

# **CHAPTER 7**

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## **7.00 Introduction**

It is the policy of the Maintenance Program to keep State highways open to traffic and to provide for safe movement. Maintenance operations may be varied to meet climatic conditions, location, and volume of traffic. The first consideration is for the safety and convenience of traffic during either routine or emergency work.

Personnel responsible for maintenance operations on highways where non-motorized (bicycle/pedestrian) travel is permitted should ensure that bicyclists and pedestrians have a safe and reasonably direct route through or around the work area.

For additional information about non-motorized considerations, please refer to Chapter “A” (Flexible Pavement), Chapter “C2” (Vegetation Control), Chapter “C5” (Drainage Facilities, Fences, and Roadside Appurtenances), and Chapter “D1” (Litter, Debris, and Graffiti).

On heavily traveled freeways, lane closures can cause severe congestion and result in accidents and delays to the traffic. Before any work is done on a highway which requires closing of one or more lanes, careful consideration must be given to the effects the operation will have on traffic. Caltrans minimizes traveler delays when implementing projects or performing other activities on the State highway system. This should be accomplished without compromising public safety, worker safety, or the quality of the work being performed. A Traffic Management Plan (TMP), when implemented, results in minimized project related delays and accidents. The District Traffic Manager acts as the single focal point for all traffic impact decisions resulting from planned activities on the State highway system. Maintenance personnel responsible for implementing lane closures should be familiar with Deputy Directive 60 (Traffic Management Plans), the TMP requirements for their district, and know their District Traffic Manager. During an emergency, the most important things should be done first; protect the public and employees. Then, consideration should be given to either save the highway or structure, or provide a temporary road for traffic. Traffic should be protected at slides, slip outs, washouts, or repair work affecting the traveled way by placing appropriate signs or barriers, supplemented at night by warning lights. Maintenance personnel should provide advanced notice of planned closures of separate bicycle/pedestrian paths in the right of way, when possible, by erecting signs along the path as soon as the schedule for the closure is determined.

Caltrans has the authority to close any State highway to protect the public or to protect the highway from damage during storms. The highway may also be closed during construction or maintenance operations. The California Highway Patrol (CHP) is authorized to direct traffic, which includes stopping or expediting traffic for any purpose that will ensure safety. Stopping traffic could be the result of road failures, severe traffic conditions resulting from accidents, severe weather conditions resulting from heavy snow or rainfall, or any other phenomenon that would endanger traffic using the highway.

The Traffic Manual has been replaced by the Federal Highways Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) as amended by the most current version of the California Supplement to the MUTCD (Supplement), herein referred to as the MUTCD and the CA Supplement. Contact the Division of Traffic Operations or the Division of Maintenance for additional information or advice on the MUTCD and the CA Supplement. Attention is directed to the Division of Traffic Operation homepage for the Office of Signs, Markings and Permits.

Signs referenced with (CA) in this chapter indicate a California sign code. Otherwise, the sign code referenced is a federal sign code.

### **7.01 Cooperation with the California Highway Patrol**

CHP and Caltrans have a Joint Operations Policy Statement that functions as a guide for joint activities on State highways. CHP has furnished the following statement in response to our inquiry regarding their handling of accidents and Vehicle Code violations in vicinity of work being done on the highway by employees of Caltrans:

It is recognized that Department of Transportation employees are often called upon to work under hazardous conditions and their safety is jeopardized by any careless or incompetent driver. They must depend upon the operators of passing motor vehicles to observe the provisions of law which have been established for their protection.

The California Highway Patrol recognizes the danger presented by careless and incompetent drivers. Since CHP officers are responsible for the enforcement of the Vehicle Code and other laws relating to vehicle traffic, they will do everything in their power to apprehend and prosecute violators. In addition, they wish to be advised of unusually hazardous conditions prior to an accident occurring.

After an accident has occurred, an officer cannot issue a citation for a misdemeanor that was not committed in his or her presence (Penal Code 836). If the investigation and the statement of witnesses and victims indicate a violation, a complaint will be filed in the appropriate court and a warrant issued. At trial, it is necessary for the witnesses and victim to testify in court and identify the violator. A citation will be issued at the scene when an accident occurs and a traffic violation is personally observed by an officer. In cases of hazardous driving not resulting in an accident, a Caltrans employee who thinks prosecution is required must sign a complaint in the appropriate court. Accident complaints are subject to approval of the local District Attorney in many areas.

