

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES

Section 2B.01 Application of Regulatory Signs

Standard:

- 01 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and indicate the applicability of the legal requirements.**
- 02 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.**
- 03 Regulatory signs shall be retroreflective or illuminated (see Section 2A.07) to show the same shape and similar color by both day and night, unless specifically stated otherwise in the text discussion in this Manual for a particular sign or group of signs.**
- 04 The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.**

Support:

- 05 Section 1A.09 contains information regarding the assistance that is available to jurisdictions that do not have engineers on their staffs who are trained and/or experienced in traffic control devices.

Standard:

- 06 **Orders, ordinances and resolutions by local authorities which affect State highways shall be approved by Caltrans.**

Support:

- 07 Signs required for enforcement are normally placed by, and at the expense of, the authority establishing the regulation.
- 08 Refer to CVC 21461 for failure to obey a regulatory sign.

Section 2B.02 Design of Regulatory Signs

Standard:

- 01 Regulatory signs shall be rectangular unless specifically designated otherwise. Regulatory signs shall be designed in accordance with the sizes, shapes, colors, and legends contained in the “Standard Highway Signs and Markings” book and Caltrans’ California Sign Specifications (see Section 1A.11).**

Option:

- 02 Regulatory word message signs other than those classified and specified in this Manual and the “Standard Highway Signs and Markings” book (see Section 1A.11) may be developed to aid the enforcement of other laws or regulations.
- 03 Except for symbols on regulatory signs, minor modifications may be made to the design provided that the essential appearance characteristics are met.

Support:

- 04 The use of educational plaques to supplement symbol signs is described in Section 2A.12.

Guidance:

- 05 *Changeable message signs displaying a regulatory message incorporating a prohibitory message that includes a red circle and slash on a static sign should display a red symbol that approximates the same red circle and slash as closely as possible.*

Section 2B.03 Size of Regulatory Signs

Standard:

- 01 Except as provided in Section 2A.11, the sizes for regulatory signs shall be as shown in Table 2B-1 and 2B-1(CA).**

Support:

- 02 Section 2A.11 contains information regarding the applicability of the various columns in Table 2B-1 and 2B-1(CA).

Standard:

03 Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1 and 2B-1(CA).

Option:

04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used.

05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side or the roadway, the size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.

Standard:

06 A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.

07 Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.

08 Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 and 2B-1(CA) based on the number of approach lanes on the side street approach.

Guidance:

09 The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 and 2B-1(CA) that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.

Section 2B.04 Right-of-Way at Intersections

Support:

01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

02 Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

03 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

04 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
 - B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
 - C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*
- ⁰⁵ *YIELD or STOP signs should not be used for speed control.*

Support:

- ⁰⁶ Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

⁰⁷ *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

⁰⁸ *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

Support:

⁰⁹ The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

¹⁰ **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation., except in the following cases:**

- A. If the signal indication for an approach is a flashing red at all times;**
- B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
- C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**

^{10a} **STOP signs shall not be erected at any entrance to an intersection controlled by traffic signals. Refer to CVC 21355(a).**

Option:

^{10b} **YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes moving in same direction by an island and the channelized turn lane is not controlled by a traffic control signal.**

Standard:

¹¹ **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

¹² **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

¹³ **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

Option:

14 A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

15 Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/ roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

01 When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.

02 The STOP sign shall be an octagon with a white legend and border on a red background.

03 Secondary legends shall not be used on STOP sign faces.

04 At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.

05 The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

06 Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

Support:

07 The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

08 Plaques with the appropriate alternative messages of *TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP)* or *ONCOMING TRAFFIC DOES NOT STOP (W4-4bP)* should be used at intersections where STOP signs control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Option:

09 An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

10 The design and application of Stop Beacons are described in Section 4L.05.

11 A STOP (R1-1) sign is not a "cure-all" and is not a substitute for other traffic control devices. Often, the need for a STOP (R1-1) sign can be eliminated if the sight distance is increased by removing obstructions.

Through Highways

Option:

12 STOP (R1-1) signs may be installed either at or near the entrance to a State highway, except at signalized intersections, or at any location so as to control traffic within an intersection. Refer to CVC 21352 and 21355. See Section 1A.11 for information regarding this publication.

Support:

13 When STOP (R1-1) signs or traffic control signals have been erected at all entrances, a highway constitutes a through highway. Refer to CVC 600.

14 Authority to place STOP (R1-1) signs facing State highway traffic is delegated to the Caltrans District Directors.

Option:

15 Local authorities may designate any highway under their jurisdiction as a through highway and install STOP (R1-1) signs in a like manner. Refer to CVC 21354.

Standard:

16 No local authority shall erect or maintain any STOP (R1-1) sign or other traffic control device requiring a stop, on any State highway, except by permission of Caltrans. Refer to CVC 21353.

Support:

- ¹⁷ Caltrans will grant such permission only when an investigation indicates that the STOP (R1-1) sign will benefit traffic.

Section 2B.06 STOP Sign Applications

Guidance:

- ⁰¹ At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).
- ⁰² The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:
- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
 - B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
 - C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.

Support:

- ⁰³ The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

⁰¹ Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

⁰² The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- ⁰³ The decision to install multi-way stop control should be based on an engineering study.
- ⁰⁴ The following criteria should be considered in the engineering study for a multi-way STOP sign installation:
- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
 - B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
 - C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
 - D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

- ⁰⁵ Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and

- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

- 01 The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

- 02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.**

Section 2B.09 YIELD Sign Applications

Option:

- 01 YIELD signs may be installed:**
- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.**
 - B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.**
 - C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.**
 - D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.**
 - E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.**

Standard:

- 02 A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 03 Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement

Standard:

- 01 The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.**
- 02 The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 02a YIELD signs shall not be erected upon the approaches to more than one of the intersecting streets. Refer to CVC 21356.**
- 03 STOP signs and YIELD signs shall not be mounted on the same post.**
- 04 No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**
- 05 No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**
- 06 No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

06a If other signs are grouped with a STOP sign, except for ONE WAY (R6-1 & R6-2) signs and Street Name (D3-1 or G7-1(CA)) signs (see Sections 2B.40 & 2D.43), they shall be installed below the STOP sign.

Guidance:

07 STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).

08 A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.

Standard:

08a When a required stop is to apply at the entrance to an intersection from a one-way street with a roadway of 30 feet or more in width, stop signs shall be erected both on the left and the right sides of the one-way street at or near the entrance to the intersection. Refer to CVC 21355.

Option:

09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

Standard:

09a The TO ONCOMING TRAFFIC (R1-2a) sign when used, shall be mounted on the same post and immediately below a YIELD (R1-2) sign.

Guidance:

09b The width of the R1-2a sign should be equal to the width of the YIELD (R1-2) sign.

Support:

10 Figure 2A-3 shows examples of some typical placements of STOP signs and YIELD signs.

11 Section 2A.16 contains additional information about separate and combined mounting of other signs with STOP or YIELD signs.

Guidance:

12 Stop lines that are used to supplement a STOP sign should be located as described in Section 3B.16. Yield lines that are used to supplement a YIELD sign should be located as described in Section 3B.16.

13 Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

14 Except at roundabouts, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

15 Where two roads intersect at an acute angle, the STOP or YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

16 If a raised splitter island is available on the left-hand side of a multi-lane roundabout approach, an additional YIELD sign should be placed on the left-hand side of the approach.

Option:

17 If a raised splitter island is available on the left-hand side of a single lane roundabout approach, an additional YIELD sign may be placed on the left-hand side of the approach.

18 At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the right-of-way control may be improved by the installation of an additional STOP or YIELD sign on the left-hand side of the road and/or the use of a stop or yield line. At channelized intersections or at divided roadways separated by a median, the additional STOP or YIELD sign may be placed on a channelizing island or in the median. An additional STOP or YIELD sign may also be placed overhead facing the approach at the intersection to improve observance of the right-of-way control.

Standard:

19 More than one STOP sign or more than one YIELD sign shall not be placed on the same support facing in the same direction.

Option:

20 For a yield-controlled channelized right-turn movement onto a roadway without an acceleration lane and for an entrance ramp onto a freeway or expressway without an acceleration lane, a NO MERGE AREA (W4-5P) supplemental plaque (see Section 2C.40) may be mounted below a Yield Ahead (W3-2) sign and/or below a

YIELD (R1-2) sign when engineering judgment indicates that road users would expect an acceleration lane to be present.

