed on the Internet at the following web site:

http://www.dot.ca.gov/hq/traffops/trucks/

STAA Definitions

Support:

- STAA - Surface Transportation Assistance Act of 1982, federal funding authorization that declared, among other things;
  1. Semitrailers up to and including 14.6 m (48 ft) in length are exempt from state kingpin to rear axle (KPRA) and overall combination length limits,
  2. Semitrailers over 14.6 m (48 ft) long and up to and including 16.2 m (53 ft) in length are exempt from state overall length limits. (These semitrailers are subject to state KPRA limits in California.),
  3. Double trailers in combination where each does not exceed 8.7 m (28.5 ft) in length are exempt from any state overall length limits.
  4. Federal length rules apply to these combination vehicles only when operating on a federally declared system of highways called the National Network and the state and local determined terminal access and service access highways.

  Note: Tour buses up to 13.7 m (45 ft) long (motorcoaches) were added to the federal regulations under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Motorhomes (housecars) up to 13.7 m (45 ft) in length were legalized in California in October 2001. Although highway restrictions apply to both these vehicle types, they may operate beyond the STAA Network. However, the Motorcoach and Motorhome Network map defines highway access restrictions imposed at the limits of turning performance (i.e., the 13.7 m (45 ft) vehicles would need to cross centerlines).
- National Network – federally designated state highways for STAA vehicles as defined and listed in the Federal Code of Regulations, Title 23, Part 658 (23CFR658) and 658.23 Appendix A.
- Terminal Access – state and local agency highways designated for "reasonable access" to/from the National Network by STAA vehicles as provided for in the CVC 35401.5(c) and (d). All transitions (egress) from National Network to Terminal Access highways, critical decision points (all turns) and Terminal Access end points should be so designated with a G66-56 (CA Code) sign.
- STAA Network – the California network of Terminal Access and National Network highways. A map and Truck Route List identifying the STAA Network (includes State highway system only, does not include local streets and roads) are available from Office of Truck Services in Department of Transportation's Division of Traffic Operations.
- Service Access (SA) – state and local agency highways identified for service use by STAA vehicles. Service access is limited to 1.6 km (1 mi) off the STAA network and must be "identified." Identification may include a map indicating service access for STAA vehicles, an approved list, or by G66-55(CA) signs.
- STAA trucks – are truck tractor-semitrailer combinations, or doubles with a long length configuration such that the vehicles may operate legally only on the STAA Network and SA routes.

STAA Truck Service (CA Code G66-55) Sign

Option:

The STAA Truck Service (G66-55(CA)) Sign may be placed on the STAA Network to identify locations where STAA trucks may exit the network to obtain services as provided for by CVC 35401.5(c) and (d).

Standard:

STAA trucks shall not exit the STAA Network to obtain services unless the G66-55(CA) sign indicates egress.

STAA Truck Service (G66-55(CA)) signs shall be provided as follows:

1. Access – All the following requirements shall be met:
   - Fuel, food, lodging and/or repair facilities shall be located within 1.6 km (1 mi) of the point of ingress and egress from the designated system.
   - Ramps, intersections and streets shall have adequate turning radii and lane widths to safely accommodate STAA trucks.
   - The service being made accessible shall have parking provisions for STAA trucks, or alternative parking within 1.6 km (1 mi) shall be identified.
2. Facilities – Two of the four services - fuel, food, lodging & repair - shall be provided:

- Fuel (Diesel) - Fuel is available at least 12 hours during the working day.
- Food - Conforms to requirements for Food (D9-8) signs in this section.
- Lodging - Conforms to requirements for Lodging (D9-9) signs in this section.
- Repair Services - Oil, tire repair, engine and brake services are available.

3. Concurrence:
   - The proposal for G66-55(CA) signing has written concurrence by the local jurisdiction(s) having responsibility for maintenance of the roadways within 1.6 km (1 mi) of ingress/egress.
4. Sign Placement:
   - The G66-55(CA) sign on the STAA Network shall be displayed in advance of the ramp or intersection.
   - Although no follow-up signing is required, trailblazer signs may be used where applicable.

STAA Truck Terminal Access (G66-56(CA)) Sign

Option:

STAA Truck Terminal Access (G66-56(CA)) signs may be placed to identify Terminal Access routes leading from the National Network, as trailblazers and to indicate the end of a Terminal Access route. STAA trucks can exit the National Network onto Terminal Access routes only where indicated by a G66-56(CA) sign. (Note: In California, no signs indicate the National Network highways.) Highways may be designated Terminal Access only if the curves, ramps, and intersections meet the geometric criteria for STAA trucks, including adequate turning radii and lane width.

Standard:

STAA Truck Terminal Access (G66-56(CA)) signs shall be provided as follows:

1. On State Highways:
   - State route segments under consideration for Terminal Access shall meet all geometric criteria for STAA trucks.
   - The end of any Terminal Access route segment shall be signed as such.
   - Trail-blazing signs shall be placed at decision points indicating direction(s) a STAA truck may proceed.
   - The G66-56(CA) sign shall be placed in advance of the ramp or intersection where a STAA truck may exit the designated system.
2. On Local Highways:
   - Signing of egress from a State Terminal Access route to a local Terminal Access route shall be done only if requested by the local jurisdiction and the entire segment including the State highway ramp or intersection meets all geometric criteria for STAA trucks.
   - If the route passes through more than one local jurisdiction, the city or county where the terminal is located shall acquire concurrence from all affected jurisdictions before requesting access from the STAA Network. Per CVC 35401.5(d)(1)(2) "The denial of a request for access to terminals and services shall be only on the basis of safety and an engineering analysis of the proposed access route. If a written request for access has been properly submitted and has not been acted upon within 90 days of receipt by the Department or the appropriate local agency, the access shall be deemed automatically approved."
   - Local agency shall place G66-56(CA) signs at every critical decision point on the Terminal Access route, including a G66-56(CA) sign with END Auxiliary (M4-6) sign.
   - The State shall place a G66-56(CA) sign on the State route in advance of the ramp or intersection to the local Terminal Access highway.
   - Local agencies should furnish Terminal Access route information to the Office of Truck Services for web publication. An example is available on the Internet at the following web site: http://www.dot.ca.gov/hq/traffops/trucks/trucksize/truckmap/county-sac.pdf.

NEXT EXIT OK Sign (G66-56A(CA))

Option:

The NEXT EXIT OK (G66-56A(CA)) sign may be used below the appropriate G66-55(CA) or G66-56(CA) signs.

Law Enforcement Signs (G66-57(CA), G66-61(CA) and G66-62(CA))

Option:

The Highway Patrol (G66-57(CA)) signs may be placed for California Highway Patrol offices located within 1.6 km (1 mi) of a highway.

The Sheriff (G66-61(CA)) sign may be placed for a sheriff office located within 1.6 km (1 mi) of a highway.

The Police (G66-62(CA)) sign may be placed for a police station located within 1.6 km (1 mi) of a highway.

Emergency Services Signs

Option:

Emergency Service signs, such as DRINKING WATER, RADIATOR WATER; etc. may be placed when appropriate.

Brake Check Area Signs (G66-58(CA), G66-59(CA) and G66-60(CA))

Support:

The Brake Check Area (G66-58(CA), G66-59(CA) and G66-60(CA)) signs are provided to give notice to motorists, particularly truck operators, of an area provided to allow vehicle operators to stop and check the condition and adjustment of their brakes. These areas are generally provided just prior to a significant downgrade.

Call Box Signs (SG25(CA), SG25A(CA) and SG41(CA))

Support:

The Call Box (SG25(CA)) sign is used to designate call boxes on the county SAFE (Service Authority for Freeway Emergencies) Call Box System. The special sign sizes are intended for use only on scenic highways, within designated coastal zones and National or State parks, to keep signing compatible with scenic values.

The call box identification number is established by using the route number to the left of the hyphen. The first two numbers to the right of the hyphen are the post mile numbers (or three numbers if applicable); the last number locates the call box within the post mile.

For northbound and eastbound routes, this number will be 2 for the call box in the first quarter mile; 4 for the call box between one quarter and one half mile; 6 for the call box between one half and three quarter mile; and 8 for the call box between three quarter and one mile, within a given post mile. 0 will be used for infills or for call boxes at the post mile.

For southbound and westbound routes, this number will be 3 for the call box in the first quarter mile; 5 for the call box between one quarter and one half mile; 7 for the call box between one half and three quarter mile; and 9 for the call box between three quarter and one mile, within a given post mile. 1 will be used for infills or for call boxes at the post mile.

Option:

- A letter code may precede the post mile (R for realignment, etc.).

Standard:

- Call boxes located in the median shall be designated by the letter "M" following the post mile.
- Call boxes located on a transition or connector shall be designated by the letter "T" following the post mile.
- Call boxes located at a park and ride lot shall be designated by the letter "A" following the post mile.
- Call boxes located on a carpool lane shall be designated by the letter "P" following the post mile.
- Call boxes located on a split (i.e. Cypress) shall be designated by the letter "S" following the post mile.

Option:

The Call Box Adoption Plaque (SG25A(CA)) may be used to inform motorists on highways, that have the SAFE Call Box System, that a particular call box location or segment of highway has been adopted by an individual, organization or company.

Standard:

When used, the SG25A(CA) sign shall be placed below the SG25(CA) sign.

Option:

The END CALL BOXES (SG41(CA)) sign may be used to inform motorists of the end of the SAFE Call Box System for a particular segment of highway.

CDF Fire Station Signs (SG38(CA) and SG39(CA))

Option:

The CDF FIRE STATION NEXT RIGHT (SG38(CA)) sign may be used on freeways in rural areas to give advance notice of an exit to a California Department of Forestry Fire Station which is within 0.8 km (0.5 mi) of the exit and is open 24 hours each day of the year.

The CDF FIRE STATION with Arrow (SG39(CA)) sign may be used in rural areas on expressways, conventional highways and freeway ramp terminals in advance of the turn off to a California Department of Forestry Fire Station which is within 0.8 km (0.5 mi) of the exit and is open 24 hours each day of the year.

Fire Hydrant Signs (S9(CA) and S10(CA))

The Fire Hydrant Street Name (S9(CA)) or Fire Hydrant with Distance and Arrow (S10(CA)) sign may be used to mark the location of off right-of-way fire hydrants adjacent to freeways. A public entity may place blue reflective pavement markers on a State highway after first obtaining an encroachment permit from Department of Transportation. Refer to Health and Safety Code Section 13060.In many locations the off right-of-way fire hydrants may be out of view from the freeway. Some fire districts may want to install the S9(CA) and S10(CA) signs to identify the hydrant. These S9(CA) and S10(CA) sign installations are optional and at the discretion of the Department of Transportation District Engineer.

Section 2D.46 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a)

Support:

There are two types of reference location signs:

A. Reference Location signs (D10-1, 2, and 3) show an integer distance point along a highway; and

B. Intermediate Reference Location signs (D10-1a, 2a, and 3a) also show a decimal between integer distance points along a highway.

Option:

Reference Location (D10-1 to D10-3) signs (see Figure 2D-13) may be installed along any section of a highway route ~~or ramp~~ to assist road users in estimating their progress, and to provide a means for identifying the location ~~of emergency incidents and traffic crashes, and to aid in highway maintenance and servicing~~ on the highway.

To augment the reference location sign system, Intermediate Reference Location (D10-1a to D10-3a) signs (see Figure 2D-13), which show the tenth of a kilometer (mile) with a decimal point, may be installed at one tenth of a kilometer (mile) intervals, or at some other regular spacing.

Standard:

When Intermediate Reference Location (D10-1a to D10-3a) signs are used to augment the reference location sign system, the reference location sign at the integer kilometer (mile) point shall display a decimal point and a zero numeral.

When placed on freeways or expressways, Reference Location (D10-1 to D10-3) signs shall contain 250 mm (10 in) white numerals on a 300 mm (12 in) wide green background with a white border. The signs shall be 600, 900, or 1200 mm (24, 36, or 48 in) in height for one, two, or three digits, respectively, and shall contain the abbreviation km (MILE) in 100 mm (4 in) white letters.

When placed on conventional roads, Reference Location (D10-1 to D10-3) signs shall contain 150 mm (6 in) white numerals on a green background that is at least 250 mm (10 in) wide with a white border. The signs shall contain the abbreviation km (MILE) in 100 mm (4 in) white letters.

The design details for reference location signs shall be as shown in the "Standard Highway Signs" book (see Section 1A.11).

Reference location signs shall have a minimum mounting height of 1.2 m (4 ft) to the bottom of the sign in accordance with the mounting height requirements of delineators (see Section 3D.04), and shall not be governed by the mounting height requirements prescribed in Section 2A.18.

The distance numbering shall be continuous for each route within a State, except where overlaps occur (see Section 2E.28). Where routes overlap, reference location sign continuity shall be established

for only one of the routes. If one of the overlapping routes is an Interstate route, that route shall be selected for continuity of distance numbering.

For divided highways, the distance measurement shall be made on the northbound and eastbound roadways. The reference location signs for southbound or westbound roadways shall be set at locations directly opposite the reference location signs for the northbound or eastbound roadways.

Guidance:

Zero distance should begin at the south and west State lines, or at the south and west terminus points where routes begin within a State.

On a route without reference location sign continuity, the first reference location sign beyond the overlap should indicate the total distance traveled on the route so that road users will have a means of correlating their travel distance between reference location signs with that shown on their odometer.

Standard:

Except as provided in the option below, reference location signs shall be installed on the right side of the roadway.

Option:

Where conditions limit or restrict the use of reference location signs on the right side of the roadway, they may be installed in the median. On two-lane conventional roadways, reference location signs may be installed on one side of the roadway only and may be installed back-to-back. Reference location signs may be placed up to 9 m (30 ft) from the edge of the pavement.

If a reference location sign cannot be installed in the correct location, it may be moved in either direction as much as 15 m (50 ft).

Guidance:

If a reference location sign cannot be placed within 15 m (50 ft) of the correct location, it should be omitted.

Option:

Enhanced reference location signs (see Section 2E.54) may also be used on conventional roads.

Standard:

Reference Location signs shall not be in kilometers. No sign shall have a metric unit or message, except per CVC 21351.3. Hence, the reference posts shall not be used in California with metric messages unless specifically allowed per CVC 21351.3.

In California, reference posts shall be mileage based.

Reference posts shall be mounted so that the bottom of the sign is a minimum of 0.6 m (2 ft) above the near roadway edge. For lateral position, see Section 2A.16, 2A.19 and Figure 2A-1(CA).

The placement and location of reference posts on State highways shall conform to the database maintained by Department of Transportation's Division of Traffic Operations for reference posts. This database is different from the TASAS Highway database.

Section 2D.47 Traffic Signal Speed Sign (I1-1)

Option:

The Traffic Signal Speed (I1-1) sign (see Figure 2D-12), reading SIGNALS SET FOR XX km/h (XX MPH), may be used to indicate a section of street or highway on which the traffic control signals are coordinated into a progressive system timed for a specified speed at all hours during which they are operated in a coordinated mode.

Guidance:

If used, the sign should be mounted as near as practical to each intersection where the timed speed changes, and at intervals of several blocks throughout any section where the timed speed remains constant.

Standard:

The Traffic Signal Speed sign shall be a minimum of 300 x 450 mm (12 x 18 in) with the longer dimension vertical. It shall have a white message and border on a green background.

Option:

The local authorities may set traffic signal timing for speeds in slight variance from the posted speed limits.

Guidance:

The Traffic Signal Speed (I1-1) sign should not display a speed above the posted speed limit because of the enticement to exceed that posted speed limit. Refer to CVC 22401.

Section 2D.48 General Information Signs (I Series)

Support:

Of interest to the traveler, though not directly necessary for guidance, are numerous kinds of information that can properly be conveyed by general information signs (see Figure 2D-12). They include such items as State lines, City limits, other political boundaries, time zones, stream names, elevations, landmarks, and similar items of geographical interest, and safety and transportation-related messages. Chapter 2H contains recreational and cultural interest area symbol signs that are sometimes used in combination with general information signs.

Guidance:

General information signs should not be installed within a series of guide signs or at other equally critical locations, unless there are specific reasons for orienting the road user or identifying control points for activities that are clearly in the public interest. On all such signs, the designs should be simple and dignified, devoid of any advertising, and in general conformance with other guide signing.

Option:

An information symbol sign (I-5 through I-8, I-11) may be used to identify a route leading to a transportation or general information facility, or to provide additional guidance to the facility. The symbol sign may be supplemented by an educational plaque where necessary; also, the name of the facility may be used if needed to distinguish between similar facilities.

Guide signs for commercial service airports and noncarrier airports may be provided from the nearest Interstate, other freeway, or conventional highway intersection directly to the airport, normally not to exceed 25 km (15 mi). The Airport (I-5) symbol sign along with a supplemental plaque may be used to indicate the specific name of the airport. An Airport symbol sign, with or without a supplemental name plaque or the word AIRPORT, and an arrow may be used as a trailblazer.

Standard:

Adequate trailblazer signs shall be in place prior to installing the ~~airport~~ transportation or general information facility guide signs.

Support:

Location and placement of all ~~airport~~ transportation or general information facility guide signs depends upon the availability of longitudinal spacing on highways.

Standard:

When a sign is used to display a safety or transportation-related message, the display format shall not be of a type that would be considered similar to advertising displays. Messages and symbols that resemble any official traffic control device shall not be used on safety or transportation-related message signs.

Option:

Political jurisdiction logos may be placed on the political boundary general information signs. The logo may have different colors and shapes but should be simple, dignified, and devoid of any advertising.

Standard:

Except for political boundary and scenic by-way logos and signs, general information signs shall have white legends and borders on green rectangular-shaped backgrounds.

Option:

The Recycling Collection Center (I-11) symbol sign may be used to direct road users to recycling collection centers.

Guidance:

The Recycling Collection Center symbol sign should not be used on freeways and expressways.

Standard:

If used on freeways or expressways, the Recycling Collection Center symbol sign shall be considered one of the supplemental sign destinations.

Unincorporated Community and City Limit (CA Code G9-2 and G9-5) Signs

Standard:

The Unincorporated Community (G9-2(CA)) and City Limit (G9-5(CA)) signs shall be used to mark the limits of cities and to identify unincorporated towns. The G9-5 (CA Code) sign shall be placed on the right, at the outer city limits of incorporated cities, facing traffic entering the named city. The G9-2(CA) sign shall be used similarly for unincorporated towns.

Option:

The population may be obtained from:

A. Federal census
B. California Dept. of Finance
C. County Board of Supervisors
D. County Planning Commission

The elevation shown may be that of the courthouse, post office, railroad station, or benchmark in the central district of the city.

Standard:

See Section 101.1 of the Streets and Highways Code, which makes these changes mandatory, and Section 101.2 and 101.4, which provides that the Department of Transportation, under certain conditions, shall replace any city limit signs.

Guidance:

If a city or community desires to install a distinctive type city limits or "Welcome" sign on conventional highways at its city limits in place of the standard G9-5(CA) sign, the following criteria should be followed:

Standard:

1. The signs shall be installed by local authorities at no expense to the State, and an approved encroachment permit will be obtained prior to installation. They shall be maintained by the permittee to the satisfaction of the permitter.
2. Such signs shall be installed in accordance with current Department practices.
3. Signs shall be of reasonable size and proportional to other guide signs in the area.
4. Signs shall be positioned so they do not obstruct the view of official traffic control devices.
5. No moving or flashing displays or advertising of any kind will be permitted.
6. No sign shall encroach over the highway.

Option:

7. Political jurisdiction logos may be displayed on the city limit signs, but the predominant characteristics of the sign will be white legend on a green rectangular shaped background. Distinctive type city limit signs not conforming to the above may remain in place until normal replacement is required.

County Line (G10(CA)) Sign

Guidance:

The County Line (G10(CA)) sign should be used at the point where the county boundary line crosses the State highway. The G10(CA) sign should be placed on the right facing traffic entering the named county.

Welcome to California (G10B(CA)) Sign

Guidance:

The Welcome to California (G10B(CA)) sign should be used to indicate the California State line. The sign should be placed on the right near the State boundary facing traffic entering the State.

River Name (I-3) Sign

Option:

The River Name (I-3) sign may be used to identify bridges or structures across rivers and creeks and provide motorist orientation that is not otherwise included in the primary signing.

Guidance:

The I-3 sign should be used on freeways to identify major river crossings.

Elevation (G16(CA) and G17(CA)) Signs

Option:

The Mountain Pass Elevation (G16(CA)) sign may be used at the summit to inform the public of a mountain pass name and elevation.

Guidance:

The G16(CA) sign should be placed facing traffic in each direction on the right.

Option:

The Elevation (G17(CA)) sign may be used to inform motorists of changes in elevation. Feet will be shown in multiples of 1,000 feet above sea level, and multiples of 100 feet below sea level.

Guidance:

The G17(CA) sign should be placed facing traffic in each direction on the right.

EMERGENCY CALL 9-1-1 (G81-61(CA) and G81-62(CA)) Signs

Option:

The EMERGENCY CALL 9-1-1 (G81-61(CA)) sign may be placed below all new Unincorporated Community (G9-2(CA)), City Limit (G9-5(CA)) and County Line (G10(CA)) signs. The G81-61(CA) may also be placed below the existing G9-2(CA), G9-5(CA) and G10(CA) signs when they are changed for other purposes, such as updating population figures. The G81-61(CA) sign panel may be shorter than the G9-2(CA), G9-5(CA) and G10(CA) sign panel under which it is placed.

Guidance:

The G81-61(CA) sign panel should not be longer than the G9-2(CA), G9-5(CA) and G10(CA) sign panel under which it is placed.

Standard:

The letter size used in the G81-61(CA) sign shall not exceed that of the words "City Limit" on the G9-5(CA) sign or the words "County Line" on the G10(CA) sign.

Option:

The EMERGENCY CALL 9-1-1 (G81-62(CA)) sign may be installed on all State highways at state entry points.

Guidance:

The G81-62(CA) sign should be installed as a separate installation in an appropriate location following the Welcome To California (G10B(CA)) sign.

Option:

The G81-62(CA) sign (particularly the smaller version) may be used in place of the G81-61(CA) sign in installations requiring a shorter sign panel.

Conventional Airport (G94-1(CA)) Sign

Support:

The Conventional Airport (G94-1(CA)) sign typifies smaller conventional type aircraft.

Guidance:

The G94-1(CA) sign should be used in lieu of the Airport (I-5) sign to direct to airports, which do not accommodate large commercial jet aircraft.

Coastal Access (SG28(CA)) Sign

Option:

The Coastal Access (SG28(CA)) sign may be used to identify only those improved coastal access points selected by the Coastal Commission in accordance with the agreement between the California Coastal Commission and Department of Transportation dated April, 30, 1980.

Adopt-A-Highway Program Signs (S32(CA) Series)

Support:

Refer to Streets and Highways Code Section 91.5 and Department of Transportation's Maintenance Manual. See Section 1A.11 for information regarding this publication.

Option:

The Adopt-A-Highway (S32(CA)) sign may be installed at each end of a section of State highway that is being maintained by agreement with Department of Transportation through the provisions of either funds or services.

Standard:

The Adopt-A-Highway Symbol (S32A(CA)) sign shall be installed on the Adopt-A-Highway (S32(CA)) sign.

Support:

The 250 x 300 mm (10 x 12 in) symbol size is used on the 900 x 750 mm (36 x 30 in) size S32(CA) sign and the 400 x 450 mm (15 x 18 in) symbol size is used on the 1350 x 1050 mm (54 x 42 in) size S32(CA) sign.

The Adopt-A-Highway Recognition Panel (S32B(CA)) with a participant's name and/or logo is placed over the information area of the S32(CA) sign when a section of State highway has been adopted.

Standard:

When used, the Litter Removal (S32-1(CA)), Wildflower Planting (S32-2(CA)), Tree Planting (S32-3(CA)), Graffiti Removal (S32-4(CA)) or Vegetation Control (S32-5(CA)) signs shall be placed below the S32(CA) sign.

USING RECLAIMED WATER (S28(CA)) Sign

Standard:

The USING RECLAIMED WATER (S28(CA)) sign shall be placed to identify locations where reclaimed water is being used for irrigating landscaped areas and other maintenance operations. Refer to Department of Transportation's Maintenance Manual Chapter 8, Section 8.47. See Section 1A.11 for information regarding this publication.

Victims Memorial Program Signs (S35(CA) Series)

Support:

Refer to Streets and Highways Code Section 101.10.

Option:

The PLEASE DON'T DRINK AND DRIVE (S35(CA)) sign may be placed on any state highway upon request from an immediate family member of a person who was killed by a driver intoxicated with drugs or alcohol, in memory of the victim.

Standard:

The IN MEMORY OF XXX – 1 PERSON (S35-1(CA)), IN MEMORY OF XXX – 2 PERSONS (S35-2(CA)) or IN MEMORY OF XXX – 3 PERSONS (CA Code S35-3(CA)) sign shall be placed below the S35(CA) sign.

The following conditions shall be satisfied to qualify for a S35(CA) sign on a state highway:

1 At least one of the deceased victim's immediate family members requests a memorial sign. An immediate family member is a spouse, child, stepchild, brother, stepbrother, sister, stepsister, mother, stepmother, father or stepfather.
2 The accident occurred on or after January 1, 1991.
3 Either (a) or (b) is true:
   a. The intoxicated driver was convicted of second degree murder, or gross vehicular manslaughter, or vehicular manslaughter.
   b. The intoxicated driver died or could not be prosecuted because of mental incompetence.
4 Note: An intoxicated driver who died does NOT qualify as a victim.

The placement of the S35(CA) sign on state highways shall be per the following requirements:

1. Signs will be installed in accordance with applicable Caltrans policies and standards for signs. This includes posts, hardware, materials, vertical, longitudinal, and lateral positioning.
2. Caltrans will NOT install or maintain a memorial sign if there is written opposition from any immediate family member.
3. Only one sign will be installed in one direction of travel on the right side of the state highway in close proximity to where the accident occurred at a location where it is safe and practical to do so.
4. Caltrans will maintain the sign for 7 years or until the condition of the sign has deteriorated to a point where it is no longer serviceable, whichever occurs first.
5. Only one sign will be installed per accident. Multiple victim names may appear on the sign.

6. A sign will NOT be installed in the median of any state highway.

Section 2D.49 Signing of Named Highways

Support:

Legislative bodies will occasionally adopt an act or resolution memorializing a highway, bridge, or other component of the highway.

~~Guidance:~~

~~Such memorial names should not appear on or along a highway, or be placed on bridges or other highway components. The requirement for signing should be carried out by placing a memorial plaque in a rest area, scenic overlook, recreational area, or other appropriate location where parking is provided with the signing inconspicuously located relative to vehicle operations along the highway.~~

~~Option:~~

~~If the installation of a memorial plaque off the main roadway is not practical, memorial signs may be installed on the mainline.~~

Standard:

Where such memorial signs are installed on the mainline, (1) memorial names shall not appear on directional guide signs, (2) memorial signs shall not interfere with the placement of any other necessary highway signing, and (3) memorial signs shall not compromise the safety or efficiency of traffic flow. The memorial signing shall be limited to one sign at an appropriate location in each route direction.

Option:

Guide signs may contain street or highway names if the purpose is to enhance driver communication and guidance; however, they are to be considered as supplemental information to route numbers.

Standard:

Highway names shall not replace official numeral designations. Memorial names shall not appear on supplemental signs or on any other information sign either on or along the highway or its intersecting routes.

The use of route signs shall be restricted to signs officially used for guidance of traffic in accordance with this Manual and the "Purpose and Policy" statement of the American Association of State Highway and Transportation Officials that applies to Interstate and U.S. numbered routes (see Page i for AASHTO's address).

Option:

Unnumbered routes having major importance to proper guidance of traffic may be signed if carried out in accordance with the aforementioned policies. For unnumbered highways, a name to enhance route guidance may be used where the name is applied consistently throughout its length.

Guidance:

Only one name should be used to identify any highway, whether numbered or unnumbered.

Route numbers and cardinal directions should be used in signing to freeways in metropolitan areas.

Option:

At freeway to freeway interchanges, overhead signing by freeway name may be included in primary directional signs only when the freeway name is well recognized and space permits. At other than freeway to freeway interchanges, Interchange Guide (G77(CA) and G78(CA) series) signs including both the freeway name and appropriate route shield may be used to direct to the named freeway.

Ground-mounted freeway name signs in rural areas may be installed beyond major freeway interchanges and at approximate 16 km (10 mi) intervals.

Guidance:

Freeway names should not be used on signs directing to freeways in rural areas.

Option:

The Legislature, by legislative action, may designate names for State highways and bridges. The Legislature may request memorial named highway facilities to be designated with signs instead of a plaque and specify that the signs are to be furnished and installed "at no cost to the State".

Support:

The Department of Transportation is authorized to expend reasonable sums for plaques.

Standard:

When highway facilities are named by the Legislature, the following guidelines shall apply according to the type of facility:

1. *Bridges.* One sign shall be placed at the approach ends of the bridge, underpass, tunnel or other structure with the name of the memorialized individual. Normally this would consist of an additional plate attached to the existing Memorial Bridge (G11(CA) series) sign. The color and size of the plate shall match the sign. The memorial name shall be smaller so that it does not dominate the G11(CA) sign.
2. *Freeways and Highways.* One sign shall be placed at each terminal. Signs shall be white on green.
3. *Rest Areas.* One sign shall be placed in advance of each named rest area. Normally a one line message would be placed above the REST AREA (X MILE) (D5-1) sign. The sign shall be white on blue.
4. *Interchanges.* One bronze plaque shall be installed at each legislatively named interchange. Memorial name signs shall not be erected at interchanges.
5. *Vista Points.* One bronze plaque shall be installed at each legislatively named vista point. Memorial name signs shall not be installed in advance of vista points.

Guidance:

The size, color, and retroreflectorization of memorial named signs should match existing signs associated with the facility.

Standard:

Standard letter size, type and stroke widths shall be used.

Support:

The word "memorial" is not normally included on the sign.

Guidance:

Bronze plaques normally should bear the name in 25 mm (1 in) letters. However, the plaque should be no larger than 750 x 750 mm (30 x 30 in).

When the highway is a State facility, the following procedure should be followed when legislation includes a provision that either memorial signs or plaques be purchased and installed at no cost to the State.

The District Director will:

1. Contact the sponsor of the legislation to determine appropriate wording for the signs or plaques.
2. Prepare an estimate of cost for the signs or plaque installation, and submit the estimate to the sponsor.
3. After receipt of the funds from the sponsor, purchase and install the signs or plaque.
4. Notify the author and sponsor when the memorial signs or plaque are ready so that a dedication can be arranged.
5. Maintain all signs and plaques within the right-of-way.

The sponsor will:

1. Collect donations from individuals who appreciated the services provided by the memorialized individual.
2. Submit advance payment for the signs or plaque and installation to the department.
3. Arrange for suitable public dedication.

Support:

When legislation does not include the "at no cost to the State" provision, signs and plaques will continue to be furnished and installed at State expense.

Existing named highway facilities that have been designated with a bronze plaque are exempt from the above provisions and no signs are required.

Option:

The Memorial Bridge (G11-4A(CA) and G11-4B(CA)) signs may be placed above an existing Inventory Marker (G11-1(CA), G11-2(CA), G11-4(CA) or G11-5(CA)) when an appropriate authority has requested that a highway facility be designated as a memorial facility.

The Memorial Bridge and Inventory Marker (G11-8(CA) and G11-9(CA)) combination signs may be placed when an appropriate authority has requested that a highway facility be designated as a memorial facility.

Guidance:

The Inventory Markers should be placed at each end of a structure, with the bottom of the sign even with the top of the bridge rail.

Support:

The official name and number of structures on State highways are determined by the Department of Transportation's Office of Structures Design.

Option:

The Named State Highway (SG1(CA)) sign may be used to identify a named State highway when required by legislation or when determined necessary to provide traveler information.

Section 2D.50 Trail Signs

Support:

Trail signs are informational signs, plaques, or shields designed to provide road users with route guidance in following a trail of particular cultural, historical, or educational significance.

Guidance:

Primary guidance should be in the form of printed literature and strip maps rather than trail signing.

Option:

Trail signs may be installed on a highway if they have been approved by the appropriate transportation agency.

Support:

Refer to Chapter 2H for trail signs.

Section 2D.51 Crossover Signs (D13 Series)

Option:

Crossover signs may be installed on divided highways to identify median openings not otherwise identified by warning or other guide signs.

Standard:

A CROSSOVER (D13-1) sign (see Figure 2D-12) shall not be used to identify a median opening that is permitted to be used only by official or authorized vehicles. If used, the sign shall be a horizontal rectangle of appropriate size to carry the word CROSSOVER and a horizontal directional arrow. The CROSSOVER sign shall have a white legend and border on a green background.

Guidance:

If used, the CROSSOVER sign should be installed immediately beyond the median opening, either on the right side of the roadway or in the median.

Option:

The Advance Crossover (D13-2) sign (see Figure 2D-12) may be installed in advance of the CROSSOVER sign to provide advance notice of the crossover.

Standard:

If used, the Advance Crossover sign shall be a horizontal rectangle of appropriate size to carry the word CROSSOVER and the distance to the median opening. The sign shall have white legend and border on a green background.

Guidance:

The distance shown on the Advance Crossover sign should be 2 km, 1 km, or 500 m (or should be 1 MILE, 1/2 MILE, or 1/4 MILE), unless unusual conditions require some other distance. If used, the sign should be installed either on the right side of the roadway or in the median at approximately the distance shown.

Section 2D.52 National Scenic Byways Signs (D6-4, D6-4a)

Support:

Certain roads have been designated by the U.S. Secretary of Transportation as National Scenic Byways or All-American Roads based on their archeological, cultural, historic, natural, recreational, or scenic qualities.

Option:

State and local highway agencies may install the National Scenic Byways (D6-4 or D6-4a) signs at entrance points to a route that has been recognized by the U.S. Secretary of Transportation as a National Scenic Byway or an All-American Road. The D6-4 or D6-4a sign may be installed on route sign assemblies (see Figure 2D-14) or as part of larger roadside structures. National Scenic Byways signs may also be installed at periodic intervals along the designated route and at intersections where the designated route turns or follows a different numbered highway. At locations where roadside features have been developed to enhance the traveler's experience such as rest areas, historic sites, interpretive facilities, or scenic overlooks, the National Scenic Byways sign may be placed on the associated sign assembly to inform travelers that the site contributes to the byway travel experience.

Standard:

When a National Scenic Byways sign is installed on a National Scenic Byway or an All-American Road, the design shown for the D6-4 or D6-4a sign in Figure 2D-14 shall be used. Use of this design shall be limited to routes that have been designated as a National Scenic Byway or All-American Road the U.S. Secretary of Transportation.

If used, the D6-4 or D6-4a sign shall be placed such that the roadway route signs have primary visibility for the road user.

Section 2D.101(CA) Inventory Markers

Option:

The Inventory Markers (G11-1(CA), G11-2(CA), G11-4(CA) and G11-5(CA)) may be used at major rivers or creeks to identify bridges or structures.

The Inventory Markers (G11-6(CA)) may be used to identify bridges or structures at locations where the official name and number is not needed for motorist orientation.

The Inventory Markers (G11-10(CA)) may be used to mark the limits of an environmentally sensitive area within the State highway right of way.

The Memorial Bridge and Inventory Marker (G11-8(CA) and G11-9(CA)) combination signs may be placed when an appropriate authority has requested that a highway facility be designated as a memorial facility.

Guidance:

The Inventory Markers should be placed at each end of a structure, with the bottom of the sign even with the top of the bridge rail.

Support:

The official name and number of structures on State highways are determined by the Department of Transportation's Office of Structures Design.

Option:

The Inventory Marker (Survey) (S2(CA)) may be used as an accessory or witness marker to aid in the protection, location and identification of Department of transportation's survey monuments that are to be perpetuated.

Support:

The S2(CA) marker is to be placed on a metal guide post, which is driven 0.3 to 0.45 m (12 to 18 in) away from the monument.

Kilometer (Mile) Post Markers (G11-7(CA)) on State Highways:

Support:

Refer to Department of Transportation's TASAS Manual for more details on this topic. See Section 1A.11 for information regarding this publication.

This section, regarding Kilometer (Mile) Post Markers, is for future application. It will apply after the field conversion of existing markers and conversion of the Highway Data Base.

The existing markers in the field are in English units (miles). The markers in the field are not to be mixed, metric and English, nor is a dual system contemplated. Installation of new markers, replacement of missing markers and correction (relocation) of existing markers will be done in English units (miles). The previous policies of calculation, lateral placement, and spacing for two lane roads and divided roads and rural and urban will remain effective until such time as a full field conversion program is applied.

The kilometer (mile) post markers in the field are used by traffic officers, maintenance forces and others to locate specific incidents or features with reference to the kilometer (mile) post marker system. The kilometer (mile) post marker is integral to the kilometer (mile) post marker system and shall not be used for additional marker functions. Other types of markers shall not be used as kilometer post markers. The kilometer (mile) post marker shall indicate the route, county, and kilometer post marker of the installation; only kilometer (mile) post markers shall contain the route and county designation.

Placement

Support:

A - Rural Areas.

1. Two-Lane Roads - Markers are placed 1.6 km (1 mi) apart on both sides of the highway, staggered by 0.8 km (0.5 mi).
2. Divided Roads - Markers are placed 1.6 km (1 mi) apart on both sides of the highway at the same kilometer (mile) post marker location.

B - Urban Areas.

1. Two-Lane Roads - Markers are placed 0.8 km (0.5 mi) apart on each side of the highway, staggered by 0.4 km (0.25 mi).
2. Divided Roads - Markers are placed 0.8 km (0.5 mi) apart on each side of the highway at the same kilometer (mile) post marker location.
3. See sub-heading 'D' below.

Option:

C - Maximum Spacing.

When a regular marker falls within 0.4 km (0.25 mi) of a landmark (bridge, etc.), the 1.6 km (1 mi) or 0.8 km (0.5 mi) marker may be omitted. The intent is to have kilometer (mile) post markers spaced no farther apart than 1.6 km (1 mi) on rural highways, or 0.8 km (0.5 mi) on urban highways. This is a maximum spacing. Additional markers may be placed in areas where it is desired to have additional highway reference points.

D - Incorporated or Suburban Areas.

Kilometer (mile) post markers may be omitted in communities with city-street characteristics of curb, gutter, sidewalks and local development. In these areas, intersecting streets would be used as reference points in lieu of markers.

Support:

E - Kilometer (Mile) Post Marker at County Lines.

At county lines, the county names and kilometer post marker information are delineated on separate markers and mounted side-by-side on separate posts, facing both directions of traffic.

F - Kilometer (Mile) Post Marker Equation.

1. Kilometer (Mile) post marker equation with a difference in value of 0.03 km (0.02 mi) or more shall be posted on the highway.
2. Each side of the equation is shown on separate markers and mounted side-by-side on separate posts, both facing the direction of traffic.
3. Current kilometer (mile) post marker letter prefix and suffix codes are listed in the State Highway Log. They are also defined in the TASAS Manuals. All prefix letters shall be shown on the kilometer (mile) post markers. The suffix letter E identifies a kilometer (mile) post marker equation. In the field, the letter E is replaced with BK (Back) and AH (Ahead) on separate markers, placed side-by-side.

Kilometer (Mile) Post Markers for Structures

1. Kilometer (Mile) Post Markers.

Standard:

Kilometer (Mile) post marker or G11(CA) signs shall be mounted on, or placed at bridge abutments and at the beginning of bridge rails.

Support:

On skewed structures the kilometer (mile) post marker will not necessarily be identical on each side of the highway. The kilometer (mile) post marker on each side of the highway is the kilometer (mile) point of the centerline opposite the marker location.

2. Highway Log Kilometer (Mile) Post Marker Values.

Support:

a. Overcrossing and Underpass.

The Highway Log kilometer (mile) post marker for an overcrossing or underpass is measured from the structure centerline where it intersects the highway centerline. The Post Marker will reflect that value, plus or minus the structure width, and direction of travel. This rule applies to all structures crossing over the highway regardless of the skew.

b. Undercrossings, Overheads and Bridges.

Single Structure: The Highway Log kilometer (mile) post marker value is measured along the highway centerline. A post marker value is assigned to the paving notch at the end of the structure and the paved roadbed in each direction of travel.

Divided or Separated Structures on Divided Highways: The Highway Log kilometer (mile) post marker value is measured along the centerline of each roadbed. The post marker value is assigned to the paving notch at the end of the structure and the paved roadbed in each direction of travel. Depending on the width of the median and the skew, two kilometer (mile) post marker values may be assigned to each end.

Placement

Standard:

The preparation of plans for placement of kilometer (mile) post markers on State highways shall be the responsibility of the Department of Transportation's District Traffic Branch.

Support:

Dimensions, lettering and positioning standards are included in the Department of Transportation's Standard Plans and California Sign Specifications publications. See Section 1A.11 for information regarding these publications.

Standard:

Kilometer (Mile) post markers shall not be reflectorized. If a kilometer (mile) post marker should fall within a line of guide markers, it shall be placed in a manner that will not interfere with the guide marker pattern. Kilometer (mile) post markers shall not to be used as guide markers, clearance markers, culvert markers, etc.

Installation and Verification

Standard:

Kilometer (Mile) post markers shall be placed a minimum of 0.6 m (2 ft) and not more than 3.6 m 12 ft) beyond the edge of shoulder on the right side of the highway facing traffic.

Guidance:

Generally, they should be placed in such a position as to minimize interference with maintenance.

Standard:

When installed behind guardrail, the marker shall be placed so that the entire legend is legible from the road.

Option:

Stenciling of the kilometer (mile) post marker on concrete median barriers may be in addition to, but not in place of the regular kilometer (mile) post markers. This is an additional aid for maintenance and collision investigation.

Standard:

All markers shall be located to an accuracy of 15 m (50 ft) on the ground. The value shown on the marker shall be to the nearest 0.015 km (0.001 mi) or 15 m (50 ft), and shall reflect the kilometer (mile) point of the centerline opposite the marker location.

The Department of Transportation's District Traffic Branch shall have the responsibility to verify the accuracy of the placement of kilometer (mile) post markers on State highways. Any markers found to be more than 15 m (50 ft) from the intended location shall be relocated.

Section 2D.102(CA) Bypassed Communities

Standard:

Section 100.9 of the Streets and Highways Code provides that appropriate directional signs shall be installed directing to bypassed cities and business districts. This law requires that all signs, except route shields, be left in place on the old highway, regardless of its status as a business route.

Guidance:

When relinquishing any bypassed highway, the city or county concerned should be advised regarding continued maintenance of such signs by the local agencies.

Section 2D.103(CA) Advance Turn Sign (G22(CA))

Option:

The Advance Turn (G22(CA)) sign may be used to give advance notice of a turnoff on expressways and high speed two-lane roads.

Guidance:

The G22(CA) sign should not be used on freeways. The G22(CA) sign should be placed on the right approximately 0.4 to 0.8 km (0.25 to 0.5 mi) in advance of the turnoff.

Option:

A route shield may be used on the G22(CA) sign.

Section 2D.104(CA) Scenic Route Signs (G30(CA) Series)

Support:

A scenic route is defined as an officially designated portion of the State Highway System traversing areas of outstanding scenic beauty, which together with the adjacent scenic corridors requires special scenic conservation treatment. Refer to California Streets and Highway Codes 260 through 263.8.

Standard:

The Scenic Route (G30(CA)) sign shall be used to identify routes, which have been designated as official State Scenic Highways. The G30(CA) sign shall be installed on the right at the beginning of the scenic route.

Guidance:

The Scenic Route (G30A(CA) and G30B(CA)) signs, when used, should be used on State and county routes, respectively, and placed below and on the same post with the route shield signs.

Option:

The Begin plate (G30C(CA)) may be placed above the Scenic Route sign, and the End plate (G30D(CA)) may be placed below the scenic route signs.

Section 2D.105(CA) NEXT RIGHT/LEFT Auxiliary Sign (G58(CA))

Option:

The NEXT RIGHT/LEFT (G58(CA)) auxiliary sign may be used on freeways, expressways or conventional highways in conjunction with, and placed below a route sign.

The NEXT RIGHT/LEFT (G58(CA)) auxiliary sign may also be used in conjunction with the General Service (Section 2D.45), Recreational and Cultural Interest Area (Chapter 2H) signs.

Section 2D.106(CA) DIVIDED ROAD (X MILES) AHEAD Sign (G68(CA))

Option:

The DIVIDED ROAD (X MILES) AHEAD (G68(CA)) sign may be used to indicate the distance to the next section of divided highway.

Guidance:

The mileage shown should be to the nearest one-fourth mile, and to the nearest mile for distances over one mile.

Option:

The G68(CA) sign may be used on a two-lane highway in advance of a divided section of highway to encourage passing in the divided section.

Section 2D.107(CA) PASSING LANE (X MILES) or AHEAD Sign (G69(CA))

Option:

The PASSING LANE (X MILES) or AHEAD (G69(CA)) sign may be used to inform motorists on a two-lane highway that an additional lane is available ahead for passing slower traffic.

Support:

See Section 3B.05 for signing and marking of passing and truck lanes.

Section 2D.108(CA) State Property Signs (SG26(CA), S1-1(CA), and S27(CA))

Option:

The Caltrans Facility Entrance (SG26(CA)) sign may be placed at Department of Transportation's facilities where necessary to identify the facility and serve a public need.

The STATE PROPERTY (S1-1(CA)) sign may be used to identify materials placed on or near the Department of Transportation's right-of-way for maintenance or construction purposes.

Standard:

The Department of Transportation's CONSTRUCTION FIELD OFFICE (S27(CA)) sign shall be placed to identify a facility where offices are provided for the construction projects resident engineer and staff. Refer to Department of Transportation's Construction Manual, Chapter 1, Section 402. See Section 1A.11 for information regarding this publication.

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Figure 2D-1. Examples of Color-Coded Destination Guide Signs

a - Freeway or Expressway – Airport Terminals

b - Conventional Road or Street – Urban Areas

Figure 2D-2. Arrows for Use on Guide Signs

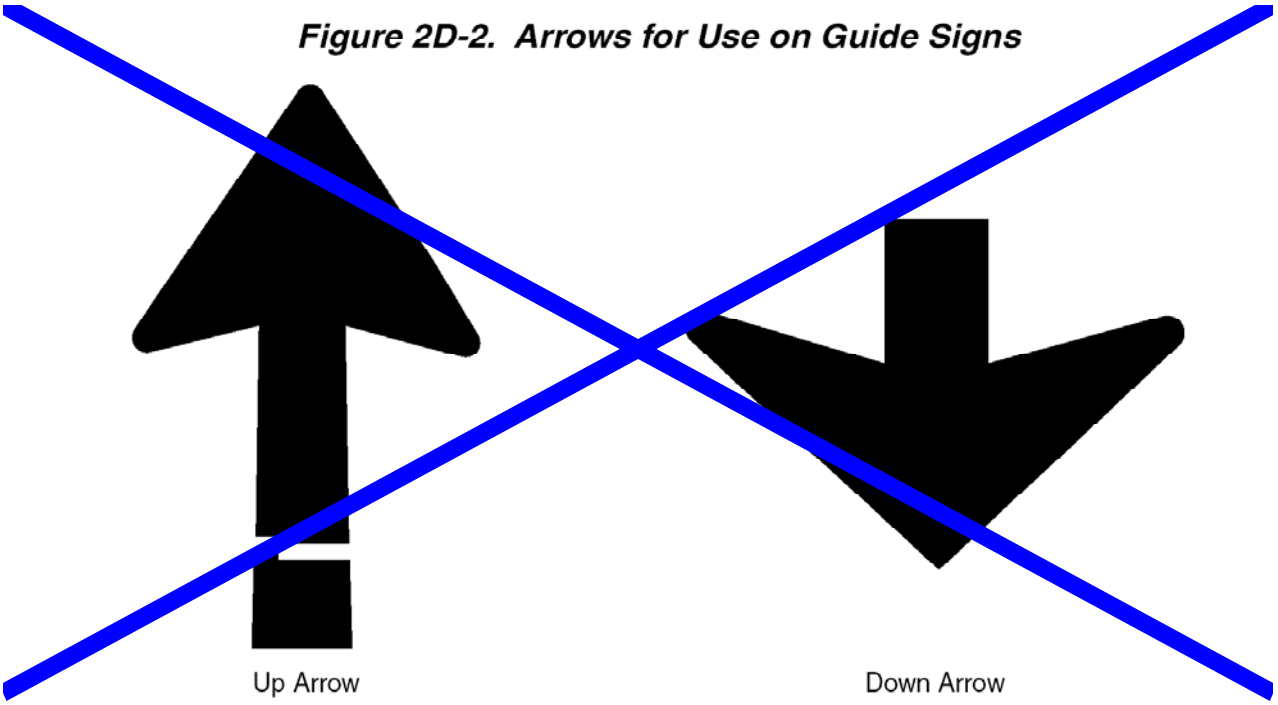
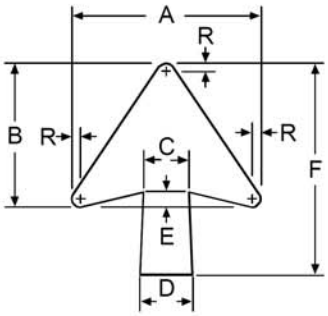


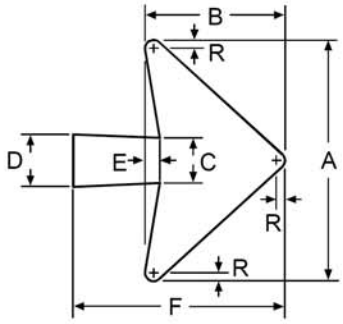
Figure 2D-2 (CA). Arrows for Use on Guide Signs (Sheet 1 of 3)



One Line Horizontal, Vertical or Diagonal Arrow

Letter Sizes	Dimensions in Inches						
	A	B	C	D	E	F	R
4 U.C.,4 Cap	5-5/8	4-5/8	1-9/16	1-3/4	7/16	6	5/16
5 Cap	7-1/16	5-3/8	1-11/16	2	9/16	8-1/2	3/8
6 U.C.	8-7/16	6-7/16	2-1/16	2-3/8	11/16	9-1/2	1/2
6 Cap	11-1/4	8-5/8	2-3/4	3-9/16	7/8	12-3/4	5/8
8 U.C.	11-1/4	8-5/8	2-3/4	3-9/16	7/8	12-3/4	5/8
8 Cap	15-1/8	11-9/16	3-3/4	4-5/16	1-5/16	17	13/16
10.67U.C.	15-1/8	11-9/16	3-3/4	4-5/16	1-5/16	17	13/16
10 Cap	15-1/8	11-9/16	3-3/4	4-5/16	1-5/16	17	13/16
12 Cap	18-1/4	14	4-1/2	5-1/8	1-1/2	20	7/8
13.3 U.C.	18-1/4	14	4-1/2	5-1/8	1-1/2	20	7/8
16 U.C.	22-1/4	17	5-3/8	6-3/16	1-3/4	25	1

Letter Sizes	Dimensions in Millimeters						
	A	B	C	D	E	F	R
100 U.C.,100 Cap	143	117	40	44	11	152	8
125 Cap	179	137	43	51	14	216	10
150 U.C.	214	164	52	60	17	241	13
150 Cap	286	219	70	90	22	324	16
200 U.C.	286	219	70	90	22	324	16
200 Cap	384	294	95	110	33	432	21
265 U.C.	384	294	95	110	33	432	21
250 Cap	384	294	95	110	33	432	21
300 Cap	464	356	114	130	38	508	22
330 U.C.	464	356	114	130	38	508	22
400 U.C.	565	432	137	157	44	635	25

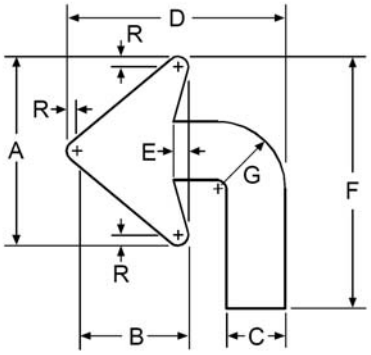


Two Line Horizontal Arrow

Letter Sizes	Dimensions in Inches						
	A	B	C	D	E	F	R
4 U.C.,4 Cap	7-1/8	4-1/8	1-9/16	1-3/4	7/16	6	5/16
5 Cap	9	5-1/4	1-11/16	2	9/16	8-1/2	3/8
6 U.C.	10-11/16	6-3/16	2-1/16	2-3/8	11/16	9-1/2	1/2
6 Cap	14-1/4	8-1/4	2-3/4	3-9/16	7/8	12-3/4	5/8
8 U.C.	14-1/4	8-1/4	2-3/4	3-9/16	7/8	12-3/4	5/8
8 Cap	18-3/4	10-7/8	3-3/4	4-5/16	1-5/16	17	13/16
10.67 U.C.	18-3/4	10-7/8	3-3/4	4-5/16	1-5/16	17	13/16
10 Cap	23-13/16	13-13/16	4-1/2	5-1/8	1-1/2	20	7/8
12 Cap	23-13/16	13-13/16	4-1/2	5-1/8	1-1/2	20	7/8
13.3 U.C.	23-13/16	13-13/16	4-1/2	5-1/8	1-1/2	20	7/8
16 U.C.	28-1/2	16-1/2	5-3/8	6-3/16	1-3/4	25	1

Letter Sizes	Dimensions in Millimeters						
	A	B	C	D	E	F	R
100U.C.,100Cap	181	105	40	44	11	152	8
125 Cap	229	133	43	51	14	216	10
150 U.C.	271	157	52	60	17	241	13
150 Cap	362	210	70	90	22	324	16
200 U.C.	362	210	70	90	22	324	16
200 Cap	476	276	95	110	33	432	21
265 U.C.	476	276	95	110	33	432	21
250 Cap	605	351	114	130	38	508	22
300 Cap	605	351	114	130	38	508	22
330 U.C.	605	351	114	130	38	508	22
400 U.C.	724	419	137	157	44	635	25

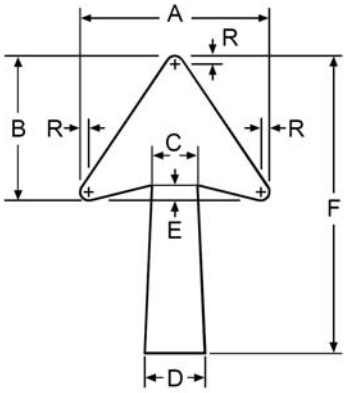
Figure 2D-2 (CA). Arrows for Use on Guide Signs (Sheet 2 of 3)



Advance Arrow

Letter Sizes	Dimensions in Inches							
	A	B	C	D	E	F	G	R
6 U.C.	8-7/16	5-7/16	2-5/8	9-3/4	5/8	11-1/4	3R	1/2
6 Cap	11-1/4	7-1/4	3-1/2	13	7/8	15	4R	5/8
8 U.C.	11-1/4	7-1/4	3-1/2	13	7/8	15	4R	5/8

Letter Sizes	Dimensions in Millimeters							
	A	B	C	D	E	F	G	R
150 U.C.	214	138	67	248	16	286	76R	13
150 Cap	286	184	89	330	22	381	102R	16
200 U.C.	286	184	89	330	22	381	102R	16

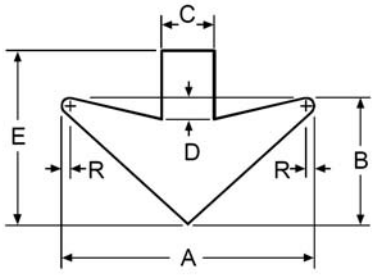


Two Line Vertical or Diagonal Arrow

NOTE:
The angle for a diagonal arrow is measured from the vertical.

Letter Sizes	Dimensions in Inches						
	A	B	C	D	E	F	R
4 U.C.,4 Cap	5-5/8	4-3/8	1-9/16	1-15/16	7/16	9-1/8	5/16
5 Cap	7-1/16	5-3/8	1-11/16	2-3/16	9/16	11	3/8
6 U.C.	8-7/16	6-7/16	2-1/16	2-11/16	11/16	13-1/4	1/2
6 Cap	11-1/4	8-5/8	2-3/4	3-9/16	7/8	17-3/4	5/8
8 U.C.	11-1/4	8-5/8	2-3/4	3-9/16	7/8	17-3/4	5/8
8 Cap	15-1/8	11-9/16	3-3/4	5	1-5/16	25	13/16
10.67 U.C.	15-1/8	11-9/16	3-3/4	5	1-5/16	25	13/16
10 Cap	18-1/4	14	4-1/2	6	1-1/2	30	7/8
12 Cap	18-1/4	14	4-1/2	6	1-1/2	30	7/8
13.3 U.C.	18-1/4	14	4-1/2	6	1-1/2	30	7/8
16 U.C.	22-1/4	17	5-3/8	7	1-3/4	35	1

Letter Sizes	Dimensions in Millimeters						
	A	B	C	D	E	F	R
100 U.C.,100 Cap	143	111	40	49	11	232	8
125 Cap	179	137	43	56	14	279	10
150 U.C.	214	164	52	68	17	337	13
150 Cap	286	219	70	90	22	451	16
200 U.C.	286	219	70	90	22	451	16
200 Cap	384	294	95	127	33	635	21
265 U.C.	384	294	95	127	33	635	21
250 Cap	464	356	114	152	38	762	22
300 Cap	464	356	114	152	38	762	22
330 U.C.	464	356	114	152	38	762	22
400 U.C.	565	432	137	178	44	889	25



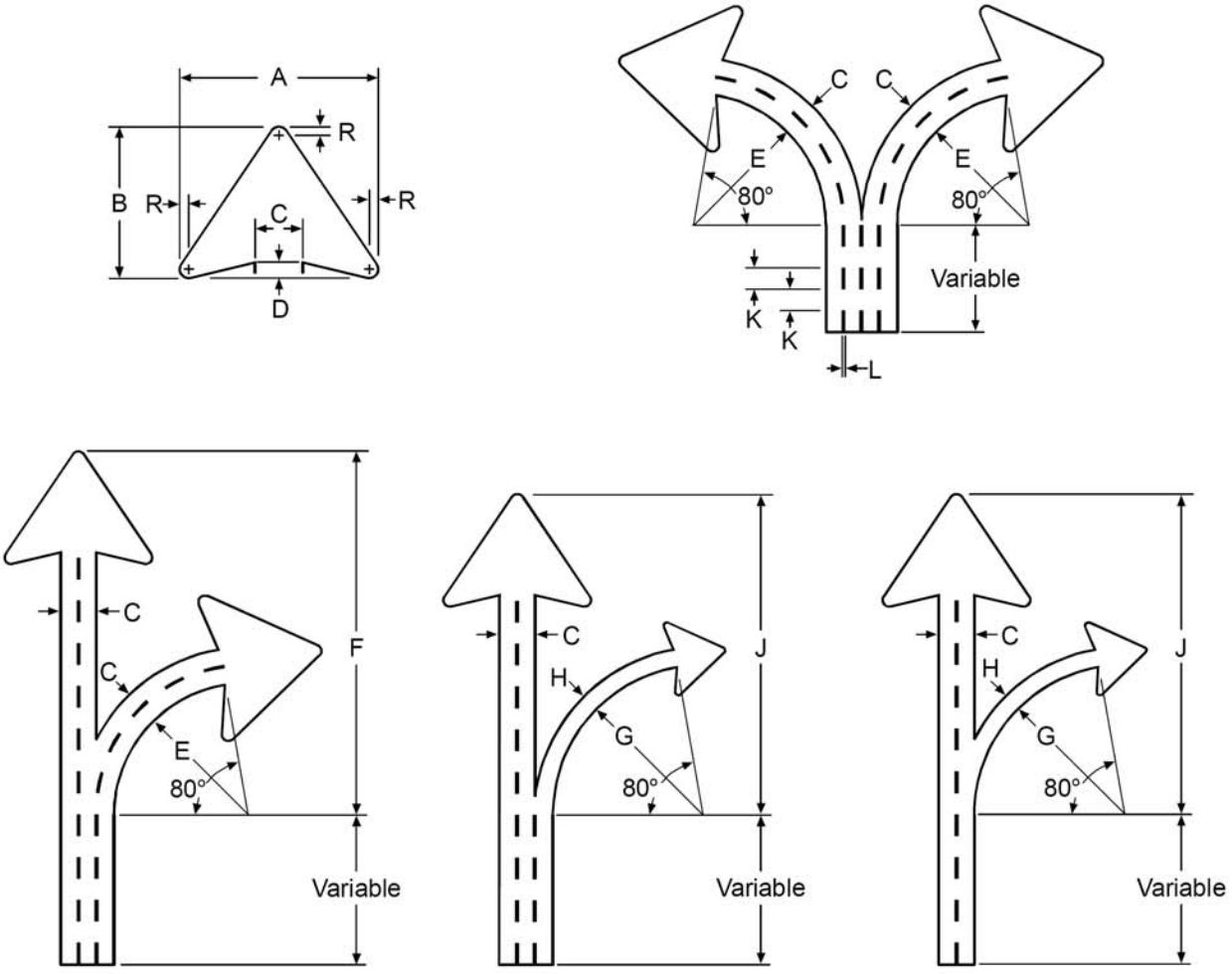
Vertical Down Arrow

Dimensions in Inches					
A	B	C	D	E	R
24	12	5	2	16-1/2	3/4
32	16	6-1/2	3	22	1

Dimensions in Millimeters					
A	B	C	D	E	R
610	305	127	51	419	19
813	406	165	76	559	25

Figure 2D-2 (CA). Arrows for Use on Guide Signs (Sheet 3 of 3)

Arrows for Diagrammatic Signs



Letter Sizes	Dimensions in Inches											
	A	B	C	D	E	F	G	H	J	K	L	R
13.3 U.C.	29	19	6-1/2	2-1/4	24	66	27-1/2	3-1/4	60	4	5/8	1-3/8
16 U.C.	35	22-3/4	8	2-3/4	29-1/2	84	33-1/2	4	72	4-3/4	3/4	1-5/8
20 U.C.	43-3/4	28-1/2	10	3-1/2	37	102	42	5	90	6	1	2

Letter Sizes	Dimensions in Millmeters											
	A	B	C	D	E	F	G	H	J	K	L	R
330 U.C.	737	483	165	57	610	1676	699	83	1524	102	16	35
400 U.C.	889	578	203	70	749	2134	851	102	1829	121	19	41
500 U.C.	1111	724	254	89	940	2591	1067	127	2286	152	25	51

Figure 2D-3. Route Signs

Interstate Route Sign
M1-1

Off-Interstate Business Route Sign
M1-2 (Loop)
M1-3 (Spur)

U.S. Route Sign
M1-4

State Route Sign
M1-5

County Route Sign
M1-6

Forest Route Sign
M1-7

Figure 2D-3 (CA). California Route Signs

G26-1 (CA)

G26-2 (CA)

G27-2 (CA)

G27-2 (CA)

G28-1 (CA)

G28-2 (CA)

Figure 2D-4. Route Sign Auxiliaries

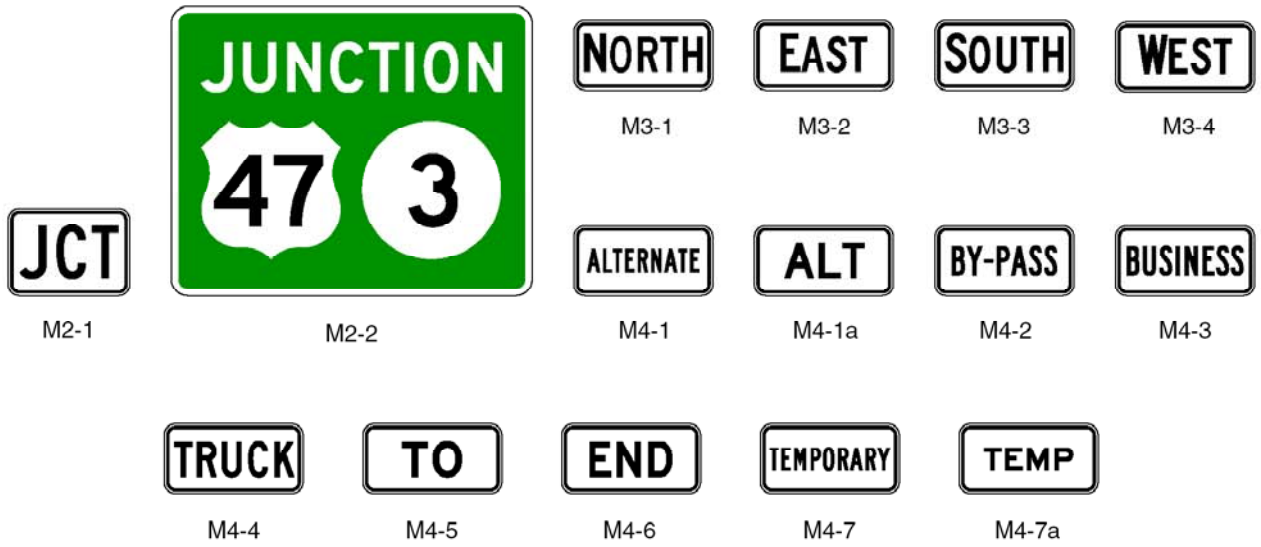


Figure 2D-4 (CA). California Route Sign Auxiliaries

G76 (CA)

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Figure 2D-5. Directional Arrow Auxiliary Signs

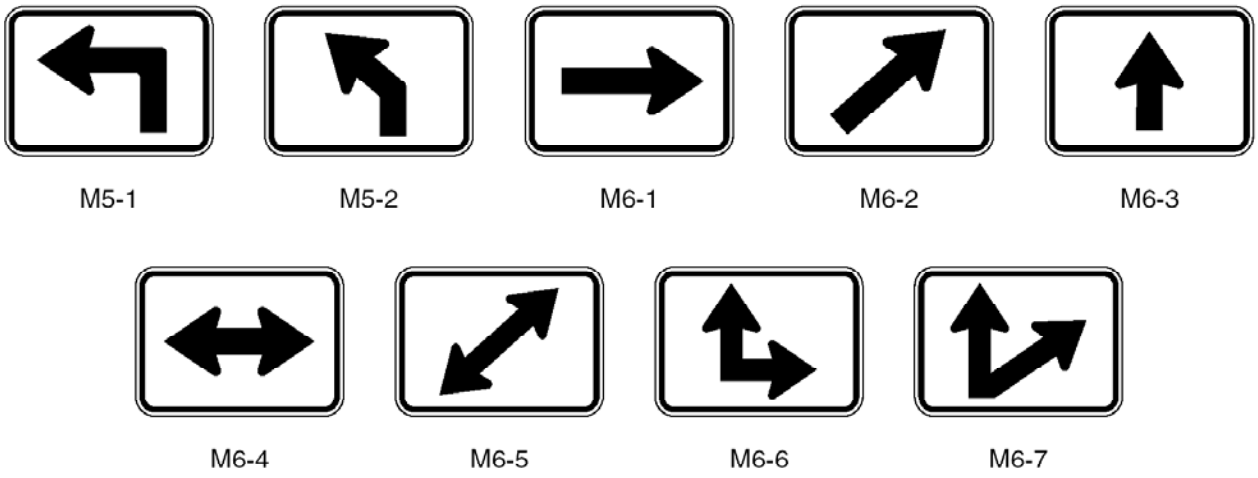

Figure 2D-5 (CA). California Directional Arrow Auxiliary Signs

G33-1 (CA)

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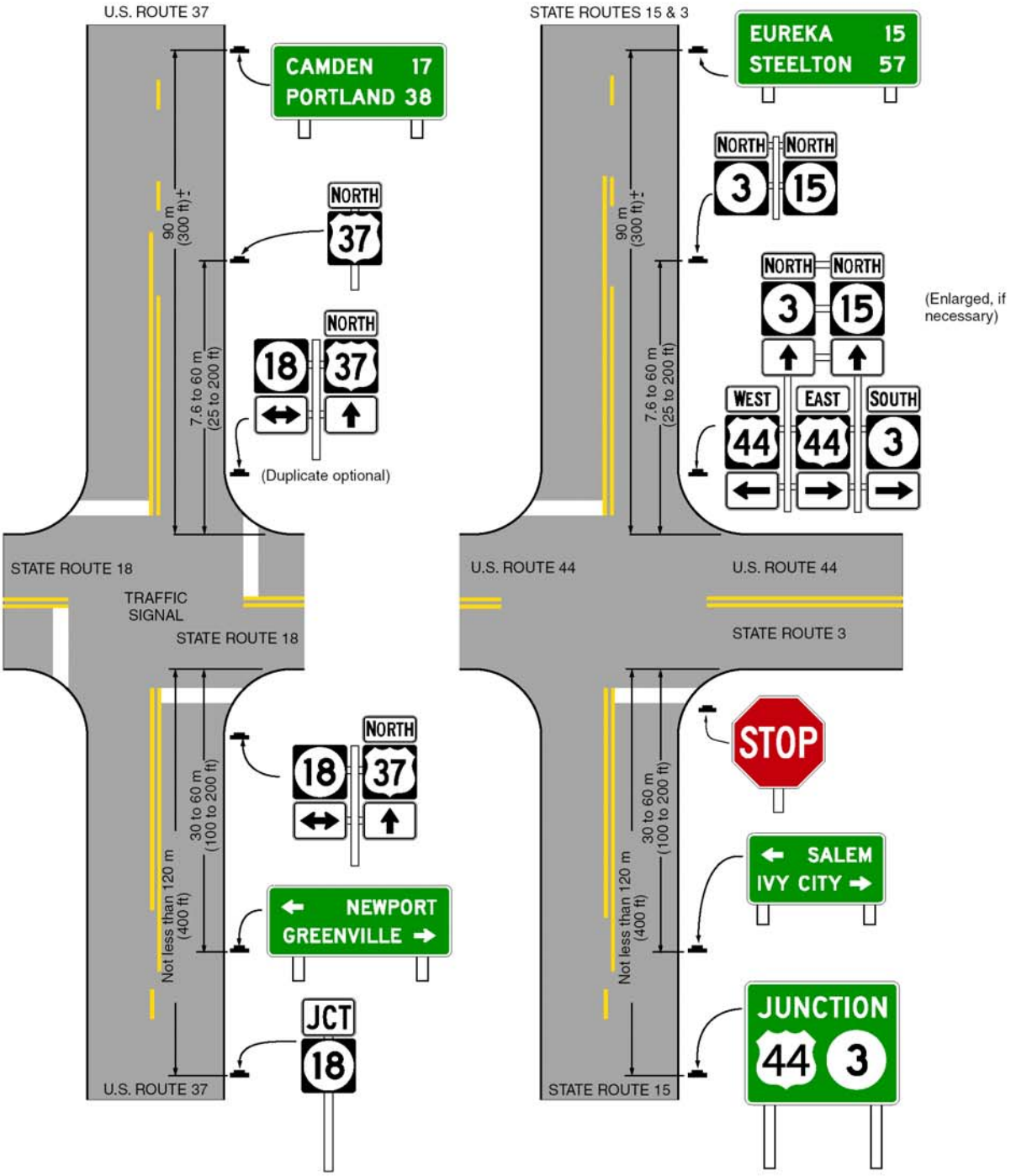
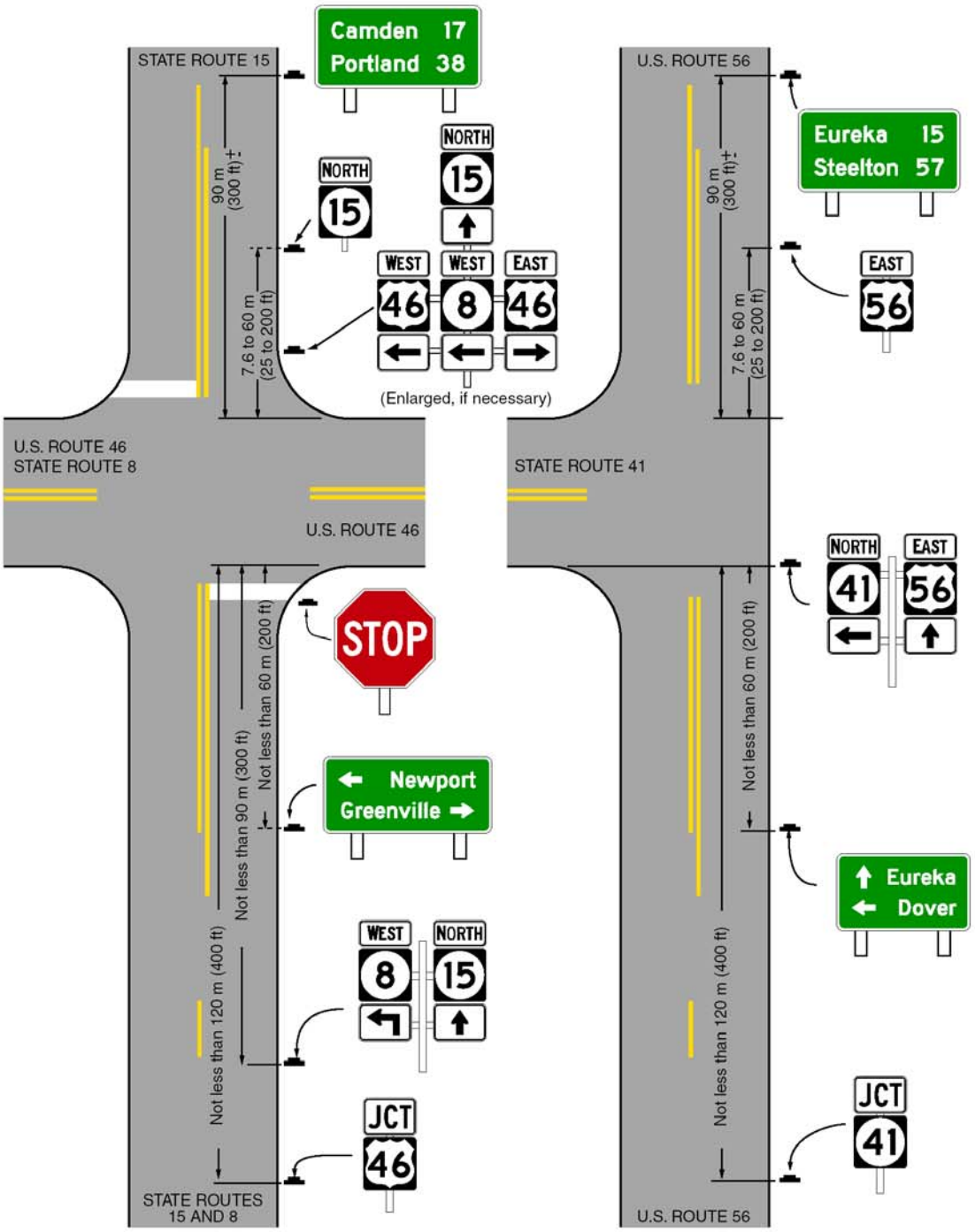
Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (For One Direction of Travel Only) *(Sheet 1 of 3)*



Notes: Lettering on Destination and Distance signs may be in all capital letters or a combination of upper-case and lower-case letters (see Section 2D.05).