Maintenance personnel who are in the vicinity of an accident should cooperate with the investigating officer in every way possible to see that the officer obtains the necessary evidence to support a complaint and prosecution of violators. Maintenance personnel should be alert to get names, addresses, and license numbers of possible witnesses to aid in successful prosecution.

CHP, upon receipt of inquiries of Maintenance Supervisors, Superintendents, or other Caltrans officials, will explain the results of their investigation in any accident involving highway equipment or personnel, and their reasons for the issuing or not issuing a complaint against the violator.

## **7.02 Highway Closure Notification**

### Streets and Highway Code

124. The department may restrict the use of, or close, any State highway whenever the department considers such closing or restriction of use necessary:

- (a) For the protection of the public.
- (b) For the protection of such highway from damage during storms or during construction, improvement or maintenance operations thereon.

125. To notify the public that a state highway is closed or its use restricted, the department may:

- (a) Erect suitable barriers or obstructions upon such highway.
- (b) Post warnings and notices of the condition of any such highway.
- (c) Post signs for the direction of traffic upon it, or to or upon any other highway or detour open to public travel.
- (d) Place warning devices on such highway.
- (e) Assign a flagger to warn, detour, or direct traffic on such highway.

127. The California Highway Patrol shall cooperate with the Department in the enforcement of the closing, or restriction of use, of any State highway.

Vehicle Code

21370. The Department of Transportation, or its duly authorized representatives with the approval of the Department, while engaged in the construction of a state highway upon new alignment, may restrict the use of and regulate the movement of traffic upon any highway intersecting the project at or near the place of intersection whenever such work interferes with or endangers the safe movement of traffic through the work.

**7.03 Notification of Highway Closure, Lane Closure, Controlled Traffic, Chain Control or Incident of Significant Media Attention**

The District Office Dispatch Center or Traffic Management Center (TMC) should be advised immediately by telephone or radio, whenever there is a highway closure, emergency lane closures, controlled traffic, chain controls, or any incident of significant media attention. A highway is considered closed when all lanes of a divided highway, in any direction, are not passable, or when both lanes of an undivided two-lane highway are not passable. Highways are considered closed, even if traffic is moving on the shoulder or via a detour. The closure may be due to snow, slides, slip outs, floods, accidents or other causes. This information should be routed through channels, e.g., Maintenance Supervisor to Superintendent, to Region Manager, to Deputy District Director, Maintenance, and designated District Duty Officer. Levels of authority can be by-passed when not immediately available. The District Dispatch Office or TMC in turn, shall immediately advise the Headquarters Highway Communications Center by telephone, radio, teletype or fax. The same procedure shall be followed in reporting the opening of the highway that has previously been reported closed. The District Office Dispatch Center or TMC should also notify the appropriate CHP office of the closure and opening of highways.

Each month, all highway closures and re-openings shall be recorded on Form DH-M-C 83 and archived in the district office for a period of at least seven (7) years.

**7.03.1 Executive Reporting Procedures**

It shall be the responsibility of the designated District Duty Officer to be familiar with the latest Executive Reporting Guidelines. The Duty Officer or alternates are to report events, as noted in the guidelines, and other significant events they feel could have a major impact on Caltrans. Reports shall be directed to the Director, or to alternates listed on the weekly Duty Officer roster. Executive reporting shall not preclude regular reporting procedures covered in Section 7.03 above.

#### **7.04 Bomb Threat**

When a report is received that explosives or bombs have been placed on the highway system, and the situation indicates that either the traveling public or our employees are in jeopardy, immediate action is to be taken to reduce such exposure to a minimum.

The Joint Operational Policy Statement between Caltrans and the CHP specifies that “any decision to close a highway will rest with the first member of either Department to arrive on the scene.”

Reopening of the highway will be with the concurrence of both departments. Differences of opinion concerning closure or reopening will be resolved in favor of “maximum protection for the public.”

