The Manual on Uniform Traffic Control Devices (MUTCD) is approved by the Federal Highway Administrator as the National Standard in accordance with Title 23 U.S. Code, Sections 109(d), 114(a), 217, 315, and 402(a), 23 CFR 655, and 49 CFR 1.48(b)(8), 1.48(b)(33), and 1.48(c)(2).

The California Manual on Uniform Traffic Control Devices (California MUTCD) is published by the State of California, Department of Transportation (Caltrans) and is issued to adopt uniform standards and specifications for all official traffic control devices, in accordance with Section 21400 of the California Vehicle Code.

This manual is current as of the date of publication on the footer page. However, it may be necessary from time to time to modify, change or adopt new standards and specifications for traffic control devices and/or issue errata or editorial changes to the manual. To ensure that the traffic control device practitioner is accessing the most current information regarding traffic control device topics for California, the practitioner is advised to always reference the California MUTCD web site.

The California MUTCD, California Sign Specifications and other publications and related current information is available on the Internet at the following web link:

http://www.dot.ca.gov/traffops/engineering/

Addresses for Publications Referenced in the California MUTCD

American Automobile Association (AAA)
1000 AAA Drive
Heathrow, FL 32746
calstate.aaa.com
800-222-4357

American Association of State Highway and Transportation Officials (AASHTO)
444 North Capitol Street, NW, Suite 249
Washington, DC 20001
www.transportation.org
202-624-5800

American National Standards Institute (ANSI)
1819 L Street, NW, 6th floor
Washington, DC 20036
www.ansi.org
202-293-8020

American Railway Engineering and Maintenance-of-Way Association (AREMA)
10003 Derekwood Lane, Suite 210
Lanham, MD 20706
www.arema.org
301-459-3200

California Building Standards Code
International Conference of Building Officials
5360 South Workman Mill Road
Whittier, CA 90601
www.icbo.org
916-263-0916

California Code Publications &
California Law
http://leginfo.legislature.ca.gov/faces/codes.xhtml

California Department of Transportation Publications
Publications Distribution Unit
1900 Royal Oaks Drive
Sacramento, CA 95815-3800
http://caltrans-opac.ca.gov/publicat.htm
916-263-0822

California Vehicle Code
Department of Motor Vehicles
Sacramento, California
http://www.dmv.ca.gov/pubs/pubs.htm
800-777-0133

Federal Highway Administration Report Center
Facsimile number: 814-239-2156
report.center@fhwa.dot.gov

Illuminating Engineering Society (IES)
120 Wall Street, Floor 17
New York, NY 10005
www.iesna.org
212-248-5000

Institute of Makers of Explosives
1120 19th Street, NW, Suite 310
Washington, DC 20036-3605
www.ime.org
202-429-9280

Institute of Transportation Engineers (ITE)
1099 14th Street, NW, Suite 300 West
Washington, DC 20005-3438
www.ite.org
202-785-0060

International Organization for Standardization
1, ch. de la Voie-Creuse
Case Postale 56
CH-1211
Geneva 20, Switzerland
www.iso.ch
011-41-22-749-0111

International Safety Equipment Association (ISEA)
1901 North Moore Street, Suite 808
Arlington, VA 22209
www.safetyequipment.org
703-525-1695

National Association of City Transportation Officials (NACTO)
120 Park Avenue, 23rd Floor
New York, NY 10017
Email: nacto@nacto.org
Telephone: 929-276-2286

National Committee on Uniform Traffic Laws and Ordinances (NCUTLO)
107 South West Street, Suite 110
Alexandria, VA 22314
www.ncutlo.org

National Electrical Manufacturers Association (NEMA)
1300 North 17th Street, Suite 1752
Rosslyn, VA 22209
www.nema.org
703−841−3200

Occupational Safety and Health Administration (OSHA)
U.S. Department of Labor
200 Constitution Avenue, NW
Washington, DC 20210
www.osha.gov
800−321−6742

Transportation Research Board (TRB)
The National Academies
500 Fifth Street, NW
Washington, DC 20001
www.nas.edu/trb
202-334-2934

U.S. Architectural and Transportation Barriers Compliance Board (The U.S. Access Board)
1331 F Street, NW, Suite 1000
Washington, DC 20004−1111
www.access−board.gov
202−272−0080

Acknowledgments

The Federal Highway Administration gratefully acknowledges the valuable assistance that it received from the National Committee on Uniform Traffic Control Devices and its over 200 voluntary members in the development of this Manual.