See Sections 2D.28 through 2D.31 and Section 2D.35 for low-speed and/or urban conditions.

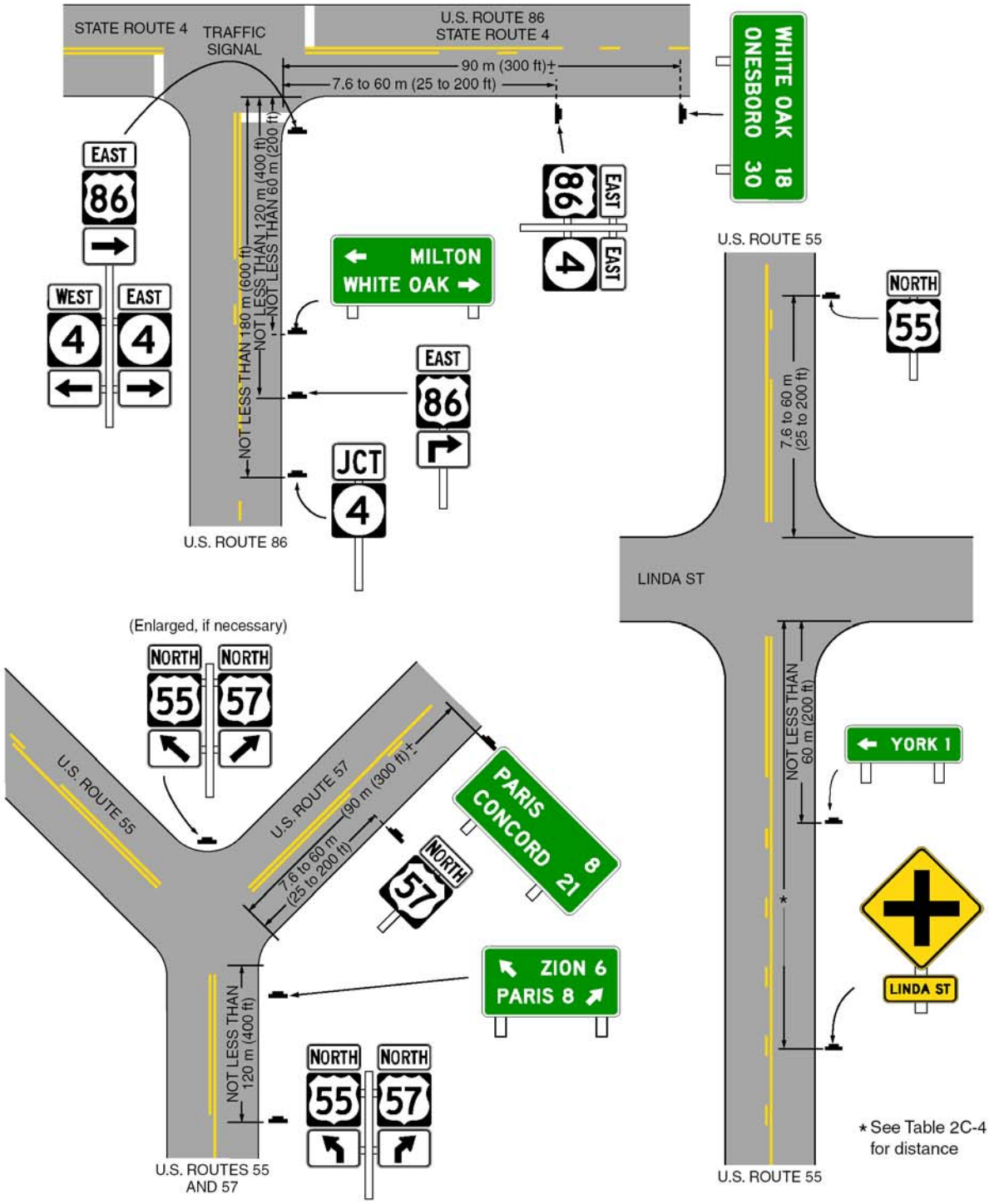
Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (For One Direction of Travel Only) *(Sheet 2 of 3)*



Notes: Lettering on Destination and Distance signs may be in all capital letters or a combination of upper-case and lower-case letters (see Section 2D.05).

See Sections 2D.28 through 2D.31 and Section 2D.35 for low-speed and/or urban conditions.

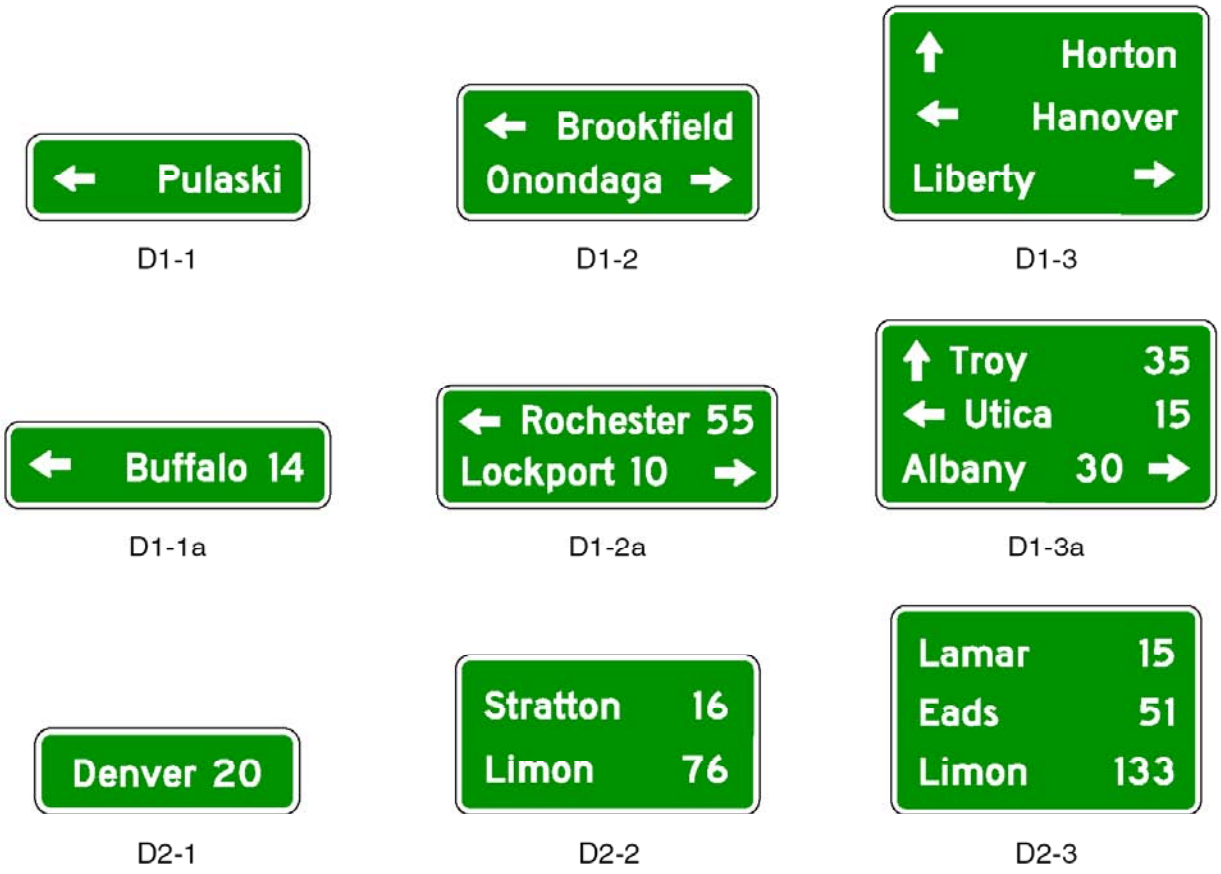
Figure 2D-6. Illustration of Directional Assemblies and Other Route Signs (For One Direction of Travel Only) *(Sheet 3 of 3)*



Notes: Lettering on Destination and Distance signs may be in all capital letters or a combination of upper-case and lower-case letters (see Section 2D.05).

See Sections 2D.28 through 2D.31 and Section 2D.35 for low-speed and/or urban conditions.

Figure 2D-7. Destination and Distance Signs



Note: Lettering on Destination and Distance signs may be in all capital letters or a combination of upper-case and lower-case letters (see Section 2D.05).

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Figure 2D-7 (CA). California Destination and Distance Signs

Figure 2D-8. Street Name and Parking Signs

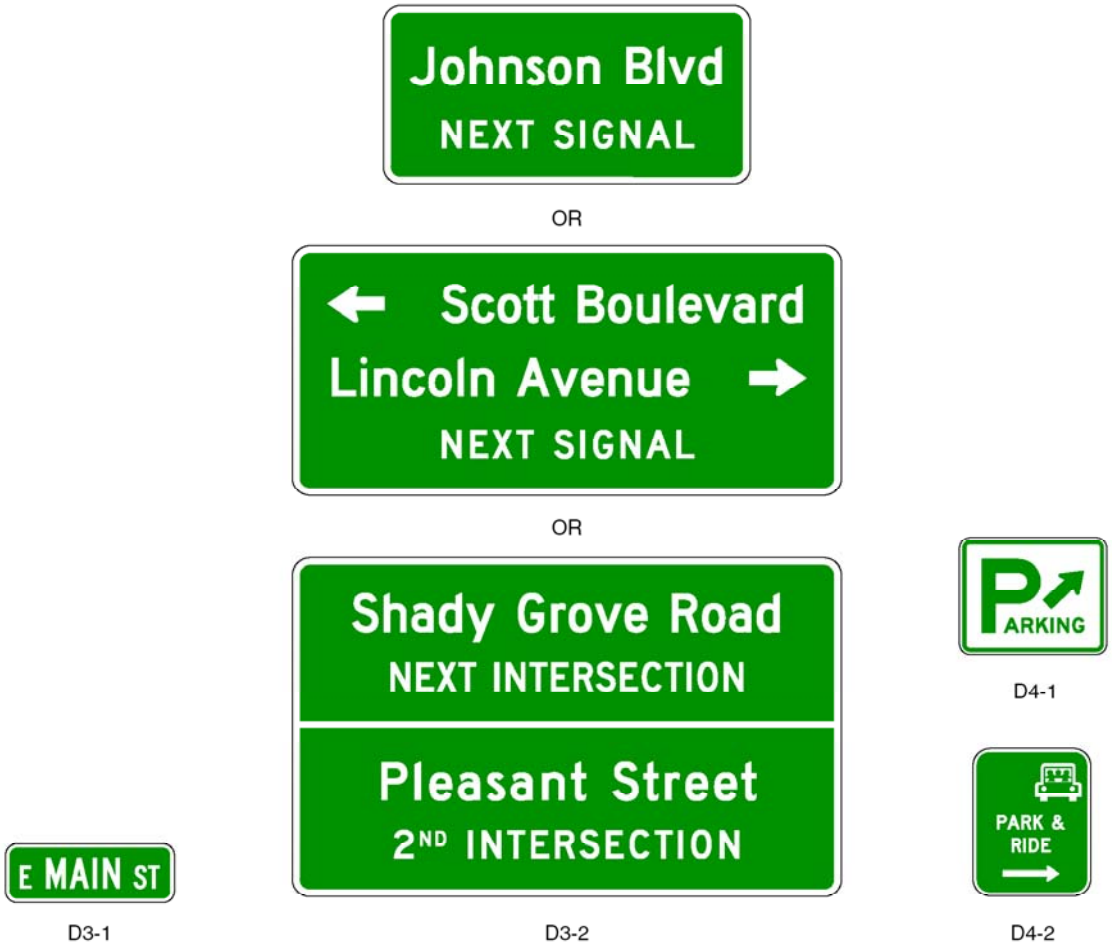
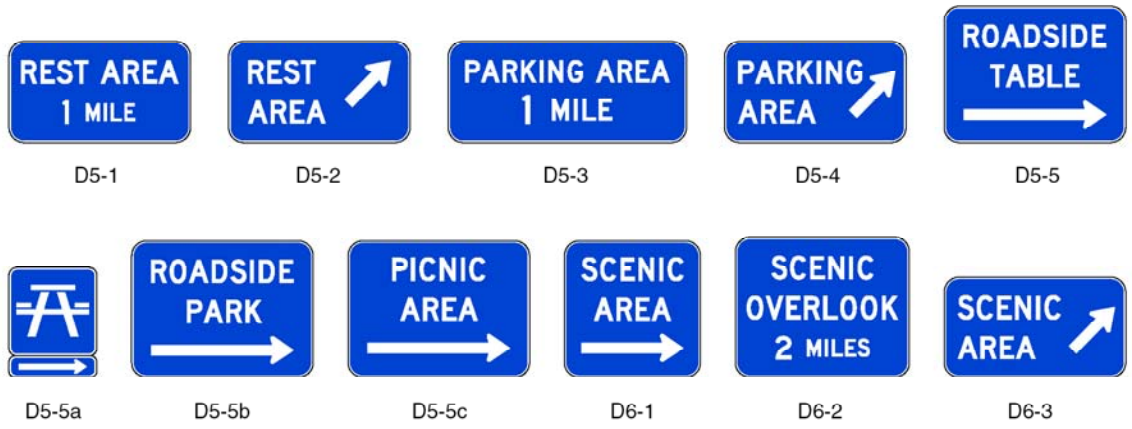


Figure 2D-8 (CA). California Street Name and Parking Signs

Figure 2D-9. Rest Area and Scenic Overlook Signs



Note: D6-1 through D6-3 signs may use legend AREA, VIEW, or OVERLOOK.

Figure 2D-9 (CA). California Rest Area and Scenic Overlook Signs

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Figure 2D-10. Example of Weigh Station Signing

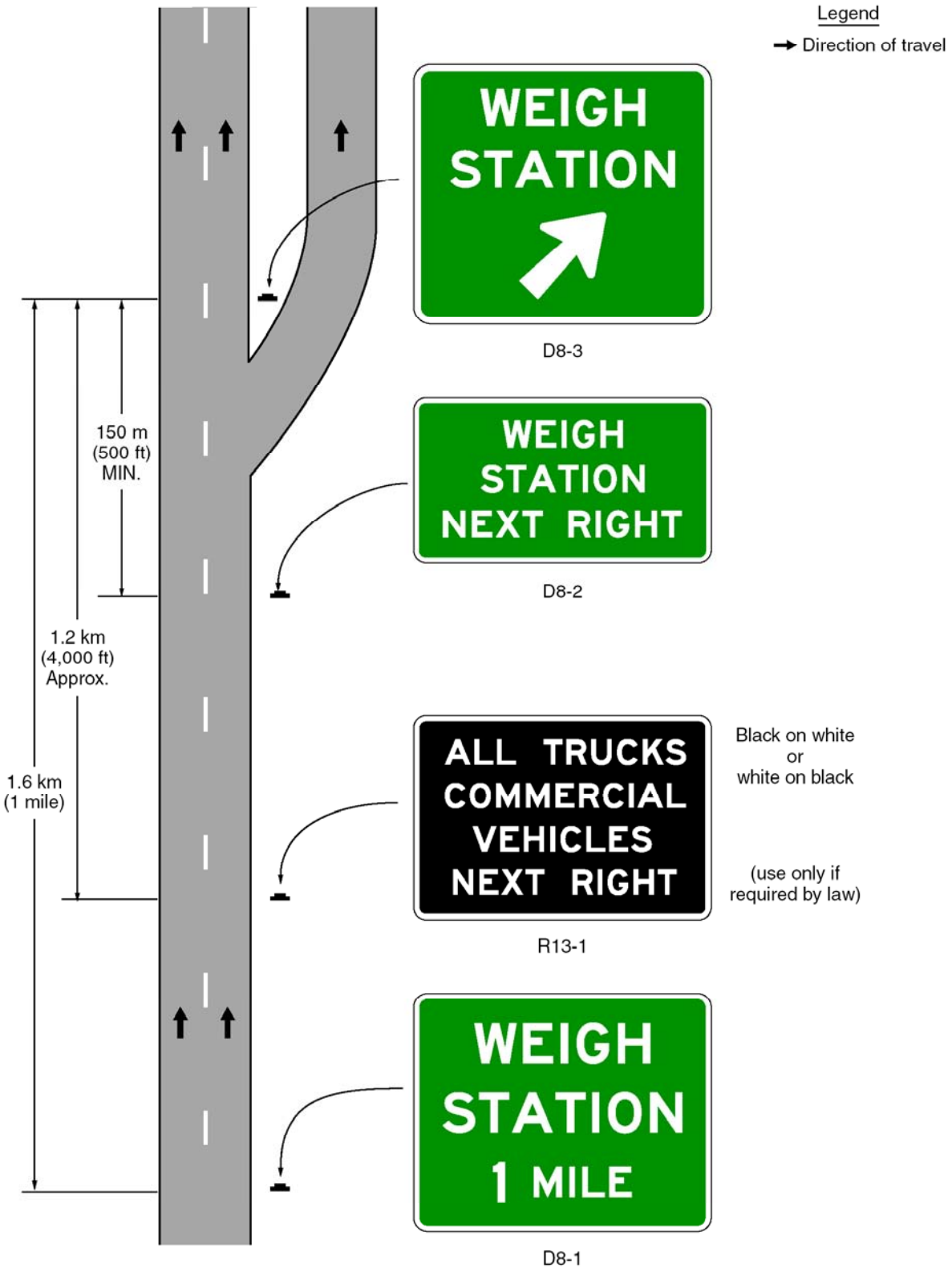
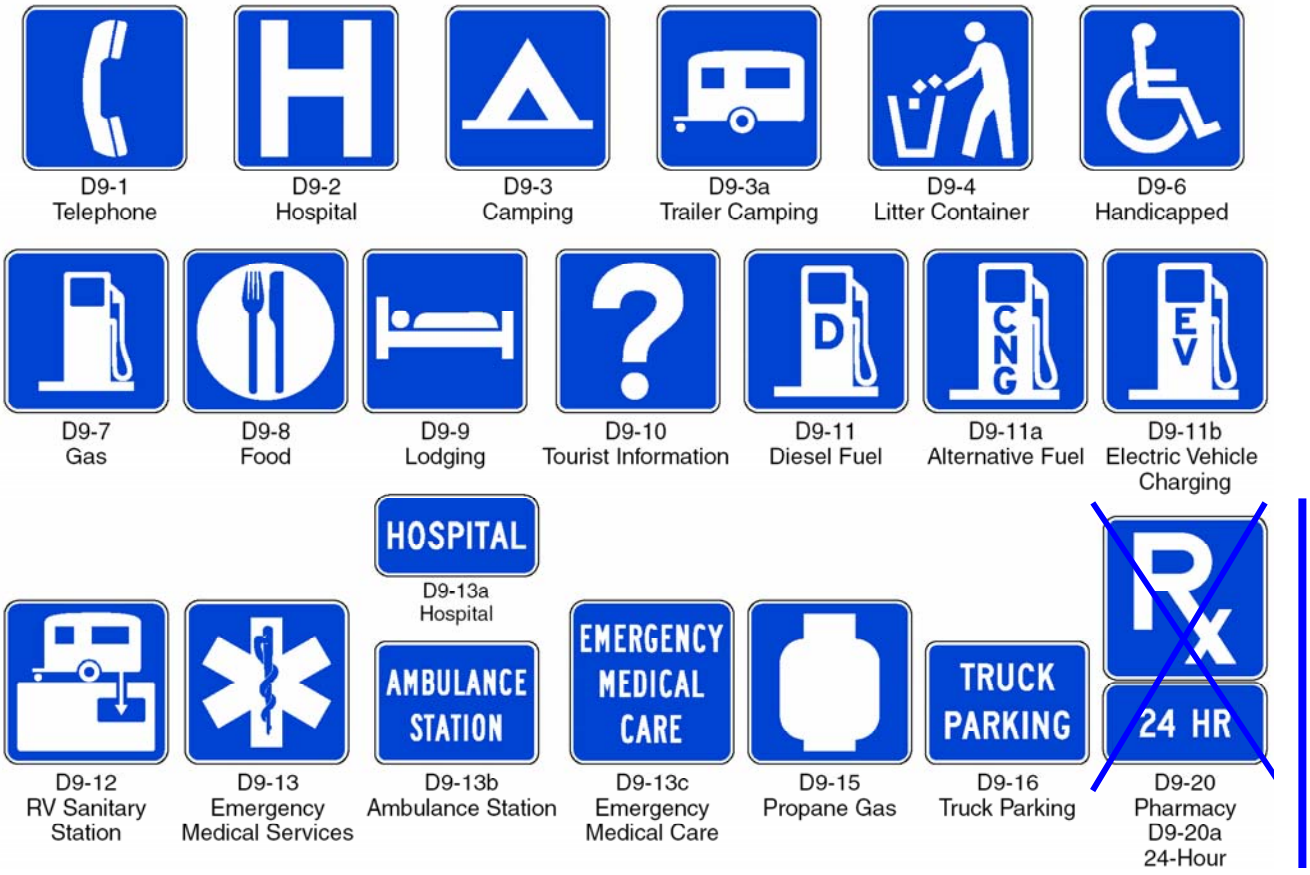


Figure 2D-10 (CA). California Weigh Station Signs

SG8 (CA)

Figure 2D-11. General Service Signs



D9-1 Telephone
D9-2 Hospital
D9-3 Camping
D9-3a Trailer Camping
D9-4 Litter Container
D9-6 Handicapped
D9-7 Gas
D9-8 Food
D9-9 Lodging
D9-10 Tourist Information
D9-11 Diesel Fuel
D9-11a Alternative Fuel
D9-11b Electric Vehicle Charging
D9-12 RV Sanitary Station
D9-13 Emergency Medical Services
D9-13a Hospital
D9-13b Ambulance Station
D9-13c Emergency Medical Care
D9-15 Propane Gas
D9-16 Truck Parking
D9-20 Pharmacy
D9-20a 24-Hour

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Figure 2D-11 (CA). California General Service Signs

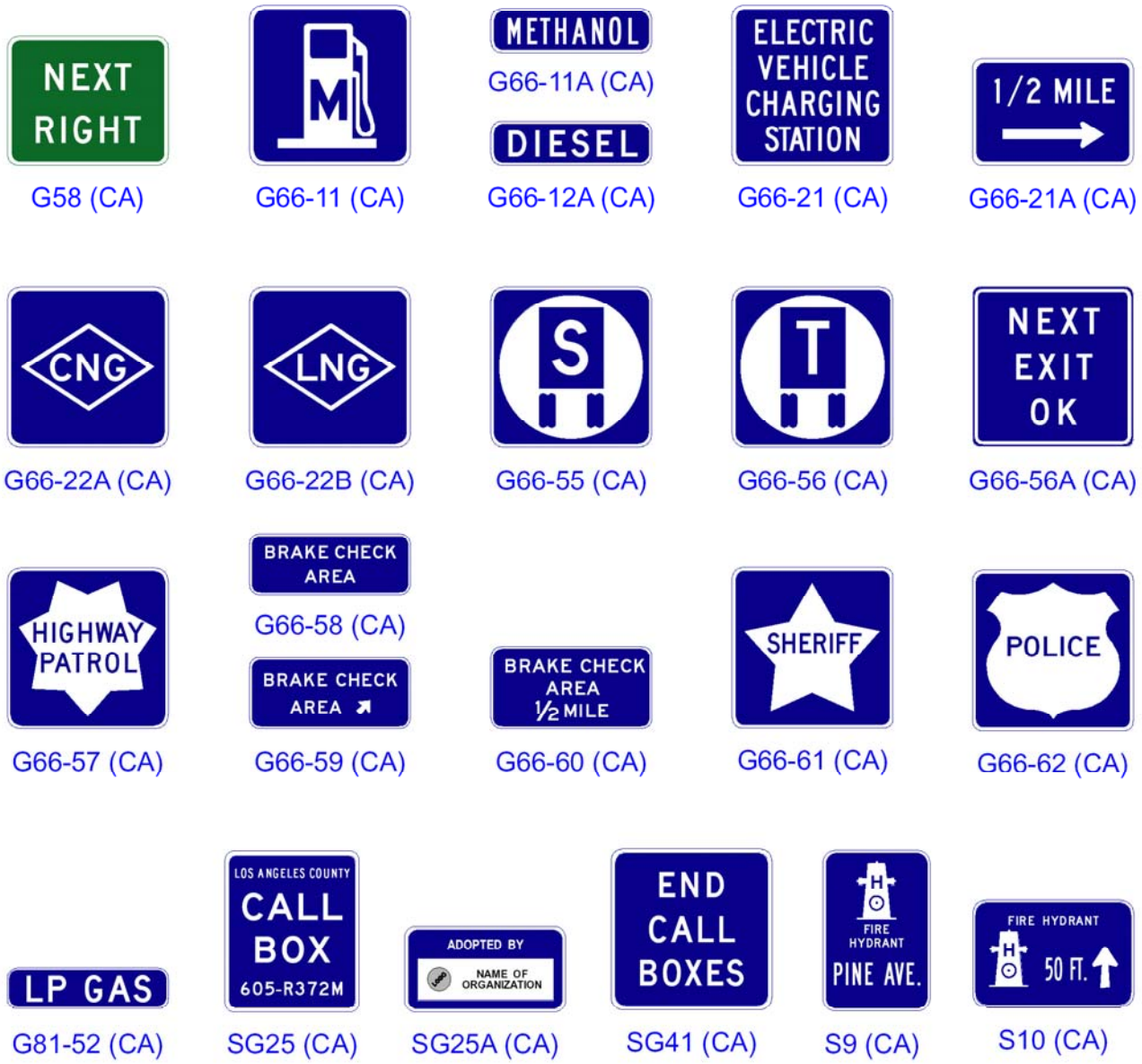

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Figure 2D-12. General Information Signs

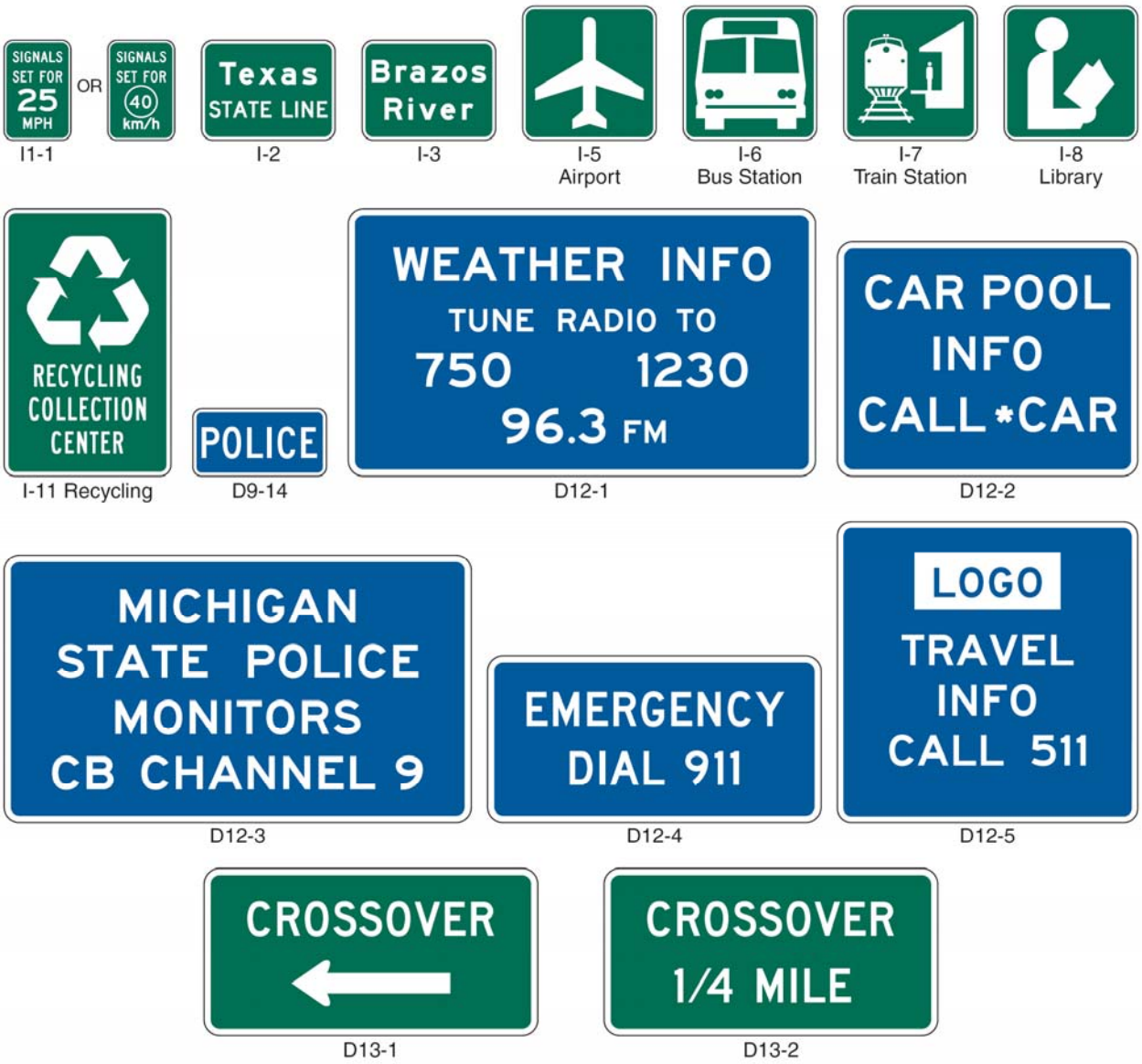

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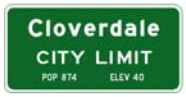
Figure 2D-12 (CA). California General Information Signs (Sheet 1 of 2)

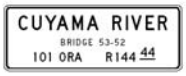
G9-2 (CA)



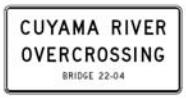
G9-5 (CA)

G10 (CA)

G10B (CA)



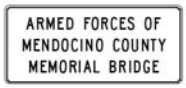
G11-1 (CA)



G11-2 (CA)

G11-4.1 (CA)

G11-4A (CA)

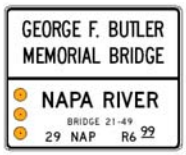


G11-4B (CA)

G11-5 (CA)

G11-6 (CA)

G11-7 (CA)



G11-8 (CA)

G11-9 (CA)

G11-10 (CA)

G16 (CA)

G17 (CA)

G81-61 (CA)

G81-62 (CA)

G81-64A (CA)

G81-65 (CA)


G94-1 (CA)

G95F (CA)

G95G (CA)


G96 (CA)

G96A (CA)

G97A (CA)

S28 (CA)

S32 (CA)


S32A (CA)

Figure 2D-12 (CA). California General Information Signs (Sheet 2 of 2)


S32-1 (CA)


S32-2 (CA)


S32-3 (CA)


S32-4 (CA)


S32-5 (CA)

S34 (CA)

S35 (CA)

S35-1 (CA)

S35-2 (CA)

S35-3 (CA)

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Figure 2D-13. Reference Location Signs

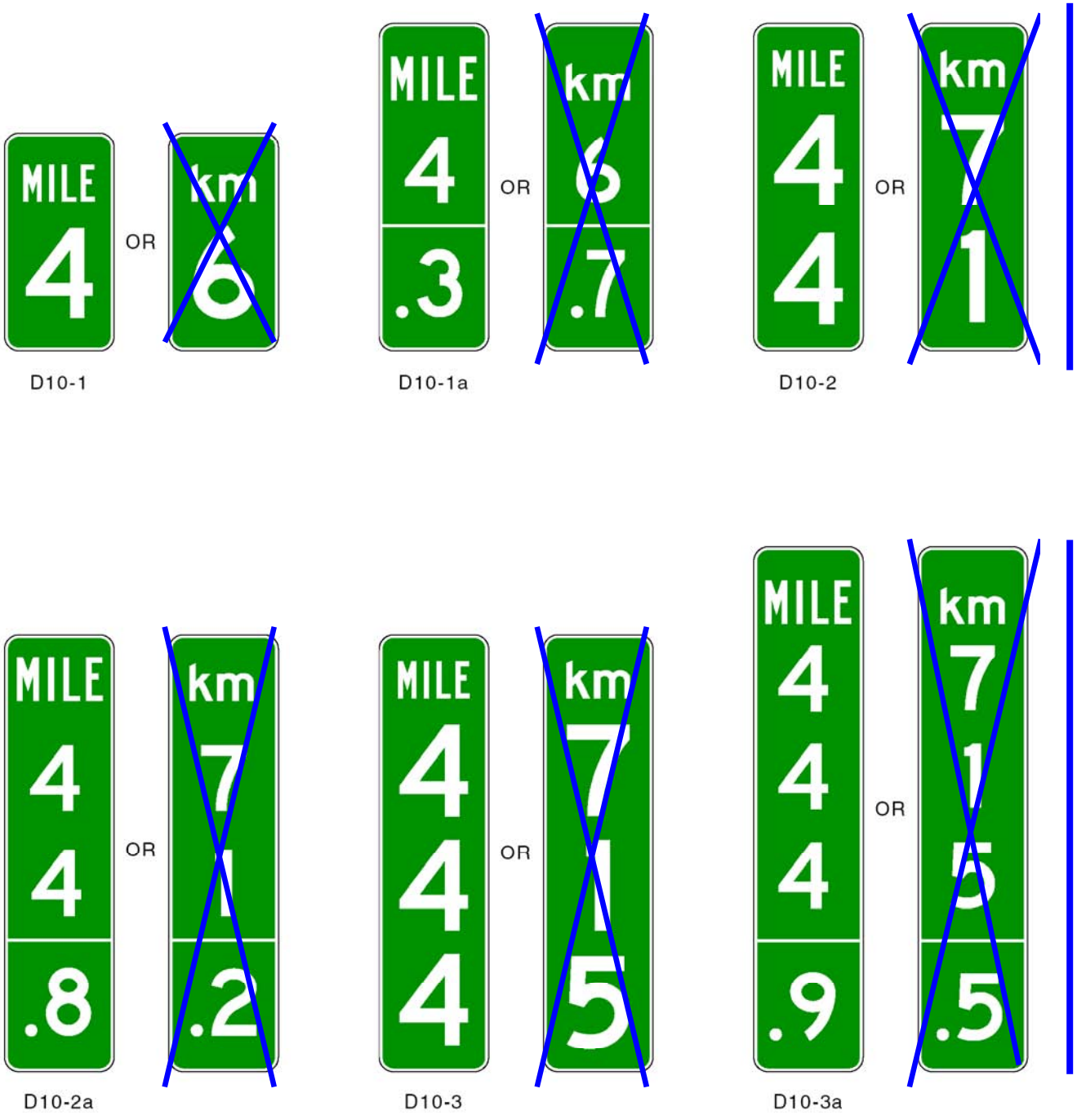
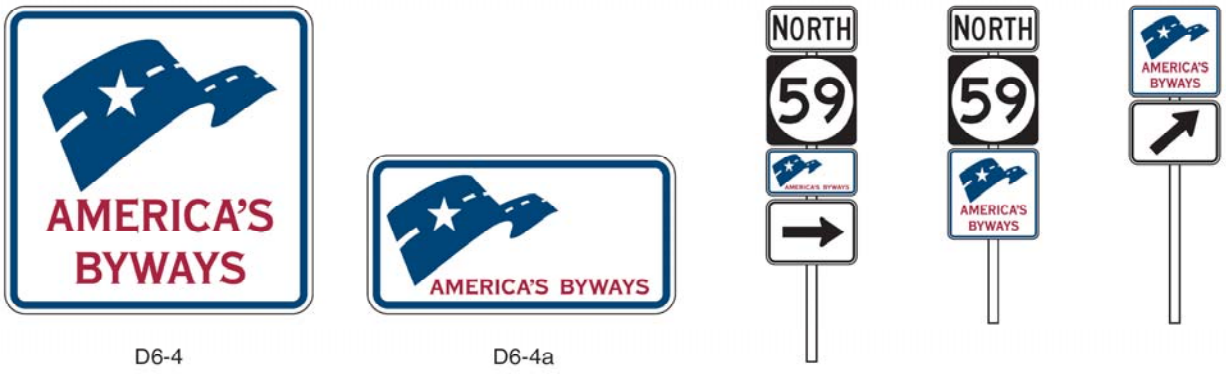


Figure 2D-14. Examples of Use of the National Scenic Byways Sign



D6-4 D6-4a

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Figure 2D-101 (CA). California Miscellaneous Guide Signs

Table 2D-101(CA). California Guide Signs (Sheet 1 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
G1(CA) Series	None	Destination	2D.34, 2D.35
G5(CA)	None	Distance	2D.36, 2D.37, 2E.36
~~G7-1(CA)~~	D3-1	Street Name	2D.38
~~G7-2(CA)~~	W16-8	Advance Street Name Plaque	2C.49, 2D.39
G8(CA) Series	None	Destination & Street Name with Arrow	2D.37, 2D.39, 2E.27
G9-2(CA)	None	Unincorporated Community	2D.48
G9-5(CA)	None	City Limit	2D.48
G10(CA)	None	County Line	2D.48
G10B(CA)	None	Welcome To California	2D.48
~~G11-3(CA)~~	I-3	River Name	2D.48
G11(CA) Series	None	Inventory Markers	2D.101(CA)
G11(CA) Series	None	Memorial Bridge	2D.49
G13(CA) Series	None	Historical Landmark	2H.101(CA)
G14(CA)	None	Advance Historical Landmark	2H.101(CA)
G15(CA)	None	POINT OF HISTORICAL INTEREST	2H.102(CA)
G16(CA)	None	Mountain Pass Elevation	2D.48
G17(CA)	None	Elevation	2D.48
G20(CA) Series	None	Advance Lane Assignment	2D.29
G20-9(CA)	None	HOV Advance Lane Assignment	2E.59
G21(CA) Series	None	Advance Lane Assignment	2D.03, 2D.29
G22(CA)	None	Advance Turn	2D.103(CA)
G23(CA) Series	None	Interchange Sequence	2D.03, 2E.37
G24(CA) Series	None	Pull-Through	2D.03, 2E.11
~~G25(CA)~~	M1-6	County Route Marker	2D.11
G26-1(CA)	None	U. S. Route Shield	2D.11, 2D.27
G26-2(CA)	None	U. S. Route Marker	2D.11, 2D.27
G27-1(CA)	None	Interstate Route	2D.11, 2E.25
G27-2(CA)	None	Interstate (CALIFORNIA) Route Marker	2D.11, 2D.27
G28-1(CA)	None	State Route Shield	2D.11
G28-2(CA)	None	State Route Marker	2D.11, 2D.27
G30(CA) Series	None	Scenic Route	2D.104(CA)
~~G31(CA)~~	M1-2	Off-Interstate Business Route (Loop)	2D.11, 2D.27, 2E.25
~~G32(CA)~~	M6-4	Directional Arrow Auxiliary	2D.26
~~G33(CA) Series~~	M6 Series	Directional Arrow Auxiliary	2D.26
G33-1(CA)	None	Directional Arrow Auxiliary	2D.26
~~G34(CA)~~	M6-1	Directional Arrow Auxiliary	2D.26
~~G35(CA)~~	M6-4	Directional Arrow Auxiliary	2D.26
~~G36(CA)~~	M6-3	Directional Arrow Auxiliary	2D.26
~~G37(CA)~~	M6-6	Directional Arrow Auxiliary	2D.26
~~G38(CA)~~	M6-6	Directional Arrow Auxiliary	2D.26
~~G43(CA)~~	M6-2	Directional Arrow Auxiliary	2D.26
~~G44(CA)~~	M6-2	Directional Arrow Auxiliary	2D.26
~~G45(CA)~~	M5-1	Advance Turn Arrow Auxiliary	2D.25

Table 2D-101(CA). California Guide Signs (Sheet 2 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~G46(CA)~~	M5-1	Advance Turn Arrow Auxiliary	2D.25
~~G47(CA)~~	M3-1	NORTH	2D.15
~~G48(CA)~~	M3-3	SOUTH	2D.15
~~G49(CA)~~	M3-2	EAST	2D.15
~~G50(CA)~~	M3-4	WEST	2D.15
~~G51(CA)~~	M4-7	TEMPORARY	2D.23
~~G53(CA)~~	M4-1	ALTERNATE	2D.17
~~G55(CA)~~	M4-3	BUSINESS	2D.19
~~G56(CA)~~	M2-1	JCT	2D.13
~~G57(CA)~~	M4-6	END	2D.22
G58(CA)	None	NEXT RIGHT/LEFT	2D.45, 2D.105(CA)
~~G59(CA)~~	M4-5	TO	2D.21
~~G60(CA)~~	D4-1	Parking Area	2D.40
~~G66-1(CA)~~	D9-7	Gas	2D.45
~~G66-4(CA)~~	D9-8	Food	2D.45
~~G66-7(CA)~~	D9-9	Lodging	2D.45
~~G66-10(CA)~~	D9-3a	Trailer Camping	2D.45
G66-11(CA)	None	Methanol Fuel	2D.45
G66-11A(CA)	None	METHANOL	2D.45
~~G66-12(CA)~~	D9-11	Diesel Fuel	2D.45
G66-12A(CA)	None	DIESEL	2D.45
~~G66-13(CA)~~	D9-6	International Symbol of Accessibility for the Handicapped	2D.45
~~G66-14(CA)~~	D9-13	Emergency Medical Services	2D.45
~~G66-15(CA)~~	D9-2	Hospital	2D.45
~~G66-17(CA)~~	D9-1	Telephone	2D.45
~~G66-18(CA)~~	D9-1a	Telephone with Arrow	2D.45
~~G66-19(CA)~~	D9-1b	Telephone ¼ Mile	2D.45
G66-21(CA)	None	ELECTRIC VEHICLE CHARGING STATION	2D.45
G66-21A(CA)	None	Distance with Arrow	2D.45
G66-22A(CA)	None	Compressed Natural Gas	2D.45
G66-22B(CA)	None	Liquefied Natural Gas	2D.45
G66-55(CA)	None	STAA Truck Service	2D.45
G66-56(CA)	None	STAA Truck Terminal Access	2D.45
G66-56A(CA)	None	NEXT EXIT OK	2D.45
G66-57(CA)	None	Highway Patrol	2D.45
G66-58(CA)	None	BRAKE CHECK AREA	2D.45
G66-59(CA)	None	BRAKE CHECK AREA with Arrow	2D.45
G66-60(CA)	None	BRAKE CHECK AREA (X MILE)	2D.45
G66-61(CA)	None	Sheriff	2D.45
G66-62(CA)	None	Police	2D.45
G68(CA)	None	DIVIDED ROAD (X MILES) AHEAD	2D.106(CA)
G69(CA)	None	PASSING LANE (X MILES) or AHEAD	2D.107(CA)
G70-2(CA)	None	Single Line EXIT XX	2E.28

Table 2D-101(CA). California Guide Signs (Sheet 3 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
G70-3(CA)	None	Single Line EXIT XXXX	2E.28
G70-4(CA)	None	Two Line EXIT XX	2E.28
G70-5(CA)	None	Two Line EXIT XXXX	2E.28
~~G71(CA)~~	D7-1	National/State Park (X MILE)	2H.09
G72(CA)	None	National/State Park with Arrow	2H.09
G76(CA)	None	ROUTE ___ BUSINESS	2D.19
G77(CA) Series	None	Interchange Guide	2D.29
G78(CA) Series	None	Interchange Guide	2D.29
~~G79(CA)~~	D5-1	REST AREA (X MILE)	2D.42, 2E.52
G79A(CA)	None	NEXT REST (X MILE)	2D.42, 2E.52
~~G80(CA)~~	D5-2	REST AREA	2D.42, 2E.52
~~G80A(CA)~~	D5-2b	REST AREA w/Arrow	2D.42, 2E.52
G80B(CA)	None	PATROLLED BY HIGHWAY PATROL	2D.42
G81-21(CA)	None	TOURIST INFORMATION	2E.53
G81-24(CA)	None	TOURIST INFORMATION	2E.53
G81-52(CA)	None	LP GAS	2D.45
~~G81-60(CA)~~	D12-1	Radio-Weather (Traffic) Information	2E.56
G81-61(CA)	None	EMERGENCY CALL 9-1-1	2D.48
G81-62(CA)	None	EMERGENCY CALL 9-1-1	2D.48
G81-63(CA)	None	VENDING MACHINES	2D.42
~~G81-64(CA)~~	D12-1	Radio-Weather (Traffic) Information	2E.56
G81-64A(CA)	None	WHEN FLASHING	2E.56
G81-65(CA)	None	Radio-Recreation Information	2E.56
G82(CA)	None	FREEWAY with Arrow	2D.29
G83(CA) Series	None	Advance Guide	2E.30
G83-3(CA)	None	HOV Advance Guide	2E.59
G83-4(CA)	None	Exit Numbered Advance Guide	2E.28
G83-5(CA)	None	Exit Numbered Advance Guide	2E.28
~~G84(CA)~~	E5-1	EXIT with Arrow	2E.28
G84-1(CA)	None	HOV EXIT with Arrow	2E.59
G84-2(CA)	None	EXIT (XX) with Arrow	2E.28
G84-3(CA)	None	EXIT (XXXX) with Arrow	2E.28
G85(CA) Series	None	Exit Direction	2E.33
G85(CA) Series	None	HOV Exit Direction	2E.59
G85-10(CA)	None	Exit Numbered Exit Direction	2E.28
G85-11(CA)	None	Exit Numbered Exit Direction	2E.28
G86(CA) Series	None	Supplemental Destination	2D.34, 2E.32
G86(CA) Series	None	HOV Supplemental Destination	2E.59
G86-11(CA)	None	Historic District Supplemental Destination	2H.09
G86-12(CA)	None	Exit Numbered Supplemental Destination	2E.28
G86-13(CA)	None	Exit Numbered Supplemental Destination	2E.28
G87(CA)	None	NEXT X EXITS	2E.39
~~G90(CA)~~	D9-17	NEXT SERVICES XX MILES	2E.51
G92(CA)	None	FREEWAY ENTRANCE	2E.50

Table 2D-101(CA). California Guide Signs (Sheet 4 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
G92-1(CA)	None	CARPOOL LANE ENTRANCE	2E.59
~~G93(CA)~~	D11-1	Bike Route	2H.02, 9B.19
~~G93A(CA)~~	M4-11	BEGIN	9B.21
~~G93B(CA)~~	M4-12	END	9B.22
G93C(CA)	None	Bike PARKING	9B.22
~~G94(CA)~~	I-5	Airport	2D.48
G94-1(CA)	None	Conventional Airport	2D.48
~~G95(CA)~~	D4-2	PARK & RIDE with Arrow	2D.41
G95A(CA)	None	PARK & RIDE	2D.41
G95B(CA)	None	PARK & RIDE NEXT RIGHT	2D.41
G95B-1(CA)	None	Park & Ride Courtesy Plaque	2D.41
G95D(CA)	None	BUS SERVICE Plaque	2D.41
G95E(CA)	None	Park & Ride Plaque	2D.41
G95F(CA)	None	Train Station NEXT RIGHT	8B.101(CA)
G95G(CA)	None	Specific Train Station NEXT RIGHT	8B.101(CA)
G96(CA)	None	Light Rail Station	10C.20
G96A(CA)	None	TROLLEY Plaque	10C.20
~~G97(CA)~~	I-7	Train Station	2D.48, 8B.101(CA)
~~G97-1(CA)~~	I-12	Light Rail Station	10C.20
G97A(CA)	None	AMTRAK	8B.101(CA)
~~G200-3(CA)~~	RG-010	Automobile	2H.02, 2H.04
~~G200-4(CA)~~	RG-190	Truck	2H.02, 2H.04
~~G200-6(CA)~~	RG-140	Lookout Tower	2H.02, 2H.04
~~G200-7(CA)~~	RG-120	Lighthouse	2H.02, 2H.04
~~G200-9(CA)~~	RG-030	Dam	2H.02, 2H.04
~~G200-10(CA)~~	RG-090	Fish Hatchery	2H.02, 2H.04
~~G200-11(CA)~~	RG-040	Deer Viewing Area	2H.02, 2H.04
~~G200-13(CA)~~	RG-050	Drinking Water	2H.02, 2H.04
~~G200-14(CA)~~	RG-100	Information	2H.02, 2H.04
~~G200-15(CA)~~	RG-170	Ranger Station	2H.02, 2H.04
~~G200-18(CA)~~	RM-090	Lodging	2H.02, 2H.04
~~G200-19(CA)~~	RM-050	Food	2H.02, 2H.04
~~G200-20(CA)~~	RM-070	Grocery Store	2H.02, 2H.04
~~G200-25(CA)~~	RM-150	Telephone	2H.02, 2H.04
~~G200-27(CA)~~	RM-100	Mechanic	2H.02, 2H.04
~~G200-28(CA)~~	RM-080	Handicapped	2H.02, 2H.04
~~G200-29(CA)~~	RA-010	Airport	2H.02, 2H.04
~~G200-32(CA)~~	RM-060	Gas	2H.02, 2H.04
~~G200-33(CA)~~	RM-030	Ferry	2H.02, 2H.04
~~G200-34(CA)~~	RA-080	Parking	2H.02, 2H.04
~~G200-36(CA)~~	RM-170	Viewing Area	2H.02, 2H.04
~~G200-38(CA)~~	RM-010	Camping (Tent)	2H.02, 2H.04
~~G200-40(CA)~~	RM-020	Camping (Trailer)	2H.02, 2H.04
~~G200-41(CA)~~	RM-160	Trailer Sanitary Station	2H.02, 2H.04

Table 2D-101(CA). California Guide Signs (Sheet 5 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
~~G200-44(CA)~~	RM-120	Picnic Area	2H.02, 2H.04
~~G200-46(CA)~~	RS-040	Skiing (Cross Country)	2H.02, 2H.04
~~G200-47(CA)~~	RS-050	Skiing (Downhill)	2H.02, 2H.04
~~G200-48(CA)~~	RS-020	Ski Jumping	2H.02, 2H.04
~~G200-49(CA)~~	RS-060	Sledding	2H.02, 2H.04
~~G200-50(CA)~~	RS-010	Skating (Ice)	2H.02, 2H.04
~~G200-51(CA)~~	RS-030	Skiing (Bobbing)	2H.02, 2H.04
~~G200-52(CA)~~	RS-070	Snowmobiling	2H.02, 2H.04
~~G200-53(CA)~~	RW-060	Marina	2H.02, 2H.04
~~G200-54(CA)~~	RW-080	Ramp (Launch)	2H.02, 2H.04
~~G200-55(CA)~~	RW-070	Motorboating	2H.02, 2H.04
~~G200-56(CA)~~	RW-100	Sailboating	2H.02, 2H.04
~~G200-57(CA)~~	RW-090	Rowboating	2H.02, 2H.04
~~G200-58(CA)~~	RW-110	Skiing (Water)	2H.02, 2H.04
~~G200-59(CA)~~	RW-120	Surfing	2H.02, 2H.04
~~G200-60(CA)~~	RW-040	Diving (Scuba)	2H.02, 2H.04
~~G200-61(CA)~~	RW-130	Swimming	2H.02, 2H.04
~~G200-62(CA)~~	RW-030	Diving	2H.02, 2H.04
~~G200-63(CA)~~	RW-050	Fishing	2H.02, 2H.04
~~G200-64(CA)~~	RL-110	Trail (Horse)	2H.02, 2H.04
~~G200-65(CA)~~	RL-150	Trail (Trail Bike)	2H.02, 2H.04
~~G200-66(CA)~~	RL-090	Trail (Bicycle)	2H.02, 2H.04
~~G200-67(CA)~~	RL-140	Trail (Recreational Vehicle)	2H.02, 2H.04
~~G200-68(CA)~~	RL-100	Trail (Hiking)	2H.02, 2H.04
~~G200-69(CA)~~	RL-050	Playground	2H.02, 2H.04
~~G200-70(CA)~~	RL-010	Amphitheater	2H.02, 2H.04
~~G200-71(CA)~~	RL-160	Tramway	2H.02, 2H.04
~~G200-77(CA)~~	RS-090	Winter Recreation Area	2H.02, 2H.04
~~G200-78(CA)~~	RS-080	Snowshoeing	2H.02, 2H.04
~~G200-79(CA)~~	RW-020	Canoeing	2H.02, 2H.04
G200-80(CA)	None	Golf Course	2H.02
G200-81(CA)	None	Wildlife Viewing	2H.02
G200-81A(CA)	None	WILDLIFE VIEWING	2H.02
G200-82(CA)	None	Botanical Management Area	2H.02
G200-82A(CA)	None	BOTANICAL MANAGEMENT AREA	2H.02
~~G200-84(CA)~~	RM-140	Rest Room	2H.02, 2H.04
SG1(CA)	None	Named State Highway	2D.49
SG2(CA)	None	EL CAMINO REAL	2H.103(CA)
SG2A(CA)	None	HISTORIC EL CAMINO REAL	2H.103(CA)
~~SG6(CA)~~	D8-1	Weigh Station Advance	2D.44
~~SG7(CA)~~	D8-2	Weigh Station Exit Direction	2D.44
SG8(CA)	None	NO PICKUPS	2D.44
~~SG9(CA)~~	D8-3	Weigh Station Gore	2D.44
SG19(CA)	None	Carpool Information	2E.57

Table 2D-101(CA). California Guide Signs (Sheet 6 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
SG20(CA)	None	Park & Ride Facility/Carpool Information	2D.41
SG25(CA)	None	Call Box	2D.45
SG25A(CA)	None	Call Box Adoption Plaque	2D.45
SG26(CA)	None	Caltrans Facility Entrance	2D.108(CA)
SG28(CA)	None	Coastal Access	2D.48
~~SG29(CA)~~	E2-1A	NEXT EXIT XX MILES	2E.31
SG30(CA)	None	SNO-PARK X MILE	2H.02
SG31(CA)	None	SNO-PARK NEXT RIGHT	2H.02
SG32(CA)	None	SNO-PARK with Arrow	2H.02
SG33(CA)	None	SNO-PARK with Arrow	2H.02
SG34(CA)	None	SNO-PARK	2H.02
SG35(CA)	None	PERMIT REQUIRED	2H.02
SG35-1(CA)	None	PERMIT REQUIRED NOV 1 TO MAY 30	2H.02
SG38(CA)	None	CDF FIRE STATION NEXT RIGHT	2D.45
SG39(CA)	None	CDF FIRE STATION with Arrow	2D.45
SG41(CA)	None	END CALL BOXES	2D.45
SG42-1(CA)	None	Single-Exit Interchange (One Service) Mainline	2F.07
SG42-2(CA)	None	Single-Exit Interchange (One Service) Mainline	2F.07
SG42-3(CA)	None	Double-Exit Interchange Mainline	2F.08
SG42-4(CA)	None	Specific Service Ramp	2F.101(CA)
SG42-5(CA)	None	Specific Service Ramp	2F.101(CA)
SG42-6(CA)	None	Single-Exit Interchange (Two Services) Mainline	2F.07
SG42-7(CA)	None	Single-Exit Interchange (Two Services) Mainline	2F.07
SG42-8(CA)	None	Specific Service Ramp	2F.101(CA)
SG42-9(CA)	None	Single-Exit Interchange (One Service) Mainline	2F.07
SG42-10(CA)	None	Single-Exit Interchange (One Service) Mainline	2F.07
SG42-11(CA)	None	Double-Exit Interchange Mainline	2F.08
SG42-12(CA)	None	Specific Service Ramp	2F.101(CA)
~~SG43(CA)~~	M1-10	EISENHOWER INTERSTATE SYSTEM	2D.11
SG44-1(CA)	None	Tourist Oriented Directional Signs (TODS)	2G.07
SG44-2(CA)	None	Tourist Oriented Directional Signs (TODS)	2G.07
SG45(CA)	None	Bicycle Route Number Marker	9B.20
~~SG45A(CA)~~	D1-1b & c	Destination Plaques for Bicycle Route Signs	9B.21
~~SG45B(CA)~~	M7 Series	Arrow Plaques for Bicycle Route Signs	9B.21
SG47A(CA)	None	CALIFORNIA WELCOME CENTER X MILES	2E.53
SG47B(CA)	None	CALIFORNIA WELCOME CENTER NEXT RIGHT	2E.53
SG47C(CA)	None	CALIFORNIA WELCOME CENTER with Arrow	2E.53
SG47D(CA)	None	CALIFORNIA WELCOME CENTER X MILES with Arrow	2E.53
SG49A(CA)	None	TRAVEL INFO CALL 511	2D.45
~~SG65(CA)~~	I1-1	Traffic Signal Speed	2D.47
S1-1(CA)	None	STATE PROPERTY	2D.108(CA)
S2(CA)	None	Inventory Marker (Survey)	2D.101(CA)
S9(CA)	None	Fire Hydrant Street Name	2D.45

Table 2D-101(CA). California Guide Signs (Sheet 7 of 7)

California Code	MUTCD Code	Title of Sign	California MUTCD Section
S10(CA)	None	Fire Hydrant with Distance and Arrow	2D.45
S12(CA)	None	OHV TRAIL	2H.02
S16-8(CA)	None	El Camino Real Adopt-A-Highway	2H.02
S17(CA)	None	Bicycle Route Name Marker	9B.20
S18(CA)	None	Historic Route	2H.103(CA)
S19(CA)	None	Opposite Sex Attendant	2D.42
S25(CA)	None	Historic Route 99	2H.103(CA)
S26(CA)	None	Rattlesnakes Caution	2D.42
S27(CA)	None	Caltrans CONSTRUCTION FIELD OFFICE	2D.108(CA)
S28(CA)	None	USING RECLAIMED WATER	2D.48
S29(CA)	None	Historic Bridge– 2 Lines	2H.104(CA)
S29-1(CA)	None	Historic Bridge– 3 Lines	2H.104(CA)
S29-2(CA)	None	Advance Historic Bridge	2H.104(CA)
S32(CA)	None	Adopt-A-Highway	2D.48
S32A(CA)	None	Adopt-A-Highway Symbol	2D.48
S32-1(CA)	None	Litter Removal	2D.48
S32-2(CA)	None	Wildflower Planting	2D.48
S32-3(CA)	None	Tree Planting	2D.48
S32-4(CA)	None	Graffiti Removal	2D.48
S32-5(CA)	None	Vegetation Control	2D.48
S34(CA)	None	Highway Patrol PARKING ONLY	2D.42
S35(CA)	None	PLEASE DON'T DRINK AND DRIVE	2D.48
S35-1(CA)	None	IN MEMORY OF XXX – 1 PERSON	2D.48
S35-2(CA)	None	IN MEMORY OF XXX – 2 PERSONS	2D.48
S35-3(CA)	None	IN MEMORY OF XXX – 3 PERSONS	2D.48

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Table 2D-102(CA). MUTCD Guide Signs (Sheet 1 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
D1-1	None	Destination	2D.34
D1-1a	None	Destination	2D.34
D1-1b & c	~~SG45A(CA)~~	Destination Plaques for Bicycle Route Signs	9B.21
D1-2	None	Destination	2D.34
D1-2a	None	Destination	2D.34
D1-3	None	Destination	2D.34
D1-3a	None	Destination	2D.34
D2-1	None	Distance	2D.36
D2-2	None	Distance	2D.36
D2-3	None	Distance	2D.36
D3-1	~~G7-1(CA)~~	Street Name	2D.38
D3-2	None	Advance Street Name	2D.39
D4-1	~~G60(CA)~~	Parking Area	2D.40
D4-2	~~G95(CA)~~	PARK & RIDE with Arrow	2D.41
D4-3	None	Bicycle Parking Area	9B.22
D5-1	~~G79(CA)~~	REST AREA (X MILE)	2D.42, 2E.52
D5-1a	None	REST AREA (X MILES)	2E.52
D5-1b	None	REST AREA NEXT RIGHT	2E.52
D5-2	~~G80(CA)~~	REST AREA	2D.42, 2E.52
D5-2a	None	REST AREA w/Arrow	2E.52
D5-2b	~~G80A(CA)~~	REST AREA w/Arrow	2E.52
D5-3	None	PARKING AREA X km (X MILE)	2D.42, 2E.52
D5-4	None	PARKING AREA	2D.42, 2E.52
D5-5	None	ROADSIDE TABLE X km (X MILE)	2D.42
D5-5a	None	Picnic Table	2E.52
D5-5b	None	ROADSIDE PARK X km (X MILE)	2D.42
D5-5c	None	PICNIC AREA X km (X MILE)	2D.42
D5-6	None	NEXT REST AREA XX MILES	2E.52
D5-7	None	REST AREA TOURIST INFO CENTER X MILES	2E.53
D5-7a	None	TOURIST INFO CENTER	2E.53
D5-8	None	REST AREA TOURIST INFO CENTER	2E.53
D5-9	None	REST AREA WELCOME CENTER X MILES	2E.53
D5-9a	None	WELCOME CENTER	2E.53
D5-10	None	REST AREA WELCOME CENTER	2E.53
D5-11	None	REST AREA WELCOME CENTER NEXT RIGHT	2E.53
D6-1	None	SCENIC OVERLOOK w/Arrow	2D.43
D6-2	None	SCENIC OVERLOOK X MILES	2D.43
D6-3	None	SCENIC AREA w/Arrow	2D.43
D6-4	None	National Scenic Byways	2D.52
D6-4a	None	National Scenic Byways	2D.52
D7-1	~~G71(CA)~~	National/State Park (X MILE)	2H.09
D8-1	~~SG6(CA)~~	Weigh Station Advance	2D.44
D8-2	~~SG7(CA)~~	Weigh Station Exit Direction	2D.44

Table 2D-102(CA). MUTCD Guide Signs (Sheet 2 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
D8-3	~~SG9(CA)~~	Weigh Station Gore	2D.44
D9-1	~~G66-17(CA)~~	Telephone	2D.45
D9-1a	~~G66-18(CA)~~	Telephone with Arrow	2D.45
D9-1b	~~G66-19(CA)~~	Telephone ¼ Mile	2D.45
D9-2	~~G66-15(CA)~~	Hospital	2D.45
D9-3	None	Camping	2D.45
D9-3a	~~G66-10(CA)~~	Trailer Camping	2D.45
D9-4	None	Litter Container	2D.45
D9-6	~~G66-13(CA)~~	International Symbol of Accessibility for the Handicapped	2D.45
D9-7	~~G66-1(CA)~~	Gas	2D.45
D9-8	~~G66-4(CA)~~	Food	2D.45
D9-9	~~G66-7(CA)~~	Lodging	2D.45
D9-10	None	Tourist Information	2D.45
D9-11	~~G66-12(CA)~~	Diesel Fuel	2D.45
D9-11a	None	Alternative Fuel	2D.45
D9-11b	None	Electric Vehicle Charging	2D.45
D9-12	None	RV Sanitary Station	2D.45
D9-13	~~G66-14(CA)~~	Emergency Medical Services	2D.45
D9-13a	None	HOSPITAL	2D.45
D9-13b	None	AMBULANCE STATION	2D.45
D9-13c	None	EMERGENCY MEDICAL CARE	2D.45
D9-14	None	POLICE	2D.45
D9-15	None	Propane Gas	2D.45
D9-16	None	TRUCK PARKING	2D.45
D9-17	~~G90(CA)~~	NEXT SERVICES XX MILES	2D.45, 2E.51
D9-18	None	General Service (symbols)(without Exit Numbering)	2E.51
D9-18a	None	General Service (word message)(with Exit Numbering)	2E.51
D9-18e	None	General Service (word message)(without Exit Numbering)	2E.51
D10-1	None	Reference Location	2D.46
D10-1a	None	Intermediate Reference Location	2D.46
D10-2	None	Reference Location	2D.46
D10-2a	None	Intermediate Reference Location	2D.46
D10-3	None	Reference Location	2D.46
D10-3a	None	Intermediate Reference Location	2D.46
D10-4	None	Enhanced Reference Location	2E.54
D10-5	None	Intermediate Enhanced Reference Location	2E.54
D11-1	~~G93(CA)~~	Bike Route	2H.02, 9B.19, 9B.20
D12-1	~~G81-60(CA)~~	Radio-Weather (Traffic) Information	2E.56
D12-1	~~G81-64(CA)~~	Radio-Weather (Traffic) Information	2E.56
D12-2	None	Carpool Information	2D.45, 2E.57
D12-3	None	Channel 9 Monitored	2D.45, 2E.56
D12-4	None	EMERGENCY DIAL XXX	2D.45

Table 2D-102(CA). MUTCD Guide Signs (Sheet 3 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
D12-5	None	TRAVEL INFO CALL 511	2D.45
D13-1	None	CROSSOVER	2D.51
D13-2	None	Advance Crossover	2D.51
E1-1	None	Interchange Advance Guide	2E.30
E1-1a	None	Interchange Advance Guide	2E.30
E1-2	None	Interchange Advance Guide	2E.30
E1-2a	None	Interchange Advance Guide	2E.30
E1-5	None	Exit Number Plaque	2E.30
E2-1	None	Next Exit Supplemental Advance Guide	2E.31
E2-1A	~~SG29(CA)~~	NEXT EXIT XX MILES	2E.31
E2-2	None	NEXT RIGHT	2E.52
E2-3	None	X MILES	2E.51
E5-1	~~G84(CA)~~	EXIT with Arrow	2E.28, 2E.34
E5-1a	None	EXIT with Arrow	2E.28, 2E.34
E5-2	None	Exit Number	2E.34
E5-2a	None	EXIT CLOSED	6F.28
E5-3	None	EXIT ONLY	6F.28
E6-2	None	Pull-Through	2E.11
E6-2a	None	Pull-Through	2E.11
E9	~~G87(CA)~~	NEXT X EXITS	2E.39
E11-1	None	EXIT ONLY (down arrow)	2E.20
E11-1a	None	EXIT ONLY	2E.20
E11-1b	None	EXIT ONLY	2E.20
E11-1c	None	EXIT ONLY	2E.19, 2E.20
E13-1	None	Advisory Speed Panel	2E.34
EM-1	None	EVACUATION ROUTE	2I.03
EM-2	None	AREA CLOSED	2I.04
EM-3	None	TRAFFIC CONTROL POINT	2I.05
EM-4	None	MAINTAIN TOP SAFE SPEED	2I.06
EM-5	None	ROAD (AREA) USE PERMIT REQUIRED FOR THRU TRAFFIC	2I.07
EM-6a	None	MEDICAL CENTER	2I.08
EM-6b	None	WELFARE CENTER	2I.08
EM-6c	None	REGISTRATION CENTER	2I.08
EM-6d	None	DECONTAMINATION CENTER	2I.08
EM-7a	None	EMERGENCY Shelter Directional	2I.09
EM-7b	None	HURRICANE Shelter Directional	2I.09
EM-7c	None	FALLOUT Shelter Directional	2I.09
EM-7d	None	CHEMICAL Shelter Directional	2I.09
I1-1	~~SG65(CA)~~	Traffic Signal Speed	2D.47
I-2	None	State Line	2D.48
I-3	~~G11-3(CA)~~	River Name	2D.48
I-5	~~G94(CA)~~	Airport	2D.48
I-6	None	Bus Station	2D.48

Table 2D-102(CA). MUTCD Guide Signs (Sheet 4 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
I-7	~~G97(CA)~~	Train Station	2D.48, 8B.101(CA)
I-8	None	Library	2D.48
I-11	None	Recycling	2D.48
I-12	~~G97-1(CA)~~	Light Rail Station	10C.20
I-12	None	Light Rail Transit Station	10C.20
I-13	None	Emergency Notification	8B.12, 10C.21
I-13a	None	Emergency Notification	8B.12, 10C.21
M1-1	None	Interstate Route	2D.11, 2E.25
M1-10	~~SG43(CA)~~	EISENHOWER INTERSTATE SYSTEM	2D.11
M1-2	~~G31(CA)~~	Off-Interstate Business Route (Loop)	2D.11, 2E.25
M1-3	None	Off-Interstate Business Route (Spur)	2D.11, 2E.25
~~M1-4~~	None	~~U.S. Route~~	2D.11, 2E.25
~~M1-5~~	None	~~State Route~~	2D.11
M1-6	~~G25(CA)~~	County Route	2D.11
M1-7	None	Forest Route	2D.11
M1-8	None	Bicycle Route	9B.20
M1-9	None	Interstate Bicycle Route	9B.20
M2-1	~~G56(CA)~~	JCT	2D.13
M2-2	None	Combination Junction	2D.14
M3-1	~~G47(CA)~~	NORTH	2D.15
M3-2	~~G49(CA)~~	EAST	2D.15
M3-3	~~G48(CA)~~	SOUTH	2D.15
M3-4	~~G50(CA)~~	WEST	2D.15
M4-1	~~G53(CA)~~	ALTERNATE	2D.17
M4-1a	None	ALT	2D.17
M4-2	None	BY-PASS	2D.18
M4-3	~~G55(CA)~~	BUSINESS	2D.19
M4-4	~~R4(CA)~~	TRUCK	2B.13, 2B.14, 2D.20
M4-5	~~G59(CA)~~	TO	2D.21
M4-6	~~G57(CA)~~	END	2D.22
M4-7	~~G51(CA)~~	TEMPORARY	2D.23
M4-7a	None	TEMP	2D.23
M4-8a	None	END DETOUR	6F.53
M4-8b	None	END	6F.53
M4-9	None	DETOUR	6F.53
M4-9a	None	Pedestrian/Bicycle Detour	6F.53
M4-9b	None	Pedestrian Detour	6F.53
M4-9c	None	Bicycle Detour	6F.53
M4-11	~~G93A(CA)~~	BEGIN	9B.21
M4-12	~~G93B(CA)~~	END	9B.22
M4-13	None	TO	9B.21
M5-1	~~G45(CA), G46(CA)~~	Advance Turn Arrow Auxiliary (90-degree angle)	2D.25
M5-2	None	Advance Turn Arrow Auxiliary (45-degree angle)	2D.25

Table 2D-102(CA). MUTCD Guide Signs (Sheet 5 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
M6 Series	~~G33(CA) Series~~	Directional Arrow Auxiliary	2D.26
M6-1	~~G34(CA)~~	Directional Arrow Auxiliary	2D.26
M6-2	~~G43(CA)~~	Directional Arrow Auxiliary	2D.26
M6-2	~~G44(CA)~~	Directional Arrow Auxiliary	2D.26
M6-3	~~G36(CA)~~	Directional Arrow Auxiliary	2D.26
M6-4	~~G32(CA)~~	Directional Arrow Auxiliary	2D.26
M6-4	~~G35(CA)~~	Directional Arrow Auxiliary	2D.26
M6-5	None	Directional Arrow Auxiliary	2D.26
M6-6	~~G37(CA)~~	Directional Arrow Auxiliary	2D.26
M6-6	~~G38(CA)~~	Directional Arrow Auxiliary	2D.26
M6-7	None	Directional Arrow Auxiliary	2D.26
M7 Series	~~SG45B(CA)~~	Arrow Plaques for Bicycle Route Signs	9B.21
M7-1	None	Bicycle Directional Arrow Auxiliary	9B.21
M7-2	None	Bicycle Directional Arrow Auxiliary	9B.21
M7-3	None	Bicycle Directional Arrow Auxiliary	9B.21
M7-4	None	Bicycle Directional Arrow Auxiliary	9B.21
M7-5	None	Bicycle Directional Arrow Auxiliary	9B.21
M7-6	None	Bicycle Directional Arrow Auxiliary	9B.21
M7-7	None	Bicycle Directional Arrow Auxiliary	9B.21
RA-010	~~G200-29(CA)~~	Airport	2H.02, 2H.04
RA-020	None	Bus Stop	2H.02, 2H.04
RA-030	None	Campfire	2H.02, 2H.04
RA-040	None	Elevator	2H.02, 2H.04
RA-050	None	Kennel	2H.02, 2H.04
RA-060	None	Laundry	2H.02, 2H.04
RA-070	None	Locker	2H.02, 2H.04
RA-080	~~G200-34(CA)~~	Parking	2H.02, 2H.04
RA-090	None	Rest Room (Men)	2H.02, 2H.04
RA-100	None	Rest Room (Women)	2H.02, 2H.04
RA-110	None	Shelter (Sleeping)	2H.02, 2H.04
RA-120	None	Shelter (Trail)	2H.02, 2H.04
RA-130	None	Showers	2H.02, 2H.04
RA-150	None	Family Rest Room	2H.02, 2H.04
RA-160	None	Helicopter	2H.02, 2H.04
RG-010	~~G200-3(CA)~~	Automobile	2H.02, 2H.04
RG-020	None	Bear Viewing Area	2H.02, 2H.04
RG-030	~~G200-9(CA)~~	Dam	2H.02, 2H.04
RG-040	~~G200-11(CA)~~	Deer Viewing Area	2H.02, 2H.04
RG-050	~~G200-13(CA)~~	Drinking Water	2H.02, 2H.04
RG-060	None	Environmental Study Area	2H.02, 2H.04
RG-070	None	Falling Rocks	2H.02, 2H.04
RG-080	None	Firearms	2H.02, 2H.04
RG-090	~~G200-10(CA)~~	Fish Hatchery	2H.02, 2H.04
RG-100	~~G200-14(CA)~~	Information	2H.02, 2H.04

Table 2D-102(CA). MUTCD Guide Signs (Sheet 6 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
RG-110	None	Leashed Pets	2H.02, 2H.04
RG-120	~~G200-7(CA)~~	Lighthouse	2H.02, 2H.04
RG-130	None	Litter Container	2H.02, 2H.04
RG-140	~~G200-6(CA)~~	Lookout Tower	2H.02, 2H.04
RG-150	None	Ped Xing	2H.02, 2H.04
RG-160	None	Point of Interest	2H.02, 2H.04
RG-170	~~G200-15(CA)~~	Ranger Station	2H.02, 2H.04
RG-180	None	Smoking	2H.02, 2H.04
RG-190	~~G200-4(CA)~~	Truck	2H.02, 2H.04
RG-200	None	Tunnel	2H.02, 2H.04
RG-240	None	Dog	2H.02, 2H.04
RG-260	None	Seaplane	2H.02, 2H.04
RL-010	~~G200-70(CA)~~	Amphitheater	2H.02, 2H.04
RL-020	None	Climbing	2H.02, 2H.04
RL-030	None	Climbing (Rock)	2H.02, 2H.04
RL-040	None	Hunting	2H.02, 2H.04
RL-050	~~G200-69(CA)~~	Playground	2H.02, 2H.04
RL-060	None	Rock Collecting	2H.02, 2H.04
RL-070	None	Spelunking	2H.02, 2H.04
RL-080	None	Stable	2H.02, 2H.04
RL-090	~~G200-66(CA)~~	Trail (Bicycle)	2H.02, 2H.04
RL-100	~~G200-68(CA)~~	Trail (Hiking)	2H.02, 2H.04
RL-110	~~G200-64(CA)~~	Trail (Horse)	2H.02, 2H.04
RL-120	None	Trail (Interpretive, Auto)	2H.02, 2H.04
RL-130	None	Trail (Interpretive, Ped.)	2H.02, 2H.04
RL-140	~~G200-67(CA)~~	Trail (Recreational Vehicle)	2H.02, 2H.04
RL-150	~~G200-65(CA)~~	Trail (Trail Bike)	2H.02, 2H.04
RL-160	~~G200-71(CA)~~	Tramway	2H.02, 2H.04
RL-170	None	All-Terrain Vehicle	2H.02, 2H.04
RL-190	None	Archer	2H.02, 2H.04
RL-210	None	Hang Glider	2H.02, 2H.04
RM-010	~~G200-38(CA)~~	Camping (Tent)	2H.02, 2H.04
RM-020	~~G200-40(CA)~~	Camping (Trailer)	2H.02, 2H.04
RM-030	~~G200-33(CA)~~	Ferry	2H.02, 2H.04
RM-040	None	First Aid	2H.02, 2H.04
RM-050	~~G200-19(CA)~~	Food	2H.02, 2H.04
RM-060	~~G200-32(CA)~~	Gas	2H.02, 2H.04
RM-070	~~G200-20(CA)~~	Grocery Store	2H.02, 2H.04
RM-080	~~G200-28(CA)~~	Handicapped	2H.02, 2H.04
RM-090	~~G200-18(CA)~~	Lodging	2H.02, 2H.04
RM-100	~~G200-27(CA)~~	Mechanic	2H.02, 2H.04
RM-110	None	Post Office	2H.02, 2H.04
RM-120	~~G200-44(CA)~~	Picnic Area	2H.02, 2H.04
RM-130	None	Picnic Shelter	2H.02, 2H.04

Table 2D-102(CA). MUTCD Guide Signs (Sheet 7 of 7)

MUTCD Code	California Code	Title of Sign	California MUTCD Section
RM-140	~~G200-84(CA)~~	Rest Room	2H.02, 2H.04
RM-150	~~G200-25(CA)~~	Telephone	2H.02, 2H.04
RM-160	~~G200-41(CA)~~	Trailer Sanitary Station	2H.02, 2H.04
RM-170	~~G200-36(CA)~~	Viewing Area	2H.02, 2H.04
RM-200	None	Motor Home	2H.02, 2H.04
RM-210	None	Group Camping	2H.02, 2H.04
RM-220	None	Group Picnicking	2H.02, 2H.04
RS-010	~~G200-50(CA)~~	Skating (Ice)	2H.02, 2H.04
RS-020	~~G200-48(CA)~~	Ski Jumping	2H.02, 2H.04
RS-030	~~G200-51(CA)~~	Skiing (Bobbing)	2H.02, 2H.04
RS-040	~~G200-46(CA)~~	Skiing (Cross Country)	2H.02, 2H.04
RS-050	~~G200-47(CA)~~	Skiing (Downhill)	2H.02, 2H.04
RS-060	~~G200-49(CA)~~	Sledding	2H.02, 2H.04
RS-070	~~G200-52(CA)~~	Snowmobiling	2H.02, 2H.04
RS-080	~~G200-78(CA)~~	Snowshoeing	2H.02, 2H.04
RS-090	~~G200-77(CA)~~	Winter Recreation Area	2H.02, 2H.04
RS-100	None	Chairlift	2H.02, 2H.04
RW-010	None	Boat Tours	2H.02, 2H.04
RW-020	~~G200-79(CA)~~	Canoeing	2H.02, 2H.04
RW-030	~~G200-62(CA)~~	Diving	2H.02, 2H.04
RW-040	~~G200-60(CA)~~	Diving (Scuba)	2H.02, 2H.04
RW-050	~~G200-63(CA)~~	Fishing	2H.02, 2H.04
RW-060	~~G200-53(CA)~~	Marina	2H.02, 2H.04
RW-070	~~G200-55(CA)~~	Motorboating	2H.02, 2H.04
RW-080	~~G200-54(CA)~~	Ramp (Launch)	2H.02, 2H.04
RW-090	~~G200-57(CA)~~	Rowboating	2H.02, 2H.04
RW-100	~~G200-56(CA)~~	Sailboating	2H.02, 2H.04
RW-110	~~G200-58(CA)~~	Skiing (Water)	2H.02, 2H.04
RW-120	~~G200-59(CA)~~	Surfing	2H.02, 2H.04
RW-130	~~G200-61(CA)~~	Swimming	2H.02, 2H.04
RW-140	None	Wading	2H.02, 2H.04
RW-160	None	Fishing Pier	2H.02, 2H.04
RW-170	None	Hand Launch	2H.02, 2H.04
RW-190	None	Kayak	2H.02, 2H.04
RW-210	None	Wind Surf	2H.02, 2H.04
W16-8	~~G7-2(CA)~~	Advance Street Name Plaque	2C.49, 2D.39

Table 2D-103 (CA). Route Shield Sizes for Guide Signs

Guide Sign Letter Size	State Route Shield Size	Interstate Route Shield Size	U.S. Route Shield Size	Quantity of Numerals	Shield Numeral Size
4" & 5" Caps	10-1/2" x 9"			1 or 2	4"
4" & 5" Caps	15" x 11"			3	4"
4" & 5" Caps		14" x 12"		1 or 2	4"
4" & 5" Caps		16" x 14"		3	4"
4" & 5" Caps			11-1/2" x 10"	1 or 2	4"
4" & 5" Caps			14-1/2" x 10"	3	4"
8" U.C. & 6" L.C. or 6" U.C. & 4-1/2" L.C.	21" x 18"	21" x 18"	21" x 18"	1 or 2	8"
8" U.C. & 6" L.C. or 6" U.C. & 4-1/2" L.C.	24" x 18"			3	6" without the numeral 1
8" U.C. & 6" L.C. or 6" U.C. & 4-1/2" L.C.	24" x 18"			3	8" with the numeral 1
8" U.C. & 6" L.C. or 6" U.C. & 4-1/2" L.C.		21" x 18"		3	6" with the numeral 1
8" U.C. & 6" L.C. or 6" U.C. & 4-1/2" L.C.		24" x 24"		3	6" without the numeral 1
8" U.C. & 6" L.C. or 6" U.C. & 4-1/2" L.C.			27" x 18"	3	8"
10.67" U.C. & 8" L.C.	28" x 25"			1 or 2	10"
10.67" U.C. & 8" L.C.	32" x 25"			3	10"
10.67" U.C. & 8" L.C.		24" x 24"		1 or 2	10"
10.67" U.C. & 8" L.C.		30" x 25"		3	8" without the numeral 1
10.67" U.C. & 8" L.C.		30" x 25"		3	10" with the numeral 1
10.67" U.C. & 8" L.C.			28" x 24"	1 or 2	10"
10.67" U.C. & 8" L.C.			36" x 24"	3	10"
13.3" U.C. & 10" L.C.	35" x 32"			1 or 2	12"
13.3" U.C. & 10" L.C.	40" x 32"			3	12"
13.3" U.C. & 10" L.C.		36" x 36"		1 or 2	12"
13.3" U.C. & 10" L.C.		36" x 36"		3	12" with the numeral 1
13.3" U.C. & 10" L.C.		45" x 38"		3	12" without the numeral 1
13.3" U.C. & 10" L.C.			35" x 30"	1 or 2	12"
13.3" U.C. & 10" L.C.			45" x 30"	3	12"
16" U.C. & 12" L.C.	36" x 36"	36" x 36"		1 or 2	15"
16" U.C. & 12" L.C.	45" x 36"			3	12" without the numeral 1
16" U.C. & 12" L.C.	45" x 36"			3	15" with the numeral 1
16" U.C. & 12" L.C.		45" x 38"		3	12" without the numeral 1
16" U.C. & 12" L.C.		45" x 38"		3	15" with the numeral 1
16" U.C. & 12" L.C.			42" x 36"	1 or 2	15"
16" U.C. & 12" L.C.			54" x 36"	3	15"
20" U.C. & 15" L.C.	42" x 42"			1 or 2	18"
20" U.C. & 15" L.C.	54" x 42"			3	18"
20" U.C. & 15" L.C.		48" x 48"		1 or 2	18"
20" U.C. & 15" L.C.		58" x 51"		3	18"
20" U.C. & 15" L.C.			49" x 42"	1 or 2	18"
20" U.C. & 15" L.C.			63" x 42"	3	18"

Exceptions:

1. For **G23 Signs**, use the 10" Numeral Size Shields.
2. For **G77 & G78 signs**, use the 10" Numeral Size Shields. However, when the shield is in line with the word message, the shield's numeral size should match the lower case letter height.