In order to insure the most rapid response to such threats, authority to take immediate action in closing a portion of the highway system is to be delegated to the lowest practical level. In Caltrans, this level will usually be defined as the field supervisor level. After taking action, the field supervisor will provide highway closure notification as indicated under Section 7.03 of this chapter. In addition, each district will develop procedures insuring prompt notification to the CHP of any actual or suspected incident involving an explosive device on a State highway or highway related structure. These procedures include the notification of any change in status of the affected highway or highway structure.

Bomb searches on State highways are the responsibility of the CHP under the Joint Operational Policy Statement. Districts, at their own discretion, may enter into a training program with CHP for selected employees in critical areas to aid in such searches. Selected employees should be volunteers and should be chosen because of specialized knowledge specifically needed to protect a vital segment of the highway system. Only those employees who need to participate will be allowed near a reported bomb area.

An area of concern to the CHP has been delays in obtaining specialized equipment needed during bomb searches. It is Caltrans' policy to cooperate fully in providing support and assistance to the CHP, as provided in the Joint Operational Policy Statement. All requests from CHP for needed equipment should be handled expeditiously. Each district shall take the initiative in contacting the local CHP office to formalize procedures to be used in ordering and supplying specialized equipment for bomb searches. Limitations on the use of equipment operators should be the same as for the selected employees mentioned above. In no case should untrained employees without adequate protective equipment be knowingly exposed to the hazards of an explosive device.

### **7.05 Emergency Detouring of Traffic**

Attention is directed to Chapter 6C of the MUTCD and the CA Supplement in section entitled “Detours and Diversions.” When a road has been closed and will remain closed for several hours or longer, and a detour route is available, such detours should be signed as soon as possible.

If the closure involves a road where non-motorized (bicycle/pedestrian) travel is permitted or a separate bicycle/pedestrian path, personnel responsible for designating the detour route should provide a detour which enables continuity for non-motorized modes.

When a road is closed and no detour is available, warning signs (illuminated at night), should be placed at the nearest towns or other convenient points to reduce unnecessary motorist travel and confusion. If conditions are recurring, the necessary signs, made up by competent workers, shall be kept on hand.

Where the closure affects a route or routes in other districts, the TMC of the affected district(s) must be advised at once so that the necessary detour signs may be placed. Headquarters Office of Structures Maintenance and Investigations should also be informed if the closure is caused by failure of a bridge.

The district office will notify the CHP and the local radio and television stations when local traffic is affected; and also notify the major networks when a main route is closed.

### **7.06 Flooded Traveled Way**

When the traveled way is flooded but passable, workers should place W55 (CA) FLOODED signs and delineators to mark the edge of the traveled way. Warning lights should be used whenever traffic would encounter some unusual or unexpected condition. Flaggers may be placed to slow down traffic if flooded condition presents a surprise element. Pilot car service may be provided when necessary. Close the road as soon as it is evident the water will become too deep for safe travel.

### **7.07 Supply of Signs, Etc.**

Each supervisor shall be equipped with sufficient signs, barricades and portable flashers to enable him/her to protect the public against emergencies which may arise in their particular territory. In locations where floods or storms may be expected to disrupt traffic, a routine check shall be made to assure the availability of signs, barricades and condition of detours at the beginning of each winter season.



Each district has been furnished with signs to be used exclusively for marking detours and road closures due to floods and high water. These emergency road closures, due to floods, usually occur at known locations.

Signs for these detours and closures should be properly maintained, and should be immediately available for this special use. They should not be used for any other purpose.

### **7.08 Disabled and Abandoned Vehicles**

The legal authority for Maintenance personnel to move unattended vehicles along or from a highway is quite limited. Sections 22654 (c) and (d) of the California Vehicle Code permit removal by State forces of any disabled or unattended vehicle to the nearest safe and legal parking location under the following conditions:

- (A) The vehicle is obstructing traffic.
- (B) The vehicle is obstructing work being performed on the highway. This reason is applicable to legally parked vehicles only if signs announcing the parking prohibition have been posted for at least 24 hours.

If the moved vehicle cannot be easily seen from its former parking location, it is required that the owner be notified without delay. If the owner is unavailable, and the location is within an incorporated city, the city police should be notified. If the location is not within an incorporated city, it is necessary to notify both the CHP and the Sheriff's Department.

