

Figure 2A-1. Examples of Enhanced Conspicuity for Signs



Figure 2A-1(CA). California Examples of Enhanced Conspicuity for Signs

A) RMS-1(CA)
Fluorescent Red vertical retroreflective strip on STOP and DO NOT ENTER package sign supports



B) RMS-2(CA)
White vertical retroreflective strip on YIELD and other white regulatory sign supports



C) RMS-3(CA)
Fluorescent Yellow-Green vertical retroreflective strip on pedestrian, bicycle, and school zone sign supports

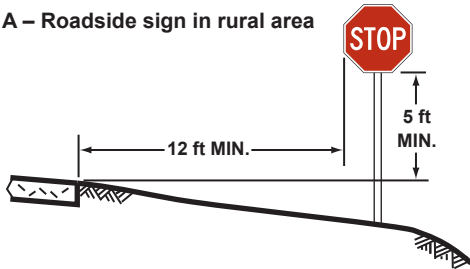


D) RMS-4(CA)
Fluorescent Yellow vertical retroreflective strip on pedestrian and bicycle sign supports

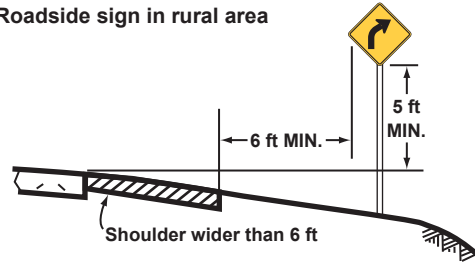


Figure 2A-2. Examples of Heights and Lateral Locations of Sign Installations

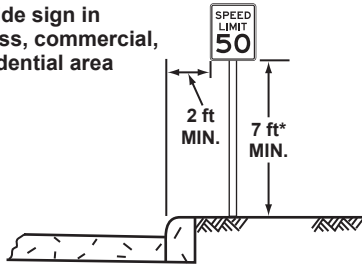
A – Roadside sign in rural area



B – Roadside sign in rural area

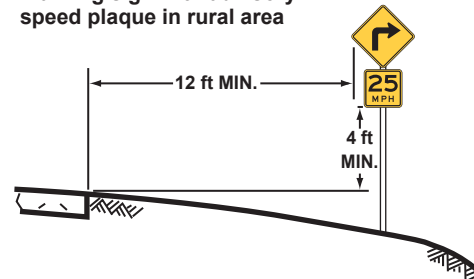


C – Roadside sign in business, commercial, or residential area

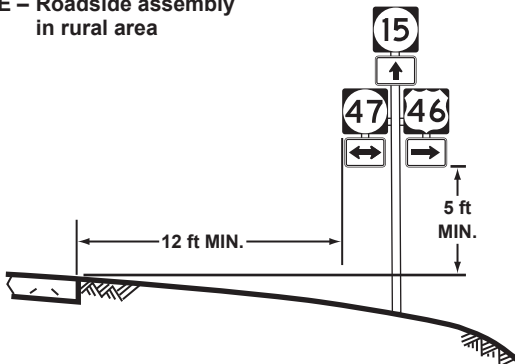


*Where parking or pedestrian movements are likely to occur

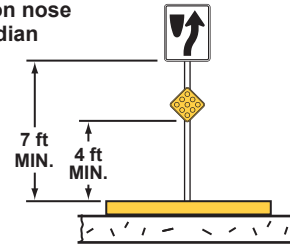
D – Warning sign with advisory speed plaque in rural area



