The following are the changes incorporated in 2014 CA MUTCD Revision 6. Text additions or changes to CA MUTCD Revision 6, published on March 30, 2021, are highlighted in yellow and identified by a pink-color bar along the left side of the paragraph.

- Introduction: Revised text explaining the format of the CA MUTCD

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 27, 2020, are shown with a light blue-color margin line on the left. Changes or additions to text, figures and tables in Revision 5 of the California MUTCD, effective March 27, 2021, are shown with a pink-color margin line on the left.

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
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| 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 |
| 2021 | California MUTCD, Revision 6  
Department of Transportation, Division of Safety Programs |
• Chapter 1A.10 Interpretations, Experimentations, Changes, and Interim Approvals. Yellow highlighted text is proposed to be edited in Sections 1A.10.

Section 1A.10 Interpretation, Experimentations, Changes, and Interim Approvals

...
Section 2B.46 – Parking, Standing, and Stopping Signs (R7 and R8 Series). Yellow highlighted text is proposed to be added. Figure 2B.24(CA) and Table 2B.1(CA) are also updated.

Section 2B.46 Parking, Standing, and Stopping Signs (R7 and R8 Series)

- **Standard:**
  - Before time limit parking regulations are approved in rural areas, law enforcement agency shall be consulted.

- **Special Signs**
  - **Option:**
    - The OK TO PARK ON BRIDGE (R22(CA)) sign may be used to inform motorists that parking is permitted on a bridge. Refer to CVC 22500(k).

- **Guidance:**
  - The PARK PARALLEL (R24(CA)) sign should only be used where diagonal parking is prevalent, in violation of CVC 22502.

  - If supported by local ordinance, the BACK-IN ANGLE PARKING ONLY (R24F(CA)) sign should be used.
Figure 2B-24 (CA). Parking and Standing Signs and Plaques (R7 Series) (Sheet 1 of 3)

R22 (CA)  R24 (CA)  R24A (CA)  R24B (CA)  R24C (CA)  R24D (CA)
R24E (CA)  R24F (CA)  R25 (CA)  R25A (CA)  R25B (CA)
R25J (CA)  R26 (CA)  R26(S) (CA)  R26A (CA)  R26A(S) (CA)
R26F (CA)  R26K (CA)  R26L (CA)  R27 (CA)  R27A (CA)
<table>
<thead>
<tr>
<th>Sign or Plaque</th>
<th>Sign Designation</th>
<th>Section</th>
<th>Conventional Road</th>
<th>Expressway</th>
<th>Freeway</th>
<th>Minimum</th>
<th>Oversized</th>
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<td>Multi-Lane</td>
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<td>Speed Zone Ahead</td>
<td>R2-4(CA)</td>
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<td>24 x 30</td>
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<td>PARK OFF PAVEMENT</td>
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<td>Passenger Loading ONLY 5 MINUTE LIMIT w/Double Arrow</td>
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<tr>
<td>PASSENGER LOADING ONLY 5 MINUTE LIMIT w/Double Arrow</td>
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<td>28.46</td>
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• Section 2B.52 – Traffic Signal Pedestrian and Bicycle Actuation Signs (R10-1 through R10-4, and R10-24 through R10-26). Yellow highlighted text is proposed to be added. Figure 2B.26(CA) and Table 2B.1(CA) are also updated.

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

... Support
… Support
- 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.
- The R10-3j(CA) sign may be used where the pedestrian signal can be activated by pushing the button or waving at the button.

* The bottom portion of the 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(CA). California Regulatory Sign and Plaque Sizes (Sheet 1 of 7)

<table>
<thead>
<tr>
<th>Sign or Plaque</th>
<th>Sign Designation</th>
<th>Section</th>
<th>Conventional Road</th>
<th>Expressway</th>
<th>Freeway</th>
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<td>24 x 30</td>
<td>36 x 45</td>
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<td>24 x 30</td>
</tr>
<tr>
<td>End Speed Limit</td>
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<td>24 x 30</td>
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<td>R24F(CA)</td>
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<td>12 x 18</td>
<td>12 x 18</td>
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<tr>
<td>PARK OFF PAVEMENT</td>
<td>R25(CA)</td>
<td>28.46</td>
<td>24 x 15</td>
<td>24 x 15</td>
<td></td>
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<td></td>
</tr>
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<td>LOADING ONLY TAM TO 6PM EXCEPT SUNDAY 30 MINUTE LIMIT w/Double Arrow</td>
<td>R25A(CA)</td>
<td>28.46</td>
<td>12 x 18</td>
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<tr>
<td>Passenger Loading ONLY 5 MINUTE LIMIT w/Double Arrow</td>
<td>R25B(CA)</td>
<td>28.46</td>
<td>18 x 18</td>
<td>18 x 18</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PASSENGER LOADING ONLY 5 MINUTE LIMIT w/Double Arrow</td>
<td>R25C(CA)</td>
<td>28.46</td>
<td>18 x 18</td>
<td>18 x 18</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>School Passenger Loading ONLY TAM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/Double Arrow</td>
<td>R25D(CA)</td>
<td>28.46</td>
<td>18 x 21</td>
<td>18 x 21</td>
<td></td>
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</tr>
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</table>
- Figure 2D-7(CA). California Destination and Distance Signs. Signs G86-13(CA) and G86-14(CA) are updated.