Table 2D-104 (CA). Criteria for Supplemental Destination Signs

Type of Destination	Specific Criteria	Major Metropoitan Areas	Urbanized Areas	Rural Areas
Post Secondary School, Public or Private	Minimum Enrollment (Single Campus Locations, See Note 5). Maximum Miles from a Freeway (See Note 6).	 1,000 2	 1,000 4	 1,000 5
Museum, Zoo, Stadium or Sports Arena	Public Owned and Non-Profit. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2).	 1,000,000 2	 500,000 2	 200,000 3
Convention Center	Public Owned and Non-Pofit. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2).	 500,000 3	 250,000	 --
Military Base	Number of Employees and Permanent Garrison. Maximum Miles from Highway.	5,000 2	5,000 4	5,000 7
National Guard Armory	Only Emergency Center in the Area. Easy Access to Primary Evacuation Route. (See Note 2).	--	--	--
Fairgrounds	Publicly Owned and Operated. Temporary Sign Only, Unless There are Year Round Activities. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2).	 500,000 2	 200,000 4	 200,000 5
Federal or State Hospitals and Prisons	Maximum Miles from Highway (See Note 2).	1	3	5
Government Centers	Number of Employees. Maximum Miles from Highway (See Note 2).	5,000 2	2,000 3	1,000 5
California Welcome Centers	Easy Access from Nearest State Highway. (See Notes 2 and 7)	--	--	--
Airports	Maximum Miles from Highway (See Note 2).	1	3	5
Rail and Light Rail Stations	Easy Access from Nearest State Highway. (See Note 2).	--	--	--

NOTES:

1. Meeting the above criteria does not guarantee placement of a sign. Limitations on the spacing between sign and the number of messages permitted, specified in Sections 2A.16, 2D.07 and 2D.35, shall be observed and eligible destinations must compete for signing on the basis of traffic service.

2. Follow-up signing, if necessary, shall be installed by local agencies before signs are placed on the State Highway.

3. If a stadium is located at a school campus for which signs are already provided, separate stadium sign will not be placed.

4. Definitions of Area Classifications:
   A. MAJOR METROPOLITAN AREA - An urbanized area, population density of at least 1,000 inhabitants per 2.6 km^2 (1 mi^2), not necessarily related to county boundaries, with a total population of at least 1,000,000 and an included central city with a population of at least 250,000.
   B. URBANIZED AREA - An urbanized area with a total population of at least 50,000 and an included central city with no minimum population.
   C. RURAL AREA - All areas outside of an urbanized area.

5. Minimum enrollment is 1,000 or more full-time students or average 1,000 or more different part-time students for each week the school is in session during the normal school year. A part-time student is defined as one who is attending one or more classes at the institution in a given week. A part-time student attending more than one class is counted as one student.

6. No signs to school will be erected until funds from private sources covering the cost of the signs and their installation. If a school, which previously had signs, relocates to contribute to the improvement of the school (as determined by the California Department of Transportation), signs will be erected at the new location at no cost to the school.

7. The California Department of Transportation will charge the Welcome Center directly for the cost of the signs and their installation on the State highway. Cost for sign installation on local roads is the responsibility of the Welcome Center and the local agency.

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CHAPTER 2E. GUIDE SIGNS – FREEWAYS AND EXPRESSWAYS

Section 2E.01 Scope of Freeway and Expressway Guide Sign Standards

Support:

These standards provide a uniform and effective system of highway signing for high-volume, high-speed motor vehicle traffic on freeways and expressways. The requirements and specifications for expressway signing exceed those for conventional roads (see Chapter 2D), but are less than those for freeway signing. Since there are many geometric design variables to be found in existing roads, a signing concept commensurate with prevailing conditions is the primary consideration. Section 2A.01 includes definitions of freeway and expressway.

Guide signs for freeways and expressways are primarily identified by the name of the sign rather than by an assigned sign code. Guidelines for the design of guide signs for freeways and expressways are provided in Chapter 8 (Design Guidelines) of the "Standard Highway Signs" book (see Section 1A.11).

Standard:

The standards prescribed herein for freeway or expressway guide signing shall apply to any highway that meets the definition of such facilities.

Section 2E.02 Freeway and Expressway Signing Principles

Support:

The development of a signing system for freeways and expressways is approached on the premise that the signing is primarily for the benefit and direction of road users who are not familiar with the route or area. The signing furnishes road users with clear instructions for orderly progress to their destinations. Sign installations are an integral part of the facility and, as such, are best planned concurrently with the development of highway location and geometric design. For optimal results, plans for signing are analyzed during the earliest stages of preliminary design, and details are correlated as final design is developed. The excessive signing found on many major highways usually is the result of using a multitude of signs that are too small and that are poorly designed and placed to accomplish the intended purpose.

Freeway and expressway signing is to be considered and developed as a planned system of installations. An engineering study is sometimes necessary for proper solution of the problems of many individual locations, but, in addition, consideration of an entire route is necessary.

Guidance:

Road users should be guided with consistent signing on the approaches to interchanges, when they drive from one State to another, and when driving through rural or urban areas. Because geographical, geometric, and operating factors regularly create significant differences between urban and rural conditions, the signing should take these conditions into account.

Guide signs on freeways and expressways should serve distinct functions as follows:

A. Give directions to destinations, or to streets or highway routes, at intersections or interchanges;
B. Furnish advance notice of the approach to intersections or interchanges;
C. Direct road users into appropriate lanes in advance of diverging or merging movements;
D. Identify routes and directions on those routes;
E. Show distances to destinations;
F. Indicate access to general motorist services, rest, scenic, and recreational areas; and
G. Provide other information of value to the road user.

Section 2E.03 General

Support:

Signs are designed so that they are legible to road users approaching them and readable in time to permit proper responses. Desired design characteristics include: (a) long visibility distances, (b) large lettering and symbols, and (c) short legends for quick comprehension.

Standard:

Standard shapes and colors shall be used so that traffic signs can be promptly recognized by road users.

Section 2E.04 Color of Guide Signs

Standard:

Guide signs on freeways and expressways, except as noted herein, shall have white letters, symbols, and borders on a green background.

Support:

Color requirements for route signs and trailblazers, signs with blank-out or changeable messages, signs for services, rest areas, park and recreational areas, and for certain miscellaneous signs are specified in the individual sections dealing with the particular sign or sign group.

Section 2E.05 Retroreflection or Illumination

Standard:

Letters, numerals, symbols, and borders of all guide signs shall be retroreflectorized. The background of all guide signs that are not independently illuminated shall be retroreflective.

Support:

Where there is no serious interference from extraneous light sources, retroreflectorized ground-mounted signs usually provide adequate nighttime visibility.

On freeways and expressways where much driving at night is done with low-beam headlights, the amount of headlight illumination incident to an overhead sign display is relatively small.

Guidance:

Overhead sign installations should be illuminated unless an engineering study shows that retroreflectorization alone will perform effectively. The type of illumination chosen should provide effective and reasonably uniform illumination of the sign face and message.

Section 2E.06 Characteristics of Urban Signing

Support:

Urban conditions are characterized not so much by City limits or other arbitrary boundaries, as by the following features:

A. Mainline roadways with more than two lanes in each direction;
B. High traffic volumes on the through roadways;
C. High volumes of traffic entering and leaving interchanges;
D. Interchanges closely spaced;
E. Roadway and interchange lighting;
F. Three or more interchanges serving the major City;
G. A loop, circumferential, or spur serving a sizable portion of the urban population; and
H. Visual clutter from roadside development.

Operating conditions and road geometrics on urban freeways and expressways usually make special sign treatments desirable, including:

A. Use of Interchange Sequence signs (see Section 2E.37);
B. Use of sign spreading to the maximum extent possible (see Section 2E.10);
C. Elimination of service signing (see Section 2E.51);
D. Reduction to a minimum of post-interchange signs (see Section 2E.35);
E. Display of advance signs at distances closer to the interchange, with appropriate adjustments in the legend (see Section 2E.30);
F. Use of overhead signs on roadway structures and independent sign supports (see Section 2E.22);
G. Use of diagrammatic signs in advance of intersections and interchanges (see Section 2E.19); and
H. Frequent use of street names as the principal message in guide signs.

Lower speeds which are often characteristic of urban operations do not justify lower signing standards. Typical traffic patterns are more complex for the road user to negotiate, and large, easy-to-read legends are, therefore, just as necessary as on rural highways.

Section 2E.07 Characteristics of Rural Signing

Support:

Rural areas ordinarily have greater distances between interchanges, which permits adequate spacing for the sequences of signs on the approach to and departure from each interchange. However, the absence of traffic in adjoining lanes and on entering or exiting ramps often adds monotony or inattention to rural driving. This increases the importance of signs that call for decisions or actions.

Guidance:

Where there are long distances between interchanges and the alignment is relatively unchanging, signs should be positioned for their best effect on road users. The tendency to group all signing in the immediate vicinity of rural interchanges should be avoided by considering the entire route in the development of sign plans. Extra effort should be given to the placement of signs at natural target locations to command the attention of the road user, particularly when the message requires an action by the road user.

Section 2E.08 Memorial Highway Signing

~~Guidance:~~

~~Freeways and expressways should not be signed as memorial highways. If a route, bridge, or highway component is officially designated as a memorial, and if notification of the memorial is to be made on the highway right-of-way, such notification should consist of installing a memorial plaque in a rest area, scenic overlook, recreational area, or other appropriate location where parking is provided with the signing inconspicuously located relative to vehicle operations along the highway.~~

~~Option:~~

~~If the installation of a memorial plaque off the main roadway is not practical, a memorial sign may be installed on the mainline.~~

Support:

Section 2D.49 also applies to freeways and expressways.

Standard:

Where such memorial signs are installed on the mainline, (1) memorial names shall not appear on directional guide signs, (2) memorial signs shall not interfere with the placement of any other necessary highway signing, and (3) memorial signs shall not compromise the safety or efficiency of traffic flow. The memorial signing shall be limited to one sign at an appropriate location in each route direction.

Section 2E.09 Amount of Legend on Guide Signs

Guidance:

No more than two destination names or street names should be shown on any Advance Guide sign or Exit Direction sign. A City name and street name on the same sign should be avoided. Where two or three signs are placed on the same supports, destinations or names should be limited to one per sign, or to a total of three in the display. Sign legends should not exceed three lines of copy.

Option:

Sign legends may include symbols, route numbers, arrows, cardinal directions, and exit instructions.

Section 2E.10 Number of Signs at an Overhead Installation and Sign Spreading

Guidance:

If overhead signs are warranted, as set forth in Section 2A.17, the number of signs at these locations should be limited to only those essential in communicating pertinent destination information to the road user. Exit Direction signs for a single exit and the Advance Guide signs should have only one panel with one or two destinations. Regulatory signs, such as speed limits, should not be used in conjunction with overhead guide sign installations. Because road users have limited time to read and comprehend sign messages, there should not be more than three guide signs displayed at any one location either on the overhead structure or its support.

Option:

At overhead locations, more than one sign may be installed to advise of a multiple exit condition at an interchange. If the roadway ramp or crossing roadway has complex or unusual geometrics, additional signs with confirming messages may be provided to properly guide the road user.

Support:

Sign spreading is a concept where major overhead signs are spaced so that road users are not overloaded with a group of signs at a single location. Figure 2E-1 illustrates an example of sign spreading.

Guidance:

Where overhead signing is used, sign spreading should be used at all single exit interchanges and to the extent possible at multi-exit interchanges. Sign spreading should be accomplished by use of the following:

A. The Exit Direction sign should be the only sign used in the vicinity of the gore (other than the Gore sign). It should be located overhead near the theoretical gore and generally on an overhead sign support structure.

B. The Advance Guide sign to indicate the next interchange exit should be placed near the crossroad location. If the crossroad goes over the mainline, the Advance Guide sign should be placed on the overcrossing structure.

Section 2E.11 Pull-Through Signs

Support:

Pull-Through signs (see Figure 2E-2) are overhead lane use signs intended for through traffic.

See Figures 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA) for typical freeway signing and use of the Pull-Through (G24(CA) Series) signs.

Guidance:

Pull-Through signs should be used where the geometrics of a given interchange are such that it is not clear to the road user as to which is the through roadway, or where additional route guidance is desired. Pull-Through signs with down arrows should be used where the alignment of the through lanes is curved and the exit direction is straight ahead, where the number of through lanes is not readily evident, and at multi-lane exits where there is a reduction in the number of through lanes.

Section 2E.12 Designation of Destinations

Standard:

The direction of a freeway and the major destinations or control cities (see Section 2D.34) along it shall be clearly identified through the use of appropriate destination legends. Successive freeway guide signs shall provide continuity in destination names and consistency with available map information. At any decision point, a given destination shall be indicated by way of only one route.

Guidance:

Control city legends should be used in the following situations along a freeway:

A. At interchanges between freeways;

B. At separation points of overlapping freeway routes;

C. On directional signs on intersecting routes, to guide traffic entering the freeway;

D. On Pull-Through signs; and

E. On the bottom line of post-interchange distance signs.

Support:

Continuity of destination names is also useful on expressways serving long-distance or intrastate travel.

The determination of major destinations or control cities is important to the quality of service provided by the freeway. Control cities on freeway guide signs are selected by the States and are contained in the "List of Control Cities for Use in Guide Signs on Interstate Highways," published and available from American Association of State and Highway Transportation Officials (see Page i for AASHTO's address).

Guidance:

Each Department of Transportation District should determine its list of control cities in cooperation with adjacent districts and states to achieve continuity of signing for through traffic on State highways. Any given route should have the same control cities (in both directions of travel).

Section 2E.13 Size and Style of Letters and Signs

Standard:

With all freeway and expressway signs, the message dimensions shall be determined first, and the outside sign dimensions secondarily. Word messages in the legend of expressway guide signs shall be in letters at least 200 mm (8 in) high. Larger lettering shall be used for major guide signs at or in advance of interchanges and for all overhead signs. Minimum numeral and letter sizes for expressway guide signs according to interchange classification, type of sign and component of sign legend are shown in Tables 2E-1 and 2E-2. Minimum numeral and letter sizes for freeway guide signs, according to interchange classification, type of sign, and component of sign legend, appear in Tables 2E-3 and 2E-4. All names of places, streets, and highways on freeway and expressway guide signs shall be composed of lower-case letters with initial upper-case letters. The letters and the numerals used shall be Series E(M) of the "Standard Highway Signs" book (see Section 1A.11). Other word legends shall be in capital letters. Interline and edge spacing shall be as specified in Section 2E.14.

Lettering size on freeway and expressway signs shall be the same for both rural and urban conditions.

Support:

Sign size is determined primarily in terms of the length of the message and the size of the lettering necessary for proper legibility. Letter style and height, and arrow design have been standardized for freeway and expressway signs to assure uniform and effective application.

Designs for upper-case, lower-case, and capital alphabets together with tables of recommended letter spacing, are shown in the "Standard Highway Signs" book.

Guidance:

Where upper- and lower-case lettering is used, the initial upper-case letters should be approximately 1.33 times the "loop" height of the lower-case letters. Freeway lettering sizes (see Tables 2E-3 and 2E-4) should be used when expressway geometric design is comparable to freeway standards.

Other sign letter size requirements not specifically identified elsewhere in this Manual should be guided by these specifications. Abbreviations should be kept to a minimum.

Support:

A sign mounted over a particular roadway lane to which it applies might have to be limited in horizontal dimension to the width of the lane, so that another sign can be placed over an adjacent lane. The necessity to maintain proper vertical clearance might also place a further limitation on the size of the overhead sign and the legend that can be accommodated.

Standard:

All capital letters shall be Standard Alphabet Series D 2000.

Support:

Standard Alphabets for traffic control devices are contained in FHWA's Standard Highway Signs book. See Section 1A.11 for information regarding this publication.

Sections 2D.04, 2D.05 and 2D.06 also apply to freeways and expressways.

Section 2E.14 Interline and Edge Spacing

Guidance:

Interline spacing of upper-case letters should be approximately three-fourths the average of upper-case letter heights in adjacent lines of letters.

The spacings to the top and bottom borders should be equal to the average of the letter height of the adjacent line of letters. The lateral spacing to the vertical borders should be essentially the same as the height of the largest letter.

Section 2E.15 Sign Borders

Standard:

Signs shall have a border of the same color as the legend in order to outline their distinctive shape and thereby give them easy recognition and a finished appearance.

Guidance:

For guide signs larger than 3000 x 1800 mm (120 x 72 in), the border should have a width of 50 mm (2 in). For smaller guide signs, a border width of 31 mm (1.25 in) should be used, but the width should not exceed the stroke width of the major lettering on the sign.

Corner radii of sign borders should be one-eighth of the minimum sign dimension on guide signs, except that the radii should not exceed 300 mm (12 in) on any sign.

Option:

The sign material in the area outside of the corner radius may be trimmed.

Support:

Sign border details are contained in FHWA's Standard Highway Signs book and Department of Transportation's California Sign Specifications. See Section 1A.11 for information regarding these publications.

Section 2E.16 Abbreviations

Guidance:

Abbreviations should be kept to a minimum; however, they are useful when complete destination messages produce excessively long signs. If used, abbreviations should be unmistakably recognized by road users (see Section 1A.14).

Periods should not be used unless a cardinal direction is abbreviated as part of a destination name.

Standard:

The words NORTH, SOUTH, EAST, and WEST shall not be abbreviated when used with route signs to indicate cardinal directions on guide signs.

Section 2E.17 Symbols

Standard:

Symbol designs shall be essentially like those shown in this Manual and in the "Standard Highway Signs" book (see Section 1A.11).

Guidance:

A special effort should be made to balance legend components for maximum legibility of the symbol with the rest of the sign.

Option:

Educational plaques may be used below symbol signs where needed.

Section 2E.18 Arrows for Interchange Guide Signs

Standard:

On all Exit Direction signs, both overhead and ground mounted, arrows shall be upward slanting and shall be located on the side of the sign consistent with the direction of the exiting movement.

Downward pointing arrows shall be used only for overhead guide signs to prescribe lane assignment for traffic bound for a destination or route that can be reached only by being in the designated lane(s).

Option:

Downward pointing arrows may be tilted where it is desired to emphasize the separation of roadways.

Support:

Examples of arrows for use on guide signs are shown in Figure ~~2D-2~~ 2D-2(CA). Detailed dimensions of arrows are provided in the "Standard Highway Signs" book (see Section 1A.11).

Section 2E.19 Diagrammatic Signs

Support:

Diagrammatic signs are guide signs that show a graphic view of the exit arrangement in relationship to the main highway. Use of such guide signs has been shown to be superior to conventional guide signs for some interchanges.

Standard:

Diagrammatic signs shall be designed in accordance with the following criteria:

A. The graphic legend shall be of a plan view showing the off-ramp arrangement (see Figure 2E-3).

B. No other symbols or route shields shall be used as a substitute for arrowheads.

C. They shall not be installed at the exit direction location (see Section 2E.33).

D. The EXIT ONLY panel shall not be used on diagrammatic signs at any major split.

Guidance:

Diagrammatic signs should be designed in accordance with the following additional criteria:

A. The graphic should not depict deceleration lanes.

B. No more than one destination should be shown for each arrowhead, and no more than two destinations should be shown per sign.

C. A black on yellow EXIT ONLY panel should be used to supplement a lane drop graphic.

D. The shaft for the exit ramp movement should be shorter than, but not separated from, the through movement graphic. Where the movements are freeway splits rather than exits, the shafts should be equal in length.

~~E. Arrow shafts should contain lane lines where appropriate.~~ Arrow shafts should match the number of lanes.

F. Route shields, cardinal directions, and destinations should be clearly related to the arrowhead, and the arrowhead should point toward the route shield for the off movement.

G. The cardinal direction should be placed adjacent to the route shield, and the destination should be placed below and justified with the route shield.

Diagrammatic signs should be used at the Advance Guide sign location(s) for the following:

A. Left exits (see Figure 2E-3).

B. Splits where the off-route movement is to the left (see Figure 2E-4).

C. Optional lane splits for non-overlapping routes (see Figure 2E-5).

D. Where a two-lane exit has an optional lane that carries the through route (see Figures 2E-6 and 2E-7). These interchanges create serious expectancy problems for drivers who are unfamiliar with the interchange.

E. Left exit interchange lane drop situations. In this situation, an EXIT ONLY (E11-1c) panel should be used without a down arrow for Advance Guide signs (see Figure 2E-8).

Standard:

Diagrammatic signs have been shown to be inferior to conventional signs at cloverleaf interchanges and shall not be used at these locations.

Support:

Specific guidelines for more detailed design of diagrammatic signs are contained in the "Standard Highway Signs" book (see Section 1A.11).

Refer to Section 3B.05 for lane drop markings.

Section 2E.20 Signing for Interchange Lane Drops

Standard:

Major guide signs for all lane drops at interchanges shall be mounted overhead. An EXIT ONLY panel shall be used for all interchange lane drops at which the through route is carried on the mainline.

Guidance:

The EXIT ONLY (down arrow) (E11-1) panel (see Figure 2E-9) should be used on all signing of lane drops on all Advance Guide signs for right exits (see Figure 2E-10). For lane drops on the left side, diagrammatic signing with the EXIT ONLY (E11-1c) panel (see Figure 2E-9) should be used without a down arrow for Advance Guide signs (see Figure 2E-8).

Standard:

The Exit Direction sign (see Figure 2E-20) and E11-1a panel (see Figure 2E-9) ~~shall~~ should **be of the format shown in Figures 2E-8 and 2E-10 for all lane drops. The standard slanted up arrow (left or right side) shall be included on the Exit Direction sign.**

Guidance:

Separate Exit Only or Only (E11-1 Series or W61(CA) Series) panels (see Figures 2E-9 and 2E-9(CA)) should be used instead of making these panels part of the sign face at the bottom as shown in Figures 2E-8 and 2E-10.

Option:

EXIT ONLY messages of either E11-1b or E11-1c formats may be used to retrofit existing signing to warn of a lane drop situation ahead.

Standard:

If used on an existing sign, the E11-1b panel (see Figure 2E-9) shall be placed on either side of a white down arrow. The E11-1c panel, if used on an existing nondiagrammatic sign, shall be placed between the lower destination message and the white down arrow.

Guidance:

Advance Guide signs for lane drops within 2 km or 1 mile of the interchange should not contain the distance message.

Wherever the dropped lane carries the through route, diagrammatic signs should be used without the EXIT ONLY panel.

Standard:

The Exit Only (W61A(CA), W61B(CA), W61C(CA), W61D(CA), W61E(CA) and W61H(CA)) panels shall be used on overhead directional signs to identify lane/lanes that enter or exit a freeway.

The Only (W61F(CA), W61G(CA) and W61H(CA)) panels shall be used on overhead directional signs to identify lane/lanes that become a freeway to freeway connector.

Support:

Typical examples are shown in Figures 3B-8(CA) and 3B-10(CA).

Section 2E.21 Changeable Message Signs

Standard:

Changeable message signs shall be capable of displaying several messages in a sequence. Such messages shall be changed manually, by remote control, or by automatic controls. Changeable message signs shall display pertinent traffic operational and guidance information only, not advertising.

Support:

Because technology for changeable message signs continues to advance, a specific standard for changeable message signs is not practical. Considerations that influence the selection of the best sign for a particular application include conspicuity, legibility, operation, and maintenance of the changeable message sign. This Section applies to signs for use on freeway and expressway mainlines. It is recognized that similar signs might be used on ramps and at ramp terminals where smaller letter heights and the number of messages might differ from the provisions of this Section.

Guidance:

To the extent practical, the design and application of changeable message signs should conform to the general principles of this Manual. Within the context of Section 2A.07, these practices should be followed for mainline freeway and expressway applications:

A. Changeable message signs should be capital letters and have a desirable letter size of 450 mm (18 in) or a minimum letter size of 265 mm (10.6 in). Signs should be limited to not more than 3 lines with not more than 20 characters per line.
B. No more than two displays should be used within any message cycle.
C. Each display should convey a single thought.
D. The entire message cycle should be readable at least twice by drivers traveling at the posted speed, the off-peak 85th-percentile speed, or the operating speed.

Standard:

Messages shall be centered within each line of legend. If more than one changeable message sign is visible to road users, then only one such sign shall display a sequential message at any given time.

A three-line changeable message sign shall be limited to not more than two messages. Techniques of message display such as fading, exploding, dissolving, or moving messages shall not be used.

Department of Transportation's Policy regarding the use of CMS signs for child abduction (AMBER) alert messages on State Highways

Support:

A primary mission of Department of Transportation is the safe and orderly movement of traffic. It is the policy of Department of Transportation to display only real-time information that conveys current traffic safety and congestion information on highway Changeable Message Signs (CMS).

Standard:

An exception to Department of Transportation policy on the use of CMS signs shall be made only for AMBER Alerts. Only credible real-time information, where it is crucial to the safety of the victim to disseminate the information to the public in the near term, shall be displayed on these CMS signs.

Support:

Law enforcement activates an Amber Alert when circumstances meets the following criteria: the missing child is of a pre-determined age; the law enforcement agency believes the child has been kidnapped; the agency believes the missing child is under threat of serious bodily harm or death.

Standard:

The California Highway Patrol (CHP) shall consult with the investigating agency prior to requesting any CMS sign activation. The Department of Transportation shall only respond to AMBER alert requests from the CHP. The Department of Transportation's District Traffic Management Center (TMC) staff and local CHP staff shall jointly agree upon the most appropriate CMS sign message content(s). The TMC staff shall also consult with CHP staff regarding the length of time to display messages (initially 2-3 hours), and extent of roadway system to display the messages (i.e. radius and/or directions and specific routes).

Guidance:

TMC personnel should discuss with the requester the limitations on message content, the number of signs that can be deployed within a given time period, conflicts with other necessary sign messages etc.

Support:

There is a concern that messages that are too general in describing vehicles might result in inappropriate vigilantism. The preferred response is to display a radio frequency (thus referring the public elsewhere for details) - Department of Transportation's Highway Advisory Radios (HAR) or appropriate commercial radio. Alternatively, a license plate number (or partial number) might be displayed along with a vehicle description. The display of any contact phone number is discouraged.

Nothing in this policy suggests a requirement to pre-empt true motorists safety messages, e.g. unexpected "end of queue" motorist alerts, severe weather advisories (fog, smoke), road closure and detour information etc.

Option:

It may be necessary to turn off an AMBER alert sign that creates a traffic hazard.

Support:

This policy primarily applies to the use of permanently installed overhead CMS signs. Should the use of mobile CMS signs be necessary and appropriate at a specific location(s); Department of Transportation can expect CHP assistance with mobile sign deployment as needed.

Guidance:

The TMCs should notify the Department of Transportation's HQ Communications Center when responding to an AMBER alert request. The TMCs should monitor and save traffic data in order to determine if unintended consequences of displaying such a message occurred on the highway.

Standard:

A joint debriefing of Department of Transportation and CHP personnel shall follow every event.

In all cases, messages shall maintain the credibility of the CMS system.

Section 2E.22 Overhead Sign Installations

Support:

Specifications for the design and construction of structural supports for highway signs have been standardized by the American Association of State Highway and Transportation Officials (AASHTO). Overcrossing structures can often serve for the support of overhead signs, and might in some cases be the only practical location that will provide adequate viewing distance. Use of these structures as sign supports will eliminate the need for additional sign supports along the roadside. Factors justifying the installation of overhead signs are given in Section 2A.17. Vertical clearance of overhead signs is discussed in Section 2A.18.

Section 2E.23 Lateral Offset

Standard:

The minimum lateral clearance outside the usable roadway shoulder for ground-mounted freeway and expressway signs or for overhead sign supports, either to the right or left side of the roadway, shall be 1.8 m (6 ft). This minimum clearance shall also apply outside of a barrier curb. If located within the clear zone, the signs shall be mounted on crashworthy supports or shielded by appropriate crashworthy barriers.

Guidance:

Where practical, a sign should not be less than ~~3 m (10 ft)~~ 3.7 m (12 ft) from the edge of the nearest traffic lane. Large guide signs especially should be farther removed, preferably 9 m (30 ft) or more from the nearest traffic lane.

Where an expressway median is 3.7 m (12 ft) or less in width, consideration should be given to spanning both roadways without a center support.

Where overhead sign supports cannot be placed a reasonably safe distance away from the line of traffic or in an otherwise protected site, they should either be designed to minimize the impact forces, or be adequately shielded by a physical barrier or guardrail of suitable design.

Standard:

Butterfly-type sign supports and other overhead noncrashworthy sign supports shall not be installed in gores or other unprotected locations within the clear zone.

Option:

Lesser clearances, but not generally less than 1.8 m (6 ft), may be used on connecting roadways or ramps at interchanges.

Support:

Also refer to Section 2A.19 for more information on this topic.

Section 2E.24 Guide Sign Classification

Support:

Freeway and expressway guide signs are classified and treated in the following categories:

A. Route signs and Trailblazer Assemblies (see Section 2E.25);
B. At-Grade Intersection signs (see Section 2E.26);
C. Interchange signs (see Sections 2E.27 through 2E.36);
D. Interchange Sequence signs (see Section 2E.37);
E. Community Interchanges Identification signs (see Section 2E.38);
F. NEXT X EXITS signs (see Section 2E.39);
G. General Service signs (see Section 2E.51);
H. Rest and Scenic Area signs (see Section 2E.52);
I. Tourist Information and Welcome Center signs (see Section 2E.53);
J. Reference Location Signs (see Section 2E.54);
K. Miscellaneous guide signs (see Section 2E.55);
L. Radio Information signing (see Section 2E.56);
M. Carpool and Ridesharing signing (see Section 2E.57);

N. Weigh Station signing (see Section 2E.58);
O. Specific Service signs (see Chapter 2F); and
P. Recreational and Cultural Interest Area signs (see Chapter 2H).

Section 2E.25 Route Signs and Trailblazer Assemblies

Standard:

The official Route sign for the Interstate Highway System shall be the red, white, and blue retroreflective distinctive shield adopted by the American Association of State Highway and Transportation Officials (see Section 2D.11).

Guidance:

Route signs (see Figure 2E-11) should be incorporated as cut-out shields or other distinctive shapes on large directional guide signs. Where the Interstate shield is displayed in an assembly or on the face of a guide sign with U.S. or State Route signs, the Interstate numeral should be at least equal in size to the numerals on the other Route signs. The use of independent Route signs should be limited primarily to route confirmation assemblies.

Route signs and auxiliary signs showing junctions and turns should be used for guidance on approach roads, for route confirmation just beyond entrances and exits, and for reassurance along the freeway or expressway. When used along the freeway or expressway, the Route signs should be enlarged as shown in the "Standard Highway Signs" book (see Section 1A.11). When independently mounted Route signs are used in place of Pull-Through signs, they should be located just beyond the exit.

Option:

The standard Trailblazer Assembly (see Section 2D.32) may be used on roads leading to the freeway or expressway. Component parts of the Trailblazer Assembly may be included on a single sign panel. Independently mounted Route signs may be used instead of Pull-Through signs as confirmation information (see Section 2E.11). The commonly used name or trailblazer symbol for a toll facility may be displayed on nontoll sections of the Interstate Highway System at:

A. The last exit before entering a toll section of the Interstate Highway System;
B. The interchange or connection with a toll facility, whether or not the toll facility is a part of the Interstate Highway System; and
C. Other locations within a reasonable approach distance of toll facilities when the name or trailblazer symbol for the toll facility would provide better guidance to road users unfamiliar with the area than would place names and route numbers.

The toll facility name or symbol may be included as a part of the guide sign installations on intersecting highways and approach roads to indicate the interchange with a toll section of an Interstate route. Where needed for the proper direction of traffic, a trailblazer for a toll facility that is part of the Interstate Highway System may be displayed with the Interstate Trailblazer Assembly.

Section 2E.26 Signs for Intersections at Grade

Guidance:

If there are intersections at grade within the limits of an expressway, guide sign types specified in Chapter 2D should be used. However, such signs should be of a size compatible with the size of other signing on the expressway.

Option:

Advance Guide signs for intersections at grade may take the form of diagrammatic layouts depicting the geometrics of the intersection along with essential directional information.

Section 2E.27 Interchange Guide Signs

Standard:

The signs at interchanges and on their approaches ~~shall~~ should include Advance Guide signs and Exit Direction signs. Consistent destination messages shall be displayed on these signs.

Guidance:

New destination information should not be introduced into the major sign sequence for one interchange, nor should destination information be dropped.

Reference should be made to Section 2E.10 and Sections 2E.30 through 2E.39 for a detailed description of the signs in the order that they should appear at the approach to and beyond each interchange. Guide signs placed in advance of an interchange deceleration lane should be spaced at least 245 m (800 ft) apart.

Supplemental guide signing should be used sparingly as provided in Section 2E.32.

Support:

Also refer to Section 2D.29.

Guidance:

The exits should be identified on signs by street names and/or route markers.

Community names should not be included on street name exit signs. If the interchange provides more than one exit to the street, cardinal directions should be included on the sign.

Option:

The Destination and Street Name with Arrow (G8(CA) Series) signs may be used in freeway interchange areas.

Support:

Typical use of the G8 Series (CA) signs in freeway interchange areas is shown in Figures 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA) for typical freeway signing.

Section 2E.28 Interchange Exit Numbering

Support:

Interchange exit numbering provides valuable orientation for the road user on a freeway or expressway. The feasibility of numbering interchanges or exits on an expressway will depend largely on the extent to which grade separations are provided. Where there is appreciable continuity of interchange facilities, interrupted only by an occasional intersection at grade, the numbering will be helpful to the expressway user.

Standard:

Interchange numbering shall be used in signing each freeway interchange exit. Interchange exit numbers shall be displayed with each Advance Guide sign, Exit Direction sign, and Gore sign. The exit number shall be displayed on a separate plaque at the top of the Advance Guide or Exit Direction sign. The standard exit number plaque shall include the word EXIT, the appropriate exit number, and the suffix letter (on multi-exit interchanges) separated from the exit number by a space in a single-line format on a plaque 750 mm (30 in) in height. Exit numbers shall not include the cardinal initials corresponding to the directions of the cross route. Minimum numeral and letter sizes are given in Tables 2E-1 through 2E-4. If used, the interchange numbering system for expressways shall conform to the provisions prescribed for freeways.

Option:

There are two approaches to interchange exit numbering that the State and local highway agencies may use: (1) reference location sign numbering or (2) consecutive numbering.

Standard:

In California, interchange exit numbering shall be reference post numbering as opposed to consecutive numbering.

Support:

Reference location sign exit numbering is preferred over consecutive exit numbering for two reasons: (1) if new interchanges are added to a route, the highway agencies do not have to change the numbering sequence; and (2) reference location sign numbering assists road users in determining their destination distances and travel mileage.

Exit numbers may also be used with Supplemental Guide signs and Road User Service signs.

Guidance:

Exit number plaques should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

Because road users might not expect a left exit and might have difficulty in maneuvering to the left, the word LEFT should be added to the exit number plaque (see Figure 2E-3). Where a left exit is not numbered (no exit number plaque), a plaque with the word LEFT should be added to the top left edge of the sign.

Option:

The portion of the exit number plaque containing the word LEFT may have a black legend and border on a yellow background.

Support:

The general plan for numbering interchange exits is shown in Figures 2E-12 through 2E-14.

Example exit number plaque designs are shown in Figures 2E-3 and 2E-15. Figures 2E-1, 2E-20, 2E-23, ~~2E-27~~ 2E-27(CA) through ~~2E-32~~ 2E-32(CA), and 2E-42 illustrate the incorporation of exit number plaques on guide signs.

Standard:

Where a route originates within a State, the southernmost or westernmost terminus shall be the beginning point for numbering. If a loop, spur, or circumferential route crosses State boundaries, the sequence of numbering shall be coordinated by the States to provide continuous numbering.

For circumferential routes, the numbering of interchanges shall be in a clockwise direction. The numbering shall begin with the first interchange west of the south end of an imaginary north-south line bisecting the circumferential route, at a radial freeway or other Interstate route, or some other conspicuous landmark in the circumferential route near a south polar location (see Figure 2E-12). The interchange numbers on loop routes shall begin at the loop interchange nearest the south or west mainline junction and increase in magnitude toward the north or east mainline junction (see Figure 2E-13). Spur route interchanges shall be numbered in ascending order starting at the interchange where the spur leaves the mainline of the principal route (see Figure 2E-13).

Where numbered routes overlap, continuity of interchange numbering shall be established for only one of the routes (see Figure 2E-14). If one of the routes is an Interstate, the Interstate route shall maintain continuity of interchange numbering.

Guidance:

The route chosen for continuity of interchange numbering should also have reference location sign continuity (see Figure 2E-14).

Standard:

The Department of Transportation shall utilize mileage based interchange exit numbering to identify the location of each interchange exit on the California Freeway System. The following web site shall provide the statewide listing of freeway exit numbers indexed by route and direction:

http://www.dot.ca.gov/hq/traffops/signtech/calnexus/index.htm

The placement and location of interchange exit numbering on State highways shall conform to the database maintained by Department of Transportation's Division of Traffic Operations for reference posts. This database is different from the TASAS Highway database.

Interchange numbering shall be used in signing each freeway interchange exit. Each freeway interchange exit shall include a minimum of two numbered exit signs:

1. One Advance Guide (G83(CA) Series) sign with exit number.
2. One Exit Gore (E5-1 or G84-2(CA) or G84-3(CA)) sign with exit number and arrow or, if not available, an exit number shall be installed on an adjacent Exit Direction (G85-10(CA) or G85-11(CA)) sign at the gore.

To the extent practical, interchange exit numbers shall be displayed with each Advance Guide sign, Exit Direction sign, and Gore sign on freeways.

Exit numbers shall not include the cardinal initials corresponding to the directions of the cross route.

Guidance:

The exit number signs should take advantage of existing roadside and overhead signs. Where possible, add-on plaques or panels should be used. In areas where maximum wind loads or existing legends do not permit placement of an add-on plaque or panel, a new sign should be installed.

Support:

For new sign installations or if the existing sign is due for replacement, consider ordering a new sign with the exit number included as part of the sign.

Standard:

Rest areas, vista points, weigh stations, HOV facility exits or HOV to HOV system connector ramps are not considered interchange exits and shall not be signed with exit numbers.

Support:

Where one or more lanes of traffic diverge from the main line at a single exit, the exit is numbered and signed at the main line diverge as one exit. Generally, there is adequate information displayed on guide signs downstream of the main line diverge to direct a road user to the desired destination, route or street.

Option:

A multiple exit number add-on sign (such as E1-5 with message EXITS 33 A-B in Figure 2E-15) may be placed at the mainline diverge.

Guidance:

The multiple exit number add-on sign should only be placed when further clarification is needed to guide road users to the desired destination.

Standard:

If multiple exit number add-on sign is used, exit numbers with the appropriate suffix letters shall be placed on guide signs downstream of the mainline diverge.

Support:

Exit numbers are not required for exits from auxiliary lanes, connectors or collector-distributors.

Option:

The single line EXIT XX panel (G70-2(CA)) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix.

The single line EXIT XXXX panel (G70-3(CA)) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix.

The two line EXIT XX panel (G70-4(CA)) may be used as an alternate to the single line EXIT XX panel (G70-2(CA)) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix.

The two line EXIT XXXX panel (G70-5(CA)) may be used as an alternate to the single line EXIT XXXX panel (G70-3(CA)) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix.

Guidance:

The EXIT panels (G70-2(CA), G70-3(CA), G70-4(CA) and G70-5(CA)) should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

Option:

The Exit Numbered Advance Guide (G83-4(CA)) sign with separate borders may be used for new sign installations or as an alternate to retrofitting an existing Advance Guide sign when the existing Advance Guide sign cannot accommodate an add-on plaque or panel.

The Exit Numbered Advance Guide (G83-5(CA)) sign with a single border may be used as an alternate to the G83-4(CA) when the sign message requires additional space on the sign.

Standard:

If used, the G83-4(CA) and G83-5(CA) signs shall be placed on freeways to give motorists advance notice of the exit point to the principal destination served by the next interchange that has been assigned an exit number/suffix, and the distance to that interchange.

The Exit Gore (E5-1) sign shall be used at exit ramp gores from expressways, from freeway to freeway connectors, and from collector distributors to identify the exiting point.

The EXIT XX with Arrow Gore (G84-2(CA)) sign shall be used at exit ramp gores on freeways to identify the exiting point at an interchange that has been assigned a one or two digit exit number/suffix.

The EXIT XXXX with Arrow Gore (G84-3(CA)) sign shall be used at exit ramp gores on freeways to identify the exiting point at an interchange that has been assigned a three or four digit exit number/suffix.

Guidance:

On the Exit Gore (E5-1 and G84-2(CA) and G84-3(CA)) signs, the arrow should be aligned to approximate the angle of departure.

Standard:

The Exit Gore (E5-1 and G84-2(CA) and G84-3(CA)) signs shall be placed in the area between the main roadway and the exit ramp.

Option:

The Exit Numbered Exit Direction (G85-10(CA)) sign with separate borders may be used for new sign installations or as an alternate to retrofitting an existing Exit Direction sign when the existing Exit Direction sign cannot accommodate an add-on plaque or panel.

The Exit Numbered Exit Direction (G85-11(CA)) sign with a single border may be used as an alternate to the G85-10(CA) sign when the sign message requires additional space on the sign.

Standard:

If used, the G85-10(CA) and G85-11(CA) signs shall be placed on freeways to direct motorists to the exit ramp of an interchange that has been assigned an exit number/suffix.

Guidance:

The G85-10(CA) and G85-11(CA) signs should be placed in the area at the beginning of the deceleration lane of the exit ramp.

Option:

The Exit Numbered Supplemental Guide (G86-12(CA)) sign with separate borders may be used for new sign installations or as an alternate to retrofitting an existing Supplemental Guide sign (G86(CA) Series) when the existing Supplemental Guide sign cannot accommodate an add-on plaque or panel.

The Exit Numbered Supplemental Guide (G86-13(CA)) sign with a single border may be used as an alternate to the G86-12(CA) sign when the sign message requires additional space on the sign.

The G86-12(CA) and G86-13(CA) signs may be placed on freeways to give motorists advance notice of the exit point to the principal destination served by the next interchange that has been assigned an exit number/suffix.

Section 2E.29 Interchange Classification

Support:

For signing purposes, interchanges are classified as major, intermediate, and minor. The minimum alphabet sizes contained in Tables 2E-1 and 2E-3 are based on this classification. Descriptions of these classifications are as follows:

A. Major interchanges are subdivided into two categories: (a) interchanges with other expressways or freeways, or (b) interchanges with high-volume multi-lane highways, principal urban arterials, or major rural routes where the volume of interchanging traffic is heavy or includes many road users unfamiliar with the area.

B. Intermediate interchanges are those with urban and rural routes not in the category of major or minor interchanges.

C. Minor interchanges include those where traffic is local and very light, such as interchanges with land service access roads. Where the sum of exit volumes is estimated to be lower than 100 vehicles per day in the design year, the interchange is classified as minor.

Section 2E.30 Advance Guide Signs

Support:

The Advance Guide sign gives notice well in advance of the exit point of the principal destinations served by the next interchange and the distance to that interchange (see Figure 2E-15).

Guidance:

For major and intermediate interchanges (see Section 2E.29), Advance Guide signs should be placed at 1 km or 0.5 miles and at 2 km or 1 mile in advance of the exit with a third Advance Guide sign placed at 4 km (2 mi) in advance of the exit if spacing permits. At minor interchanges, only one Advance Guide sign should be used. It should be located 1 to 2 km or 0.5 to 1 mile from the exit gore. If the sign is located less than 1 km or 0.5 miles from the exit, the distance shown should be to the nearest 400 m or 1/4 mile. Fractions of kilometers or decimals of kilometers should not be used. Fractions of a mile, rather than decimals, should be shown in all cases.

Where Advance Guide signs are provided for a left exit, diagrammatic signs should be used (see Figure 2E-3).

Standard:

When used, Advance Guide signs shall contain the distance message. ~~The legend on the Advance Guide signs shall be the same as the legend on the Exit Direction sign, except that the last line shall read EXIT X km (EXIT X MILES). If the interchange has two or more exit roadways, the bottom line shall read EXITS X km (EXITS X MILES).~~

Option:

~~Where interchange exit numbers are used, the word EXIT may be omitted from the bottom line.~~ Where the distance between interchanges is more than 2 km or 1 mile, but less than 4 km or 2 miles, the first Advance Guide sign may be closer than 4 km or 2 miles, but not placed so as to overlap the signing for the previous exit. Duplicate Advance Guide signs or Interchange Sequence Series signs may be placed in the median on the opposite side of the roadway and are not included in the minimum requirements of interchange signing.

Guidance:

Where there is less than 245 m (800 ft) between interchanges, Interchange Sequence Series signs should be used instead of Advance Guide signs for the affected interchanges.

Standard:

Where the distance between interchanges is less than 3.2 km (2 mi), the Advance Guide (G83(CA) Series) sign shall be placed at the first available location with the mileage adjusted to the nearest 0.4 km (1/4 mi). The word EXIT (with distance) on the bottom line shall be used if the sign is the advance notice for an interchange with distance destinations.

Guidance:

In all other cases, the word EXIT should be omitted.

For major and intermediate interchanges (see Section 2E.29), two and preferably three Advance Guide signs should be used. At minor interchanges, only one Advance Guide sign should be used.

If only one Advance Guide sign is used, it should be placed 1.6 km (1 mi) in advance of the exit.

If two Advance Guide signs are used, they should be placed 1.6 km (1 mi) and 3.2 km (2 mi) in advance of the exit.

If three Advance Guide signs are used, they should be placed 0.8 km (0.5 mi), 1.6 km (1 mi) and 3.2 km (2 mi) in advance of the exit.

Support:

See Figures 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA) for typical freeway signing.

Section 2E.31 Next Exit Supplemental Signs

Option:

Where the distance to the next interchange is unusually long, Next Exit supplemental signs may be installed to inform road users of the distance to the next interchange (see Figure 2E-16).

Guidance:

The Next Exit supplemental sign should not be used unless the distance between successive interchanges is more than 8 km (5 mi).

Standard:

The Next Exit supplemental sign shall carry the legend NEXT EXIT X km (X MILES). If the Next Exit supplemental sign is used, it shall be placed below the Advance Guide sign nearest the

interchange. It shall be mounted so as to not adversely affect the breakaway feature of the sign support structure.

Option:

The legend for the Next Exit supplemental sign may be displayed in either one or two lines. The one-line message is the more desirable choice unless the message causes the sign to have a horizontal dimension greater than that of the Advance Guide sign.

Section 2E.32 Other Supplemental Guide Signs

Support:

Supplemental Guide signs can be used to provide information regarding destinations accessible from an interchange, other than places shown on the standard interchange signing. However, such Supplemental Guide signing can reduce the effectiveness of other more important guide signing because of the possibility of overloading the road user's capacity to receive visual messages and make appropriate decisions. "The AASHTO Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways" is incorporated by reference in this section (see Page i for AASHTO's address).

Guidance:

No more than one Supplemental Guide sign should be used on each interchange approach.

A Supplemental Guide sign (see Figure 2E-17) should not list more than two destinations. Destination names should be followed by the interchange number (and suffix), or if interchanges are not numbered, by the legend NEXT RIGHT or SECOND RIGHT or both, as appropriate. The Supplemental Guide sign should be installed as an independent guide sign assembly.

Where two or more Advance Guide signs are used, the Supplemental Guide sign should be installed approximately midway between two of the Advance Guide signs. If only one Advance Guide sign is used, the Supplemental Guide sign should follow it by at least 245 m (800 feet). If the interchanges are numbered, the interchange number should be used for the action message.

States and other agencies should adopt an appropriate policy for installing supplemental signs using "The AASHTO Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways." In developing policies for such signing, such items as population, amount of traffic generated, distance from the route, and the significance of the destination should be taken into account.

Standard:

Guide signs directing drivers to park and ride facilities shall be considered as Supplemental Guide signs (see Figures 2E-18 and 2E-19).

Support:

Section 2D.34 also applies to freeways and expressways.

Refer to Section 2D.41 for Park & Ride signs.

Option:

The Supplemental Destination (G86(CA) Series) signs may be omitted at low traffic volume interchanges or at major interchanges that are spaced 0.8 km (0.5 mi) or less apart. They may also be omitted where interchanges are 1.6 km (1 mi) or less apart and Interchange Sequence (G23(CA) Series) signs are used.

Section 2E.33 Exit Direction Signs

Support:

The Exit Direction sign repeats the route and destination information that was shown on the Advance Guide sign(s) for the next exit, and thereby assures road users of the destination served and indicates whether they exit to the right or the left for that destination.

Standard:

Exit Direction signs (see Figure 2E-20) shall be used at major and intermediate interchanges. Population figures or other similar information shall not be used on Exit Direction signs.

Guidance:

Exit Direction signs should be used at minor interchanges.

Ground-mounted Exit Direction signs should be installed at the beginning of the deceleration lane. If there is less than 90 m (300 ft) from the beginning of the deceleration lane to the theoretical gore (see Figure ~~3B-8~~ 3B-8(CA)), the Exit Direction sign should be installed overhead over the exiting lane in the vicinity of the theoretical gore.

Standard:

Where a through lane is being terminated (dropped) at an exit, the Exit Direction sign shall be placed overhead at the theoretical gore (see Figures 2E-8 and 2E-10).

The following provisions shall govern the design and application of the overhead Exit Direction sign:

A. The sign shall carry the exit number (if used), the route number, cardinal direction, and destination with an appropriate upward slanting arrow (see Figure 2E-20).

B. The message EXIT ONLY in black on a yellow panel shall be used on the overhead Exit Direction sign to advise road users of a lane drop situation. The sign shall conform to the provisions of Section 2E.20.

C. Diagrammatic signs shall not be employed at the exit direction location.

Guidance:

Exit number plaques should be located toward the left edge of the sign for a left exit and toward the right edge for right exits.

Option:

In some cases, principally in urban areas, where restricted sight distance because of structures or unusual alignment make it impossible to locate the Exit Direction sign without violating the required minimum spacing (see Section 2E.30) between major guide signs, Interchange Sequence signs (see Section 2E.37) may be substituted for an Advance Guide sign.

Guidance:

At multi-exit interchanges, the Exit Direction sign should be located directly over the exiting lane for the first exit. At the same location, and normally over the right through lane, an Advance Guide sign for the second exit should be located. Only for those conditions where the through movement is not evident should a confirmatory message (Pull-Through sign as shown in Figure 2E-2) be used over the left lane(s) to guide road users traveling through an interchange. In the interest of sign spreading, three signs on one structure should not be used. When the freeway or expressway is on an overpass, the Exit Direction sign should be installed on an overhead support over the exit lane in advance of the gore point.

Option:

If the second exit is beyond an underpass, the Exit Direction sign may be mounted on the face of the overhead structure.

Support:

See Figures 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA) for typical freeway signing.

Section 2E.34 Exit Gore Signs

Support:

The Exit Gore sign in the gore indicates the exiting point or the place of departure from the main roadway. Consistent application of this sign at each exit is important.

Standard:

The gore shall be defined as the area located between the main roadway and the ramp just beyond where the ramp branches from the main roadway. The Exit Gore sign shall be located in the gore and shall carry the word EXIT or EXIT XX (if interchange numbering is used) and an appropriate upward slanting arrow (see Figure 2E-21). Breakaway or yielding supports shall be used.

Guidance:

The arrow should be aligned to approximate the angle of departure. Each gore should be treated similarly, whether the interchange has one exit roadway or multiple exits.

Option:

Where extra emphasis of an especially low advisory ramp speed is needed, an E13-1 panel indicating the advisory speed may be mounted below the Exit Gore sign (see Figure 2E-21) to supplement, but not to replace, the exit or ramp advisory speed warning signs.

Section 2E.35 Post-Interchange Signs

Guidance:

If space between interchanges permits, as in rural areas, and where undue repetition of messages will not occur, a fixed sequence of signs should be displayed beginning 150 m (500 ft) beyond the end of the acceleration lane. At this point a Route sign assembly should be installed followed by a Speed Limit sign and a Distance sign, each at a spacing of 300 m (1,000 ft).

If space between interchanges does not permit placement of these three post-interchange signs without encroaching on or overlapping the Advance Guide signs necessary for the next interchange, or in rural areas where the interchanging traffic is primarily local, one or more of the post-interchange signs should be omitted.

Option:

Usually the Distance sign will be of less importance than the other two signs and may be omitted, especially if Interchange Sequence signs are used. If the sign for through traffic on an overhead assembly already contains the route sign, the post-interchange route sign assembly may also be omitted.

Section 2E.36 Distance Signs

Standard:

If used, the post-interchange Distance sign shall consist of a two- or three-line sign carrying the names of significant destination points and the distances to those points. The top line of the sign shall identify the next meaningful interchange with the name of the community ~~near or~~ through which the route passes, or if there is no community, the route number or name of the intersected highway (see Figure 2E-22).

Support:

The minimum sizes of the route shields identifying a significant destination point are prescribed in Tables 2E-1 through 2E-4.

Option:

The text identification of a route may be shown instead of a route shield, such as "US XX", "State Route XX", or "County Route X".

Guidance:

If a second line is used, it should be reserved for communities of general interest that are located on or immediately adjacent to the route or for major traffic generators along the route.

Option:

The choice of names for the second line, if it is used, may be varied on successive Distance signs to give road users maximum information concerning communities served by the route.

Standard:

The third, or bottom line, shall contain the name and distance to a control city (if any) that has national significance for travelers using the route.

Guidance:

Distances to the same destinations should not be shown more frequently than at 8 km (5 mi) intervals. The distances displayed on these signs should be the actual distance to the destination points and not to the exit from the freeway or expressway.

The Distance (G5(CA) Series) signs should be placed at approximate 16 km (10 mi) intervals, unless the destinations have changed.

Section 2E.37 Interchange Sequence Signs

Guidance:

If there is less than 245 m (800 ft) between interchanges, Interchange Sequence signs should be used instead of the Advance Guide signs for the affected interchanges. If used, Interchange Sequence signs should be used over the entire length of a route in an urban area. They should not be used on a single interchange basis.

Option:

If interchanges are closely spaced, particularly through large urban areas, so that guide signs cannot be adequately spaced, Interchange Sequence signs identifying the next two or three interchanges may be used.

Support:

Interchange Sequence signs are generally supplemental to Advance Guide signs. Signing of this type is illustrated in Figures 2E-23 and 2E-24, and is compatible with the sign spreading concept.

These signs are installed in a series and display the next two or three interchanges by name or route number with distances to the nearest 400 m or 1/4 mile.

Standard:

If used, the first sign in the series shall be located in advance of the first Advance Guide sign for the first interchange.

Where the exit direction is to the left, interchange names or route numbers shown on such signs shall be followed by the legend LEFT or LEFT EXIT in black letters on a yellow rectangular background.

Interchange Sequence signs shall not be substituted for Exit Direction signs.

Guidance:

Interchange Sequence signs should be located in the median. After the first of the series, Interchange Sequence signs should be placed approximately midway between interchanges.

Standard:

Interchange Sequence signs located in the median shall be installed at overhead sign height.

~~Option:~~

~~Interchange numbers may be shown to the left of the interchange name or route number.~~

Support:

See Figures 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA) for typical freeway signing.

Standard:

If a destination name is used, it shall be followed by the word EXIT (for instance, SACRAMENTO EXIT).

Option:

When two exit names are required at an interchange with a cross street named differently on opposite sides of a freeway, both names may be shown with a single distance; and, four messages may be used on the sign at these locations.

The Interchange Sequence (G23(CA) Series) signs may include four lines where two exit names are required for a single interchange.

Section 2E.38 Community Interchanges Identification Signs

~~Support:~~

~~For suburban or rural communities served by two or three interchanges, Community Interchanges Identification signs are useful (see Figure 2E-25).~~

~~Guidance:~~

~~In these cases, the name of the community followed by the word EXITS should be shown on the top line; the lines below should display the destination, road name or route number, and the corresponding distances to the nearest 400 m or 1/4 mile.~~

~~The sign should be located in advance of the first Advance Guide sign for the first interchange within the community.~~

~~Option:~~

~~If interchanges are not conveniently identifiable or if there are more than three interchanges to be identified, the NEXT X EXITS sign (see Section 2E.39) may be used.~~

Support:

Use Interchange Sequence (Section 2E.37 and Figure 2E-24) and NEXT X EXITS (Section 2E.39 and Figure 2E-26) signs, instead.

Section 2E.39 NEXT X EXITS Sign

Support:

Many freeways or expressways pass through historical or recreational regions, or urban areas served by a succession of several interchanges.

Option:

Such regions or areas may be indicated by a NEXT X EXITS (G87(CA)) sign (see Figure 2E-26 and 2E-26(CA)) located in advance of the Advance Guide sign or signs for the first interchange.

Guidance:

The sign legend should identify the region or area followed by the words NEXT X EXITS.

Section 2E.40 Signing by Type of Interchange

Support:

Road users need signs to help identify the location of the exit, as well as to obtain route, direction, and destination information for specific exit ramps. Figures ~~2E-27 through 2E-32~~ 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA) show examples of guide signs for common types of interchanges. The interchange layouts shown in most of the figures illustrate only the major guide signs for one direction of traffic on the through road and on the crossroad.

Standard:

Interchange guide signing shall be consistent for each type of interchange along a route.

Guidance:

The signing layout for all interchanges having only one exit ramp in the direction of travel should be similar, regardless of the interchange type (see Figures 2E-8, 2E-10, and Figures ~~2E-27 through 2E-32~~) 2E-27(CA), 2E-28 (CA) and 2E-30(CA) through 2E-33(CA). For the sake of uniform application, the significant features of the signing plan for each of the more frequent kinds of interchanges (illustrated in Figures ~~2E-27 through 2E-32~~ 2E-27(CA), 2E-28(CA) and 2E-30(CA) through 2E-33(CA)) should be followed as closely as possible. Even when unusual geometric features exist, variations in signing layout should be held to a minimum.

Section 2E.41 Freeway-to-Freeway Interchange

Support:

Freeway-to-freeway interchanges are major decision points where the effect of taking a wrong ramp cannot be easily corrected. Reversing direction on the connecting freeway or reentering to continue on the intended course is usually not possible. Figure ~~2E-27~~ 2E-27(CA) shows examples of guide signs at a freeway-to-freeway interchange.

Guidance:

The sign messages should contain only the route shield, cardinal direction, and the name of the next control city on the route. Arrows should point as indicated in Section 2D.08, unless a diagrammatic representation of the interchange layout requires otherwise.

At splits where the off-route movement is to the left or where there is an optional lane split, expectancy problems usually result, and diagrammatic signs should be used at the Advance Guide sign location. Diagrammatic signs (see Section 2E.19) also should be used at the Advance Guide sign locations for interchanges where two-lane exits with an optional lane carry the through route on the exiting lanes.

Standard:

Overhead signs shall be used at a distance of 2 km or 1 mile and at the theoretical gore of each connecting ramp. When diagrammatic signs are used, they shall conform to the provisions of Section 2E.19.

Option:

Overhead signs may also be used at the 1 km or 0.5 mile and 4 km or 2 mile points.

The arrow and/or the name of the control city may be omitted on signs that indicate the straight-ahead continuation of a route.

An Exit Speed sign may be used where an engineering study shows that it is necessary to display a speed reduction message for ramp signing (see Section 2C.36).

Section 2E.42 Cloverleaf Interchange

Support:

A cloverleaf interchange has two exits for each direction of travel. The exits are closely spaced and have common Advance Guide signs. Examples of guide signs for cloverleaf interchanges are shown in Figure ~~2E-28~~ 2E-28(CA).

Guidance:

The Advance Guide signs should include two place names, one corresponding to each exit ramp, with the name of the place served by the first exit on the upper line.

Standard:

An Overhead Guide sign shall be placed at the theoretical gore point of the first exit ramp, with an upward slanting arrow on the exit direction sign for that exit and the message XX km (XX MILE) on the Advance Guide sign for the second exit, as shown in Figure ~~2E-28~~ 2E-28(CA). The second exit shall be indicated by an overhead Exit Direction sign over the auxiliary lane. An Exit sign shall also be used at each gore (see Section 2E.34).

Interchanges with more than one exit from the main line shall be numbered as described in Section 2E.28 with an appropriate suffix.

Diagrammatic signs shall not be used for cloverleaf interchanges.

Guidance:

As shown in Figure ~~2E-28~~ 2E-28(CA), the overhead Exit Direction sign for the second exit should be mounted on the structure if the mainline passes under the crossroad and the exit roadway is located beyond the structure.

Section 2E.43 Cloverleaf Interchange with Collector-Distributor Roadways

Support:

~~Examples of guide signs for full cloverleaf interchanges with collector-distributor roadways are shown in Figure 2E-29.~~ Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

Guidance:

Signing on the collector-distributor roadways should be the same as the signing on the mainline of a cloverleaf interchange.

Standard:

Guide signs at exits from the collector-distributor roadways shall be overhead and located at the theoretical gore of the collector-distributor roadway and the exit ramp.

Option:

~~Exits from the collector-distributor roadways may be numbered with an appropriate suffix. The Advance Guide signs may include two place names and their corresponding exit numbers or may use the singular EXIT.~~ Refer to Sections 2E.28 and 2E.30.

The Advance Guide signs may include two place names and their corresponding exit numbers.

Section 2E.44 Partial Cloverleaf Interchange

Support:

Examples of guide signs for partial cloverleaf interchanges are shown in Figure ~~2E-30~~ 2E-30(CA).

Guidance:

As shown in Figure ~~2E-30~~ 2E-30(CA), the overhead Exit Direction sign should be placed on the structure if the mainline passes under the crossroad and the exit roadway is located beyond the structure.

Standard:

A ground-mounted Exit Gore sign shall also be installed in the ramp gore.

Section 2E.45 Diamond Interchange

Support:

Examples of guide signs for diamond interchanges are shown in Figure ~~2E-31~~ 2E-31(CA).

Standard:

The singular message EXIT shall be used on the Advance Guide and Exit Direction signs. Exit numbers shall not include the cardinal initials corresponding to the direction of the cross route.

Support:

The typical diamond interchange ramp departs from the mainline roadway such that a speed reduction generally is not necessary in order for a driver to reasonably safely negotiate an exit maneuver from the mainline onto the ramp roadway.

Guidance:

When a speed reduction is not necessary, an exit speed sign should not be used.

Option:

An Exit Speed sign may be used where an engineering study shows that it is necessary to display a speed reduction message for ramp signing (see Section 2C.36).

Guidance:

The Exit Speed sign should be located along the deceleration lane or along the ramp such that it is visible to the driver far enough in advance so that a reasonably safe slowing and exiting maneuver can be made.

Option:

A Stop Ahead or Signal Ahead warning sign may be placed, where engineering judgment indicates a need, along the ramp in advance of the cross street, to give notice to the driver (see Section 2C.29).

Guidance:

When used on two-lane ramps, Stop Ahead or Signal Ahead signs should be used in pairs with one sign on each side of the ramp.

Section 2E.46 Diamond Interchange in Urban Area

Support:

Examples of guide signs for diamond interchanges in an urban area are shown in Figure ~~2E-32~~ 2E-32(CA). This example includes the use of the Community Interchanges Identification sign (see Section 2E.38) which might be useful if two or more interchanges serve the same community.

In urban areas, street names are often shown as the principal message in destination signs.

Option:

If interchanges are too closely spaced to properly locate the Advance Guide signs, they may be placed closer to the exit, and the distance figures adjusted accordingly.

Section 2E.47 Closely Spaced Interchanges

Option:

When a series of interchanges is closely spaced, the advance guide sign for the next interchange may be mounted on an overhead structure located downstream from the gore of the preceding interchange.