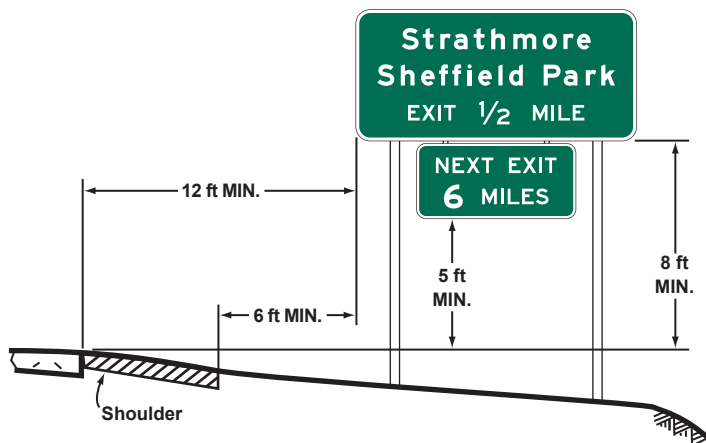
E – Roadside assembly in rural area



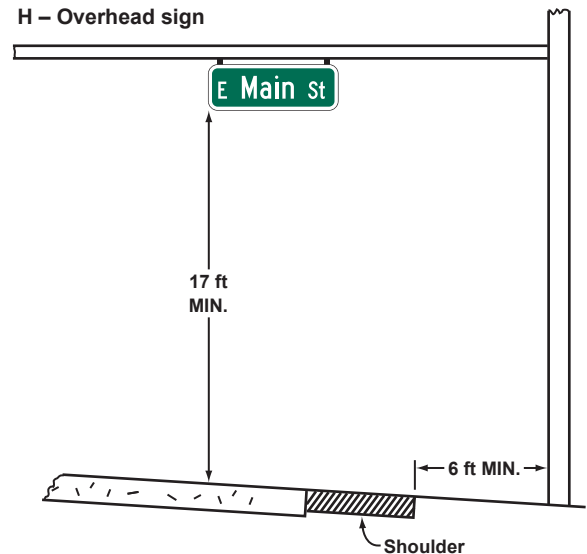
F – Sign on nose of median



G – Freeway or expressway sign with secondary sign



H – Overhead sign



Note: See Section 2A.16 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in business, commercial, or residential areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 2A-2(CA). California Examples of Heights and Lateral Locations of Sign Installations

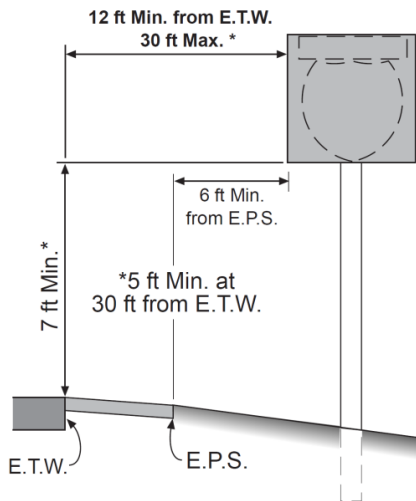
NOTES:

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 30 ft. When possible, they should be placed in protected locations.

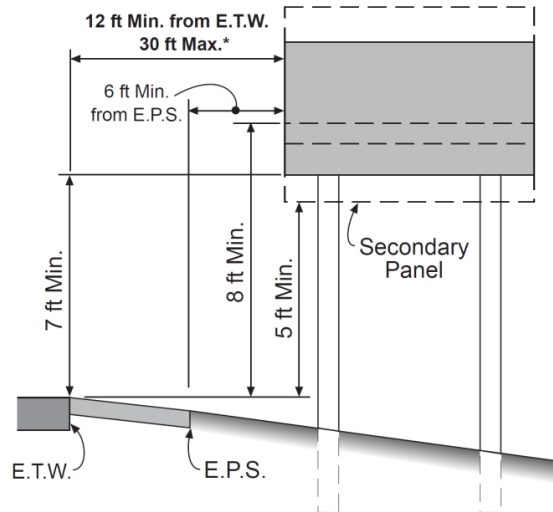
Signs in medians shall be placed at midpoint of median, and should not be closer than 6 ft from the edge of a paved shoulder, or if none, 12 ft from the edge of the traveled way. When appropriate, signs for opposing directions shall be placed back to back.