Caltrans gratefully acknowledges the participation from the following contributors for providing invaluable time, support, guidance and direction in the development of this Manual:

- Federal Highway Administration's California Division
- California Traffic Control Devices Committee (CTCDC) members;
- Staff from various cities and counties in California who participated in CTCDC meetings
- Caltrans headquarters' and districts' staff

Information regarding the California portion (blue text and/or blue border line) of this Manual can be obtained by writing to:

State of California
Department of Transportation,
Chief, Division of Traffic Operations, MS-36
1120 N Street, Sacramento, CA 95814

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The California MUTCD is available on the Caltrans Web Page at:
http://www.dot.ca.gov/camutcd

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

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TTY 711
www.dot.ca.gov/trafficops

Making Conservation a California Way of Life.

March 17, 2020

Mr. Hamid Bahadori, Chair
California Traffic Control Devices Committee
P.O. Box 942874, MS-36
Sacramento, CA 94274-0001

Dear Mr. Bahadori:

Effective March 27, 2020, the California Department of Transportation (Caltrans) will be updating the *California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014 Revision 5* to provide uniform standards and specifications for all official traffic control devices in California. This action was taken pursuant to the provisions of California Vehicle Code Section 21400 and the recommendations of the California Traffic Control Devices Committee (CTCDC).

Caltrans has received a letter from the Federal Highway Administration (FHWA) confirming substantial conformance of the *CA MUTCD 2014, Revision 5 Edition*. The revised *CA MUTCD* includes the FHWA's *Manual on Uniform Traffic Control Devices*, policies on traffic control devices issued by Caltrans since March 29, 2019, and other corrections and format changes. The *CA MUTCD* revision is available on the Internet at <www.dot.ca.gov/trafficops/camutcd/>.

The Division of Traffic Operations is grateful to the CTCDC members for providing invaluable time, support, guidance and direction in the development of this version of the *CA MUTCD*.

If you have any questions or concerns, please contact Mr. Vijay Talada, CA MUTCD Editor and CTCDC Executive Secretary, Division of Traffic Operations at (916)653-1816, or by email at <vijay.talada@dot.ca.gov>.

Sincerely,

JASVINDERJIT S. BHULLAR, P.E., T.E., Chief
Division of Traffic Operations

c: Vijay Talada, CA MUTCD Editor, Division of Traffic Operations, California Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

(916) 498-5001
(916) 498-5008 (FAX)

March 16, 2020

In Reply Refer To:
HDA-CA

Mr. Toks Omishakin
Director, California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Jasvinderjit Bhullar, Chief, Division of Traffic Operations

SUBJECT: 2014 CA MUTCD Revision 5 Substantial Conformance with 2009 National MUTCD.

Dear Mr. Omishakin:

This letter is in response to the February 20, 2020, letter from Mr. Jasvinderjit Bhullar requesting the Federal Highway Administration (FHWA) to find Revision 5 to the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD) to be in substantial conformance with the current 2009 Edition of the National Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways, Revisions 1 and 2.

Per Title 23, Code of Federal Regulations [23 CFR 655.603(b)(1)], FHWA has reviewed the 2014 CA MUTCD Revision 5 and found the proposed revisions to be in substantial conformance with the 2009 National MUTCD.

We look forward to continue working with Caltrans, local public agencies, and the California Traffic Control Devices Committee on needed revisions to the CA MUTCD. This effort results in traffic control devices that enhance the safety of California's roadways for all road users. We commend the effort that Caltrans' Office of Traffic Engineering devotes to achieve this objective.

If you have any questions, please contact Steve Pyburn, Senior Traffic Safety and ITS Engineer, at (916) 498-5057 or Steve.Pyburn@dot.gov.

Sincerely,

For: Vincent Mammano
Division Administrator

Enclosures: Signed CT Letter to FHWA
List of Changes for 2014 CA MUTCD Revision 5

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

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www.dot.ca.gov

Making Conservation a California Way of Life.