Guidance:

Interchange Sequence signs should be used at closely spaced interchanges. When used, they should identify and show street names and distances for the next two or three exits as shown in Figure 2E-23.

Standard:

Advance Guide signs for closely spaced interchanges shall show information for only one interchange.

Section 2E.48 Minor Interchange

Option:

Less signing may be used for minor interchanges because such interchanges customarily serve low volumes of local traffic.

Support:

Examples of guide signs for minor interchanges are shown in Figure ~~2E-33~~ 2E-33(CA).

Standard:

At least one Advance Guide sign and an Exit Gore sign shall be placed at a minor interchange.

Guidance:

An Exit Direction sign should also be used.

Section 2E.49 Signing of Approaches and Connecting Roadways

Support:

Because there are a number of different ramp configurations that are commonly used at interchanges with conventional roads, drivers on the conventional road cannot reliably predict whether they will be required to turn left or right in order to enter the correct ramp to access the freeway or expressway in the desired direction of travel. Consistently applied signing for conventional road approaches to freeway or expressway interchanges is highly desirable.

Guidance:

The signing of conventional roads with one lane of traffic approaching an interchange should consist of a sequence containing the following signs ~~(see Figure 2E-34)~~:

A. Junction Assembly
B. Destination sign
C. Directional Assembly or Entrance Direction sign for the first ramp
D. Advance Route Turn Assembly or Advance Entrance Direction sign with an advance turn arrow
E. Directional Assembly or Entrance Direction sign for the second ramp

Standard:

If used, the Entrance Direction sign shall consist of a white legend and border on a green background. It shall contain the freeway or expressway route shield(s), cardinal direction, and directional arrow(s).

Option:

The Entrance Direction sign may contain a destination(s) and/or an action message such as NEXT RIGHT. At minor interchanges, the following sequence of signs may be used ~~(see Figure 2E-35)~~:

A. Junction Assembly
B. Directional Assembly for the first ramp
C. Directional Assembly for the second ramp

Guidance:

On multi-lane conventional roads approaching an interchange, the sign sequence should contain the following signs ~~(see Figures 2E-36, 2E-37, and 2E-38)~~:

A. Junction Assembly
B. Advance Entrance Direction sign(s) for both directions (if applicable) of travel on the freeway or expressway
C. Entrance Direction sign for first ramp
D. Advance Turn Assembly
E. Entrance Direction sign for the second ramp

Support:

Advance Entrance signs are used to direct road users to the appropriate lane(s).

Standard:

The Advance Entrance sign shall consist of a white legend and border on a green background. It shall contain the freeway or expressway route shield(s) and cardinal direction(s).

Option:

The Advance Entrance sign may have destinations, directional arrows, and/or an action message such as LEFT LANE, NEXT LEFT, or SECOND RIGHT. Signs in this sequence may be mounted overhead to improve visibility.

Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding Figures 2E-34 through 2E-38.

Section 2E.50 Wrong-Way Traffic Control at Interchange Ramps

~~**Standard:**~~

~~**At interchange exit ramp terminals where the ramp intersects a crossroad in such a manner that wrong-way entry could inadvertently be made, the following signs shall be used (see Figure 2E-39):**~~

~~**A. At least one ONE WAY sign for each direction of travel on the crossroad shall be placed where the exit ramp intersects the crossroad.**~~

~~**B. At least one DO NOT ENTER sign shall be conspicuously placed near the end of the exit ramp in positions appropriate for full view of a road user starting to enter wrongly.**~~

~~**C. At least one WRONG WAY sign shall be placed on the exit ramp facing a road user traveling in the wrong direction.**~~

~~Guidance:~~

~~In addition, the following pavement markings should be used (see Figure 2E-39):~~

~~A. On two-lane paved crossroads at interchanges, double solid yellow lines should be used as a centerline for an adequate distance on both sides approaching the ramp intersections.~~

~~B. Where crossroad channelization or ramp geometrics do not make wrong-way movements difficult, a lane-use arrow should be placed in each lane of an exit ramp near the crossroad terminal where it will be clearly visible to a potential wrong-way road user.~~

~~Option:~~

~~The following traffic control devices may be used to supplement the above signs and pavement markings:~~

~~A. Additional ONE WAY signs may be placed, especially on two-lane rural crossroads, appropriately in advance of the ramp intersection to supplement the required ONE WAY sign(s).~~

~~B. Additional WRONG WAY signs may be used.~~

~~C. Slender, elongated wrong-way arrow pavement markings (see Figure 3B-21) intended primarily to warn wrong-way road users that they are traveling in the wrong direction may be placed upstream from the ramp terminus (see Figure 2E-39) to indicate the correct direction of traffic flow. Wrong-way arrow pavement markings may also be placed on the exit ramp at appropriate locations near the crossroad junction to indicate wrong-way movement. The wrong-way arrow markings may consist of pavement markings or bidirectional red-and-white raised pavement markers or other units that show red to wrongway road users and white to other road users (see Figure 3B-21).~~

~~D. Lane-use arrow pavement markings may be placed on the exit ramp and crossroad near their intersection to indicate the permissive direction of flow.~~

~~E. Guide signs may be used on entrance ramps near the crossroad to inform road users of the freeway or expressway entrance, as appropriate (see Figure 2E-37).~~

~~Guidance:~~

~~On interchange entrance ramps where the ramp merges with the through roadway and the design of the interchange does not clearly make evident the direction of traffic on the separate roadways or ramps, a ONE WAY sign visible to traffic on the entrance ramp and through roadway should be placed on each side of the through roadway near the entrance ramp merging point as illustrated in Figure 2E-40.~~

~~Option:~~

~~At locations where engineering judgment determines that a special need exists, other standard warning or prohibitive methods and devices may be used as a deterrent to the wrong-way movement.~~

~~Support:~~

~~Section 2B.35 contains further information on signing to avoid wrong-way movements at at-grade intersections on expressways.~~

Support:

Ramp terminal signing serves two important functions:

1. A link in the guidance system for traffic moving from the conventional roadway to the freeway.
2. Information to prevent a driver from getting into a wrong-way driving situation.

Freeway Entrance package is a vertical arrangement of FREEWAY ENTRANCE (G92(CA)) sign, route shield, cardinal direction, and arrow signs on a single post in which the G92(CA) sign is on top and the arrow is on the bottom.

Do Not Enter package is a DO NOT ENTER (R5-1) sign with a WRONG WAY (R5-1a) sign directly beneath it on a single post.

Guidance:

Ramp terminal signs should be placed within the area normally illuminated by automobile headlights. Ambient lighting in the vicinity of the signs should also be considered.

In order to be most responsive to headlights, the Do Not Enter and Freeway Entrance packages should be mounted with the bottom of the lower sign 0.6 m (2 ft) above the edge of the pavement. The ONE WAY (R6-1) signs should be mounted at 0.45 m (1.5 ft) above the edge of pavement.

Support:

This will generally ensure that these arrows are low enough that they will not be a sight restriction to the right-way traffic.

Standard:

Standard mounting height for all other signs in the ramp terminal area shall remain at 1.5 m (5 ft).

Option:

In locations subject to deep snow, sign heights may be adjusted in accordance with engineering judgment.

Guidance:

If installed, the pedestrian prohibition (R5-10a and R5-10c) signs should be placed far enough up the ramp to avoid conflict with signs near the terminal.

Support:

The sign locations shown in Figure 2E-39(CA), are approximate.

Guidance:

All ramp terminals should be reviewed under both day and night conditions by experienced signing personnel to determine exact locations.

Standard:

At least two large painted pavement arrows shall be placed and maintained in the center of each lane of each exit ramp. At least one Type I arrow, not less than 5.49 m (18 ft) in length, shall be positioned in the center of each freeway entrance ramp. Refer to Section 3B.19.

On-Ramp Terminal Signing

Support:

Lead-in signing directing motorists to on-ramps is important. Care should be taken to ensure that arrows on direction signs couldn't be interpreted as pointing into inappropriate roadways, especially off-ramp terminals.

Partial interchanges may need special attention with respect to lead-in signing. Trailblazing a route from a partial interchange to another interchange may be necessary to ensure proper traffic movements.

Guidance:

Freeway Entrance packages should be placed as near the diverge point between the on-ramp and the intersecting roadway as practicable. The down diagonal arrow should always point toward the onramp pavement.

Large Freeway Entrance signs should be used with the Freeway Entrance package unless proper placement requires the smaller Freeway Entrance signs.

Off-Ramp Terminal Signing

Standard:

The Turn Prohibition signs (See Section 2B.19) shall be placed in suitable locations on the crossing street in advance of the off-ramp.

Guidance:

The Do Not Enter packages should be placed at off-ramp terminals to meet the following criteria:

1. At least one package should be visible to a driver (within the scope of his headlights) at his decision point on each potential approach.
2. At least one package should be in the head-on position for the driver turning into the off-ramp from each potential approach.

A field decision should be made on whether to use three Do Not Enter packages or four if the off-ramp is split by a traffic island.

Support:

Generally, curbed islands larger than 93 m^2 (1000 ft^2) in area indicate the use of four packages. Painted islands can be somewhat larger and still be adequately signed with three packages. Refer to Figure 2E-39(CA) Sheets 3, 4 and 5.

Guidance:

The ONE WAY (R6-1) signs should be placed as close to the crossing street as possible. If there are sidewalks immediately adjacent to the cross street, these signs should be located behind the sidewalk to avoid conflicting with pedestrians.

Support:

A less desirable alternate is relocating the signs above the pedestrian level.

Guidance:

At skewed ramp intersections, where the angle approaches 90°, a second ONE WAY (R6-1) sign should be added on the obtuse side when it would be visible to approaching traffic. Refer to Figure 2E-39(CA) Sheet 1.

Section 2E.51 General Service Signs

Support:

General Service signs (see Figure 2D-11) are generally not appropriate at major interchanges (see Section 2E.29 for definition) and in urban areas.

Option:

If interchanges are not numbered, an action message such as NEXT EXIT or SECOND RIGHT may be used (see Figure 2E-41).

Standard:

General Service signs shall have white letters, symbols, and borders on a blue background. Letter and numeral sizes shall conform to the minimum requirements of Tables 2E-1 through 2E-4. All approved symbols shall be permitted as alternatives to word messages, but symbols and word service messages shall not be intermixed. If the services are not visible from the ramp of a single-exit interchange, the service signing shall be repeated in smaller size at the intersection of the exit ramp and the crossroad. Such service signs shall use arrows to indicate the direction to the services.

Guidance:

Distance to services should be shown on General Service signs where distances are more than ~~2 km or 1 mile~~ 0.8 km (0.5 mi). Refer to Section 2D.45.

General Service signing should only be provided at locations where the road user can return to the freeway or expressway and continue in the same direction of travel.

Only services that fulfill the needs of the road user should be shown on General Service signs. If State or local agencies elect to provide General Service signing, there should be a statewide policy for such signing and criteria for the availability of the various types of services. The criteria should consider the following:

A. ~~Gas~~ Fuel, Diesel, LP ~~Gas~~ Fuel, EV Charging, and/or other alternative fuels if all of the following are available:

1. Vehicle services such as ~~gas~~ fuel, oil, and water;
2. Modern sanitary facilities and drinking water;

3. Continuous operations at least 16 hours per day, 7 days per week; and
4. Public telephone.

B. Food if all of the following are available:
1. Licensing or approval, where required;
2. Continuous operation to serve at least two meals per day, at least 6 days per week;
3. Public telephone; and
4. Modern sanitary facilities.

C. Lodging if all of the following are available:
1. Licensing or approval, where required;
2. Adequate sleeping accommodations;
3. Public telephone; and
4. Modern sanitary facilities.

D. Public Telephone if continuous operation, 7 days per week is available.

E. Hospital if continuous emergency care capability, with a physician on duty 24 hours per day, 7 days per week is available. A physician on duty would include the following criteria and should be signed in accordance with the priority as follows:
1. Physician on duty within the emergency department;
2. Registered nurse on duty within the emergency department, with a physician in the hospital on call; or
3. Registered nurse on duty within the emergency department, with a physician on call from office or home.

~~F. 24-Hour Pharmacy if a pharmacy is open, with a State-licensed pharmacist present and on duty, 24 hours per day, 7 days per week and is located within 4.8 km (3 mi) of an interchange on the Federal-aid system.~~

G. Camping if all of the following are available:
1. Licensing or approval, where required;
2. Adequate parking accommodations; and
3. Modern sanitary facilities and drinking water.

Standard:

For any service that is operated on a seasonal basis only, the General Service signs shall be removed or covered during periods when the service is not available.

~~**The General Service signs shall be mounted in an effective location, between the Advance Guide sign and the Exit Direction sign, in advance of the exit leading to the available services.**~~

Option:

The General Service signs may be located between the Advance Guide sign and the Exit Direction sign, in advance of the exit leading to the available services.

Guidance:

The General Service sign should contain the interchange number, if any, as illustrated in Figure 2E-42.

Option:

If the distance to the next point where services are available is greater than 16 km (10 miles), a NEXT SERVICES XX km (XX MILES) (D9-17) sign (see Figure 2E-43), may be used as a separate sign panel installed below the ~~Exit Direction sign~~ Advance Guide sign. Refer to Section 2D.45.

Standard:

Signs for services shall conform to the format for General Service signs (see Section 2D.45) and as specified herein. Letter and numeral sizes shall be as shown in Tables 2E-1 through 2E-4. No more than six general road user services shall be displayed on one sign, which includes any appended sign panels. General Service signs shall carry the legends for one or more of the following services: Food, ~~Gas~~ Fuel, Lodging, Camping, Phone, Hospital, ~~24 Hour Pharmacy,~~ or Tourist Information.

The qualified services available shall be shown at specific locations on the sign.

To provide flexibility for the future when the service might become available, the sign space normally reserved for a given service symbol or word shall be left blank when that service is not present.

Guidance:

The standard display of word messages should be FOOD and PHONE in that order on the top line, and ~~GAS~~ Fuel and LODGING on the second line. If used, HOSPITAL and CAMPING should be on separate lines (see Figure 2E-42).

Option:

Signing for DIESEL, LP-~~Gas~~ Fuel, or other alternative fuel services may be substituted for any of the general services or appended to such signs. The International Symbol of Accessibility for the Handicapped (D9-6) sign may be used for facilities that qualify.

Guidance:

When symbols are used for the road user services, they should be displayed as follows:

A. Six services:
   1. Top row—~~GAS~~ Fuel, FOOD, and LODGING
   2. Bottom row—PHONE, HOSPITAL, and CAMPING

B. Four services:
   1. Top row—~~GAS~~ Fuel and FOOD
   2. Bottom row—LODGING and PHONE

C. Three services:
   1. Top row—~~GAS~~ Fuel, FOOD, and LODGING

Option:

Substitutions of other services for any of the services shown above may be made by placing the substitution in the lower right (four or six services) or extreme right (three services) portion of the sign panel. An action message or an interchange number may be used for symbol signs in the same manner as they are used for word message signs. The Diesel Fuel (D9-11) symbol or the LP-~~Gas~~ Fuel (D9-15) symbol may be substituted for the symbol representing fuel or appended to such assemblies. The Tourist Information (D9-10) symbol ~~or the 24-Hour Pharmacy (D9-20 and D9-20a) symbol~~ may be substituted on any of the above configurations.

At rural interchange areas where limited road user services are available and where it is unlikely that additional services will be provided within the near future, a sign panel having one to three services (words or symbols) ~~may~~ should be appended to ground mounted interchange guide signs.

Standard:

~~**If more than three services become available at rural interchange areas where limited road user services were anticipated, any appended sign panel shall be removed and replaced with an independently mounted General Service sign as described in this Section.**~~

If more than four services become available, any appended sign panel shall be removed and replaced with an independently mounted General Service sign as described in this Section.

Option:

A separate Telephone Service (D9-1) sign may be installed if telephone facilities are located adjacent to the route at places where public telephones would not normally be expected.

The Recreational Vehicle Sanitary Station (D9-12) sign may be used as needed to indicate the availability of facilities designed for dumping wastes from recreational vehicle holding tanks.

In some locations, signs may be used to indicate that services are not available.

A TRUCK PARKING (D9-16) sign may be used on a separate sign panel below the other general road user services to direct truck drivers to designated parking areas.

Support:

Section 2D.45 also applies to freeways and expressways.

Section 2E.52 Rest and Scenic Area Signs

Guidance:

Signing for rest areas and scenic areas should conform to the provisions set forth in Sections 2D.42 and 2D.43. However, the signs should be suitably enlarged for freeway or expressway application. A roadside area that does not contain restroom facilities should be signed to indicate the major road user service that is provided. For example, an area with only parking should be signed with a PARKING AREA (D5-4) sign

(see Figure 2E-44). An area with picnic tables and parking should be signed with a PICNIC AREA (D5-5c) sign or a Picnic Table Area (D5-5a) symbol sign.

Rest areas that have tourist information and welcome centers should be signed as discussed in Section 2E.53.

Scenic area signing should be consistent with that specified for rest areas. Standard messages should read SCENIC AREA (D6-1), SCENIC VIEW (D6-2), SCENIC OVERLOOK (D6-3), or the equivalent.

Standard:

All signs for rest and scenic areas shall have white letters, symbols, and borders on a blue background. Letter and numeral sizes shall conform to the minimum requirements of Tables 2E-1 through 2E-4. On the approach to rest areas, a REST AREA advance guide sign shall be placed 2 km or 1 mile and/or 4 km or 2 miles in advance of the rest area. At the rest area exit gore, there shall be a sign with a message REST AREA together with an arrow indicating the appropriate turn as shown in Figure 2E-44.

Option:

If the rest area has facilities for the physically impaired (see Section 2D.45), the International Symbol of Accessibility for the Handicapped (D9-6) sign may be placed with or beneath the REST AREA advance guide sign.

Between the REST AREA advance guide sign and the gore of the rest area exit, there may be a REST AREA (D5-1b) sign (see Figure 2E-44). The words NEXT RIGHT (E2-2) or an arrow may be included as part of the message.

To provide the road user with information on the location of succeeding rest areas, a NEXT REST AREA XX km (XX MILES) (D5-6) sign (see Figure 2E-44) may be installed independently or as a supplemental sign panel mounted below one of the REST AREA advance guide signs.

Support:

Sections 2D.42 and 2D.43 also apply to freeways and expressways.

Section 2E.53 Tourist Information and Welcome Center Signs

Support:

Tourist information and welcome centers have been constructed within rest areas on freeways and expressways and are operated by either a State or a private organization. Others have been located within close proximity to these facilities and operated by civic clubs, chambers of commerce, or private enterprise.

Guidance:

An excessive number of supplemental panels should not be installed with Tourist Information or Welcome Center signs so as not to overload the road user.

Standard:

Tourist Information or Welcome Center signs (see Figure 2E-44) shall have a white legend and border on a blue background. Continuously staffed or unstaffed operation at least 8 hours per day, 7 days per week, shall be required.

If operated only on a seasonal basis, the Tourist Information or Welcome Center signs shall be removed or covered during the off seasons.

Guidance:

For freeway or expressway rest area locations that also serve as tourist information or welcome centers, the following signing criteria should be used:

A. The locations for tourist information and welcome center Advance Guide, Exit Direction, and Exit Gore signs should meet the General Service signing requirements described in Section 2E.51.
B. If the signing for the tourist information or welcome center is to be accomplished in conjunction with the initial signing for the rest areas, the message on the Advance Guide sign should be REST AREA, TOURIST INFO CENTER, XX km (XX MILES) or REST AREA, WELCOME CENTER XX km (XX MILES). On the Exit Direction sign the message should be REST AREA, TOURIST INFO CENTER with an upward sloping arrow (or NEXT RIGHT), or REST AREA, WELCOME CENTER with an upward sloping arrow (or NEXT RIGHT).

C. If the initial rest area Advance Guide and Exit Direction signing is in place, these signs should include, on supplemental sign panels, the legend TOURIST INFO CENTER or STATE NAME (optional), WELCOME CENTER.

D. The Gore sign should contain only the legend REST AREA with the arrow and should not be supplemented with any legend pertaining to the tourist information center or welcome center.

Option:

An alternative to the supplemental TOURIST INFO CENTER legend is the Information Symbol (D9-10) sign, which may be appended beneath the REST AREA advance guide sign. The name of the State or local jurisdiction may appear on tourist information/welcome center signs if the jurisdiction controls the operation of the tourist information or welcome center and the center meets the operating criteria set forth herein and is consistent with State policies. The State name may be used on the Advance Guide and the Exit Direction signs.

Guidance:

For tourist information centers located off the freeway or expressway facility, additional signing criteria should be as follows:

A. Each State should adopt a policy establishing the maximum distance that a tourist information center can be located from the interchange in order to be included on official signs.

B. The location of signing should be in accordance with requirements pertaining to General Service signing (see Section 2E.51).

C. Signing along the crossroad should be installed to guide the road user from the interchange to the tourist information center and back to the interchange.

Option:

As an alternative, the Information Symbol (D9-10) sign may be appended to the guide signs for the exit providing access to the tourist information center. As a second alternative, the Information Symbol sign may be combined with General Service signing.

Tourist Information Signs (G81-21(CA) and G81-24(CA))

Option:

The TOURIST INFORMATION (G81-21(CA) and G81-24(CA)) signs may be placed directing to off-highway facilities.

Standard:

These signed facilities shall have a principal function of providing local tourist information. Those facilities provided by local chamber of commerce (or other official body) representing a group of people or businesses shall be giver initial priority for signing.

Guidance:

The G81-21(CA) or G81-24(CA) signs should be placed on State highways only where privately-owned off-highway signs would not reasonably provide adequate directions to motorists. These signs should be restricted to those facilities which are spaced no closer than 24 km (15 mi) apart in each direction along any highway. An excessive number of supplemental panels should not be installed with Tourist Information or Welcome Center signs so as not to overload the road user.

Standard:

The TOURIST INFORMATION (G81-21(CA) and G81-24(CA)) signs shall have a white legend and border on a blue background.

Guidance:

These signs should be placed beneath another primary guide sign.

Option:

If no guide signs are available, the G81-21(CA) or G81-24(CA) signs may be placed as separate installations.

Guidance:

Facilities should be within 0.8 km (0.5 mi) of the highway and have reasonably direct access from, and return to, the highway.

Facilities should provide lighting, telephone and information on a 24-hour basis and cover the entire area served. Information should include area and regional maps, and 24-hour service information including, but not limited to medical,

police, fire, restrooms, auto repair service and fuel. Outside maps and displays must be provided at all manned centers for use during periods when the facility is not manned.

Facilities should have adequate on premise and off right-of-way signing, where necessary, denoting "Tourist Information". Displays should be professionally designed and constructed and provide resistance to fading, chipping and vandalism.

Standard:

If operated only on a seasonal basis, where criteria cannot be met during closed periods, these signs shall be covered or removed.

Guidance:

For freeway or expressway rest area locations that also serve as tourist information centers, the following signing criteria should be used:

A. The locations for the Advance Guide (G83(CA) Series), Exit Direction (G85(CA) Series), and Exit Gore (E5-1) signs should meet the General Service signing requirements described in Section 2D.45.
B. The TOURIST INFORMATION (G81-21(CA) and G81-24(CA)) signs should be placed beneath the REST AREA (D5-2) sign or other primary guide sign. If no guide signs are available, they may be placed as a separate installation.
C. The gore sign should contain only the legend REST AREA with the arrow and should not be supplemented with any legend pertaining to the tourist information.

Option:

As an alternative, the Information Symbol (D9-10) sign may be appended to the guide signs for the exit providing access to the tourist information center. As a second alternative, the D9-10 sign may be combined with General Service signing.

California Welcome Center Signs (SG47(CA) Series)

Option:

The CALIFORNIA WELCOME CENTER (SG47(CA) Series) signs may be placed directing to a statewide network of visitor information centers as designated by the California Office of Tourism to encourage tourism in California and provide benefits to the State economy.

Standard:

The facilities signed shall have a principal function of providing statewide tourist information. Centers that can be so designated shall include, but not be limited to, centers operated by convention centers and visitor bureaus, chambers of commerce, federal, state or local governments, or private entities.

Designation of an entity as a California Welcome Center shall be based on conditions established by the Office of Tourism through written agreement with the entity.

The SG47(CA) Series signs shall have a yellow welcome center logo, and a white legend and border on a blue background.

Guidance:

The SG47(CA) Series signs should be placed as separate installations with the individual welcome centers being charged directly for the initial and ongoing cost and fees related production, maintenance and permitting of the signs.

Facilities should be within 4.8 km (3 mi) in urban areas and 8.0 km (5 mi) of a State highway and have reasonably direct access from, and return to, the highway.

Standard:

Follow-up signing, if necessary, shall be placed by local jurisdictions before these signs are place on the State highway.

If operated only on a seasonal basis, where criteria cannot be met during closed periods, signs shall be covered or removed as directed by the Office of Tourism.

Option:

The CALIFORNIA WELCOME CENTER X MILES (SG47A(CA)) sign may be placed on the nearest freeway approximately 3.2 km (2 mi), or more as appropriate, in advance of the exit to a California Welcome Center that has been established under the authority of the California Office of Tourism.

The CALIFORNIA WELCOME CENTER NEXT RIGHT (SG47B(CA)) sign may be placed on the nearest freeway, at the appropriate exit to a California Welcome Center that has been established under the authority of the California Office of Tourism.

The CALIFORNIA WELCOME CENTER with Arrow (SG47C(CA)) sign may be placed at a freeway ramp terminal, conventional highway or local road to provide direction to a California Welcome Center that has been established under the authority of the California Office of Tourism.

The CALIFORNIA WELCOME CENTER X MILES with Arrow (SG47D(CA)) sign may be placed at a freeway ramp terminal to provide direction and distance to a California Welcome Center that has been established under the authority of the California Office of Tourism.

Guidance:

The distance on the SG47D(CA) sign should be no more than 4.8 km (3 mi) from the State highway.

Support:

The Welcome Center will be charged directly for the initial and ongoing cost and fees related to production, maintenance and permitting of the SG47A(CA), SG47B(CA), SG47C(CA) and SG47D(CA) signs.

Section 2E.54 Reference Location Signs and Enhanced Reference Location Signs (D10-4, D10-5)

Support:

Reference Location (D10-1 through D10-3) signs and Intermediate Reference Location (D10-1a through D10-3a) signs and their applications are described in Section 2D.46.

There are two types of enhanced reference location signs:

A. Enhanced Reference Location signs (D10-4), and

B. Intermediate Enhanced Reference Location signs (D10-5).

Standard:

Except as provided in the option below, Reference Location (D10-1 through D10-3) signs (see Section 2D.46) ~~shall~~ may be placed on all expressway facilities that are located on a route where there is reference location sign continuity and on all freeway facilities to assist road users in estimating their progress, to provide a means for identifying the location of emergency incidents and traffic crashes, and to aid in highway maintenance and servicing.

Option:

Enhanced Reference Location (D10-4) signs (see Figure 2E-45), which enhance the reference location sign system by identifying the route, may be placed on freeways or expressways (instead of Reference Location signs) or on conventional roads.

To augment an enhanced reference location sign system, Intermediate Enhanced Reference Location (D10-5) signs (see Figure 2E-45), which show the tenth of a kilometer (mile) with a decimal point, may be installed along any section of a highway route or ramp at one tenth of a kilometer (mile) intervals, or at some other regular spacing.

Standard:

If enhanced reference location signs are used, they shall be vertical panels having blue or green backgrounds with white numerals, letters, and borders, except for the route shield, which shall be the standard color and shape. The top line shall consist of the cardinal direction for the roadway. The second line shall consist of the applicable route shield for the roadway. The third line shall identify the ~~kilometer~~ (mile) reference for the location and the bottom line of the Intermediate Enhanced Reference Location sign shall give the tenth of a ~~kilometer~~ (mile) reference for the location. The bottom line of the Intermediate Enhanced Reference Location sign shall contain a decimal point. The height of the legend on enhanced reference location signs shall be a minimum of 150 mm (6 in). The height of the route shield on enhanced reference location signs shall be a minimum of 300 mm (12 in).

Reference Location signs shall not be in kilometers.

The background color shall be the same for all enhanced reference location signs within a jurisdiction.

The design details for enhanced reference location signs shall be as shown in the "Standard Highway Signs" book (see Section 1A.11).

Enhanced reference location signs shall have a minimum mounting height of 1.2 m (4 ft) to the bottom of the sign in accordance with the mounting height requirements of delineators (see Section 3D.04), and shall not be governed by the mounting height requirements prescribed in Section 2A.18.

The distance numbering shall be continuous for each route within any State, except where overlaps occur (see Section 2E.28). Where routes overlap, enhanced reference location sign continuity shall be established for only one of the routes. If one of the overlapping routes is an Interstate route, that route shall be selected for continuity of distance numbering.

The distance measurement shall be made on the northbound and eastbound roadways. The enhanced reference location signs for southbound or westbound roadways shall be set at locations directly opposite the enhanced reference location signs for the northbound or eastbound roadways.

Guidance:

The route selected for continuity of distance numbering should also have continuity in interchange exit numbering (see Section 2E.28). On a route without enhanced reference location sign continuity, the first enhanced reference location sign beyond the overlap should indicate the total distance traveled on the route so that road users will have a means of correlating their travel distance between enhanced reference location signs with that shown on their odometer.

Standard:

Except as provided in the option below, enhanced reference location signs shall be installed on the right side of the roadway.

Option:

Where conditions limit or restrict the use of enhanced reference location signs on the right side of the roadway, they may be installed in the median. In urban areas, Intermediate Enhanced Reference Location signs may be installed on the right side of the roadway, in the median, or on ramps to replace or to supplement the reference location signs. Enhanced Reference Location signs may be installed back-to-back in median locations.

Support:

Section 2D.46 also applies to freeways and expressways.

Section 2E.55 Miscellaneous Guide Signs

Support:

Miscellaneous Guide signs are used to point out geographical features, such as rivers and summits, and other jurisdictional boundaries (see Section 2D.48).

Option:

Miscellaneous Guide signs may be used if they do not interfere with signing for interchanges or other critical points.

Guidance:

Miscellaneous Guide signs should not be installed unless there are specific reasons for orienting the road users or identifying control points for activities that are clearly in the public interest. If Miscellaneous Guide signs are to be of value to the road user, they should be consistent with other freeway or expressway guide signs in design and legibility. On all such signs, the design should be simple and dignified, devoid of any tendency toward flamboyant advertising, and in general conformance with other freeway and expressway signing.

Support:

Section 2D.48 also applies to freeways and expressways.

Section 2E.56 Radio Information Signing

Option:

Radio-Weather Information (D12-1) signs may be used in areas where difficult driving conditions commonly result from weather systems. Radio-Traffic Information signs may be used in conjunction with traffic management systems.

Standard:

Radio-Weather and Radio-Traffic Information signs shall have a white legend and border on a blue background. Only the numerical indication of the radio frequency shall be used to identify a station broadcasting travel-related weather or traffic information. No more than three frequencies shall be shown on each sign. Only radio stations whose signal will be of value to the road user and who agree to broadcast either of the two items below shall be identified on Radio-Weather and Radio-Traffic Information signs:

A. Periodic weather warnings at no more than 15-minute intervals during periods of adverse weather; or

B. Driving condition information (affecting the roadway being traveled) at a rate of at least once every 15 minutes, or when required, during periods of adverse traffic conditions, and when supplied by an official agency having jurisdiction.

If a station to be considered operates only on a seasonal basis, its signs shall be removed or covered during the off season.

Guidance:

The radio station should have a signal strength to adequately broadcast 110 km (70 mi) along the route. Signs should be spaced as needed for each direction of travel at distances determined by an engineering study. The stations to be included on the signs should be selected in cooperation with the association(s) representing major broadcasting stations in the area to provide: (1) maximum coverage to all road users on both AM and FM frequencies; and (2) consideration of 24 hours per day, 7 days per week broadcast capability.

Option:

In roadway rest area locations, a smaller sign using a greater number of radio frequencies, but of the same general design, may be used.

Standard:

Radio-Weather and Radio-Traffic Information signs installed in rest areas shall be positioned such that they are not visible from the main roadway.

Option:

A Channel 9 Monitored (D12-3) sign or cellular phone sign may be installed as needed.

Standard:

Only official public agencies or their designee shall be shown as the monitoring agency on the Channel 9 Monitored sign.

Support:

Section 2D.45 contains information about the use and application of TRAVEL INFO CALL 511 (D12-5) signs

There are three types of radio information signs:

1. Radio – Weather Information (D12-1)
2. Radio – Traffic Information (D12-1)
3. Radio – Recreational Information (G81-65(CA))

Standard:

Stations shall broadcast on AM or FM frequencies licensed by the Federal Communications Commission (FCC) for traveler information stations.

Radio – Weather Information (D12-1)

Option:

The D12-1 sign with alternate "Weather" message may be used on rural highways where weather conditions result in driving conditions less than optimum or to inform motorists of road or traffic conditions for highways and public inter-modal transportation facilities.

The criteria for D12-1 sign is as follows:

Standard:

1 Only the numerical indication of the radio frequency shall be used to identify the broadcasting stations.
2 If a station to be considered operates only on a seasonal basis, its signs shall be removed or covered during the off-season.

Guidance:

3 The radio stations should have signal strength to adequately serve 110 km (70 mi) along the roadway.
4 Signs should be spaced according to need, but ordinarily not closer than 50 km (30 mi) apart for each direction of travel.
5 Only radio stations whose signal will be of value to the traveler and who agree to carry the two items below should be identified on this sign:
   a. Periodic weather warnings at no more than 15-minute intervals during periods of adverse weather.
   b. Road condition information affecting the roadway being traveled, broadcasted once every half-hour when required, to be supplied by an official agency having jurisdiction.
6 The stations to be included on the signs should be selected in cooperation with the association(s) representing major broadcasting stations in the area to provide:
   a. Maximum coverage to all motorists on both AM and FM frequencies, and
   b. Consideration of 24 hours a day, 7 days a week broadcast capabilities.

Option:

7 A maximum of three frequencies may be shown on each sign.
8 A particular radio frequency may be shown a maximum of twice in one direction along the mainline.

The WHEN FLASHING (G81-64A(CA)) sign may be used with the D12-1 sign when messages are not broadcast full time and to accommodate "real-time" usage.

Guidance:

The G81-64A(CA) sign should be placed with flashing yellow beacons, above and on the same posts with the D12-1 sign.

Radio – Traffic Information (D12-1)

Option:

The D12-1 sign with alternate "Traffic" message may be used to inform motorists of broadcasts about traffic conditions for highways and public inter-modal transportation facilities.

Standard:

The radio station shall be operated by the public agency having jurisdiction over the transportation facility. The agency operating the station shall be responsible for monitoring and maintaining the system and changing the message content as situations warrant.

Radio – Recreation Information (G81-65(CA))

Option:

The G81-65(CA) sign may be used on rural highways to inform travelers of broadcasts about State or federal parks and recreational facilities.

Standard:

The G81-65(CA) sign shall have a white legend and border on a brown background. The sign and sign structure shall be free of extraneous messages or logos, and must stand alone with no external lights or flashing beacons. Only the numerical indication of the radio frequency shall be used to identify a station. No more than three frequencies shall be shown on each sign. Only radio stations whose signal will be of value to the road user and who agree to broadcast in accordance with the items below shall be identified on this sign:

1. Provides information about State or federal recreational facilities located in rural areas.
2. Message content is devoted to public highway purposes.
3. Broadcasts operate 24 hours per day and 7 days per week.
4. Broadcasts contain no commercial messages.

For installation of G81-65(CA) sign on State highways, the sign shall be installed by the permittee through the Department of Transportation's encroachment permit process. The costs, conditions of operation, and specific message content shall be clearly specified in the encroachment permit subject to the following terms and conditions:

1. The permittee is the State or federal agency that owns and/or operates the recreational facility.
2. The permittee possesses a valid FCC license to operate the radio station as a traveler information station.
3. The permittee is responsible for the accuracy of the message and message content.
4. The permittee bears all costs, including but not limited to, FCC approval and licensing; fabrication and installation of signs; and the installation, operation and maintenance of appurtenant radio equipment and facilities.

Section 2E.57 Carpool and Ridesharing Signing

Option:

In areas having carpool matching services, Carpool Information (D12-2) signs (see Figure 2D-12) may be provided adjacent to highways with preferential lanes or along any other highway.

Carpool Information signs may include Internet addresses or telephone numbers of more than four characters within the legend.

Guidance:

Because this is an information sign related to road user services, the Carpool Information sign should have a white legend and border on a blue background.

Standard:

If a local transit logo or carpool symbol is incorporated into the Carpool Information sign, the maximum vertical dimension of the logo or symbol shall not exceed 450 mm (18 in).

Option:

The Carpool Information (SG19(CA)) sign may be placed at selected locations for incoming traffic in urban areas.

Guidance:

For freeways and expressways, the SG19(CA) sign locations should be no closer than 16 km (10 mi) apart.

Also refer to Section 2D.41.

Section 2E.58 Weigh Station Signing

Standard:

Weigh Station signing on freeways and expressways shall be the same as that specified in Section 2D.44, except for lettering size and the advance posting distance for the Exit Direction sign, which shall be located a minimum of 450 m (1,500 ft) in advance of the gore.

Support:

Weigh Station sign layouts for freeway and expressway applications are shown in the "Standard Highway Signs" book (see Section 1A.11).

Section 2E.59 Preferential Only Lane Signs

Support:

Additional guidance and standards related to the designation, operational considerations, signing, pavement markings, and other considerations for preferential only lanes is provided in Sections 2B.26, 2B.27, 2B.28, 2C.52, 3B.22, and 3B.23.

Standard:

Ground-mounted advance guide signs shall be provided at least 800 m (0.5 mi) prior to the beginning or initial entry point to all types of preferential only lanes (including barrier-separated, buffer-separated, and concurrent flow). Ground-mounted guide signs shall be provided at the beginning or initial entry point and at intermediate access points to all types of preferential only lanes.

A combination of guide and regulatory signs shall be used in advance of all preferential only lanes. The advance guide signs for preferential only lanes shall be consistent with the requirements of Section 2E.30.

Reversible flow or express lanes that do not have any specific vehicle occupancy or designation restrictions shall be consistent with the requirements of Chapters 2B and 3B.

Overhead preferential only lane guide signs shall be used only as a supplement to ground-mounted preferential only lane guide signs unless an engineering study identifies that ground-mounted guide signs are not appropriate for a particular situation or location.

Either the HOV abbreviation or the diamond symbol shall appear in the legend of each preferential only lane sign at the designated entry and exit points for all types of HOV lanes (including barrier- and buffer-separated, concurrent flow, and direct access ramps) in order to alert motorists that there is a minimum allowable vehicle occupancy requirement for vehicles to use the HOV lanes and to inform them of the times during which these vehicle occupancy requirements are in effect.

Guidance:

Because consistency in signing and pavement markings for preferential only lanes within a State or metropolitan area plays a critical role in building public awareness, understanding, and acceptance, and makes enforcement more effective, an engineering study should be conducted to determine the appropriate combinations of overhead signs, ground-mounted signs, and pavement markings for a specific preferential only lane application.

Existing sign and bridge structures should be used to the extent practical for the installation of preferential only lane signs. Where possible, advance guide and guide signs that are provided for preferential only lanes should share sign structures spanning the preferential only lanes and the adjoining freeway facility.

The preferential only lane signing should be designed to avoid overloading the road user. Based on the importance of the sign, the following priority should be given: regulatory, advance regulatory, guide, then next exit supplemental signs.

Option:

Overhead advance guide signs and overhead guide signs may be used in advance of, at the beginning or initial entry point, and at designated intermediate access points to any type of preferential only lane. Advance guide signs may be installed and located approximately 1.6 km (1 mi) and 3.2 km (2 mi) in advance of the beginning or initial entry point to any type of preferential only lane.

Guidance:

Where conditions restrict the ability to provide more than one advance guide sign in advance of any type of preferential only lane, the advance guide sign that is installed should be placed at least 800 m (0.5 mi) in advance of the beginning or entry point to the preferential only lane.

Advance destination guide signs, identifying downstream exit locations, should be installed in advance of designated entry points and along the length of access restricted preferential only lanes (such as barrier- and buffer-separated). In addition to the routes that typically appear on advance destination guide signs, these signs should also include destinations. These signs should be located based on the priority of the message, the available space, the existing signs on adjoining general purpose traffic lanes, roadway and traffic characteristics, the proximity to existing overhead signs, the ability to install overhead signs, and other unique local factors.

Option:

Advance guide signs may be provided for preferential only lanes with unrestricted access, such as concurrent flow preferential only lanes.

Guidance:

The use of guide signs for preferential only lanes at freeway interchanges should conform to the regulatory and guide sign requirements established in this Manual.

Option:

Changeable message signs may be used to supplement static signs where travel conditions change or where multiple types of operational strategies (such as variable occupancy requirements, vehicle types, or

pricing policies) are used and varied throughout the day or week to manage the use of, control of, or access to preferential only lanes.

Standard:

When changeable message signs (see Section 2A.07) are used as regulatory or guide signs for preferential only lanes, they shall be the required sign size and shall display the required letter height and legend format that corresponds to the type of roadway facility and design speed.

Ground-mounted and overhead advance guide signs, guide signs, and exit signs applicable to HOV lanes and direct access ramps to HOV lanes shall contain the HOV diamond symbol in the upper left corner of the sign as shown in Figures 2E-46 through 2E-52. The diamond symbol shall not be used with lanes designated for bus or taxi traffic.

Option:

Agencies may select from either the HOV abbreviation or the diamond symbol to reference the HOV lane designation.

Guidance:

Where lateral clearance is limited, such as when a ground-mounted Preferential Only Lane sign is installed on a median barrier, the edges of the sign should not project beyond the outer edges of the barrier.

Option:

Where lateral clearance is limited, Preferential Only Lane (~~R3-10, R3-11, and R3-12 series~~ see Section 2B.26) signs that are 1800 mm (72 in) or less in width may be skewed up to 45 degrees in order to fit within the barrier width or may be mounted at a height of 4.3 m (14 ft) or more above the roadway.

Guidance:

Where lateral clearance is limited, Preferential Only Lane signs that are wider than 1800 mm (72 in) should be mounted at a height of at least 4.3 m (14 ft) above the roadway.

Standard:

For barrier-separated preferential only lanes, overhead advance guide and overhead guide signs shall be provided in advance of and at the beginning or initial entry point to the preferential only lanes (see Figure 2E-46 for HOV lanes). Overhead guide signs shall also be used at all intermediate entry points to barrier-separated preferential only lanes (see Figure 2E-47 for HOV lanes).

For barrier-separated preferential only lanes, ground-mounted advance exit and ground-mounted exit signs shall be installed prior to and at the intermediate exit points of the preferential only lanes (see Figure 2E-47 for HOV lanes). Ground-mounted guide signs shall be mounted in the median or on median barriers that separate two directions of traffic.

Option:

For barrier-separated preferential only lanes, an advance destination guide sign may be used in the vicinity of designated intermediate entry and exit points.

Guidance:

For barrier-separated preferential only lanes where conditions restrict the ability to provide more than one advance guide sign prior to the entrance to the preferential only lane, the sign should be placed approximately 800 m (0.5 mi) in advance of the exit. In these situations, the installation of the corresponding regulatory and next exit supplemental signs should be located based on the priority of the message and the available space.

Standard:

For buffer-separated preferential only lanes (painted buffer of 0.6 m (2 ft) or more) where access is restricted to designated entry points, ground-mounted guide signs shall be mounted in the median or on median barriers separating two directions of traffic. Ground-mounted advance exit and ground-mounted exit signs shall be installed prior to and at the intermediate exit points of buffer-separated preferential only lanes (see Figure 2E-47 for HOV lanes).

Option:

For buffer-separated preferential only lanes, an advance destination guide sign may be used in the vicinity of designated intermediate entry and exit points.

Guidance:

For buffer-separated HOV lanes, guide and regulatory signs should be provided to alert HOV lane users and non-users of the minimum allowable vehicle occupancy requirement and the locations of the designated entry and exit points.

Standard:

For concurrent flow preferential only lanes, including those where a preferential only lane is added to the roadway (see Figure 2E-48 for HOV lanes) and those where a general purpose lane transitions into a preferential only lane on the roadway (see Figure 2E-49 for HOV lanes), an overhead regulatory (~~R3-14 or R3-14a~~ see Section 2B.26) sign shall be used.

For concurrent flow HOV lanes on the left side of the roadway with unrestricted access, advance guide and guide signs shall only be used on direct access ramps, such as HOV lane only ramps or ramps to park & ride lots (see Figures 2E-50 and 2E-51 for HOV lanes).

For direct access ramps to HOV lanes, advance guide signs shall be provided along the adjoining surface streets to direct traffic into a transit facility (such as a park & ride lot or a transit station or terminal) that ultimately leads to HOV lanes (see Figure 2E-50 for HOV lanes).

Because direct access ramps for preferential only lanes at interchanges connecting two freeways are typically left side exits and typically have design speeds similar to the preferential only lane, overhead advance guide signs and overhead guide signs shall be provided in advance of and at the entry point to each preferential only lane ramp (see Figure 2E-52 for HOV lanes).

Support:

Figures 2E-50 through 2E-52 provide examples of recommended uses and layouts of signs for HOV lanes for direct access ramps, park & ride lots, access from surface streets, and exclusive preferential only lane ramps at interchanges that directly connect two freeway facilities. Direct access ramps to preferential only lanes sometimes form a three or four-legged intersection that is controlled by either static signs or traffic control signals.

The use of advance guide and guide signs for direct access ramps for preferential only lanes at interchanges connecting two freeways is similar to a connecting ramp between two freeway facilities.

Guidance:

The HOV Advance Lane Assignment (G20-9(CA)) sign should be used on a multilane cross street approaching an HOV drop ramp to indicate the proper lane to directly enter the HOV facility from the cross street. The G20-9(CA) sign should be placed far enough in advance of the HOV drop ramp to permit a motorist to get into the proper lane.

The HOV Advance Guide (G83-3(CA)) sign should be used at a freeway off-ramp or freeway to freeway direct connector that can be accessed only from a HOV lane where an auxiliary lane is installed.

Standard:

The HOV EXIT with Arrow (G84-1(CA)) sign shall be used at exit ramp gores on HOV drop ramps to identify the exiting point for High Occupancy Vehicles.

Guidance:

The arrow on the G84-1(CA) sign should be aligned to approximately the angle of departure. As much as possible, the G84-1(CA) sign should be positioned to avoid confusion that the exit may also serve mixed flow traffic.

Standard:

The HOV Exit Direction (G85-7(CA) and G85-8(CA)) signs shall be used for exiting traffic for buffered and barriered HOV facilities and are generally located near the beginning of the egress locations.

Support:

The G85-7(CA) and G85-8(CA) signs repeat the destination shown on the Supplemental Destination (G86(CA) Series) signs and are generally located downstream from them.

Standard:

The HOV Exit Direction (G85-9(CA)) sign shall be used at a freeway off-ramp or freeway to freeway direct connector that can be accessed only from an HOV lane.

Guidance:

The HOV Supplemental Destination (G86-8(CA) and G86-9(CA)) signs should be used to give advance notice of egress locations for buffered and barriered HOV facilities and are located upstream from the HOV Exit Direction (G85-7, G85-8(CA) and G85-9(CA)) signs.

The HOV Supplemental Destination (G86-10(CA)) sign should be used in advance of an HOV drop ramp that can be accessed only from an HOV lane.

Standard:

The CARPOOL LANE ENTRANCE (G92-1(CA)) sign shall be used at the entrance to an HOV drop ramp. The G92-1(CA) sign is similar to the FREEWAY ENTRANCE (G92(CA)) sign and shall be installed similarly. Refer to Section 2E.50.

Section 2E.101(CA) Extinguishable Message Signs

Support:

Extinguishable message signs are designed to have one or more messages that can be displayed or deleted as required. Such a sign can be changed manually, by remote control, or by automatic controls that can "sense" the conditions that require special sign messages.

It is recognized that due to technological limitations, many extinguishable message signs cannot conform to the exact sign shape, color, and dimensions specified in these standards. Nevertheless, it is essential that extinguishable message signs ascribe to the principles established in this California MUTCD, and to the extent practicable, with the design and applications prescribed herein.

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Figure 2E-1. Example of Guide Sign Spreading

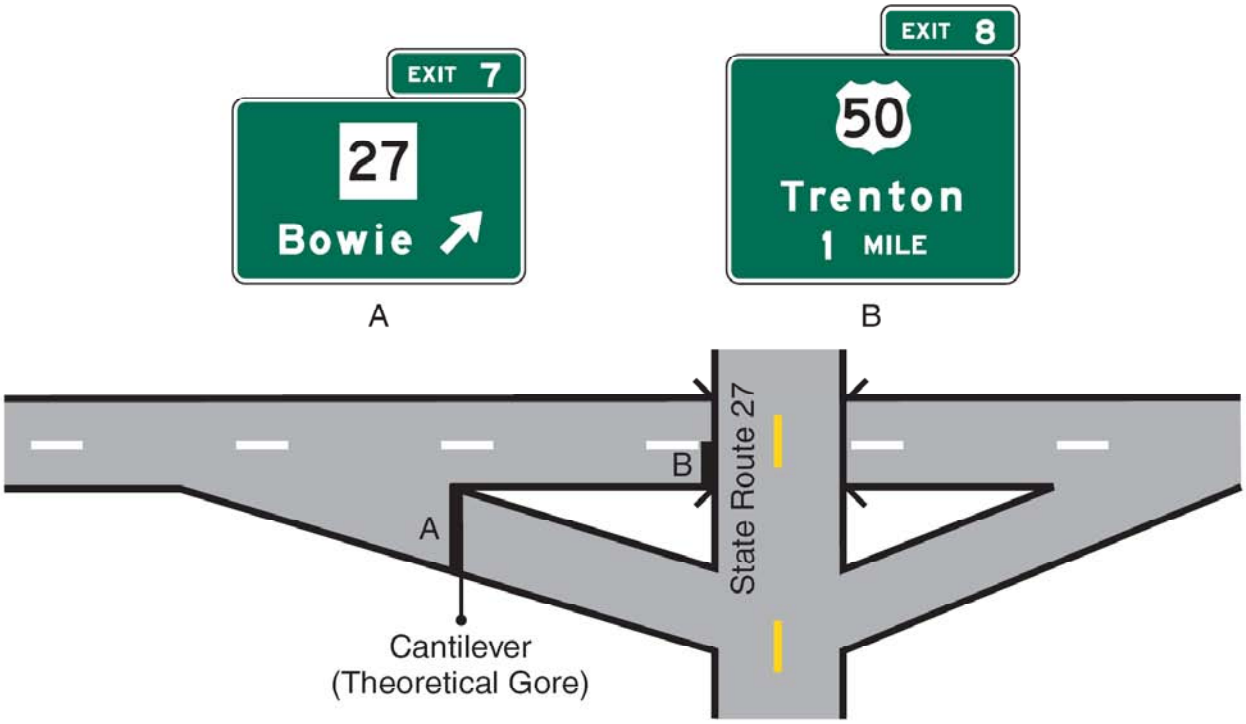


Figure 2E-2. Pull-Through Signs

E6-2

E6-2a

Figure 2E-2 (CA). California Pull-Through Signs

G24-1 (CA) G24-3 (CA) G24-4 (CA)

G24-5 (CA) G24-6 (CA)

Figure 2E-3. Diagrammatic Sign for a Single-Lane Left Exit

* The upper half of a Left Exit plaque, which contains the word LEFT, may have a black legend and border on a yellow background.

Figure 2E-4. Diagrammatic Signs for Split with Dedicated Lanes

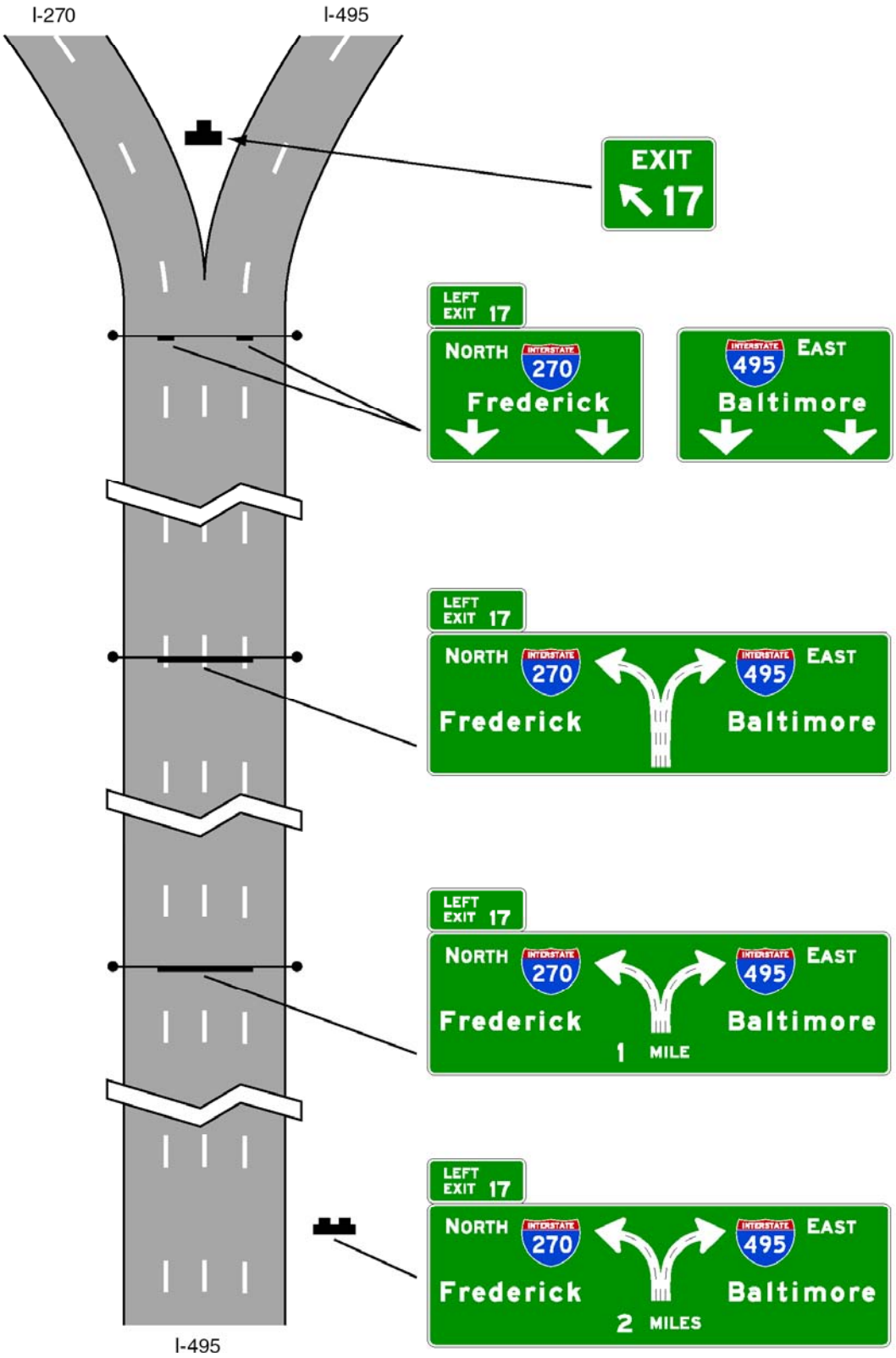


Figure 2E-5. Diagrammatic Signs for Split with Optional Lane

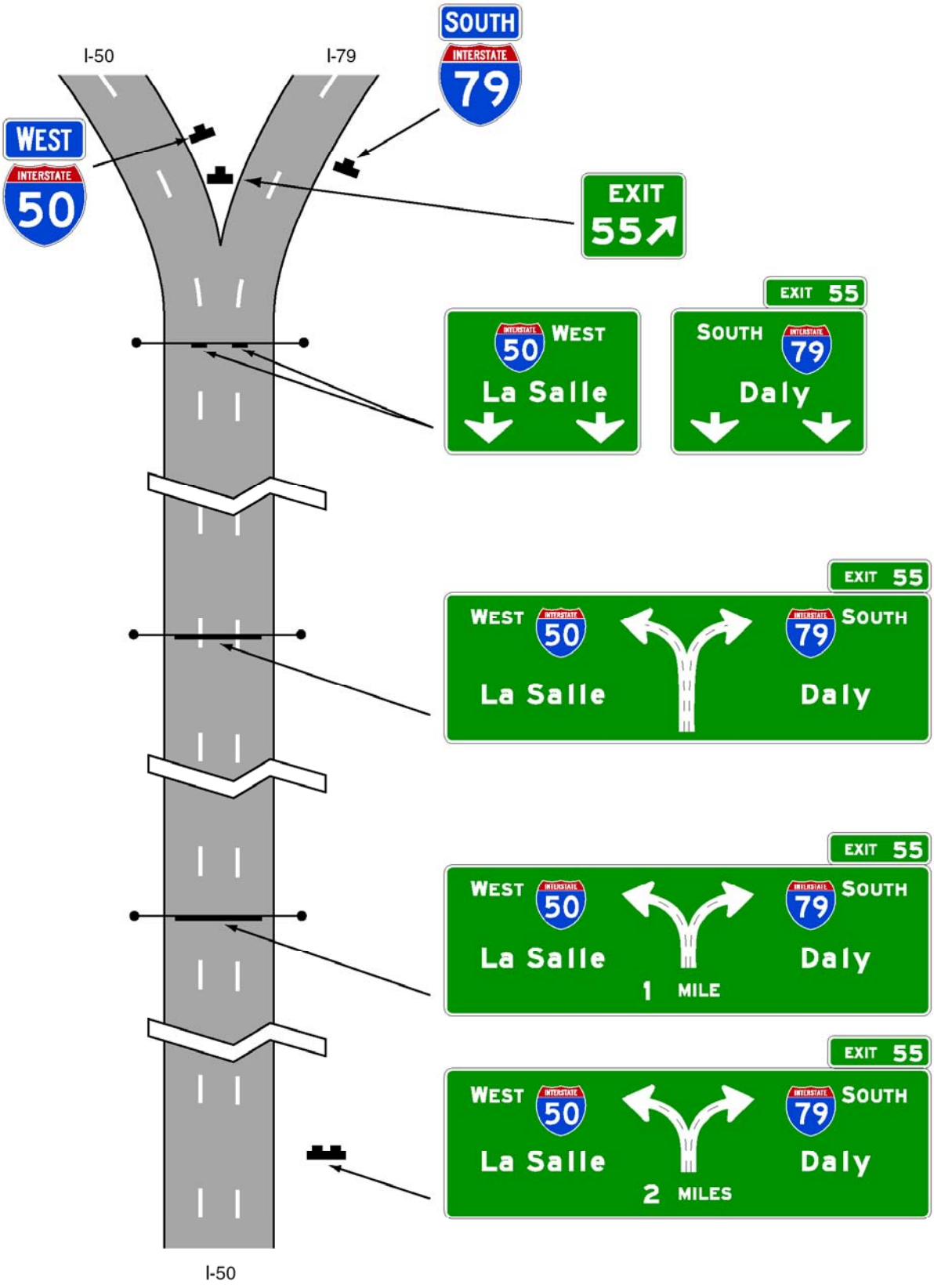


Figure 2E-6. Diagrammatic Signs for Two-Lane Exit with Optional Lane

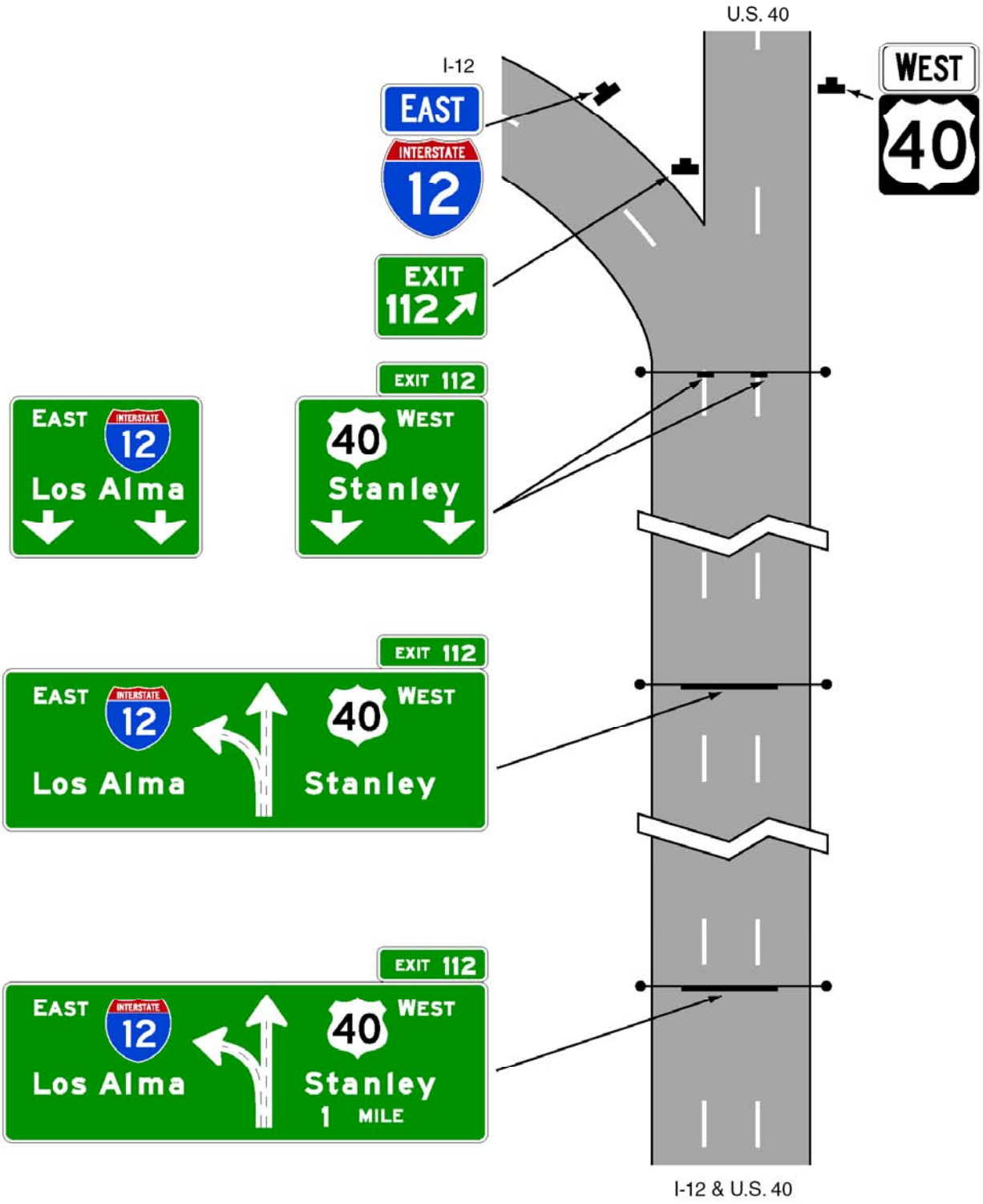


Figure 2E-7. Diagrammatic Signs for Two-Lane Exit with Optional Lane

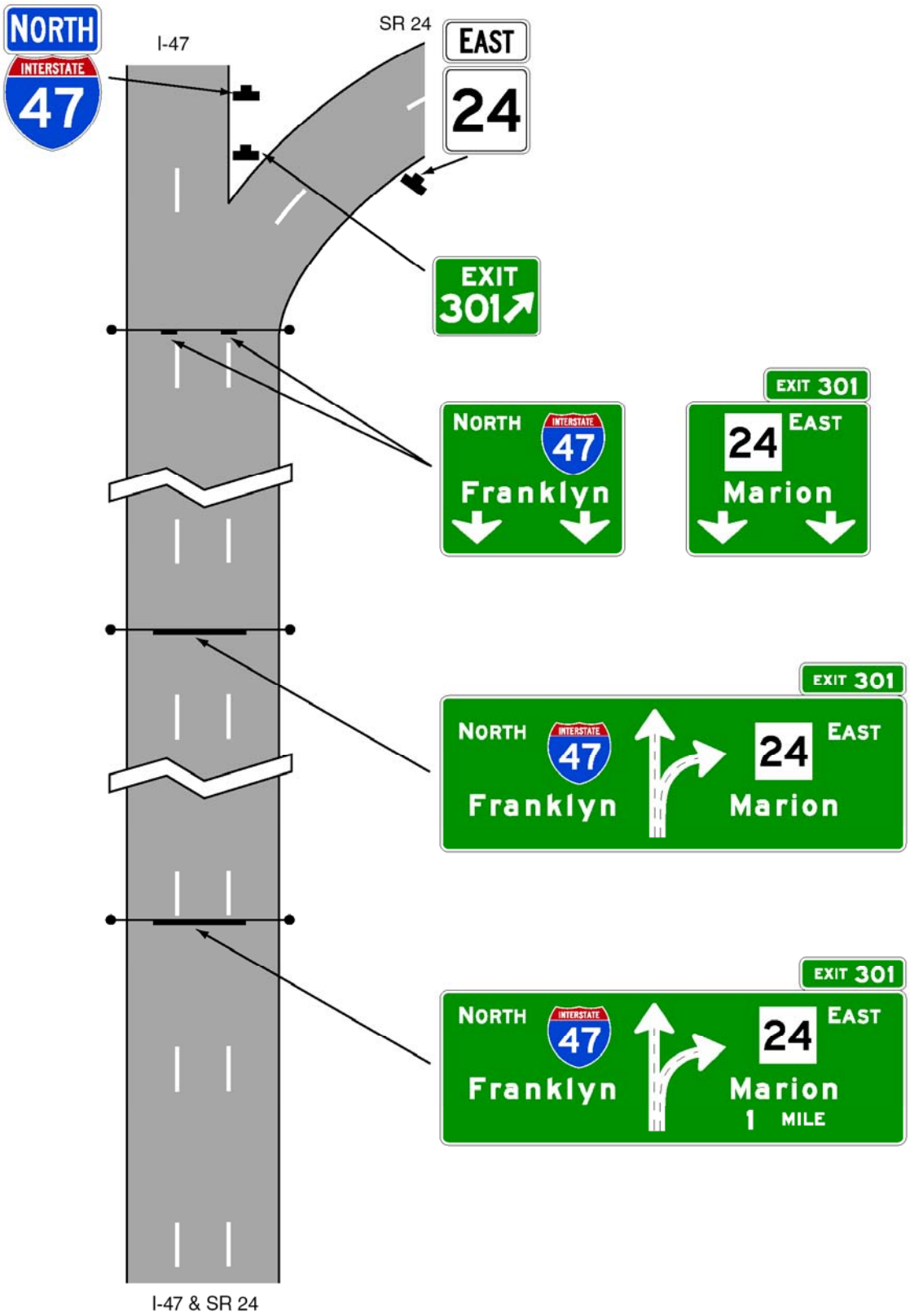
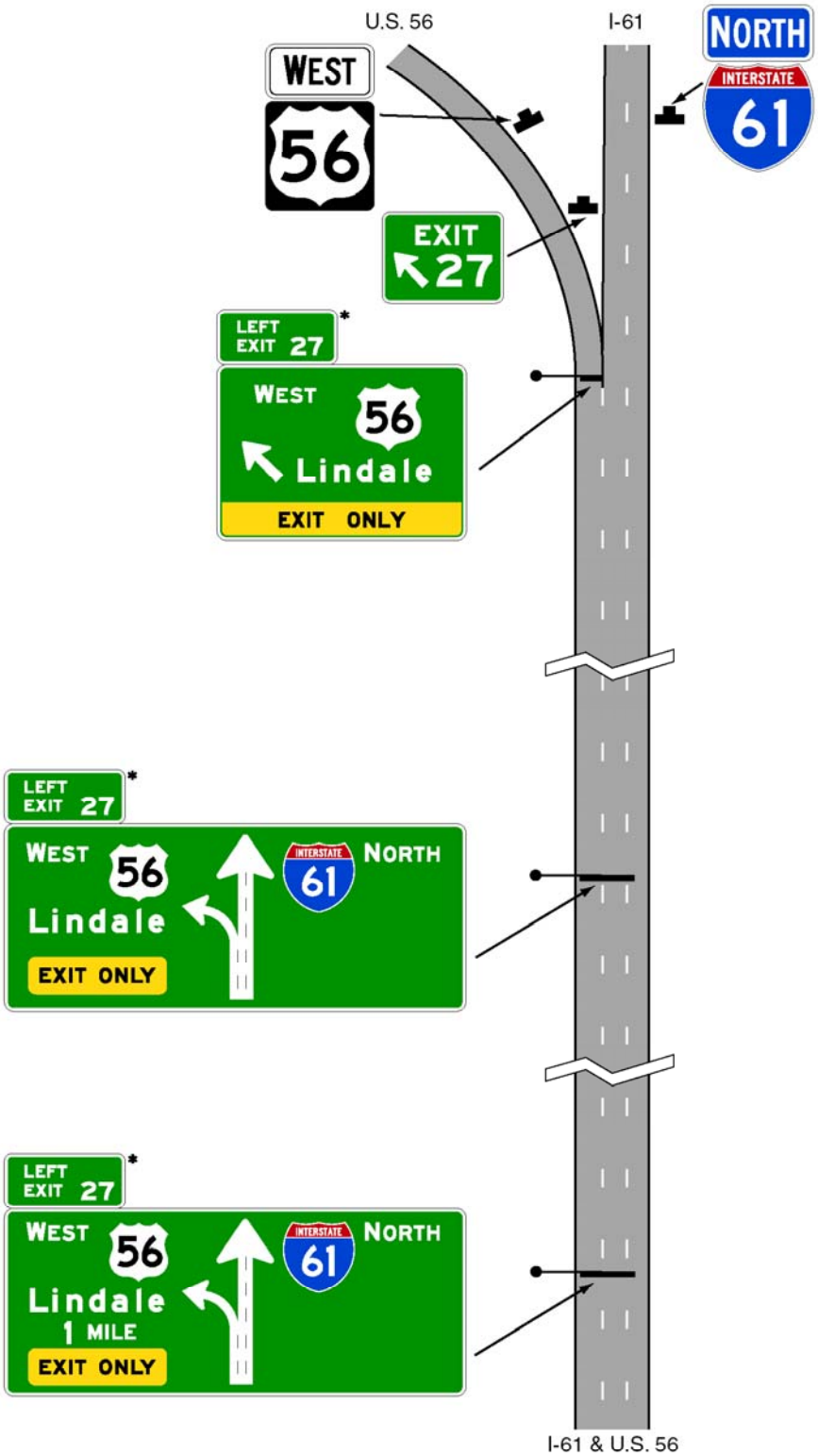


Figure 2E-8. EXIT ONLY on Left with Diagrammatic Sign for Left Lane Dropped at an Interchange



* The upper half of a Left Exit plaque, which contains the word LEFT, may have a black legend and border on a yellow background.