Section 2B.11 Yield Here To Pedestrians Signs and Stop Here For Pedestrians Signs (R1-5 Series)

Standard:

⁰¹ ~~Yield Here To (Stop Here For) Pedestrians (R1-5, R1-5a, R1-5b, or R1-5e) signs (see Figure 2B-2) shall be used if yield (stop) lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The Stop Here for Pedestrians signs shall only be used where the law specifically requires that a driver must stop for a pedestrian in a crosswalk. The legend STATE LAW may be displayed at the top of the R1-5, R1-5a, R1-5b, and R1-5e signs, if applicable.~~

Support:

^{01a} ~~The Stop Here for Pedestrian signs (R1-5b and R1-5c) are deleted as a stop is not required in California per CVC 21950.~~

Guidance:

⁰² ~~If yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield (stop) line and the crosswalk.~~

⁰³ ~~Yield (stop) lines and Yield Here To (Stop Here For) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.~~

Option:

⁰⁴ ~~Yield Here To (Stop Here For) Pedestrians signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield (stop) even if yield (stop) lines are not used.~~

⁰⁵ ~~A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To (Stop Here For) Pedestrians signs have been installed in advance of the crosswalk.~~

Standard:

⁰⁶ ~~If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To (Stop Here For) Pedestrians sign is used on the approach, the Yield Here To (Stop Here For) Pedestrians sign shall not be placed on the same post as or block the road user's view of the W11-2 sign.~~

Option:

⁰⁷ ~~An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To (Stop Here For) Pedestrians sign on the approach to the same crosswalk.~~

⁰⁸ ~~In-Street Pedestrian Crossing signs and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk.~~

Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)

Option:

⁰¹ ~~The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, R1-6a, R1-9, and R1-9a signs, if applicable. On the R1-6 and R1-6a signs, the legends STOP or YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.~~

⁰² ~~Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.~~

Support:

^{02a} ~~The In-Street Pedestrian crossing (R1-6a) and Overhead Pedestrian Crossing (R1-9a) signs are deleted as a stop is not required in California per CVC 21950.~~

Standard:

03 If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:

06 If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at ~~signalized locations~~ **controlled approaches.**

09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red-STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:

*14 The In-Street Pedestrian Crossing sign may be used ~~seasonably~~ **seasonally** to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.*

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To ~~(Stop Here For)~~ Pedestrians signs may be used together at the same crosswalk.

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

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education,

and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

Standard:

01 **Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.**

02 **The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.**

03 **Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.**

04 **At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.**

05 **Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.**

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

- A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or
- B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 ~~If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

09 *A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 *States and local agencies should conduct engineering studies at least once every 5, 7 or 14 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.*

11 *No more than three speed limits should be displayed on any one Speed Limit sign or assembly.*

12 ~~When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th percentile speed of free-flowing traffic.~~

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using**

additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

Standard:

^{12b} If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5. Refer to Section 22358.6(b).

^{12c} The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).

Support:

^{12d} Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

^{12e} Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways

Standard:

^{12f} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.

Support:

^{12g} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

^{12h} CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a 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.

Standard:

¹²ⁱ The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State Highway System

^{12j} The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.

^{12k} Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.

CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

Standard:

^{12l} Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a,

and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians” in compliance with CVC Sections 22358.6(d) and 22358.7.

Option:

^{12m} Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:

1. The portion of a highway has been designated as a safety corridor.
2. The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

CVC Section 22358.7(a)(1) – “Safety Corridor” Definition

Standard:

¹²ⁿ **A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

^{12o} **One or more of the required crash weighting factors listed in the Table 2B-105(CA) shall be used to prioritize the locations of fatal and serious injury crashes in developing the “Safety Corridor”.**

Option:

^{12p} Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

^{12q} **The prioritized subset of safety corridors shall:**

1. **Identify specific locations with high crash occurrences.**
2. **Identify corridor-level segments with a pattern of crash reoccurrence.**
3. **Be able to be stratified by mode.**

^{12r} **Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network.**

Guidance:

^{12s} *A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.*

Option:

^{12t} For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

^{12u} To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

^{12v} **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

^{12w} Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC Section 22358.7(a)(2) – “Land or facility that generates high concentrations of bicyclists or pedestrians” definition

Standard:

^{12x} **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

^{12y} Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period may be used in lieu of one of the generators listed in Table 2B-106(CA).

Standard:

12z A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.

Option:

12aa A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

12ab The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.

Option:

12ac A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

12ad Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

Standard:

12ae The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12af Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ag Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

12ah If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit nor below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

CVC Section 22358.9 – Business Activity District

Option:

12ai A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

- 1. A maximum of four traffic lanes.**
- 2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.**
- 3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.**

12aj A "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

- 4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.**
- 5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.**

6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

^{12ak} **A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).**

¹³ *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

¹⁴ Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

¹⁵ *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

¹⁶ Other factors that may be considered when establishing or reevaluating speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

¹⁷ Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

¹⁸ A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

¹⁹ A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

²⁰ *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

²¹ Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

²² Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

²³ Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

²⁴ CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

²⁵ **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

- A. Prevailing speeds as determined by traffic engineering measurements.**
- B. Collision records.**
- C. Highway, traffic, and roadside conditions not readily apparent to the driver.**

Guidance:

²⁶ *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

²⁷ *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

- A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.*
- B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,*
- C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.*
- D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.*
- E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.*
- F. The weather should be fair (dry pavement) with no unusual conditions prevailing.*
- G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.*
- H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.*
- I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.*
- J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.*
- K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.*
- L. Speed zoning should be coordinated with adjacent jurisdictions.*

Support:

²⁸ *Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.*

Option:

²⁹ *When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:*

- A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:*
 - 1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.*
 - 2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.*
 - 3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.*
- B. Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.*

³⁰ *The following two methods of conducting E&TS may be used to establish speed limits:*

- 1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:*
 - a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:*
 - A north arrow
 - Engineer's station or post mileage
 - Limits of the proposed zones

- Appropriate notations showing type of roadside development, such as “scattered business,” “solid residential,” etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
 - Collision rates for the zones involved
 - Average daily traffic volume
 - Location of traffic signals, signs and markings
 - If the highway is divided, the limits of zones for each direction of travel
 - Plotted 85th percentile and pace speeds at location taken showing speed profile
- b. A report to the District Director that includes:
- The reason for the initiation of speed zone survey.
 - Recommendations and supporting reasons.
 - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
 - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
- a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
- b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

³¹ In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

³² Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

Guidance:

³³ *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

Support:

³⁴ Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

³⁵ Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

³⁶ The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

³⁷ When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

³⁸ *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Signs

Standard:

³⁹ **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

⁴⁰ **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

⁴¹ **The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

Guidance:

⁴² *The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

Option:

⁴³ The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

⁴⁴ The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

⁴⁵ Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

⁴⁶ The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

⁴⁷ **The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

⁴⁸ **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

⁴⁹ **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

Option:

⁵⁰ The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

⁵¹ **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

Option:

⁵² Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

⁵³ **The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

⁵⁴ **Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

⁵⁵ **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

Guidance:

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

⁵⁶ *Conventional highways with 55 mph speed limits should be posted as follows:*

Standard:

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

Guidance:

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Conventional highways with 65 mph speed limits should be posted as follows:

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Option:

⁵⁷ *Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.*

Standard:

⁵⁸ **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

Guidance:

⁵⁹ *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

Standard:

⁶⁰ **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

⁶¹ *The 25 mile interval may be modified to include locations following entrance ramps.*

Standard:

⁶² Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.

⁶³ Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.

⁶⁴ Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.

Speed Enforced Signs

Option:

⁶⁵ The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

⁶⁶ *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

⁶⁷ The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

⁶⁸ The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

⁶⁹ *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

⁷⁰ The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

⁷¹ The R48-2(CA) sign shall be used for both directions of travel.

Guidance:

⁷² *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

Vehicle Speed Feedback Signs

Option:

⁷³ A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

⁷⁴ If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.

Guidance:

⁷⁵ *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

Option:

⁷⁶ When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

⁷⁷ In lieu of lights, legend may be retroreflective film for flip-disk systems.

⁷⁸ The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

⁷⁹ Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

⁸⁰ Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

⁸¹ The basic speed law states “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

Standard:

⁸² **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

⁸³ Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3

Option:

⁸⁴ Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

⁸⁵ *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

⁸⁶ Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

⁸⁷ **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

Legal Authority for Establishing Speed Limits

Support:

⁸⁸ Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

⁸⁹ **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

⁹⁰ The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

⁹¹ The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

⁹² The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

⁹³ Refer to CVC 40802 for Speed Traps.

Standard:

⁹⁴ **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

Support:

⁹⁵ Senior zone is an area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign pursuant to CVC Section 22352.

⁹⁶ Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

Standard:

⁹⁷ **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

⁹⁸ **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

⁹⁹ **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

¹⁰⁰ This time provision for an E&TS may be extended to fourteen years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

¹⁰¹ *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

Support:

¹⁰² To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

¹⁰³ Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.

Revised January 6, 2023

Guidance:

¹⁰⁴ *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

Standard:

¹⁰⁵ If warranted, the Caltrans District Director shall issue a standard speed zone order.

Support:

¹⁰⁶ Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

¹⁰⁷ A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.

Speed Zones in Temporary Traffic Control Areas

Support:

¹⁰⁸ For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Speed Zones and Traffic Signals

Standard:

¹⁰⁹ 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:

¹¹⁰ Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Standard:

⁰¹ Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~

⁰² The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.

⁰³ The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.

Support:

⁰⁴ Refer to Section 2B.13 for more details.

Section 2B.15 Night Speed Limit Plaque (R2-3P)

Standard:

⁰¹ Where different speed limits are prescribed for day and night, both limits shall be posted.

Guidance:

⁰² *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

Option:

⁰³ A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

Support:

⁰⁴ Refer to CVC 22355.

Section 2B.16 Minimum Speed Limit Plaque (R2-4P)

Standard:

01 A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.

Option:

02 Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit plaque may be installed below a Speed Limit (R2-1) sign to indicate the minimum legal speed. If desired, the Speed Limit sign and the Minimum Speed Limit plaque may be combined on the R2-4a sign (see Figure 2B-3).

Support:

03 Refer to CVC 22400.

Section 2B.17 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)

Standard:

01 If increased fines are imposed for traffic violations within a designated zone of a roadway, a BEGIN ~~HIGHER~~ **DOUBLE** FINES ZONE (R2-10) sign (see Figure 2B-3) or a FINES ~~HIGHER~~ **DOUBLE** (R2-6P) plaque (see Figure 2B-3) shall be used to provide notice to road users. If used, the FINES ~~HIGHER~~ **DOUBLE** plaque shall be mounted below an applicable regulatory or warning sign in a temporary traffic control zone, a school zone, or other applicable designated zone.