If a disabled or unattended vehicle is not obstructing traffic or work on the highway, it may not be legally moved by Maintenance forces. Removal or moving must be accomplished by authorized law enforcement officers as described in Vehicle Code Sections 22652, 22654, and 22655.

Where the vehicle is clearly junk, is of no value, and has been in its abandoned location for a week or more (and the CHP refuses to see to its removal), it will then be in order for Caltrans Maintenance forces to haul it to the nearest available location for junking.

When a wrecked or broken down commercial vehicle is carrying livestock or perishable cargo, it is permissible to issue emergency permits to move on weekends or holidays, or after the usual hauling hours. Loaded butane tankers and other highly flammable or explosive cargos are in the same category.

When it is necessary to clear a highway following a wreck, any debris or wreckage which constitutes a hazard to traffic should be immediately removed from the traveled way by Maintenance. Promptly thereafter, the Regional Office should communicate with the party responsible for the accident to ascertain whether he/she wishes to remove any remaining debris from the highway, or whether State forces are to remove it at his/her expense.

In cases where death or serious injury results to any person, the damaged vehicle or vehicles should be left untouched and traffic protected by flaggers or barriers, lights, etc., until CHP has had an opportunity to examine the wreck. Otherwise, evidence which may be needed by CHP or by the District Attorney's Office for the prosecution of a criminal offense may be destroyed.

In all cases of serious accidents, the Maintenance personnel should cooperate with CHP and the District Attorney's office. State Maintenance personnel are not required to await the arrival of insurance company representatives on the scene of an accident before removing wrecked or damaged vehicles.

In the event a Maintenance employee is required to aid a motorist whose vehicle has become disabled, under no circumstances shall the employee accept payment for such assistance? Gratuities shall not be accepted from tow truck operators or anyone else who may be called to assist at the scene of an accident or other disability.

Such assistance should be made only when commercial operators or CHP officers are not available.

#### **7.09 Moving Injured Persons**

Maintenance personnel should use careful judgment in deciding whether to remove an injured person from the traveled way. It is preferable that this be done by or under the direction of a CHP officer, or paramedics. Factors to be considered include:

- (A) Evident nature of the injury and probability of increasing its severity.
- (B) Danger from traffic to the injured person or others.
- (C) Danger to traffic by obstructing the traveled way.
- (D) Estimated time of arrival of the CHP or an ambulance. (See Section 8.08 for instructions covering emergency first aid). If a CHP officer is not available, and it is not convenient to notify the sheriff's office, Maintenance personnel are authorized by Section 20016 of the Vehicle Code to arrange for an ambulance or some other conveyance to move the injured person to a hospital, if the injured person does not object to such transportation.

### **7.10 Deceased Persons**

Bodies of deceased persons are not to be moved by Caltrans employees unless the location of the bodies clearly causes a significant danger to traffic or personnel. If the CHP cannot be located, information should be sent to the sheriff or coroner, who will arrange for removal of the bodies.

### **7.11 Warning Traffic**

When a slide, slip-out or other incident occurs which partially or wholly blocks the traveled way, appropriate signs should be placed at each side of the location, and on the right of approaching traffic 400 to 800 feet in advance of the obstruction. That portion of the road which is obstructed shall be blocked off with barricades. At night, warning lights should be placed on both signs and barricades, and a sufficient number set out along the road to outline the obstruction. This same procedure should be followed for road repair work which is not completed in one day.

- (A) On roads carrying heavy traffic, one or more flaggers should be assigned, depending on length of control and sight distance.
- (B) The C9A (CA) Flagger Ahead symbol sign should be placed in advance of all flagger stations. The distance between the sign and the flagger should be based on the average traffic speed, allowing approximately 100 feet for each 10 miles per hour.
- (C) Where the numbers of vehicles to be controlled are such that one flagger cannot handle the control and contact the last vehicle in line, a second sign shall be placed, and a second flagger assigned.
- (D) Signs should be well lighted or retroreflectorized for night work.
- (E) When flaggers are required, they should be logically placed in relation to the equipment or operation so as to give adequate warning.
- (F) At the flagging station, if barricades are not required on the traveled way, they should be placed in position on the shoulder or otherwise to indicate the control point.
- (G) All signs, barricades, and other equipment should be maintained in good condition.