Figure 2E-9. EXIT ONLY Panels

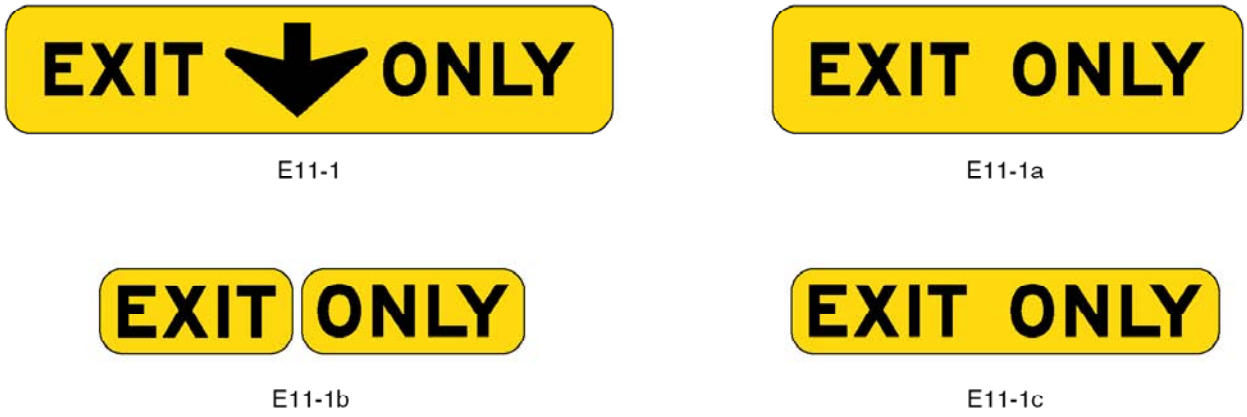


Figure 2E-9 (CA). EXIT ONLY Panels

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Figure 2E-10. EXIT ONLY Panels for Right Lane Dropped at an Interchange

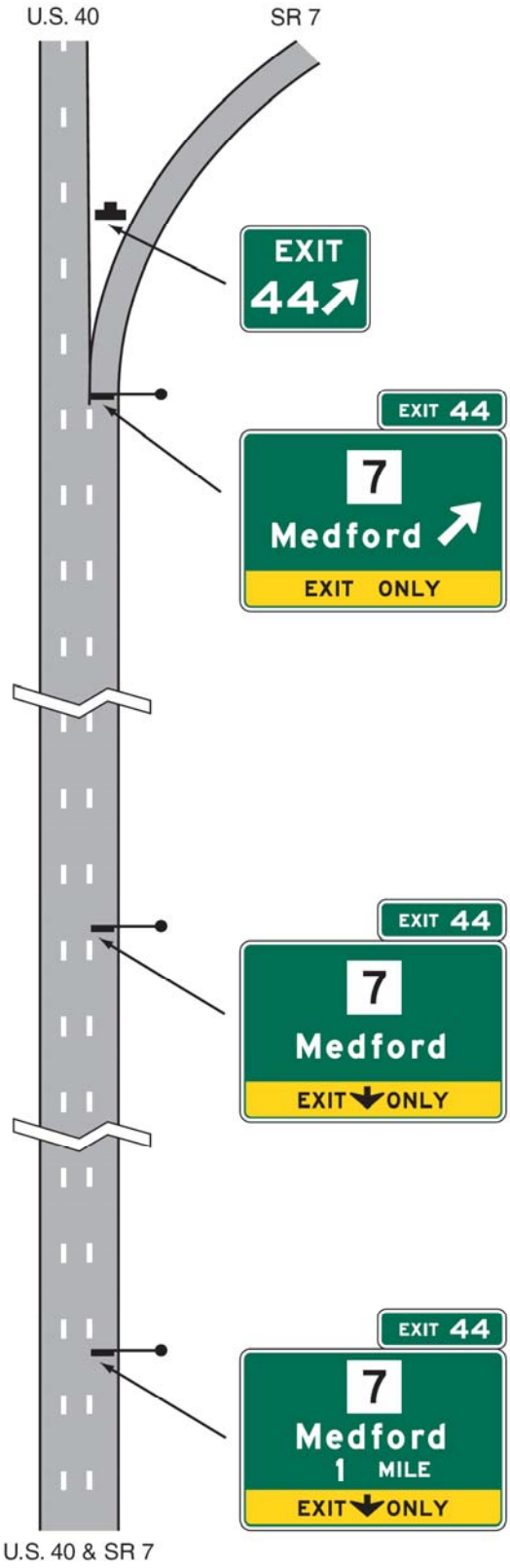

Figure 2E-11. Interstate and U.S. Route Signs

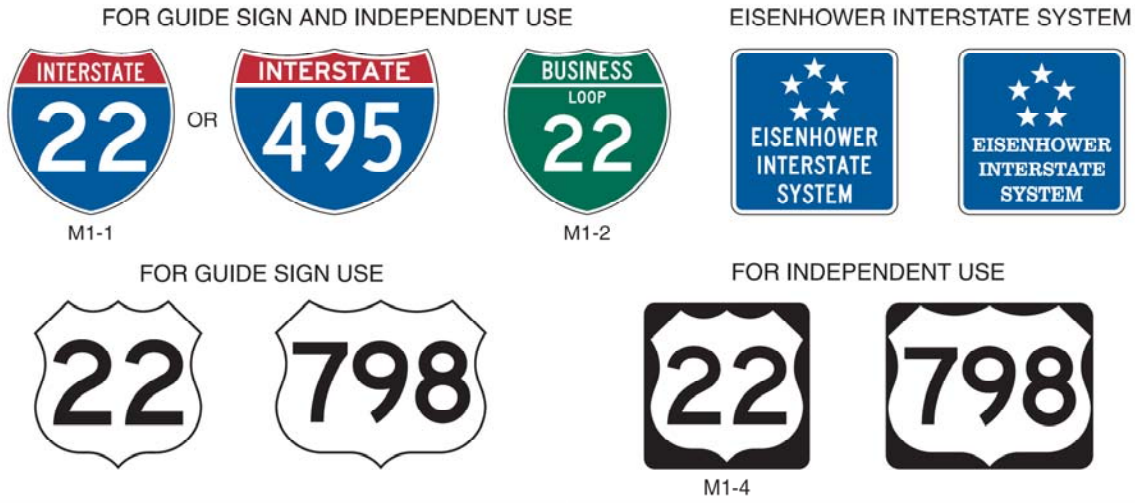

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Figure 2E-12. Example of Interchange Numbering for Mainline and Circumferential Routes

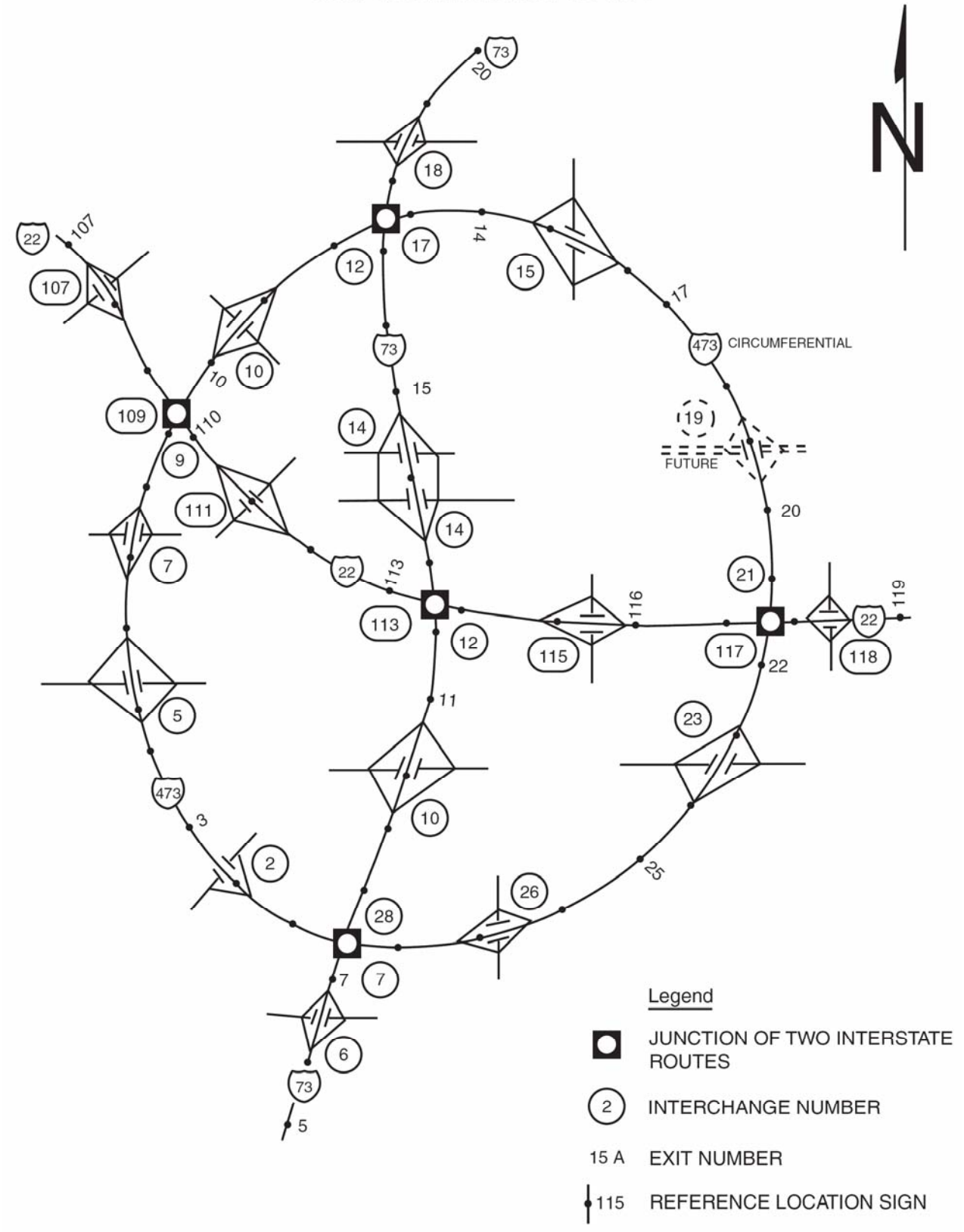

Figure 2E-13. Example of Interchange Numbering for Mainline, Loop, and Spur Routes

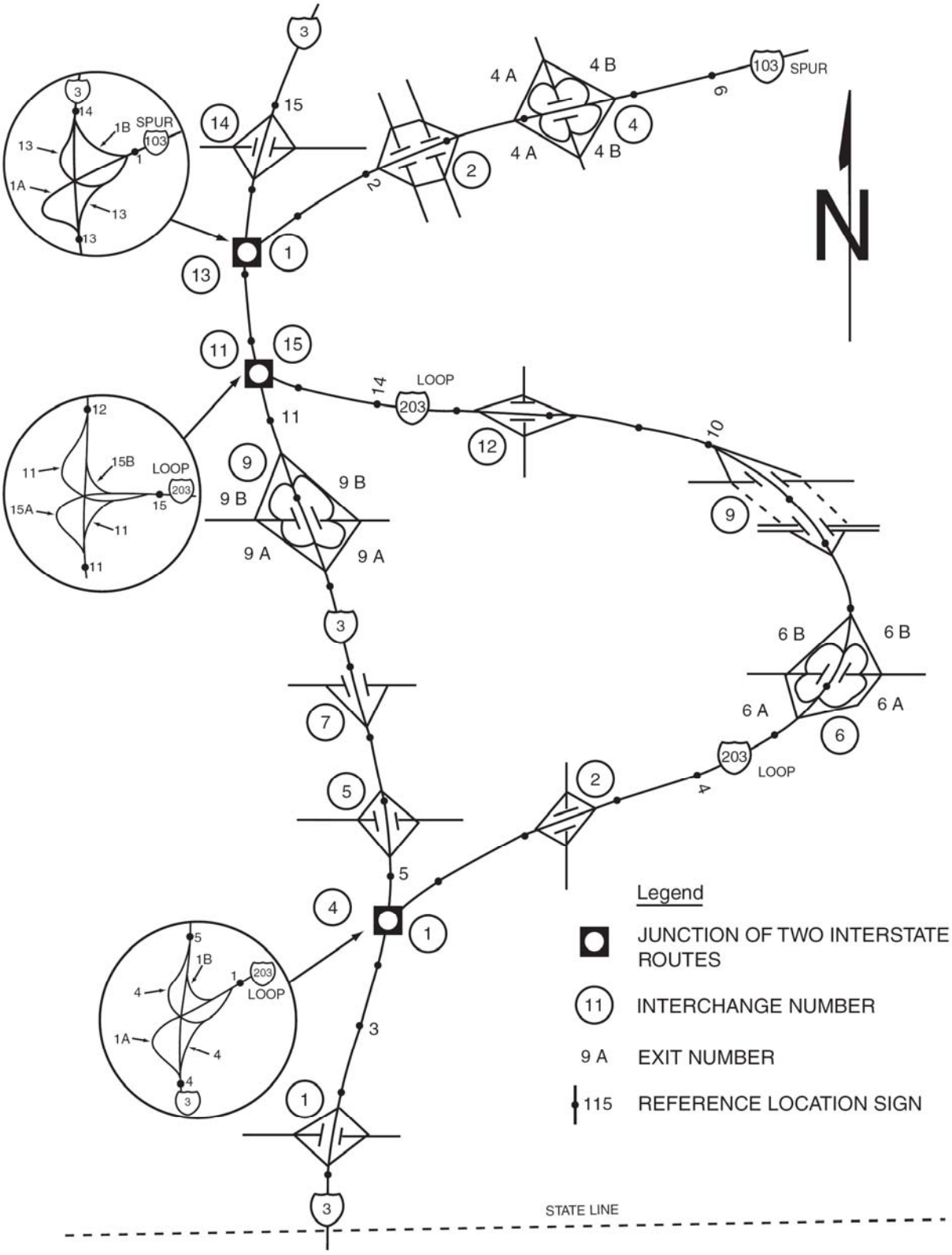

Figure 2E-14. Example of Interchange Numbering If Routes Overlap

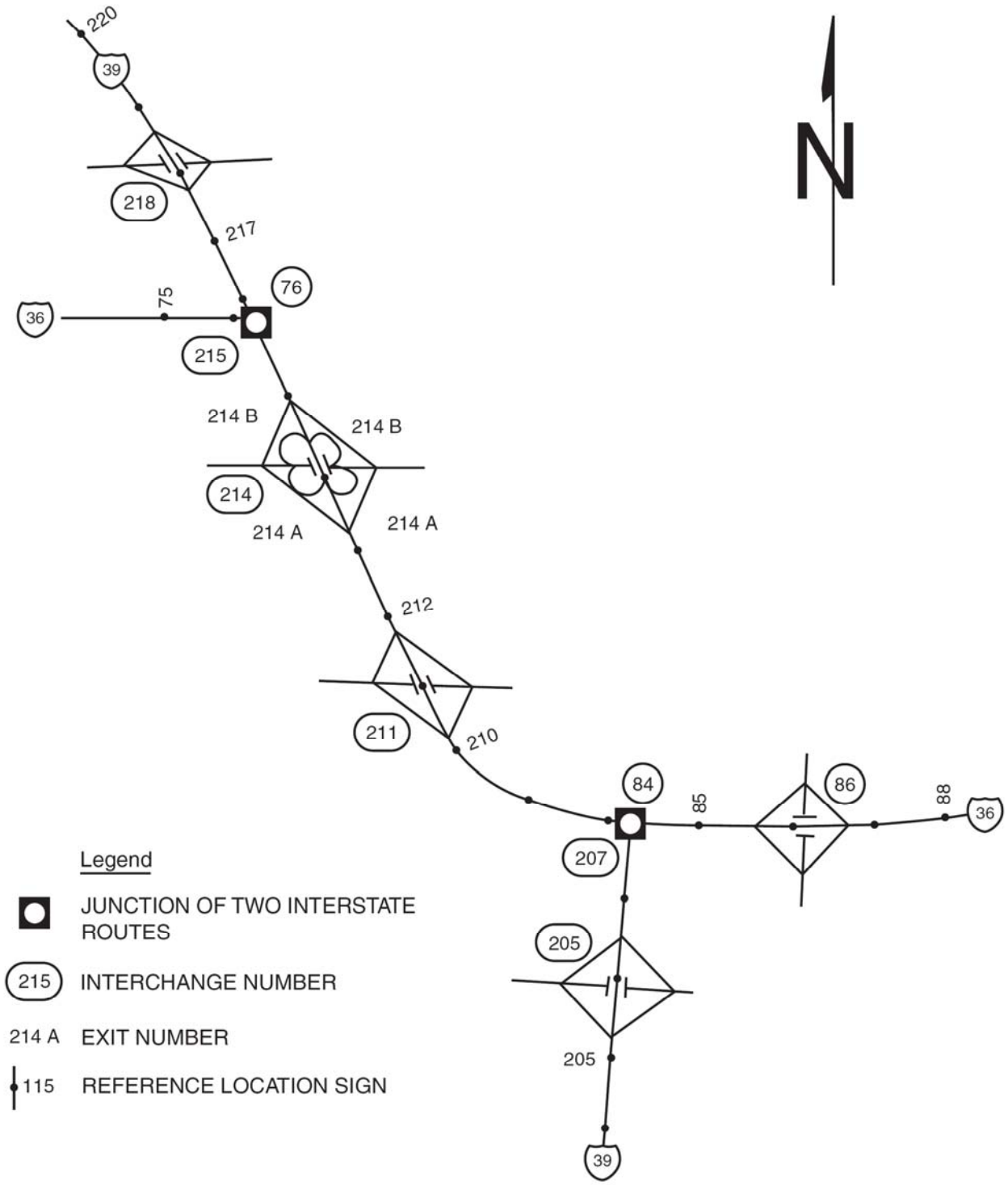

Figure 2E-15. Examples of Interchange Advance Guide Signs

E1-1

E1-1a

Note: Delete word EXIT(S) if exit number is used.

E1-2

E1-2a

E1-5
Exit Number Plaque

Figure 2E-15 (CA). California Interchange Advance Guide Signs

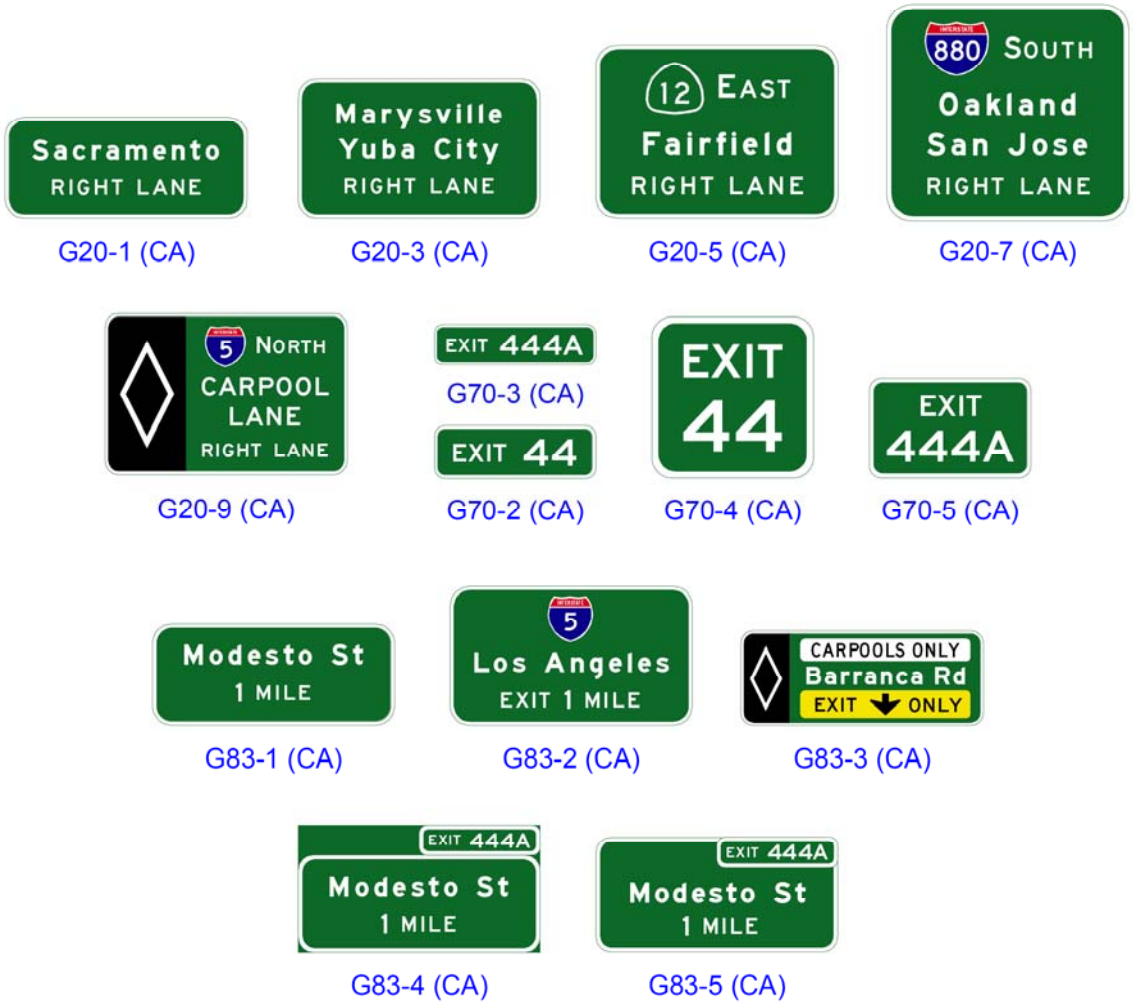

Figure 2E-16. Next Exit Supplemental Advance Guide Signs

E2-1

E2-1A

Figure 2E-17. Supplemental Guide Signs for Multi-exit Interchanges

Figure 2E-18. Supplemental Guide Sign for a Park and Ride Facility (Route without Exit Numbering)

Figure 2E-19. Supplemental Guide Sign for a Park and Ride Facility (Route with Exit Numbering)

Figure 2E-20. Interchange Exit Direction Sign

Figure 2E-20 (CA). California Interchange Exit Direction Sign

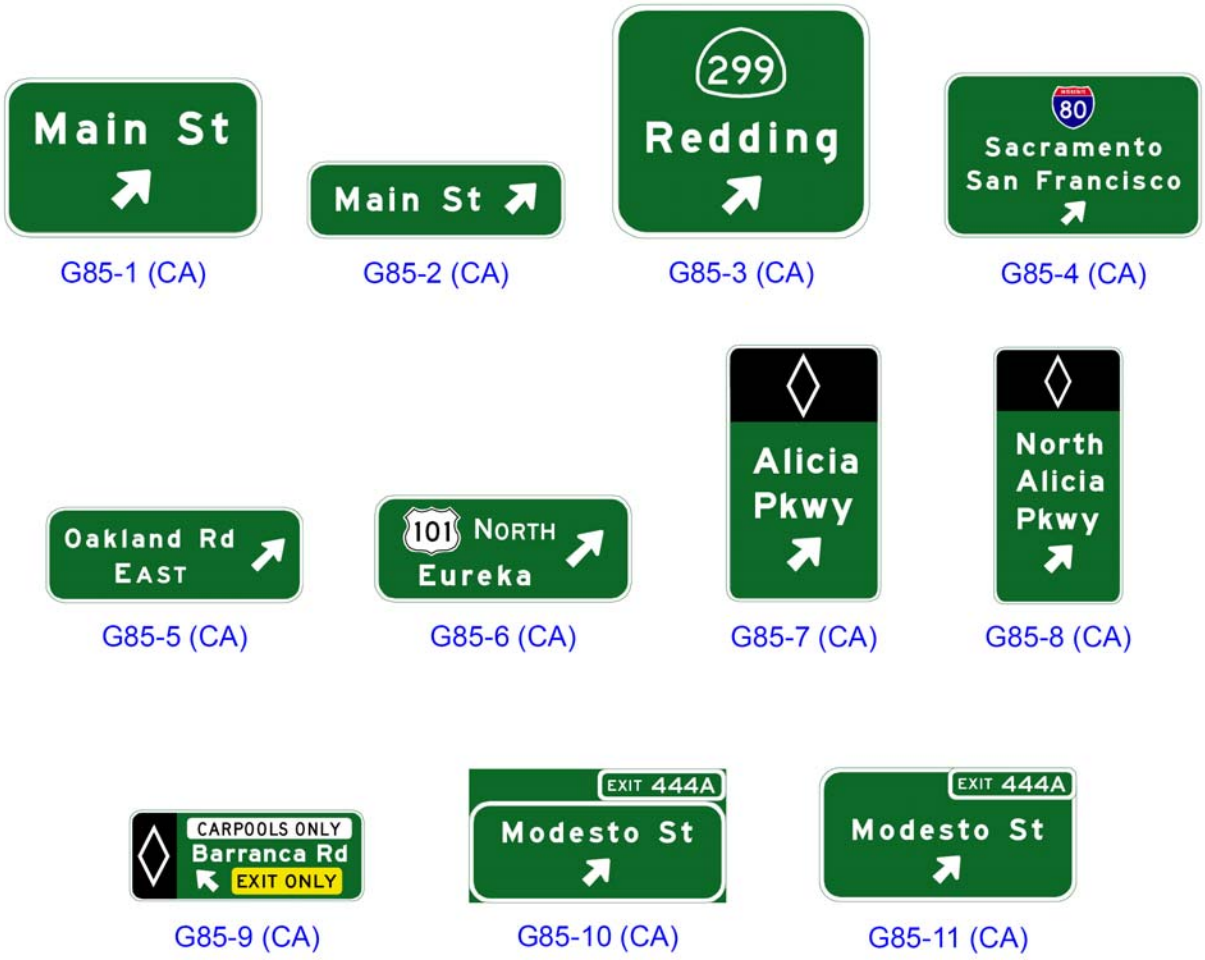

Figure 2E-21. Exit Gore Signs

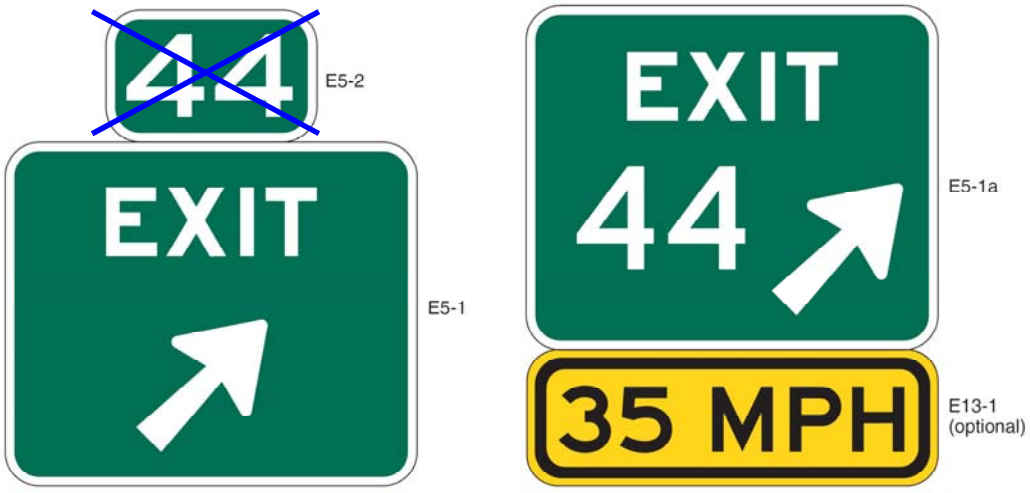

Figure 2E-21 (CA). California Exit Gore Signs

G84-1 (CA)

G84-2 (CA)

G84-3 (CA)

Figure 2E-22. Post-Interchange Distance Sign

Figure 2E-23. Signing of Closely Spaced Interchanges Using Interchange Sequence Signs

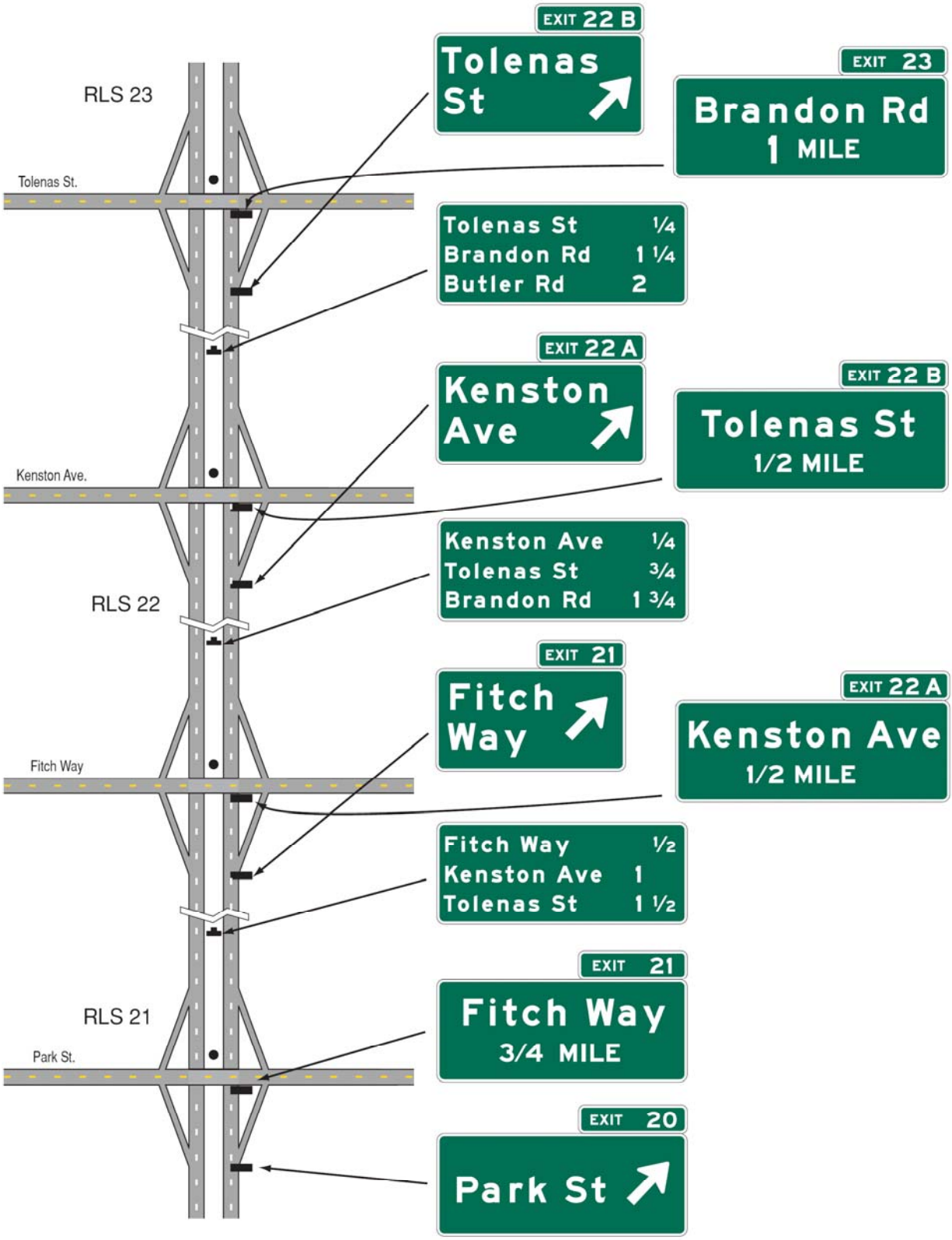

Figure 2E-24. Interchange Sequence Sign

Figure 2E-25. Community Interchanges Identification Sign

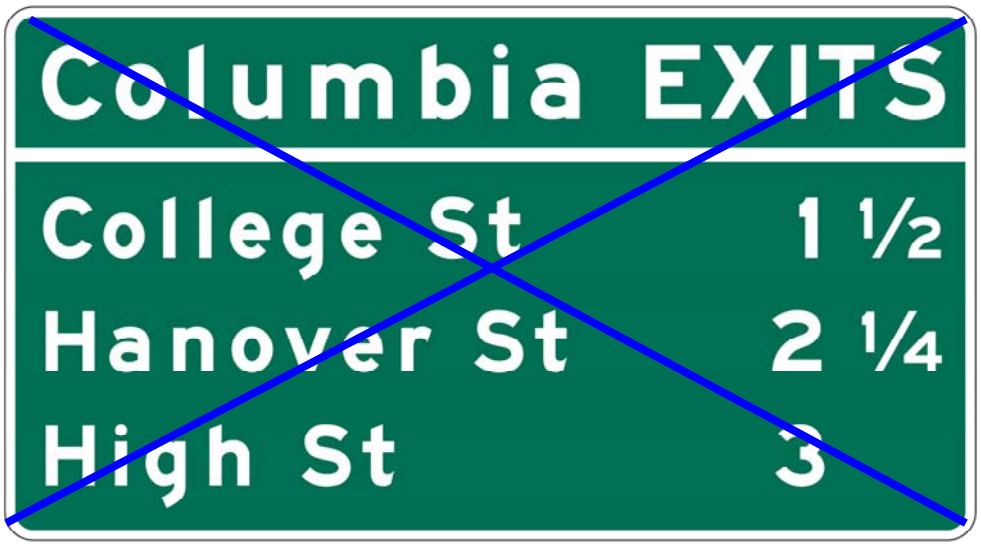

Figure 2E-26. NEXT EXITS Sign

Figure 2E-24 (CA). California Interchange Sequence Signs

Figure 2E-26 (CA). California NEXT EXITS Sign

Figure 2E-27. Examples of Freeway-to-Freeway Interchange Guide Signs

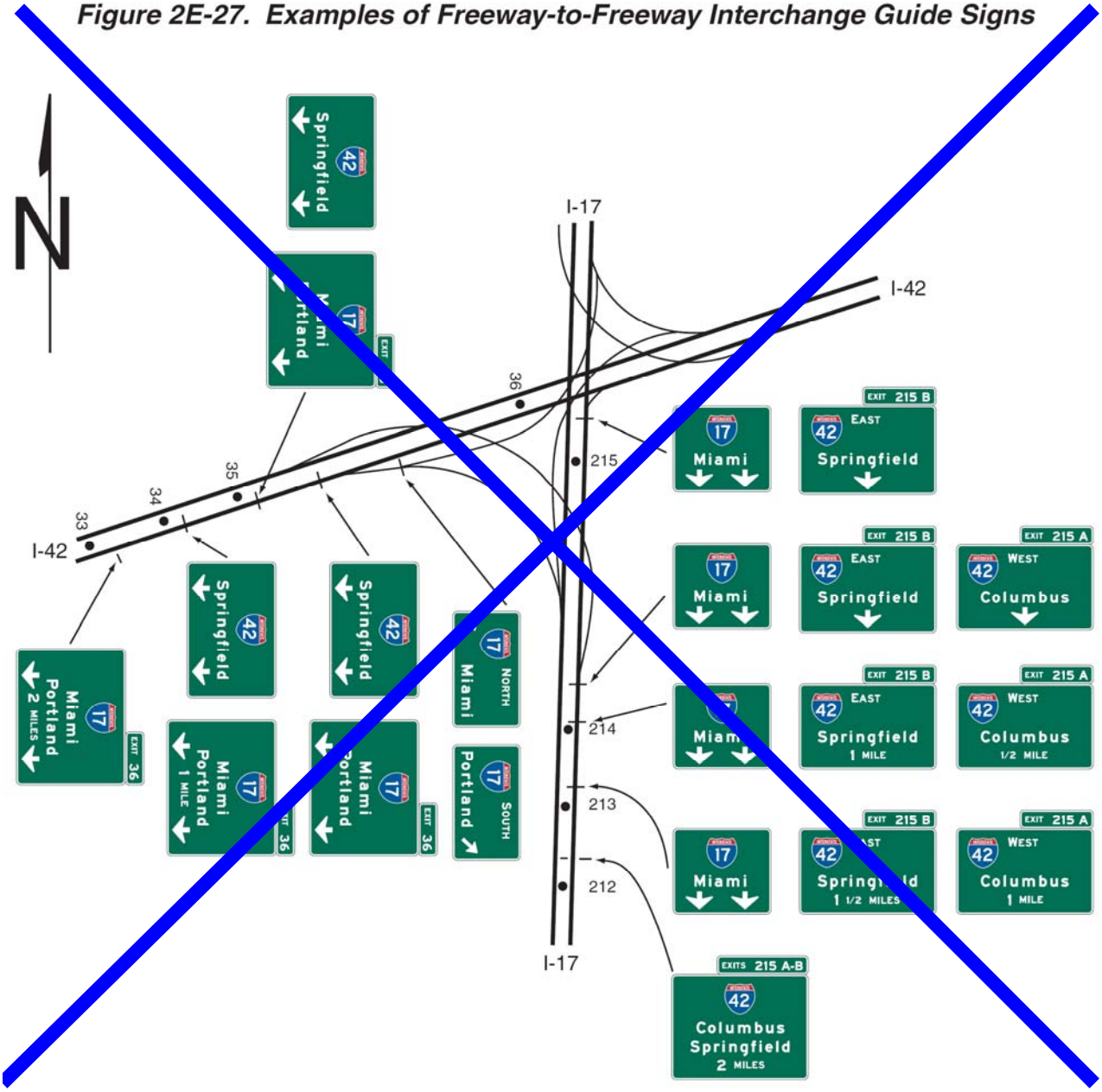

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Figure 2E-27 (CA). Examples of Freeway-to-Freeway Interchange Guide Signs

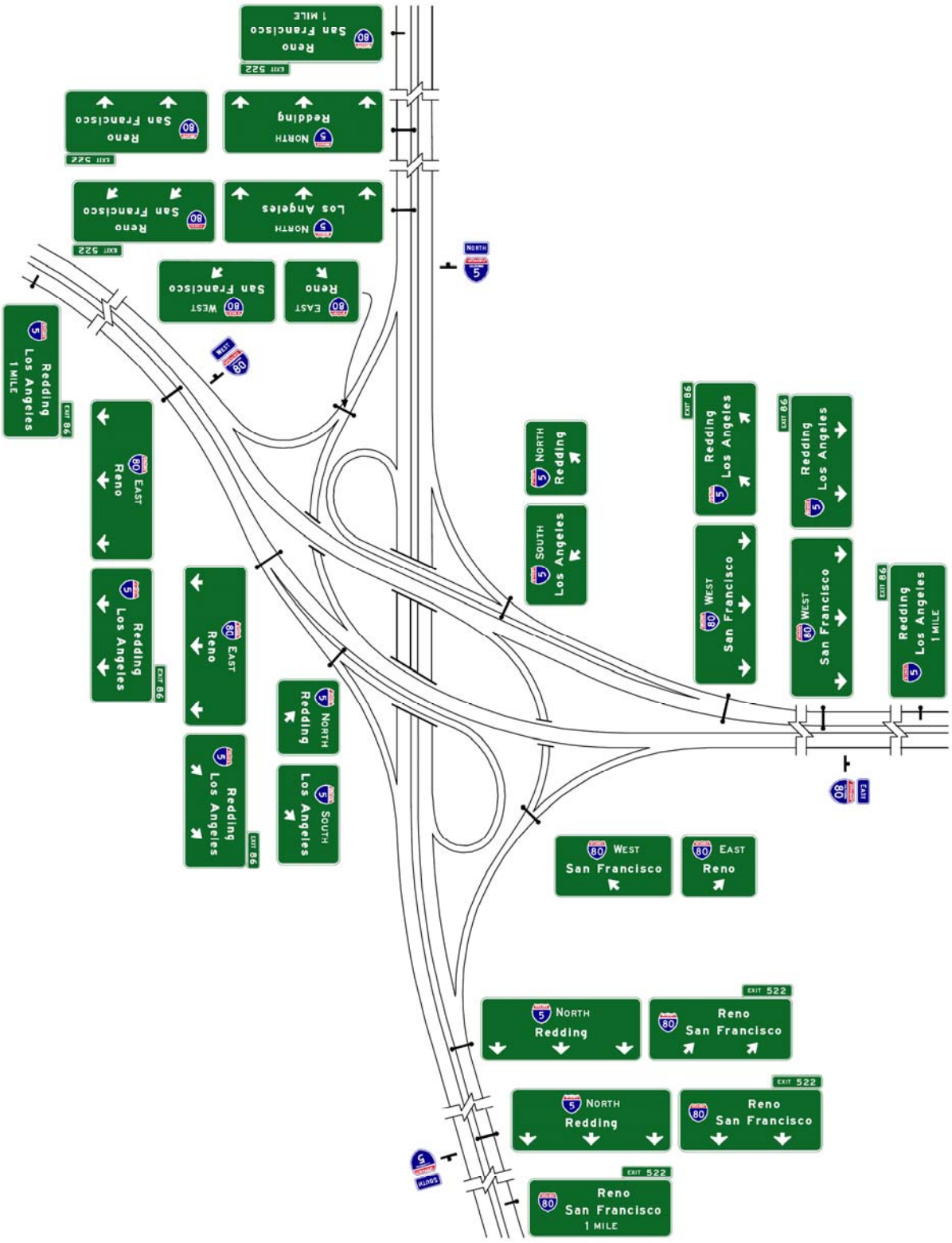
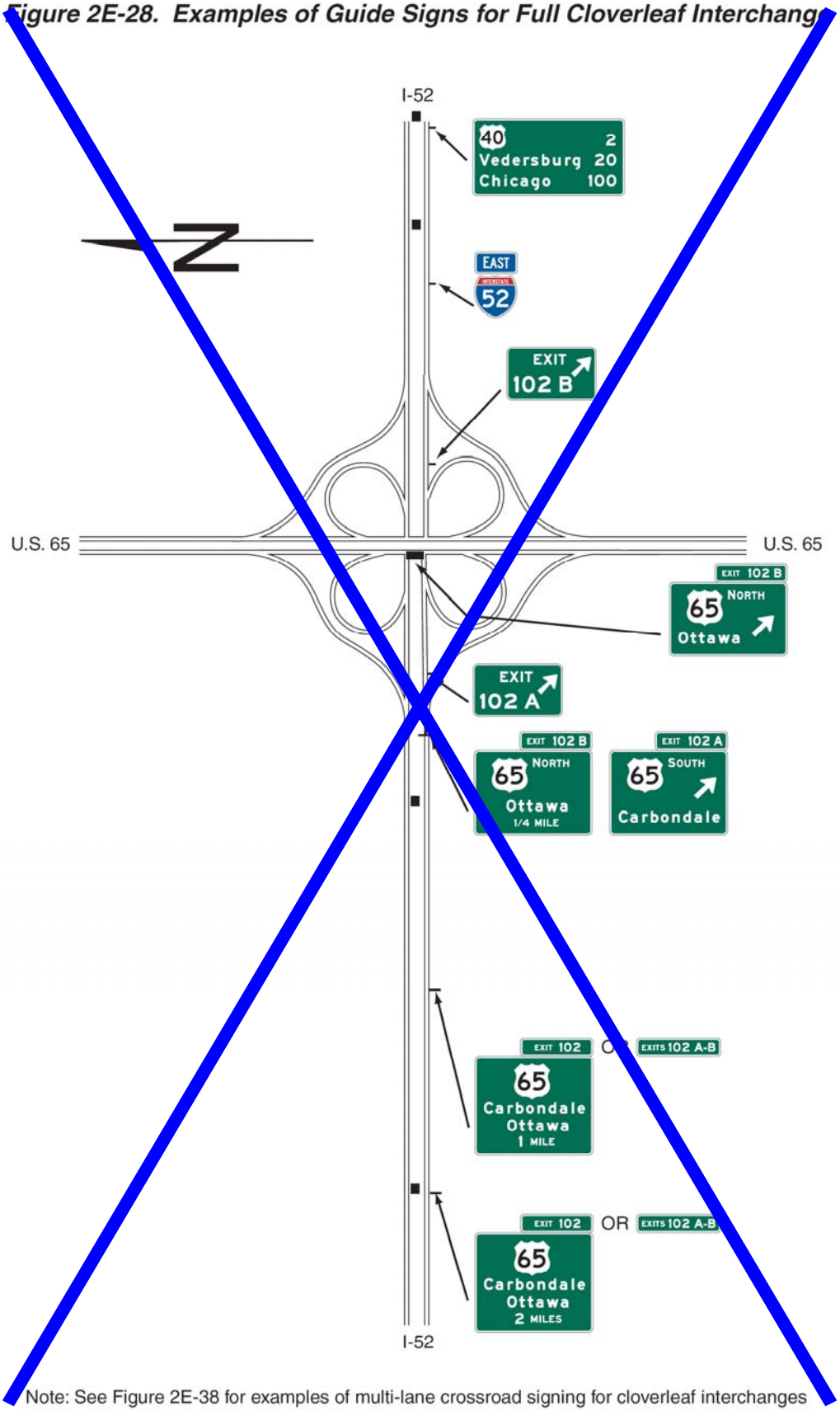


Figure 2E-28. Examples of Guide Signs for Full Cloverleaf Interchange



Note: See Figure 2E-38 for examples of multi-lane crossroad signing for cloverleaf interchanges

Figure 2E-28 (CA). Examples of Guide Signs for Full Cloverleaf Interchanges

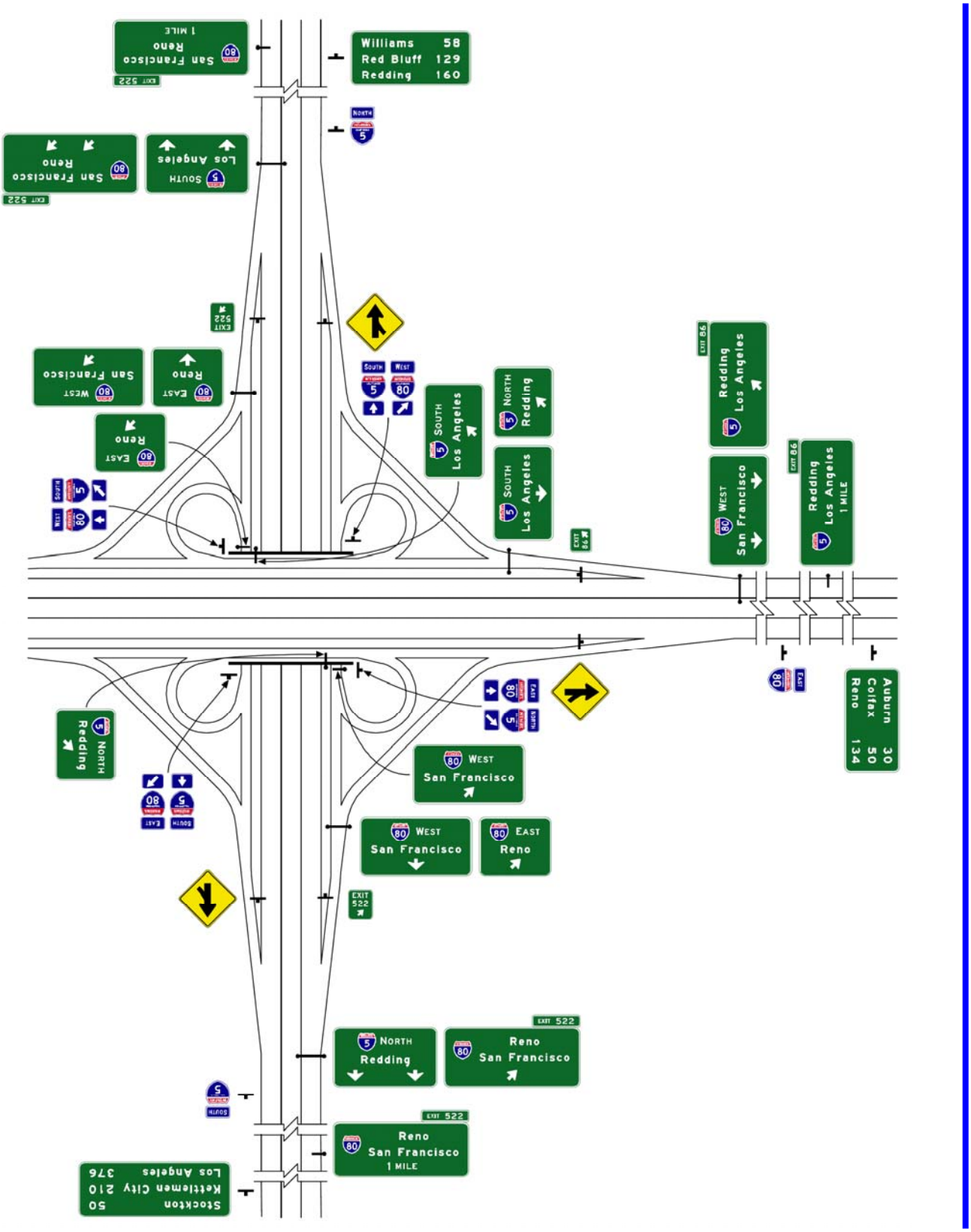
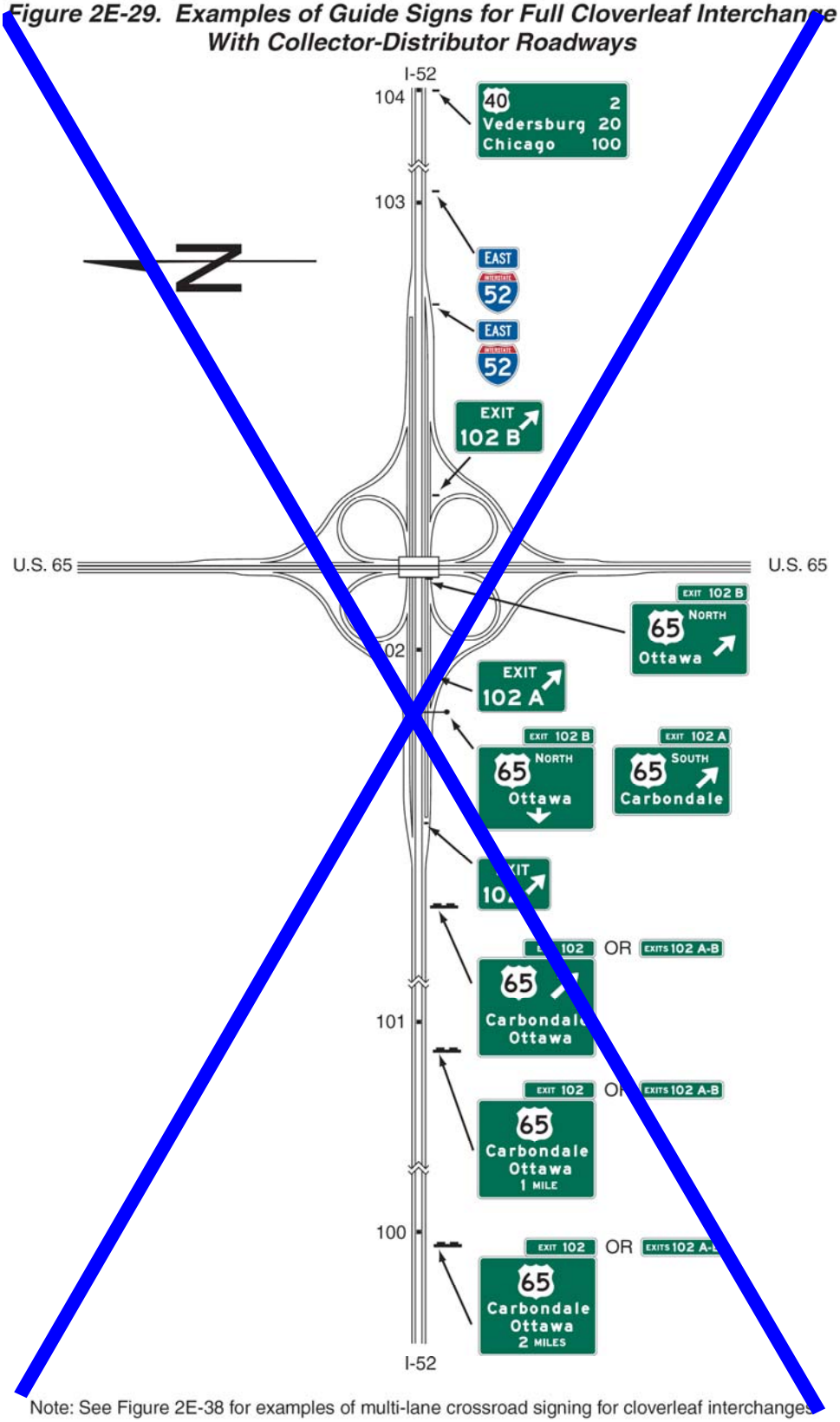


Figure 2E-29. Examples of Guide Signs for Full Cloverleaf Interchange With Collector-Distributor Roadways

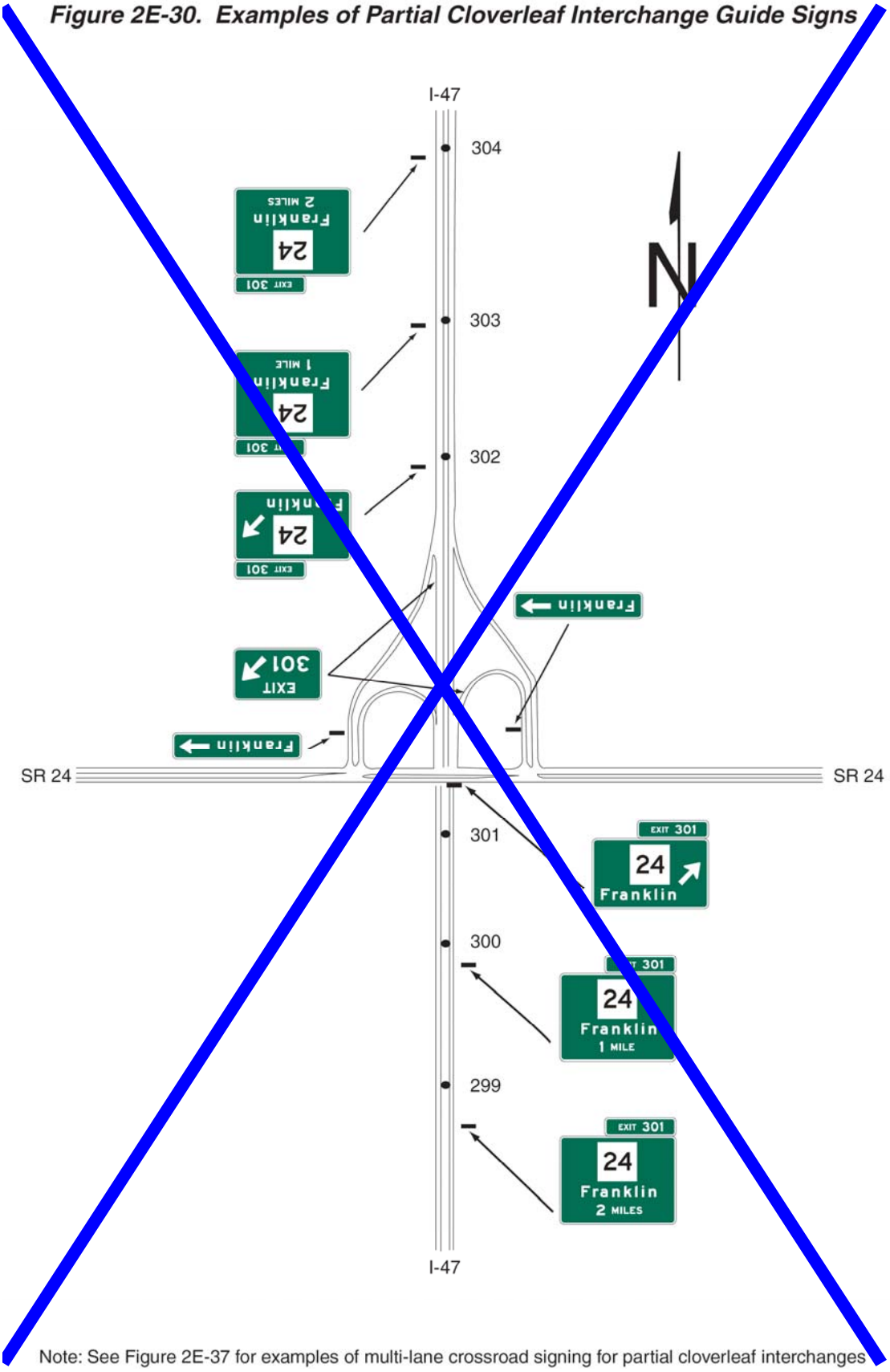


Note: See Figure 2E-38 for examples of multi-lane crossroad signing for cloverleaf interchanges.

Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

Figure 2E-30. Examples of Partial Cloverleaf Interchange Guide Signs



Note: See Figure 2E-37 for examples of multi-lane crossroad signing for partial cloverleaf interchanges

Figure 2E-30 (CA). Examples of Partial Cloverleaf Interchange Guide Signs

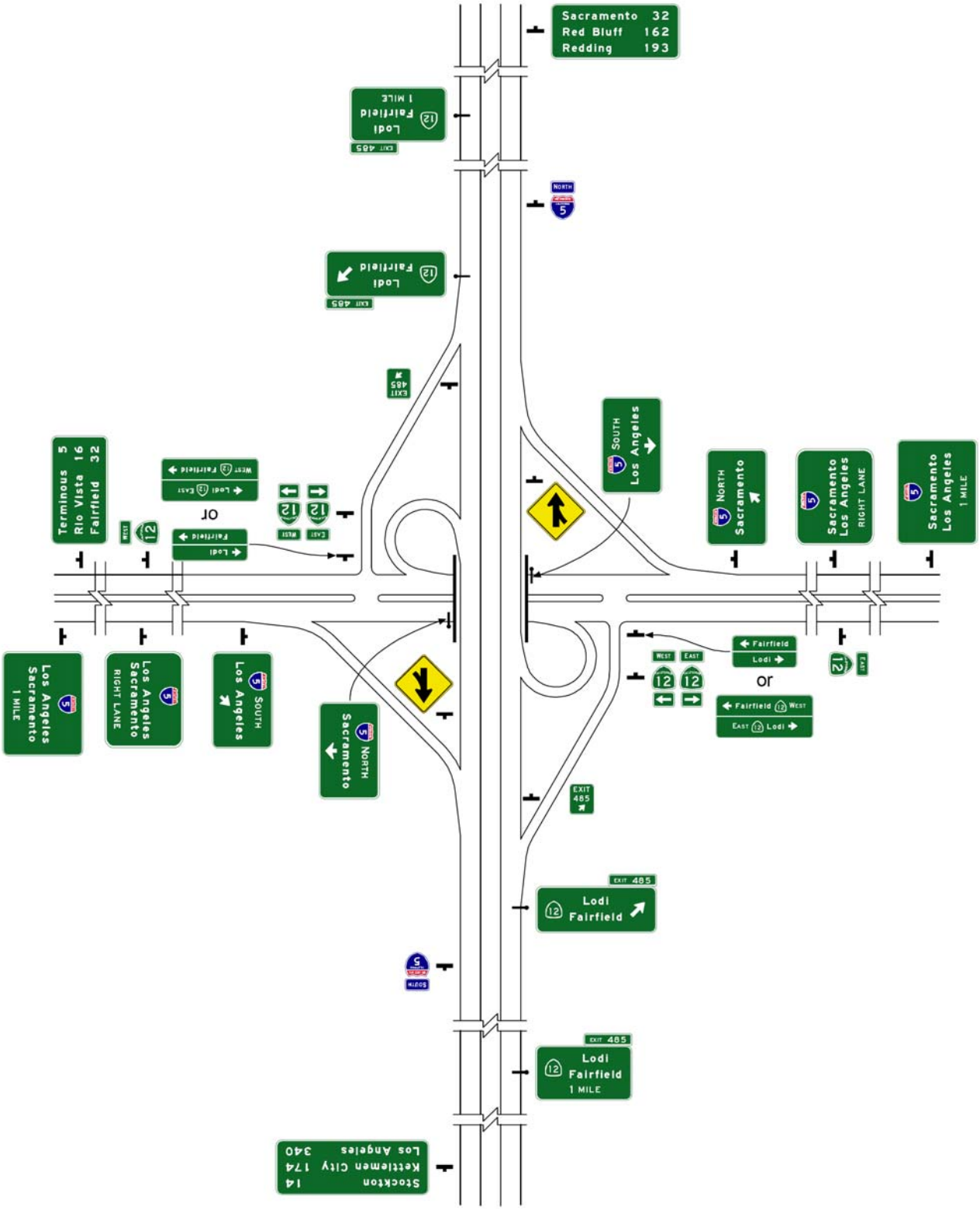
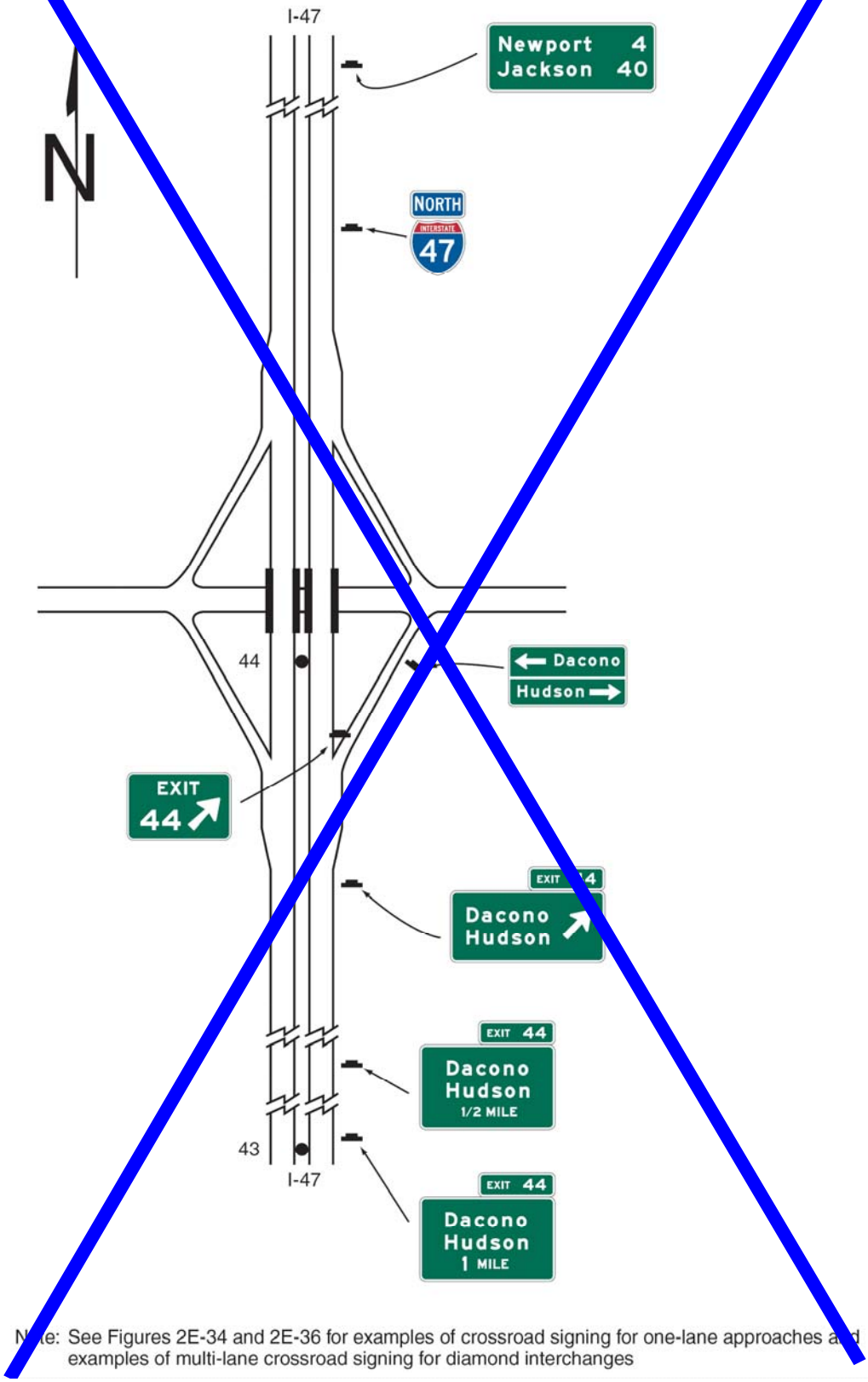


Figure 2E-31. Examples of Diamond Interchange Guide Signs



Note: See Figures 2E-34 and 2E-36 for examples of crossroad signing for one-lane approaches and examples of multi-lane crossroad signing for diamond interchanges

Figure 2E-31 (CA). Examples of Diamond Interchange Guide Signs

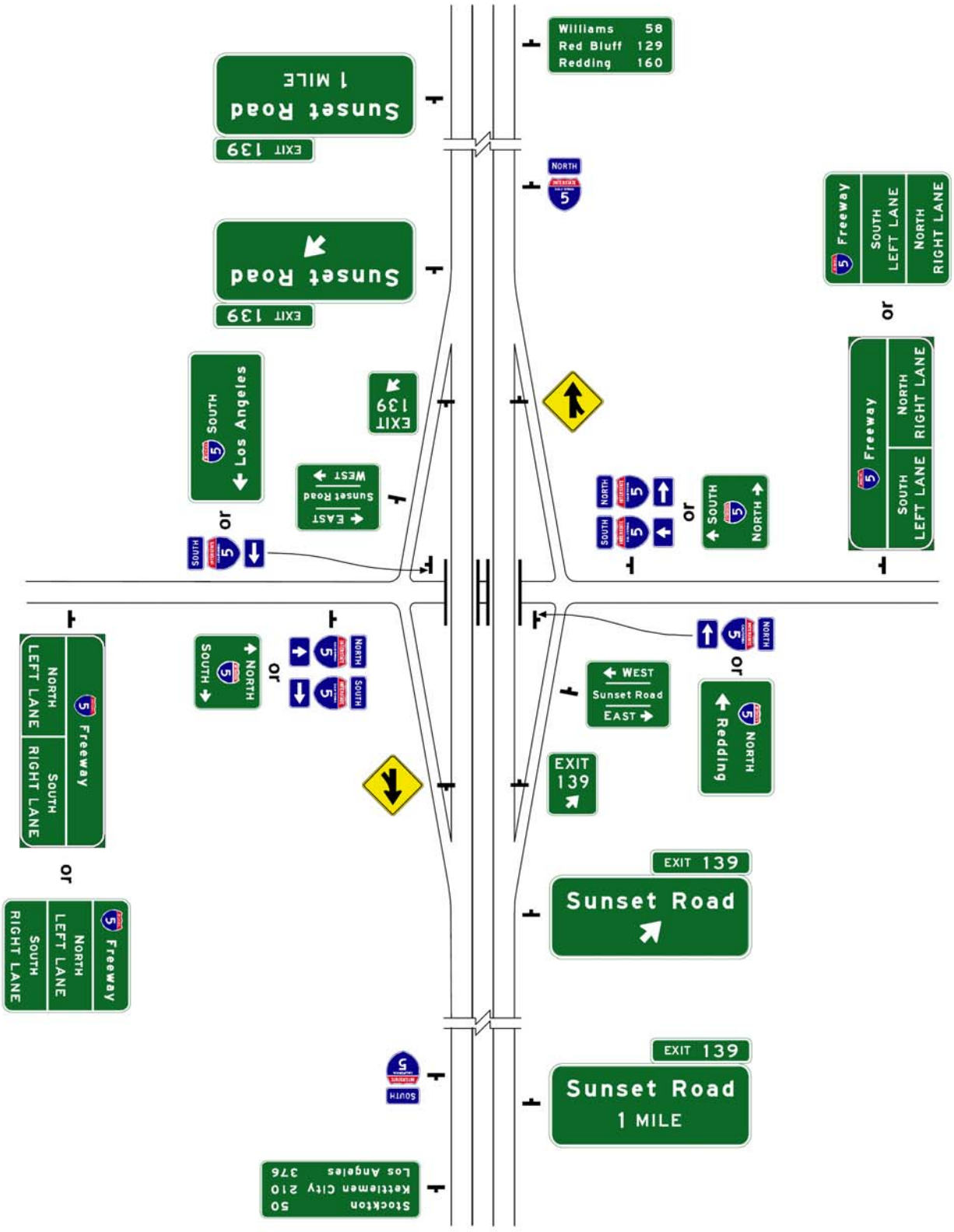
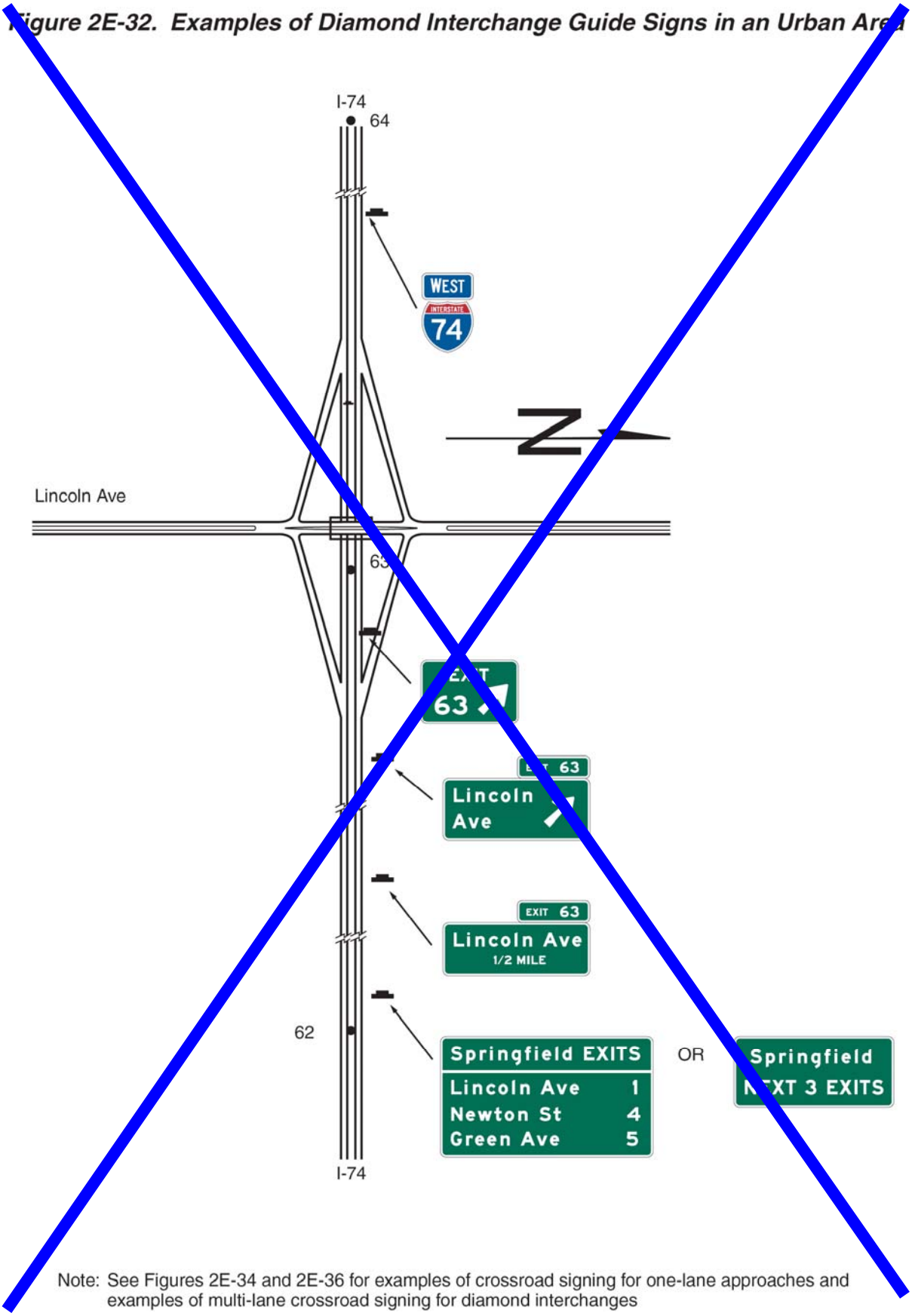


Figure 2E-32. Examples of Diamond Interchange Guide Signs in an Urban Area



Note: See Figures 2E-34 and 2E-36 for examples of crossroad signing for one-lane approaches and examples of multi-lane crossroad signing for diamond interchanges

Figure 2E-32 (CA). Examples of Diamond Interchange Guide Signs in an Urban Area

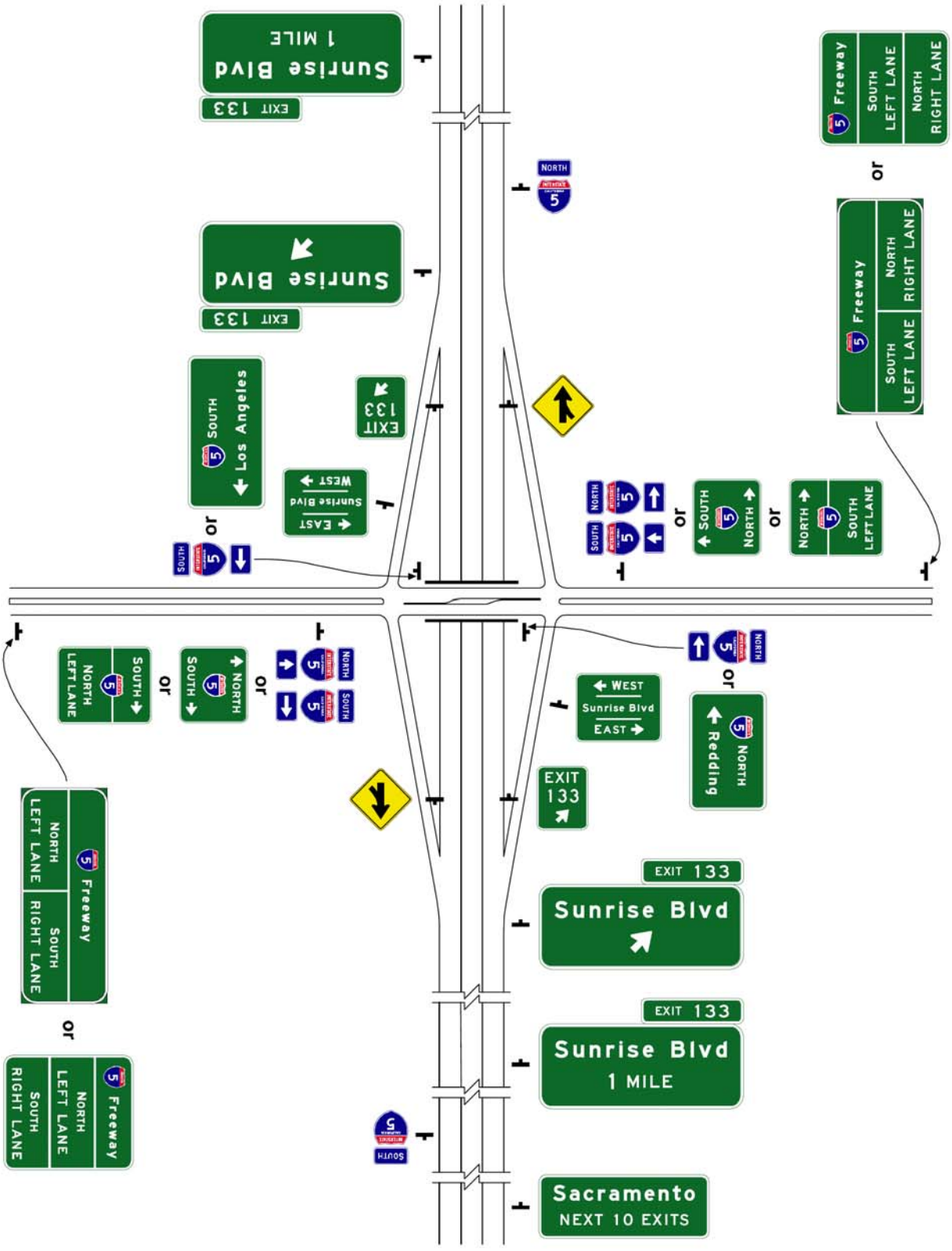
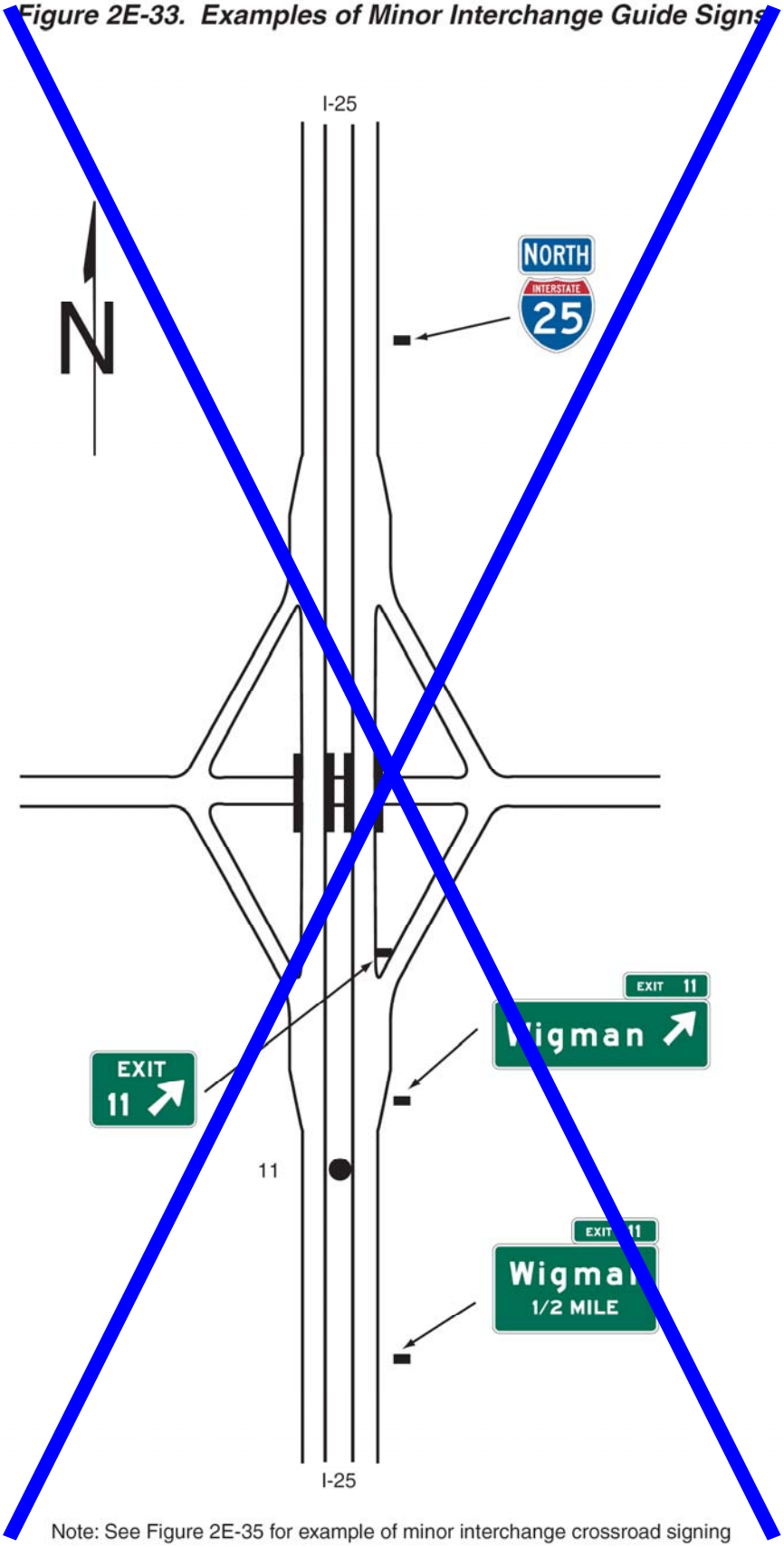