*Figure 2D-7 (CA). California Destination and Distance Signs*
• Chapter 2E: Guide Signs – Freeways and Expressways. Yellow highlighted text is proposed to be edited in Sections 2E.21, 2E.22, 2E.31, 2E.33, and 2E.36. Updated Figures 2E-4, 2E-5, 2E-6, 2E-11, 2E-12, 2E-16, 2E-22(CA), 2E-26(CA), 2E-34(CA), 2E-35(CA), 2E-37(CA), 2E-38(CA), 2E-39(CA), and 2E-40(CA) and Table 2E.1(CA) are provided as well.

Section 2E.21 Design of Overhead Arrow-per-Lane Guide Signs for Option Lanes

#### Standard:

07 Overhead Arrow-per-Lane guide signs used on freeways and expressways shall include one arrow above each lane and shall be designed in accordance with the following criteria:

1. For numbered exits, the Exit Number (E1-5P) or Left Exit Number (E1-5bP) plaque shall be used at placed above and abutting the top of the sign in accordance with Section 2E.31. For unnumbered left exits, the LEFT (E1-5aP) plaque shall be placed above and abutting the top left edge of the sign.

Section 2E.22 Design of Freeway and Expressway Diagrammatic Guide Signs for Option Lanes

#### Standard:

02 Diagrammatic guide signs used where an option lane is present at a freeway or expressway split or multi-lane exit shall be designed in accordance with the following criteria:

A. The graphic legend shall be of a plan view showing the off-ramp arrangement.

B. No other symbols or route shields shall be used as a substitute for arrowheads.

C. They shall not be installed at the Exit Direction sign location (see Section 2E.36).

D. The EXIT ONLY sign panel shall not be used on diagrammatic guide signs in advance of the interchange.

E. For numbered exits, the Exit Number (E1-5P) or Left Exit Number (E1-5bP) plaque shall be used at placed above and abutting the top of the sign in accordance with Section 2E.31. For unnumbered left exits, the LEFT (E1-5aP) plaque shall be placed above and abutting the top left edge of the sign.

F. The EXIT ONLY (E11-1e or E11-1f) sign panels shall be used on the Exit Direction sign at the theoretical gore, except at splits of two overlapping routes where neither of the routes is designated as an exit.

Section 2E.31: Interchange Exit Numbering

#### Standard:

02 Interchange numbering shall be used in signing each freeway interchange exit. Interchange exit numbers shall be displayed with each Advance Guide sign, Exit Direction sign, and Exit Gore sign. The exit number shall be displayed placed on a separate plaque at above and abutting the...
top of the Advance Guide or Exit Direction sign. The exit number (E1-5P) plaque (see Figure 2E-22) shall be 30 inches in height and shall include the word EXIT and the appropriate exit number in a single-line format. Suffix letters shall be used for exit numbering at a multi-exit interchange. The suffix letter shall also be included on the exit number plaque and shall be separated from the exit number by a space having a width of between 1/2 and 3/4 of the height of the suffix letter. Exit numbers shall not include the cardinal initials corresponding to the directions of the cross route. Minimum numeral and letter sizes are given in Tables 2E-2 through 2E-5. If used, the interchange numbering system for expressways shall comply with the provisions prescribed for freeways.

Guidance:
07 Exit number (E1-5P) plaques should be placed above and abutting the top right-hand edge of the sign for an exit to the right.

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 placed above and abutting 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(I) – Position of Exit Number and LEFT Plaques on Signs.

Option:
21 The single line EXIT XX panel (G70-2(CA)) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix.
22 The single line EXIT XXXX panel (G70-3(CA)) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix.
23 The two line EXIT XX panel (G70-4(CA)) may be used as an alternate to the single line EXIT XX panel (G70-2(CA)) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix.
24 The two line EXIT XXXX panel (G70-5(CA)) may be used as an alternate to the single line EXIT XXXX panel (G70-3(CA)) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix.

Guidance:
24 For new sign installations or if the existing sign is due for replacement, consider ordering a new sign with the exit number included as part placed above and abutting the top of the sign.
The EXIT panels (G70-2(CA), G70-3(CA), G70-4(CA), and G70-5(CA)) should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

Section 2E.33: Advance Guide Signs

Standard:
- **03** For numbered exits to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be added to placed above and abutting the top left-hand edge of the sign.
- **04** For non-numbered exits to the left, a LEFT (E1-5aP) plaque (see Figure 2E-22) shall be added to placed above and abutting the top left-hand edge of the sign.