02 If an R2-10 sign or an R2-6P plaque is posted to provide notice of increased fines for traffic violations, an END ~~HIGHER~~ **DOUBLE** FINES ZONE (R2-11) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the increased fines zone.

Guidance:

03 If used, the BEGIN ~~HIGHER~~ **DOUBLE** FINES ZONE sign or FINES ~~HIGHER~~ **DOUBLE** plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators.

Standard:

04 The ~~Higher~~ **Double** Fines signs and plaque shall have a black legend and border on a white rectangular background. All supplemental plaques mounted below the ~~Higher~~ **Double** Fines signs and plaque shall have a black legend and border on a white rectangular background.

Guidance:

05 Agencies should limit the use of the ~~Higher~~ **Double** Fines signs and plaque to locations where work is actually underway, or to locations where the roadway, shoulder, or other conditions, including the presence of a school zone and/or a reduced school speed limit zone, require a speed reduction or extra caution on the part of the road user.

Option:

06 Alternate legends such as BEGIN (or END) DOUBLE FINES ZONE may also be used for the R2-10 and R2-11 signs.

07 The legend FINES ~~HIGHER~~ on the R2-6P plaque may be replaced by FINES DOUBLE (R2-6aP), \$XX FINE (R2-6bP), or another legend appropriate to the specific regulation (see Figure 2B-3).

08 ~~The following may be mounted below an R2-10 sign or R2-6P plaque:~~

A. ~~A supplemental plaque specifying the times that the higher fines are in effect (similar to the S4-1P plaque shown in Figure 7B-1), or~~

B. ~~A supplemental plaque WHEN CHILDREN (WORKERS) ARE PRESENT, or~~

C. ~~A supplemental plaque WHEN FLASHING (similar to the S4-4P plaque shown in Figure 7B-1) if used in conjunction with a yellow flashing beacon.~~

Support:

09 Section 6F.12 contains information regarding other signs and plaques associated with increased fines for traffic violations in temporary traffic control zones. ~~Section 7B.10 contains information regarding other signs and plaques associated with increased fines for traffic violations in designated school zones.~~

10 In California, as per CVC only doubling of the fines is allowed, not higher fines of other denominations. Refer to Section 6F.12 and CVC 42009 for fines for offenses committed in highway construction or maintenance area.

Standard:

¹¹ The SPECIAL DRIVING ZONE BEGINS HERE – DOUBLE FINE ZONE (SR53(CA)) sign (see Figure 2B-3(CA)) shall be placed at the beginning of those portions of highways designated and identified as Safety Enhancement – Double Fine Zones per CVC 42010.

¹² The SPECIAL DRIVING ZONE ENDS HERE (SR55(CA)) sign (see Figure 2B-3(CA)) shall be placed at the end of those portions of highways designated and identified as Safety Enhancement – Double Fine Zones per CVC 42010.

Guidance:

¹³ *The DOUBLE FINE ZONE (SR54(CA)) sign (see Figure 2B-3(CA)) should be placed at major intersections to those portions of highways designated and identified as Safety Enhancement – Double Fine Zone, per CVC 42010, to advise motorists upon entering the highway that they are in a double fine zone.*

Section 2B.18 Movement Prohibition Signs (R3-1 through R3-4, R3-18, and R3-27)

Standard:

⁰¹ Except as provided in Paragraphs 11 and 13, where specific movements are prohibited, Movement Prohibition signs shall be installed.

Guidance:

⁰² *Movement Prohibition signs should be placed where they will be most easily seen by road users who might be intending to make the movement.*

⁰³ *If No Right Turn (R3-1) signs (see Figure 2B-4) are used, at least one should be placed either over the roadway or at a right hand corner of the intersection.*

⁰⁴ *If No Left Turn (R3-2) signs (see Figure 2B-4) are used, at least one should be placed over the roadway, at the far left hand corner of the intersection, on a median, or in conjunction with the STOP sign or YIELD sign located on the near right hand corner.*

⁰⁵ *Except as provided in Item C of Paragraph 9 for signalized locations, if NO TURNS (R3-3) signs (see Figure 2B-4) are used, two signs should be used, one at a location specified for a No Right Turn sign and one at a location specified for a No Left Turn sign.*

⁰⁶ *If No U Turn (R3-4) signs (see Figure 2B-4) or combination No U Turn/No Left Turn (R3-18) signs (see Figure 2B-4) are used, at least one should be used at a location specified for No Left Turn signs.*

Option:

⁰⁷ *If both left turns and U turns are prohibited, the combination No U Turn/No Left Turn (R3-18) sign (see Figure 2B-4) may be used instead of separate R3-2 and R3-4 signs.*

Guidance:

⁰⁸ *If No Straight Through (R3-27) signs (see Figure 2B-4) are used, at least one should be placed either over the roadway or at a location where it can be seen by road users who might be intending to travel straight through the intersection.*

⁰⁹ *If turn prohibition signs are installed in conjunction with traffic control signals:*

A. The No Right Turn sign should be installed adjacent to a signal face viewed by road users in the right hand lane.

B. The No Left Turn (or No U Turn or combination No U Turn/No Left Turn) sign should be installed adjacent to a signal face viewed by road users in the left hand lane.

C. A NO TURNS sign should be placed adjacent to a signal face viewed by all road users on that approach, or two signs should be used.

Option:

¹⁰ *If turn prohibition signs are installed in conjunction with traffic control signals, an additional Movement Prohibition sign may be post mounted to supplement the sign mounted overhead.*

¹¹ *Where ONE WAY signs are used (see Section 2B.40), No Left Turn and No Right Turn signs may be omitted.*

¹² *When the movement restriction applies during certain time periods only, the following Movement Prohibition signing alternatives may be used and are listed in order of preference:*

A. Changeable message signs, especially at signalized intersections.

B. Permanently mounted signs incorporating a supplementary legend showing the hours and days during which the prohibition is applicable.

~~C. Portable signs, installed by proper authority, located off the roadway at each corner of the intersection. The portable signs are only to be used during the time that the movement prohibition is applicable.~~

~~13-1 Movement Prohibition signs may be omitted at a ramp entrance to an expressway or a channelized intersection where the design is such as to indicate clearly the one-way traffic movement on the ramp or turning lane.~~

~~Support:~~

~~13a Motorists can make a semicircular or U-turn on a green signal or green arrow except where such turn is prohibited by signs. Refer to CVC 21451 and 21454.~~

~~Option:~~

~~13b Local authorities, by ordinance, may prohibit the making of any turning movement by any vehicle at any intersection or between any designated intersections. Refer to CVC 22113.~~

~~13c The symbolic No Right Turn (R3-1), No Left Turn (R3-2), No U-Turn (R3-4), No U-Turn/No Left Turn (R3-18) and No Straight Through (R3-27) signs (see Figure 2B-4), may be used as Activated Blank-Out signs as Shown in Figure 2B-4(CA) for this purpose.~~

~~Standard:~~

~~13d No such ordinance shall be effective with respect to a State highway until approved by Caltrans.~~

~~Option:~~

~~13e Caltrans may restrict turning movements on State highways. Refer to CVC 21352.~~

~~Support:~~

~~13f A thorough investigation is necessary to determine whether or not the prohibited movements can be satisfactorily made at other locations without undue circuitry of travel.~~

~~13g Refer to CVC 22101 for Turn Prohibition signs.~~

~~Standard:~~

~~13h The NO TURNS (R3-3) sign shall be used in advance of an intersection to indicate that turns are prohibited.~~

~~Guidance:~~

~~13i On a two-way street, one sign should be used at the near right corner and one sign at the far right corner, facing approaching traffic. On a one-way street, signs should be placed on the near left and right corners facing approaching traffic.~~

~~Standard:~~

~~13j The No Right/Left Turn (R3-1/R3-2) sign shall be placed at an intersection to indicate that a right/left turn is prohibited.~~

~~Guidance:~~

~~13k Turn Prohibition signs should be placed where they will be most easily seen by road users intending to turn.~~

~~Standard:~~

~~13l The No Right Turn (R3-1) sign shall be placed at the near right corner of the intersection or overhead.~~

~~Option:~~

~~13m If signals are present, the R3-1 sign may be installed adjacent to a signal face viewed by motorists in the right lane.~~

~~Standard:~~

~~13n On one-way roads, the No Left Turn (R3-2) sign shall be placed at the near left corner facing traffic approaching the intersection.~~

~~Option:~~

~~13o If signals are present, the R3-2 sign may be placed adjacent to a signal face viewed by motorists in the left lane.~~

~~Standard:~~

~~13p On two-way two lane roads (one lane each direction), the No Left Turn (R3-2) sign shall be placed on the near right corner and far left corner facing traffic approaching the intersection.~~

~~Option:~~

~~13q If signals are present, the R3-2 sign may be installed adjacent to the signal face viewed by motorists.~~

~~Guidance:~~

~~13r On two-way multi-lane roads, the No Left Turn (R3-2) sign should preferably be placed overhead over the left lanes, in the median adjacent to the left lanes, or at the far left corner facing approaching traffic where they will be most easily seen by road users intending to turn.~~

Option:

^{13s} When the movement restriction applies during certain time periods only, the following Turn Prohibition signing alternatives may be used and are listed in order of preference:

- A. Changeable message signs or internally illuminated signs that are lighted and made legible only during the restricted hours.
- B. A supplemental plate stating the applicable hours and days prohibited, mounted below the sign. The No Left Turn Specific Hours (R33(CA) and R33A(CA)) signs (see Figure 2B-4(CA)) may be used if left turns are prohibited during certain time periods.