February 20, 2020

Mr. Vincent Mammano
Division Administrator
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, CA 95814

Dear Mr. Mammano:

The California Department of Transportation (Caltrans) requests a letter from the Federal Highway Administration (FHWA) confirming substantial conformance with FHWA's 2009 Manual on Uniform Traffic Control Devices (MUTCD) for the revised 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD), as required by Title 23 Code of Federal Regulations, Section 655.603(b)(1).

The revised CA MUTCD includes FHWA's MUTCD, policies on traffic control devices issued by Caltrans since March 29, 2019, and other corrections and format changes. The approved revision will be available on the Internet at <http://www.dot.ca.gov/programs/traffic-operations/camutcd> after substantial conformance has been granted by FHWA.

Caltrans would like to acknowledge the efforts of Mr. Steve Pyburn for working in partnership with Mr. Vijay Talada of Caltrans' Division of Traffic Operations in reviewing the draft revision of the CA MUTCD. An electronic version of the CA MUTCD has been provided to Mr. Pyburn.

Please send the requested letter by March 1, 2020, to Mr. Talada, CA MUTCD Editor, via e-mail to <vijay.talada@dot.ca.gov>. If you have any questions, please contact Mr. Talada at (916) 653-1816, or at the above e-mail address.

Sincerely,

JASVINDERJIT S. BHULLAR, P.E., T.E., Chief
Division of Traffic Operations

c: Vijay Talada, CA MUTCD Editor, Office of Traffic Engineering, Division of Traffic Operations, California Department of Transportation

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

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CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 2014

FOREWORD

The California Department of Transportation (Caltrans) is pleased to announce the 2014 update of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). This update coincides with implementation of Caltrans' 2014 mission to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. This update to the CA MUTCD aims to improve safety and mobility for all travelers in California by providing guidance to transportation practitioners that strives to balance safety and convenience for everyone in traffic—drivers, pedestrians, and bicyclists.

Significantly, the CA MUTCD integrates multimodal policies for safer crossings, work zones, and intersections, with improvements including:

- Crosswalks Enhancements Policy (TOPD 12–03, CA MUTCD 2014 Section 3B.18)
- Temporary Traffic Control Plans (CA MUTCD 2014 Section 6C.01)
- Work Zone and Higher Fines Signs and Plaques (CA MUTCD 2014 Section 6F.12)
- Traffic Control for School Areas (CA MUTCD 2014 Part 7)

As part of this update, Section 1A.10 of the CA MUTCD now includes Table 1A-101(CA), "Status of Interim Approvals Issued By FHWA in California," which lists adopted statewide policies or approvals authorized by the Federal Highway Administration (FHWA) for use on all California streets and highways (without the Section 1A.10 experimentation approval requirement). Caltrans regularly updates the CA MUTCD with guidance from the California Traffic Control Devices Committee (CTCDC). We encourage all practitioners to not only use this manual but also to visit the CTCDC Web site at http://www.dot.ca.gov/traffops/engineering/ctcdc/ for the most recent updates and actions by the CTCDC.

In addition, on April 11, 2014, Caltrans endorsed the National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* as a valuable resource when making planning and design decisions about the State Highway System and local streets and roads. The NACTO *Urban Street Design Guide* includes many concepts contained in *Main Street, California: A Guide for Improving Community Transportation Vitality*. Similarly, much of the NACTO *Urban Bikeway Design Guide* is consistent with the guidance provided in the CA MUTCD for related topics. We continue to analyze NACTO guidance and will work with all stakeholders to ensure flexibility and innovation in the design and operation of California streets and highways.

As Caltrans continues to implement its new mission, transportation practitioners should rely on the CA MUTCD for mandatory standards, guidance, and options for twenty-first–century operation of California's multimodal transportation system.

MALCOLM DOUGHERTY
Director
California Department of Transportation

CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

INTRODUCTION

Support:

00a This California Manual on Uniform Traffic Control Devices (California MUTCD) is published by the State of California, Caltrans and is issued to adopt uniform standards and specifications for all official traffic control devices in California, in accordance with Section 21400 of the California Vehicle Code (CVC).

