

The following are the changes incorporated in 2014 CA MUTCD Revision 5. Text additions or changes to CA MUTCD Revision 5, published on **March 27, 2020**, are highlighted in yellow and identified by a light blue-color bar along the left side of the paragraph.

Introduction: Revised text explaining the format of the CA MUTCD

^{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.**

- Introduction: Update to Table I-1(CA) Evolution of the California MUTCD

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

- Chapter 2B.13 – Speed Limit Sign (R2-1). Yellow highlighted text is added.

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

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Speed Zones and Traffic Signals

Standard:

¹⁰⁷ An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.

Support:

¹⁰⁸ Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operation of the traffic signal.

- Chapter 2B – Regulatory Signs, Barricades, and Gates: Struck out black text indicates federal text not applicable in California. Struck out blue text is to be deleted from the CA MUTCD. R10-2, R10-3b, R10-3c, R10-3d, R10-3e, R10-3f, R10-3g, R10-3h, R10-3i, R10-4, and R10-4a signs have been removed from Figure 2B-26. R10-3e (CA) and R10-3i (CA) signs have been added to Figure 2B-26. Table 2B-1 (Sheet 3) and Table 2B-1(CA) (Sheet 1) have been updated. Updated cells in the table are highlighted in yellow.

Section 2B.52 Traffic Signal Pedestrian and Bicycle Actuation Signs (R10-1 through R10-4, and R10-24 through R10-26)

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Support:

02 Traffic Signal signs applicable to pedestrians include:

- A. CROSS ONLY ON GREEN (symbolic circular green) (R10-1);
- ~~B. CROSS ONLY ON (symbolic walk indication) SIGNAL (R10-2);~~
- C. Push Button for Walk Signal (R10-3 series); and
- ~~D. Push Button for Green Signal (R10-4 series).~~

Option:

03 The following signs may be used as an alternate for the R10-3 and R10-4 signs:

- A. Push Button to Cross Street Wait for Walk Signal (R10-3a); or
- ~~B. Push Button to Cross Street Wait for Green Signal (R10-4a).~~

04 The name of the street to be crossed may be substituted for the word STREET in the legends on the R10-3a and R10-4a signs.

Guidance:

05 *The finger in the pushbutton symbol on the R10-3, and R10-3a, R10-4, and R10-4a signs should point in the same direction as the arrow on the sign.*

Option:

~~06 Where symbol type pedestrian signal indications are used, an educational sign (R10-3b) may be used instead of the R10-3 sign 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 educational sign R10-3c. The R10-3d educational sign may be used to inform pedestrians that the pedestrian clearance time is sufficient only for the pedestrian to cross to the median at locations where pedestrians cross in two stages using a median refuge island. The R10-3e educational sign may be used where countdown pedestrian signals have been provided. In order to assist the pedestrian in understanding which pushbutton to push, the R10-3f to R10-3i educational signs that provide the name of the street to be crossed may be used instead of the R10-3b to R10-3e educational signs.~~

~~06a The R10-3e (CA) or R10-3i (CA) educational sign may be used where countdown pedestrian signals have been provided.~~

Support

06b Pedestrian pushbuttons are used to actuate pedestrian signal timing, to activate accessible pedestrian signals or both. See Section 4E.09 regarding the application of accessible pedestrian signals and detectors.

Standard

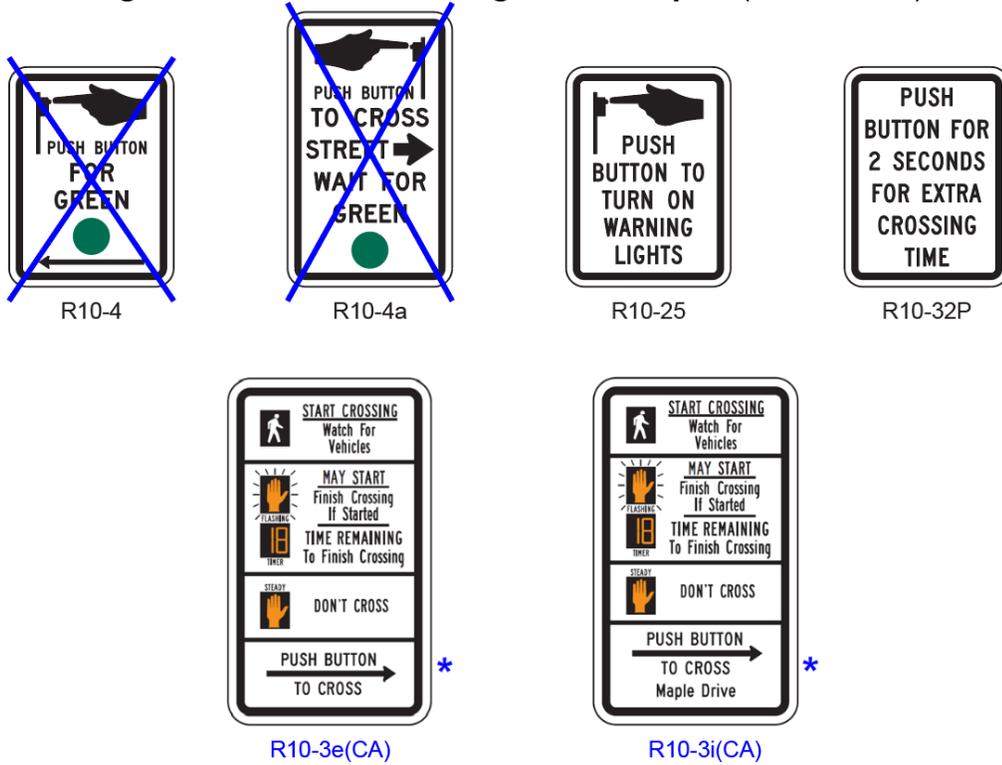
~~06c The bottom panels of signs R10-3b through R10-3d and R10-3f to R10-3i R10-3e(CA) and R10-3i(CA) shall be eliminated where the pedestrian signal timing is non-actuated and the pedestrian push button is used solely to activate accessible pedestrian signals.~~

Figure 2B-26. Pedestrian Signs and Plaques (Sheet 1 of 2)



~~* The bottom panel shall be eliminated where the pedestrian signal timing is non-actuated and the pedestrian push button is used solely to activate accessible pedestrian signals.~~

Figure 2B-26. Pedestrian Signs and Plaques (Sheet 2 of 2)



* The bottom panel shall be eliminated where the pedestrian signal timing is non-actuated and the pedestrian push button is used solely to activate accessible pedestrian signals.

Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 3 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Emergency Snow Route	R7-203	2B.46	18 x 24	18 x 24	—	—	—	24 x 30
No Parking on Pavement	R8-1	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Parking Except on Shoulder	R8-2	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Parking (symbol)	R8-3	2B.46	24 x 24*	30 x 30	36 x 36	48 x 48	12 x 12*	36 x 36
No Parking	R8-3a	2B.46	24 x 30	24 x 30	36 x 36	48 x 48	18 x 24	36 x 36
Except Sundays and Holidays (plaque)	R8-3bP	2B.46	24 x 18	24 x 18	—	—	12 x 0	30 x 24
On Pavement (plaque)	R8-3cP	2B.46	24 x 18	24 x 18	—	—	12 x 0	30 x 24
On Bridge (plaque)	R8-3dP	2B.46	24 x 18	24 x 18	—	—	12 x 0	30 x 24
On Tracks (plaque)	R8-3eP	2B.46	12 x 9	12 x 9	—	—	—	30 x 24
Except on Shoulder (plaque)	R8-3fP	2B.46	24 x 18	24 x 18	—	—	12 x 0	30 x 24
Loading Zone (plaque)	R8-3gP	2B.46	24 x 18	24 x 18	—	—	12 x 0	30 x 24
Times of Day (plaque)	R8-3hP	2B.46	24 x 18	24 x 18	—	—	12 x 0	30 x 24
Emergency Parking Only	R8-4	2B.49	30 x 24	30 x 24	30 x 24	48 x 36	—	48 x 36
No Stopping on Pavement	R8-5	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
No Stopping Except on Shoulder	R8-6	2B.46	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Emergency Stopping Only	R8-7	2B.49	30 x 24	30 x 24	48 x 36	48 x 36	—	48 x 36
Walk on Left Facing Traffic	R9-1	2B.50	18 x 24	18 x 24	—	—	—	—
Cross Only at Crosswalks	R9-2	2B.51	12 x 18	12 x 18	—	—	—	—
No Pedestrian Crossing (symbol)	R9-3	2B.51	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
No Pedestrian Crossing	R9-3a	2B.51	12 x 18	12 x 18	—	—	—	—
Use Crosswalk (plaque)	R9-3bP	2B.51	18 x 12	18 x 12	—	—	—	—
No Hitchhiking (symbol)	R9-4	2B.50	18 x 18	18 x 18	—	—	—	24 x 24
No Hitchhiking	R9-4a	2B.50	18 x 24	18 x 24	—	—	12 x 18	—
No Skaters	R9-13	2B.39	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
No Equestrians	R9-14	2B.39	18 x 18	18 x 18	24 x 24	30 x 30	—	30 x 30
Cross Only On Green	R10-1	2B.52	12 x 18	12 x 18	—	—	—	—
Pedestrian Signs and Plaques	R10-2, 3, 3b, 3c, 3d, 4	2B.52	9 x 12	9 x 12	—	—	—	—
Pedestrian Signs	R10-3a, 3c, 3f, 3g, 3h, 3i, 4a	2B.52	9 x 15	9 x 15	—	—	—	—
Left on Green Arrow Only	R10-5	2B.53	30 x 36	30 x 36	48 x 60	—	24 x 30	48 x 60
Stop Here on Red	R10-6	2B.53	24 x 36	24 x 36	—	—	—	36 x 48
Stop Here on Red	R10-6a	2B.53	24 x 30	24 x 30	—	—	—	36 x 42
Do Not Block Intersection	R10-7	2B.53	24 x 30	24 x 30	—	—	—	—
Use Lane with Green Arrow	R10-8	2B.53	36 x 42	36 x 42	36 x 42	—	—	60 x 72
Left (Right) Turn Signal	R10-10	2B.53	30 x 36	30 x 36	—	—	—	—
No Turn on Red	R10-11	2B.54	24 x 30*	36 x 48	—	—	—	36 x 48
No Turn on Red	R10-11a	2B.54	30 x 36*	36 x 48	—	—	—	—
No Turn on Red	R10-11b	2B.54	36 x 36	36 x 36	—	—	—	—
No Turn on Red Except From Right Lane	R10-11c	2B.54	30 x 42	30 x 42	—	—	—	—
No Turn on Red From This Lane	R10-11d	2B.54	30 x 42	30 x 42	—	—	—	—
Left Turn Yield on Green	R10-12	2B.53	30 x 36	30 x 36	—	—	—	—
Emergency Signal	R10-13	2B.53	42 x 30	42 x 30	—	—	—	—
Emergency Signal - Stop on Flashing Red	R10-14	2B.53	36 x 42	36 x 42	—	—	—	—
Emergency Signal - Stop on Flashing Red (overhead)	R10-14a	2B.53	60 x 24	60 x 24	—	—	—	—
Turning Vehicles Yield to Peds	R10-15	2B.53	30 x 30	30 x 30	—	—	—	—
U-Turn Yield to Right Turn	R10-16	2B.53	30 x 36	30 x 36	—	—	—	—
Right on Red Arrow After Stop	R10-17a	2B.54	36 x 48	36 x 48	—	—	—	—
Traffic Laws Photo Enforced	R10-18	2B.55	36 x 24	36 x 24	48 x 30	54 x 36	—	54 x 36
Photo Enforced (symbol plaque)	R10-19P	2B.55	24 x 12	24 x 12	36 x 18	48 x 24	—	48 x 24
Photo Enforced (plaque)	R10-19aP	2B.55	24 x 18	24 x 18	36 x 30	48 x 36	—	48 x 36
MON—FRI (and times) (3 lines) (plaque)	R10-20aP	2B.53	24 x 24	24 x 24	—	—	—	—

Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 1 of 7)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Over sized
			Single Lane	Multi-Lane				
Speed Zone Ahead	R2-4(CA)	2B.13	24 x 30	24 x 30	36 x 45	48 x 60	24 x 30	---
End Speed Limit	R3(CA)	2B.13	24 x 30	24 x 30	36 x 45	48 x 60	24 x 30	---
TRUCKS, 3 AXLES OR MORE 55 MAXIMUM	R6-3(CA)	2B.13	48 x 60	48 x 60	48 x 60	48 x 60	---	---
TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY	R6-3A(CA)	2B.13	54 x 66	54 x 66	54 x 66	54 x 66	---	---
ALL VEHICLES WHEN TOWING 55 MAXIMUM	R6-4(CA)	2B.13	48 x 60	48 x 60	48 x 60	48 x 60	---	---
ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY	R6-4A(CA)	2B.31	54 x 66	54 x 66	54 x 66	54 x 66	---	---
Pedestrian Signs	R10-3e(CA), R10-3i(CA)	2B.52	9 x 15	9 x 15	---	---	---	---
No Right Turn on Red	R13A(CA)	2B.54	18 x 30	24 x 36	30x 48	30x 48	18 x 30	---
No Left Turn on Red	R13B(CA)	2B.54	18 x 30	24 x 36	30x 48	30x 48	18 x 30	---
RIGHT (LEFT) LANE MUST EXIT	R18A(CA)	2B.20	---	---	66 x48	66 x48	---	---
RIGHT (LEFT) LANE FREEWAY ONLY	R18B(CA)	2B.20	36 x 36	36 x 36	---	---	---	---
No Trucks Variable Message	R20-1(CA)	2B.39	---	---	102 x 48	102 x 48	---	---
NEXT RIGHT plaque	R20-1A(CA)	2B.39	---	---	102 x 18	102 x 18	---	---
Weight Limit	R20A(CA)	2B.59	30 x 30	30 x 30	36 x 40	---	---	---
Truck Exclusion plaque	R20D-1(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Exclusion plaque	R20D-2(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Exclusion plaque	R20D-3(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Exclusion plaque	R20D-4(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Length Limit	R20H(CA)	2B.39	36 x 36	36 x 36	42 x 42	---	36 x 36	---
Bridge Speed and Weight Limit	R21(CA)	2B.39	36 X 30	36 X 30	---	---	---	---
OK TO PARK ON BRIDGE	R22(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
NO FISHING (JUMPING) FROM BRIDGE	R23(CA)	2B.101	26 X 18	26 X 18	---	---	---	---
PARK PARALLEL	R24(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
SCHOOL BUS ONLY w/Double Arrow	R24A(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
TAXI CAB ONLY w/Double Arrow	R24B(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
TOUR BUS ONLY w/ Double Arrow	R24C(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
MAIL DEPOSIT ONLY w/ Double Arrow	R24D(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
BLOCK WHEELS TO CURB	R24E(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
PARK OFF PAVEMENT	R25(CA)	2B.46	24 x 15	24 x 15	---	---	---	---
LOADING ONLY 7AM TO 6PM EXCEPT SUNDAY 30 MINUTE LIMIT w/ Double Arrow	R25A(CA)	2B.46	12 X 18	12 X 18	---	---	---	---
Passenger Loading ONLY 5 MINUTE LIMIT w/ Double Arrow	R25B(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
PASSENGER LOADING ONLY 5 MINUTE LIMIT w/ Double Arrow	R25C(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
School Passenger Loading ONLY 7AM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/ Double Arrow	R25D(CA)	2B.46	18 x 21	18 x 21	---	---	---	---
PASSENGER LOADING ONLY 7AM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/ Double Arrow	R25E(CA)	2B.46	18 x 21	18 x 21	---	---	---	---
School Bus Passenger Loading ONLY w/ Double Arrow	R25F(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
Tour Bus Passenger Loading ONLY w/ Double Arrow	R25H(CA)	2B.46	18 x 18	18 x 18	---	---	---	---

- Chapter 2M – Recreational and Cultural Interest Area Signs: Yellow highlighted text is added.