Figure 2E-33. Examples of Minor Interchange Guide Signs



Note: See Figure 2E-35 for example of minor interchange crossroad signing

Figure 2E-33 (CA). Examples of Minor Interchange Guide Signs

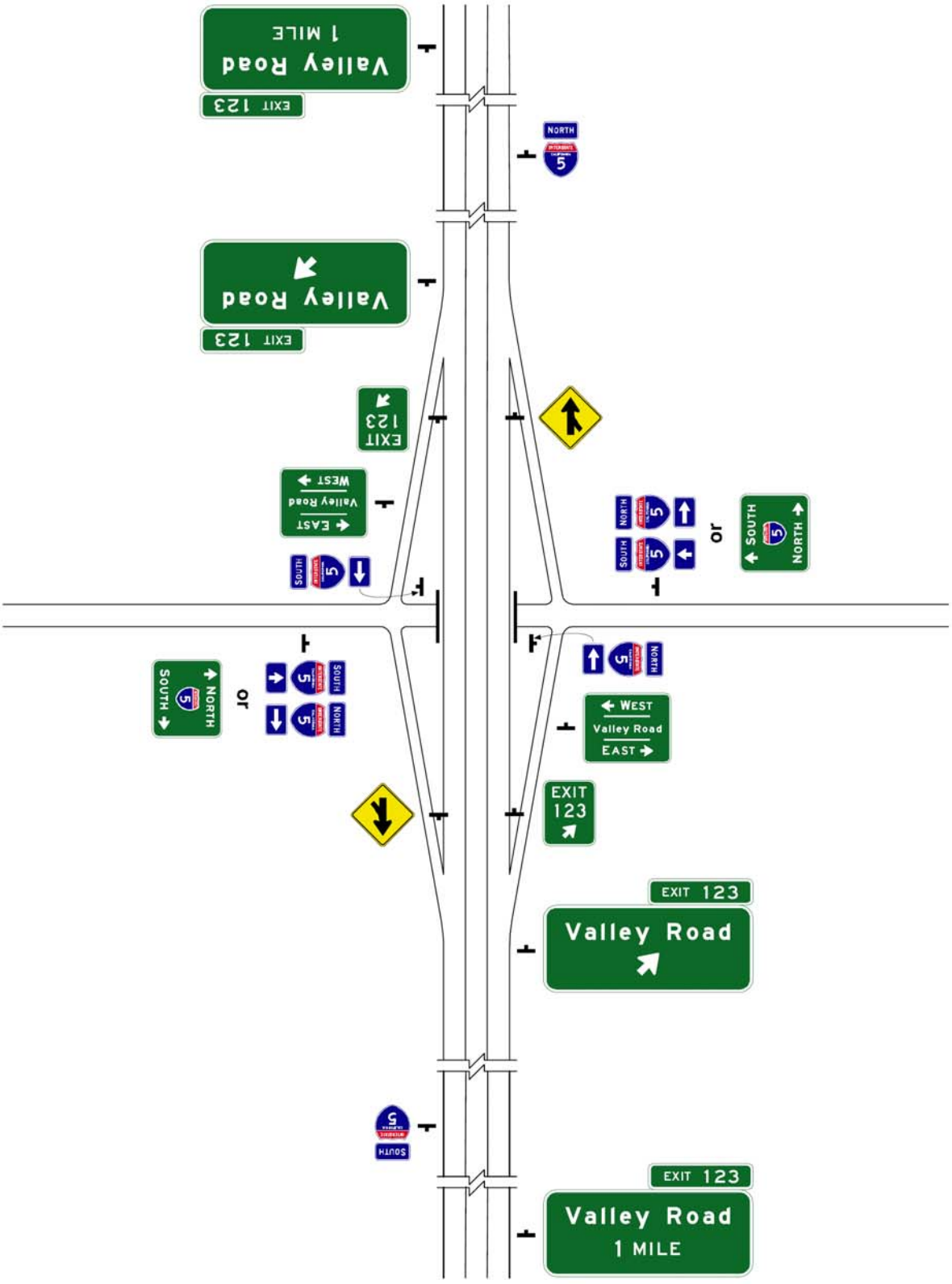
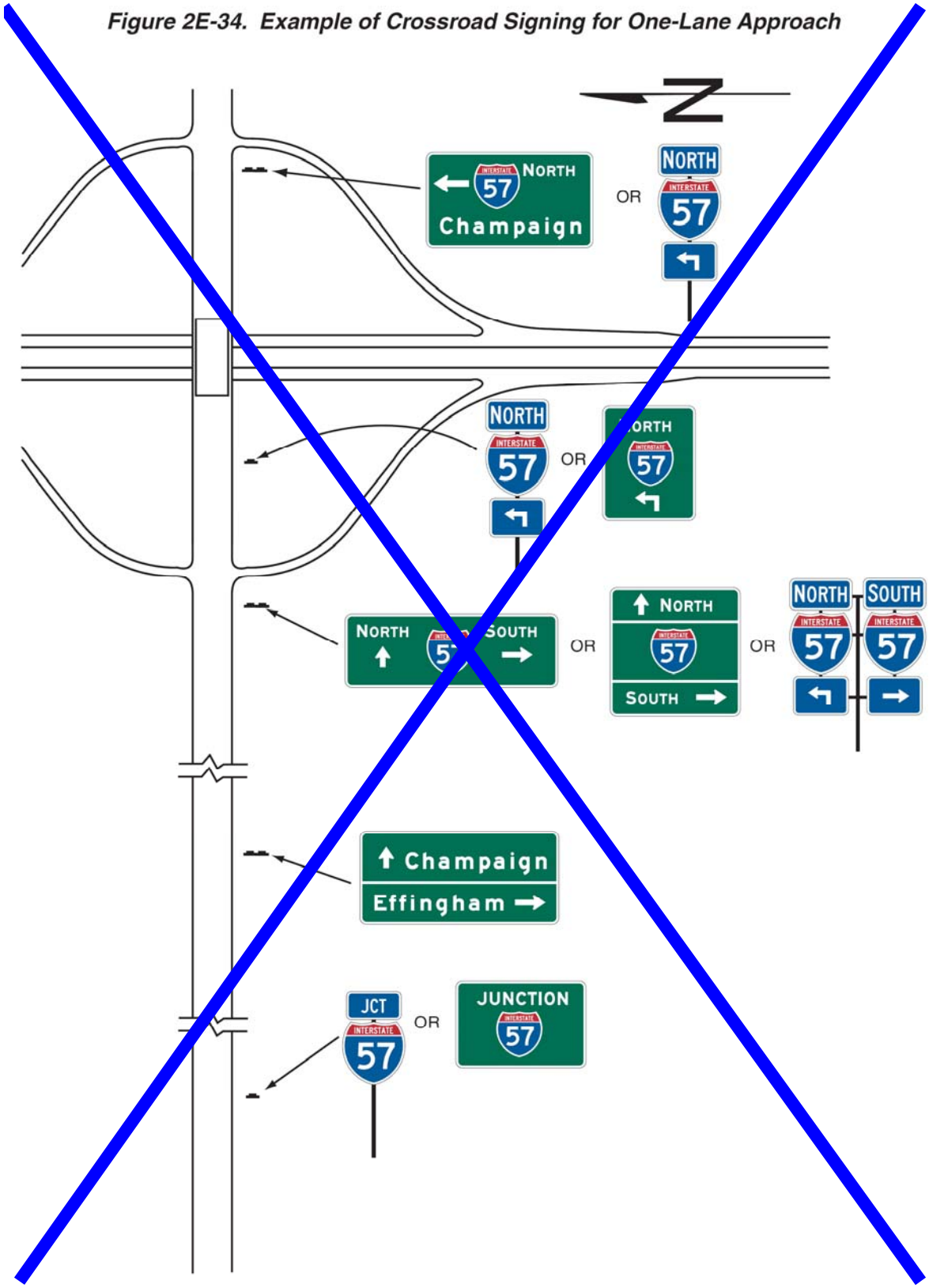


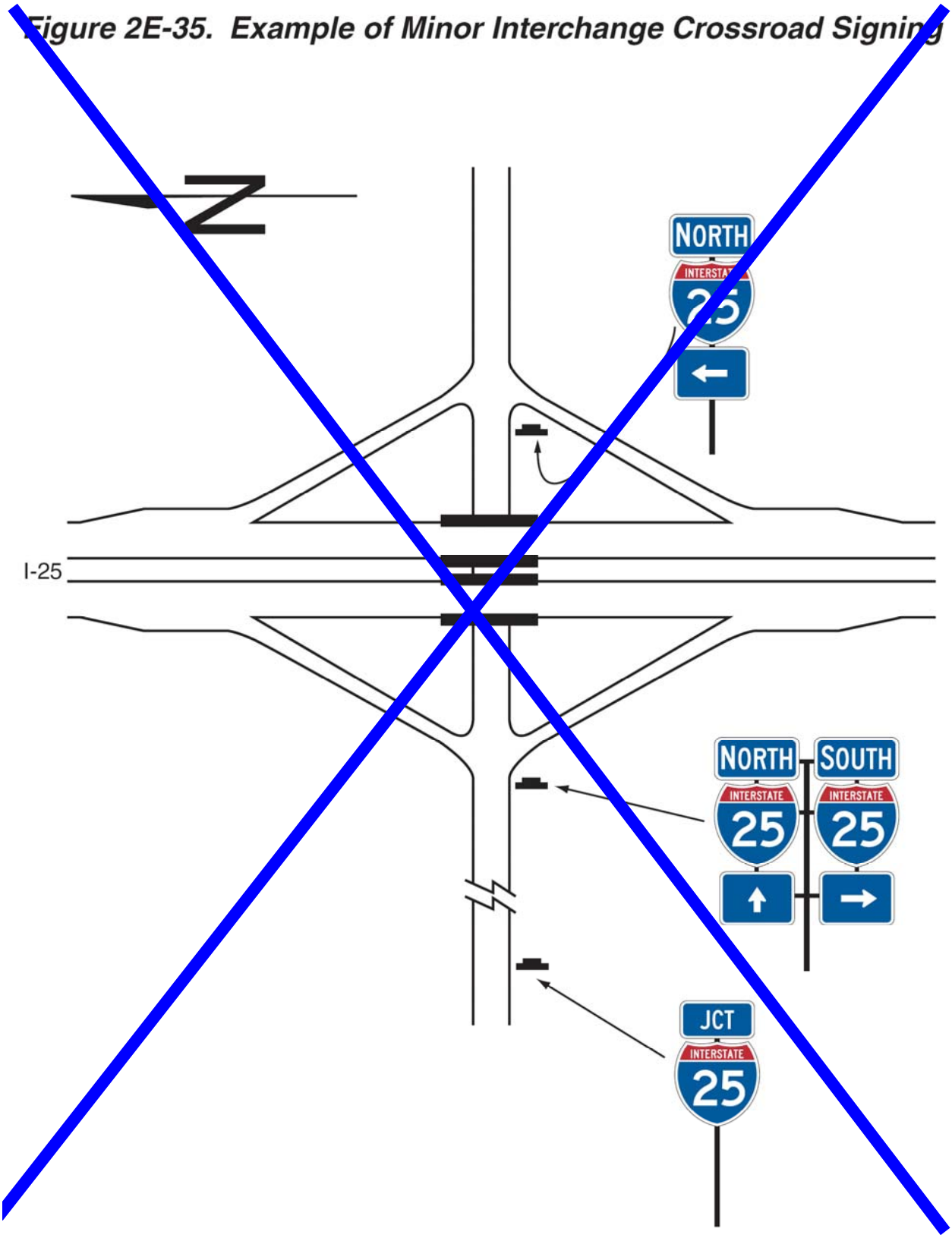
Figure 2E-34. Example of Crossroad Signing for One-Lane Approach



Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

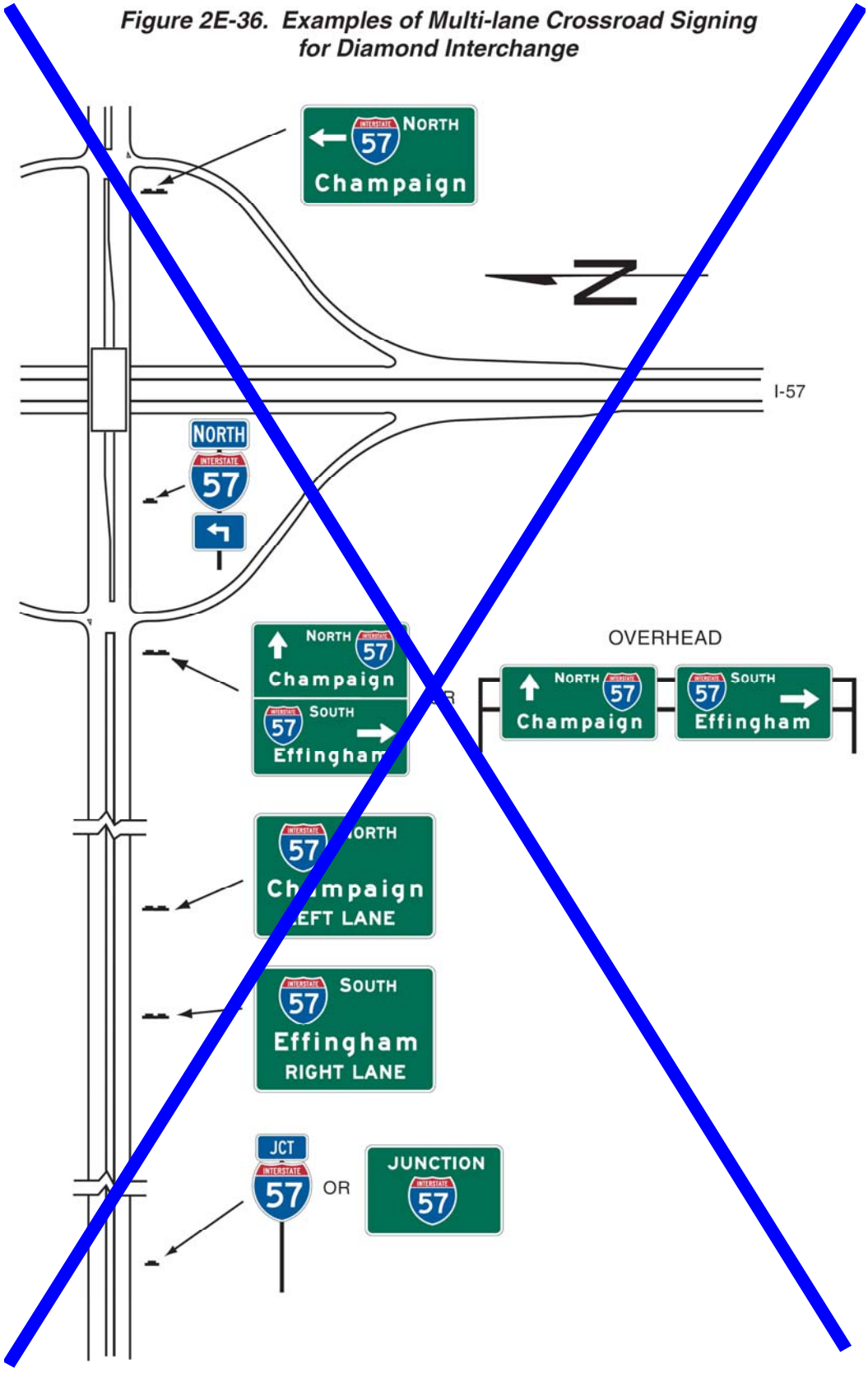
Figure 2E-35. Example of Minor Interchange Crossroad Signing



Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

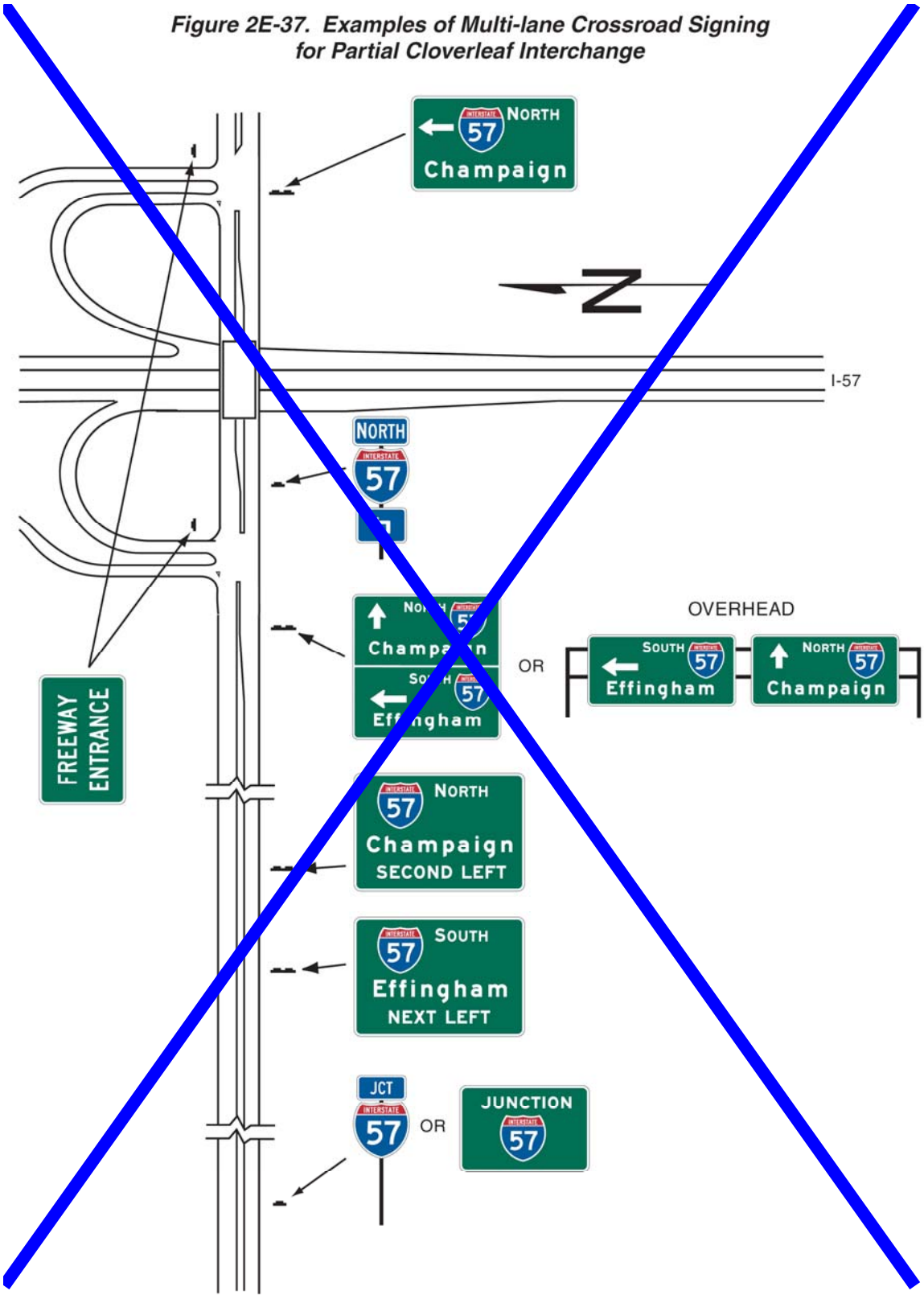
Figure 2E-36. Examples of Multi-lane Crossroad Signing for Diamond Interchange



Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

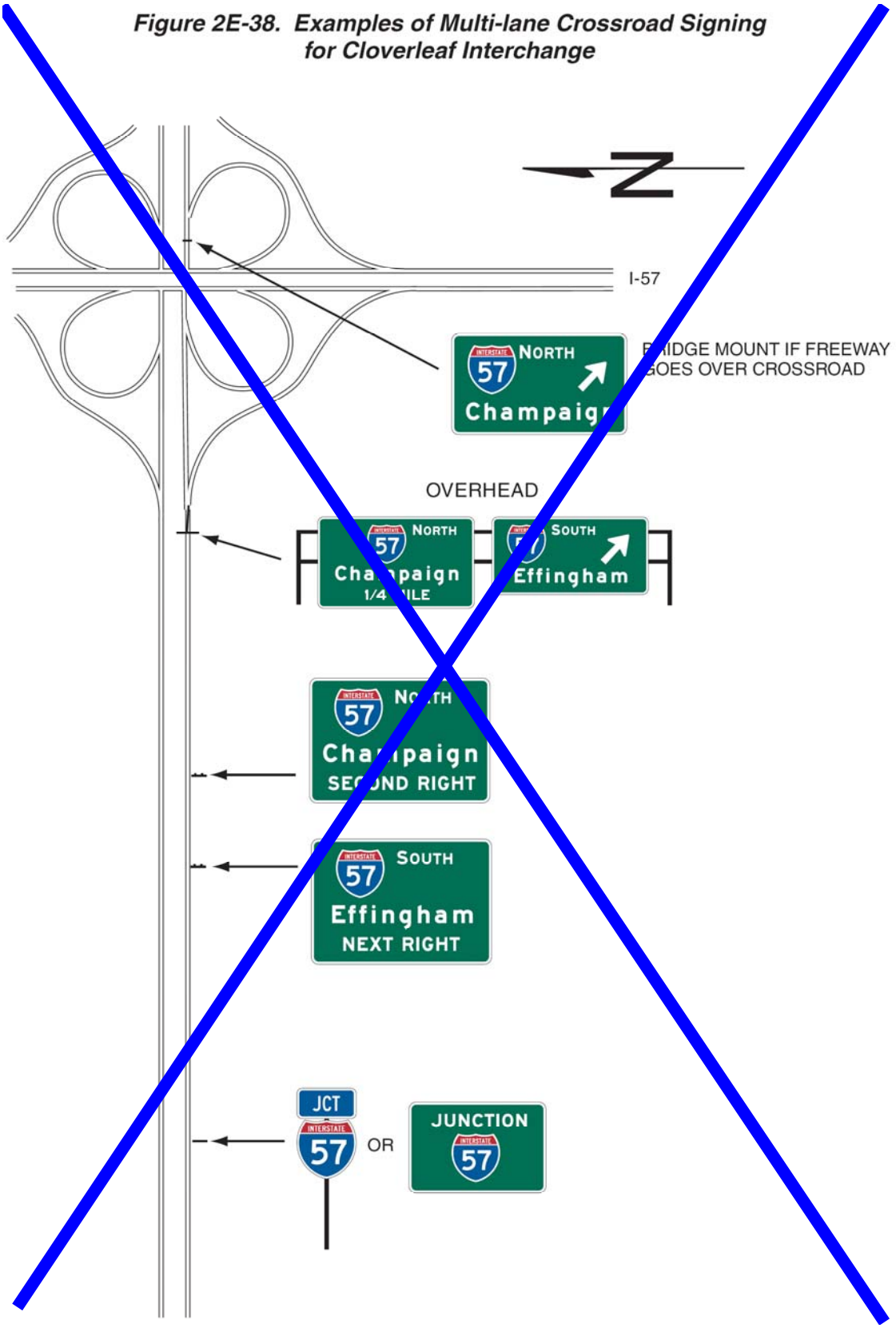
Figure 2E-37. Examples of Multi-lane Crossroad Signing for Partial Cloverleaf Interchange



Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

Figure 2E-38. Examples of Multi-lane Crossroad Signing for Cloverleaf Interchange



Support:

Contact Department of Transportation's Division of Traffic Operations for further guidance regarding this figure.

Figure 2E-39. Examples of Regulatory Signing and Pavement Markings at Exit Ramp Termination to Deter Wrong-Way Entry

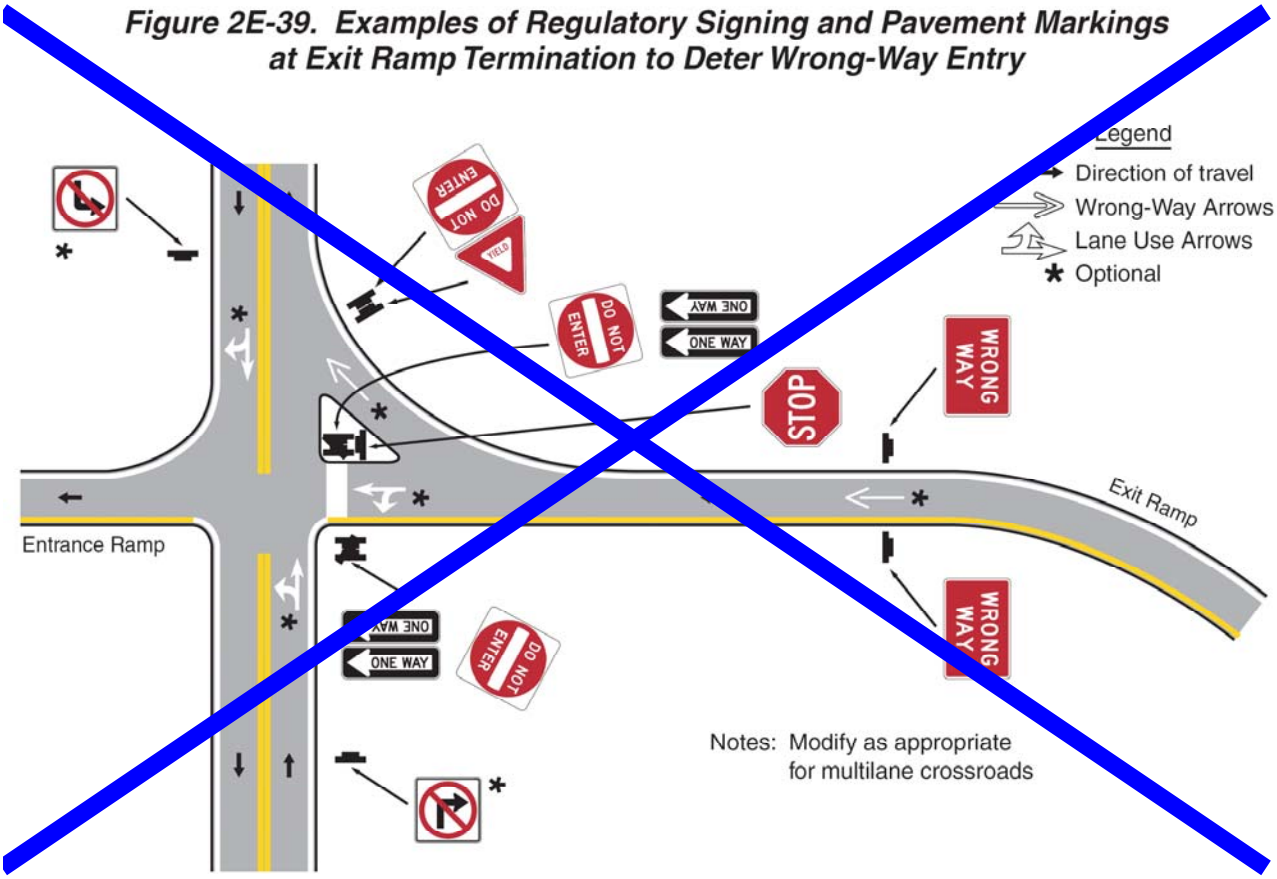


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Figure 2E-39 (CA). Examples of Regulatory Signing and Pavement Markings at Ramp Terminations to Deter Wrong-Way Entry (Sheet 1 of 5)

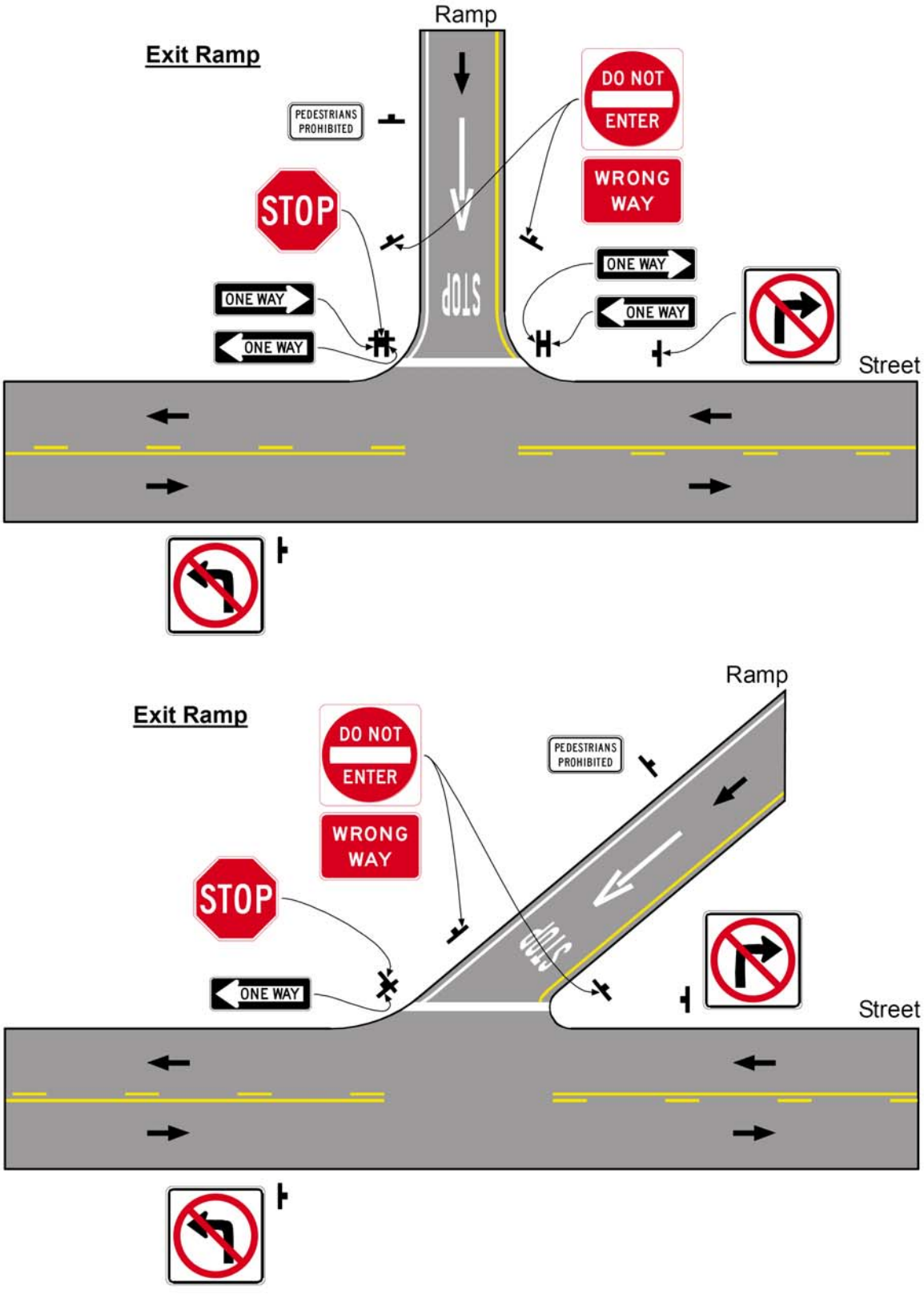

Figure 2E-39 (CA). Examples of Regulatory Signing and Pavement Markings at Ramp Terminations to Deter Wrong-Way Entry (Sheet 2 of 5)

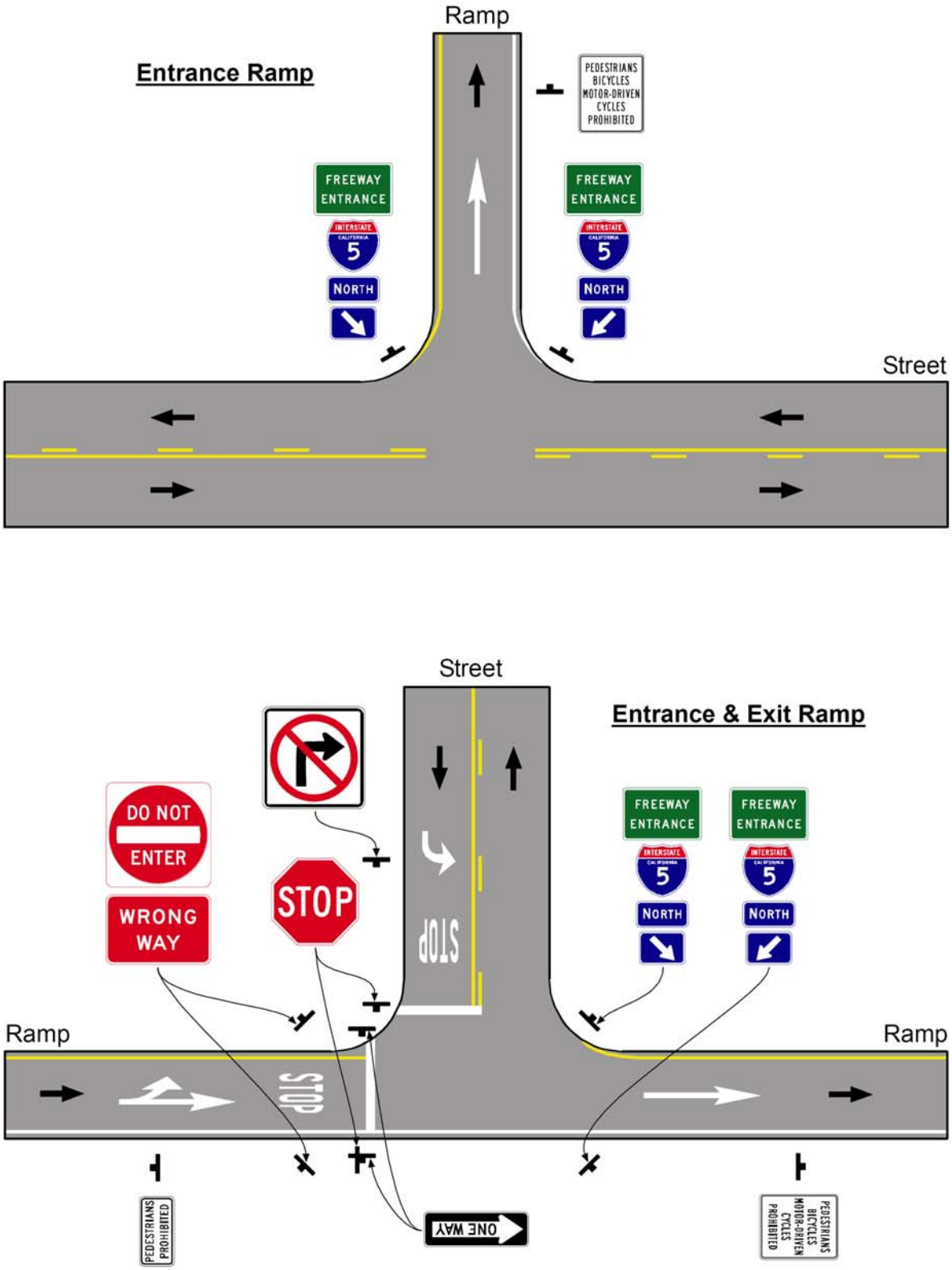

Figure 2E-39 (CA). Examples of Regulatory Signing and Pavement Markings at Ramp Terminations to Deter Wrong-Way Entry (Sheet 3 of 5)

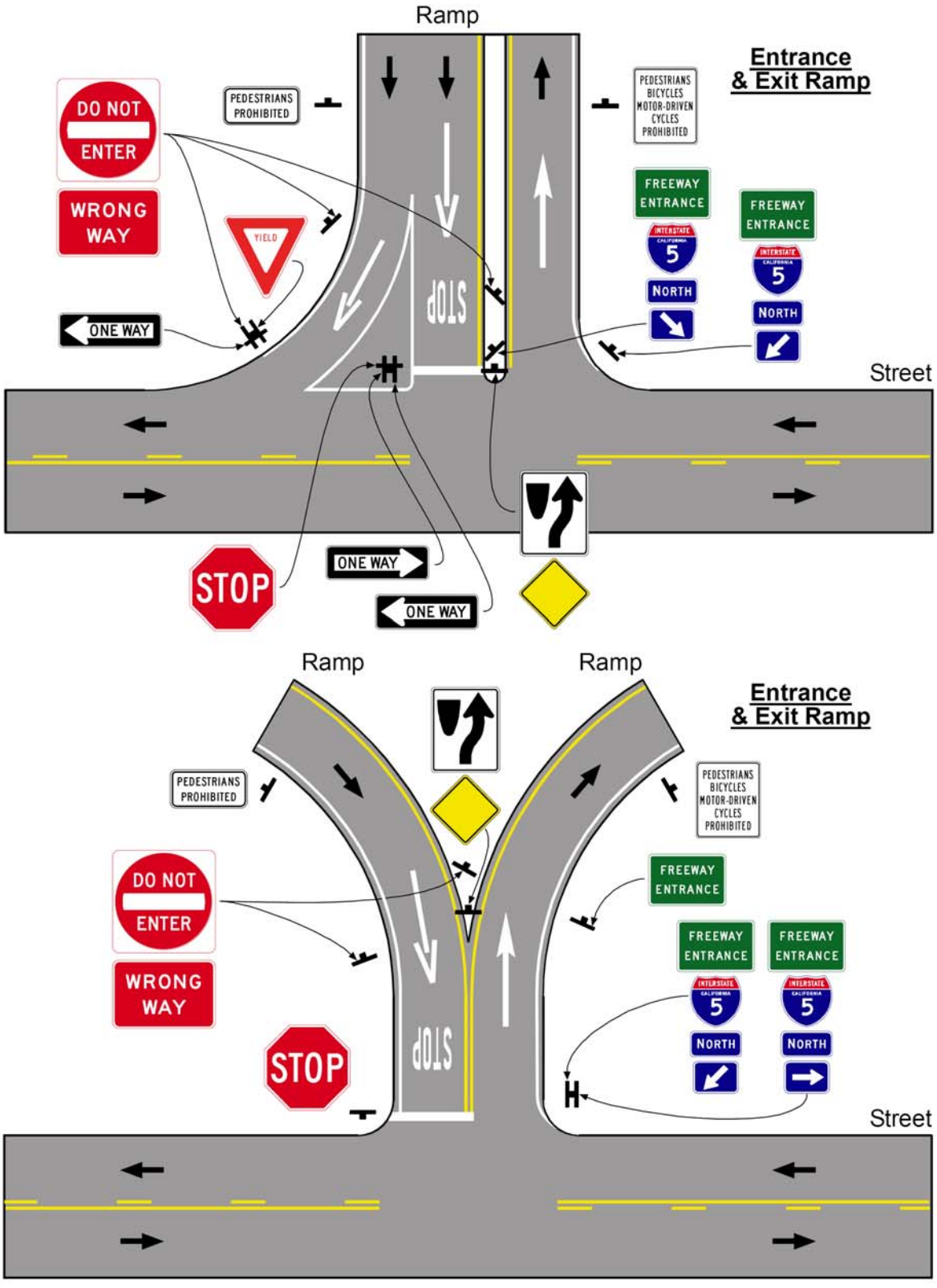

Figure 2E-39 (CA). Examples of Regulatory Signing and Pavement Markings at Ramp Terminations to Deter Wrong-Way Entry (Sheet 4 of 5)

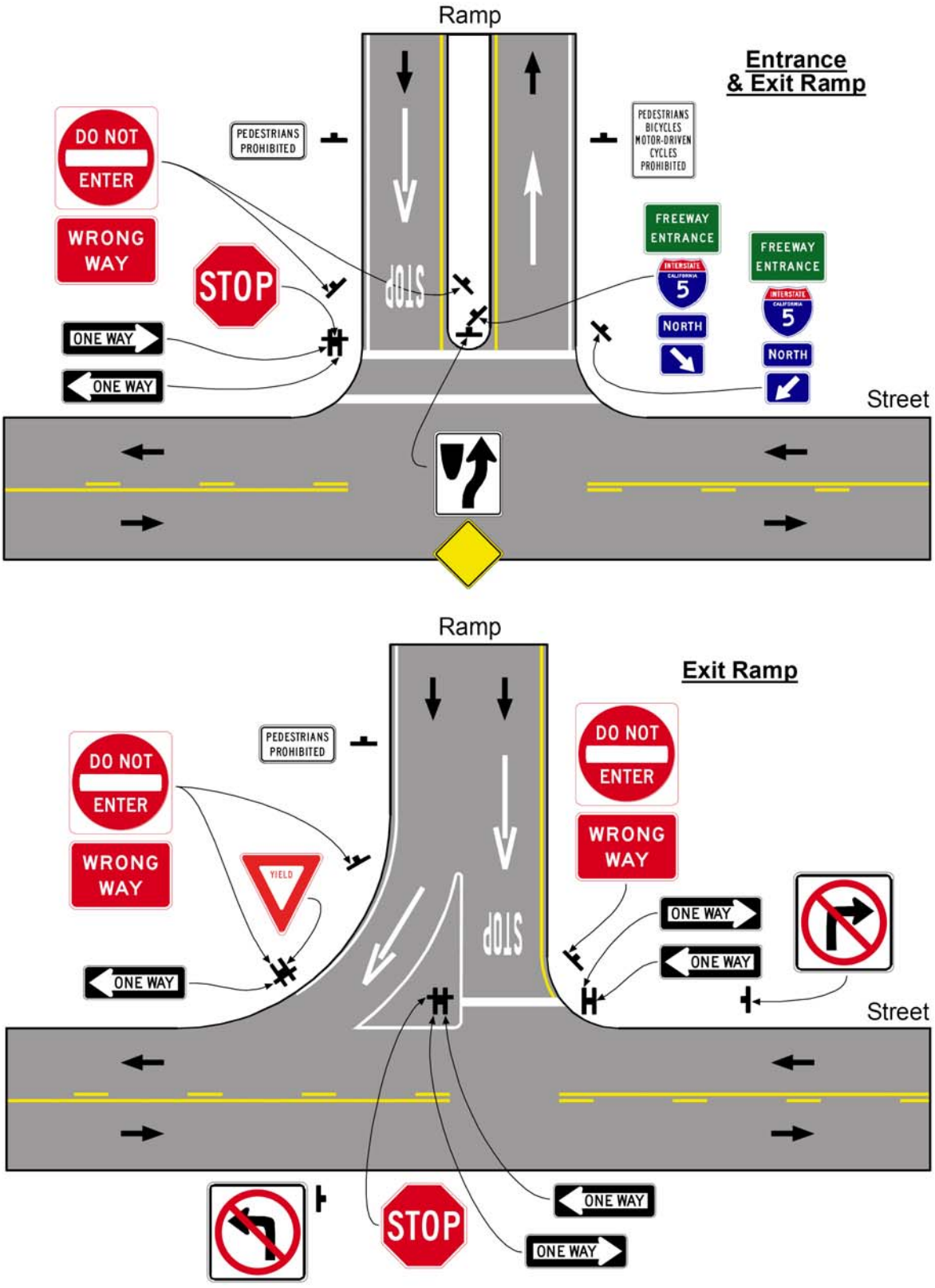

Figure 2E-39 (CA). Examples of Regulatory Signing and Pavement Markings at Ramp Terminations to Deter Wrong-Way Entry (Sheet 5 of 5)

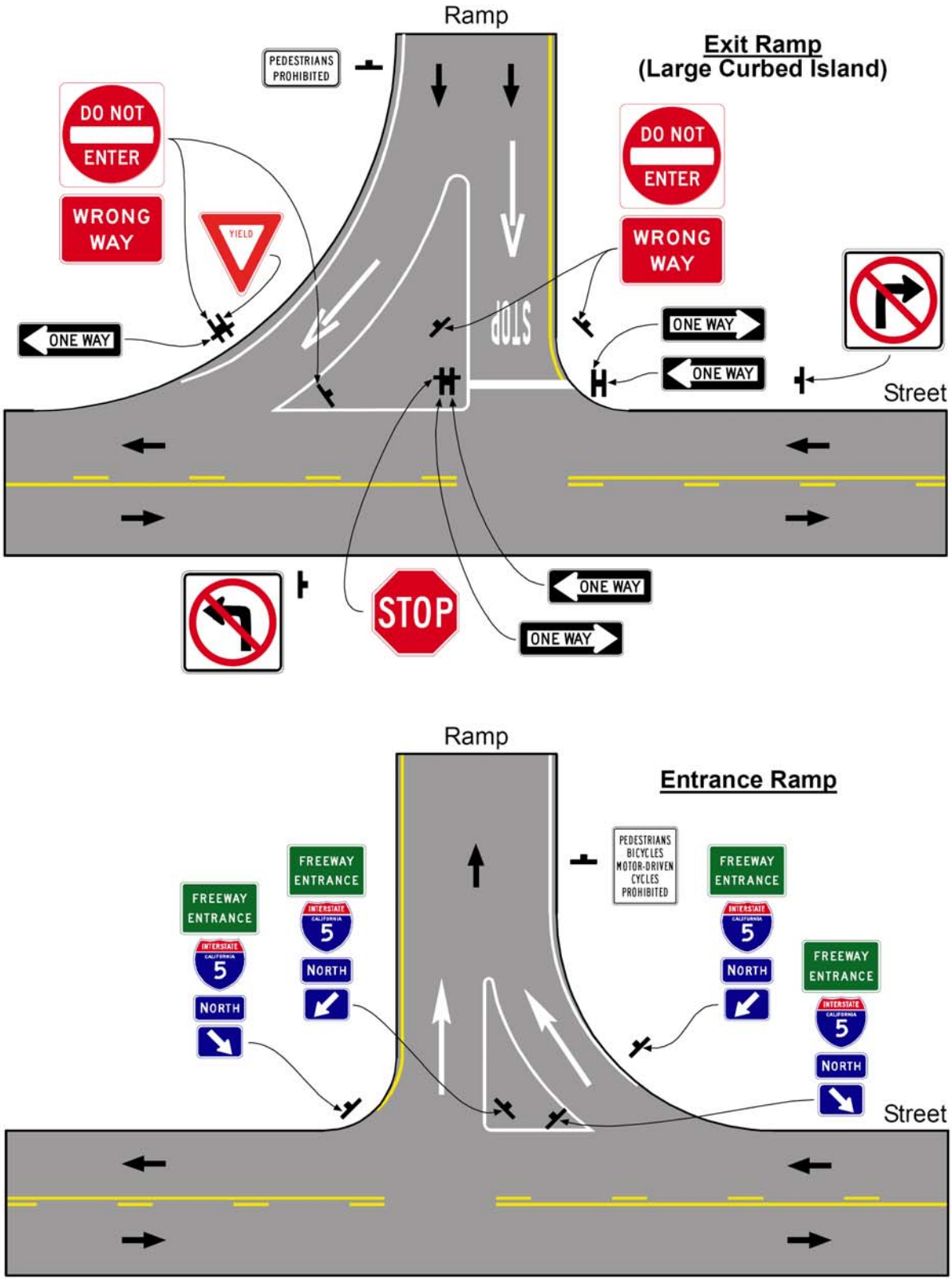

Figure 2E-40. Examples of Regulatory Signing and Pavement Markings at Entrance Ramp Terminal Where Design Does Not Clearly Indicate the Direction of Flow

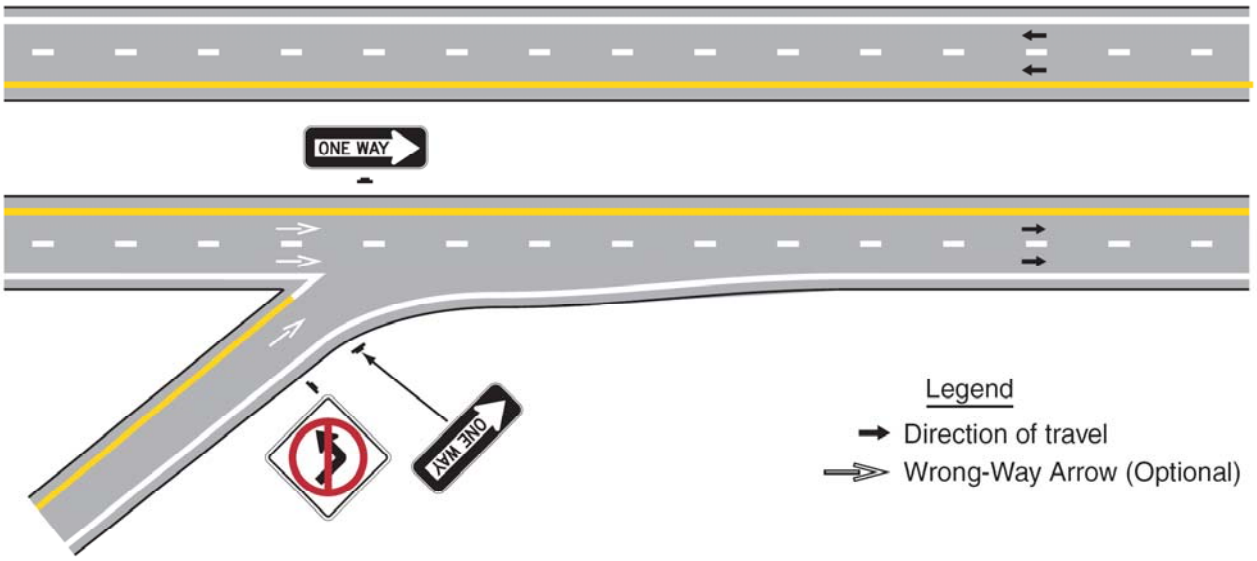

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Figure 2E-41. Examples of General Service Signs (without Exit Numbering)

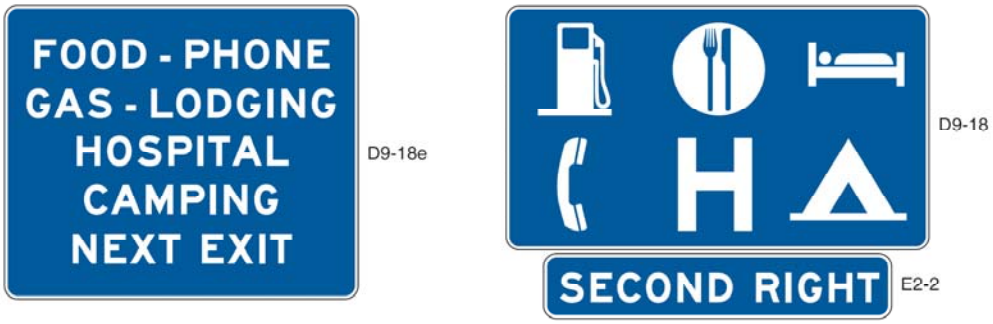


Figure 2E-42. Examples of General Service Signs (with Exit Numbering)

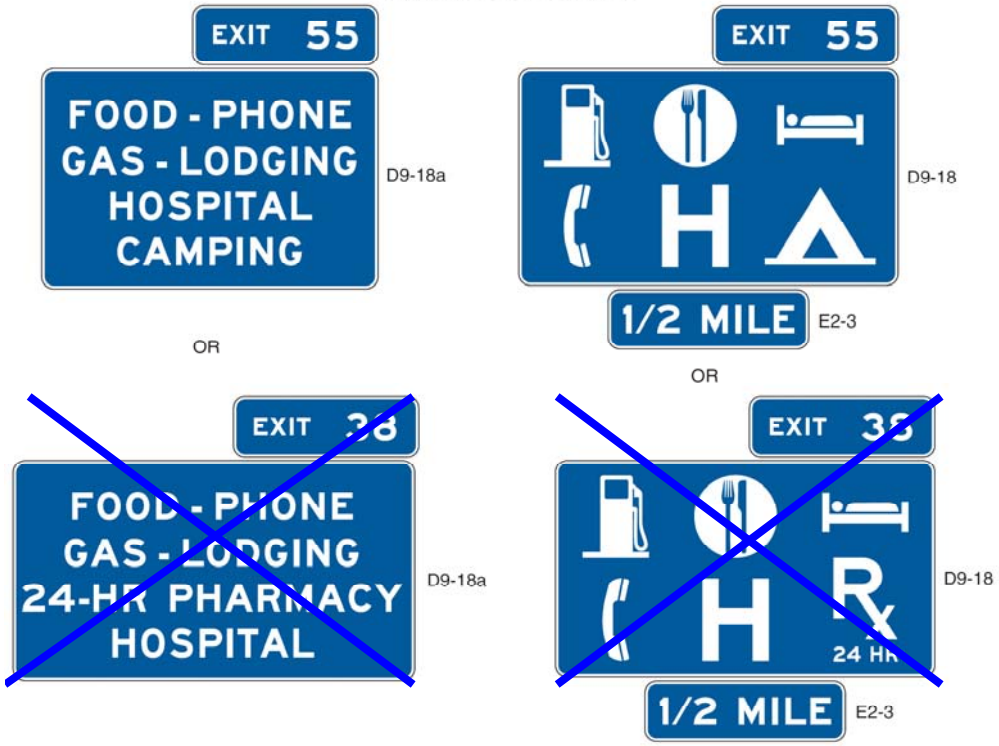


Figure 2E-43. Example of Next Services Sign

Figure 2E-44. Examples of Rest Area, Scenic Overlook, and Welcome Center Signs

D5-1

D5-1a

D5-1b

D5-2

D5-2a

D5-3

D5-4

D5-7

D5-7a

D5-8

D5-9

D5-9a

D5-10

D5-11

Figure 2E-44 (CA). California Rest Area and Scenic Overlook and Welcome Center Signs

Figure 2E-45. Enhanced Reference Location Signs

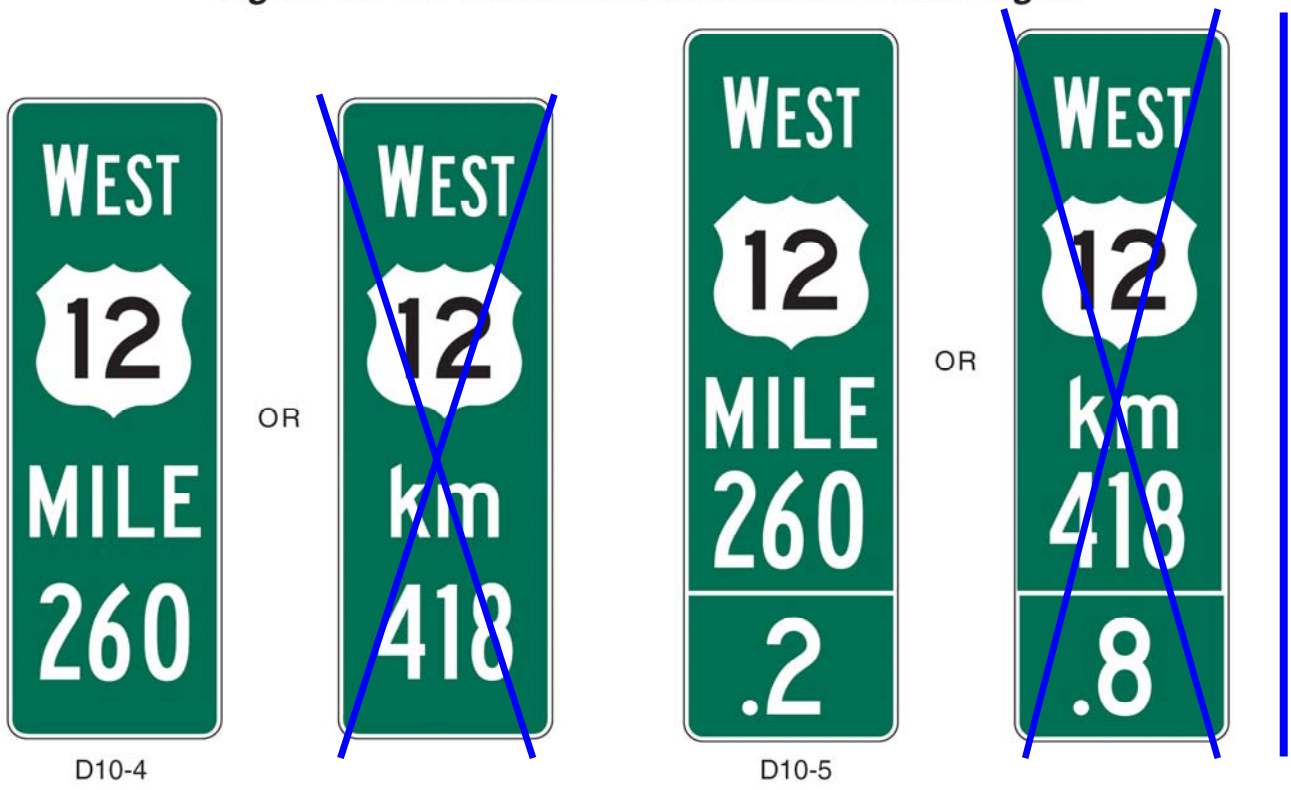
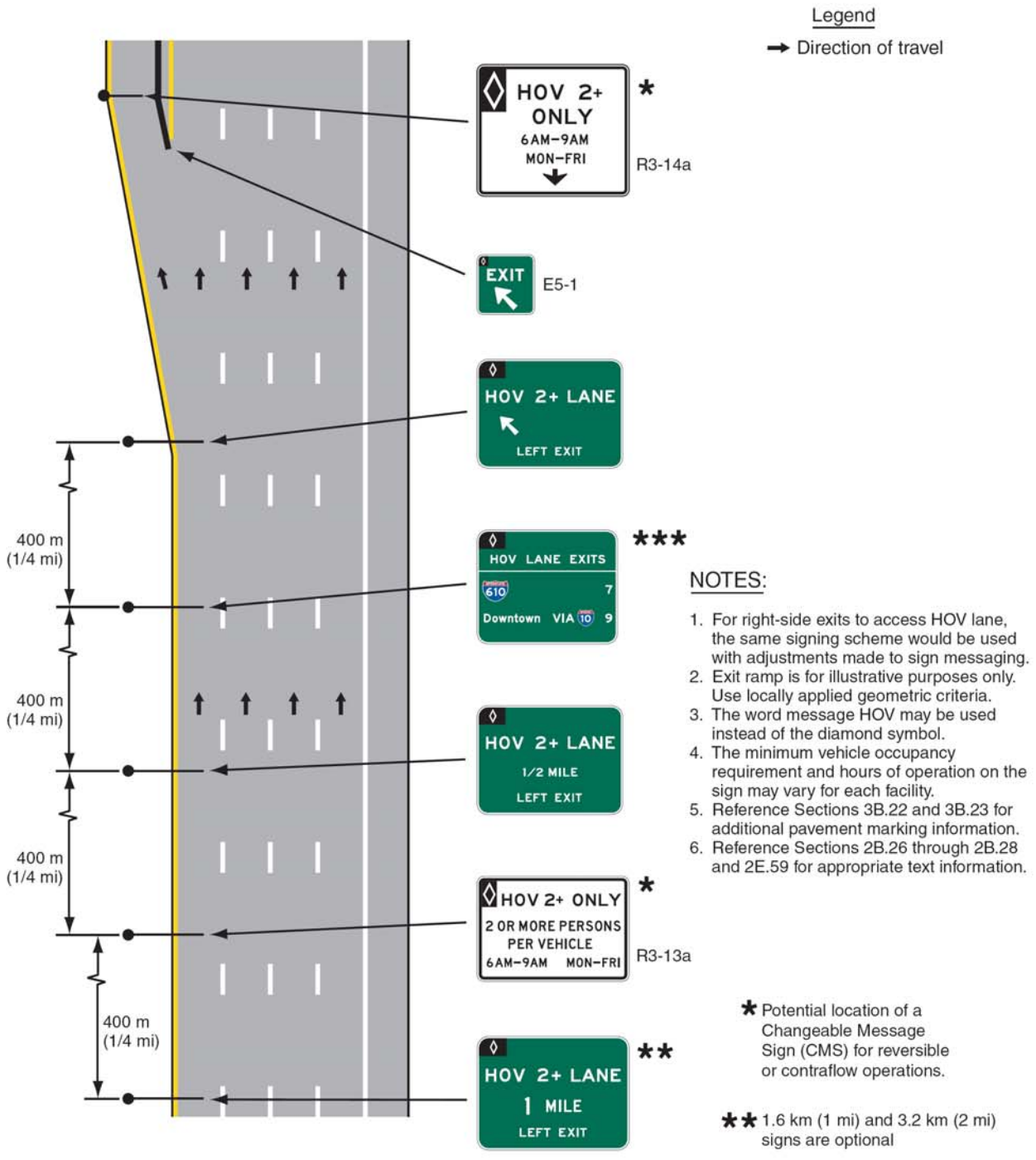


Figure 2E-46. Example of Signing for the Entrance to Barrier-Separated HOV Lanes



NOTES:

1. For right-side exits to access HOV lane, the same signing scheme would be used with adjustments made to sign messaging.
2. Exit ramp is for illustrative purposes only. Use locally applied geometric criteria.
3. The word message HOV may be used instead of the diamond symbol.
4. The minimum vehicle occupancy requirement and hours of operation on the sign may vary for each facility.
5. Reference Sections 3B.22 and 3B.23 for additional pavement marking information.
6. Reference Sections 2B.26 through 2B.28 and 2E.59 for appropriate text information.

* Potential location of a Changeable Message Sign (CMS) for reversible or contraflow operations.

** 1.6 km (1 mi) and 3.2 km (2 mi) signs are optional

*** For access restricted facilities. Destinations may be augmented to accompany routes on Interchange Sequence signs (see Figure 2E-24).

Figure 2E-47. Example of Signing for the Intermediate Entry to and Exit from Barrier- or Buffer-Separated HOV Lanes

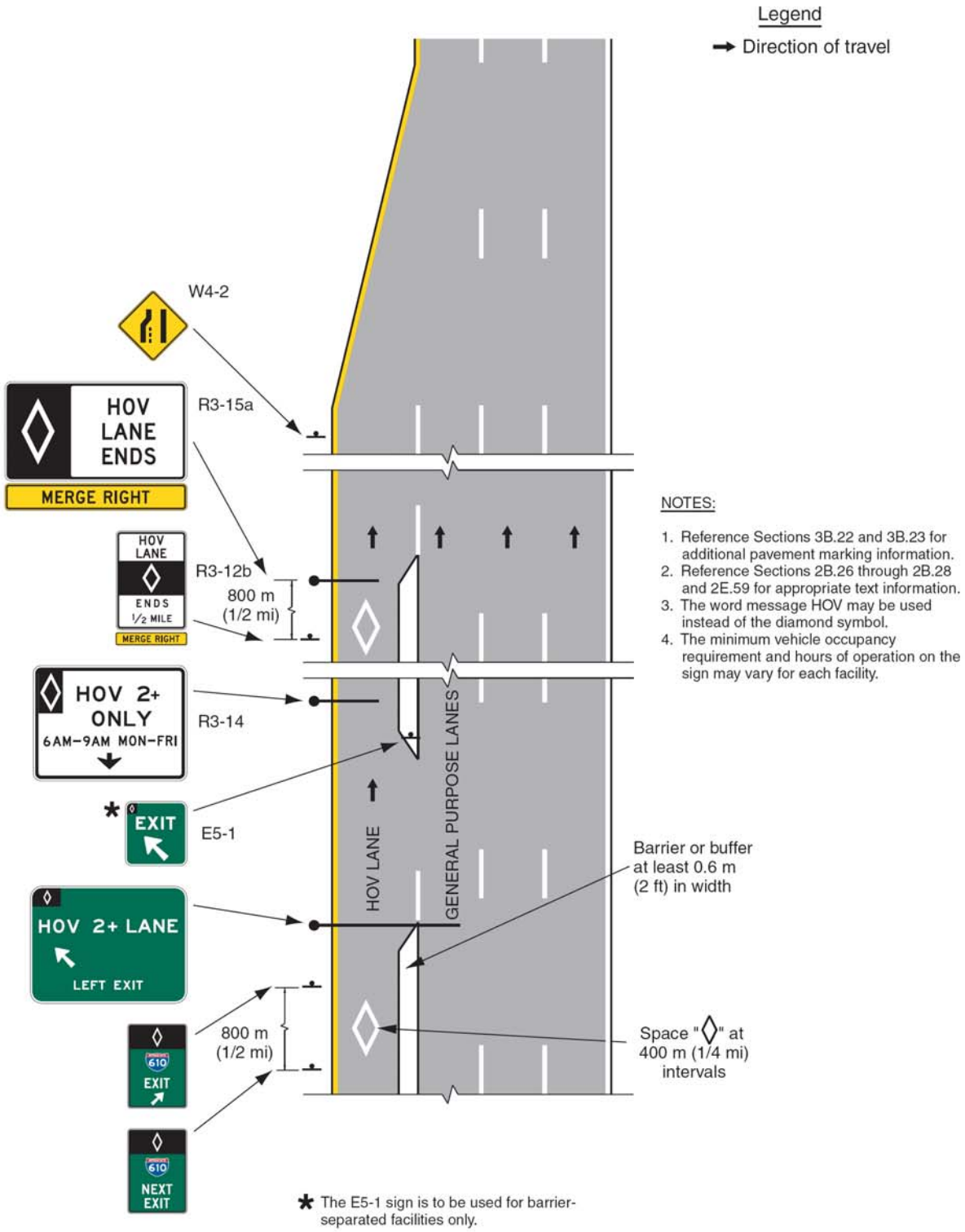
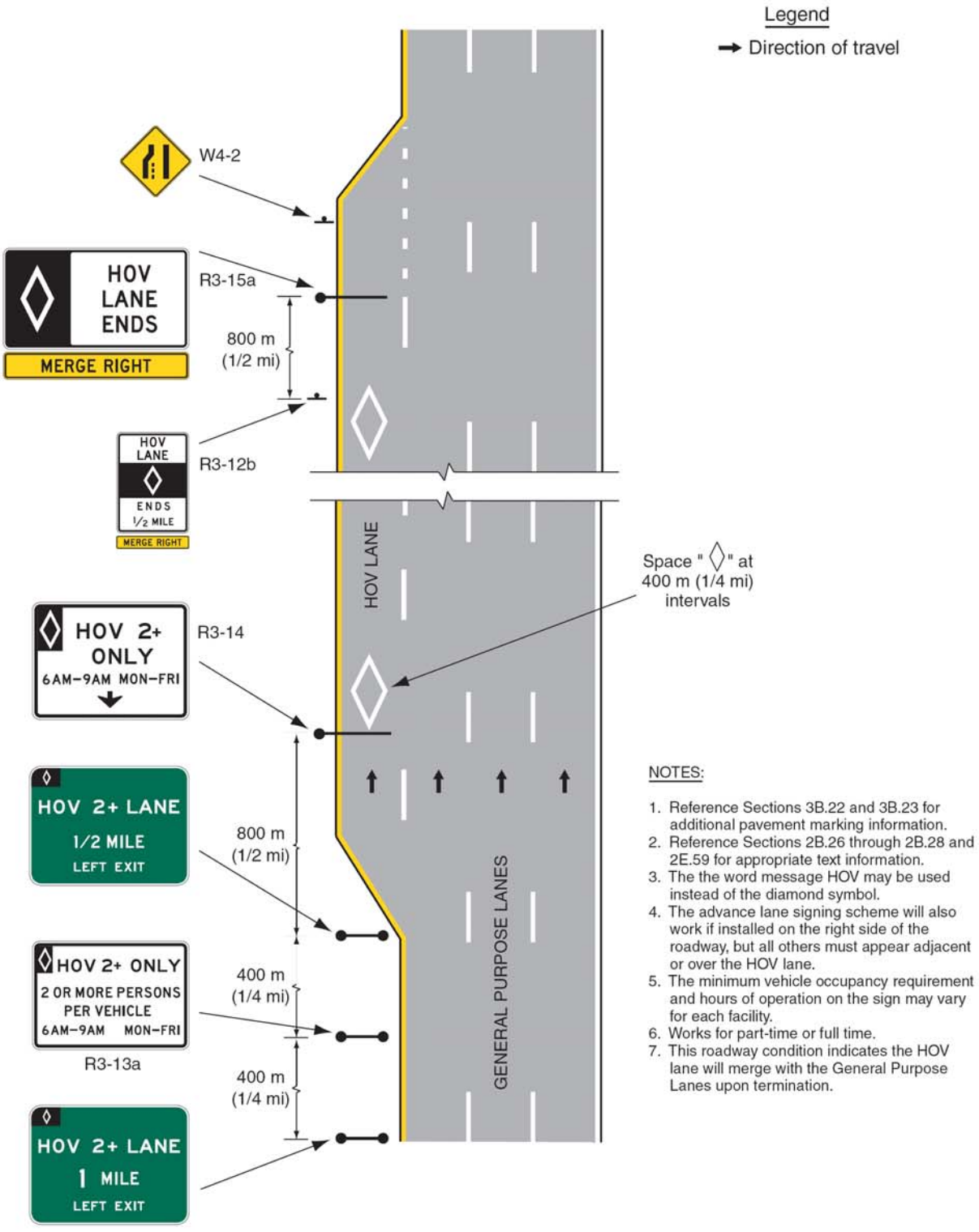


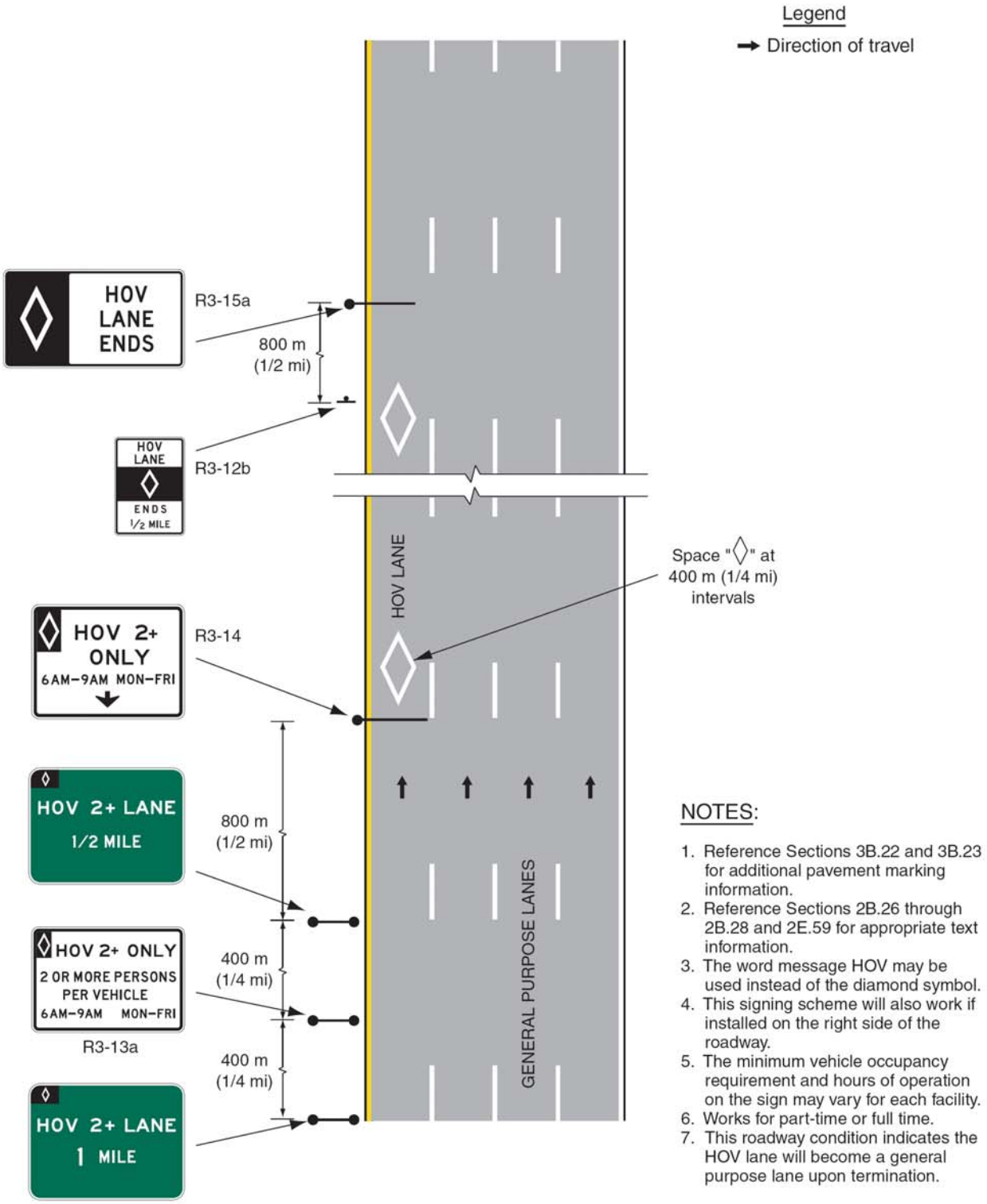
Figure 2E-48. Example of Signing for the Entrance to and Exit from an Added HOV Lane



NOTES:

1. Reference Sections 3B.22 and 3B.23 for additional pavement marking information.
2. Reference Sections 2B.26 through 2B.28 and 2E.59 for appropriate text information.
3. The the word message HOV may be used instead of the diamond symbol.
4. The advance lane signing scheme will also work if installed on the right side of the roadway, but all others must appear adjacent or over the HOV lane.
5. The minimum vehicle occupancy requirement and hours of operation on the sign may vary for each facility.
6. Works for part-time or full time.
7. This roadway condition indicates the HOV lane will merge with the General Purpose Lanes upon termination.