Standard:

^{13t} **The No U-Turn (R3-4) sign shall be used where U turns are prohibited except when Intersection Lane Control signs (R73(CA) Series) signs are used at signalized intersections with separate left turn phases.**

^{13u} **The No U-Turn/No Left Turn (R3-18) sign shall be used where both, left turns and U turns are prohibited.**

Guidance:

^{13v} *The appropriate R3-4 or R3-18 sign should be placed as follows:*

- A. *On undivided roads without traffic signals, place on the near right and far left corners of the intersection.*
- B. *On undivided roads with traffic signals, place on the far right and far left corners of the intersection, or on the signal mast arm.*
- C. *On divided roads at both signalized and unsignalized intersections, place in the median on the near and far side of the intersection, and on the signal mast arm at signalized intersections.*

Standard:

¹⁴ **The No Left Turn (R3-2) sign, the No U-Turn (R3-4) sign, and the combination No U-Turn/No Left Turn (R3-18) sign shall not be used at approaches to roundabouts to prohibit drivers from turning left onto the circulatory roadway of a roundabout.**

Support:

¹⁵ At roundabouts, the use of R3-2, R3-4, or R3-18 signs to prohibit left turns onto the circulatory roadway might confuse drivers about the possible legal turning movements around the roundabout. Roundabout Directional Arrow (R6-4 series) signs (see Section 2B.43) and/or ONE WAY (R6-1R or R6-2R) signs are the appropriate signs to indicate the travel direction within a roundabout.

Section 2B.19 Intersection Lane Control Signs (R3-5 through R3-8)

Standard:

⁰¹ **Intersection Lane Control signs, if used, shall require road users in certain lanes to turn, shall permit turns from a lane where such turns would otherwise not be permitted, shall require a road user to stay in the same lane and proceed straight through an intersection, or shall indicate permitted movements from a lane.**

⁰² **Intersection Lane Control signs (see Figure 2B-4) shall have three applications:**

- A. Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) signs,**
- B. Optional Movement Lane Control (R3-6) sign, and**
- C. Advance Intersection Lane Control (R3-8 series) signs.**

Guidance:

⁰³ *When Intersection Lane Control signs are mounted overhead, each sign should be placed over the lane or a projection of the lane to which it applies.*

⁰⁴ *On signalized approaches where through lanes that become mandatory turn lanes, multiple-lane turns that include shared lanes for through and turning movements, or other lane-use regulations are present that would be unexpected by unfamiliar road users, overhead lane control signs should be installed at the signalized location over the appropriate lanes or projections thereof and in advance of the intersection over the appropriate lanes.*

⁰⁵ *Where overhead mounting on the approach is impractical for the advance and/or intersection lane-use signs, one of the following alternatives should be employed:*

- A. *At locations where through lanes become mandatory turn lanes, a mandatory movement lane control (R3-7) sign should be post-mounted on the left-hand side of the roadway where a through lane is becoming a*

mandatory left-turn lane on a one-way street or where a median of sufficient width for the signs is available, or on the right-hand side of the roadway where a through lane is becoming a mandatory right-turn lane.

- B. At locations where a through lane is becoming a mandatory left-turn lane on a two-way street where a median of sufficient width for the signs is not available, and at locations where multiple-lane turns that include shared lanes for through and turning movements are present, an Advance Intersection Lane Control (R3-8 series) sign should be post-mounted in a prominent location in advance of the intersection, and consideration should be given to the use of an oversized version in accordance with Table 2B-1 and 2B-1(CA).*

Standard:

06 Use of an overhead sign for one approach lane shall not require installation of overhead signs for the other lanes of that approach.

Option:

07 Where the number of through lanes on an approach is two or less, the Intersection Lane Control signs (R3-5, R3-6, or R3-8) may be overhead or post-mounted.

08 Intersection Lane Control signs may be omitted where:

- A. A turn bay has been provided by physical construction or pavement markings, and
- B. Only the road users using such turn bays are permitted to make a turn in that direction.

09 At roundabouts, Intersection Lane Control (R3-5, R3-6, and R3-8 series) signs may display any of the arrow symbol options shown in Figure 2B-5.

10 Where all approach lanes are required to turn in the same direction, the Mandatory Movement Lane Control (R3-5, R3-5a) signs may be ground mounted.

11 Where there is only one approach lane, the Optional Movement Lane Control (R3-6) signs may be ground mounted.

12 The Advance Intersection Lane Control (R3-8) signs may be overhead or ground mounted.

Guidance:

13 *The Intersection Lane Control (R3-5 through R3-8) signs should be used to indicate the movements for specific lanes at an intersection. The arrows should be selected according to lane requirements.*

Option:

14 The Intersection Lane Control (R61(CA) Series and R73(CA) Series) signs (see Figure 2B-4(CA)) may be used to indicate the types of movements permitted at intersections. The R73(CA) Series signs may also be used in lieu of the No U-Turn (R3-4) sign to indicate that U-turns are prohibited, when they are prohibited, at signalized intersections with separate left turn phases.

15 Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs may be installed at the intersection.

Support:

16 The R73-1(CA) through R73-4(CA) and R73-8(CA) signs (see Figures 2B-4(CA) and 2B-105(CA)) are typical for overhead mounting either on an overhead mast arm or on lightweight structures. The R73-5(CA) and R73-6(CA) signs are typical for overhead mounting on an overhead mast arm; they can be used for ground mounted installations.

Section 2B.20 Mandatory Movement Lane Control Signs (R3-5, R3-5a, R3-7, and R3-20)

Standard:

01 **If used, the Mandatory Movement Lane Control (R3-5, R3-5a, and R3-7) sign (see Figure 2B-4) shall indicate only the single vehicle movement that is required from the lane. If used, the Mandatory Movement Lane Control sign shall be located in advance of the intersection, such as near the upstream end of the mandatory movement lane, and/or at the intersection where the regulation applies. When the mandatory movement applies to lanes exclusively designated for HOV traffic, the R3-5cP supplemental plaque shall be used. When the mandatory movement applies to lanes that are not HOV facilities, but are lanes exclusively designated for buses and/or taxis, the word message R3-5dP and/or R3-5gP supplemental plaques shall be used.**

02 **The Mandatory Movement Lane Control (R3-7) sign shall include the legend RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT). The Mandatory Movement Lane Control (R3-5 and R3-5a) symbol signs shall include the legend ONLY.**

03 **The R3-7 word message sign shall be for post-mounting only.**

~~04 Where the number of lanes available to through traffic on an approach is three or more, Mandatory Movement Lane Control (R3-5 and R3-5a) symbol signs, if used, shall be mounted overhead over the specific lanes to which they apply (see Section 2B.19).~~

04a If used, the Mandatory Movement Lane Control (R3-5 and R3-5a) signs shall be mounted overhead over the specific lanes to which they apply, unless all approach lanes are required to turn in the same direction (see Section 2B.19).

Guidance:

05 If the R3-5 or R3-5a sign is post-mounted on an approach with two or fewer through lanes, a supplemental plaque (see Figure 2B-4), such as LEFT LANE (R3-5bP), HOV 2+ (R3-5cP), TAXI LANE (R3-5dP), CENTER LANE (R3-5eP), RIGHT LANE (R3-5fP), BUS LANE (R3-5gP), or BOTH LANES, should be added above the sign to indicate the specific lane to which the mandatory movement applies. If Mandatory Lane Movement Control (R3-5) symbol signs with supplemental R3-5bP or R3-5fP plaques are used, they should be mounted adjacent to and along only the full width portion of the turn lane.

06 The use of the Mandatory Movement Lane Control (R3-7) word message sign should be limited to only locations that are adjacent to the full-width portion of a mandatory turn lane. The R3-7 sign should not be installed adjacent to a through lane in advance of a turn bay taper or adjacent to a turn bay taper.

07 Mandatory Movement Lane Control signs should be accompanied by lane-use arrow markings, especially where traffic volumes are high, where there is a high percentage of commercial vehicles, or where other distractions exist.

Option:

08 The Straight Through Only (R3-5a) sign may be used to require a road user in a particular lane to proceed straight through an intersection.

09 When the Mandatory Movement Lane Control sign for a left-turn lane is installed back-to-back with a Keep Right (R4-7) sign, the dimensions of the Mandatory Movement Lane Control (R3-5) sign may be the same as the Keep Right sign.

10 The diamond symbol may be used instead of the word message HOV on the R3-5cP supplemental plaque.

11 The BEGIN RIGHT TURN LANE (R3-20R) sign (see Figure 2B-4) may be post-mounted on the right-hand side of the roadway at the upstream end of the turn lane taper of a mandatory right-turn lane. The BEGIN LEFT TURN LANE (R3-20L) sign (see Figure 2B-4) may be post-mounted on a median (or on the left-hand side of the roadway for a one-way street) at the upstream end of the turn lane taper of a mandatory left-turn lane.

Support:

12 Refer to CVC 22101 for Mandatory Movement Lane Control signs.

Option:

13 The Mandatory Movement Lane Control (R3-5) sign may be used to indicate the type of movement permitted at a major intersection where ground mounted signing is not adequate.