Both the district office and Headquarters should be notified in advance when a traffic control is to be established for an extended period of time. When the control is discontinued, signs and barricades should be removed immediately, and the district office, as well as Headquarters, notified of the discontinuance.

Note: Barricades should not be used to channelize traffic.

### **7.12     Flagging Traffic**

Attention is directed to Standard Plan T-13 and Chapter 6E Flagger Control of the MUTCD and the CA Supplement. Flagging of traffic should be handled in a uniform manner. Flaggers should be alert, intelligent and agile, have good hearing, and be capable of favorably impressing the traveling public, as well as securing their cooperation.

In addition to other required personal safety gear, all persons assigned as flaggers shall wear orange, strong yellow-green or fluorescent versions of these colored warning garments such as vests, jackets, shirts or other approved orange warning garment. An adequate stock of orange jackets, shirts, or vests shall be kept available for the use of flaggers as required. Jackets or vests should be kept clean and in good condition. Raingear, when worn, shall be orange, strong yellow-green, or yellow.

A flagger shall not engage in argument with a driver or a passenger. If a driver refuses to obey a flagger's instructions, a record is to be taken of the license number of the car and the time of day, and a report made to the flagger's supervisor.

Refer to Chapter 6E of the MUTCD and the CA Supplement in section entitled "Flagger Procedures" for proper signaling devices and procedures.

### **7.13     Markers and Communications Controls**

When the traffic control is relatively short, but flaggers are not in position to visually signal each other, the control is governed by a red flag or other token given to the driver of the last vehicle released. The flagger then holds traffic until the flag is returned to him/her by the last driver in the line from the opposite direction.

### **7.14     Pilot Car or Vehicle**

When the control is long, and it is desired to keep traffic in line or at reduced speed, as during oiling work, a pilot car should be provided in addition to the flaggers to direct traffic through the work zone.

### **7.15 Time Control**

When a control is necessary over a narrow section of highway for an extended period, the District Director may recommend a time control. Local newspapers, radio and television stations, also other interested agencies, shall be notified of the time the road is to be closed and opened to traffic. The control is handled by flaggers supplemented by signs and publicity as to conditions.

### **7.16 Barricades**

Attention is directed to Standard Plan A73C and Chapter 6F of the MUTCD and the CA Supplement in section entitled “Type I, II, or III Barricades.” Barricades are intended for use after traffic has been diverted from a roadway. Traffic should be diverted by the use of cones, channelizers, delineators, pavement markers, and signs, used in appropriate combinations. Type III barricades may then be used as a final closure, a positive barrier to traffic.

Type III barricades should not be used adjacent to traffic in lieu of guard rail or temporary “K” rail (concrete barrier).

Type II barricades and the portable flasher support are small and light and may be easily handled and carried about. They are invaluable in maintenance operations for the protection of pavement patches, to warn traffic of damaged pavement and openings in the traveled way, and used with traffic cones in forming a transition to protect workers on the traveled way.

### **7.17 Supplemental Signing**

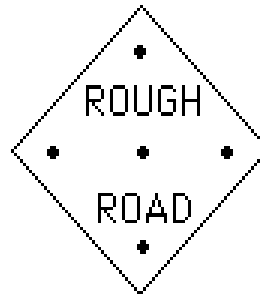
The following signs may be used within an area closed to traffic after traffic has been directed around the work:

The W8-4 SOFT SHOULDER signs may be used on sections where the constructed or natural stability of the shoulder has been destroyed or impaired by maintenance or construction operations, such as in grading or spreading new material over the old. Retroreflectorized signs should be used on main traveled routes with unstable shoulders. Where the length of the soft shoulders is extensive; retroreflectorized signs should be placed at about one (1) mile intervals.

The R11-2 ROAD CLOSED is to be placed on a barricade at the point of road closure, supplemented by one or two Type N markers.

### 7.18 Rough Road

This W8-8 ROUGH ROAD sign should be placed in advance of rough pavements as required. The road condition should be corrected as soon as possible.