Section 2M.10 Memorial or Dedication Signing

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Standard:

¹⁷ 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. When used, the Memorial Highway (G12-1(CA) & G12-2(CA)) signs (see Figure 2M-101(CA)) shall be placed at the beginning of the highway segment memorialized by the Legislature.
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.
6. **Roundabout:** One sign shall be placed at a minimum of two approaches to the roundabout. Signs shall be white on green. When used, the G12-1(CA) & G12-2(CA) signs (see Figure 2M-101(CA)) shall be placed.

Guidance:

¹⁸ The size, color, and retroreflectorization of memorial named signs should match existing signs associated with the facility.

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- Chapter 3B.05 – Other White Longitudinal Pavement Markings and Chapter 3B.24 – Chevron and Diagonal Crosshatch Markings. Yellow highlighted text is added. Figure 3B-8(CA) has been updated.

Section 3B.05 Other White Longitudinal Pavement Markings

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Option:

09 For entrance ramps with tapered acceleration lanes, the channelizing lines may extend to the theoretical gore as shown in ~~Drawing B of Figure 3B-9~~ 3B-9(CA).

Standard:

10 **White chevron crosshatch markings (see Section 3B.24) shall be placed in the neutral area of exit ramp gores.**

Option:

10a White chevron crosshatch markings (see Section 3B.24) may be placed in the neutral area of **exit ramp and** entrance ramp gores for special emphasis ~~as shown in Figures 3B-8 and 3B-10 and Drawing A of Figure 3B-9~~. The channelizing lines and the **optional** chevron crosshatch markings at exit ramp and-entrance ramp gores may be supplemented with white retroreflective or internally illuminated raised pavement markers (see Sections 3B.11 and 3B.13) for enhanced nighttime visibility.

Section 3B.24 Chevron and Diagonal Crosshatch Markings

Option:

01 Chevron and diagonal crosshatch markings may be used to discourage travel on certain paved areas, such as shoulders, **entrance ramp** gore areas, flush median areas between solid double yellow center line markings or between white channelizing lines approaching obstructions in the roadway (see Section 3B.10 and Figure 3B-15), between solid double yellow center line markings forming flush medians or channelized travel paths at intersections (see Figures 3B-2 and 3B-5), buffer spaces between preferential lanes and general-purpose lanes (see Figures 3D-2 and 3D-4), and at grade crossings (see Part 8).

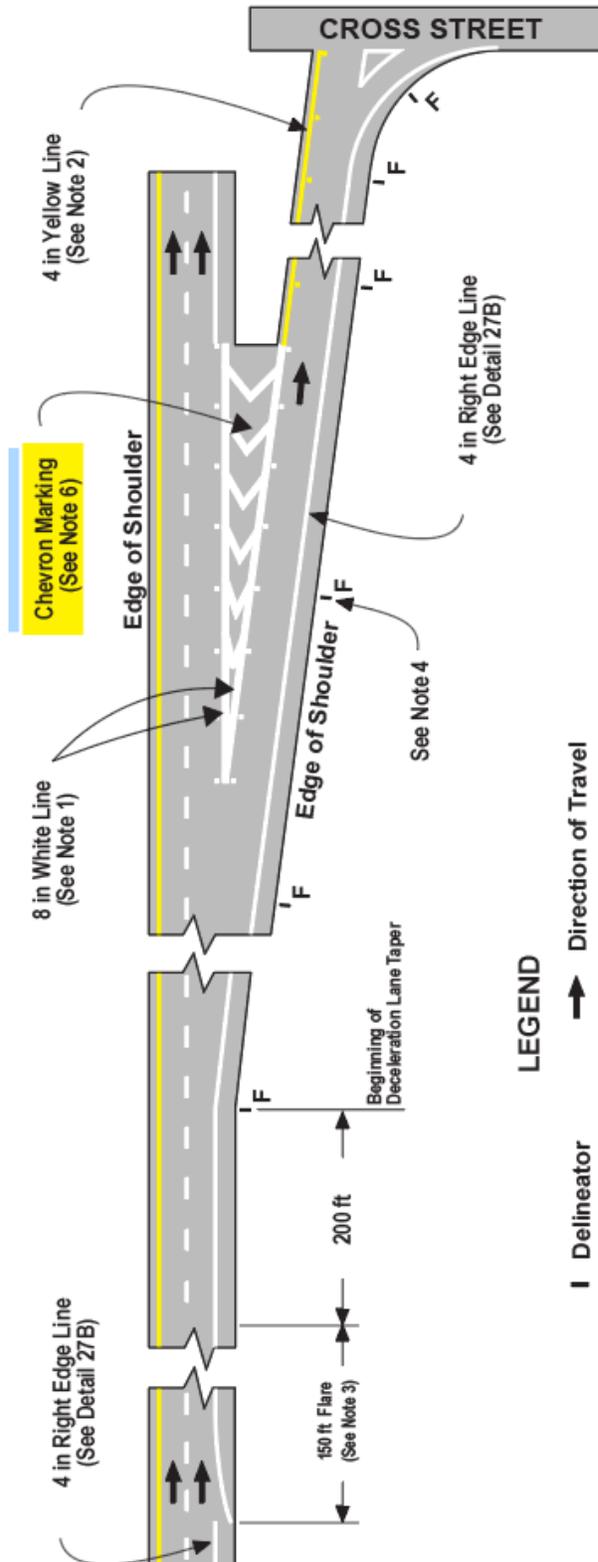
Support:

01a **For chevron crosshatch markings in exit gore areas, refer to Section 3B.05.**

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Figure 3B-8 (CA). Examples of Dotted Line, Chevron Markings, and Channelizing Line Applications for Exit Ramp Markings (Sheet 2 of 3)