Standard:

14 The RIGHT (LEFT) LANE MUST TURN RIGHT (LEFT) (R3-7) sign shall be used when a turning movement is required, except when a clearly marked additional lane is provided for the mandatory turn. When the additional lane is provided, a pavement arrow marking shall be placed at the beginning of the additional lane.

Guidance:

15 Signs or markings should be repeated in advance of mandatory turn lanes when necessary to prevent entrapment and to help motorists select the appropriate lane before reaching the end of the line of waiting vehicles.

16 The R3-7 sign should be erected on the appropriate side of the road, 150 to 300 feet in advance of the turn.

Option:

17 The THRU TRAFFIC MERGE LEFT (RIGHT) (W74(CA)) sign may be used in advance of the R3-7 sign.

Standard:

18 The RIGHT (LEFT) LANE MUST EXIT (R18A(CA)) sign (see Figure 2B-4(CA)) shall be used to indicate a freeway lane drop. The R18A(CA) sign shall be placed at the beginning of the 8 inch solid white line approaching the exit ramp. The R18A(CA) signs shall not be used at freeway to freeway connectors. See Figure 3B-10(CA) in Part 3 for details.

Guidance:

¹⁹ The RIGHT (LEFT) LANE FREEWAY ONLY (R18B(CA)) sign (see Figure 2B-4(CA)) should be used on non-freeway facilities to indicate that a particular lane only leads to a freeway entrance and on to the freeway. The sign should be used in conjunction with, and at the beginning of, the 8 inch solid white lines indicating that traffic in that lane has a mandatory movement leading to a freeway.

Section 2B.21 Optional Movement Lane Control Sign (R3-6)

Standard:

⁰¹ If used, the Optional Movement Lane Control (R3-6) sign (see Figure 2B-4) shall be used for two or more movements from a specific lane or to emphasize permitted movements. If used, the Optional Movement Lane Control sign shall be located in advance of the intersection, such as near the upstream end of an adjacent mandatory movement lane, and/or at the intersection where the regulation applies.

⁰² If used, the Optional Movement Lane Control sign shall indicate all permissible movements from specific lanes.

⁰³ Optional Movement Lane Control signs shall be used for two or more movements from a specific lane where a movement, not normally allowed, is permitted.

⁰⁴ The Optional Movement Lane Control sign shall not be used alone to effect a turn prohibition.

⁰⁵ ~~Where the number of lanes available to through traffic on an approach is three or more, an Optional Movement Lane Control (R3-6) sign, if used, shall be mounted overhead over the specific lane to which it applies (see Section 2B.19).~~

^{05a} If used, the Optional Movement Lane Control (R3-6) sign shall be mounted overhead over the specific lane to which it applies, unless all approach lanes are required to turn in the same direction (see Section 2B.19).

Guidance:

⁰⁶ If the Optional Movement Lane Control sign is post-mounted on an approach with two or fewer through lanes, a supplemental plaque (see Figure 2B-4), such as LEFT LANE (R3-5bP), HOV 2+ (R3-5cP), TAXI LANE (R3-5dP), CENTER LANE (R3-5eP), RIGHT LANE (R3-5fP), or BUS LANE (R3-5gP), should be added above the R3-6 sign to indicate the specific lane from which the optional movements can be made.

Option:

⁰⁷ The word message OK may be used within the border in combination with the arrow symbols of the R3-6 sign.

Standard:

⁰⁸ Because more than one movement is permitted from the lane, the word message ONLY shall not be used on an Optional Movement Lane Control sign.

Option:

⁰⁹ The Optional Movement Lane Control (R3-6 and R60B(CA)) signs (see Figures 2B-4 and 2B-4(CA)) may be used to indicate the type of movement permitted at a major intersection where ground mounted signing is not adequate.

Guidance:

¹⁰ The R3-6 signs should not be used at signalized intersections with separate left turn phases. The R3-6 signs should be installed on pole mounted mast-arms over the lane to which they apply.

Section 2B.22 Advance Intersection Lane Control Signs (R3-8 Series)

Option:

~~⁰¹ Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs (see Figure 2B-4) may be used to indicate the configuration of all lanes ahead.~~

Guidance:

^{01a} Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs (see Figure 2B-4) should be used to indicate the configuration of all lanes ahead where there are optional lanes, mandatory turn lanes without turning bays or unshadowed turn lanes,

Option:

⁰² The word messages ONLY, OK, THRU, ALL, or HOV 2+ may be used within the border in combination with the arrow symbols of the R3-8 sign series. The HOV 2+ (R3-5cP) supplemental plaque may be installed at the top outside border of the R3-8 sign over the applicable lane designation on the sign. The diamond symbol may be used

instead of the word message HOV. The minimum allowable vehicle occupancy requirement may vary based on the level established for a particular facility.

Guidance:

03 If used, an Advance Intersection Lane Control sign should be placed at an adequate distance in advance of the intersection so that road users can select the appropriate lane (see Figure 2A-4). If used, the Advance Intersection Lane Control sign should be installed either in advance of the tapers or at the beginning of the turn lane.

Option:

03a Advance Intersection Lane Control (R3-8, R3-8a, and R3-8b) signs may be installed at the intersection.

04 An Advance Intersection Lane Control sign may be repeated closer to the intersection for additional emphasis.

Standard:

05 Where three or more approach lanes are available to traffic, Advance Intersection Lane Control (R3-8 series) signs, if used, shall be post-mounted in advance of the intersection and shall not be mounted overhead (see Section 2B.19).

Section 2B.23 RIGHT (LEFT) LANE MUST EXIT Sign (R3-33)

Option:

01 A RIGHT (LEFT) LANE MUST EXIT (R3-33) sign (see Figure 2B-4) may be used to supplement an overhead EXIT ONLY guide sign to inform road users that traffic in the right-hand (left-hand) lane of a roadway that is approaching a grade-separated interchange is required to depart the roadway on the exit ramp at the next interchange.

Support:

02 Section 2C.43 contains information regarding a warning sign that can be used in advance of lane drops at grade-separated interchanges.

Section 2B.24 Two-Way Left Turn Only Signs (R3-9a, R3-9b)

Guidance:

Option:

01 Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-6) ~~should~~ may be used in conjunction with the required pavement markings where a non-reversible lane is reserved for the exclusive use of left-turning vehicles in either direction and is not used for passing, overtaking, or through travel.

Option:

02 The post-mounted R3-9b sign may be used as an alternate to or a supplement to the overhead R3-9a sign. The legend BEGIN or END may be used within the border of the main sign itself, or on an R3-9cP or R3-9dP plaque (see Figure 2B-6) mounted immediately above it.

Support:

03 Signing is especially helpful to drivers in areas where the two-way left turn only maneuver is new, in areas subject to environmental conditions that frequently obscure the pavement markings, and on peripheral streets with two-way left turn only lanes leading to an extensive system of routes with two-way left turn only lanes.

Option:

04 The Two-Way Left Turn Only (R3-9a or R3-9b) signs (see Figure 2B-6) may be installed in locations to indicate that a lane near the center of the highway is set aside for use by vehicles making left turns in both directions from or into the highway.

Support:

05 See Figures 3A-108(CA) and 3B-7 (CA) for pavement marking applications for Two-Way Left Turn Lanes.

Section 2B.25 BEGIN and END Plaques (R3-9cP, R3-9dP)

Option:

01 The BEGIN (R3-9cP) or END (R3-9dP) plaque (see Figure 2B-6) may be used to supplement a regulatory sign to inform road users of the location where a regulatory condition begins or ends.

Standard:

02 If used, the BEGIN or END plaque shall be mounted directly above a regulatory sign.

Section 2B.26 Reversible Lane Control Signs (R3-9e through R3-9i)

Option:

⁰¹ A reversible lane may be used for through traffic (with left turns either permitted or prohibited) in alternating directions during different periods of the day, and the lane may be used for exclusive left turns in one or both directions during other periods of the day as well. Reversible Lane Control (R3-9e through R3-9i) signs (see Figure 2B-6) may be either static type or changeable message type. These signs may be either post-mounted or overhead.

Standard:

⁰² **Post-mounted Reversible Lane Control signs shall be used only as a supplement to overhead signs or signals. Post-mounted signs shall be identical in design to the overhead signs and an additional legend such as CENTER LANE shall be added to the sign (R3-9f) to indicate which lane is controlled. For both word messages and symbols, this legend shall be at the top of the sign.**

⁰³ **Where it is determined by an engineering study that lane-use control signals or physical barriers are not necessary, the lane shall be controlled by overhead Reversible Lane Control signs (see Figure 2B-7).**

Option:

⁰⁴ Reversing traffic flow may be controlled with pavement markings and Reversible Lane Control signs (without the use of lane control signals), when all of the following conditions are met:

- A. Only one lane is being reversed,
- B. An engineering study indicates that the use of Reversible Lane Control signs alone would result in an acceptable level of safety and efficiency, and
- C. There are no unusual or complex operations in the reversible lane pattern.