00b This California MUTCD incorporates Federal Highway Administration's Manual on Uniform Traffic Control Devices (2009 Edition) dated December 16, 2009 and the previous California MUTCD dated January 13, 2012. It also incorporates all policies on traffic control devices issued by Caltrans that have been issued since January 13, 2012 and other editorial, errata and format changes that were necessary to update the previous documents.

Standard:

00c The California MUTCD is hereby adopted as, and shall be the standard for all official traffic control devices, under Section 11340.9(h) of California Government Code and Section 21400 of California Vehicle Code.

Support:

00d The California MUTCD supersedes and replaces the previously adopted (on January 13, 2012) California MUTCD. It does not supersede Caltrans' Standard Plans, Standard Specifications or the Standard Special Provisions publications.

00e Caltrans publishes Standard Specifications, Standard Special Provisions, Standard Plans and other manuals, which contain specifications and requirements for traffic control devices, including their use and placement, when performing work on State highways. In some cases those specifications and requirements can vary from, and be more stringent than those shown in the California MUTCD.

Standard:

00f On State highways, the California MUTCD shall mean to include Caltrans' Standard Plans, Standard Specifications and Standard Special Provisions publications.

00g On State highways, the California MUTCD shall not supersede Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications but all Standard statements of the California MUTCD shall be met. On State highways, whenever there is a discrepancy between the specifications and requirements contained in the California MUTCD, and those contained in the Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications, the Caltrans' Standard Plans, Standard Specifications or the Special Provisions publications shall govern.

00h Nothing contained in the California MUTCD shall prevent Caltrans from modifying, changing or adopting new specifications as necessary. Any revisions to the Caltrans' Standard Plans, Standard Specifications or the Special Provisions shall conform to the Standard statements of the California MUTCD.

00i Whenever there is a discrepancy between the specifications and requirements incorporated from FHWA's MUTCD and the California MUTCD amendments, the California MUTCD amendments shall govern.

01 **Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, bikeway, or private road open to public travel (see definition in Section 1A.13)-by authority of a public agency or official having jurisdiction, or, in the case of a private road, by authority of the private owner or private official having jurisdiction.**

02 **The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, bikeway, or private road open to public travel (see definition in Section 1A.13)-in accordance with 23 U.S.C. 109(d) and 402(a)**. The MUTCD national standard and Caltrans standards and specifications for traffic control devices shall not be applicable to privately owned and maintained roads or commercial establishments, unless the particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5,

21107.6, and 21107.7. **The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.**

03 **In accordance with 23 CFR 655.603(a), for the purposes of applicability of the MUTCD:**

A. Toll roads under the jurisdiction of public agencies or authorities or public-private partnerships shall be considered to be public highways;

B. Private roads open to public travel shall be as defined in Section 1A.13; Privately owned and maintained roads or commercial establishments, if the particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.**and**

C. ~~Parking areas, including the driving aisles within those parking areas, that are either publicly or privately owned shall not be considered to be "open to public travel" for purposes of MUTCD applicability.~~ All publicly owned parking areas and only those privately owned parking areas where the particular city or county has enacted a resolution to this effect, including the driving aisles within those parking areas shall be subject to MUTCD applicability.

04 **Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent, trademark, or copyright, except for the Interstate Shield and any items owned by FHWA.** The Caltrans logos consisting of the "CT" symbol and the "Caltrans" logotype are registered service marks and when used on any traffic control device they shall be presented in a uniform and consistent manner as outlined in Caltrans' Deputy Directive DD-33-R1.

Support:

05 Pictographs, as defined in Section 1A.13, are embedded in traffic control devices but the pictographs themselves are not considered traffic control devices for the purposes of Paragraph 4.

05a This Manual is not applicable to privately owned and maintained roads or commercial establishments in California, unless the particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7. However, the use of this Manual is encouraged on all privately owned and maintained roads or commercial establishments, in general, as a good practice. See Section 1A.07 for more information.