b - Tapered deceleration lane



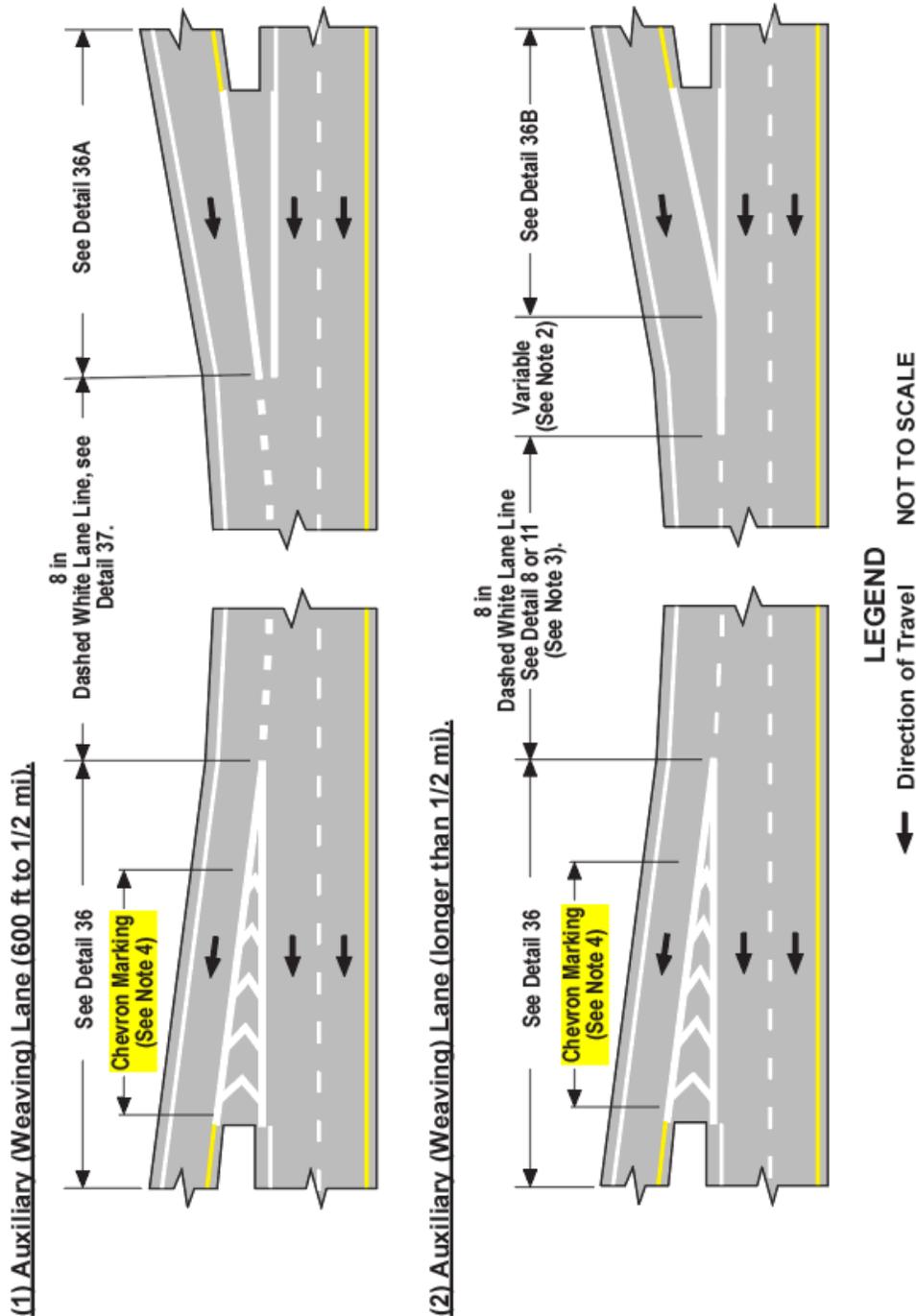
NOTES:

1. Place a 8 in Solid White Line and One-Way Clear Retroreflective Markers on 24 ft centers. See Detail 36.
2. Place a 4 in Solid Yellow Left Edge Line and One-Way Yellow Retroreflective Pavement Markers on 24 ft centers. See Detail 25A.
3. A flared Right Edge Line 150 ft in advance of an exit ramp, is recommended where climatic conditions, such as areas that experience heavy fog, may require additional guidance. In areas that normally do not experience these conditions, a continuous edge line may be used. See also Section 3B.11, Advance Markers - Exit Ramps.
4. Place delineators 2 ft to 6 ft outside edge of paved shoulder, approximately 200 ft apart with a minimum of 3 delineators per tangent. For additional details on delineator locations and spacing on curves, see Figure 3F-1 and 3F-102 (CA).
5. See Figure 3B-22 (CA) for Ramp Terminal Markings and Section 2B.41.

6. See Section 3B.24 Chevron and Diagonal Crosshatch Markings

Figure 3B-8 (CA). Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 3 of 3)

c - Auxiliary (Weaving) Lane, such as at Cloverleaf Interchange



NOTES:

1. Auxiliary (Weaving) Lanes less than 600 ft are normally marked as Exit Ramps (see Sheets 1 and 2) and Entrance Ramps (see Figure 3B-9(CA)).
2. An 8 in Solid White Channelizing Line should be continued for approximately one-tenth the length of the acceleration lane beyond the tangent point. See Detail 38A.
3. A 4 in Dashed White Lane Line (Detail 8 or 11) is normally used for the remaining length of the lane. However, in those locations where the lane may give the appearance of an added lane and to discourage its use by through traffic, an 8 in Dashed White Channelizing Line (Detail 37) may be considered.

4. See Section 3B.24 Chevron and Diagonal Crosshatch Markings.

- Chapter 9C.07 – Shared Lane Marking: Proposed text is highlighted in yellow. Yellow highlighted text is added.

Section 9C.07 Shared Lane Marking

Option:

- 01 The Shared Lane Marking shown in Figure 9C-9 may be used to:
 - A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist’s impacting the open door of a parked vehicle,
 - B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
 - C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,
 - D. Encourage safe passing of bicyclists by motorists, and
 - E. Reduce the incidence of wrong-way bicycling.
 - F. Assist bicyclists with lateral positioning within a traffic circle or roundabout (See Figure 9C.107),
 - G. Supplement a signed bicycle route that is identified as a Class III bicycle facility, and
 - H. Encourage the lateral positioning of bicyclists away from on-street angled parking, and
 - I. Indicate that a bicycle can travel straight through a right-turn or left-turn only lane.

Guidance:

02 Except as provided in Paragraph 02a and 02b, The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.

Option:

02a The Shared Lane Marking may be placed on roadways that have a speed limit above 35 mph, where there is bicycle travel and there is no marked bicycle lane and the right-hand traffic lane is too narrow to allow motor vehicles to safely pass bicyclists.

02b The Shared Lane Marking may be placed in a right-turn or left-turn only lane to indicate that a bicycle may travel straight through an intersection.

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Lateral Positioning

Support:

03a The effective lane width as used in this section indicates the width of the pavement available after subtracting the width of the parked vehicle and door zone from the distance of the lane line/centerline to the face of the curb/edge of the pavement.

Guidance:

04 If used in a shared lane with on-street parallel parking, if the effective lane width is 14 feet or greater, Shared Lane Markings should be placed so that the centers of the markings are at least 11 13 feet from the face of the curb, or from the edge of the pavement where there is no curb. If the effective lane width is less than 14 feet, the marking should be centered within the effective lane width. See Figure 9C-108(CA).

05 If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be centered in the travel lane. If used on a street without on-street parking that has an outside travel lane whose width is 14 feet or greater, the shared lane markings should be centered at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.