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

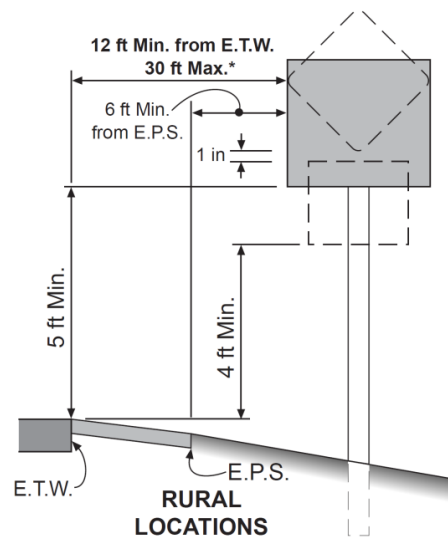
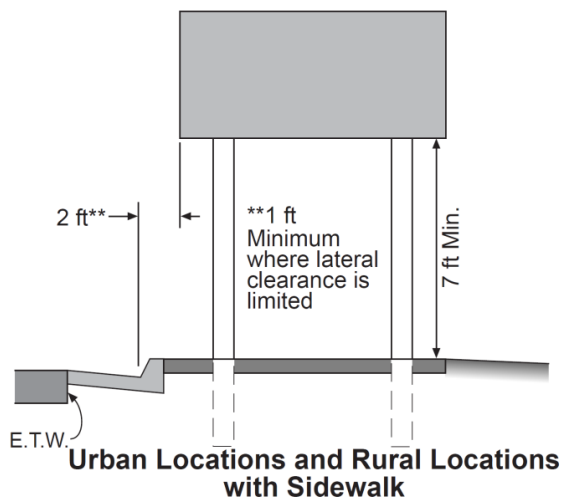
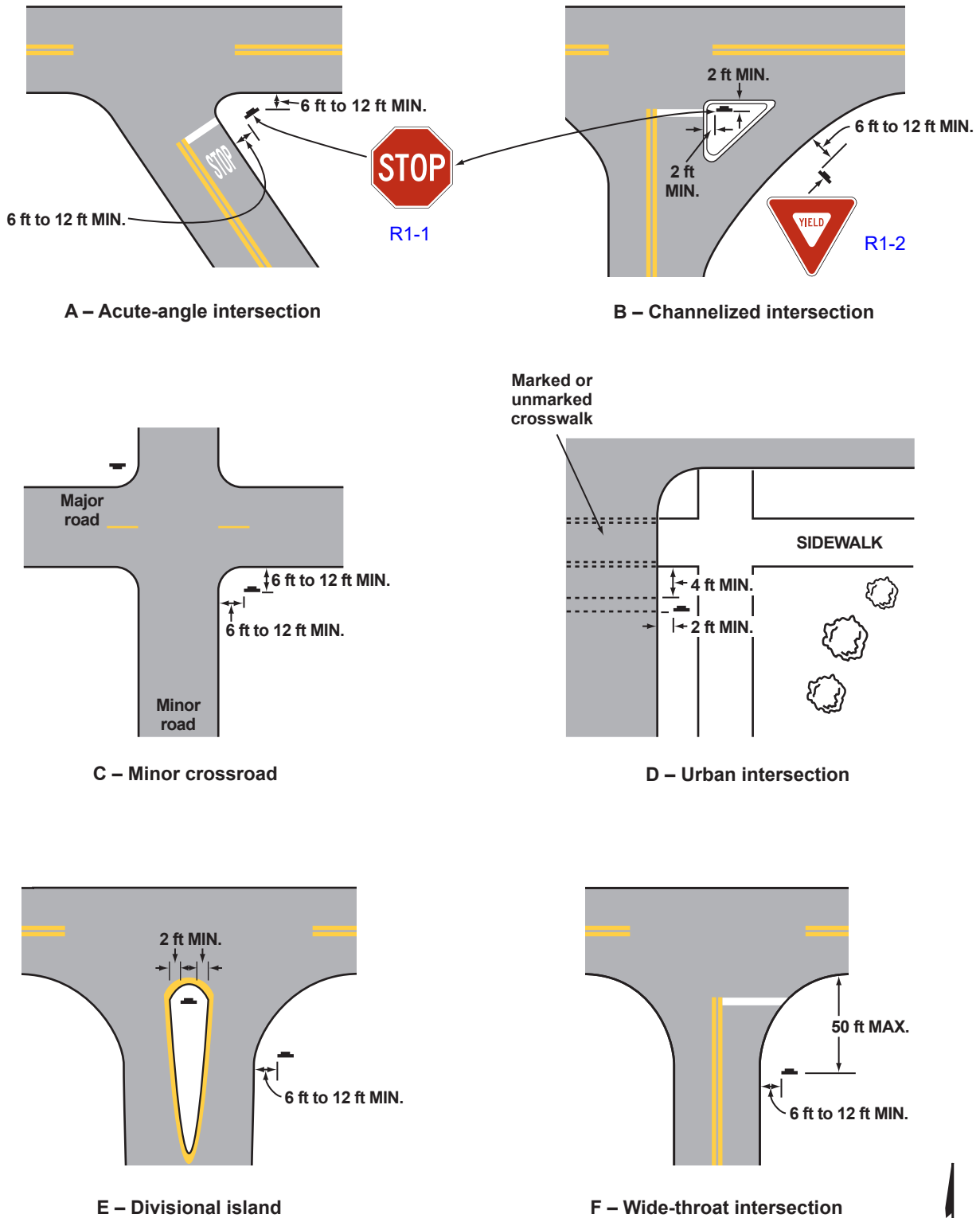
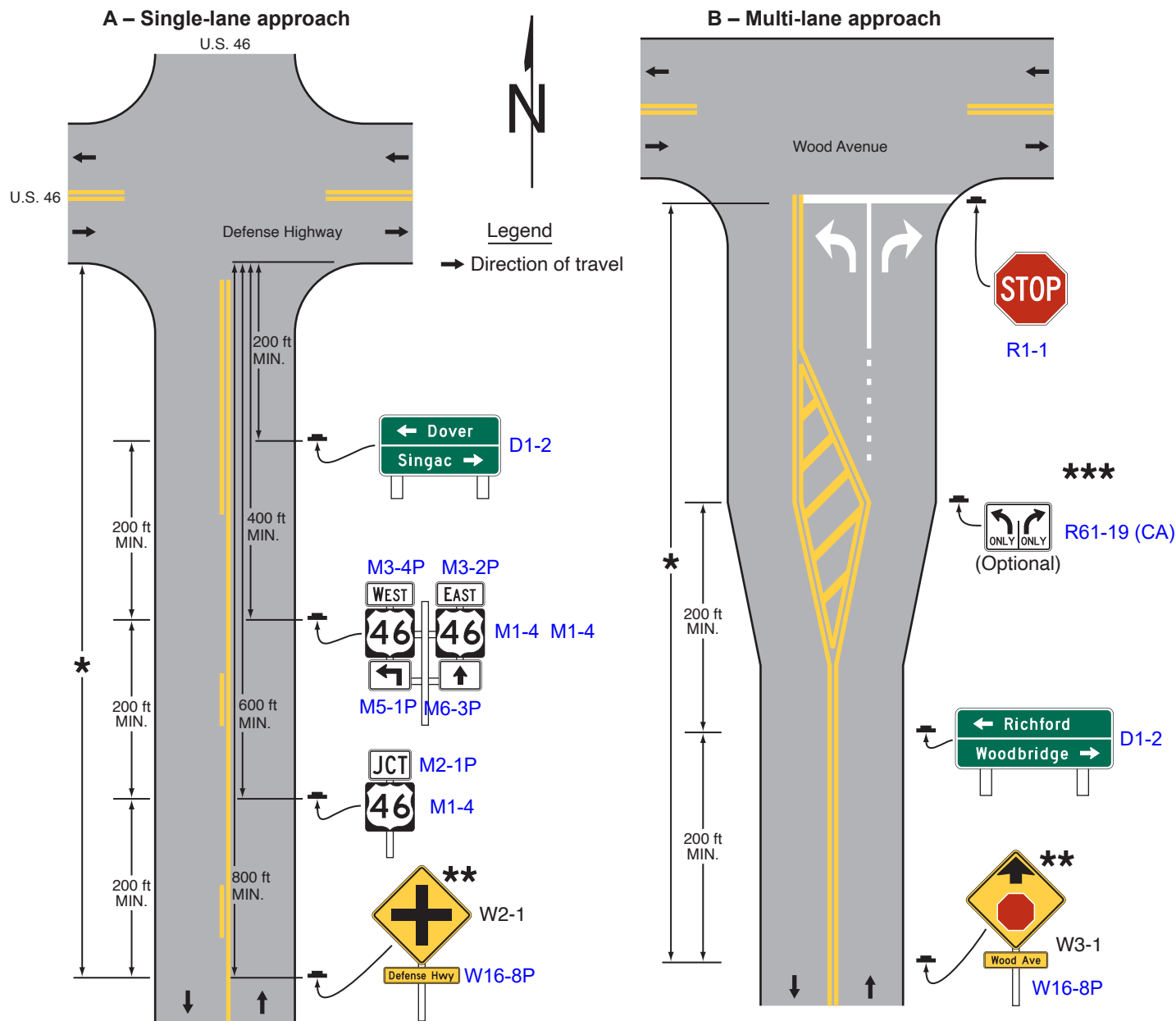