06 The need for uniform standards was recognized long ago. The American Association of State Highway Officials (AASHO), now known as the American Association of State Highway and Transportation Officials (AASHTO), published a manual for rural highways in 1927, and the National Conference on Street and Highway Safety (NCSHS) published a manual for urban streets in 1930. In the early years, the necessity for unification of the standards applicable to the different classes of road and street systems was obvious. To meet this need, a joint committee of AASHO and NCSHS developed and published the original edition of this Manual on Uniform Traffic Control Devices (MUTCD) in 1935. That committee, now called the National Committee on Uniform Traffic Control Devices (NCUTCD), though changed from time to time in name, organization, and personnel, has been in continuous existence and has contributed to periodic revisions of this Manual. The FHWA has administered the MUTCD since the 1971 edition. The FHWA and its predecessor organizations have participated in the development and publishing of the previous editions. There were nine previous editions of the MUTCD, and several of those editions were revised one or more times. Table I-1 traces the evolution of the MUTCD, including the two manuals developed by AASHO and NCSHS.

06a The Division of Highways in California Department of Public Works, now known as Department of Transportation (Caltrans), published a Planning Manual of Instructions in 1952. Part 8, called Traffic was subsequently added to the Planning Manual in 1955. In 1972, the first separate publication called the Traffic Manual was published. Efforts were undertaken in 2000 by Caltrans along with California Traffic Control Devices Committee (CTCDC) to reconcile the Traffic Manual with the National Manual on Uniform Traffic Control Devices (MUTCD). These efforts culminated in the adoption of the National MUTCD with a California Supplement in 2004. In 2006, the California Supplement and the National MUTCD were combined into a single document, called the California MUTCD. Table I-1(CA) traces the evolution of the California MUTCD.

Standard:

07 **The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all** public **streets and highways** ~~**open to public travel**~~ (and privately owned and maintained roads or commercial establishments, if the particular city or county enacts an ordinance or resolution to this effect), **in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA.**

Support:

08 The "Uniform Vehicle Code (UVC)" is one of the publications referenced in the MUTCD. The UVC contains a model set of motor vehicle codes and traffic laws for use throughout the United States.

Guidance:

09 *The States should adopt Section 15-116 of the UVC, which states that, "No person shall install or maintain in any area of private property used by the public any sign, signal, marking, or other device intended to regulate, warn, or guide traffic unless it conforms with the State manual and specifications adopted under Section 15-104."*

Support:

10 The Standard, Guidance, Option, and Support material described in this edition of the MUTCD provide the transportation professional with the information needed to make appropriate decisions regarding the use of traffic control devices on streets, highways, bikeways. and private roads open to public travel (see definition in Section 1A.13).

11 Throughout this Manual the headings Standard, Guidance, Option, and Support are used to classify the nature of the text that follows. Figures and tables, including the notes contained therein, supplement the text and might constitute a Standard, Guidance, Option, or Support. The user needs to refer to the appropriate text to classify the nature of the figure, table, or note contained therein.

11a The figures shown in the California MUTCD are typical or example applications of the traffic control devices to illustrate their use and manner. Criteria for position, location, and use of traffic control devices in the figures are furnished solely for the purpose of guidance, understanding and information, and are not a legal standard. Engineering judgment must be used to apply these guidelines to the typical or example applications, or adjust them to fit individual field site conditions. The California MUTCD is not intended to be a substitute for engineering knowledge, experience or judgment.

Standard:

12 **When used in this Manual, the text headings of Standard, Guidance, Option, and Support shall be as defined in Paragraph 1 of Section 1A.13.** For all purposes, regardless of the text heading, any sentence containing the verb shall or MUTCD text edited to the verb shall, shall be considered a Standard. Similarly, any sentence containing the verb should or MUTCD text edited to the verb should, shall be considered Guidance and any sentence containing the verb may or MUTCD text edited to the verb may, shall be considered an Option.

Support:

13 Throughout this Manual all dimensions and distances are provided in English units. Appendix A2 contains tables for converting each of the English unit numerical values that are used in this Manual to the equivalent Metric (International System of Units) values.