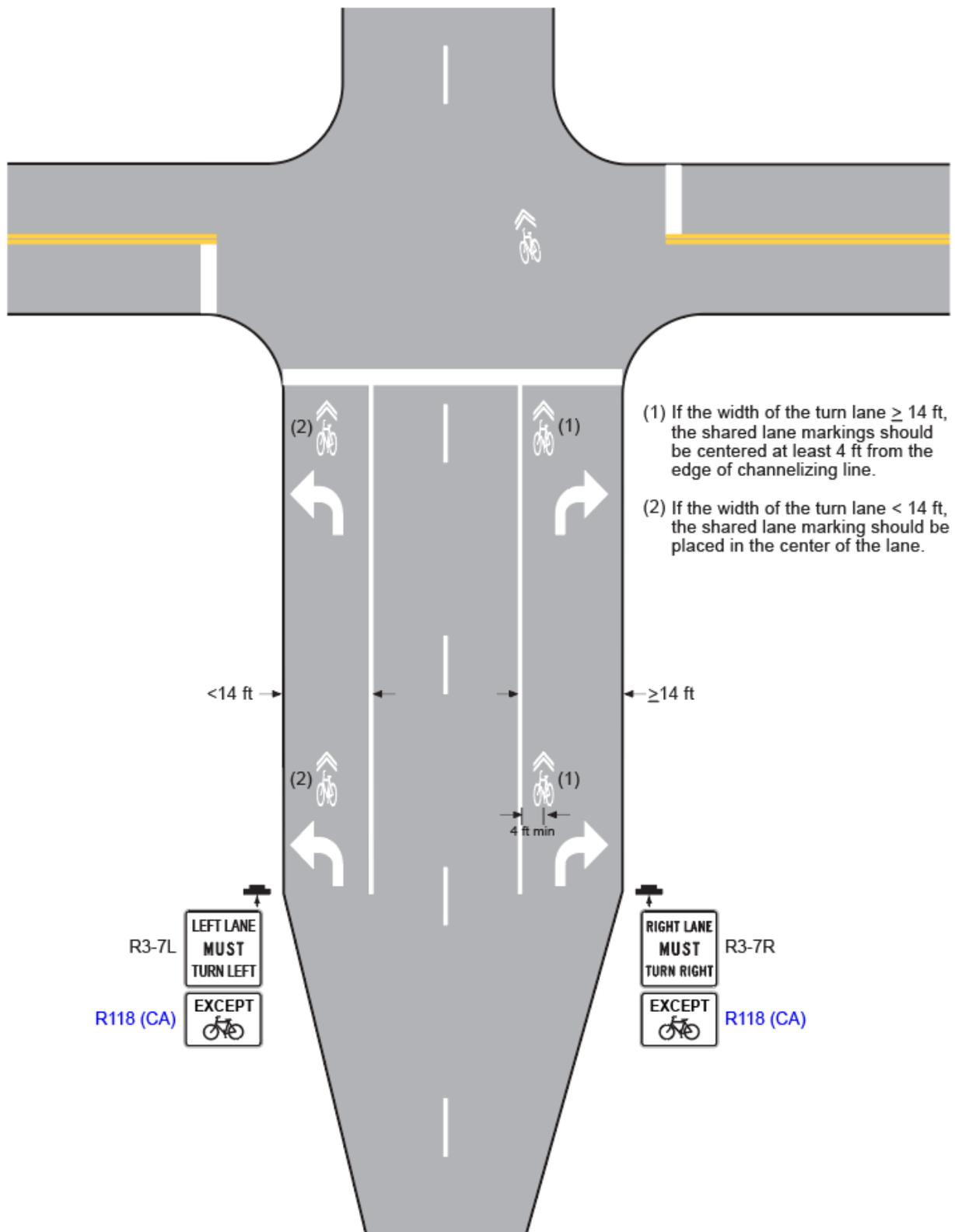
05a If used on a shared right-turn or left-turn only lane that is less than 14 feet wide, to indicate that a bicycle may travel straight through an intersection, the centers of the Shared Lane Markings should be centered in the travel lane. If used on a shared right-turn or left-turn only lane that is 14 feet or greater, the shared lane markings should be centered at least 4 feet from the edge of channelizing line. See Figure 9C-111(CA) and Figure 9C-112(CA).

Support:

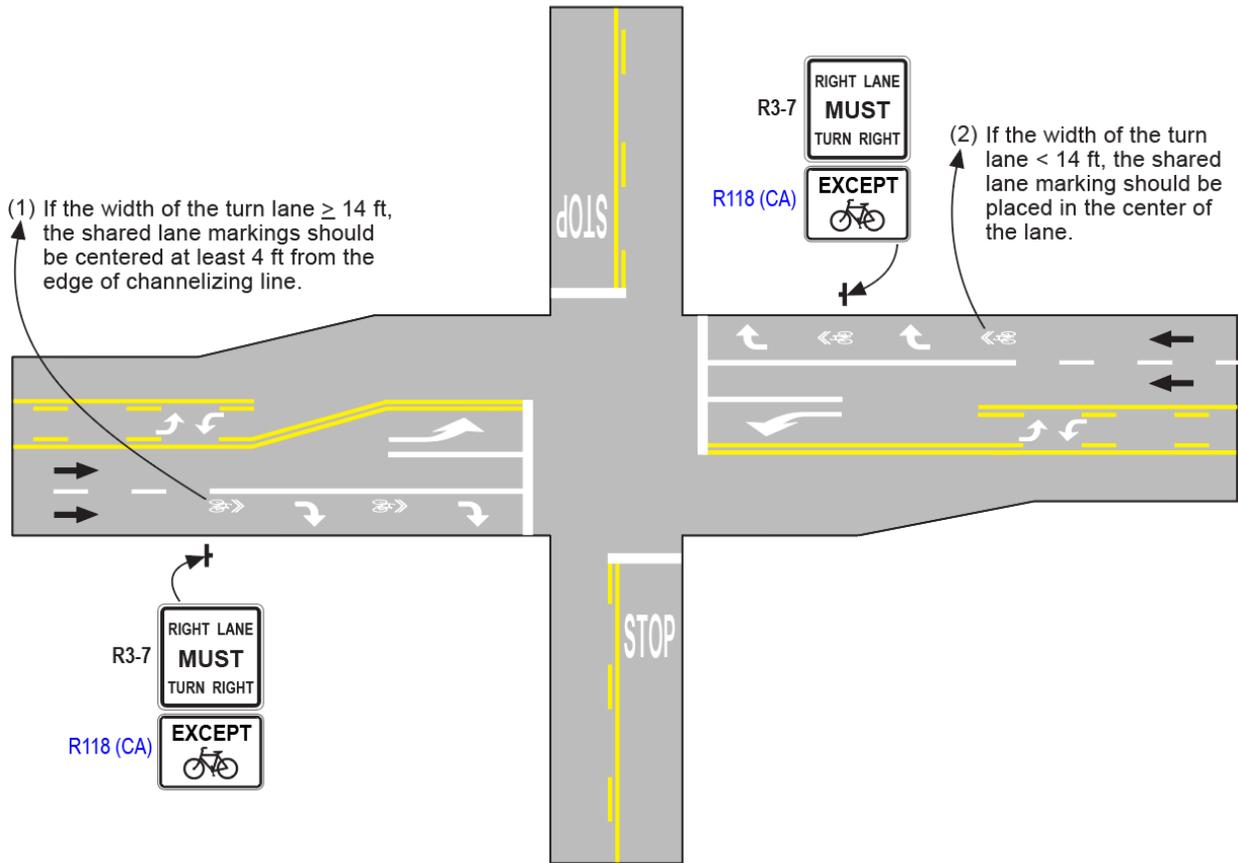
05a If possible, avoid placing Shared lane markings on the wheel paths.

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**Figure 9C-111 (CA). Example of Intersection Pavement Markings and Signs—
Bicycle Traveling Straight From Left Turn and Right Turn Only Lanes - One Way**



**Figure 9C-112 (CA). Example of Intersection Pavement Markings and Signs—
Bicycle Traveling Straight From Right Turn Only Lanes**



EDITORIAL CHANGES

- Chapter 2E.31 – Interchange Exit Numbering: Proposed text is highlighted in yellow.

Section 2E.31 Interchange Exit Numbering

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...

Standard:

⁰⁸ Because road users might not expect an exit to the left and might have difficulty in maneuvering to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be added to the top left-hand edge of the sign for all left-hand exits (see Figures 2E-14 and 2E-15). The word LEFT on the E1-5bP plaque shall be a black legend on a yellow rectangular sign panel and shall be centered above the word EXIT.