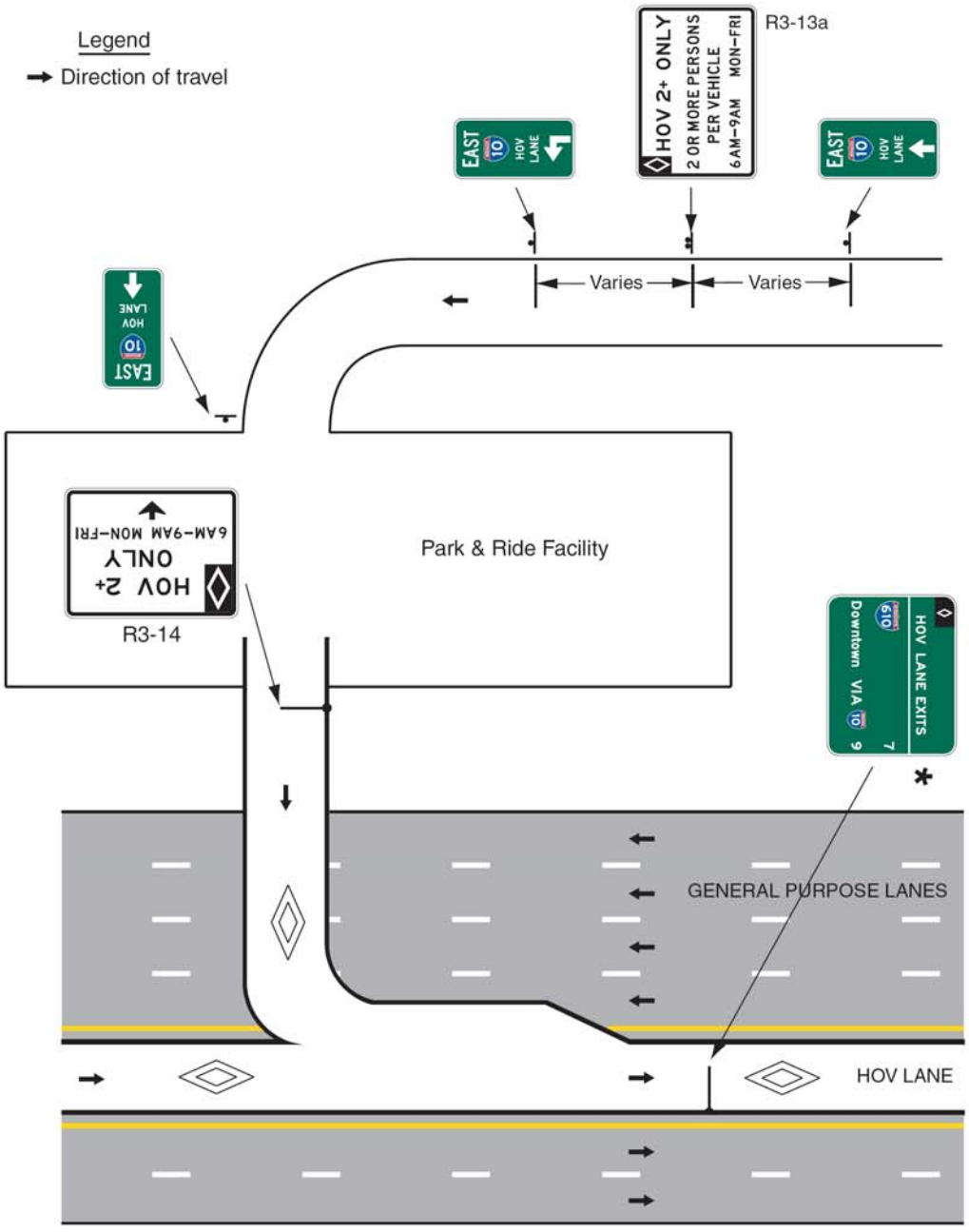
Figure 2E-49. Example of Signing for the Entrance to and Exit from a General Purpose Lane that Becomes an HOV Lane



NOTES:

1. Reference Sections 3B.22 and 3B.23 for additional pavement marking information.
2. Reference Sections 2B.26 through 2B.28 and 2E.59 for appropriate text information.
3. The word message HOV may be used instead of the diamond symbol.
4. This signing scheme will also work if installed on the right side of the roadway.
5. The minimum vehicle occupancy requirement and hours of operation on the sign may vary for each facility.
6. Works for part-time or full time.
7. This roadway condition indicates the HOV lane will become a general purpose lane upon termination.

Figure 2E-50. Example of Signing for a Direct Access Ramp to an HOV Lane from a Park & Ride Facility

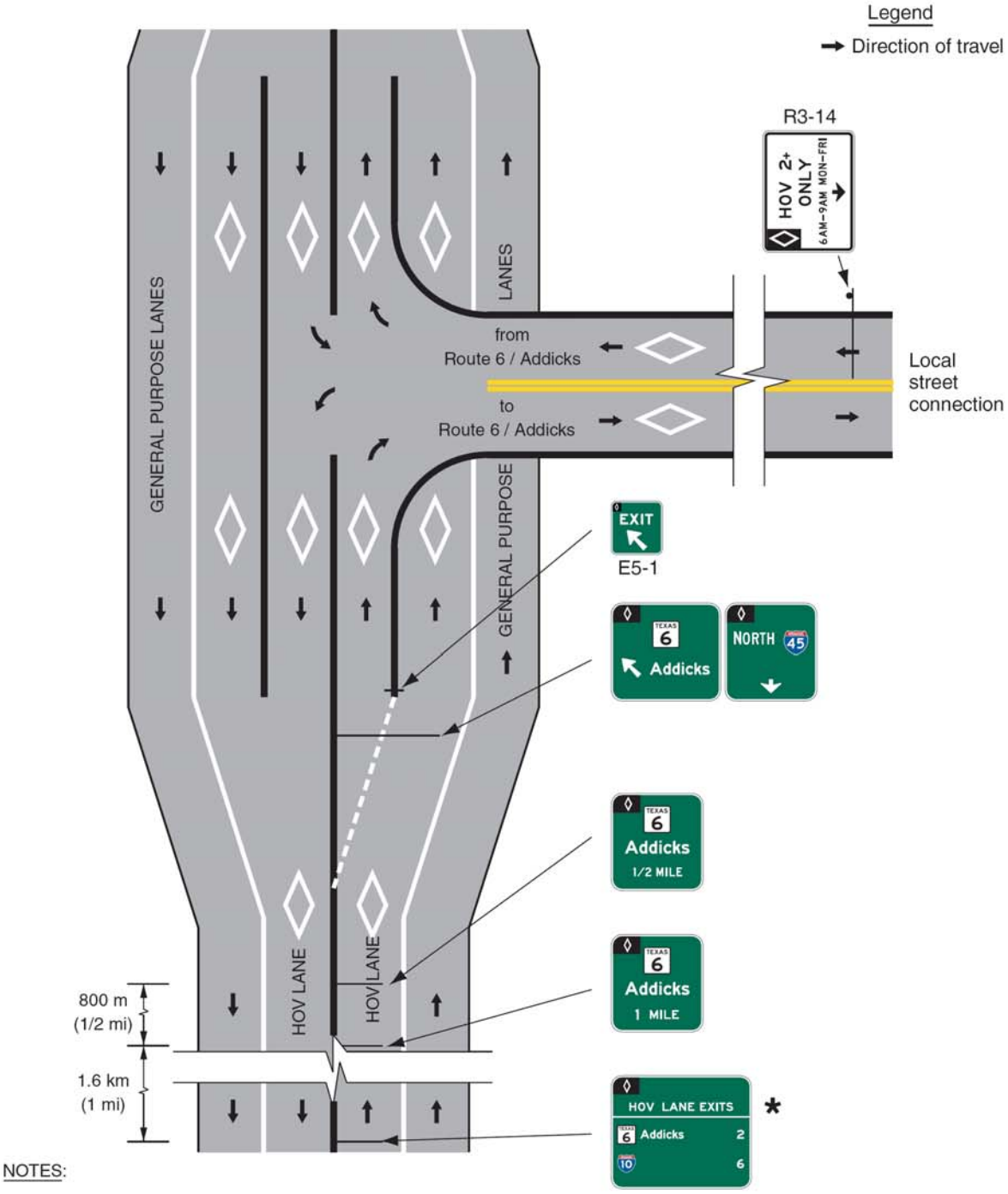


NOTES:

1. Reference Sections 3B.22 and 3B.23 for additional pavement marking information.
2. Reference Sections 2B.26 through 2B.28 and 2E.59 for appropriate text information.
3. Additional advisory and warning signs are required.
4. Direction of HOV traffic is inbound.
5. Sign locations are approximate.
6. The word message HOV may be used instead of the diamond symbol.
7. The minimum vehicle occupancy requirement on the sign may vary for each facility.
8. Overhead HOV signs should supplement ground-mounted HOV signs.
9. Additional signs may be required to direct drivers from the surrounding streets into the park & ride lot and HOV lane.
10. Additional signs are required on the adjoining surface streets to inform non-HOVs that they should not enter the HOV facility.

* For access restricted facilities. Destinations may be augmented to accompany routes on Interchange Sequence signs (see Figure 2E-24).

Figure 2E-51. Example of Signing for a Direct Access Ramp to an HOV Lane from a Local Street

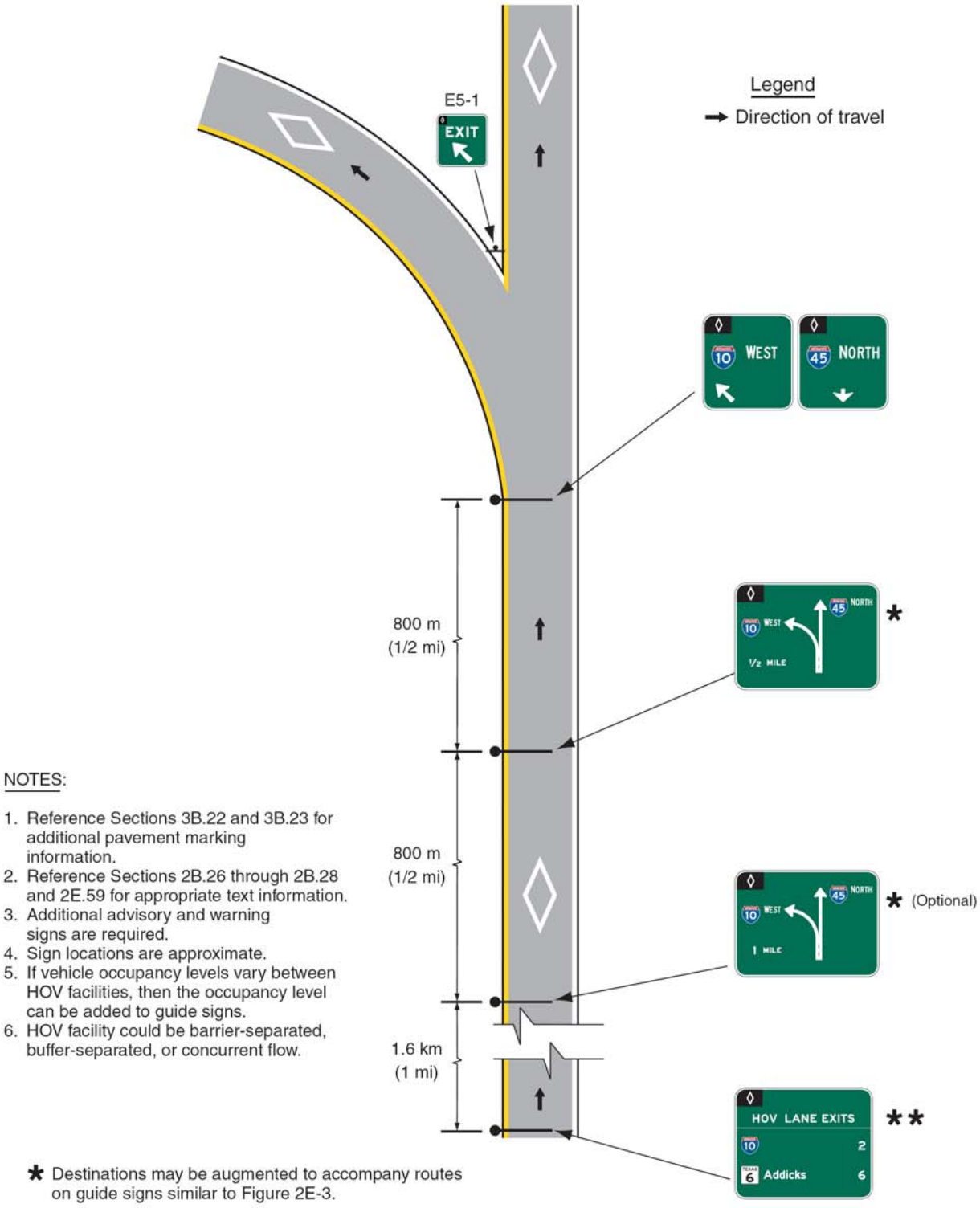


NOTES:

1. Reference Sections 3B.22 and 3B.23 for additional pavement marking information.
2. Reference Sections 2B.26 through 2B.28 and 2E.59 for appropriate text information.
3. Additional advisory and warning signs are required.
4. Sign locations are approximate.
5. HOV facility could be barrier-separated, buffer-separated, or concurrent flow.

* For access restricted facilities. Destinations may be augmented to accompany routes on Interchange Sequence signs (see Figure 2E-24).

Figure 2E-52. Example of Signing for a Direct Access Ramp between HOV Lanes on Separate Freeways



NOTES:

1. Reference Sections 3B.22 and 3B.23 for additional pavement marking information.
2. Reference Sections 2B.26 through 2B.28 and 2E.59 for appropriate text information.
3. Additional advisory and warning signs are required.
4. Sign locations are approximate.
5. If vehicle occupancy levels vary between HOV facilities, then the occupancy level can be added to guide signs.
6. HOV facility could be barrier-separated, buffer-separated, or concurrent flow.

* Destinations may be augmented to accompany routes on guide signs similar to Figure 2E-3.

** For access restricted facilities. Destinations may be augmented to accompany routes on Interchange Sequence signs (see Figure 2E-24).

Table 2E-1. Minimum Letter and Numeral Sizes for Expressway Guide Signs According to Interchange Classification

(sizes shown in millimeters)

Type of Sign	Type of Interchange (see Section 2E.29)				
	Major				
	Category a	Category b	Intermediate	Minor	Overhead
A. Advance Guide, Exit Direction, and Overhead Guide Signs					
Exit Plaque					
Word	250	250	250	200	250
Numeral & Letter	375	375	375	300	375
Interstate Route Sign					
Numeral	450	—	—	—	450
1or 2 Digit Shield	900 x 900	—	—	—	900 x 900
3 Digit Shield	1125 x 900	—	—	—	1125 x 900
U.S. or State Route Sign					
Numeral	450	450	450	300	450
1 or 2 Digit Shield	900 x 900	900 x 900	900 x 900	600 x 600	900 x 900
3 Digit Shield	1125 x 900	1125 x 900	1125 x 900	750 x 600	1125 x 900
Alternate (Example: U.S. Alt. 56)					
Letters	375	300	300	250	300
Numeral	450	375	375	300	375
Cardinal Direction					
First Letter	450	375	300	250	375
Rest of Word	375	300	250	200	300
Name of Destination					
Upper-Case Letters	500	400	330	265	400
Lower-Case Letters	375	300	250	200	300
Distance Number	450	375	300	250	375
Distance Fraction	300	250	250	200	250
Distance Word	300	250	250	200	250
Action Message Word	250	250	250	200	250
B. Gore Signs					
Word	250	250	250	200	—
Numeral & Letter	300	300	300	250	—

Table 2E-1. Minimum Letter and Numeral Sizes for Expressway Guide Signs According to Interchange Classification

(sizes shown in inches)

Type of Sign	Type of Interchange (see Section 2E.29)				
	Major				
	Category a	Category b	Intermediate	Minor	Overhead
A. Advance Guide, Exit Direction, and Overhead Guide Signs					
Exit Plaque					
Word	10	10	10	8	10
Numeral & Letter	15	15	15	12	15
Interstate Route Sign					
Numeral	18	—	—	—	18
1or 2 Digit Shield	36 x 36	—	—	—	36 x 36
3 Digit Shield	45 x 36	—	—	—	45 x 36
U.S. or State Route Sign					
Numeral	18	18	18	12	18
1 or 2 Digit Shield	36 x 36	36 x 36	36 x 36	24 x 24	36 x 36
3 Digit Shield	45 x 36	45 x 36	45 x 36	30 x 24	45 x 36
Alternate (Example: U.S. Alt. 56)					
Letters	15	12	12	10	12
Numeral	18	15	15	12	15
Cardinal Direction					
First Letter	18	15	12	10	15
Rest of Word	15	12	10	8	12
Name of Destination					
Upper-Case Letters	20	16	13.3	10.6	16
Lower-Case Letters	15	12	10	8	12
Distance Number	18	15	12	10	15
Distance Fraction	12	10	10	8	10
Distance Word	12	10	10	8	10
Action Message Word	10	10	10	8	10
B. Gore Signs					
Word	10	10	10	8	—
Numeral & Letter	12	12	12	10	—

Table 2E-2. Minimum Letter and Numeral Sizes for Expressway Guide Signs According to Sign Type (Sheet 1 of 2)

Type of Sign	Minimum Size (mm)	Minimum Size (inches)
A. Pull-Through Signs		
Destination — Upper-Case Letters	330	13.3
Destination — Lower-Case Letters	250	10
Route Sign as Message		
Cardinal Direction	250	10
1- or 2-Digit Shield	900 x 900	36 x 36
3-Digit Shield	1125 x 900	45 x 36
B. Supplemental Guide Signs		
Exit Number Word	200	8
Exit Number Numeral and Letter	300	12
Place Name — Upper-Case Letters	265	10.6
Place Name — Lower-Case Letters	200	8
Action Message	200	8
C. Changeable Message Signs		
Characters	265*	10.6*
D. Interchange Sequence Signs		
Word — Upper-Case Letters	265	10.6
Word — Lower-Case Letters	200	8
Numeral	250	10
Fraction	200	8
E. Next X Exits Sign		
Place Name — Upper-Case Letters	265	10.6
Place Name — Lower-Case Letters	200	8
NEXT X EXITS	200	8
F. Distance Signs		
Word — Upper-Case Letters	200	8
Word — Lower-Case Letters	150	6
Numeral	200	8
G. General Services Signs		
Exit Number Word	200	8
Exit Number Numeral and Letter	300	12
Services	200	8
H. Rest Area and Scenic Area Signs		
Word	250	10
Distance Numeral	300	12
Distance Fraction	200	8
Distance Word	250	10
Action Message Word	250	10

Table 2E-2. Minimum Letter and Numeral Sizes for Expressway Guide Signs According to Sign Type (Sheet 2 of 2)

Type of Sign	Minimum Size (mm)	Minimum Size (inches)
I. Reference Location Signs		
Word	100	4
Numeral	250	10
J. Boundary and Orientation Signs		
Word — Upper-Case Letters	200	8
Word — Lower-Case Letters	150	6
K. Next Exit and Next Services Signs		
Word and Numeral	200	8
L. Exit Only Signs		
Word	300	12

*Changeable Message Signs may often require larger sizes than the minimum. A size of 450 mm (18 in) should be used where traffic speeds are greater than 90 km/h (55 mph), in areas of persistent inclement weather, or where complex driving tasks are involved.

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Table 2E-3. Minimum Letter and Numeral Sizes for Freeway Guide Signs According to Interchange Classification

(sizes shown in millimeters)

Type of Sign	Type of Interchange (see Section 2E.29)				
	Major		Intermediate	Minor	Overhead
	Category a	Category b			
A. Advance Guide, Exit Direction, and Overhead Guide Signs					
Exit Plaque					
Word	250	250	250	250	250
Numeral & Letter	375	375	375	375	375
Interstate Route Sign					
Numeral	600/450	—	—	—	450
1- or 2-Digit Shield	1200 x 1200/ 900 x 900	—	—	—	900 x 900
3-Digit Shield	1500 x 1200/ 1125 x 900	—	—	—	1125 x 900
U.S. or State Route Sign					
Numeral	600/450	450	450	300	450
1- or 2-Digit Shield	1200 x 1200/ 900 x 900	900 x 900	900 x 900	600 x 600	900 x 900
3-Digit Shield	1500 x 1200/ 1125 x 900	1125 x 900	1125 x 900	750 x 600	1125 x 900
Alternate (Example: U.S. Alt. 56)					
Letters	375	375/300	300	250	300
Numeral	450	450/375	375	300	375
Cardinal Direction					
First Letter	450	375	375	250	300
Rest of Word	375	300	300	200	300
Name of Destination					
Upper-Case Letters	500	500	400	330	400
Lower-Case Letters	375	375	300	250	300
Distance Number	450	450/375	375	300	375
Distance Fraction	300	300/250	250	200	250
Distance Word	300	300/250	250	200	250
Action Message Word	300	300/250	250	200	250
B. Gore Signs					
Word	300	300	300	200	—
Numeral & Letter	375	375	375	250	—

Note: (/) Slanted bar signifies separation of desirable and minimum sizes.

Table 2E-3. Minimum Letter and Numeral Sizes for Freeway Guide Signs According to Interchange Classification

(sizes shown in inches)

Type of Sign	Type of Interchange (see Section 2E.29)				
	Major				
	Category a	Category b	Intermediate	Minor	Overhead
A. Advance Guide, Exit Direction, and Overhead Guide Signs					
Exit Plaque					
Word	10	10	10	10	10
Numeral & Letter	15	15	15	15	15
Interstate Route Sign					
Numeral	24/18	—	—	—	18
1- or 2-Digit Shield	48 x 48/ 36 x 36	—	—	—	36 x 36
3-Digit Shield	60 x 48/ 45 x 36	—	—	—	45 x 36
U.S. or State Route Sign					
Numeral	24/18	18	18	12	18
1- or 2-Digit Shield	48 x 48/ 36 x 36	36 x 36	36 x 36	24 x 24	36 x 36
3-Digit Shield	60 x 48/ 45 x 36	45 x 36	45 x 36	30 x 24	45 x 36
Alternate (Example: U.S. Alt. 56)					
Letters	15	15/12	12	10	12
Numeral	18	18/15	15	12	15
Cardinal Direction					
First Letter	18	15	15	10	15
Rest of Word	15	12	12	8	12
Name of Destination					
Upper-Case Letters	20	20	16	13.3	16
Lower-Case Letters	15	15	12	10	12
Distance Number	18	18/15	15	12	15
Distance Fraction	12	12/10	10	8	10
Distance Word	12	12/10	10	8	10
Action Message Word	12	12/10	10	8	10
B. Gore Signs					
Word	12	12	12	8	—
Numeral & Letter	15	15	15	10	—

Note: (/) Slanted bar signifies separation of desirable and minimum sizes.

Table 2E-4. Minimum Letter and Numeral Sizes for Freeway Guide Signs According to Sign Type (Sheet 1 of 2)

Type of Sign	Minimum Size (mm)	Minimum Size (inches)
A. Pull-Through Signs		
Destination — Upper-Case Letters	400	16
Destination — Lower-Case Letters	300	12
Route Sign as Message		
Cardinal Direction	300	12
1- or 2-Digit Shield	900 x 900	36 x 36
3-Digit Shield	1125 x 900	45 x 36
B. Supplemental Guide Signs		
Exit Number Word	250	10
Exit Number Numeral and Letter	375	15
Place Name — Upper-Case Letters	330	13.3
Place Name — Lower-Case Letters	250	10
Action Message	250	10
C. Changeable Message Signs		
Characters	265*	10.6*
D. Interchange Sequence Signs		
Word — Upper-Case Letters	330	13.3
Word — Lower-Case Letters	250	10
Numeral	330	13.3
Fraction	250	10
E. Next X Exits Sign		
Place Name — Upper-Case Letters	330	13.3
Place Name — Lower-Case Letters	250	10
NEXT X EXITS	250	10
F. Distance Signs		
Word — Upper-Case Letters	200	8
Word — Lower-Case Letters	150	6
Numeral	200	8
G. General Service Signs		
Exit Number Word	250	10
Exit Number Numeral and Letter	375	15
Services	250	10
H. Rest Area and Scenic Area Signs		
Word	300	12
Distance Numeral	375	15
Distance Fraction	250	10
Distance Word	300	12
Action Message Word	300	12

Table 2E-4. Minimum Letter and Numeral Sizes for Freeway Guide Signs According to Sign Type (Sheet 2 of 2)

Type of Sign	Minimum Size (mm)	Minimum Size (inches)
I. Reference Location Signs		
Word	100	4
Numeral	250	10
J. Boundary and Orientation Signs		
Word — Upper-Case Letters	200	8
Word — Lower-Case Letters	150	6
K. Next Exit and Next Services Signs		
Word and Numeral	200	8
L. Exit Only Signs		
Word	300	12
M. Diagrammatic Signs		
Lane Widths	125	5
Lane Line Segments	25 x 150	1 x 6
Gap Between Lane Lines	150	6
Stem Height (up to upper point of departure)	750	30
Arrowhead (standard "up" arrow)	200	8
Space Between Arrowhead and Route Shield	300	12

*Changeable Message Signs may often require larger sizes than the minimum. A size of 450 mm (18 in) should be used where traffic speeds are greater than 90 km/h (55 mph), in areas of persistent inclement weather, or where complex driving tasks are involved.

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CHAPTER 2F. SPECIFIC SERVICE SIGNS

Section 2F.01 Eligibility

Standard:

Specific Service signs shall be defined as guide signs that provide road users with business identification and directional information for services ~~and for eligible attractions~~.

Support:

California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 and California Code of Regulations, Title 21, Division 2, Chapter 19, Sections 2100 through 2120, do not include the "attractions" category.

Guidance:

The use of Specific Service signs ~~should~~ shall be limited to areas primarily rural in character or to areas where adequate sign spacing can be maintained. Refer California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7.

~~Option:~~

~~Where an engineering study determines a need, Specific Service signs may be used on any class of highways.~~

Support:

California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 includes the use of specific service signs for freeways only.

Guidance:

Specific Service signs ~~should~~ shall not be installed at an interchange where the road user cannot conveniently reenter the freeway or expressway and continue in the same direction of travel.

Support:

Refer California Code of Regulations, Title 21, Division 2, Chapter 19, Section 2108(d).

Standard:

Eligible service facilities shall comply with laws concerning the provisions of public accommodations without regard to race, religion, color, age, sex, or national origin, and laws concerning the licensing and approval of service facilities.

~~The attraction services shall include only facilities which have the primary purpose of providing amusement, historical, cultural, or leisure activities to the public.~~

~~Distances to eligible 24-hour pharmacies shall not exceed 4.8 km (3 mi) in any direction of an interchange on the Federal-aid system.~~

~~Guidance:~~

~~Except as noted in the Option below, distances to eligible services other than pharmacies should not exceed 4.8 km (3 mi) in any direction.~~

~~Option:~~

~~If, within the 4.8 km (3 mi) limit, facilities for the services being considered other than pharmacies are not available or choose not to participate in the program, the limit of eligibility may be extended in 4.8 km (3 mi) increments until one or more facilities for the services being considered chooses to participate, or until 25 km (15 mi) is reached, whichever comes first.~~

Guidance:

If State or local agencies elect to provide Specific Service signing, there should be a statewide policy for such signing and criteria for the availability of the various types of services. The criteria should consider the following:

A. To qualify for a ~~GAS~~ FUEL logo panel, a business should have:
   1. Vehicle services including gas and/or alternative fuels, oil, and water;
   2. Modern sanitary facilities and drinking water;
   3. Continuous operation at least 16 hours per day, 7 days per week for freeways and expressways, and continuous operation at least 12 hours per day, 7 days per week for conventional roads; and
   4. Public telephone.

B. To qualify for a FOOD logo panel, a business should have:
1. Licensing or approval, where required;
2. Continuous operations to serve at least two meals per day, at least 6 days per week;
3. Public telephone; and
4. Modern sanitary facilities.

C. To qualify for a LODGING logo panel, a business should have:
1. Licensing or approval, where required;
2. Adequate sleeping accommodations;
3. Public telephone; and
4. Modern sanitary facilities.

D. To qualify for a CAMPING logo panel, a business should have:
1. Licensing or approval, where required;
2. Adequate parking accommodations; and
3. Modern sanitary facilities and drinking water.

~~E. To qualify for an ATTRACTION logo panel, a facility should have:~~
~~1. Regional significance; and~~
~~2. Adequate parking accommodations.~~

~~**Standard:**~~

~~**If State or local agencies elect to provide Specific Service signing for pharmacies, both of the following criteria shall be met for a pharmacy to qualify for signing:**~~

~~**A. The pharmacy shall be continuously operated 24 hours per day, 7 days per week, and shall have a State-licensed pharmacist present and on duty at all times; and**~~

~~**B. The pharmacy shall be located within 4.8 km (3 mi) of an interchange on the Federal-aid system.**~~

Support:

Refer California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 and California Code of Regulations, Title 21, Division 2, Chapter 19, Sections 2100 through 2120 for detailed policies on specific service signs. See Section 1A.11 for information regarding these publications.

Sign Eligibility Criteria

Standard:

A qualified specific service shall meet the following minimum criteria:

1. Fuel

The business:

A. Shall be located not more than 1.6 km (1 mi) from the interchange where the Logo Panel is to be displayed according to the State Measured Distance.
B. Shall provide vehicle services, including but not limited to: fuel, oil, tire repair, battery, and radiator water.
C. Shall provide public rest room facilities, each containing at least a sink, running water, and a flush toilet.
D. Shall provide drinking water from a fountain or dispenser for public use.
E. Shall provide a public telephone.
F. Shall be open for business, with all of the above services and facilities available, and in a continuous operation, for at least 16 consecutive hours daily, seven (7) days a week, except that the qualified business shall not be considered to be in violation of this requirement when, as a result of a shortage of fuel, the facility is closed or when its hours of operation are reduced.
G. Shall obtain and display any appropriate license or permit as may be required by law.
H. A permittee may include the word "Diesel" or a Department of Transportation approved symbol for diesel, or the letters "LPG" for liquid propane fuel, or any other word or symbol that has been approved by the Department of Transportation which represent a type of fuel on the Logo Panel as specifically provided in the permit.

2.

Food

The business:

A. Shall be located not more than 4.8 km (3 mi) from the interchange where the Logo Panel is to be displayed according to the State Measured Distance.

B. Shall accumulate at least seven (7) points from the following four (4) categories, but at least one point must be accumulated from Category 3:

Category 1. If the State Measured Distance is:

a.	0 to 0.8 km (0 to 0.5 mi), inclusive	assign 3 points
b.	Over 0.8 to 1.6 km (0.5 to 1.0 mi), inclusive	assign 2 points
c.	Over 1.6 to 4.8 km (1.0 to 3.0 mi), inclusive	assign 1 point

Category 2. If the number of traffic control devices consisting of traffic signals or stop signs between said gore and said nearest driveway is:

a.	0-1 device	assign 3 points
b.	2-3 devices	assign 2 points
c.	4-5 devices	assign 1 point
d.	More than 5 devices	assign 0 points

Category 3.

a. If the number of indoor seats totals:

(1)	50 or more seats	assign 3 points
(2)	30 seats to 49 seats	assign 2 points
(3)	15 seats to 29 seats	assign 1 point
(4)	Less than 15 seats	assign 0 points

Or

b. If the parking facilities for drive-in or drive-through service totals:

(1)	20 or more spaces	assign 3 points
(2)	11 spaces to 19 spaces	assign 2 points
(3)	5 spaces to 10 spaces	assign 1 point
(4)	Less than 5 spaces	assign 0 points

Category 4. When the distance as measured from said gore of the interchange where the Logo Panel is to be displayed to the gore of the next exit served by a food establishment which business would qualify for signing is:

a.	Over 16 km (10 mi)	assign 3 points
b.	Over 4.8 to 16 km (3 to 10 mi), inclusive	assign 2 points
c.	1.6 to 4.8 km (1 to 3 mi), inclusive	assign 1 point
d.	Less than 1.6 km (1 mi)	assign 0 points

C. Shall be in compliance with respect to licensing, approval, and regulation by any state agency and/or any political subdivision of the state having or exercising jurisdiction over the business premises. Licenses and permits required and issued by the state or its political subdivisions shall be displayed on the premises.

D. Shall provide a public telephone.

E. Shall provide public rest room facilities, each containing at least a sink, running water, and a flush toilet.

F. Shall be open for business, with all the above services and facilities available, and in continuous operation for at least 12 consecutive hours daily, beginning not later than 7 a.m., six (6) days a week, and serving breakfast, lunch, and dinner.

3.

Lodging

The business:

A. Shall be located not more than 4.8 km (3 mi) from the interchange where the Logo Panel is to be displayed according to the State Measured Distance.

B. Shall accumulate at least seven (7) points from the following four (4) categories:

Category 1. If the State Measured Distance is:

a.	0 to 0.8 km (0 to 0.5 mi), inclusive	assign 3 points
b.	Over 0.8 to 1.6 km (0.5 to 1.0 mi), inclusive	assign 2 points
c.	Over 1.6 to 4.8 km (1.0 to 3.0 mi), inclusive	assign 1 point

Category 2. If the number of traffic control devices consisting of traffic signals or stop signs between said gore and said nearest driveway is:

a.	0-1 device	assign 3 points
b.	2-3 devices	assign 2 points
c.	4-5 devices	assign 1 point
d.	More than 5 devices	assign 0 points

Category 3. If the number of lodging units, each with private bath facilities, is:

(1)	50 or more units	assign 3 points
(2)	30 units to 49 units	assign 2 points
(3)	15 units to 29 units	assign 1 point
(4)	Less than 15 units	assign 0 points

Category 4. When the distance as measured from said gore of the interchange where the Logo Panel is to be displayed to the gore of the next exit served by a lodging establishment which would qualify for signing is:

a.	Over 16 km (10 mi)	assign 3 points
b.	Over 4.8 to 16 km (3 to 10 mi), inclusive	assign 2 points
c.	1.6 to 4.8 km (1 to 3 mi), inclusive	assign 1 point
d.	Less than 1.6 km (1 mi)	assign 0 points

C. Shall be in compliance with respect to licensing, approval, and regulation by any state agency and/or any political subdivision of the state having or exercising jurisdiction over the business premises. Any licenses or permits, which are issued by the state or a local governmental body, shall be displayed on the premises.

D. Shall provide at least one off-street passenger vehicle parking space for each lodging unit available for rent.

E. Shall provide a public telephone.

F. Shall be open for business, with all of the above services and facilities available, and in continuous operation 24 hours a day, seven (7) days a week.

4. Camping

The business:

A. Shall be located not more than 16 km (10 mi) from the interchange where the Logo Panel is to be displayed according to the State Measured Distance.

B. Shall be in compliance with respect to licensing, approval, and regulation by any state agency and/or any political subdivision of the state having or exercising jurisdiction over the business premises or be operated by a governmental agency. Any license or permits, which are issued by the state or a local governmental body, shall be displayed on the premises.

C. Must establish eligibility under at least one of the following three criteria:

1. Shall have not less than 25 vehicular overnight camping units or spaces available for rent. Each unit or space must provide individual service and utility hook-ups suitable for travel trailers, campers, and other recreational vehicles. The facility shall be accessible to and capable of accommodating all types of recreational vehicles, travel trailers and campers.
2. Shall have not less than 15 overnight camping units or spaces available, which will accommodate tents, and have at least one vehicle parking space for each unit or space

available for rent. Shall have sanitary facilities, and drinking water for the units or spaces, but not necessarily at each individual campsite.

3. Shall have not less than 30 overnight camping units or spaces available, consisting of a combination of the types specified in items A. and B. herein and above.

D. Shall have an attendant on duty 24 hours a day to manage and maintain the facility while it is open for business.

E. Shall be open for business and in continuous operation 24 hours a day, seven (7) days a week, except that seasonally the facility may be closed to the public for not more than 150 consecutive days, provided the Department has received proper notification together with a request to cover or remove all Logo Panels fastened to the Specific Service Signs.

5. "Fuel", "Food", "Lodging" and "Camping"

A Qualified Specific Service Business shall give written assurances of its conformity with all applicable laws concerning the provisions of public accommodations without regard to race, sex, religion, color, or national origin and shall not be in continuing breach of that assurance.

6. Equal Access

A. The order of priority for granting permits to "LODGING" or "CAMPING" businesses for the installation of their Logo Panels on Specific Service (Mainline) Signs or Specific Service (Ramp) Signs, when applications are received from a greater number of Qualified Specific Service Businesses which meet the minimum eligibility criteria than there is space available on the Specific Service Sign, shall be determined based upon the State Measured Distance; with first priority going to the closest business, second priority to the next closest business, and so on until all available space on the Specific Service Sign has been allocated. The same order of priority shall apply when the maximum number of permits has been issued and a new application is received from a Qualified Specific Service Business located closer to the interchange than another qualified business, which is already signed.

B. The order of priority for granting permits to "FOOD" or "FUEL" businesses for the installation of their Logo Panels on Specific Service (Mainline) Signs or Specific Service (Ramp) Signs, when applications are received from a greater number of Qualified Specific Service Businesses which meet the eligibility criteria than there is space available on the Specific Service Sign, shall be based upon the highest point accumulation from the following two (2) categories:

Category 1. If the State Measured Distance is:

a.	0 to 0.8 km (0 to 0.5 mi), inclusive	assign 3 points
b.	Over 0.8 to 1.6 km (0.5 to 1.0 mi), inclusive	assign 2 points
c.	Over 1.6 to 4.8 km (1.0 to 3.0 mi), inclusive	assign 1 point

Category 2. If the business is open:

a.	20-24 hours per day	assign 3 points
b.	16-20 hours per day	assign 2 points
c.	12-16 hours per day	assign 1 point

The same order of priority shall apply when the maximum number of permits has been issued and a new application is received from a Qualified Specific Service Business with a higher point accumulation than another qualified business, which is already signed.

Section 2F.02 Application

Standard:

The number of Specific Service signs along an approach to an interchange or intersection, regardless of the number of service types displayed, shall be limited to a maximum of four. In the direction of traffic, successive Specific Service signs shall be for ~~24-hour pharmacy, attraction~~, camping, lodging, food, and gas services, in that order.

A Specific Service sign shall display the word message ~~GAS~~ FUEL, FOOD, LODGING, CAMPING, ~~ATTRACTION, or 24-HOUR PHARMACY,~~ an appropriate directional legend such as the word message EXIT XX, NEXT RIGHT, SECOND RIGHT, or directional arrows, and the related logo sign panels. No more than ~~three~~ two types of services shall be represented on any sign or sign assembly. If

~~three~~ two types of services are shown on one sign, then the logo panels shall be limited to ~~two~~ three for each service (for a total of six logo panels). Refer California Code of Regulations, Title 21, Division 2, Chapter 19, Section 2110(f). **The legend and logo panels applicable to a service type shall be displayed such that the road user will not associate them with another service type on the same sign. No service type shall appear on more than one sign. The signs shall have a blue background, a white border, and white legends of upper-case letters, numbers, and arrows.**

Support:

California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 and California Code of Regulations, Title 21, Division 2, Chapter 19, Sections 2100 through 2120, do not include the "attractions" category.

In California, the generic term FUEL is used for GAS.

Guidance:

The Specific Service signs should be located to take advantage of natural terrain, to have the least impact on the scenic environment, and to avoid visual conflict with other signs within the highway right-of-way.

Option:

General Service signs (see Sections 2D.45 and 2E.51) may be used in conjunction with Specific Service signs for eligible types of services that are not represented by a Specific Service sign.

Support:

Examples of Specific Service signs are shown in Figure 2F-1. Examples of sign locations are shown in Figure 2F-2.

Section 2F.03 Logos and Logo Panels

Standard:

A logo shall be either an identification symbol/trademark or a word message. Each logo shall be placed on a separate logo panel which shall be attached to the Specific Service sign. Symbols or trademarks used alone for a logo shall be reproduced in the colors and general shape consistent with customary use, and any integral legend shall be in proportionate size. A logo that resembles an official traffic control device shall not be used.

Guidance:

A word message logo, not using a symbol or trademark, should have a blue background with white legend and border.

Option:

Where business identification symbols or trademarks are used alone for a logo, the border may be omitted from the logo panel.

A portion at the bottom of a ~~GAS~~ FUEL logo panel may be used to display the legends for alternative fuels (see Section 2E.51) available at the facility. A portion at the bottom of a FOOD logo panel may be used to display the word CLOSED and the day of the week when the facility is closed.

Support:

In California, the generic term FUEL is used for GAS.

Section 2F.04 Number and Size of Logos and Signs

Guidance:

Sign sizes should be determined by the amount and height of legend and the number and size of logo panels attached to the sign. All logo panels on a sign should be the same size.

Standard:

Each Specific Service sign or sign assembly shall be limited to no more than six logo panels. There shall be no more than ~~four~~ three logo panels for one of the two service types on the same sign or sign assembly. Refer California Code of Regulations, Title 21, Division 2, Chapter 19, Section 2110(f).

Support:

Section 2F.08 contains information regarding Specific Service signs for double-exit interchanges.

Standard:

Each logo panel attached to a Specific Service sign shall have a rectangular shape with a width longer than the height. A logo panel on signs for freeways ~~and expressways~~ shall not exceed 1500 mm

(60 in) in width and 900 mm (36 in) in height. A logo panel on signs for ~~conventional roads~~ and ramps shall not exceed 750 mm (30 in) in width and 450 mm (18 in) in height. The vertical and horizontal spacing between logo panels shall not exceed 200 mm (8 in) and 300 mm (12 in), respectively. California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 includes the use of specific service signs for freeways only.

Support:

Sections 2A.15, 2E.14, and 2E.15 contain information regarding borders, interline spacing, and edge spacing.

Standard:

A logo panel on signs for the mainline shall be 1200 mm (48 in) in width and 900 mm (36 in) in height.

A logo panel on signs for the ramps shall be 450 mm (18 in) in width and 300 mm (12 in) in height.

Section 2F.05 Size of Lettering

Standard:

All letters and numerals on Specific Service signs, except on the logo panels, shall be a minimum height of 250 mm (10 in) for signs on freeways ~~and expressways~~, and 150 mm (6 in) for signs on ~~conventional roads and~~ ramps. California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 includes the use of specific service signs for freeways only.

Guidance:

Any legend on a symbol/trademark should be proportional to the size of the symbol/trademark.

Section 2F.06 Signs at Interchanges

Standard:

The Specific Service signs shall be installed between the previous interchange and at least 245 m (800 ft) in advance of the Exit Direction sign at the interchange from which the services are available (see Figure 2F-2).

Guidance:

There should be at least a 245 m (800 ft) spacing between the Specific Service signs, except for Specific Service ramp signs. However, excessive spacing is not desirable. Specific Service ramp signs should be spaced at least 30 m (100 ft) from the exit gore sign, from each other, and from the ramp terminal.

Standard:

Specific Service signs shall be located between the previous interchange and sufficiently in advance of the approaching interchange so that the last sign is at least 0.4 km (0.25 mi) in advance of the gore of the approaching interchange with at least 240 m (800-ft) spacing between all Specific Service signs and between Specific Service signs and guide signs. Refer California Code of Regulations, Title 21, Division 2, Chapter 19, Section 2108(a).

Option:

At the discretion of the Department of Transportation, the location of the Specific Service signs with respect to their distances from the gore may be increased to avoid conflict with existing guide signs.

Section 2F.07 Single-Exit Interchanges

Standard:

~~At single-exit interchanges, the name of the service type followed by the exit number shall be displayed on one line above the logo panels. At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT) shall be used.~~

At single-exit interchanges, Specific Service ramp signs shall be installed along the ramp or at the ramp terminal for facilities that have logo panels displayed along the main roadway if the facilities are not readily visible from the ramp terminal. Directions to the service facilities shall be indicated by arrows on the ramp signs. Logo panels on Specific Service ramp signs shall be duplicates of those displayed on the Specific Service signs located in advance of the interchange, but shall be reduced in size.

Guidance:

Specific Service ramp signs should include distances to the service facilities.

Option:

An exit number plaque (see Section 2E.28) may be used instead of the exit number on the signs located in advance of an interchange.

The reduced size logo panels and signs also may be installed along the crossroad.

Standard:

The Single-Exit Interchange (One Service) Mainline sign (SG42-1(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there are at least four qualified facilities available with the possibility of more.

The Single-Exit Interchange (One Service) Mainline sign (SG42-2(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there are one or two qualified facilities available and it is not likely that there will be more than three.

At numbered interchanges, the name of the service type followed by the appropriate exit number shall be displayed on one line above the logo panels for SG42-1(CA) and SG42-2(CA) signs.

Option:

At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT), SECOND RIGHT (LEFT), NEXT EXIT, or SECOND EXIT may be used in place of the exit number for SG42-1(CA) and SG42-2(CA) signs.

Standard:

The Single-Exit Interchange (Two Services) Mainline sign (SG42-6(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there are a limited number of services, three or four, in remote rural areas.

The Single-Exit Interchange (Two Services) Mainline sign (SG42-7(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there are a limited number of services, one or two, in remote rural areas.

At numbered interchanges, the appropriate exit number shall be displayed on the first line and the name of each service type shall be displayed above the logo panels for SG42-6(CA) and SG42-7(CA) signs.

Option:

At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT), SECOND RIGHT (LEFT), NEXT EXIT, or SECOND EXIT may be used in place of the exit number for SG42-6(CA) and SG42-7(CA) signs.

Standard:

The Single-Exit Interchange (One Service) Mainline sign (SG42-9(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there is only one service, in remote rural areas.

At numbered interchanges, the name of the service type shall be displayed above the logo panel and the appropriate exit number shall be displayed above the service type.

Option:

At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT), SECOND RIGHT (LEFT), NEXT EXIT, or SECOND EXIT may be used in place of the exit number for the SG42-9(CA) sign.

Standard:

The Single-Exit Interchange (One Service) Mainline sign (SG42-10(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there are at least two qualified facilities and it is not likely that there will be more than four.

At numbered interchanges, the name of the service type followed by the appropriate exit number shall be displayed on one line above the logo panels for the SG42-10(CA) sign.

Option:

At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT), SECOND RIGHT (LEFT), NEXT EXIT, or SECOND EXIT may be used in place of the exit number for the SG42-10(CA) sign.

Section 2F.08 Double-Exit Interchanges

Guidance:

At double-exit interchanges, the Specific Service signs should consist of two sections, one for each exit (see Figure 2F-1).

Standard:

At a double-exit interchange, the top section shall display the logo panels for the first exit and the bottom section shall display the logo panels for the second exit. The name of the service type and the exit number shall be displayed above the logo panels in each section. At unnumbered interchanges, the word message NEXT RIGHT (LEFT) and SECOND RIGHT (LEFT) shall be used in place of the exit number. The number of logo panels on the sign (total of both sections) or the sign assembly shall be limited to six.

Option:

At a double-exit interchange where there are four logo panels to be displayed for one of the exits and one or two logo panels to be displayed for the other exit, the logo panels may be arranged in three rows with two logo panels per row.

At a double-exit interchange, where a service is to be signed for only one exit, one section of the Specific Service sign may be omitted, or a single exit interchange sign may be used. Signs on ramps and crossroads as described in Section 2F.07 may be used at a double-exit interchange.

Standard:

The Double-Exit Interchange Mainline sign (SG42-3(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there are one or two qualified facilities available from each exit and it is not likely that there will be more than three from each exit.

At numbered interchanges, the name of the service type followed by the appropriate exit number shall be displayed on one line above the logo panels for the SG42-3(CA) sign.

Option:

At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT), SECOND RIGHT (LEFT), NEXT EXIT, or SECOND EXIT may be used in place of the exit number for the SG42-3(CA) sign.

Standard:

The Double-Exit Interchange Mainline sign (SG42-11(CA)) shall be used for the Specific Service Signing Program (Logo Program) where there is at least one qualified facility available from each exit and it is not likely that there will be more that two from each exit.

At numbered interchanges, the name of the service type followed by the appropriate exit number shall be displayed on one line above the logo panels for the SG42-11(CA) sign.

Option:

At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT), SECOND RIGHT (LEFT), NEXT EXIT, or SECOND EXIT may be used in place of the exit number for the SG42-11(CA) sign.

Section 2F.09 Signs at Intersections

~~**Standard:**~~

~~**Where both tourist-oriented information (see Chapter 2G) and specific service information would be needed at the same intersection, the design of the tourist-oriented directional signs shall be used, and the needed specific service information shall be incorporated.**~~

~~Guidance:~~

~~If Specific Service signs are used on conventional roads or at intersections on expressways, they should be installed between the previous interchange or intersection and at least 90 m (300 ft) in advance of the intersection from which the services are available.~~

~~The spacing between signs should be determined on the basis of an engineering study.~~

~~Logo panels should not be displayed for a type of service for which a qualified facility is readily visible.~~

~~**Standard:**~~

~~**If Specific Service signs are used on conventional roads or at intersections on expressways, the name of each type of service shall be displayed above its logo panel(s), together with an appropriate legend such as NEXT RIGHT (LEFT) or a directional arrow on the same line.**~~

~~Option:~~

~~If Specific Service signs are used on conventional roads or at intersections on expressways, the NEXT RIGHT (LEFT) or other applicable directional legend or action message may be displayed below instead of above the logo panels.~~

~~Signs similar to Specific Service ramp signs as described in Section 2F.07 may be provided on the crossroad.~~

Standard:

Per California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 includes the use of specific service signs for freeways only.

The tourist-oriented information and specific service information signs shall be separate installations. Refer California Streets and Highways Code, Division 1, Chapter 1.5, Article 3, Section 229.285.

Section 2F.10 Signing Policy

Guidance:

Each highway agency that elects to use Specific Service signs should establish a signing policy that includes, as a minimum, the guidelines of Section 2F.01 and at least the following criteria:

A. Selection of eligible businesses;
B. Distances to eligible services;
C. The use of logo panels, legends, and signs conforming with this Manual and State design requirements;
D. Removal or covering of logo panels during off seasons for business that operate on a seasonal basis;
E. The circumstances, if any, under which Specific Service signs may be used in nonrural areas; and
F. Determination of the costs to businesses for initial permits, installations, annual maintenance, and removal of logo panels.

Support:

California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 provides for placement of Specific Service Signs (Logo Sign Program) on all rural freeways in California. The term "rural" for this purpose means any area outside of an "urban" area. An urban area is an area encompassing a population of 5,000 or more.

California Code of Regulations, Title 21, Division 2, Chapter 19, Sections 2100 through 2120 contain standards for the Specific Service Signs (Logo Sign Program).

Standard:

No new Specific Service (SG42 Series(CA)) signs shall be installed in a geographic area with a population over 5,000 as identified on maps prepared by the Department of Transportation based on the most recent United States Bureau of Census data.

When a geographic area exceeds a population of 5,000, Specific Service signs in that area, which were in place prior to the population increase, shall remain in place until new census data shows population levels exceeding 10,000. The Specific Service signs shall then be removed.

Section 2F.101(CA) Signs at Ramps (SG42-4(CA), SG42-5(CA), SG42-8(CA) and SG42-12(CA))

Standard:

Specific Service (Ramp) Signs shall be located on, opposite of, or at the terminus of an off-ramp, in the same direction of travel as the Specific Service (Mainline) Signs (See Section 2F.07 and 2F.08). As viewed in the direction of travel, the successive signs shall be those for "CAMPING," "LODGING," "FOOD," and "FUEL" in that order.

If either the business premises or an On-Site Sign of a Qualified Specific Service Business is not visible from any point on the off-ramp or from the terminus of the off-ramp, the Owner or Responsible Operator shall be required to make application to have a Logo Panel placed on a Specific Service (Ramp) Sign.

Option:

If either the business premises or an on-site sign of a Qualified Specific Service Business is visible from any point on the off-ramp or from the terminus of the off-ramp, the Owner or Responsible Operator may apply for placement of a Logo Panel on the Specific Service (Ramp) Sign.

The Department of Transportation may require that a Logo panel be placed on a Specific Service (Ramp) Sign when either the business premises or an On-Site Sign is visible from the off-ramp or from the terminus of the off-ramp, if a sign is necessary to avoid misdirection of the motorist because of the complexity of the interchange.

Appropriate trailblazers may be required by the Department along other public highways as necessary to adequately direct motorists to the business referred to on any Logo Panel.

Standard:

The Logo Panels fastened to a Specific Service (Ramp) Sign or a trailblazer sign shall be the same in shape, color, and message as those shown on the Specific Service (Mainline) Signs, but shall be of smaller size.

Support:

The Specific Service Ramp sign (SG42-4(CA)) may be used for the Specific Service Signing Program (Logo Program) at an exit ramp where there are one or two qualified facilities available and it is not likely that there will be more than three in each direction.

The Specific Service Ramp sign (SG42-5(CA)) may be used for the Specific Service Signing Program (Logo Program) at an exit ramp where there are only one or two qualified facilities in only one direction.

The Specific Service Ramp sign (SG42-12(CA)) may be used for the Specific Service Signing Program (Logo Program) where there is only one qualified facility available and it is not likely that there will ever be more.

Standard:

Ramp signs shall be installed along the ramp or at the ramp terminal for facilities that have logo panels displayed along the main roadway if the facilities are not readily visible from the ramp terminal. Directions to the service facilities shall be indicated by arrows on the ramp signs. Logo panels on Specific Service ramp signs shall be duplicates of those displayed on the mainline signs located in advance of the interchange, but shall be reduced in size.

Support:

The Specific Service Ramp sign (SG42-8(CA)) may be used for the Specific Service Signing Program (Logo Program) in combination with a Directional Arrow Auxiliary (M6 Series) signs, at an exit ramp terminus, as a follow-up sign to freeway signs. A Mileage Plate may be applied to the sign panel, under the business logo where a business is not visible from the sign's location.

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Figure 2F-1. Examples of Specific Service Signs

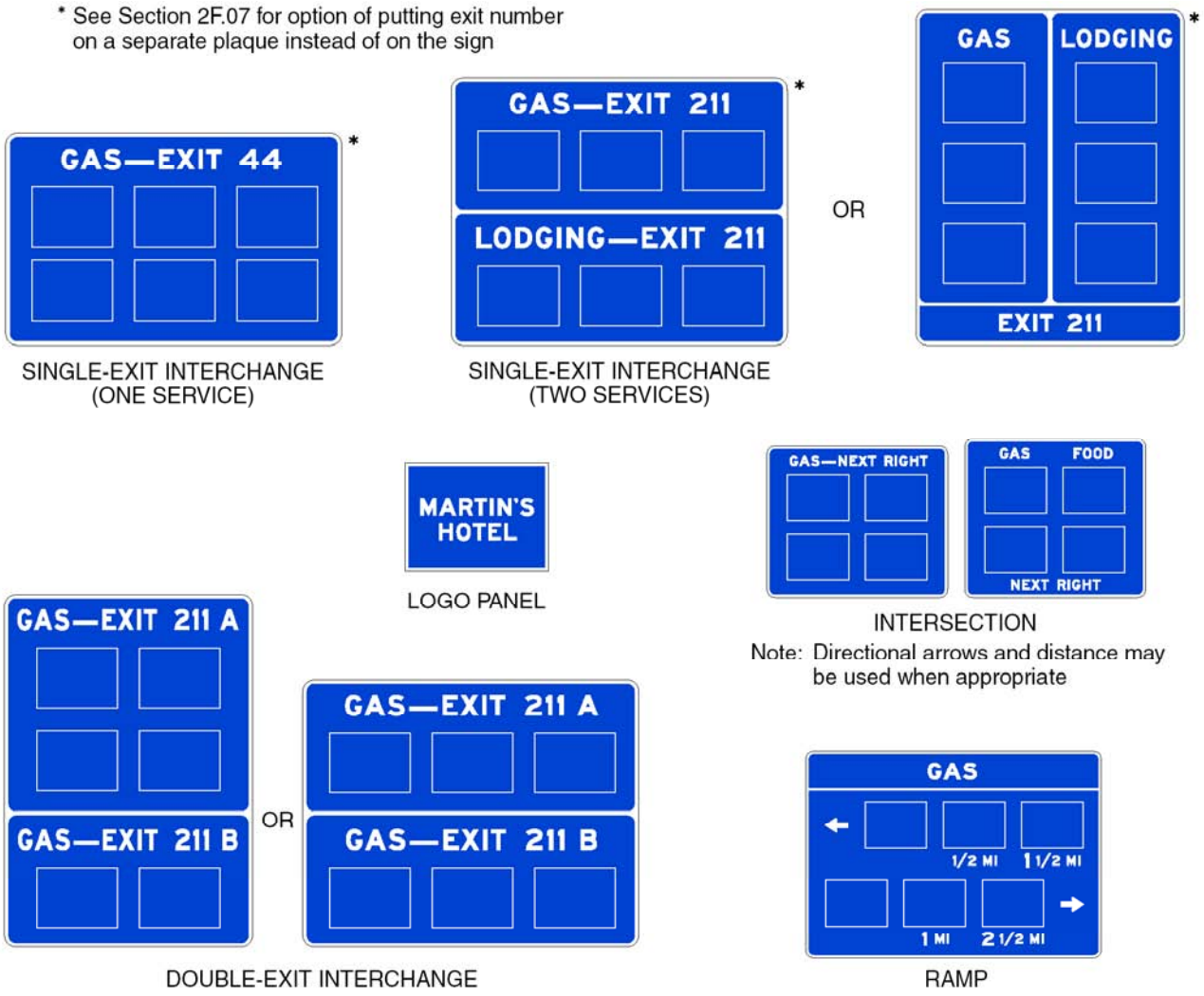

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Figure 2F-1 (CA). Examples of California Specific Service Signs

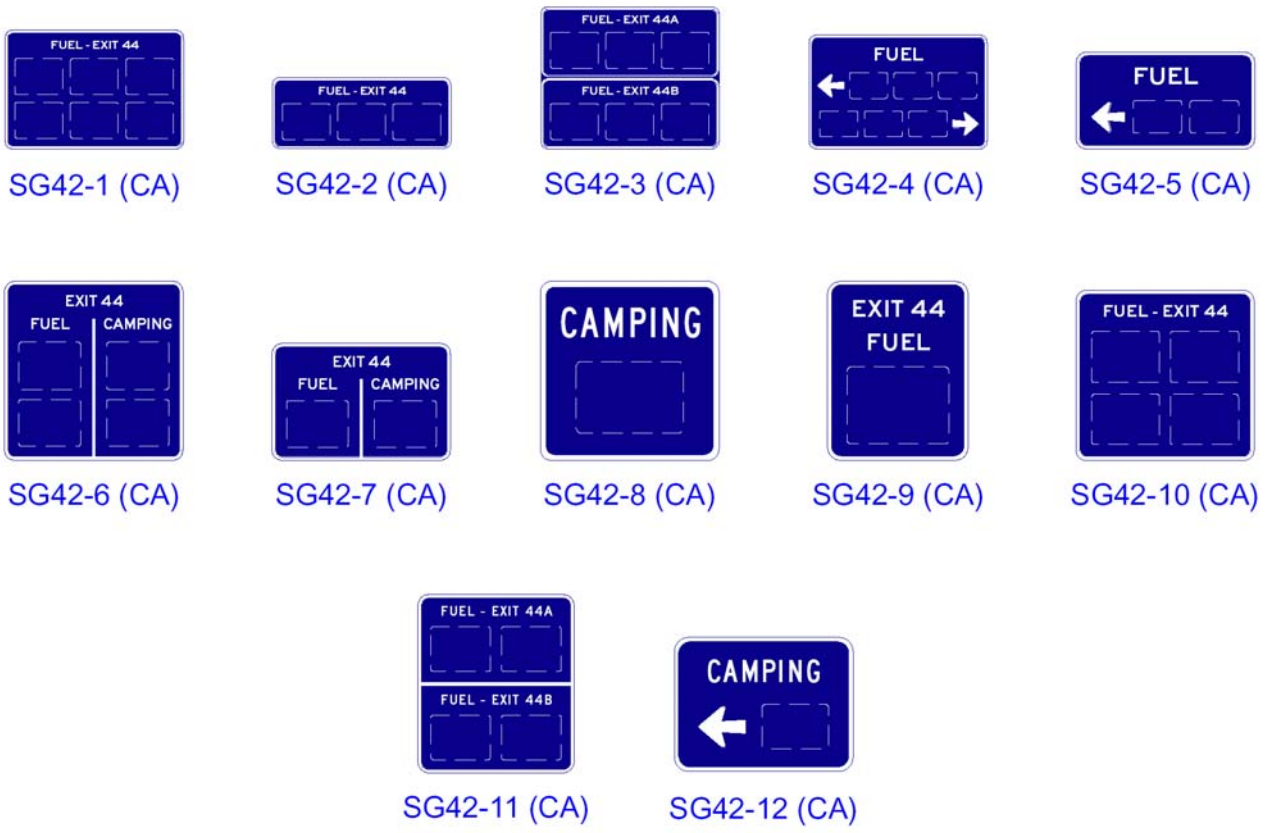

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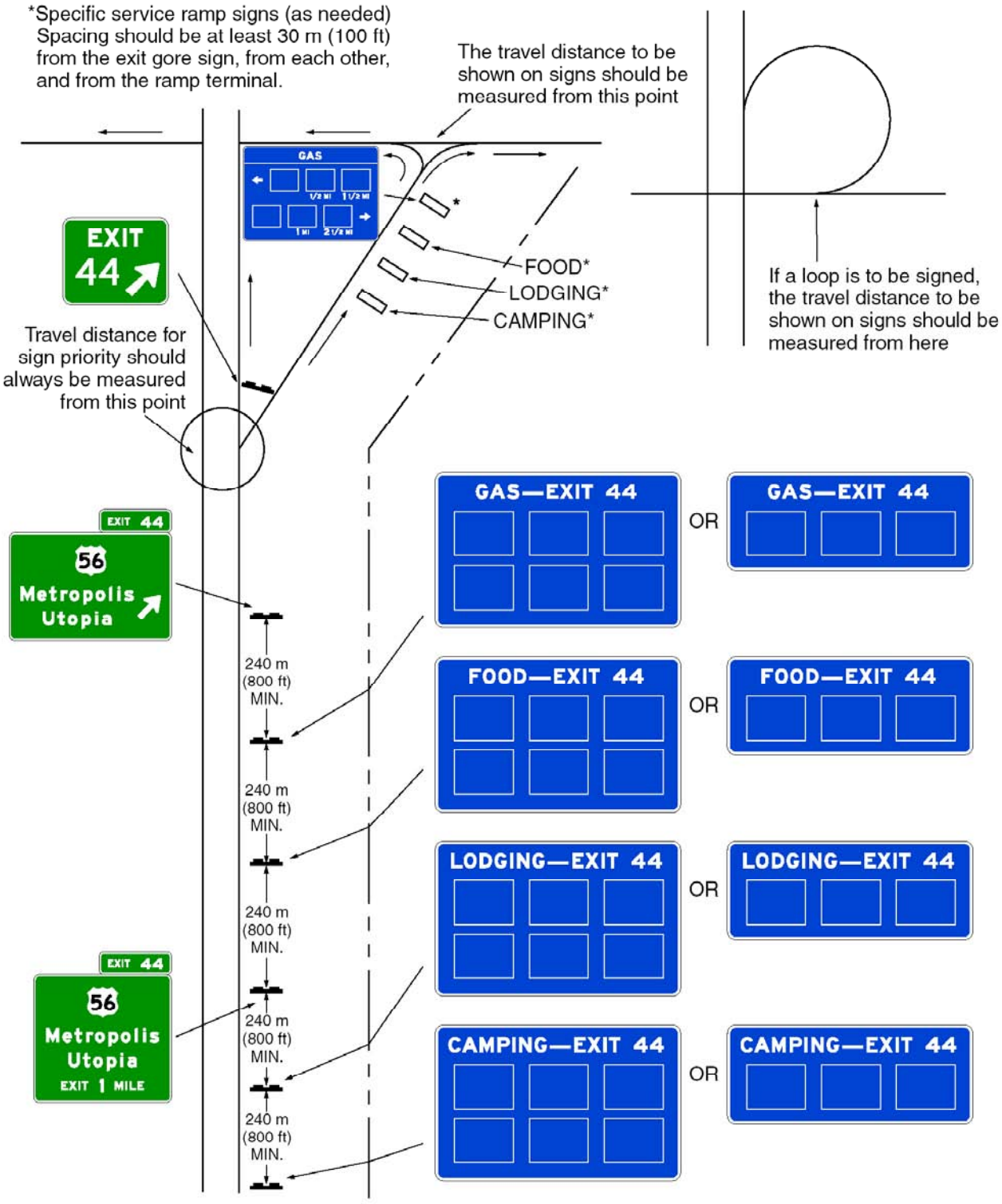
Figure 2F-2. Examples of Specific Service Sign Locations



CHAPTER 2G. TOURIST-ORIENTED DIRECTIONAL SIGNS

Section 2G.01 Purpose and Application

Support:

Tourist-oriented directional signs are guide signs with one or more panels that display the business identification of and directional information for business, service, and activity facilities.

Standard:

A facility shall be eligible for tourist-oriented directional signs only if it derives its major portion of income or visitors during the normal business season from road users not residing in the area of the facility.

Option:

Tourist-oriented directional signs may include businesses involved with seasonal agricultural products.

Standard:

When used, tourist-oriented directional signs shall be used only on rural conventional roads and shall not be used on conventional roads in urban areas nor at interchanges on freeways or expressways.

~~**Where both tourist-oriented directional signs and Specific Service signs (see Chapter 2F) would be needed at the same intersection, the tourist-oriented directional signs shall incorporate the needed information from, and be used in place of, the Specific Service signs.**~~ The tourist-oriented information and specific service information signs shall be separate installations.

Support:

Refer to California Streets and Highways Code, Division 1, Chapter 1.5, Article 3, Section 229.285.

Guidance:

Each State that elects to use tourist-oriented directional signs should have a State policy for use as indicated in Section 2G.07.

Option:

Tourist-oriented directional signs may be used in conjunction with General Service signs (see Section 2D.45).

Support:

Refer to California Streets and Highways Code, Division 1, Chapter 1.5 for administration, standards, eligibility, and fees concerning the tourist-oriented directional signs. See Section 1A.11 for information regarding these publications.

Section 2G.02 Design

Standard:

Tourist-oriented directional signs shall have one or more panels for the purpose of displaying the business identification of and directional information for eligible facilities. Each panel shall be rectangular in shape and shall have a white legend and border on a blue background.

The content of the legend on each panel shall be limited to the business identification and directional information for not more than one eligible business, service, or activity facility. The legends shall not include promotional advertising.

Guidance:

Each panel should have a maximum of two lines of legend including not more than one symbol, a separate directional arrow, and the distance to the facility shown beneath the arrow. Arrows pointing to the left or up should be at the extreme left of the sign. Arrows pointing to the right should be at the extreme right of the sign. Symbols, when used, should be to the left of the word legend or logo.

~~Option:~~

~~The tourist-oriented directional sign may have the word message TOURIST ACTIVITIES at the top of the sign.~~ The TOURIST ACTIVITIES word message unnecessarily increases the height of the sign.

~~**Standard:**~~

~~**The TOURIST ACTIVITIES word message shall be a white legend and border on a blue background. If used, it shall be placed above and in addition to the panels.**~~

Option:

The General Service sign symbols (see Section 2D.45) and the symbols for recreational and cultural interest area signs (see Chapter 2H) may be used.

~~Logos for specific businesses, services, and activities may also be used. Based on engineering judgment, the hours of operation may be added on the panels.~~

Standard:

The tourist-oriented information and specific service information signs shall be separate installations.

Support:

Refer to California Streets and Highways Code, Division 1, Chapter 1.5, Article 3, Section 229.285.

Standard:

When used, symbols and logos shall be an appropriate size (see Section 2G.04). Logos resembling official traffic control devices shall not be permitted.

Support:

Examples of tourist-oriented directional signs are shown in Figure~~s 2G-1 and 2G-2~~ 2G-1(CA).

Section 2G.03 Style and Size of Lettering

Guidance:

All letters and numbers on tourist-oriented directional signs, except on the logos, should be upper-case and at least 150 mm (6 in) in height. Any legend on a logo should be proportional to the size of the logo.

Standard:

Design standards for upper-case letters, lower-case letters, numerals, and spacing shall be as provided in the "Standard Highway Signs" book (see Section 1A.11).

Section 2G.04 Arrangement and Size of Signs

~~**Standard:**~~

~~**The size of a tourist-oriented directional sign shall be limited to a maximum height of 1.8 m (6 ft). However, additional height shall be allowed to accommodate the addition of the optional TOURIST ACTIVITIES message discussed in Section 2G.02 and the directional word messages discussed in Section 2G.05.**~~

~~Guidance:~~

~~The number of intersection approach signs (one sign for tourist-oriented destinations to the left, one for destinations to the right, and one for destinations straight ahead) installed in advance of an intersection should not exceed three. The number of panels installed on each sign should not exceed four. The panels for right-turn, left-turn, and straight-ahead destinations should be on separate signs. The left-turn destination sign should be located farthest from the intersection, then the right-turn destination sign, with the straight-ahead destination sign located closest to the intersection (see Figure 2G-2). Signs for facilities in the straight-ahead direction should be considered only when there are signs for facilities in either the left or right direction.~~

~~When it is appropriate to combine the left-turn and right-turn destination panels on a single sign, the left-turn destination panels should be above the right-turn destination panels (see Figure 2G-1). When there are multiple destinations in the same direction, they should be in order based on their distance from the intersection. Except as noted in the Option, a straight-ahead panel should not be combined with a sign displaying left- and/or right-turn facilities.~~

~~The panels should not exceed the size necessary to accommodate two lines of legend without crowding. Symbols and logos on a panel should not exceed the height of two lines of word legends. All panels and other parts of the sign should be the same width, which should not exceed 1.8 m (6 ft).~~

~~Option:~~

~~At intersection approaches where three or fewer facilities are shown, the left-turn, right-turn, and straight-ahead destination panels may be combined on the same sign.~~

Standard:

Figure 2G-1(CA) and Department of Transportation's California Sign Specifications for Tourist Oriented Directional (SG44-1(CA) and SG44-2(CA)) signs shall be used for arrangement and size of tourist-oriented directional signs. A single sign arrangement is used in California for tourist-oriented directional signs.

Section 2G.05 Advance Signs

~~Guidance:~~

~~Advance signs should be limited to those situations where sight distance, intersection vehicle maneuvers, or other vehicle operating characteristics require advance notification of the services.~~ Advance signs are not used in California for tourist-oriented directional signs.

~~The design of the advance sign should be identical to the design of the intersection approach sign. However, the directional arrows and distances to the facilities should be omitted. The directional word messages NEXT RIGHT, NEXT LEFT, or AHEAD should be placed on the sign above the business identification panels. The directional word messages should have the same letter height as the other word messages on the panels (see Figures 2G-1 and 2G-2).~~

~~**Standard:**~~

~~**The directional word messages shall be a white legend and border on a blue background.**~~

~~Option:~~

~~The legend RIGHT 1 km or RIGHT 1/2 MILE or LEFT 1 km or LEFT 1/2 MILE may be used on advance signs when there are intervening minor roads.~~

~~The height required to add the directional word messages recommended for the advance sign may be added to the maximum sign height of 1.8 m (6 ft).~~

Section 2G.06 Sign Locations

Guidance:

If used, the intersection approach signs should be located at least 60 m (200 ft) in advance of the intersection. Signs should be spaced at least 60 m (200 ft) apart and at least 60 m (200 ft) from other traffic control devices.