Guidance:

14 *If Metric units are to be used in laying out distances or determining sizes of devices, such units should be specified on plan drawings and made known to those responsible for designing, installing, or maintaining traffic control devices.*

14a *In 1993, Caltrans had adopted the International System of Units as the preferred system of weights and measures to comply with federal law. The law was subsequently changed making the use of the Metric System optional. Caltrans made the decision in 2004 to readopt the U.S. Customary (English) system of units and measures as the preferred system. Guidance on the use of the Metric and U.S. Customary Systems of Measurement is available from Caltrans' Division of Design.*

15 *Except when a specific numeral is required or recommended by the text of a Section of this Manual, numerals displayed on the images of devices in the figures that specify quantities such as times, distances, speed limits, and weights should be regarded as examples only. When installing any of these devices, the numerals should be appropriately altered to fit the specific situation.*

Support:

16 The following information will be useful when reference is being made to a specific portion of text in this Manual.

17 There are nine Parts in this Manual and each Part is comprised of one or more Chapters. Each Chapter is comprised of one or more Sections. Parts are given a numerical identification, such as Part 2 – Signs. Chapters are identified by the Part number and a letter, such as Chapter 2B – Regulatory Signs, Barricades, and Gates. Sections are identified by the Chapter number and letter followed by a decimal point and a number, such as Section 2B.03 – Size of Regulatory Signs.

18 Each Section is comprised of one or more paragraphs. The paragraphs are indented and are identified by a number. Paragraphs are counted from the beginning of each Section without regard to the intervening text headings (Standard, Guidance, Option, or Support). Some paragraphs have lettered or numbered items. As an example of how to cite this Manual, the phrase "Not less than 40 feet beyond the stop line" that appears in Section 4D.14 of this Manual would be referenced in writing as "Section 4D.14, P1, A.1," and would be verbally referenced as "Item A.1 of Paragraph 1 of Section 4D.14."

18a The California MUTCD uses a format similar to the National MUTCD. It incorporates National MUTCD in its entirety and explicitly shows which portions thereof are applicable or not applicable in California. The unedited National MUTCD text is shown in "Times New Roman" font with black color. Text portions of the National MUTCD content that are not applicable in California are shown with a strikethrough and a blue margin line on the right. The California text additions, including new paragraphs, and enhancements are incorporated into the combined document at appropriate locations and shown in an "Arial Narrow" font with blue color and a blue margin line on the right to keep them distinct from the National MUTCD content. Changes or additions to text, figures and tables in Revision 1 of the California MUTCD, effective December 9, 2015, are shown with an orange-color margin line on the left. Changes or additions to text, figures and tables in Revision 2 of the California MUTCD, effective April 7, 2017, are shown with a green-color margin line on the left. Changes or additions to text, figures and tables in Revision 3 of the California MUTCD, effective March 9, 2018, are shown with a purple-color margin line on the left. Changes or additions to text, figures and tables in Revision 4 of the California MUTCD, effective March 29, 2019, are shown with a gray-color margin line on the left. Changes or additions to text, figures and tables in Revision 5 of the California MUTCD, effective March 27, 2020, are shown with a light blue-color margin line on the left.

18b All MUTCD figures and tables, or portions thereof, which are not applicable in California, are shown with appropriate size blue X cross-outs. The MUTCD figures and tables that have been modified or added to, in the California MUTCD retain the same MUTCD Figure or Table number but include "(CA)" to indicate that it is the California version of the MUTCD Figure or Table. For example:

A. Figure 3B-18(CA) Do Not Block Intersection Markings
B. Table 2H-1(CA) California General Information Sign Sizes

18c For California topics where there is no corresponding section, figure or table in the MUTCD, the California MUTCD gives a number that begins with the number 101 for that section, figure or table and increases in sequence, followed with a "(CA)" to indicate that this is a California created section, figure or table number. For example:

A. Section 4D.105(CA) – Bicycle/Motorcycle Detection
B. Figure 6H-103(CA) – Detour for Bike Lane on Roads with Closure of One Travel Direction
C. Table 4D-102(CA) – Minimum Yellow Change Interval Timing

18d The California MUTCD contents within each chapter (Chapter 2B shown as example below) appear in a consistent order for ease of reference. This sequence is as follows:

A. MUTCD Sections per sequential numbering. For example, Sections 2B.01 through 2B.68.
B. California Sections per sequential numbering. For example, Sections 2B.101(CA) through 2B.111(CA).
C. MUTCD Figures (including edited and deleted) per sequential numbering. For example, Figures 2B-1 through 2B-32.
D. California Figures based upon or modifying MUTCD Figures are placed immediately after the respective MUTCD figure. For example, Figure 2B-12(CA) follows immediately after the deleted MUTCD Figure 2B-12 it replaces. Another example is Figure 2B-10(CA) which immediately follows MUTCD (undeleted) Figure 2B-10 as the California figure supplements the MUTCD Figure, it does not replace it.