Standard:

⁰⁵ **Reversible Lane Control signs shall contain the legend or symbols designating the allowable uses of the lane and the time periods such uses are allowed. Where symbols and legends are used, their meanings shall be as shown in Table 2B-2.**

⁰⁶ **Reversible Lane Control signs shall consist of a white background with a black legend and border, except for the ~~R3-9d~~ R3-9e sign, where the color red is used.**

⁰⁷ **Symbol signs, such as the ~~R3-9d~~ R3-9e sign, shall consist of the appropriate symbol in the upper portion of the sign with the appropriate times of the day and days of the week below it. All times of the day and days of the week shall be accounted for on the sign to eliminate confusion to the road user.**

⁰⁸ **In situations where more than one message is conveyed to the road user, such as on the ~~R3-9d~~ R3-9e sign, the sign legend shall be arranged as follows:**

- A. **The prohibition or restriction message is the primary legend and shall be on the top for word message signs and to the far left for symbol signs,**
- B. **The permissive use message shall be displayed as the second legend, and**
- C. **The OTHER TIMES message shall be displayed at the bottom for word message signs and to the far right for symbol signs.**

Option:

⁰⁹ The symbol signs may also include a downward pointing arrow with the legend THIS LANE. The term OTHER TIMES may be used for either the symbol or word message sign.

Standard:

¹⁰ **A Reversible Lane Control sign shall be mounted over the center of the lane that is being reversed and shall be perpendicular to the roadway alignment.**

¹¹ **If the vertical or horizontal alignment is curved to the degree that a driver would be unable to see at least one sign, and preferably two signs, then additional overhead signs shall be installed. The placement of the signs shall be such that the driver will have a definite indication of the lanes specifically reserved for use at any given time. Special consideration shall be given to major generators introducing traffic between the normal sign placement.**

¹² **Transitions at the entry to and exit from a section of roadway with reversible lanes shall be carefully reviewed, and advance signs shall be installed to notify or warn drivers of the boundaries of the reversible lane controls. The R3-9g or R3-9h signs shall be used for this purpose.**

Option:

¹³ More than one sign may be used at the termination of the reversible lane to emphasize the importance of the message (R3-9i).

Standard:

¹⁴ **Flashing beacons, if used to accentuate the overhead Reversible Lane Control signs, shall comply with the applicable requirements for flashing beacons in Chapter 4L.**

¹⁵ **When used in conjunction with Reversible Lane Control signs, the Turn Prohibition signs (R3-1 to R3-4, R3-18) shall be mounted overhead and separate from the Reversible Lane Control signs. The Turn Prohibition signs shall be designed and installed in accordance with Section 2B.18.**

Guidance:

¹⁶ *For additional emphasis, a supplemental plaque stating the distance of the prohibition, such as NEXT 1 MILE, should be added to the Turn Prohibition signs that are used in conjunction with Reversible Lane Control signs.*

¹⁷ *If used, overhead signs should be located at intervals not greater than 1/4 mile. The bottom of the overhead Reversible Lane Control signs should not be more than 19 feet above the pavement grade.*

¹⁸ *Where more than one sign is used at the termination of a reversible lane, they should be at least 250 feet apart. Longer distances between signs are appropriate for streets with speeds over 35 mph, but the separation should not exceed 1,000 feet.*

¹⁹ *Because left-turning vehicles have a significant impact on the safety and efficiency of a reversible lane operation, if an exclusive left-turn lane or two-way left-turn lane cannot be incorporated into the lane-use pattern for a particular peak or off-peak period, consideration should be given to prohibiting left turns and U-turns during that time period.*

Section 2B.27 Jughandle Signs (R3-23, R3-24, R3-25, and R3-26 Series)

Support:

⁰¹ A jughandle turn is a left-turn or U-turn that because of special geometry is made by initially making a right turn. This type of turn can increase the operational efficiency of a roadway by eliminating the need for exclusive left-turn lanes and can increase the operational efficiency of a traffic control signal by eliminating the need for protected left-turn phases. A jughandle turn can also provide an opportunity for trucks and commercial vehicles to make a U-turn where the median and roadway are not of sufficient width to accommodate a traditional U-turn by these vehicles.

⁰² Figure 2B-8 shows the various signs that can be used for signing jughandle turns. Figure 2B-9 shows examples of regulatory and destination guide signing for various types of jughandle turns.

Standard:

⁰³ **On multi-lane roadways, since road users generally anticipate that they need to be in the left-hand lane when approaching a location where they desire to turn left or make a U-turn, an ALL TURNS FROM RIGHT LANE (R3-23) or a U TURN FROM RIGHT LANE (R3-23a) sign (see Figure 2B-9) shall be installed in advance of the location to inform drivers that left turns and/or U-turns will be made from the right-hand lane.**

Option:

⁰⁴ Where a median of sufficient width is available, supplemental regulatory or guide signs may also be placed on the left-hand side of the roadway.

Standard:

⁰⁵ **An R3-24 series sign with an upward diagonal arrow pointing to the right if the jughandle entrance is designed as an exit ramp (see Drawings A and B of Figure 2B-9) or an R3-25 series sign with a horizontal arrow pointing to the right if the jughandle entrance is designed as an intersection shall be installed on the right-hand side of the roadway at the entrance to the jughandle. The legend on the sign shall be ALL TURNS, U TURN, or U AND LEFT TURNS, as appropriate.**

⁰⁶ **If the jughandle is designed such that the jughandle entrance is downstream of the location where the turn would normally have been made (see Drawing C of Figure 2B-9), an R3-26 series sign with an arrow pointing straight upward shall be installed on the right-hand side of the roadway at the intersection to inform road users that they need to proceed straight through the intersection in order to make a left turn or U-turn. The legend on the sign shall be U TURN or U AND LEFT TURNS, as appropriate.**

Support:

- 07 The R3-24, R3-25, and R3-26 series of signs are designed to be mounted below conventional guide signs.
- 08 Section 2C.14 contains information regarding the use of advisory exit and ramp speed signs for exit ramps.
- 09 Section 2D.39 contains information regarding the use of guide signs for jughandles.

Section 2B.28 Do Not Pass Sign (R4-1)

Option:

- 01 The Do Not Pass (R4-1) sign (see Figure 2B-10) may be used in addition to pavement markings (see Section 3B.02) to emphasize the restriction on passing.

Standard:

- 01a **When used, the Do Not Pass sign ~~may~~ shall be used at the beginning of, and at intervals within, a zone through which sight distance is restricted or where other conditions make overtaking and passing inappropriate.**

Option:

- 02 If signing is needed on the left-hand side of the roadway for additional emphasis, NO PASSING ZONE (W14-3) signs may be used (see Section 2C.45).

Support:

- 03 Standards for determining the location and extent of no-passing zone pavement markings are set forth in Section 3B.02.

Support:

- 04 Typical examples of where the R4-1 sign could be applied are shown in Figures 3B-14(CA) and 3B-106(CA).

Option:

- 05 The R4-1 sign may be used in conjunction with temporary traffic control signs.

Section 2B.29 PASS WITH CARE Sign (R4-2)

Guidance:

- 01 *The PASS WITH CARE (R4-2) sign (see Figure 2B-10) should be installed at the downstream end of a no-passing zone if a Do Not Pass sign has been installed at the upstream end of the zone.*

Section 2B.30 KEEP RIGHT EXCEPT TO PASS Sign (R4-16) and SLOWER TRAFFIC KEEP RIGHT Sign (R4-3)

Option:

- 01 The KEEP RIGHT EXCEPT TO PASS (R4-16) sign (see Figure 2B-10) may be used on multi-lane roadways to direct drivers to stay in the right-hand lane except when they are passing another vehicle. [Refer to CVC 21659.](#)

Guidance:

- 02 *If used, the KEEP RIGHT EXCEPT TO PASS sign should be installed just beyond the beginning of a multi-lane roadway and at selected locations along multi-lane roadways for additional emphasis.*

Option:

- 03 The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign (see Figure 2B-10) may be used on multi-lane roadways to reduce unnecessary lane changing.

Guidance:

- 04 *If used, the SLOWER TRAFFIC KEEP RIGHT sign should be installed just beyond the beginning of a multi-lane pavement, and at selected locations where there is a tendency on the part of some road users to drive in the left-hand lane (or lanes) below the normal speed of traffic. This sign should not be used on the approach to an interchange or through an interchange area.*

Section 2B.31 TRUCKS USE RIGHT LANE Sign (R4-5)

Guidance:

- 01 *If an extra lane has been provided for trucks and other slow-moving traffic, a SLOWER TRAFFIC KEEP RIGHT (R4-3) sign (see Figure 2B-10), TRUCKS USE RIGHT LANE (R4-5) sign (see Figure 2B-10), or other appropriate sign should be installed at the beginning of the lane.*

Option:

01a The TRUCKS OK (R70(CA)) sign (see Figure 2B-10(CA)) may be used to allow trucks to legally use a lane other than the right lane or lanes to facilitate the safe and orderly movement of traffic, such as in advance of freeway branch connections, lane drops, etc. If the TRUCKS OK (R70(CA)) sign cannot fit on an overhead sign structure with an arrow-per-lane sign, the TRUCKS (R70A(CA)) and OK (R70B(CA)) sign panels may be used in place of the TRUCKS OK (R70(CA)) sign. See CVC 21655.

Standard:

01b The TRUCKS OK (R70(CA)) sign shall be placed directly over the appropriate lane. The TRUCKS (R70A(CA)) and OK (R70B(CA)) sign panels shall be placed on either side of and adjacent to the lower end of the appropriate white up arrow. See Figures 2B-10(CA) and 2E-4(CA).

Support:

01c Refer to CVC 21655.

Option:

02 The SLOWER TRAFFIC KEEP RIGHT sign may be used as a supplement or as an alternative to the TRUCKS USE RIGHT LANE sign. Both signs may be used on multi-lane roadways to improve capacity and reduce lane changing.