~~If used, advance signs should be located approximately 1 km or 0.5 miles from the intersection with 150 m (500 ft) between these signs. In the direction of travel, the order of advance sign placement should be to show the facilities to the left first, then facilities to the right, and last, the facilities straight ahead.~~ Advance signs are not used in California for tourist-oriented directional signs.

Position, height, and lateral clearance of signs should be governed by Chapter 2A except as permitted in this Section.

Option:

Tourist-oriented directional signs may be placed further from the edge of the road than other traffic control signs.

Standard:

The location of other traffic control devices shall take precedence over the location of tourist-oriented directional signs.

Section 2G.07 State Policy

Standard:

To be eligible for tourist-oriented directional signing, facilities shall comply with applicable State and Federal laws concerning the provisions of public accommodations without regard to race, religion, color, age, sex, or national origin, and with laws concerning the licensing and approval of service facilities. Each State that elects to use tourist-oriented directional signs shall adopt a policy that complies with these provisions.

Guidance:

The State policy should include:

A. A definition of tourist-oriented business, service, and activity facilities.
B. Eligibility criteria for signs for facilities.
C. Provision for incorporating Specific Service signs into the tourist-oriented directional signs as required.
D. Provision for covering signs during off seasons for facilities operated on a seasonal basis.

E. Provisions for signs to facilities that are not located on the crossroad when such facilities are eligible for signs.
F. A definition of the immediate area. The major portion of income or visitors to the facility should come from road users not residing in the immediate area of the facility.
G. Maximum distances to eligible facilities. The maximum distance should be 8 km (5 mi).
H. Provision for information centers (plazas) when the number of eligible sign applicants exceeds the maximum permissible number of sign panel installations.
I. Provision for limiting the number of signs when there are more applicants than the maximum number of signs permitted.
J. Criteria for use at intersections on expressways.
K. Provisions for controlling or excluding those businesses which have illegal signs as defined by the Highway Beautification Act of 1965 (23 U.S.C. 131).
L. Provisions for States to charge fees to cover the cost of signs through a permit system.
M. A definition of the conditions under which the time of operation is shown.
N. Provisions for determining if advance signs will be permitted, and the circumstances under which they will be installed.

Option:

The Tourist Oriented Directional (SG44-1(CA) and SG44-2(CA)) signs may be placed at qualifying conventional rural highway intersections.

Support:

These qualifying intersections are described in Chapter 1.5 of the Streets and Highways Code.

Refer to California Streets and Highways Code, Division 1, Chapter 1.5 for administration, standards, eligibility, and fees concerning the tourist-oriented directional signs. See Section 1A.11 for information regarding these publications.

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Figure 2G-1. Examples of Tourist-Oriented Directional Signs

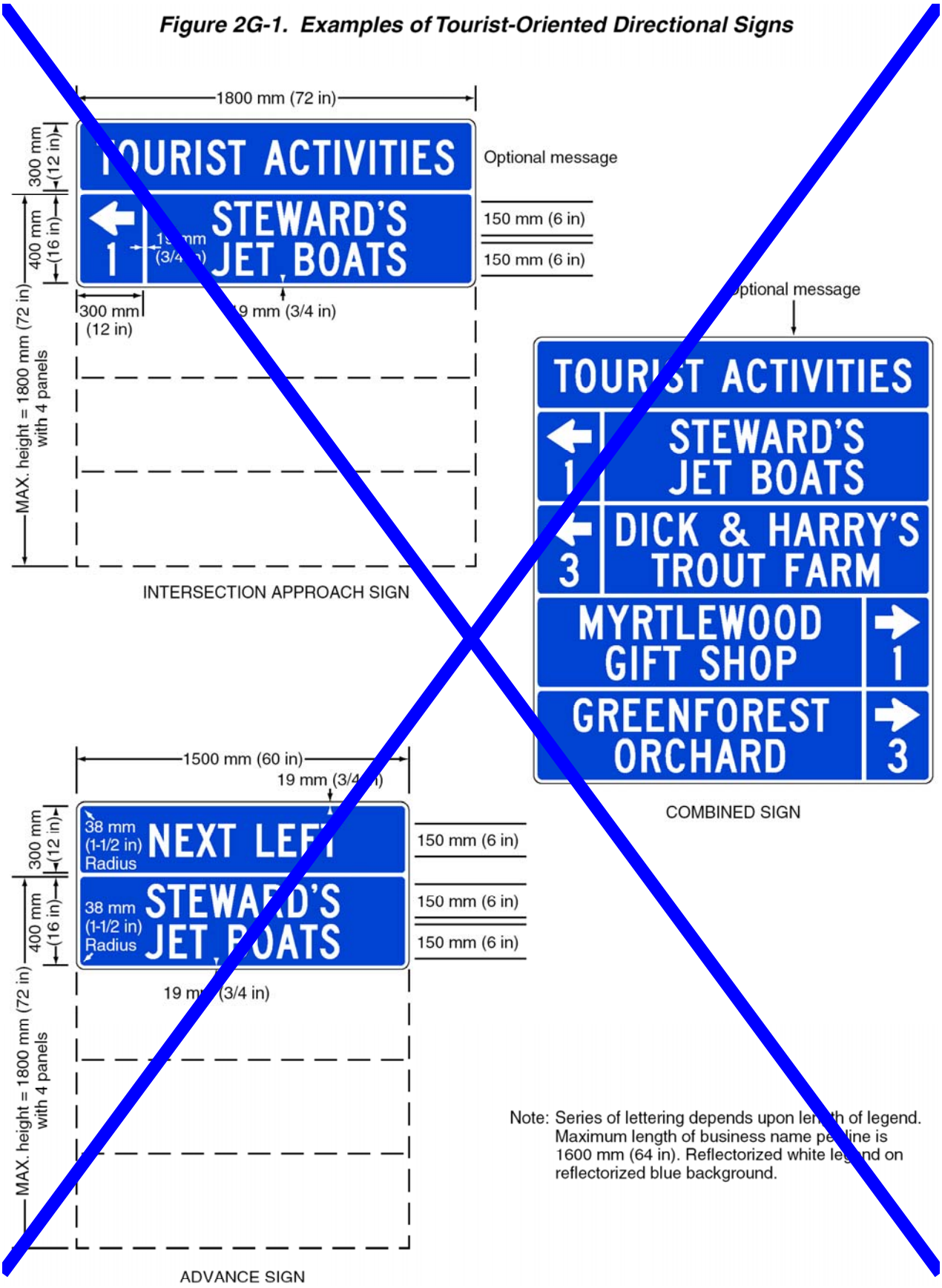


Figure 2G-2. Examples of Intersection Approach Signs and Advance Signs for Tourist-Oriented Directional Signs

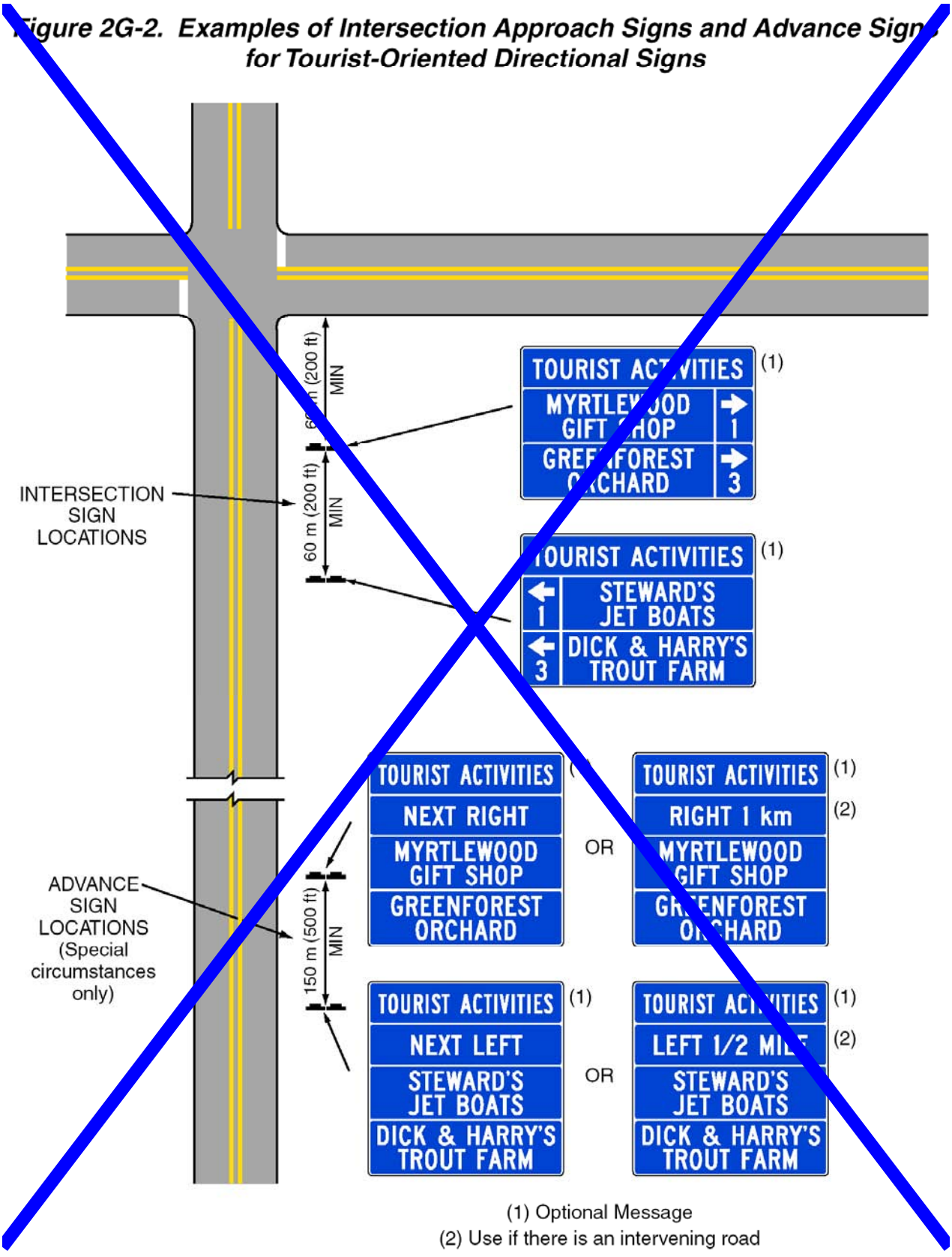
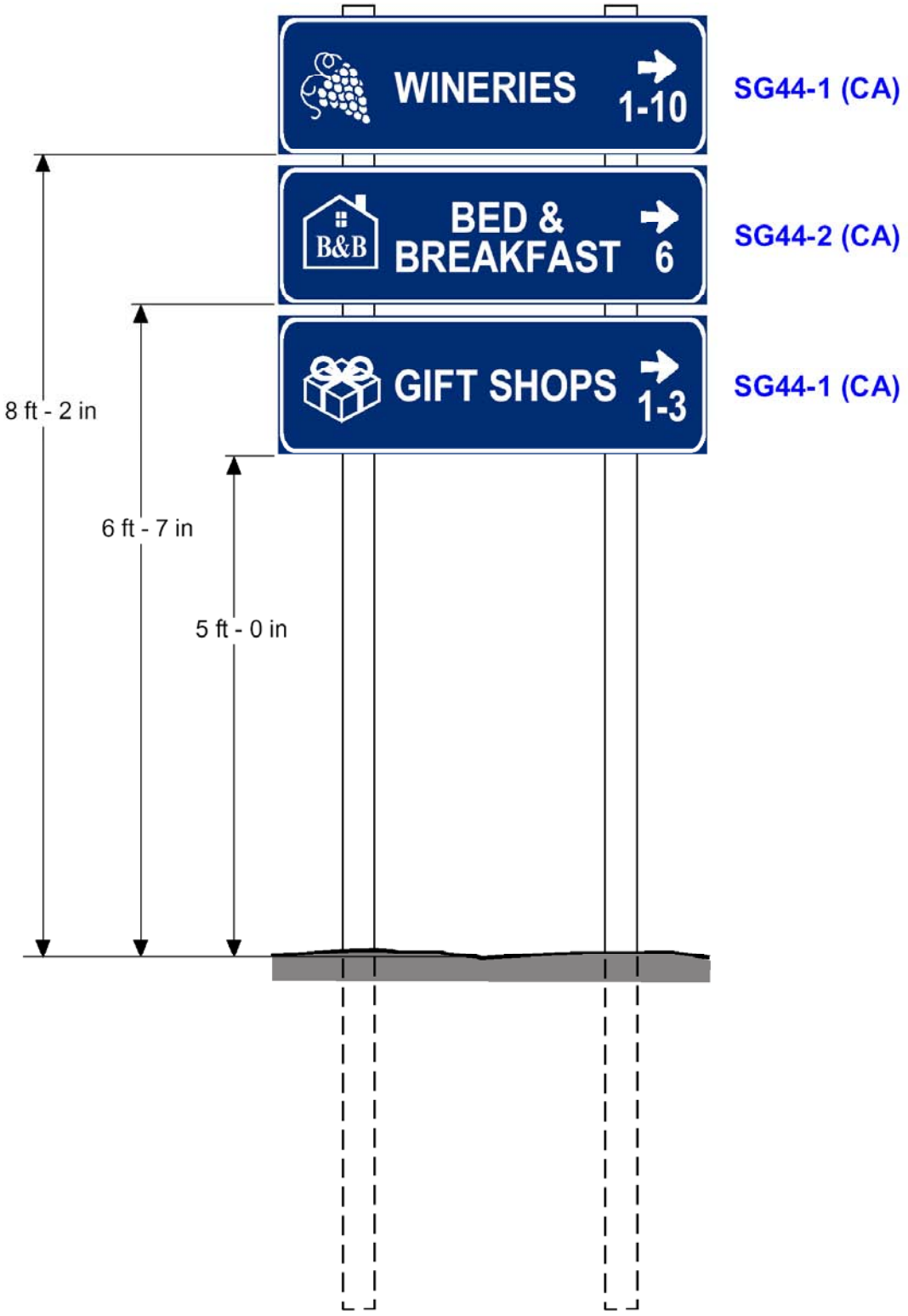


Figure 2G-1 (CA). Example of California Tourist-Oriented Directional Signs



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CHAPTER 2H. RECREATIONAL AND CULTURAL INTEREST AREA SIGNS

Section 2H.01 Scope

Support:

Recreational or cultural interest areas are attractions or traffic generators that are open to the general public for the purpose of play, amusement, or relaxation. Recreational attractions include such facilities as parks, campgrounds, gaming facilities, and ski areas, while examples of cultural attractions include museums, art galleries, and historical buildings or sites.

The purpose of recreation and cultural interest area signs is to guide road users to a general area and then to specific facilities or activities within the area.

Option:

Recreational and cultural interest area signs that depict significant traffic generators may be used on freeways and expressways where there is direct access to these areas as discussed in Section 2H.09.

Recreational and cultural interest area signs may be used off the road network, as appropriate.

Section 2H.02 Application of Recreational and Cultural Interest Area Signs

Support:

Standards for signing recreational or cultural interest areas are subdivided into two different types of signs: (1) symbol signs and (2) destination guide signs.

Guidance:

When highway agencies decide to provide recreational and cultural interest area signing, these agencies should have a policy for such signing. The policy should establish signing criteria for the eligibility of the various types of services, accommodations, and facilities. These signs should not be used where they might be confused with other traffic control signs.

Option:

Recreational and cultural interest area signs may be used on any road to direct persons to facilities, structures, and places, and to identify various services available to the general public. These signs may also be used in recreational or cultural interest areas for signing nonvehicular events and amenities such as trails, structures, and facilities.

Support:

The recreational and cultural interest area signs are supplemental signs and are subject to the same spacing and number of messages limitations set forth in Chapters 2A, 2D and 2E. Under these limitations, the supplemental destination, recreational and cultural interest area signs compete for signing on the basis of traffic service.

Guidance:

Recreational area signs to National Parks and State Parks should normally include the name of the area. County and City Park signs should not normally include the name.

Option:

Recreational area signs may be placed for the following facilities:

- National Parks or Monuments.
- State Parks, when located within 8 km (5 mi) of the highway.
- County Parks, when located within 4.8 km (3 mi) of the highway.
- In urban areas, City Parks within 1.6 km (1 mi) may be signed from conventional highways. Normally, City Parks will not be signed to from metropolitan freeways.
- Campgrounds in National Forests or State Parks may be signed from conventional highways when the entrances are located on the highway. An advance sign reading "Campground 1/4 mile" may be placed. Signs at the immediate entrance will be placed by the agency having jurisdiction over the campground.
- Major rural recreational areas may be signed by name. When a recreational area is served by more than a single exit, the appropriate colored NEXT X EXITS (E9) sign may be used. Normally, the sign will include the name of the area and the text "RECREATIONAL AREA".
- In rural recreational areas, guide signs may be supplemented with white on brown symbol signs mounted below indicating recreational facilities available to the motorists.

Guidance:

On State highways, signs to major rural recreational areas that include a jurisdictional logo or are unique in shape should be placed under an encroachment permit from the Department of Transportation.

Standard:

Placement of these signs to major rural recreational areas shall be by the jurisdiction or agency making the request through the normal permit process as a fee exempt permit.

These signs shall be installed in accordance with the Department of Transportation's Standard Plans publication. See Section 1A.11 for more information regarding this publication.

Guidance:

These signs to major rural recreational areas should be limited to areas where they do not block or interfere with other signs necessary for safe and efficient operation of the highway. The sign panels should be clearly marked as to the ownership.

Standard:

The use of the following symbol signs shall conform to the warrants shown here and in Section 2D.45:

General Information

Option:

The Automobile (RG-010) sign indicates that automobiles may use the signed facility within a recreation area.

Standard:

The RG-010 sign shall not be used on State highways.

Option:

The Dam (RG-030) sign may be used to indicate dams, located within 1.6 km (1 mi) of the highway, that have recreational activities with parking, water access, power plant tours and picnicking, which do not meet warrants for other recreational symbols.

The Deer Viewing Area (RG-040) sign may be placed to indicate an area which is determined by the Department of Fish and Game to be particularly well suited for viewing deer and other wild life. This area should have adequate parking and be within 1.6 km (1 mi) of the highway, via a well-maintained road.

The Drinking Water (RG-050) sign may be used to indicate free public drinking water within 0.4 km (0.25 mi) of the highway where no other publicly accessible drinking water is available within 16 km (10 mi).

The Fish Hatchery (RG-090) sign may be used to indicate publicly administered hatcheries that are within 4.8 km (3 mi) of the highway and open for visitors at least 8 hours per day, 180 days per year.

The Information (RG-100) sign may be used to indicate publicly operated informational facilities that are located within 1.6 km (1 mi) of the highway and open all year.

The Lighthouse (RG-120) sign may be used for lighthouse facilities that are within 4.8 km (3 mi) of the highway and open for visitors at least 8 hours per day, 180 days per year.

The Lookout Tower (RG-140) sign may be used for lookout facilities that are publicly owned, within 4.8 km (3 mi) of the highway, and open for visitors at least 8 hours per day, 180 days per year.

Standard:

Follow up signs to the RG-140 sign, where required, shall be installed by the local authority having jurisdiction in the area.

Option:

The Ranger Station (RG-170) sign may be used for public agency ranger stations that are within 1.6 km (1 mi) of the highway and open all year.

The Truck (RG-190) sign indicates that trucks may use the signed facility within a recreation area.

Standard:

The RG-190 sign shall not be used on State highways.

Option:

The Wildlife Viewing (G200-81(CA)) sign may be used to direct motorists to the Wildlife Viewing Areas as published in the California Watchable Viewing Guide.

Standard:

The WILDLIFE VIEWING (G200-81A(CA)) sign shall be placed below the Wildlife Viewing (G200-81(CA)) sign.

Option:

The Botanical Management Area (G200-82(CA)) sign may be used to identify areas along the State highway right-of-way that are environmentally significant natural remnants of California's botanical diversity, as designated by the Office of State Landscape Architecture.

Guidance:

The G200-82(CA) sign should be placed in combination with the BOTANICAL MANAGEMENT AREA (G200-82A(CA)) plaque.

The G200-82A(CA) plaque should be placed below the G200-82(CA) sign.

Option:

The El Camino Real Adopt-A-Highway (S16-8(CA)) sign may be placed to acknowledge the contribution made toward the repair, restoration and maintenance of new mission bell markers. The Adopt-A-Highway guidelines in Section 2D.48 will apply.

Motorist Services

Option:

The Camping (Tent) (RM-010) sign may be used for campsite facilities, either public or private, located within 4.8 km (3 mi) of the highway.

Standard:

For the use of RM-010 sign, a minimum of 15 campsites shall be provided. Water and sanitary facilities shall be available, but not necessarily at each individual campsite.

Option:

The Camping (Trailer) (RM-020) sign may be used to indicate trailer site facilities within a public recreation area, located within 4.8 km (3 mi) of the highway.

Standard:

For the use of RM-020 sign, a minimum of 15 trailer sites shall be provided. Water and sanitary facilities shall be available.

Option:

The Ferry (RM-030) sign may be used to indicate recreational ferry operations within 3.2 km (2 mi) of the highway.

The Food Service (RM-050) sign may be used to sign for food service facilities in public recreation areas which meet the criteria for food (D9-8) signs in Section 2D.45. On State highways, only the D9-8 sign is used, where appropriate, to sign for food service facilities.

The Gas (RM-060) sign may be used to indicate fuel stations in public recreation areas, which meet the criteria for Gas (D9-7) signs in Section 2D.45. On State highways, only the D9-7 sign may be used where appropriate.

The Grocery Store (RM-070) sign may be used within public recreation areas for facilities within 1.6 km (1 mi) of the highway that provide standard grocery items such as eggs, bread, milk and fruit, provided there are no other similar facilities within 16 km (10 mi).

Standard:

For the use of RM-070 sign, services shall be available at least 12 hours per day.

Option:

The Handicapped (RM-080) sign may be used in public recreation areas where paved ramps and rest room facilities accessible to, and usable by, the physically handicapped are provided. On State highways and at other State facilities, only the International Symbol of Accessibility for the Handicapped (D9-6) sign is to be used.

The Lodging (RM-090) sign may be used to indicate lodging facilities in public recreation areas, which meet the criteria for lodging (D9-9) signs in Section 2D.45. On State highways, only the D9-9 sign is used, where appropriate, to sign to lodging facilities.

The Mechanic (RM-100) sign may be used to indicate facilities in public recreation areas with automotive repair capability.

Standard:

The RM-100 sign shall not be used on State highways.

Option:

The Picnic Area (RM-120) sign may be used for picnic areas, either public or private, located within 1.6 km (1 mi) of the highway.

Standard:

For the use of RM-120 sign, a minimum of 10 sites with tables shall be provided. Water and sanitary facilities shall be available.

Option:

The Rest Room (RM-140) sign may be used to indicate free public access to a restroom within 0.4 km (0.25 mi) of the highway where no other publicly accessible restroom is available within 16 km (10 mi).

The Telephone (RM-150) sign may be used within public recreation areas where a public telephone is available 24 hours a day and it is located in a remote area where it is not expected. On State highways, only the Telephone (D9-1) sign is used, where appropriate, to indicate the availability of a telephone.

The Trailer Sanitary Station (RM-160) sign may be used to indicate dump stations where recreational vehicles may dispose of their holding tank waste.

Standard:

For the use of RM-160 sign, the station shall be located within a public recreation area and within 1.6 km (1 mi) of the highway.

Option:

The Viewing Area (RM-170) sign may be used to direct motorists to public recreation area sites, located within 0.4 km (0.25 mi) of the highway, which have significant views.

Guidance:

For the use of RM-170 sign, the sites should have adequate parking and well maintained access. On freeways, the VISTA POINT (D5-2) sign should be used where appropriate. Refer to Section 2D.43.

Accommodation Services

Option:

The Airport (RA-010) sign may be used in public recreation areas to direct motorist to airports, which meet the criteria, specified for Airport (I-5) signs. Only the I-5 and Conventional Airport (G94-1(CA)) signs may be used on State highways to indicate nearby airports.

The Parking (RA-080) sign may be used to indicate public parking facilities less than 0.4 km (0.25 mi) from a highway in recreation areas.

Guidance:

Use of RA-080 signs should be restricted to locations outside of urbanized zones, where the Parking Area (D4-1) sign is inappropriate.

Land Recreation

Option:

The Amphitheater (RL-010) sign may be used to identify an amphitheater facility within 1.6 km (1 mi) of the highway.

The Playground (RL-050) sign may be used to identify playgrounds within a recreation area and not more than 1.6 km (1 mi) from the highway.

The Trail (Bicycle) (RL-090) sign may be used for identifying bicycle trails located within public recreation areas.

Guidance:

On State highways, the Bike Lane (R81(CA)) or the Bike Route (D11-1) signs should be used instead of the RL-090 sign.

Option:

The Trail (Hiking) (RL-100) sign may be used for marked and maintained hiking trails.

Standard:

For the use of RL-100 sign, the trailhead shall be within 1.6 km (1 mi) of the highway, with sufficient parking to accommodate normal demand.

Option:

The Trail (Horse) (RL-110) sign may be used for identifying horse trails located within public recreation areas.

Guidance:

For the use of RL-110 sign, the trailhead should be within 4.8 km (3 mi) of the highway.

Option:

The Trail (Recreational Vehicle) (RL-140) sign may be used to identify recreation vehicle trails located within public recreation areas.

Guidance:

For the use of RL-140 sign, the trailhead should be 4.8 km (3 mi) or less from the highway. For this application, the term "recreation vehicle" is synonymous with "off highway vehicle" (OHV), which includes vehicles with two or more wheels. The OHV TRAIL (S12(CA)) sign should be used at points where off-highway vehicle trails intersect highways.

Option:

The Trail (Trail Bike) (RL-150) sign may be used to identify trail bike trails located within public recreation areas.

Guidance:

For the use of RL-150 sign, the trailhead should be 4.8 km (3 mi) or less from the highway. The OHV TRAIL (S12(CA)) sign should be used where the trail intersects the highway.

Option:

The Tramway (RL-160) sign may be used to identify recreational tramways or gondolas that provide year-round service and are located within 8 km (5 mi) of the highway.

The Golf Course (G200-80(CA)) sign may be used to identify a 9 hole or more golf course within 4.8 km (3 mi) on a conventional highway which does not have its main entrance adjacent to the highway. The G200-80(CA) signs may be installed under permit by local agencies only.

Standard:

The G200-80(CA) signs shall not be used at driving ranges or miniature golf courses.

Option:

The OHV TRAIL (S12(CA)) sign may be used to direct off highway vehicle operators to the location of a OHV trail. The S12(CA) sign may be supplemented by a white on brown Directional Arrow Auxiliary (M6 Series) sign.

Water Recreation

Option:

The Canoeing (RW-020) sign may be used to indicate where canoeing facilities and services are available within 4.8 km (3 mi) of the highway.

The Diving (RW-030) sign may be used to indicate a diving facility within a recreational area.

The Diving (Scuba) (RW-040) sign may be used to indicate areas suitable for scuba diving within 4.8 km (3 mi) of the highway.

The Fishing (RW-050) sign may be used to indicate a fishing area, either public or private, within 4.8 km (3 mi) of the highway.

The Marina (RW-060) sign may be used to indicate an area where boats can be anchored and serviced within 4.8 km (3 mi) of the highway.

The Motorboating (RW-070) sign may be used to indicate areas where motorboating facilities and services are available within 4.8 km (3 mi) of the highway.

The Ramp (Launch) (RW-080) sign may be used to indicate boat launching facilities, either public or private, located within 4.8 km (3 mi) of the highway.

The Rowboating (RW-090) sign may be used to indicate areas where Rowboating facilities and services are available within 4.8 km (3 mi) of the highway.

The Sailboating (RW-100) sign may be used to indicate areas where Sailboating facilities and services are available within 4.8 km (3 mi) of the highway.

The Skiing (Water) (RW-110) sign may be used to indicate areas where water-skiing facilities and services are available within 4.8 km (3 mi) of the highway.

The Surfing (RW-120) sign may be used to indicate areas suitable for surfing within 4.8 km (3 mi) of the highway.

Guidance:

For the use of RW-120 sign, adequate parking should also be available.

Option:

The Swimming (RW-130) sign may be used to indicate a swimming facility within a recreational area.

Winter Recreation

Option:

The Skating (Ice) (RS-010) sign may be used to indicate ice skating facilities within 8 km (5 mi) of the highway.

The Ski Jumping (RS-020) sign may be used to indicate ski jumping facilities within 8 km (5 mi) of the highway.

The Skiing (Bobbing) (RS-030) sign may be used to indicate ski bobbing facilities within 1.6 km (1 mi) of the highway.

Guidance:
For the use of RS-030 sign, there should be sufficient parking to accommodate normal demand.
Option:
The Skiing (Cross Country) (RS-040) sign may be used to indicate cross country skiing facilities within 1.6 km (1 mi) of the highway.
Guidance:
For the use of RS-040 sign, there should be sufficient parking to accommodate normal demand.
Option:
The Skiing (Downhill) (RS-050) sign may be used to indicate down hill skiing facilities located within 8 km (5 mi) of the highway.
The Sledding (RS-060) sign may be used to indicate sledding facilities within 1.6 km (1 mi) of the highway.
Guidance:
For the use of RS-060 sign, there should be sufficient parking to accommodate normal demand.
Option:
The Snowmobiling (RS-070) sign may be used to indicate Snowmobiling facilities within 1.6 km (1 mi) of the highway.
Guidance:
For the use of RS-070 sign, there should be a paved loading area at any such facility which is at least 6 m (20 ft) wide (measured perpendicular to the traveled way) and sufficient parking to accommodate normal demand. Parking spaces should be sized for vehicles with small trailers.
Option:
The Snowshoeing (RS-080) sign may be used to indicate an area within 1.6 km (1 mi) of the highway where special facilities or services are available for Snowshoeing.
Guidance:
For the use of RS-080 sign, there should be sufficient parking to accommodate normal demand.
Option:
The Winter Recreation Area (RS-090) sign may be used to indicate a winter recreation area within 1.6 km (1 mi) of the highway when other recreation symbols are not appropriate.
Guidance:
For the use of RS-090 sign, there should be sufficient parking to accommodate normal demand.

Sno-Park Signs

Option:
Only those specific parking areas designated by the Department of Parks and Recreation may be signed as Sno-Park parking areas. Parking is by permit only.
The SNO-PARK X MILE (SG30(CA)) sign may be used on expressways or conventional highways to give advance notice of a snow plowed parking area. The SNO-PARK with Arrow (SG32(CA)) sign may be used on expressways or conventional highways in advance of a turn off to a snow plowed parking area.
The SNO-PARK NEXT RIGHT (SG31(CA)) sign may be used on freeways to give advance notice of an exit to a snow plowed parking area. The SNO-PARK (SG34(CA)) sign may be placed below an existing Advance Guide (G83(CA) Series) or Supplemental Destination (G86(CA) Series) sign on freeways to indicate an exit to a snow plowed parking area.
Standard:
If the SG31(CA) or SG34(CA) sign is used, a SNO-PARK with Arrow (SG33(CA)) sign shall be placed at the ramp terminal.
Guidance:
If used, the PERMIT REQUIRED (SG35(CA)) sign should be placed below the SG30(CA) or SG31(CA) sign and the PERMIT REQUIRED NOV 1 TO MAY 30 (SG35-1(CA)) sign should be placed below the SG32(CA) or SG33(CA) sign. Placement should be under the sign, which is nearest to the Sno-Park entrance.
Between November 1 and May 30, during periods when snow is not available for recreational activities, the SG35(CA) and SG35-1(CA) signs should be covered.

Standard:

At the end of the Sno-Park season, May 30, the SG35(CA) and SG35-1(CA) signs shall be covered or removed.

Section 2H.03 Regulatory and Warning Signs

Standard:

All regulatory and warning signs installed on public roads and streets within recreational and cultural interest areas shall conform to the requirements of Chapters 2A, 2B, and 2C.

Section 2H.04 General Design Requirements for Recreational and Cultural Interest Area Symbol Signs

Standard:

Recreational and cultural interest area symbol signs shall be square or rectangular in shape and shall have a white symbol or message and white border on a brown background. The symbols shall be grouped into the following usage and series categories (see the "Standard Highway Signs" book for design details):

A. General Information (RG Series)
B. Motorist Services (RM Series)
C. Accommodation Services (RA Series)
D. Land Recreation (RL series)
E. Water Recreation (RW Series), and
F. Winter Recreation (RS Series)

Support:

Table 2H-1 contains a listing of the symbols within each series category. Drawings for these symbols are found in the "Standard Highway Signs" book (see Section 1A.11).

Option:

Mirror images of symbols may be used where the reverse image will better convey the message.

Section 2H.05 Symbol Sign Sizes

Guidance:

Recreational and cultural interest area symbol signs should be 600 x 600 mm (24 x 24 in). Where greater visibility or emphasis is needed, larger sizes should be used. Symbol sign enlargements should be in 150 mm (6 in) increments.

Recreational and cultural interest area symbol signs should be 750 x 750 mm (30 x 30 in) when used on freeways or expressways.

Option:

A smaller size of 450 x 450 mm (18 x 18 in) may be used on low-speed, low-volume roadways and on nonroad applications.

Section 2H.06 Use of Educational Plaques

Guidance:

Educational plaques should accompany all initial installations of recreational and cultural interest area symbol signs. The educational plaque should remain in place for at least 3 years after the initial installation. If used, the educational plaque should be the same width as the symbol sign.

Option:

Symbol signs that are readily recognizable by the public may be installed without educational plaques.

Support:

Figure 2H-1 illustrates some examples of the use of educational plaques.

Section 2H.07 Use of Prohibitive Slash

Standard:

The red diagonal slash, if used on a recreational and cultural interest area sign, shall be placed from the upper left corner to the lower right corner of the sign face (see Figure 2H-1). Requirements for retroreflection of the red slash shall be the same as those requirements for legends, symbols, and borders.

Option:

Where it is necessary to indicate a restriction within a recreational or cultural interest area, a red diagonal slash may be used to indicate that the activity is prohibited.

Support:

Figure 2H-1 illustrates some examples of the use of prohibitive slashes.

Section 2H.08 Placement of Recreational and Cultural Interest Area Symbol Signs

Standard:

If used, recreational and cultural interest area symbol signs shall be placed in accordance with the general requirements contained in Chapter 2A. The symbol(s) shall be placed in the uppermost part of the sign assembly and the directional information shall be placed below the symbol(s).

Where the name of the recreational or cultural interest area facility or activity is shown on a general directional guide sign and a symbol is used, the symbol shall be placed below the name (see Figure 2H-2).

Recreational and cultural interest area symbols installed for nonroad use shall be placed in accordance with the general sign position requirements of the authority having jurisdiction.

Support:

Figure 2H-3 illustrates typical height and lateral mounting positions. Figure 2H-4 illustrates some examples of the placement of symbol signs within a recreational or cultural interest area. Figure 2H-5 illustrates some of the symbols that can be used.

Guidance:

The number of symbols used in a single sign assembly should not exceed four.

Option:

Symbols for recreational or cultural interest areas may be used as legend components for a directional sign assembly. The symbols may be used singularly, or in groups of two, three, or four on a single sign assembly (see Figures 2H-1, 2H-3, and 2H-4). Smaller-size secondary symbols (see Figure 2H-1) may be placed beneath the primary symbols, where needed.

Guidance:

The symbol signs should be placed below the first advance ground-mounted directional sign.

Section 2H.09 Destination Guide Signs

Guidance:

When recreational or cultural interest area destinations are shown on supplemental guide signs, the sign should be rectangular or trapezoidal in shape. The order of preference for use of shapes and colors should be as follows: (1) rectangular with a white legend and border on a green background; (2) rectangular with a white legend and border on a brown background; or (3) trapezoidal with a white legend and border on a brown background.

Standard:

Whenever the trapezoidal shape is used, the color combination shall be a white legend and border on a brown background.

Option:

White-on-brown destination guide signs may be posted at the first point where an access or crossroad intersects a highway where recreational or cultural interest areas are a significant destination along conventional roads, expressways, or freeways. White-on-brown supplemental guide signs may be used along conventional roads, expressways, or freeways to direct road users to recreational or cultural interest areas.

Where access or crossroads lead exclusively to the recreational or cultural interest area, the advance guide sign and the exit direction sign may be white-on-brown.

Standard:

Linear parkway-type highways that primarily function as arterial connectors, even if they also provide access to recreational or cultural interest areas, shall not qualify for the use of white-on-brown destination guide signs. Directional guide signs used on these highways shall conform to Chapter 2D.

All gore signs shall have a white legend and border on a green background. The background color of the interchange exit number panel shall match the background color of the guide sign. Design characteristics of conventional road, expressway, or freeway guide signs shall conform to Chapter 2D or 2E except as specified in this Section for color combination.

The advance guide sign and the Exit Direction sign shall retain the white-on- green color combination where the crossroad leads to a destination other than a recreational or cultural interest area.

Support:

Figure 2H-2 and 2H-101(CA) illustrates destination guide signs commonly used for identifying recreational or cultural interest areas or facilities.

The name of a community that is culturally unique and historically significant can be used on supplemental guide signs in accordance with California Streets and Highways Code Section 101.12.

Option:

The Historic District Supplemental Destination (G86-11(CA)) signs may be placed directing traffic to a commercial or residential area that is of historic significance to a community and is recognized as such in the National Register of Historic Places.

Standard:

For a Historic District to be signed from a State highway, its boundaries shall be within 4.8 km (3 mi) of the highway. Only one sign, for each direction shall be allowed and it will be from the nearest State highway. The type of sign, whether it is a supplemental plate under an existing Supplemental Destination (G86(CA) Series) sign or a stand alone sign shall be determined by the Department of Transportation. Any follow-up signs, if needed, shall be in place before the highway signs are installed.

The requesting local agency's shall be responsible for consulting with the Department of Parks and Recreation, Office of Historic Preservation to verify the Historic District's official name and to insure there are no conflicts with existing historic landmarks or points of historical interest signs which may already be in place.

When the above requirements are met, the requesting agency shall adopt a resolution, requesting Department of Transportation to place the signs. The cost of these signs, and their installation shall be the responsibility of the requesting agency.

Section 2H.101(CA) Historical Landmark Signs (G13-1(CA), G13-2(CA) and G14(CA))

Standard:

The Historical Landmark (G13-1(CA) and G13-2(CA)) signs and the Advance Historical Landmark (G14(CA)) sign shall have a brown legend and border on a cream colored background.

Option:

The G13-1(CA), G13-2(CA) and G14(CA) signs may be in addition to the normal compliment of signs, but minimum spacing will be maintained.

The G13-1(CA), G13-2(CA) and G14(CA) signs may be placed directing to Historical Landmarks that are registered with the Department of Parks and Recreation.

Standard:

On freeways, the G13-1(CA), G13-2(CA) and G14(CA) signs shall be limited to those more important and better known landmarks where some physical evidence remains, such as missions, forts, state monuments, etc., rather than mere sites of former buildings or happenings.

The Office of Historic Preservation within the Department of Parks and Recreation (or the Resource Protection Division in the case of State Historic Park sites) shall be notified prior to the removal of existing G13-1(CA), G13-2(CA) and G14(CA) signs.

Guidance:

The Historical Landmark (G13-1(CA)) sign should be used on conventional highways to guide motorist by the most direct route to registered historical landmarks which are located within 8 km (5 mi) of the highway. The sign should be placed not more than 45 m (150 ft) in advance of the intersection on the right.

The Historical Landmark (G13-2(CA)) sign should be used on freeways to guide motorists to the original 21 California Missions and other important well-known historical landmarks. See Section 123.5 of the Streets and Highways Code for signing to Missions. The G13-2(CA) sign should also be used on freeways to guide motorists to historical landmarks that have a profound impact on the history of California as a whole.

Option:

Supplemental Destination (G86(CA) Series) signs (white text on green background) may be used on freeways where the landmark generates considerable traffic.

Standard:

These G86(CA) Series signs shall be followed up by standard Historical Landmark signs on the next exit ramps.

Guidance:

The Advance Historical Landmark (G14(CA)) sign should be used in advance of a registered historical landmark monument or plaque within or adjacent to the right of way. The sign should be placed 150 to 450 m (500 to 1500 ft) in advance of the landmark or monument on the right, depending on the approach speed of traffic.

Section 2H.102(CA) POINT OF HISTORICAL INTEREST Sign (G15(CA))

Standard:

The POINT OF HISTORICAL INTEREST (G15(CA)) sign shall have a cream legend on a brown background.

The G15(CA) sign shall not be used on freeways.

Option:

The POINT OF HISTORICAL INTEREST (G15(CA)) sign may be used to direct the public to a historical point of interest that has been registered with the Office of Historic Preservation, Department of Parks and Recreation. The G15(CA) sign may be used on the right on city streets or conventional rural highways.

Support:

The G15(CA) sign is placed when requested by local authorities, after markers or other identification have been placed at the location and follow-up signs. If necessary, have been installed.

Section 2H.103(CA) Historic Route Signs (SG2(CA), SG2A(CA), S18(CA) and S25(CA))

Guidance:

The EL CAMINO REAL (SG2(CA)) sign should be used in combination with the Mission Bell assembly, to identify the original route of El Camino Real.

The HISTORIC EL CAMINO REAL (SG2A(CA)) sign should be used in combination with the Mission Bell assembly, to identify Historic El Camino Real.

Option:

The Historic Route (S18(CA)) sign may be used to identify a "Historic Route" when directed by the Legislature.

Support:

The Department of Transportation and local agencies with portions of Historic Routes under their jurisdiction, upon application by an interested local agency or private group and receiving donations from non-State sources for the cost of the sign and their installation, will place these signs as requested.

The Historic Route 99 (S25(CA)) sign is used to identify "Historic Route 99".

The Department of Transportation and local agencies with portions of former U.S. Route 99 currently under their jurisdiction, upon application by an interested local agency or private group and receiving donations from non-State sources for the cost of the sign and their installation, will place these signs as requested.

Guidance:

Suggested placement should be staggered in each direction at approximately 16 km (10 mi) intervals on conventional highways and 40 km (25 mi) intervals on freeways for the S18(CA) and S25(CA) signs.

Section 2H.104(CA) Historic Bridge Signs (S29(CA), S29-1(CA) and S29-2(CA))

Guidance:

The Historic Bridge (S29(CA) and S29-1(CA)) sign should be used to identify 280 bridges in the State that are of historical significance and appear in the Department of Transportation's publication titled "Historical Highway Bridges of California". See Section 1A.11 for information regarding this publication.

The Advance Historic Bridge (S29-2(CA)) sign should be used in advance of a historic bridge to direct the public to the historic bridge.

Support:

The initial installation of the Historic Bridge signs was through a grant provided under the ISTEA Enhancement Program and administered by the Department of Transportation's Environmental Program. Maintenance for the existing signs is borne by the agency responsible for the bridge.

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Figure 2H-1. Examples of Use of Educational Plaques, Prohibitory Slashes, and Arrows

a) Directional sign with arrow

b) Directional signs with arrow

c) Directional signs with arrows

d) Directional sign with secondary symbol

e) Management symbols with prohibitive slashes and educational plaques

f) Directional sign with educational plaque and arrow

Figure 2H-2. Examples of General Directional Guide Signs for Conventional Roads

Figure 2H-2 (CA). Examples of General Directional Guide Signs for Conventional Roads

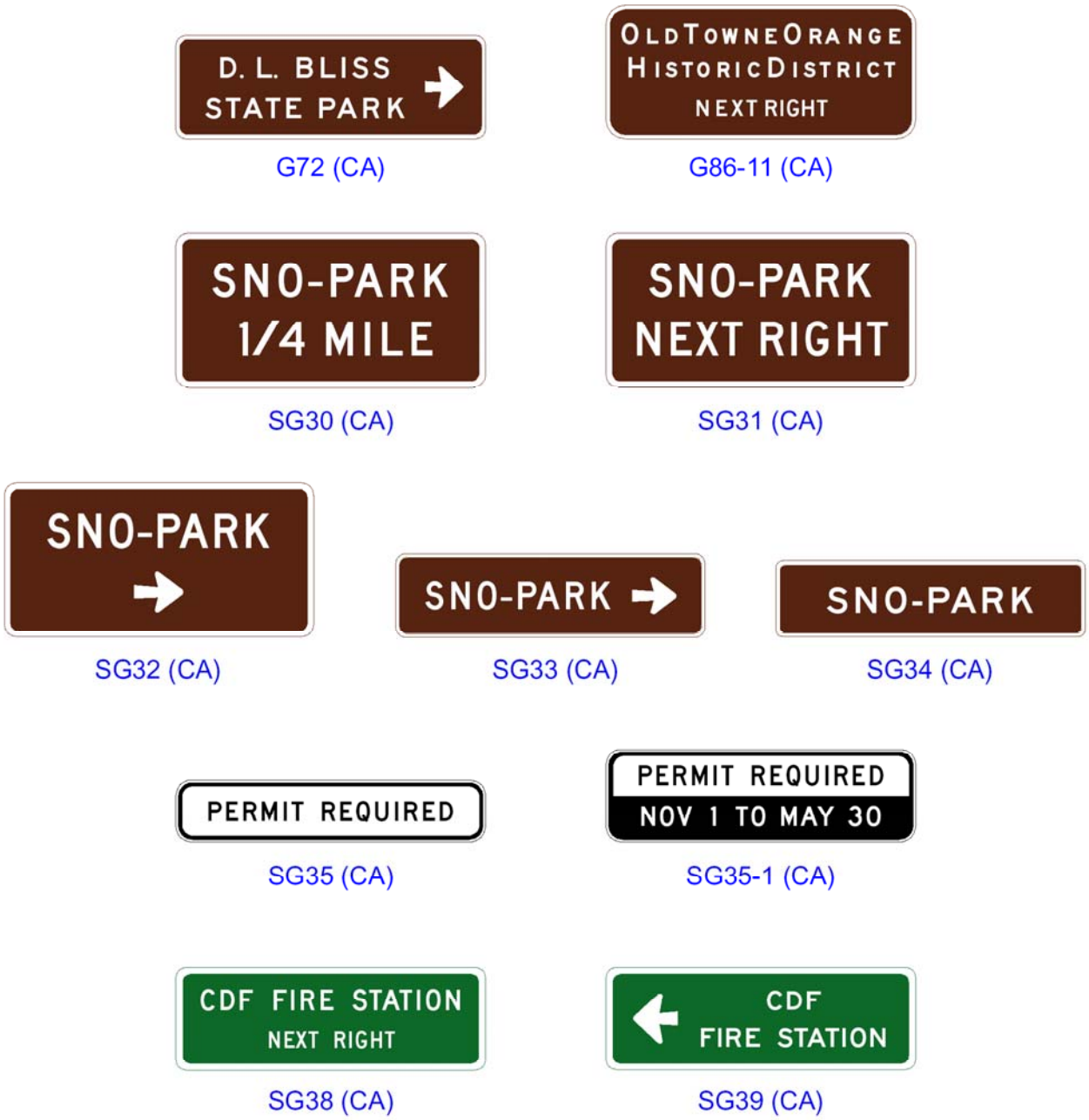
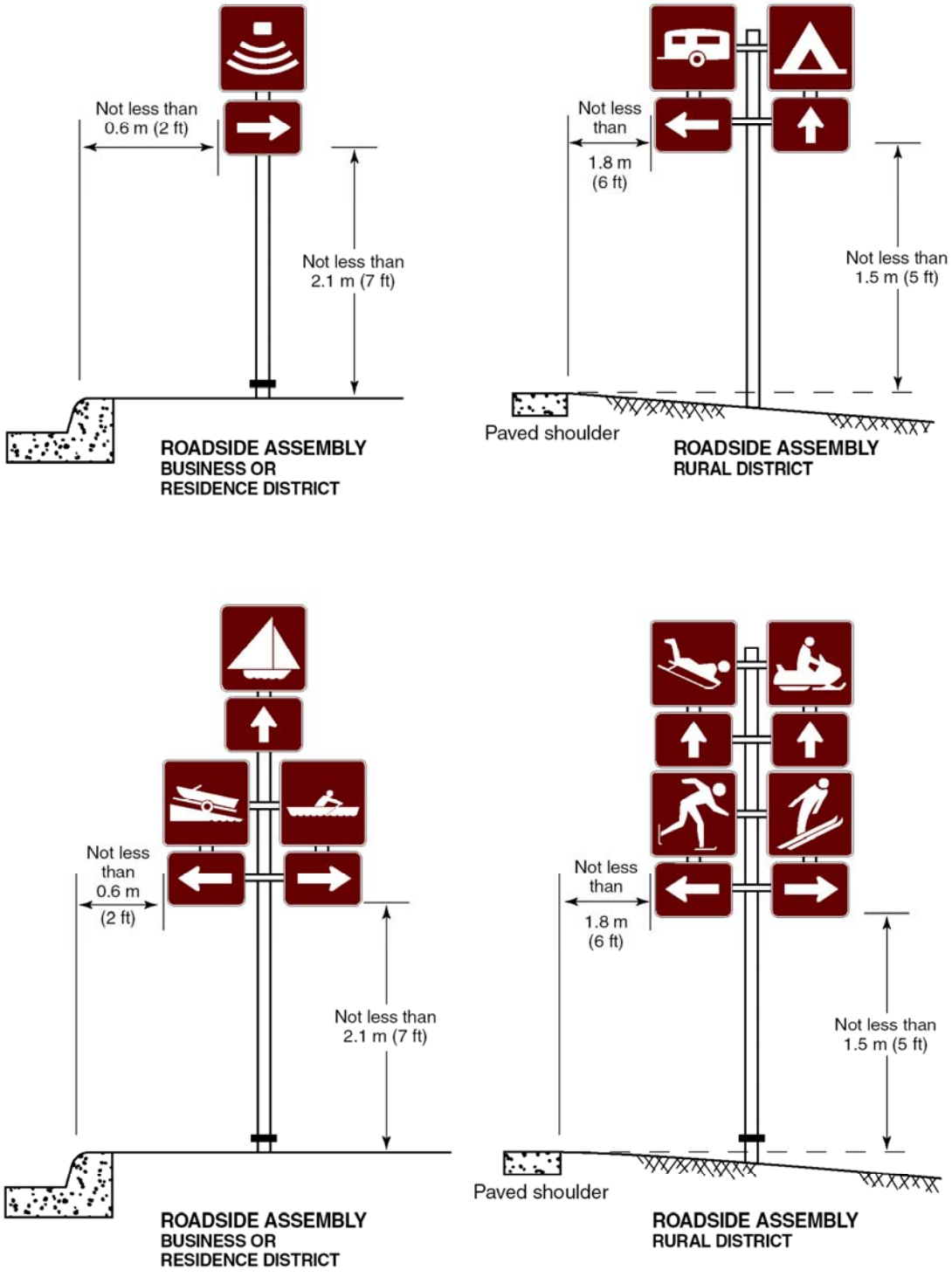


Figure 2H-3. Height and Lateral Position of Signs Located Within Recreational and Cultural Interest Areas



Note:
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in urban areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 2H-4. Examples of Symbol Signing Layout

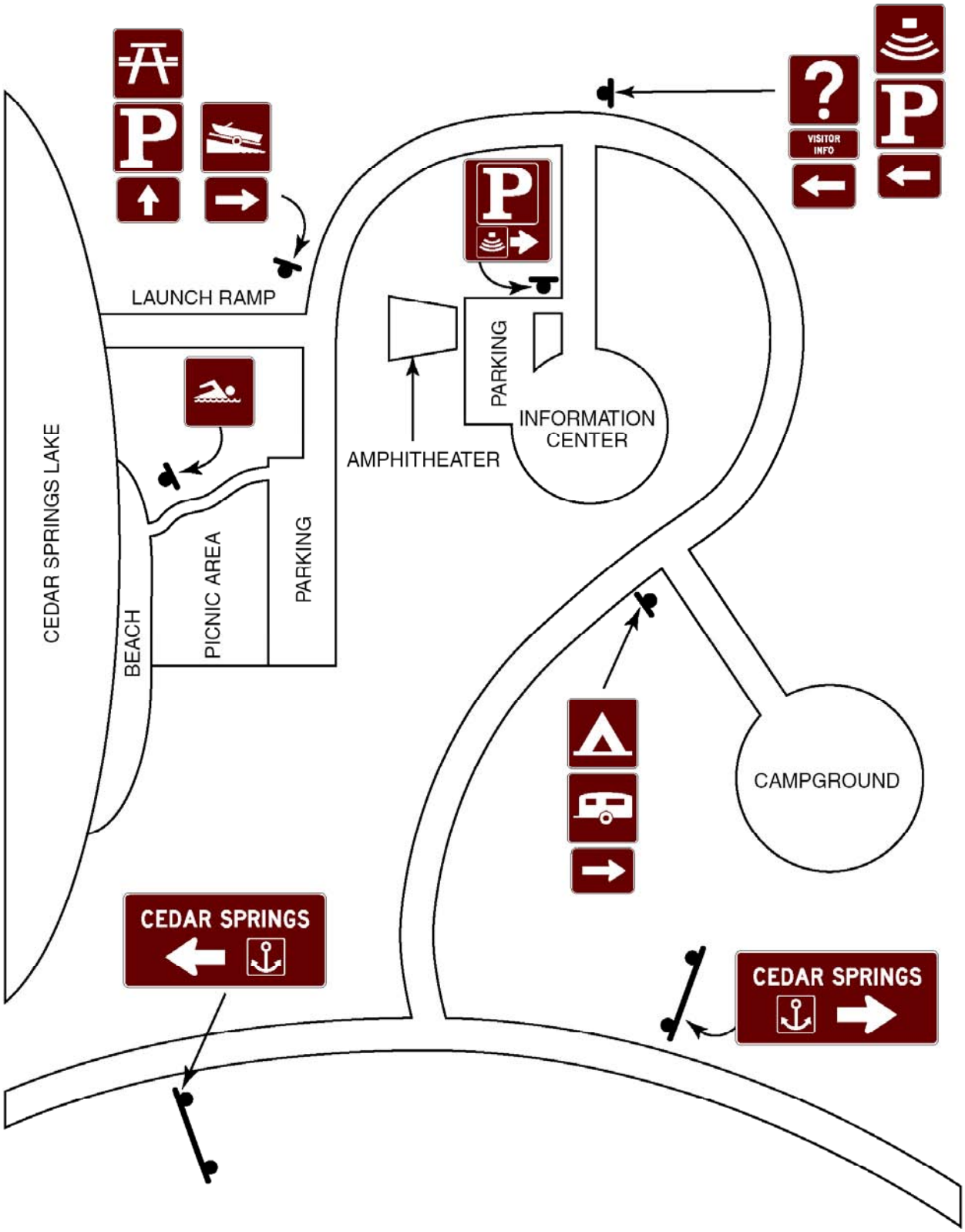


Figure 2H-5. Recreational and Cultural Interest Area Symbol Signs
(Sheet 1 of 5)

Figure 2H-5. Recreational and Cultural Interest Area Symbol Signs
(Sheet 2 of 5)

RM-040 First Aid
RM-050 Food
RM-060 Gas
RM-070 Grocery Store
RM-080 Handicapped

RM-090 Lodging
RM-100 Mechanic
RM-110 Post Office
RM-120 Picnic Area
RM-130 Picnic Shelter

RM-140 Rest Room
RM-150 Telephone
RM-160 Trailer Sanitary Station
RM-170 Viewing Area
RM-200 Motor Home

RM-210 Group Camping
RM-220 Group Picnicking
RM-230 24-Hour Pharmacy
RA-010 Airport
RA-020 Bus Stop
RA-030 Campfire

RA-040 Elevator
RA-050 Kennel
RA-060 Laundry
RA-070 Locker
RA-080 Parking

Figure 2H-5. Recreational and Cultural Interest Area Symbol Signs
(Sheet 3 of 5)

Figure 2H-5. Recreational and Cultural Interest Area Symbol Signs
(Sheet 4 of 5)

Figure 2H-5. Recreational and Cultural Interest Area Symbol Signs
(Sheet 5 of 5)

RS-070 Snowmobiling | RS-080 Snowshoeing | RS-090 Winter Recreation Area | RS-100 Chairlift

Figure 2H-5 (CA). California Recreational and Cultural Interest Area Symbol Signs

G200-80 (CA) | G200-81 (CA) | G200-81A (CA) | G200-82 (CA) | G200-82A (CA)

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Figure 2H-101 (CA). California Recreational and Cultural Interest Area Signs

Table 2H-1. Category Chart for Symbols

General Information	
Automobile	RG-010
Bear Viewing Area	RG-020
Dam	RG-030
Deer Viewing Area	RG-040
Drinking Water	RG-050
Environmental Study Area	RG-060
Falling Rocks *	RG-070
Firearms	RG-080
Fish Hatchery	RG-090
Information	RG-100
Leashed Pets *	RG-110
Lighthouse	RG-120
Litter Container	RG-130
Lookout Tower	RG-140
Ped Xing *	RG-150
Point of Interest	RG-160
Ranger Station	RG-170
Smoking *	RG-180
Truck	RG-190
Tunnel	RG-200
Dog	RG-240
Seaplane	RG-260

Motorist Services	
Camping (Tent)	RM-010
Camping (Trailer)	RM-020
Ferry	RM-030
First Aid	RM-040
Food	RM-050
Gas	RM-060
Grocery Store	RM-070
Handicapped	RM-080
Lodging	RM-090
Mechanic	RM-100
Post Office	RM-110
Picnic Area	RM-120
Picnic Shelter	RM-130
Rest Room	RM-140
Telephone	RM-150
Trailer Sanitary Station	RM-160
Viewing Area	RM-170
Motor Home	RM-200
Group Camping	RM-210
Group Picnicking	RM-220
~~24 Hour Pharmacy~~	~~RM-230~~

Accommodation Services	
Airport	RA-010
Bus Stop	RA-020
Campfire	RA-030
Elevator *	RA-040
Kennel	RA-050
Laundry	RA-060
Locker *	RA-070
Parking	RA-080
Rest Room (Men) *	RA-090
Rest Room (Women) *	RA-100
Shelter (Sleeping) *	RA-110
Shelter (Trail) *	RA-120
Showers *	RA-130
Family Rest Room *	RA-150
Helicopter	RA-160

Land Recreation	
Amphitheater	RL-010
Climbing	RL-020
Climbing (Rock)	RL-030
Hunting	RL-040
Playground	RL-050
Rock Collecting	RL-060
Spelunking	RL-070
Stable	RL-080
Trail (Bicycle)	RL-090
Trail (Hiking)	RL-100
Trail (Horse)	RL-110
Trail (Interpretive, Auto)	RL-120
Trail (Interpretive, Ped.)	RL-130
Trail/Road (4 WD Veh.)	RL-140
Trail (Trail Bike)	RL-150
Tramway	RL-160
All-Terrain Vehicle	RL-170
Archer	RL-190
Hang Glider	RL-210

Water Recreation	
Boat Tours	RW-010
Canoeing	RW-020
Diving	RW-030
Diving (Scuba)	RW-040
Fishing	RW-050
Marine Recreation Area	RW-060
Motorboating	RW-070
Ramp (Launch)	RW-080
Rowboating	RW-090
Sailboating	RW-100
Skiing (water)	RW-110
Surfing	RW-120
Swimming	RW-130
Wading	RW-140
Fishing Pier	RW-160
Hand Launch	RW-170
Kayak	RW-190
Wind Surf	RW-210

Winter Recreation	
Skating (ice)	RS-010
Ski Jumping	RS-020
Skiing (Bobbing)	RS-030
Skiing (Cross Country)	RS-040
Skiing (Downhill)	RS-050
Sledding	RS-060
Snowmobiling	RS-070
Snowshoeing	RS-080
Winter Recreation Area	RS-090
Chairlift	RS-100

* For Non-Road Use

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CHAPTER 2I. EMERGENCY MANAGEMENT SIGNING

Section 2I.01 Emergency Management

Guidance:

Contingency planning for an emergency evacuation should be considered by all State and local jurisdictions and should consider the use of all applicable roadways.

In the event of a disaster where highways that cannot be used will be closed, a successful contingency plan should account for the following elements: a controlled operation of certain designated highways, the establishment of traffic operations for the expediting of essential traffic, and the provision of emergency centers for civilian aid.

Section 2I.02 Design of Emergency Management Signs

Standard:

Emergency Management signs shall be used to guide and control highway traffic during an emergency.

Emergency Management signs shall not permanently displace any of the standard signs that are normally applicable.

Advance planning for transportation operations' emergencies shall be the responsibility of State and local authorities. The Federal Government shall provide guidance to the States as necessitated by changing circumstances.

The sizes for Emergency Management signs shall be as shown in Table 2I-1.

Guidance:

As conditions permit, the Emergency Management signs should be replaced or augmented by standard signs.

The background of Emergency Management signs should be retroreflective.

Because Emergency Management signs might be needed in large numbers for temporary use during an emergency, consideration should be given to their fabrication from any light and economical material that can serve through the emergency period.

Option:

Any Emergency Management sign may be accompanied by a standard triangular plaque for marking areas contaminated by biological and chemical warfare agents and radioactive fallout.

Section 2I.03 EVACUATION ROUTE Sign (EM-1)

Standard:

The EVACUATION ROUTE (EM-1) sign (see Figure 2I-1) shall be a rectangular sign with a blue circular symbol with a directional arrow and the legend EVACUATION ROUTE. The diameter of the circular symbol shall be 25 mm (1 in) smaller than the width of the sign.

Option:

An approved Emergency Management symbol may appear near the bottom of the sign with a diameter of 87 mm (3.5 in).

Standard:

The legend and arrow of the EVACUATION ROUTE sign shall be white on a blue circular background. The corners of the sign outside of the circle shall be white. The entire sign shall be retroreflective. The arrow designs shall include a straight, vertical arrow pointing upward, a straight horizontal arrow pointing to the left or right, or a bent arrow pointing to the left or right for advance warning of a turn.

If used, the EVACUATION ROUTE sign, with the appropriate arrow, shall be installed 45 to 90 m (150 to 300 ft) in advance of, and at, any turn in an approved evacuation route. The sign shall also be installed elsewhere for straight-ahead confirmation where needed.

If used in urban areas, the EVACUATION ROUTE sign shall be mounted at the right-hand side of the roadway, not less than 2.1 m (7 ft) above the top of the curb, and at least 0.3 m (1 ft) back from the

face of the curb. If used in rural areas, it shall be not less than 2.1 m (7 ft) above the pavement and 1.8 to 3 m (6 to 10 ft) to the right side of the roadway edge.

EVACUATION ROUTE signs shall not be placed where they will conflict with other signs. Where conflict in placement would occur between the EVACUATION ROUTE sign and a standard regulatory sign, the regulatory sign shall take precedence.

Option:

The legend on the EVACUATION ROUTE sign may be modified to describe the type of evacuation route, such as HURRICANE.

In case of conflict with guide or warning signs, the Emergency Management sign may take precedence.

Guidance:

Placement of EVACUATION ROUTE signs should be made under the supervision of the officials having jurisdiction over the placement of other traffic signs. Coordination with Emergency Management authorities and agreement between contiguous political entities should occur to assure continuity of routes.

Option:

The arrow may be a separate panel attached to the face of the sign.

Section 2I.04 AREA CLOSED Sign (EM-2)

Standard:

The AREA CLOSED (EM-2) sign (see Figure 2I-1) shall be used to close a roadway in order to prohibit traffic from entering the area. It shall be installed on the shoulder as near as practical to the right edge of the roadway, or preferably, on a portable mounting or barricade partly or entirely in the roadway.

Guidance:

For best visibility, particularly at night, the sign height should not exceed 1.2 m (4 ft) from the pavement to the bottom of the sign. Unless adequate advance warning signs are used, it should not be placed to create a complete and unavoidable blocked route. Where feasible, the sign should be located at an intersection that provides a detour route.

Section 2I.05 TRAFFIC CONTROL POINT Sign (EM-3)

Standard:

The TRAFFIC CONTROL POINT (EM-3) sign (see Figure 2I-1) shall be used to designate a location where an official traffic control point has been set up to impose such controls as are necessary to limit congestion, expedite emergency traffic, exclude unauthorized vehicles, or protect the public.

The sign shall be installed in the same manner as the AREA CLOSED sign (see Section 2I.04), and at the point where traffic must stop to be checked.

The standard STOP (R1-1) sign shall be used in conjunction with the TRAFFIC CONTROL POINT sign. The TRAFFIC CONTROL POINT sign shall consist of a black legend and border on a retroreflectorized white background.

Guidance:

The TRAFFIC CONTROL POINT sign should be mounted directly below the STOP sign.

Section 2I.06 MAINTAIN TOP SAFE SPEED Sign (EM-4)

Option:

The MAINTAIN TOP SAFE SPEED (EM-4) sign (see Figure 2I-1) may be used on highways where conditions are such that it is prudent to evacuate or traverse an area as quickly as possible.

Where an existing Speed Limit (R2-1) sign is in a suitable location, the MAINTAIN TOP SAFE SPEED sign may conveniently be mounted directly over the face of the speed limit sign that it supersedes.

Support:

Since any speed zoning would be impractical under such emergency conditions, no minimum speed limit can be prescribed by the MAINTAIN TOP SAFE SPEED sign in numerical terms. Where traffic is supervised by a traffic control point, official instructions will usually be given verbally, and the sign will serve as an occasional reminder of the urgent need for maintaining the proper reasonably safe speed.

Guidance:

The sign should be installed as needed, in the same manner as other standard speed signs.

Standard:

If used in rural areas, the MAINTAIN TOP SAFE SPEED sign shall be mounted on the right side of the road with its lower edge not less than 1.5 m (5 ft) above the pavement, 1.8 to 3 m (6 to 10 ft) from the roadway edge. If used in urban areas, the height shall be not less than 2.1 m (7 ft), and the nearest edge of the sign shall be not less than 0.3 m (1 ft) back from the face of the curb.

Section 2I.07 ROAD (AREA) USE PERMIT REQUIRED FOR THRU TRAFFIC Sign (EM-5)

Support:

The intent of the ROAD (AREA) USE PERMIT REQUIRED FOR THRU TRAFFIC (EM-5) sign (see Figure 2I-1) is to notify road users of the presence of the traffic control point so that those who do not have priority permits issued by designated authorities can take another route, or turn back, without making a needless trip and without adding to the screening load at the post. Local traffic, without permits, can proceed as far as the traffic control post.

Standard:

If used, the ROAD (AREA) USE PERMIT REQUIRED FOR THRU TRAFFIC (EM-5) sign shall be used at an intersection that is an entrance to a route on which a traffic control point is located.

If used, the sign shall be installed in a manner similar to that of the MAINTAIN TOP SAFE SPEED sign (see Section 2I.06).

Section 2I.08 Emergency Aid Center Signs (EM-6 Series)

Standard:

In the event of emergency, State and local authorities shall establish various centers for civilian relief, communication, medical service, and similar purposes. To guide the public to such centers a series of directional signs shall be used.

Emergency Aid Center (EM-6 series) signs (see Figure 2I-1) shall carry the designation of the center and an arrow indicating the direction to the center. They shall be installed as needed, at intersections and elsewhere, on the right side of the roadway, at a height in urban areas of at least 2.1 m (7 ft), and not less than 0.3 m (1 ft) back from the face of the curb, and in rural areas at a height of 1.5 m (5 ft), 1.8 to 3 m (6 to 10 ft) from the roadway edge.

Emergency Aid Center signs shall carry one of the following legends, as appropriate, or others designating similar emergency facilities:

A. MEDICAL CENTER (EM-6a)

B. WELFARE CENTER (EM-6b)

C. REGISTRATION CENTER (EM-6c)

D. DECONTAMINATION CENTER (EM-6d)

The Emergency Aid Center sign shall be a horizontal rectangle. The identifying word and the word CENTER, the directional arrow, and the border shall be black on a white background.

Section 2I.09 Shelter Directional Signs (EM-7 Series)

Standard:

Shelter Directional (EM-7 Series) signs (see Figure 2I-1) shall be used to direct the public to selected shelters that have been licensed and marked for emergency use.

The installation of Shelter Directional signs shall conform to established highway signing standards. Where used, the signs shall not be installed in competition with other necessary highway guide, warning, and regulatory signs.

The Shelter Directional sign shall be a horizontal rectangle. The identifying word and the word SHELTER, the directional arrow, the distance to the shelter, and the border shall be black on a white background.

Option:

The distance to the shelter may be omitted from the sign when appropriate.

Shelter Directional signs may carry one of the following legends, or others designating similar emergency facilities:

A. EMERGENCY (EM-7a)
B. HURRICANE (EM-7b)
C. FALLOUT (EM-7c)
D. CHEMICAL (EM-7d)

If appropriate, the name of the facility may be used.

The Shelter Directional signs may be installed on the Interstate Highway System or any other major highway system when it has been determined that a need exists for such signs as part of a State or local shelter plan.

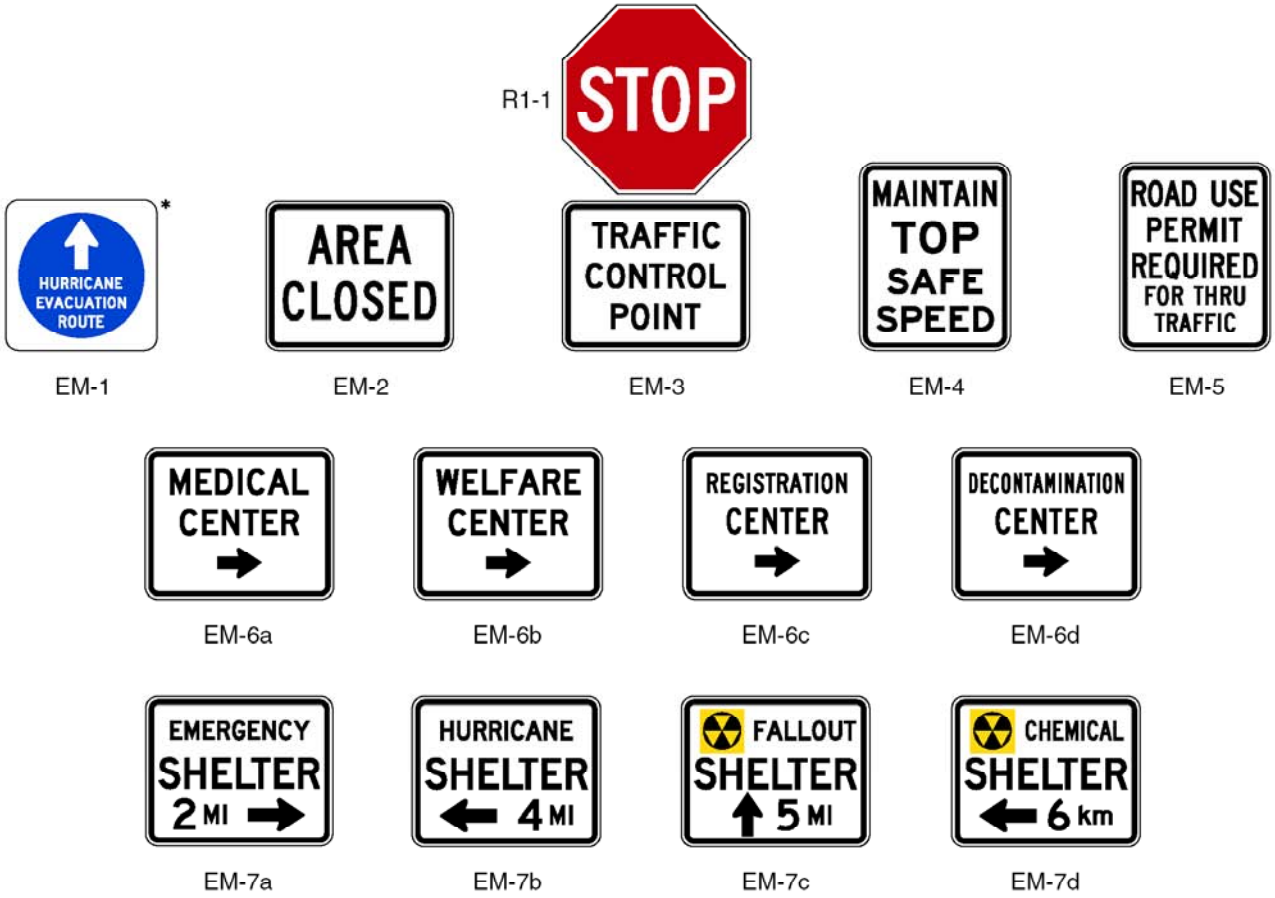
The Shelter Directional signs may be used to identify different routes to a shelter to provide for rapid movement of large numbers of persons.

Guidance:

The Shelter Directional sign should be used sparingly and only in conjunction with approved plans of State and local authorities.

As a general rule, the Shelter Directional sign should not be posted more than 8 km (5 mi) from a shelter.

Figure 2I-1. Emergency Management Signs



* HURRICANE is an example of one type of evacuation route. Legends for other types may also be used, or this line of text may be omitted.

Table 2I-1. Emergency Management Sign Sizes

Sign	MUTCD Code	Section	Conventional Road	Expressway	Freeway	Minimum	Oversized
Evacuation Route	EM-1	2I.03	600 x 600 (24 x 24)	—	—	450 x 450 (18 x 18)	—
Area Closed	EM-2	2I.04	750 x 600 (30 x 24)	—	—	—	—
Traffic Control Point	EM-3	2I.05	750 x 600 (30 x 24)	—	—	—	—
Maintain Top Safe Speed	EM-4	2I.06	600 x 750 (24 x 30)	—	—	—	—
Permit Required	EM-5	2I.07	600 x 750 (24 x 30)	—	—	—	—
Emergency Aid Center	EM-6a to EM-6d	2I.08	750 x 600 (30 x 24)	—	—	—	—
Directional Shelter	EM-7a to EM-7d	2I.09	750 x 600 (30 x 24)	—	—	—	—

Notes:

1. Larger sizes may be used when appropriate.
2. Dimensions are shown in millimeters followed by inches in parentheses and are shown as width x height.

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