Section 2E.36: Exit Direction Signs

Standard:
- **09** For numbered exits to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be added to placed above and abutting the top left-hand edge of the sign.
- **10** For non-numbered exits to the left, a LEFT (E1-5aP) plaque (see Figure 2E-22) shall be added to placed above and abutting the top left-hand edge of the sign.
Figure 2E-4. Overhead Arrow-per-Lane Guide Signs for a Two-Lane Exit to the Right with an Option Lane

Note: For Guide Sign Assemblies, use California State Route (G28-1(CA)) and US Route (G26-1(CA)) shields.

G28-1(CA)  G26-1(CA)  (Not used in CA)
Figure 2E-5. Overhead Arrow-per-Lane Guide Signs for a Two-Lane Exit to the Right with an Option Lane (Through Lanes Curve to the Left)

Note: For Guide Sign Assemblies, use California State Route (G28-1(CA)) and US Route (G26-1(CA)) shields.

- G28-1(CA)
- G26-1(CA)
- Not used in CA

Use G28-2(CA) in lieu of M1-5 and G26-2(CA) in lieu of M1-4 signs.

- G28-2(CA)
- M1-5
- Not used in CA

- G26-2(CA)
- M1-4
- Not used in CA
Figure 2E-6. Overhead Arrow-per-Lane Guide Signs for a Split with an Option Lane
Figure 2E-11. Example of Signing for a Two-Lane Intermediate or Minor Interchange Exit with an Option Lane and a Dropped Lane

Legend
* Optional

Note: For Guide Sign Assemblies, use California State Route (G28-1(CA)) and US Route (G26-1(CA)) shields.
Figure 2E-12. Example of Signing for a Two-Lane Intermediate or Minor Interchange Exit with Option and Auxiliary Lanes

Legend

* Optional

EXIT 23
G64-2 (CA)

EXIT 23
G70-2 (CA) E1-5P

Northern Blvd
Greenvale

Northern Blvd
Greenvale
1/2 MILE

Northern Blvd
Greenvale
1 MILE
Figure 2E-16. Guide Signs for a Single-Lane Exit to the Right with a Dropped Lane

Use G28-2(CA) in lieu of M1-5 and G26-2(CA) in lieu of M1-4 signs.

Note: For Guide Sign Assemblies use California State Route (G28-1(CA)) and US Route (G26-1(CA)) shields.
Figure 2E-26 (CA). Examples of Interchange Exit Direction Signs

G85-1 (CA)  G85-2 (CA)  G85-3 (CA)  G85-4 (CA)

G85-5 (CA)  G85-6 (CA)  G85-11 (CA)
Figure 2E-34 (CA). Examples of Guide Signs for a Freeway-to-Freeway Interchange

Note: Arrow-per-Lane signs are required on interchange approaches with option lanes. See Section 2E.20.
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 2E-37 (CA). Examples of Guide Signs for a Partial Cloverleaf Interchange
Figure 2E-38 (CA). Examples of Guide Signs for a Diamond Interchange
Figure 2E-39 (CA). Examples of Guide Signs for a Diamond Interchange in an Urban Area
Figure 2E-40 (CA). Examples of Guide Signs for a Minor Interchange
<table>
<thead>
<tr>
<th>Sign or Plaque</th>
<th>Sign Designation</th>
<th>Section</th>
<th>Minimum</th>
</tr>
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<td>G20-1(CA)</td>
<td>2D.31</td>
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</tr>
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<td>Advance Lane Assignment</td>
<td>G20-3(CA)</td>
<td>2D.31</td>
<td>VAR x 42</td>
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<td>2D.31</td>
<td>VAR x 54</td>
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<td>2D.31</td>
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<td>Interchange Sequence</td>
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</tr>
<tr>
<td>Interchange Sequence</td>
<td>G23-2(CA)</td>
<td>2E.35, 2E.40</td>
<td>VAR x 100</td>
</tr>
<tr>
<td>Interchange Sequence</td>
<td>G23-3(CA)</td>
<td>2E.35, 2E.40</td>
<td>VAR x 100</td>
</tr>
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<td>G23-4(CA)</td>
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<td>VAR x 100</td>
</tr>
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<td>Interchange Sequence</td>
<td>G23-5(CA)</td>
<td>2E.35, 2E.40</td>
<td>VAR x 120</td>
</tr>
<tr>
<td>Interchange Sequence</td>
<td>G23-6(CA)</td>
<td>2E.35, 2E.40</td>
<td>VAR x 90</td>
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<td>G24-1(CA)</td>
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<td>VAR x 80</td>
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<td>2D.03, 2E.12</td>
<td>VAR x 110</td>
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<tr>
<td>Pull-Through</td>
<td>G24-4(CA)</td>
<td>2D.03, 2E.12</td>
<td>VAR x 120</td>
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<td>2D.03, 2E.12</td>
<td>VAR x 110</td>
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<td>Pull-Through</td>
<td>G24-6(GA)</td>
<td>2D.03, 2E.12</td>
<td>VAR x 110</td>
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<td>Single Line EXIT XXXXXX</td>
<td>G75-3(CA)</td>
<td>2E.31</td>
<td>60 x 18</td>
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<td>2E.31</td>
<td>30 x 24</td>
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<td>Advance Guide</td>
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<td>G83-2(CA)</td>
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<td>VAR x 78</td>
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<td>54 x 48</td>
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<td>VAR x 78</td>
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<td>2D.03, 2E.36</td>
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<td>2D.03, 2E.36</td>
<td>VAR x 114</td>
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<td>Exit Direction</td>
<td>G85-4(CA)</td>
<td>2D.03, 2E.36</td>
<td>VAR x 138</td>
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<td>VAR x 80</td>
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<td>VAR x 80</td>
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<td>VAR x 84</td>
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<td>G87(CA)</td>
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<td>VAR x 64</td>
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<tr>
<td>Exit Only</td>
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<td>2E.24</td>
<td>44 x 20</td>
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<td>Exit Only</td>
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<td>84 x 20</td>
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<td>Exit Only</td>
<td>W61H(CA)</td>
<td>2E.24</td>
<td>44 x 20</td>
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• Figure 2F-7. Examples of Guide Signs for Alternative Toll and Non-Toll Ramp Connections to a Non-Toll Highway is updated.
- Section 2G.10: Preferential Lane Guide Signs - General.