Code W8-8

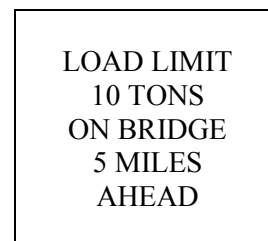
Code W33

### 7.19 Restricting Loads on Bridges

**Temporary Signs.** When an emergency develops due to an accident or failure of a structure member, or when, after an investigation, it appears a structure is not capable of carrying full legal loads, temporary signs shall be placed immediately. The temporary signs are to notify traffic of the load limit, pending repair of the bridge or holding of a hearing and obtaining permanent signs. Districts should obtain a small supply of temporary signs, with blank space for filling in the weight or speed restrictions, so that they will be immediately available when required. Temporary signs may be secured from the Service and Supply warehouses.

**Permanent Signs.** The R12-5 Weight Limit and R21(CA) Bridge Speed signs, with limits as recommended by the Bridge Engineer, shall be erected to replace such temporary signs if the bridge cannot be repaired or strengthened within a reasonable time. Ordering of such signs need not wait upon the formal posting order. These signs shall be placed not more than 500 feet from each end of the bridge or structure.

Where a detour is not available at the site of a posted bridge and trucks would have no opportunity to turn around and retrace their path, advance signs shall be erected to notify truck drivers of the restriction, thus affording them the opportunity of selecting another route. The following is a suggested wording for such advance signs:



## **7.20 Restricting Loads on Highways**

When, as provided in Section 35751 of the California Vehicle Code, a weight limit is declared on a State highway, standard signs shall be erected at each end of the portion of highway affected and at such other points as are deemed necessary to give adequate notice of such weight limitations.

## **7.21 Storage of Explosives**

Attention is directed to Chapter 6F of the MUTCD and the CA Supplement in sections entitled “Signs for Blasting Areas, BLASTING ZONE AHEAD Sign, TURN-OFF 2-WAY RADIO AND CELL PHONE, and END BLASTING ZONE.”

The following signs have been standardized for use in the handling, and storage of explosives:

This sign shall be placed upon the premises on which powder magazines are located. It shall be placed within 100 feet of the magazine, and so placed that a bullet through the sign will not strike the magazine.

EXPLOSIVES  
KEEP OFF

54" X 36"  
8" Red Letters on  
White Background

Signs with this wording shall be placed on each side of blasting operations by the flaggers to stop traffic. The signs shall be removed or turned away from traffic when it is safe to proceed.

BLASTING  
AHEAD  
STOP AT  
FLAGGER

30" X 24"  
4" Red Letters on  
White  
Background

## **7.22 State Property**

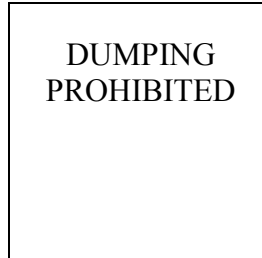
The S1-1(CA) STATE PROPERTY sign is to be used at stockpiles, isolated buildings, etc., to identify State property.

STATE  
PROPERTY

21" X 15"  
Embossed Black  
Letters on Yellow  
Background

**7.23 Dumping Prohibited**

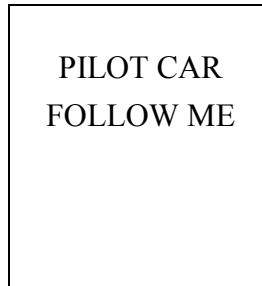
The SR22-1(CA) DUMPING PROHIBITED sign is not to be used on State highways where it is visible to traffic. It may be used at borrow pits or other locations where the message is required. The R47 (CA) \$1,000 FINE FOR LITTERING sign shall be used exclusively to convey this message to traffic on the State highways.



32" X 14"  
4" Red Letters on  
White  
Background

**7.24 Pilot Car Service**

Attention is directed to Chapter 6F of the MUTCD and the CA Supplement in section entitled "PILOT CAR FOLLOW ME."