Support:

^{08a} The left exit number (E1-5bP) plaque and LEFT (E1-5aP) plaque are to be placed above and abutting the signs to which they apply, with their left edges aligned with those of the signs for left-side movements. Refer to MUTCD – Official Ruling No.2(09)-150(l) – Position of Exit Number and LEFT Plaques on Signs.

⁰⁹ Example exit number plaque designs are shown in Figure 2E-22 and 2E-22(CA). Figures 2E-3, ~~2E-7~~, 2E-22, 2E-22(CA), 2E-26, 2E-26(CA) and 2E-27 illustrate the incorporation of exit number plaques on guide signs.

¹⁰ The general plan for numbering interchange exits is shown in Figures 2E-19 through 2E-21. Figure 2E-19 shows a circumferential route, which is a route that makes a complete circle around a city or town and usually has two interchanges (one on each side of the city or town) with each of the mainline routes that travel through the city or town. Figure 2E-20 shows a loop route, which is a route that departs from a mainline route and then rejoins the same mainline route at a subsequent point downstream, and a spur route, which is a route that departs from a mainline route and never rejoins the same mainline route. Figure 2E-21 shows two mainline routes that overlap each other.

Figure 2E-34 (CA). Examples of Guide Signs for a Freeway-to-Freeway Interchange

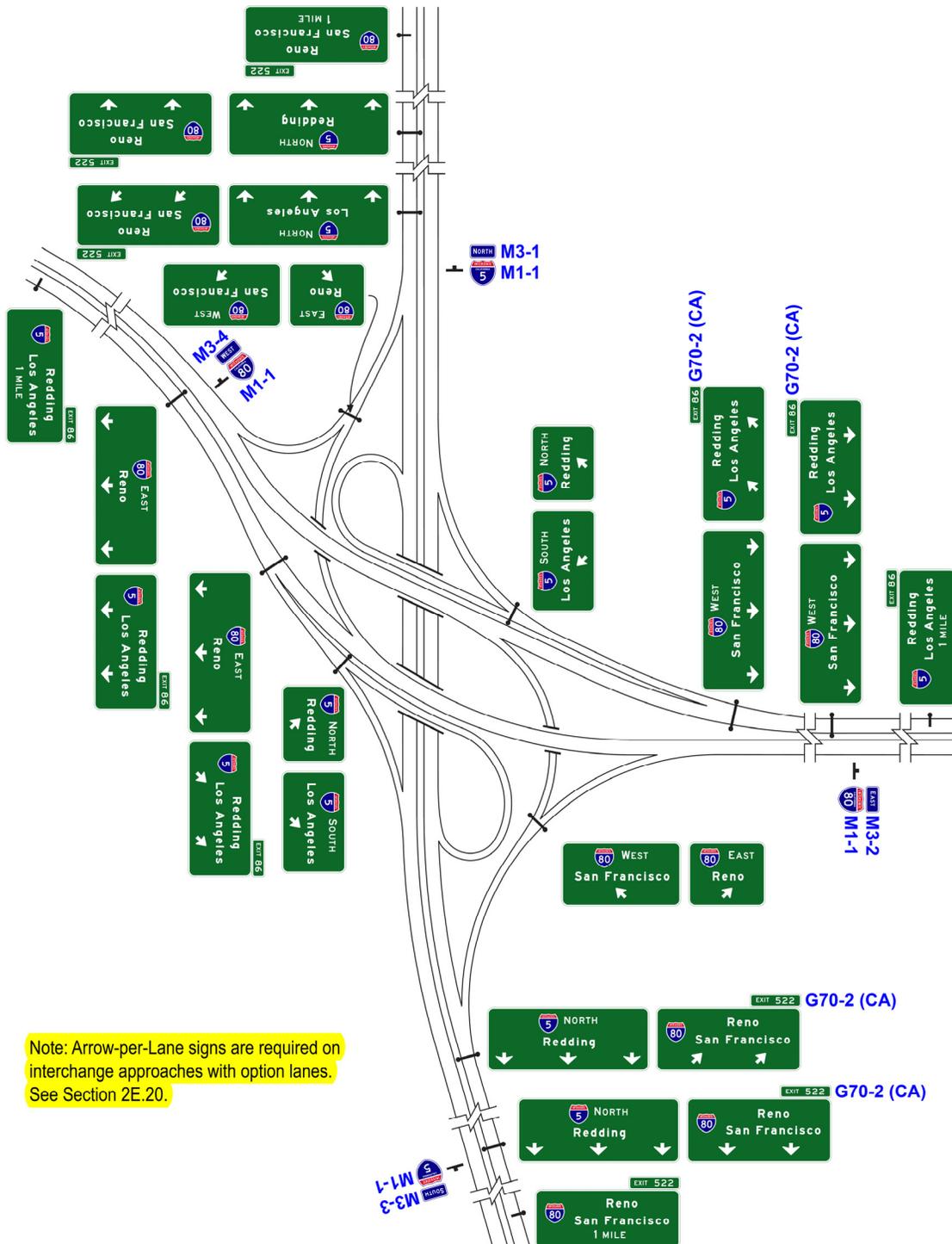
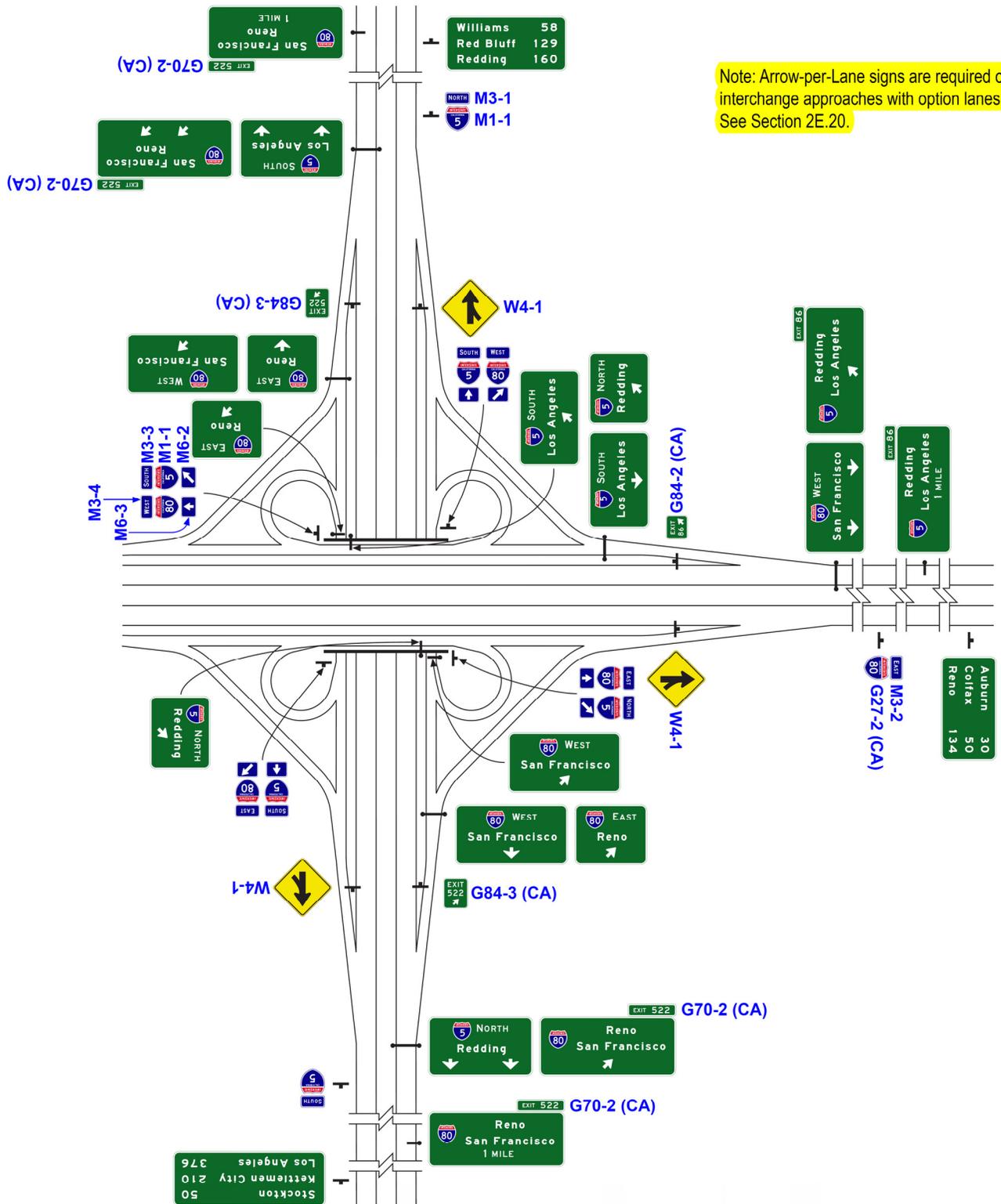
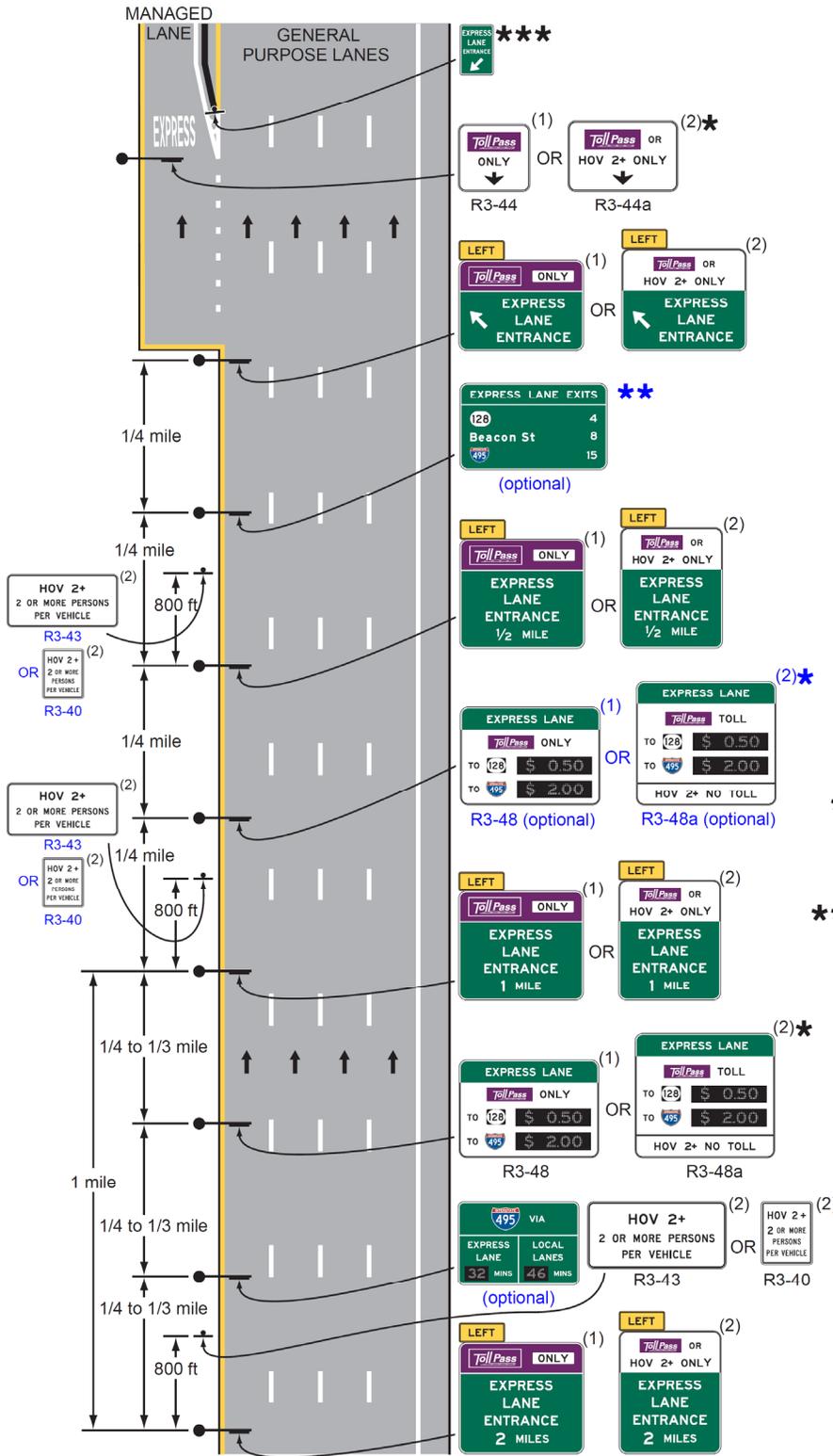