Section 2G.10 Preferential Lane Guide Signs - General

Standard:

When the entry point is on the left-hand side of the general-purpose lanes, a LEFT (E1-5aP) plaque (see Figure 2E-22) shall be placed above and abutting the top left edge of the Advance Guide and Preferential Lane Entrance Direction signs. The LEFT plaque shall not be used on a preferential lane regulatory sign.
• 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 is updated.

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

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.
Section 2J.11: Signing Policy. Proposed text is highlighted yellow.

Section 2J.11 Signing Policy

Standard:

04 No new Specific Service (SG42 Series(CA)) signs shall be installed in a geographic area with a population over 5,000 as identified on maps prepared by Caltrans based on the most recent United States Bureau of Census data.

05 When a geographic area exceeds a population of 5,000, Specific Service signs in that area, which were in place prior to the population increase, shall remain in place until the end of the sign's useful service life, new census data shows population levels exceeding 10,000. The Specific Service signs shall then be removed.
• Figure 2J-2. Examples of Specific Service Sign Locations is updated.
• Section 2M.02: Application of Recreational and Cultural Interest Area Signs. Proposed text is highlighted yellow.

Section 2M.02 Application of Recreational and Cultural Interest Area Signs

Guidance:

06 Recreational area signs to National Heritage Areas, National Parks, and State Parks should normally include the name of the area. County and City Park signs should not normally include the name.

Option:

07 Recreational area signs may be placed for the following facilities:

A. National Parks or Monuments.

B. State Parks, when located within 5 miles of the highway.

C. County Parks, when located within 3 miles of the highway.

D. In urban areas, City Parks within 1 mile may be signed from conventional highways. Normally, City Parks will not be signed to or from metropolitan freeways.

E. Campgrounds in National Forests or State Parks may be signed from conventional highways when the entrances are located on the highway. An advance sign reading "Campground 1/4 mile" may be placed. Signs at the immediate entrance will be placed by the agency having jurisdiction over the campground.

F. Major rural recreational areas may be signed by name. When a recreational area is served by more than a single exit, the appropriate colored NEXT X EXITS (E9) sign may be used. Normally, the sign will include the name of the area and the text "RECREATIONAL AREA".

G. In rural recreational areas, guide signs may be supplemented with white on brown symbol signs mounted below indicating recreational facilities available to the road users.

H. National Heritage Areas, at or near the boundary or within the National Heritage Areas
Section 2M.10 Memorial or Dedication Signing

Standard:

06 Memorial or dedication signs shall be rectangular in shape. The legend displayed on memorial or dedication signs shall be limited to the name of the person with an optional nickname in quotation marks if stated in the concurrent resolution, or entity being recognized and a simple message preceding or following the name, such as “Dedicated to” or “Memorial Parkway.” Additional legend, such as biographical information, shall not be displayed on memorial or dedication signs. Decorative or graphical elements, pictographs, logos, or symbols shall not be displayed on memorial or dedication signs. All letters and numerals displayed on memorial or dedication signs shall be as provided in the “Standard Highway Signs and Markings” book (see Section 1A.11). The route number or officially mapped name of the highway shall not be displayed on the memorial or dedication sign.

Guidance:

22 When the highway is a State facility, the following procedure should be followed when legislation includes a provision that either memorial signs or plaques be purchased and installed at no cost to the State.

23 The District Director will:

A. Contact the sponsor of the legislation to determine appropriate wording for the signs or plaques.
B. Prepare an estimate of cost for the signs or plaque installation, and submit the estimate to the sponsor.
C. After receipt of the funds from the sponsor, purchase and install the signs or plaque.
D. Notify the author and sponsor when the memorial signs or plaque are ready so that a dedication can be arranged.