Figure 2A-3. Examples of Locations for Some Typical Signs at Intersections



Note: Lateral offset is a minimum of 6 feet measured from the edge of the shoulder, or 12 feet measured from the edge of the traveled way. See Section 2A.16 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

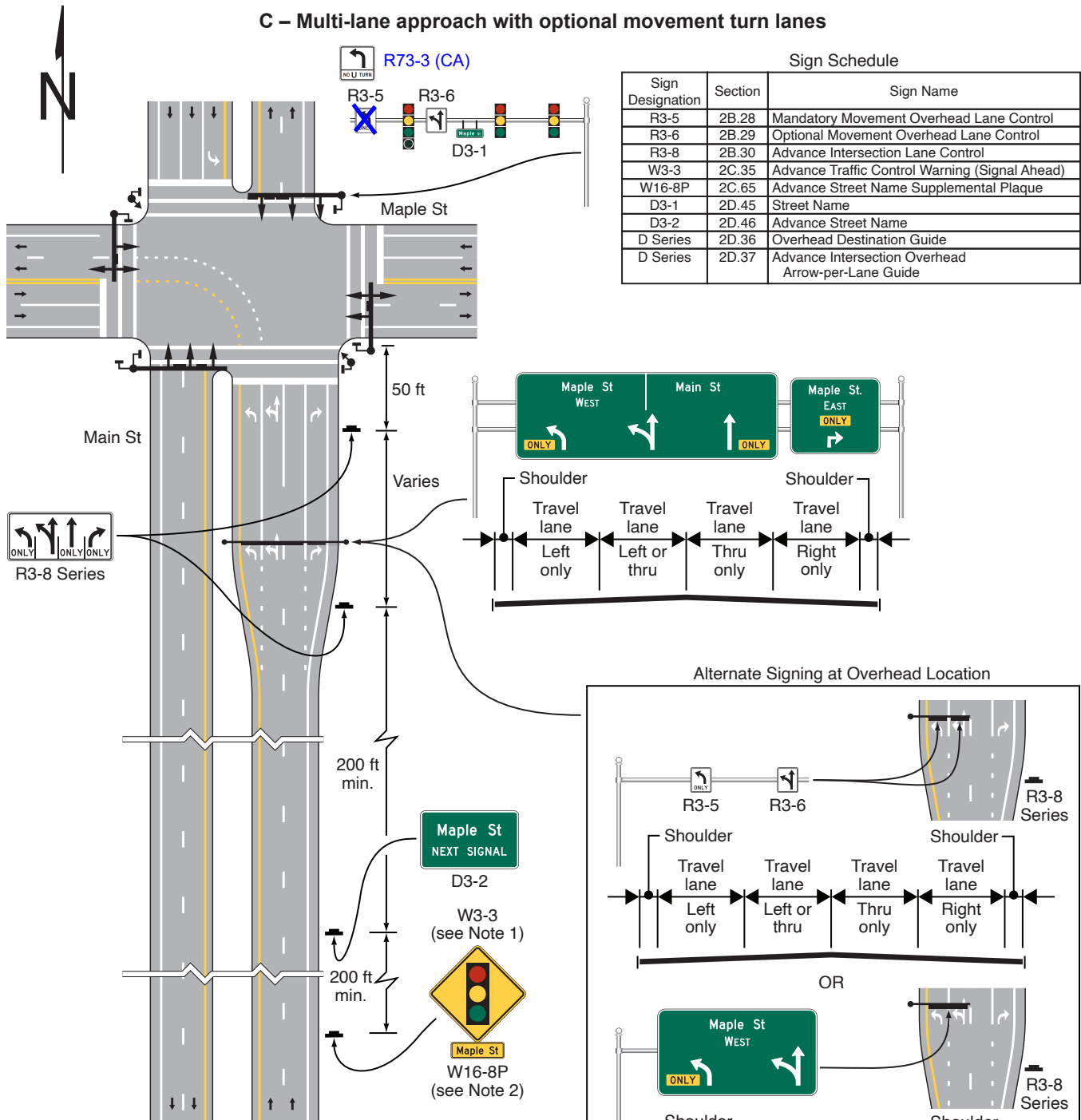
Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach (Sheet 1 of 4)



Note: See Chapter 2D for information on guide signs and Part 3 for information on pavement markings

- ✱ See Table 2C-3 for the recommended minimum distance
- ✱✱ See Section 2C.41 for the application of the W2-1 sign and Section 2C.35 for the application of the W3-1 sign
- ✱✱✱ See Section 2B.27 for the application of Intersection Lane Control signs

Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach (Sheet 2 of 4)



Notes:

1. See Table 2C-3 for location.
2. If D3-2 is not used.
3. Pavement markings shown for reference only. See Part 3 for criteria.
4. For guidelines on the use of the R73-3 (CA) sign, refer to Chapter 2B.