C 26  
36" X 18"  
5" Black Letters  
and Border on  
Orange  
Background

**7.25 Traffic Controls in Snow Areas**

- (A) **Speed Regulations.** Attention is directed to Chapter 2B of the MUTCD and the CA Supplement in section entitled "Speed Limit Sign (R2-1)." Section 22363 of the California Vehicle Code authorizes Caltrans to erect appropriate speed limit signs for prima facie speeds of 40 miles, 35 miles, 30 miles or 25 miles per hour when, by reason of snow or ice conditions, such speeds are most reasonable or safe. The R2-1 Speed Limit sign should be used when required. Such speed limit signs may be placed and removed as snow and ice conditions vary. The only sign to be used to regulate speed in the snow areas is the R2-1 Speed Limit sign. It has been the practice to install R2-1 Speed Limit signs in the vicinity of resorts, ski tows, and at other critical locations where skiers and children frequently cross the highway. These speed limits should be established by District Traffic Operations.



- (B) **Parking Regulations.** Attention is directed to Chapter 2B of the MUTCD and the CA Supplement in section entitled “Parking, Standing, and Stopping Signs (R7 and R8 Series).” Section 22510 of the Vehicle Code authorizes Caltrans to prohibit parking on either or both sides of a highway which has been cleared of snow, but where the width of the highway is still restricted. The R26 (CA) and R28 (CA) NO PARKING ANY TIME signs are used to indicate the areas where parking is prohibited. Within those areas where parking is permitted, it is customary to install R25 (CA) PARK OFF PAVEMENT signs at frequent intervals.
- (C) **Chain Control.** Attention is directed to Chapter 2B of the MUTCD and the CA Supplement in section entitled “Chain Control Signs (CA Codes R74, R75, R76, R76-1, R77, R78, R79 and R80-1).” Most districts have certain areas that are subject to annual snowfall. It is good practice to install the SW58 (CA) WATCH FOR SNOW REMOVAL EQUIPMENT signs in black letters on yellow, on all highways leading to snow areas. These signs are generally placed at the lower elevations where the first snow is usually encountered. They should either be hooded or removed during the summer season.

Chain control areas are marked with R76(CA) CHAINS REQUIRED ONE MILE AHEAD signs, R75(CA) CHAINS REQUIRED, and R78(CA) END OF CHAIN CONTROL. Within the chain control area, Caltrans may permit, as an alternate, the use of snow tread tires on authorized vehicles. Standard chain signs should be in place on each side of built up areas that develop an appreciable volume of traffic. Permanent installations should be made to facilitate putting the chain signs into service by Maintenance personnel.

Permits to individuals, who must apply in person, for installing tire chains on highway right of way may be issued. Contact District Encroachment Permit Engineer for assistance.

Certain highways are allowed to close each winter due to heavy snow. At the beginning of these areas, signs reading “SNOW NOT REMOVED BEYOND THIS POINT--PROCEED AT YOUR OWN RISK” should be installed. Arrangements shall also be made to place signs prominently at important intersections and other advance points to inform traffic when a through route is closed by snow. Such a sign should read “\_\_\_\_\_CLOSED BY SNOW BEYOND\_\_\_\_\_.”

### **7.27      Warning Signs for Snow Areas**

Note: The typical arrangement of signs required in snow areas is under revision, and will be available at a later date. Contact your District Traffic Office for direction.

Other useful signs are:

This sign may be used for general information, especially when permanent snow signs are not used.

CHAINS  
MAY BE  
REQUIRED  
AT ANY TIME

60" X 28"  
Black Letters  
on White  
Background

SR20-1(CA) SNOW NOT REMOVED BEYOND HERE – This sign should be erected at the beginning of the snow season and removed in the spring when the road is opened.

SNOW NOT  
REMOVED  
BEYOND HERE

48" X 30"

Signs with this or similar wording shall be placed at important intersections leading to those routes that are closed for the winter by snow. Quite frequently, several signs will be required for this purpose. The signs shall be permanently installed, with the word "Open" placed on the sign face. The words "Closed by Snow" and "Beyond Pinecrest" shall be on detachable plates, which may be removed or changed as conditions require. The plates should be removed as soon as the road is opened.

SONORA PASS  
CLOSED BY SNOW  
BEYOND  
PINECREST

Retroreflectorized  
(size variable)  
White Letters on  
Black Background

TYPICAL SIGNING FOR SNOW AREAS

This page is under revision, and will be distributed at a later date. Contact your District Traffic Office for direction.