E. California Figures that are stand alone and not based upon MUTCD Figures follow in sequence per their numbering. For example, Figures 2B-101(CA) through 2B-106(CA) follow after the end of MUTCD numbered figures.

F. MUTCD and California Tables follow the Figures under similar rules described above for the figures.

Standard:

19 **In accordance with 23 CFR 655.603(b)(3), States or other Federal agencies that have their own MUTCDs or Supplements shall revise these MUTCDs or Supplements to be in substantial conformance with changes to the National MUTCD within 2 years of the effective date of the Final Rule for the changes. Substantial conformance of such State or other Federal agency MUTCDs or Supplements shall be as defined in 23 CFR 655.603(b)(1).**

20 **After the effective date of a new edition of the MUTCD or a revision thereto, or after the adoption thereof by the State, whichever occurs later, new or reconstructed devices installed shall be in compliance with the new edition or revision.**

21 **In cases involving Federal-aid projects for new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the most recent edition of the National MUTCD before that highway is opened or re-opened to the public for unrestricted travel [23 CFR 655.603(d)(2) and (d)(3)].**

22 **Unless a particular device is no longer serviceable, non-compliant devices on existing highways and bikeways shall be brought into compliance with the current edition of the National MUTCD as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the Highway Safety Program, 23 U.S.C. §402(a). The FHWA has the authority to establish other target compliance dates for implementation of particular changes to the MUTCD [23 CFR 655.603(d)(1)]. These target compliance dates established by the FHWA shall be as shown in Table I-2.**

23 **Except as provided in Paragraph 24, when a non-compliant traffic control device is being replaced or refurbished because it is damaged, missing, or no longer serviceable for any reason, it shall be replaced with a compliant device.**

Option:

24 A damaged, missing, or otherwise non-serviceable device that is non-compliant may be replaced in kind if engineering judgment indicates that:

A. One compliant device in the midst of a series of adjacent non-compliant devices would be confusing to road users; and/or

B. The schedule for replacement of the whole series of non-compliant devices will result in achieving timely compliance with the MUTCD.

Standard:

25 Unless allowed per the Option below, in cases involving new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) shall be in conformance with the current edition of the California MUTCD before that highway is opened or re-opened to the public for unrestricted travel pursuant to the California Vehicle Code 21401.

Option:

26 In cases involving new highway or bikeway construction or reconstruction, the traffic control devices installed (temporary or permanent) may be in accordance with previous traffic control device standards of January 13, 2012, January 21, 2010 or September 26, 2006 California MUTCD or prior to that of MUTCD 2003 and MUTCD 2003 California Supplement or Caltrans Traffic Manual, if in the judgment of the engineer, incorporating the California MUTCD standards would impose a significant delay or a significant increase in costs for the project.

Support:

27 Reconstruction, as used in the previous Standard and Option topics, for the purpose of a traffic control device would mean if a particular device is modified in any form or shape or is relocated. If a reconstruction project does not modify or relocate a traffic control device, although encouraged, there would be no obligation to upgrade the traffic control device per current edition of the California MUTCD standards.

Standard:

28 Unless allowed per the option below, non-compliant traffic control devices on existing highways and bikeways shall be brought into compliance with the California MUTCD as part of the systematic upgrading of

substandard traffic control devices (and installation of new required traffic control devices) required pursuant to the California Vehicle Code 21401.

Option:

29 All traffic control devices on existing highways and bikeways that have become non-compliant per California MUTCD adopted standards may remain in service through the end of their useful service life.

30 To limit financial impact on agencies and for fiscal responsibility reasons, existing inventory of non-compliant traffic control devices may continue to be used until these inventories are depleted.