03 The TRUCKS USE RIGHT LANE (R4-5) sign may be used on multi-lane roadways to reduce unnecessary lane changing.

Guidance:

04 *If an extra lane has been provided for trucks and other slow-moving traffic, a Lane Ends sign (see Section 2C.42) should be installed in advance of the point where the extra lane ends. Appropriate pavement markings should be installed at both the upstream and downstream ends of the extra lane (see Section 3B.09 and Figure 3B-13).*

Support:

05 Section 2D.51 contains information regarding advance information signs for extra lanes that have been provided for trucks and other slow-moving traffic.

Option:

06 The TRUCKS 3 AXLES OR MORE RIGHT 2 LANES ONLY (R6-3A(CA)) sign (see Figure 2B-10(CA)) may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

07 The ALL VEHICLES WHEN TOWING RIGHT 2 LANES ONLY (R6-4A(CA)) sign (see Figure 2B-10(CA)) may be used on divided highways having four or more lanes for traffic in one direction where this type of vehicle, unless designated, is restricted to the two right lanes. See CVC 21655 and 22348(c).

Standard:

08 The END TRUCK LANE (R53A(CA)) sign (see Figure 2B-10(CA)) shall be placed at the end of a truck lane.

09 The END TRUCK LANE CONTROL (R53E(CA)) sign (see Figure 2B-10(CA)) shall be placed at the end of a segment of roadway in which trucks are restricted to a particular lane.

10 The TRUCKS RIGHT LANE ONLY (R53B(CA)) sign (see Figure 2B-10(CA)) shall be used when a climbing lane is provided and it is necessary to prohibit trucks from passing slower moving vehicles. Signs shall be placed at the beginning of the restriction and at approximately 0.25 mile intervals. When the restriction is necessary during certain hours, the Specific Hours/Day (R82A(CA)) Plaque (see Figure 2B-10(CA)) shall be placed below the R53B(CA) sign.

11 A TRUCK LANE (R4-6) sign shall be placed in advance of the truck lane. An END TRUCK LANE (R53A(CA)) sign shall be placed at the end of the restriction. See Figure 3B-14(CA) for signing and marking the end of an extra lane.

Option:

12 The TRUCKS USE RIGHT LANE (R4-5) sign may be placed to advise trucks that they must use the right lane except to pass slow moving vehicles as provided in CVC 21654.

Standard:

13 The YIELD TO UPHILL TRAFFIC (R55(CA)) sign (see Figure 2B-10(CA)) shall be used facing downhill traffic where a climbing lane has been provided and where a one-direction no passing marking has been placed to allow downhill traffic to pass. Refer to CVC 21661. See Section 3B.01 for further details.

¹⁴ **The SLOWER TRAFFIC KEEP RIGHT (R4-3) sign shall be used at the beginning of passing lanes. Refer to CVC 21654. See Figure 3B-14(CA) for application of signing and markings for lane reductions.**

Section 2B.32 Keep Right and Keep Left Signs (R4-7, R4-8)

Option:

⁰¹ The Keep Right (R4-7) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the right-hand side of a roadway feature or obstruction. The Keep Left (R4-8) sign (see Figure 2B-10) may be used at locations where it is necessary for traffic to pass only to the left-hand side of a roadway feature or obstruction.

Guidance:

⁰² *At locations where it is not readily apparent that traffic is required to keep to the right, a Keep Right sign should be used.*

⁰³ *If used, the Keep Right sign should be installed as close as practical to approach ends of raised medians, parkways, islands, and underpass piers. The sign should be mounted on the face of or just in front of a pier or other obstruction separating opposite directions of traffic in the center of the highway such that traffic will have to pass to the right-hand side of the sign.*

Standard:

⁰⁴ **The Keep Right sign shall not be installed on the right-hand side of the roadway in a position where traffic must pass to the left-hand side of the sign.**

At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, Keep Right (R4-7) signs shall be installed (see Figures 2B-16 and 2B-17).

Option:

⁰⁵ ~~The Keep Right sign may be omitted at intermediate ends of divisional islands and medians.~~

⁰⁶ Word message KEEP RIGHT (LEFT) with an arrow (R4-7a or R4-7b) signs (see Figure 2B-10) may be used instead of the R4-7 or R4-8 symbol signs.

⁰⁷ Where the obstruction obscures the Keep Right sign, the minimum placement height may be increased for better sign visibility.

⁰⁸ A narrow Keep Right (R4-7c) sign (see Figure 2B-10) may be installed on the approach end of a median island that is less than 4 feet wide at the point where the sign is to be located.

Standard:

⁰⁹ **A narrow Keep Right (R4-7c) sign shall not be installed on a median island that has a width of 4 feet or more at the point where the sign is to be located.**

Guidance:

¹⁰ *At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the Keep Right (R4-7) sign, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.*

¹¹ *Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R4-7 sign size used, if feasible, should be from the expressway column as 36 x 48 inch, not the 24 x 30 inch size in the conventional road column.*

Section 2B.33 STAY IN LANE Sign (R4-9)

Option:

⁰¹ A STAY IN LANE (R4-9) sign (see Figure 2B-10) may be used on multi-lane highways to direct road users to stay in their lane until conditions permit shifting to another lane.

Guidance:

⁰² *If a STAY IN LANE sign is used, it should be accompanied by a double solid white lane line(s) to prohibit lane changing.*

Section 2B.34 RUNAWAY VEHICLES ONLY Sign (R4-10)

Guidance:

Standard:

01 A RUNAWAY VEHICLES ONLY (R4-10) sign (see Figure 2B-10) ~~should~~ **shall** be installed near a truck escape (or runaway truck) ramp entrance to discourage other road users from entering the ramp.

02 The NO STOPPING ANY TIME (R26A(S)(CA)) signs (see Figure 2B-24(CA)) shall be placed as required to keep motorists from stopping in the path of runaway trucks.

Section 2B.35 Slow Vehicle Turn-Out Signs (R4-12, R4-13, and R4-14)

Support:

01 On two-lane highways in areas where traffic volumes and/or vertical or horizontal curvature make passing difficult, turn-out areas are sometimes provided for the purpose of giving a group of faster vehicles an opportunity to pass a slow-moving vehicle.

Option:

Standard:

02 A SLOW VEHICLES WITH ~~XX~~ 5 OR MORE FOLLOWING VEHICLES MUST USE TURN-OUT (R4-12) sign (see Figure 2B-10) ~~may~~ **shall** be installed in advance of a the first turn-out area to inform drivers who are driving so slow that they have accumulated a specific number of vehicles behind them that they are required by the traffic laws of that State to use the turn-out to allow the vehicles following them to pass.

Refer to CVC 21656.

Support:

03 The specific number of vehicles displayed on the R4-12 sign provides law enforcement personnel with the information they need to enforce this regulation.

03a Refer to CVC 21656 for Turning out of Slow-Moving Vehicles.

03b The R4-12 sign is not intended to be used in advance of each individual turnout.

03c See Section 3B.101(CA) for more details.

Option:

04 If an R4-12 sign has been installed in advance of a turn-out area, a SLOW VEHICLES MUST USE TURN-OUT AHEAD (R4-13) sign (see Figure 2B-10) may also be installed downstream from the R4-12 sign, but upstream from the turn-out area, to remind slow drivers that they are required to use a turn-out that is a short distance ahead.

Standard:

05 If an R4-12 sign has been installed in advance of a turn-out area, a SLOW VEHICLES MUST TURN OUT (with arrow) (R4-14) sign (see Figure 2B-10) shall be installed at the entry point of the turn-out area.

Support:

06 Section 2D.52 contains information regarding advance information signs for slow vehicle turn-out areas.

Section 2B.36 DO NOT DRIVE ON SHOULDER Sign (R4-17) and DO NOT PASS ON SHOULDER Sign (R4-18)

Option:

01 The DO NOT DRIVE ON SHOULDER (R4-17) sign (see Figure 2B-10) may be installed to inform road users that using the shoulder of a roadway as a travel lane is prohibited.

02 The DO NOT PASS ON SHOULDER (R4-18) sign (see Figure 2B-10) may be installed to inform road users that using the shoulder of a roadway to pass other vehicles is prohibited.

Section 2B.37 DO NOT ENTER Sign (R5-1)

Standard:

01 The DO NOT ENTER (R5-1) sign (see Figure 2B-11) shall be used where traffic is prohibited from entering a restricted roadway.

Guidance:

02 The DO NOT ENTER sign, if used, should be placed directly in view of a road user at the point where a road user could wrongly enter a divided highway, one-way roadway, or ramp (see Figure 2B-12(CA)). The sign should be mounted on the right-hand side of the roadway, facing traffic that might enter the roadway or ramp in the wrong direction.

03 If the DO NOT ENTER sign would be visible to traffic to which it does not apply, the sign should be turned away from, or shielded from, the view of that traffic.

Option:

04 The DO NOT ENTER sign may be installed where it is necessary to emphasize the one-way traffic movement on a ramp or turning lane.

05 A second DO NOT ENTER sign on the left hand side of the roadway may be used, particularly where traffic approaches from an intersecting roadway (see Figure 2B-12).

Support:

06 Section 2B.41 contains information regarding an optional lower mounting height for DO NOT ENTER signs that are located along an exit ramp facing a road user who is traveling in the wrong direction.

Standard:

07 The DO NOT ENTER (R5-1) sign and WRONG WAY (R5-1a) sign shall be used at the exit end of a one-way road or ramp to inform motorists that an entrance thereto is prohibited.