D. Maintain all signs and plaques within the right-of-way.

24 The sponsor will:

A. Collect donations from individuals who appreciated the services provided by the memorialized individual.
B. Submit advance payment for the signs or plaque and installation to Caltrans.

Arrange for suitable public dedication.
Chapter 3A: General. Yellow highlighted text is proposed to be edited in Sections 3A.05 and 3A.06. Updated Figures 3A-102(CA), 3A-105(CA), and 3A-114(CA) are provided as well.

**Section 3A.05 Colors**

Support:

04 Red pavement markers are used to alert possible wrong way drivers on freeways as shown in Figure 3A-102(CA) and Figure 3A-105(CA), Details 9A, 12A, and 25A 44 and 44A.

Standard:

05 When used, blue markings shall supplement white markings for parking spaces for persons with disabilities.

**Section 3A.06 Functions, Widths, and Patterns of Longitudinal Pavement Markings**

Support:

05 Patterns for dotted lines depend on the application (see Sections 3B.04 and 3B.08.)

Guidance:

06 A dotted line for line extensions within an intersection or taper area should consist of 2-foot line segments and 2- to 6-foot gaps. A dotted line used as a lane line should consist of 3-foot line segments and 9-foot gaps.

Standard:

07 The widths and patterns of longitudinal lines shall conform to the details shown in Figures 3A-101(CA) through 3A-113(CA) 3A-114(CA).
Figure 3A-102 (CA). Lane Lines - Multilane Highways
(Sheet 1 of 2)

FOR SPEEDS 40 mph OR LESS

DETAIL 8
\[\begin{array}{cccc}
\text{48 ft} & 7 \text{ ft} & 17 \text{ ft} & 7 \text{ ft} & 17 \text{ ft} & 7 \text{ ft} \\
\end{array}\]

DETAIL 9
\[\begin{array}{cccc}
8.5 \text{ ft} & 7 \text{ ft} & 17 \text{ ft} & 7 \text{ ft} & 8.5 \text{ ft} & \\
\end{array}\]

DETAIL 9A
\[\begin{array}{cccc}
8.5 \text{ ft} & 7 \text{ ft} & 17 \text{ ft} & 7 \text{ ft} & 8.6 \text{ ft} & \\
\end{array}\]

DETAIL 10
\[\begin{array}{cccc}
8 \text{ ft} & 8 \text{ ft} & 16 \text{ ft} & 8 \text{ ft} & 8 \text{ ft} & \\
\end{array}\]

NOT TO SCALE

LEGEND
- 4 in White
- Direction of Travel
- One-Way Clear Retroreflective Markers
- Non-Retroreflective White Markers
- Red-Clear Retroreflective Markers
Figure 3A-102 (CA). Lane Lines - Multilane Highways
(Sheet 2 of 2)

**Detail 11**

**Policy**
Lane Line pattern for use on multilane streets
and highways (normally used on local streets
and highways).

**Detail 12**
Lane Line pattern with pavement markers for use
on multilane conventional streets and highways,
State freeways, expressways, freeway ramps,
freeway to freeway connectors and collector
roads. See Detail 14A.

**Detail 12A**
Lane Line pattern with pavement markers for use
on multilane conventional streets and highways,
freeways, expressways, freeway ramps, and
freeway to freeway connectors.

**Detail 13**
Lane Line pattern with pavement markers for use
on State freeways, expressways, freeway ramps,
freeway to freeway connectors and collector
roads. See Detail 14.

**Detail 14**
Lane Line pattern with red-clear pavement
markers shall be used on freeways approaching
exit ramps. Detail 14 is used with Detail 13 and
Detail 14A is used with Detail 12, in a pattern of
four red-clear pavement markers, at intervals as
shown.

**Detail 14A**

**Legend**
- 4 in White
- One-Way Clear Retroreflective Markers
- Non-Retroreflective White Markers
- Red-Clear Retroreflective Markers
- Direction of Travel
- NOT TO SCALE
**Figure 3A-105 (CA). Left Edge Lines for Divided Highways**

**DETAIL 24**

- Left Edge Line pattern for use on streets and highways (normally used on local streets and highways).

**DETAIL 25**

- Left Edge Line for use on State highways.

**DETAIL 25A**

- Left Edge Line for use on highways, freeways, freeway ramps and connectors.

**DETAIL 26**

- Alternate to Details 24 and 25 when there is adequate contrast between travelled way and shoulder.

**DETAIL 27**

- Alternate to Detail 25. A double solid yellow line may be used for more emphasis when motorists tend to use the shoulder for a through lane, or where encroachments onto the shoulder occasionally occur. See Note 1.

**NOTE:**
1. If the material used for centerline marking is paint, a 3 in black line shall be placed between the 4 in yellow lines on State highways and may be placed on streets and highways under local jurisdiction.