Figure 2E-35 (CA). Examples of Guide Signs for a Full Cloverleaf Interchange



Note: Arrow-per-Lane signs are required on interchange approaches with option lanes. See Section 2E.20.

Figure 2G-21. Example of Signing for the Entrance to an Access-Restricted Priced Managed Lane



Legend
 → Direction of travel

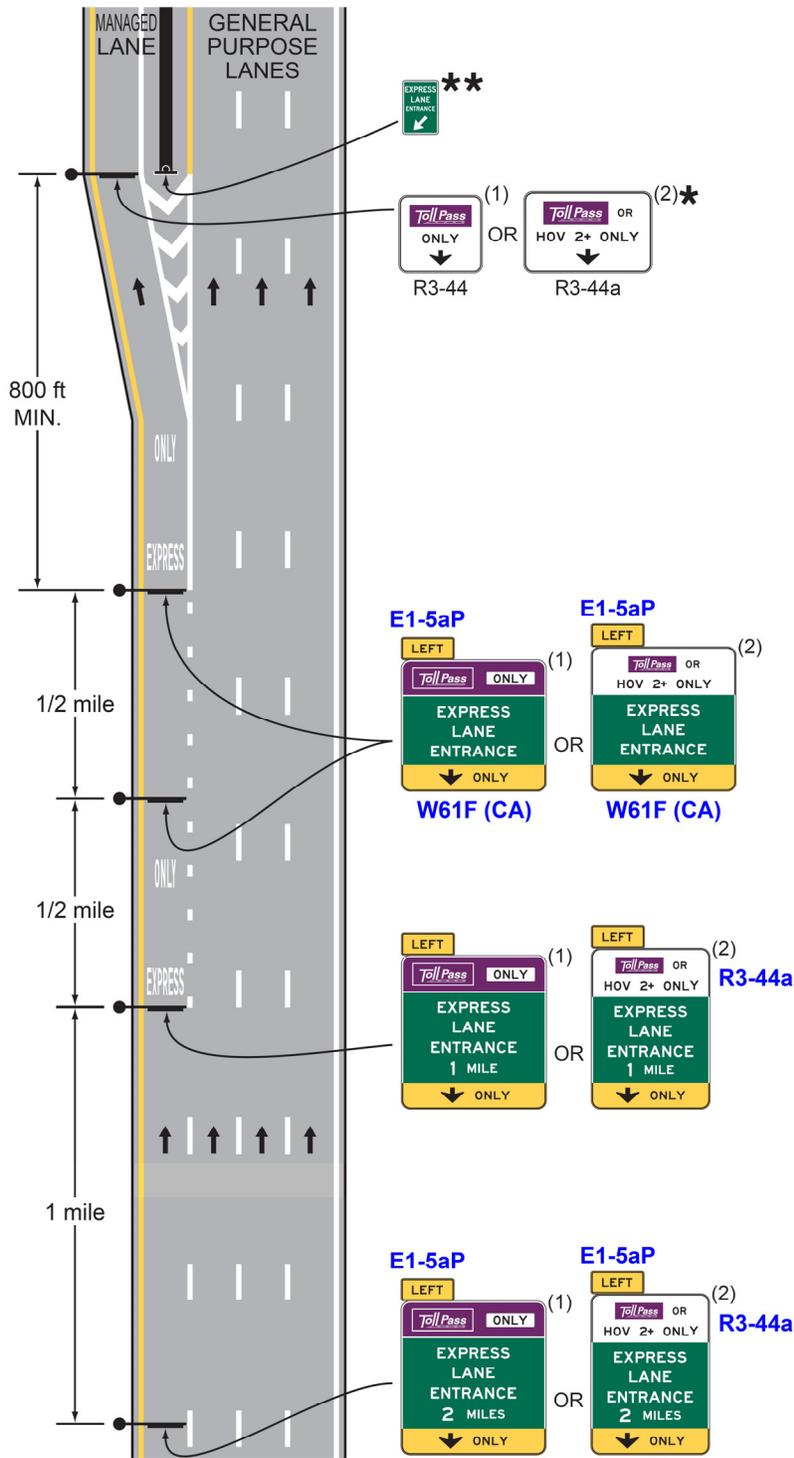
Notes:

- For access to a managed lane on the right-hand side, the same signing sequence would be used with adjustments made to sign messages
- Geometry is for illustrative purposes only; use locally applied geometric criteria
- The minimum vehicle occupancy requirement and hours of operation on the sign may vary for each facility
- See Chapter 3D for pavement markings
- Signs are to be located as described in the section of this manual that applies to the sign

- * Potential location of a Changeable Message Sign (CMS) for reversible or contraflow operations
- ** For access-restricted facilities; destinations may be augmented to accompany routes on Interchange Sequence signs (see Figure 2E-31)
- *** Barrier-separated facilities only

- All vehicles must have a registered ETC account. Toll discounts or exemptions through a registration program might be applicable for certain vehicles.
- All vehicles except HOV must have a registered ETC account. If registration is required for non-toll travel by HOV traffic, case (1) signing shall be used.

Figure 2G-22. Example of Signing for the Entrance to an Access-Restricted Priced Managed Lane Where a General-Purpose Lane Becomes the Managed Lane



- Legend**
 → Direction of travel
- Notes:**
1. For access to a managed lane on the right-hand side, the same signing sequence would be used with adjustments made to sign messages
 2. Geometry is for illustrative purposes only; use locally applied geometric criteria
 3. The minimum vehicle occupancy requirement and hours of operation on the sign may vary for each facility
 4. See Chapter 3D for pavement markings
 5. See Figure 2G-21 for additional signing
 6. Signs are to be located as described in the section of this manual that applies to the sign
- * Potential location of a Changeable Message Sign (CMS) for reversible or contraflow operations
 ** Barrier-separated facilities only
- (1) All vehicles must have a registered ETC account. Toll discounts or exemptions through a registration program might be applicable for certain vehicles.
 (2) All vehicles except HOV must have a registered ETC account. If registration is required for non-toll travel by HOV traffic, case (1) signing shall be used.

Figure 2G-23. Example of Signing for an Intermediate Entry to a Barrier- or Barrier-Separated Price Managed Lane

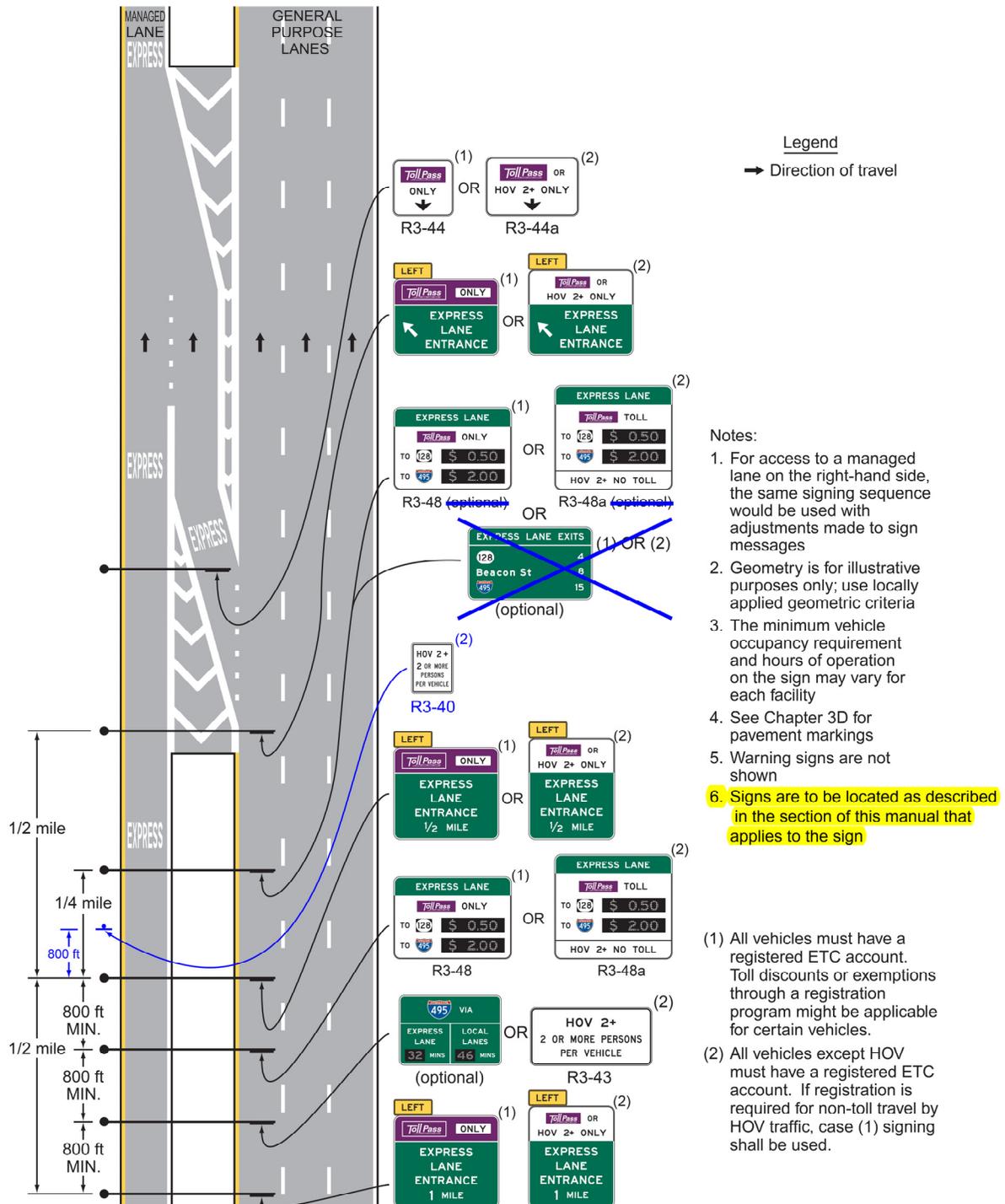


Figure 2G-24. Example of Signing for the Intermediate Entry to, Egress from, and End of Access-Restricted Price Managed Lanes