Table I-1. Evolution of the MUTCD

Year	Name	Month / Year Revised
1927	Manual and Specifications for the Manufacture, Display, and Erection of U.S. Standard Road Markers and Signs (for rural roads)	4/29, 12/31
1930	Manual on Street Traffic Signs, Signals, and Markings (for urban streets)	No revisions
1935	Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD)	2/39
1942	Manual on Uniform Traffic Control Devices for Streets and Highways — War Emergency Edition	No revisions
1948	Manual on Uniform Traffic Control Devices for Streets and Highways	9/54
1961	Manual on Uniform Traffic Control Devices for Streets and Highways	No revisions
1971	Manual on Uniform Traffic Control Devices for Streets and Highways	11/71, 4/72, 3/73, 10/73, 6/74, 6/75, 9/76, 12/77
1978	Manual on Uniform Traffic Control Devices for Streets and Highways	12/79, 12/83, 9/84, 3/86
1988	Manual on Uniform Traffic Control Devices for Streets and Highways	1/90, 3/92, 9/93, 11/94, 12/96, 6/98, 1/00
2000	Manual on Uniform Traffic Control Devices for Streets and Highways — Millennium Edition	7/02
2003	Manual on Uniform Traffic Control Devices for Streets and Highways	11/04, 12/07
2009	Manual on Uniform Traffic Control Devices for Streets and Highways	5/12

Table I-1(CA) Evolution of the California MUTCD

Year	Name
1955	Planning Manual of Instructions, Part 8 – Traffic Department of Public Works, Division of Highways
1972	Traffic Manual Department of Public Works, Division of Highways
1996	Traffic Manual (Metric Version) Department of Transportation, Division of Traffic Operations
2004	FHWA's MUTCD 2003 & MUTCD 2003 California Supplement Department of Transportation, Division of Traffic Operations
2006	California MUTCD Department of Transportation, Division of Traffic Operations
2010	California MUTCD (including Revisions. 1 and 2 of FHWA's MUTCD 2003) Department of Transportation, Division of Traffic Operations
2012	California MUTCD (including FHWA's MUTCD 2009) Department of Transportation, Division of Traffic Operations
2014	California MUTCD (including FHWA's MUTCD 2009 Revisions 1 & 2, as amended for use in California) Department of Transportation, Division of Traffic Operations
2015	California MUTCD, Revision 1 Department of Transportation, Division of Traffic Operations
2017	California MUTCD, Revision 2 Department of Transportation, Division of Traffic Operations
2018	California MUTCD, Revision 3 Department of Transportation, Division of Traffic Operations
2019	California MUTCD, Revision 4 Department of Transportation, Division of Traffic Operations
2020	California MUTCD, Revision 5 Department of Transportation, Division of Traffic Operations

Table I-2. Target Compliance Dates Established by the FHWA

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see Paragraph 2)	June 13, 2014 ~~2 years from the effective date of this revision of the 2009 MUTCD*~~
~~2A.19~~	~~Lateral Offset~~	~~Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 2)~~	~~January 17, 2013 (date established in the 2009 MUTCD)~~
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirements in the 2009 MUTCD for the number and locations of ONE WAY signs (see Paragraphs 4, 9, and 10)	December 31, 2019
2C.06 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see Paragraphs 3 and 6)	June 13, 2017 ~~5 years from the effective date of this revision of the 2009 MUTCD~~, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (see Paragraph 4)	June 13, 2017 ~~5 years from the effective date of this revision of the 2009 MUTCD~~, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
6D.03**	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel (see Paragraphs 4, 6, and 7)	December 31, 2011
6E.02**	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.04**	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019
8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.

** MUTCD requirement is a result of a legislative mandate.

Note: All compliance dates that were previously published in Table I-2 of the 2009 MUTCD and that do not appear in this revised table have been eliminated.

Table I-2(CA). Target Compliance Dates Established by the CTCDC/Caltrans

2014 CA MUTCD Section Number(s)	2014 CA MUTCD Section Title	Specific Provision	Compliance Date
4D.26	Yellow Change & Red Clearance Intervals	Signalized intersections equipped with Red Light Cameras shall comply with 2014 CA MUTCD, Section 4D.26	August 1, 2015
4D.26	Yellow Change & Red Clearance Intervals	All signalized intersections shall comply with 2014 CA MUTCD, Section 4D.26	August 1, 2017