**LEGEND**

- **4 in Yellow Direction of Travel**
- **One-Way Yellow Retroreflective Markers**
- **Red-Yellow Retroreflective Markers**

**NOT TO SCALE**
Figure 3A-114 (CA). Exit Ramp with Enhanced Pavement Markers for Wrong Way Details

NOTES:
1. May be a limit line or crosswalk.
2. Place Type R one-way red retroreflective markers on outermost limit line or crosswalk line with red facing the intersection.
3. If there is crosswalk at the end of the exit ramp, place Type R markers in front of the first line for wrong way vehicle that travels up the ramp with the red reflective side facing the intersection.
4. The distances and marker spacings may be adjusted based on site specific conditions or exit ramp geometry.
5. The layout shown is a typical detail of an exit ramp, see Figure 3B-24 of the CA MUTCD for exit ramp configuration and arrow placement and spacing.
6. See Figure 3B-24 for Type V arrow detail with Type R one-way red retroreflective markers.
• Chapter 3B: Pavement and Curb Markings. Yellow highlighted text is proposed to be edited in Sections 3B.01, 3B.04, 3B.06, 3B.11, 3B.12, 3B.13, 3B.14, and 3B.20. Updated Figure 3B-24 (CA) is provided as well.

Section 3B.01 Yellow Center Line Pavement Markings and Warrants

Standard:
19 A left edge line shall consist of a minimum 4 inch wide solid yellow line, yellow reflective pavement markers, yellow-red reflective pavement markers or a combination of line and markers as shown in Figure 3A-105(CA).

Section 3B.04 White Lane Line Pavement Markings and Warrants

Standard
30 Where crossing the lane line markings is prohibited, the lane line markings shall consist of a solid double white line (see Figure 3B-12).
31 Lane line patterns shall be selected from those shown in Figure 3A-102(CA). Detail 9, 9A or 10 (40 mph or less) or Detail 12, 12A or 13 (45 mph or more) shall be used on State freeways, expressways, freeway ramps, freeway to freeway connectors and collector roads, except when used in snow areas, the raised pavement markers, if used, shall be recessed; otherwise, use Detail 8 or 11.

Section 3B.06 Edge Line Pavement Marking

Standard:
13 Exit and entrance ramps, including freeway connectors, shall be marked with a yellow edge line supplemented with yellow-red reflective pavement markers on the left and a white edge line on the right. See Figure 3A-105(CA).
14 Exit ramps shall be further supplemented with enhanced reflective pavement marker spacings on the right and left edge lines. Enhanced blank-red pavement marker spacings shall be used at a closely spaced pattern on white right edge lines and enhanced yellow-red reflective pavement marker spacing shall be used at a closely spaced pattern on yellow left edge lines. See Figure 3A-114 (CA)

Guidance:
15 If used, the enhanced spacing retroreflective pavement markers should be placed at a minimum of 120 feet from ramp terminus. The spacing should be 12 feet typical for 240 feet and 6 feet typical for an additional 120 feet. See Figure 3A-114(CA)

Standard:
16 When the blank-red retroreflective pavement markers are placed along the white right edge line, the side that is visible to traffic proceeding in the wrong direction should be red and the side visible to approach traffic shall be blank.
Section 3B.11 Raised Pavement Markers – General

Standard:

11. The value of N cited in Sections 3B.12 through 3B.14 for the spacing of raised-pavement markers shall equal the length of one line segment plus one gap of the broken lines used on the highway.

11a. The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA) 3A-114(CA). See Section 3A.06.

Section 3B.12 Raised Pavement Markers as Vehicle Positioning Guides with Other Longitudinal Markings

Standard:

05. The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA) 3A-114(CA). See Section 3A.06.

Section 3B.13 Raised Pavement Markers Supplementing Other Markings

Guidance:

02. Raised pavement markers should not supplement right-hand edge lines unless an engineering study or engineering judgment indicates the benefits of enhanced delineation of a curve or other location would outweigh possible impacts on bicycles using the shoulder, and the spacing of raised pavement markers on the right-hand edge is close enough to avoid misinterpretation as a broken line during wet night conditions.

02a. One-way blank-red retroreflective raised pavement markers should supplement wrong-way arrows, limit lines/stop lines, yield lines, or crosswalk markings used at freeway exit ramps.

Standard:

05. The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA) 3A-114(CA). See Section 3A.06.

06. When the one-way blank-red retroreflective raised pavement markers are placed along the type V arrow, limit lines, yield lines, or crosswalk markings, the side that is visible to traffic proceeding in the wrong direction shall be red and the side visible to approach traffic shall be blank.
Section 3B.14 Raised Pavement Markers Substituting for Pavement Markings

Standard:

04. When raised pavement markers substitute for solid line markings, the markers shall be equally spaced at no greater than N/4, with retroreflective or internally illuminated units at a spacing no greater than N/2.

04a. The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA) 3A-114(CA). See Section 3A.06.