Legend

Direction of travel

Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach (Sheet 3 of 4)

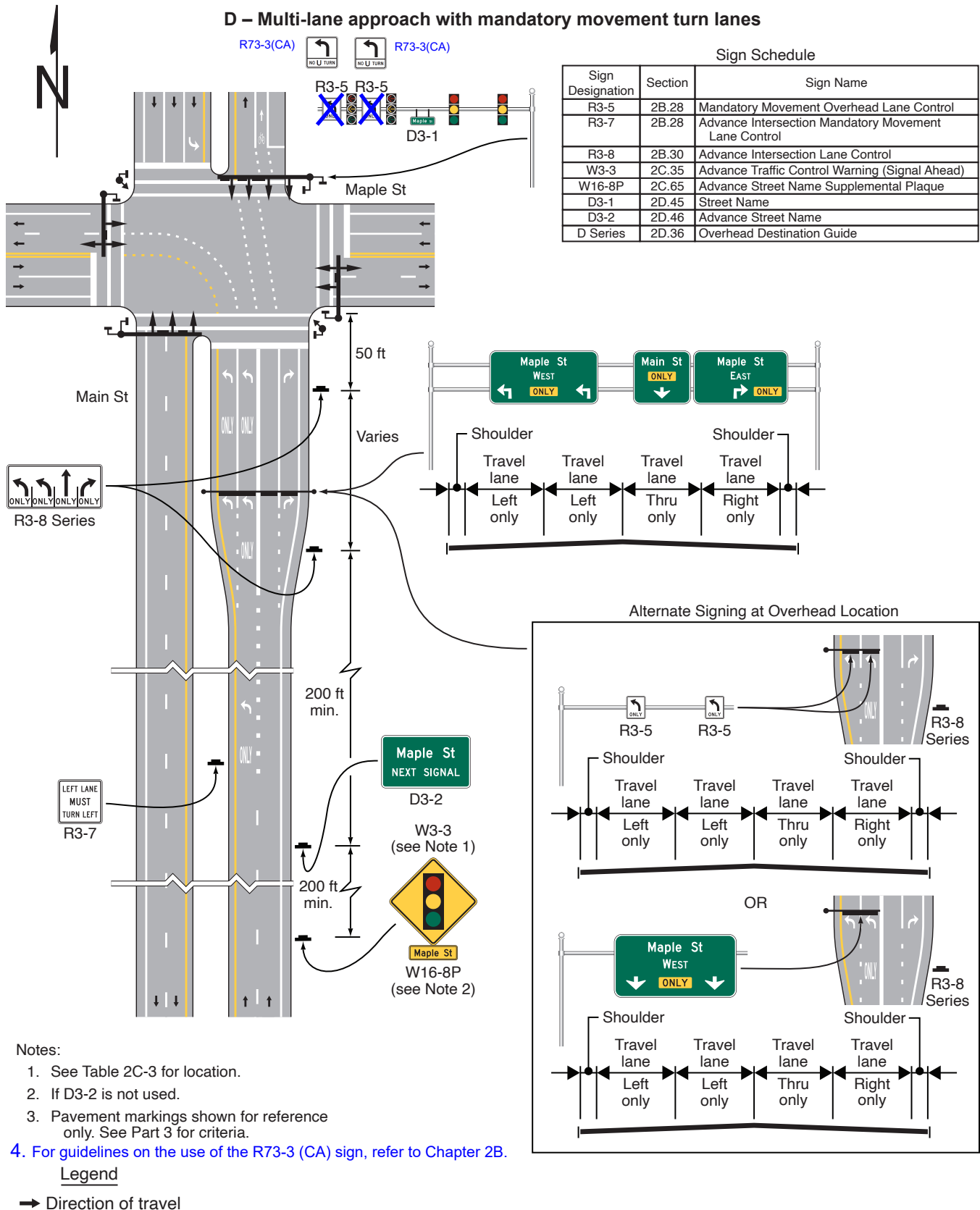
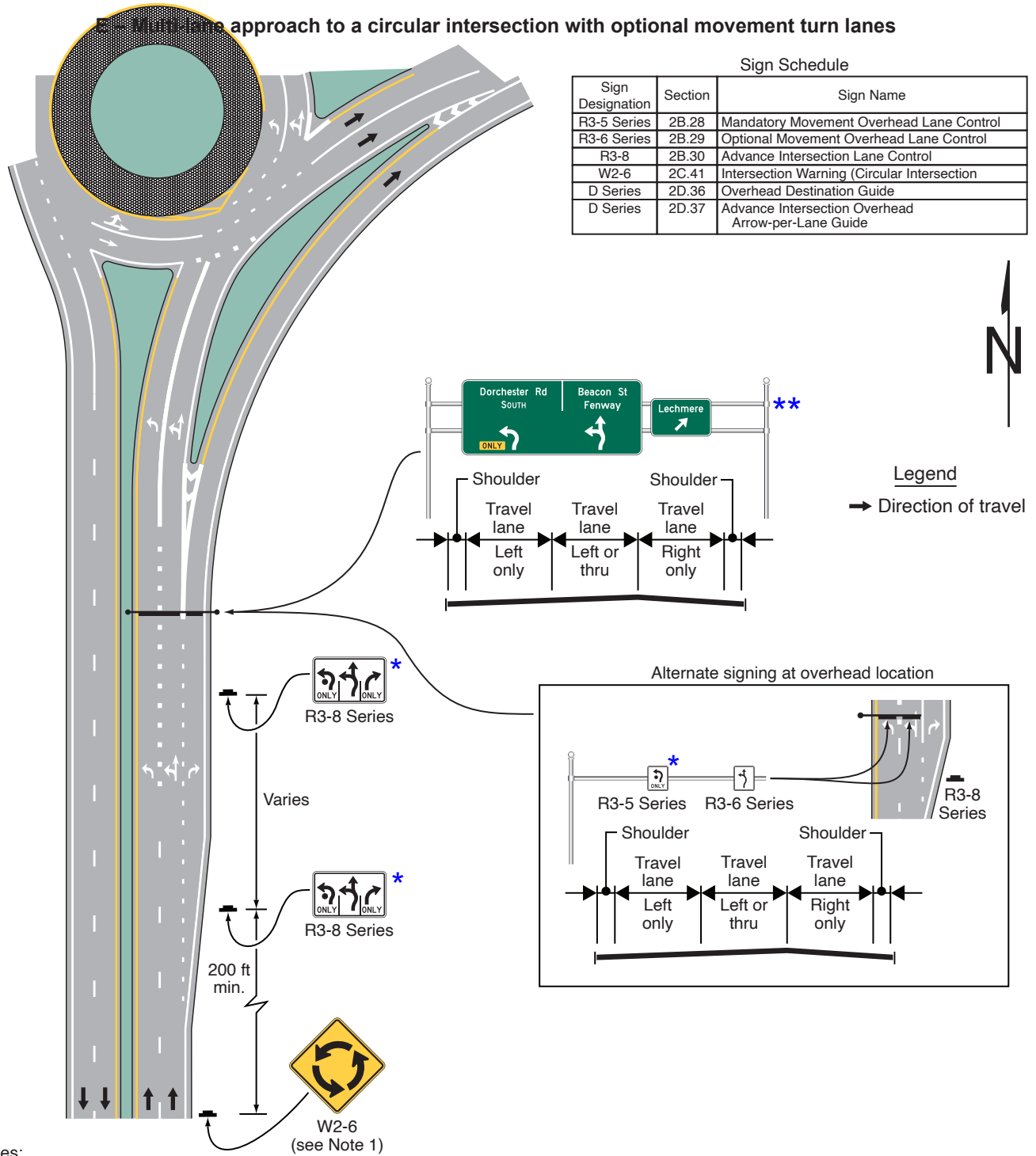


Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach (Sheet 4 of 4)



*Refer to figure 2B-5 for intersection lane control sign arrow options.

**All adjacent sign panels mounted on an overhead sign structures on state highways should have the same sign depth.

Figure 2A-5. Intersection Configuration at a Divided Highway Crossing