Section 3B.20 Pavement Word, Symbol, and Arrow Markings

Option:

02. Word, symbol, and arrow markings, including those contained in the “Standard Highway Signs and Markings” book (see Section 1A.11), may be used as determined by engineering judgment to supplement signs and/or to provide additional emphasis for regulatory, warning, or guidance messages. Among the word, symbol, and arrow markings that may be used are the following:

A. Regulatory:
1. STOP
2. YIELD
3. RIGHT (LEFT, U) TURN ONLY
4. 25 MPH
5. Lane-use and wrong-way arrows
6. Diamond symbol for HOV lanes
7. Other preferential lane word markings

Guidance:

34. Where a lane-reduction transition occurs on a roadway with a speed limit of 45 mph or more, the lane-reduction arrow markings shown in Drawing f in Figure 3B-24 3B-24(CA) should be used (see Figure 3B-14 3B- 14(CA)). Except for acceleration lanes, where a lane-reduction transition occurs on a roadway with a speed limit of less than 45 mph, the lane-reduction arrow markings shown in Drawing f in Figure 3B-24 3B-24(CA) should be used if determined to be appropriate based on engineering judgment.

Option:

37. The wrong-way arrow markings shown in Drawing D in Figure 3B-24 3B-24(CA) may be placed near the downstream terminus of a ramp as shown in Figures 2B-18 and 2B-19, or at other locations where lane-use arrows are not appropriate, to indicate the correct direction of traffic flow and to discourage drivers from traveling in the wrong direction.
**Figure 3B-24 (CA). Examples of Standard Arrows for Pavement Markings (Sheet 2 of 8)**

**Legend**
- One-Way Blank-Red
- Retroreflective Pavement Markers

**Note:** The design details for various arrows are also shown in Department of Transportation's Standard Plans.
• Chapter 3C: Roundabout Markings. Yellow highlighted text is proposed to be edited in Sections 3C.01 and 3C.06. Updated Figures 3C-2, 3C-2(CA), 3C-4, 3C-5, 3C-6, 3C-7, 3C-8, 3C-9, 3C-10, 3C-11, 3C-12, 3C-13, and 3C-14 are provided as well.

Section 3C.01 General


tSupport:
04 Figure 3C-1 provides an example of the pavement markings for approach and circulatory roadways at a roundabout. Figure 3C-2(CA) shows the options that are available for lane-use pavement marking arrows on approaches to roundabouts. Figures 3C-3 through 3C-14 illustrate examples of markings for roundabouts of various geometric and lane-use configurations.

Section 3C.06 Word, Symbol, and Arrow Pavement Markings for Roundabouts


tGuidance:
04 Within the circulatory roadway of multi-lane roundabouts, normal lane-use arrows (see Section 3B.20 and Figure 3B-24(CA)) should be used.
05 On multi-lane approaches with double left-turn and/or double right-turn lanes, lane-use arrows as shown in Figures 3C-7 and 3C-8 should be used.

Option:
06 If used on approaches to a roundabout, lane-use arrows may be either normal or should be (fishhook arrows only), either with or without an oval symbolizing the central island, as shown in Figure 3C-2(CA).
07 Ovals with the arrows should only be used for left lane and single lane approaches to the roundabout.
Figure 3C-2. Lane-Use Arrow Pavement Marking Option for Roundabout Approaches

A - Normal arrows

Match arrow(s) with desired lane use configuration

Optional for left-most lane

B - Fish-hook arrows

Match arrow(s) with desired lane use configuration

Optional for left-most lane
Figure 3C-2 (CA). Lane - Use Arrow Pavement Marking Option for Roundabout Approaches

A: Optional Lane Use Circular Arrows

B: Mandatory Lane Use Circular Arrows

★ Ovals with the arrows should only be used for left lane and single lane approaches to the roundabout.

NOTE: The design details for various arrows are also shown in Department of Transportation’s Standard Plans.
Figure 3C-4. Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches (Sheet 1 of 2)

A – Unextended central island

Use fish hook arrows, see Figure 3C-2
Figure 3C-4. Example of Markings for a Two-Lane Roundabout with One- and Two-Lane Approaches (Sheet 2 of 2)

B – Central island extended by pavement markings

Optional yellow edge line and diagonal yellow crosshatch markings

^ Use fish-hook arrows, see Figure 3C-2

C – Central island extended by a truck apron

Truck apron

^ Use fish-hook arrows, see Figure 3C-2
Figure 3C-5. Example of Markings for a Two-Lane Roundabout with One-Lane Exits

Note: The marking configuration shown on this figure requires U-turning drivers to change lanes within the circulatory roadway.
Figure 3C-6. Example of Markings for a Two-Lane Roundabout with Two-Lane Exits
Figure 3C-7. Example of Markings for a Two-Lane Roundabout with a Double Left Turn

Use fishhook arrows. see Figure 3C-2

★ Optional if the turn lane is an added lane, but recommended if the turn lane is a through lane that becomes a mandatory turn lane at the roundabout.
Figure 3C-8. Example of Markings for a Two-Lane Roundabout with a Double Right Turn

- Use fishhook arrows.
  - see Figure 3C-2

- Optional if the turn lane is an added lane, but recommended if the turn lane is a through lane that becomes a mandatory turn lane at the roundabout.
Figure 3C-9. Example of Markings for a Two-Lane Roundabout with Consecutive Double Left Turns

* Use fish-hook arrows.

see Figure 3C-2

Optional diagonal yellow crosshatch markings

★ Optional if the turn lane is an added lane, but recommended if the turn lane is a through lane that becomes a mandatory turn lane at the roundabout.
Figure 3C-10. Example of Markings for a Three-Lane Roundabout with Two- and Three-Lane Approaches

- Use fish-hook arrows
- see Figure 30-2
Figure 3C-11. Example of Markings for a Three-Lane Roundabout with Three-Lane Approaches

*Use fish hook arrows*

**see Figure 30-2**
Figure 3C-12. Example of Markings for a Three-Lane Roundabout with Two-Lane Exits

Optional diagonal yellow crosshatch markings

Use fishhook arrows—see Figure 3C-2
Figure 3C-13. Example of Markings for Two Linked Roundabouts

Notes:
1. Pedestrian facilities are not shown
2. The marking configuration shown on this figure requires U-turning drivers to change lanes within the circulatory roadway.

Lanes are channelized to the outside to prevent trapping movement at next roundabout.

*Use fish-hook arrows,

see Figure 3C-2*
Figure 3C-14. Example of Markings for a Diamond Interchange with Two Circular-Shaped Roundabout Ramp Terminals

Note:
Design assumes rural conditions with no pedestrian activity.

Optional white chevron markings

Optional diagonal yellow crosshatch markings

Optional white chevron markings

Use fish-hook arrows—see Figure 3C-2

Optional diagonal yellow crosshatch markings

Optional white chevron markings

Optional white chevron markings

Optional—optional
EDITORIAL CHANGES

- Chapter 2A.16 Standardization of Location. Yellow highlighted text is proposed to be edited in Sections 2A.16.

Section 2A.16 Standardization of Location

...  

Guidance:

03 Signs requiring separate decisions by the road user should be spaced sufficiently far apart for the appropriate decisions to be made.

Standard:

03 Signs requiring separate decisions by the road user shall be spaced sufficiently far apart for the appropriate decisions to be made. One of the factors considered when determining the appropriate spacing shall be the posted or 85th-percentile speed.
• Figure 2E-3. Overhead Arrow-Per-Lane Guide Sign for a Multi-Lane Exit with an Option Lane is updated.

Figure 2E-3. Overhead Arrow-per-Lane Guide Sign for a Multi-Lane Exit with an Option Lane

-NOTE: The black on yellow EXIT (E11-a) and ONLY (E11-b) sign panels are used to retrofit existing signs. See Section 2E.24.
NOTE: For Guide Sign Assemblies, use California State Route (G28-1(CA)) and US Route (G28-1(CA)) shields.

99 50 44 3
G28-1(CA) G26-1(CA) (Not used in CA)
• Figure 2E-13(CA). EXIT ONLY Sign Panels is updated.
• Figure 2G-14(CA). Advanced Guide and Exit Direction Sign for a Direct Exit from a Preferential lane is updated.
- Figure 3B-8(CA). Examples of Dotted Line and Channelizing Line Application for Exit Ramp Markings (Sheet 1 of 3) is updated.

*Figure 3B-8 (CA). Examples of Dotted Line and Channelizing Line Applications for Exit Ramp Markings (Sheet 1 of 3)*

- Parallel deceleration lane

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**Freeway to Freeway Connector**

**TWO LANE BRANCH CONNECTOR with One Lane Optional**

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**LEGEND**

- Direction of Travel
- Lane Drop Pattern

**NOT TO SCALE**
• Figure 3B-10(CA). Examples of Applications of Freeway and Expressway Lane-Drop Markings is updated.

**Figure 3B-10 (CA). Examples of Applications of Freeway and Expressway Lane-Drop Markings**

CASE: 1 - MAINLINE LANE DROP TO A ONE LANE EXIT

CASE: 2 - MAINLINE LANE DROP TO A TWO LANE EXIT (Optional Lane)

CASE: 3 - MAINLINE LANE DROP TO A TWO LANE EXIT

Notes:
* The solid line may be eliminated where additional weaving distance is needed. When it is eliminated, a RIGHT LANE EXITS AHEAD, W73 (CA) sign shall be used in lieu of the R18A sign.
** At locations where the overhead EXIT ONLY (E11-1 Series or W61 (CA) Series) signs are not in place, a RIGHT LANE EXITS AHEAD, W73 (CA) sign shall be placed, approximately midway, between the W4-7 and the R18A signs.

LEGEND

\[d = \text{Advance Placement Distance (see Section 2C.05)}\]

- - Direction of Travel  - - - Lane Drop Pattern