08 The R5-1 and the R5-1a signs shall be placed in the head-on position to a wrong-way movement.

Option:

09 The DO NOT ENTER (R5-1) and WRONG WAY (R5-1a) signs (see Figure 2B-11), may be used as Activated Blank-Out signs (see Figure 2B-11(CA)) for controlling reversible lanes and for prohibiting turns into reversible lanes.

10 The R5-1 and R5-1a Activated Blank-Out signs may also be used to supplement static R5-1 and R5-1a signs.

Standard:

11 If used for controlling reversible lanes and for prohibiting turns into reversible lanes, the R5-1 and R5-1a Activated Blank-Out signs shall be used in two sets.

Guidance:

12 At least one set of R5-1 and R5-1a signs should be visible from each decision point on each likely wrong-way approach.

Support:

13 See section 2E.53 for wrong-way traffic control at interchange ramps and Figures 2B-12(CA) and 3B-14(CA) for examples of signs and lane reduction markings.

Guidance:

14 On multilane roadways, a minimum size of 36 x 36 inch should be used for the DO NOT ENTER (R5-1) sign.

15 At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the DO NOT ENTER (R5-1) sign or WRONG WAY (R5-1a) sign, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.

16 Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R5-1 sign size used, if feasible, should be from the expressway column as 36 x 36 inch, not the 30 x 30 inch size in the conventional road column.

Section 2B.38 WRONG WAY Sign (R5-1a)

Option:

01 The WRONG WAY (R5-1a) sign (see Figure 2B-11) may be used as a supplement to the DO NOT ENTER sign where an exit ramp intersects a crossroad or a crossroad intersects a one-way roadway in a manner that does not physically discourage or prevent wrong-way entry (see Figure 2B-12).

Guidance:

02 If used, the WRONG WAY sign should be placed at a location along the exit ramp or the one-way roadway farther from the crossroad than the DO NOT ENTER sign (see Section 2B.41).

Support:

03 Section 2B.41 contains information regarding an optional lower mounting height for WRONG WAY signs that are located along an exit ramp facing a road user who is traveling in the wrong direction.

Support:

⁰⁴ Refer to Section 2B.37 for the WRONG WAY (R5-1a) sign.

Section 2B.39 Selective Exclusion Signs

Support:

⁰¹ Selective Exclusion signs (see Figure 2B-11) give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities.

Standard:

⁰² **If used, Selective Exclusion signs shall clearly indicate the type of traffic that is excluded.**

Support:

⁰³ Typical exclusion messages include:

- A. No Trucks (R5-2),
- B. NO MOTOR VEHICLES (R5-3),
- C. NO COMMERCIAL VEHICLES (R5-4),
- D. NO TRUCKS (VEHICLES) WITH LUGS (R5-5),
- E. No Bicycles (R5-6),
- F. NO NON-MOTORIZED TRAFFIC (R5-7),
- G. NO MOTOR-DRIVEN CYCLES (R5-8),
- H. No Pedestrians (R9-3),
- I. No Skaters (R9-13),
- J. No Equestrians (R9-14), and
- K. ~~No Hazardous Material (R14-3)~~ (see Section 2B.62).

Option:

⁰⁴ Appropriate combinations or groupings of these legends into a single sign, such as NO PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES (R5-10a), or NO PEDESTRIANS OR BICYCLES (R5-10b) may be used.

Guidance:

⁰⁵ *If an exclusion is governed by vehicle weight, a Weight Limit sign (see Section 2B.59) should be used instead of a Selective Exclusion sign.*

⁰⁶ *If used on a freeway or expressway ramp, the NO PEDESTRIANS OR BICYCLES (R5-10b) sign should be installed in a location where it is clearly visible to any pedestrian or bicyclist attempting to enter the limited access facility from a street intersecting the exit ramp.*

⁰⁷ *The Selective Exclusion sign should be placed on the right-hand side of the roadway at an appropriate distance from the intersection so as to be clearly visible to all road users turning into the roadway that has the exclusion. The NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign (see Section 2B.51) should be installed so as to be clearly visible to pedestrians who are at a location where an alternative route is available.*

Option:

⁰⁸ The NO PEDESTRIANS (R5-10c) or No Pedestrian Crossing (R9-3) sign may also be used at underpasses or elsewhere where pedestrian facilities are not provided.

⁰⁹ The NO TRUCKS (R5-2a) word message sign may be used as an alternate to the No Trucks (R5-2) symbol sign.

¹⁰ The AUTHORIZED VEHICLES ONLY (R5-11) sign may be used at median openings and other locations to prohibit vehicles from using the median opening or facility unless they have special permission (such as law enforcement vehicles or emergency vehicles) or are performing official business (such as highway agency vehicles).

Support:

¹¹ Refer to CVC 21101 through 21104, 22402 through 22405 and 35650 through 35755 for Truck Exclusion signs.

¹² The No Trucks (R5-2) sign is used together with a Truck Exclusion (R20D(CA) Series) plaque (see Figure 2B-11(CA) to specify the maximum width or other restrictions in effect.

Guidance:

¹³ *An alternative route should be evaluated for height, weight and size restrictions. Appropriate signs should be posted along the route to advise motorists of any restrictions.*

Option:

¹⁴ Advance signs may be necessary to give trucks an opportunity to turn around and retrace their path or select another route.

Standard:

¹⁵ **The R5-2 signs shall be placed at each end of the affected portion of a highway section. They shall be placed at a distance of not more than 500 feet from the ends of an affected bridge or structure.**

¹⁶ **The Bridge Speed and Weight Limit (R21(CA)) sign (see Figure 2B-11(CA)) shall be used to specify the maximum speed permitted on a bridge or structure for vehicles over a specified weight. The R21(CA) sign shall not be erected more than 500 feet in advance of the bridge or structure.**

Option:

¹⁷ The R21(CA) sign, when used with the Weight Limit (R12-5) sign, may be placed on the same post.

¹⁸ The Truck Length Limit (R20H(CA)) sign may be used at locations where a semi-truck over 65 feet in length and a semi-truck with trailer over 75 feet in length is prohibited.

¹⁹ The No Trucks Variable Message (R20-1(CA)) sign (see Figure 2B-11(CA)) may be used with an advance guide sign where there is a truck restriction.

Standard:

²⁰ **The NEXT RIGHT (R20-1A(CA)) Plaque (see Figure 2B-11(CA)) shall be used below the R20-1(CA) sign when no advance guide sign is available.**

Option:

²¹ The AUTOS WITH TRAILERS - TRUCKS – PROHIBITED (R53D(CA)) sign (see Figure 2B-11(CA)) may be used at locations where these vehicles are prohibited from using the roadway.

Restrictions on Use of Freeways

Support:

²² CVC Section 21960 authorizes Caltrans and local authorities, with respect to freeways under their respective jurisdictions, to prohibit or restrict the use of freeways by pedestrians, bicycles or other non-motorized traffic or by any person operating a motor-driven cycle or a motorized bicycle.

Standard:

²³ **Restrictions on use of a freeway shall be by the order of Caltrans, District Director.**

²⁴ **No ordinance or resolution of local authorities shall apply to any State highway until the proposed ordinance or resolution has been presented to, and approved in writing by, Caltrans.**

Support:

²⁵ The District Directors have been delegated the authority to issue orders restricting the use of freeways. They are also authorized to approve orders, ordinances or resolutions of local authorities, which would restrict the use of State highways.

²⁶ It is Caltrans' policy to restrict the use of freeways when a satisfactory alternate route is available.

Standard:

²⁷ **The NO PEDESTRIANS BICYCLES MOTOR-DRIVEN CYCLES (R5-10a) sign shall be used on a freeway at or near the beginning of the section of freeway to which the prohibition applies and on the right side of freeway entrance ramps.**

Guidance:

²⁸ *Prior to placement of the R5-10a sign on State highways, an order signed by the Caltrans District Director should be on file.*

²⁹ *At the end of freeway sections where both bicycles and pedestrians have been allowed, and on the continuing freeway where such traffic is prohibited, the R5-10a sign should be placed beyond the exit ramp gore.*

Option:

³⁰ The R5-10a sign may be modified by deleting the word BICYCLES at locations where bicycles are permitted on freeway shoulders.

Standard:

³¹ **The NO PEDESTRIANS (R5-10c) sign shall be used at all freeways exit ramps to inform the public that pedestrians are prohibited.**

Guidance:

³² The R5-10c sign should be placed on the left facing pedestrian traffic, which might enter a freeway exit ramp. The sign should be placed up the ramp to avoid conflict with the ramp terminal signs.

Option:

³³ Dual installations may be used where pedestrian problems exist.

Support:

³⁴ See 2E.53 for additional details.

Option:

³⁵ The FREEWAY – ACCESS RIGHTS RESTRICTED ON THIS SECTION OF HIGHWAY (S3-1(CA)) sign may be used to identify a right-of-way fence that has been placed to control access.

Section 2B.40 ONE WAY Signs (R6-1, R6-2)

Standard:

⁰¹ Except as provided in Paragraph 6, the ONE WAY (R6-1 or R6-2) sign (see Figure 2B-13) shall be used to indicate streets or roadways upon which vehicular traffic is allowed to travel in one direction only.

⁰² ONE WAY signs shall be placed parallel to the one-way street at all alleys and roadways that intersect one-way roadways as shown in Figure 2B-14.

⁰³ At an intersection with a divided highway that has a median width at the intersection itself of 30 feet or more, ONE WAY signs shall be placed, visible to each crossroad approach, on the near right and far left corners of each intersection with the directional roadways (see Figure 2B-15).

~~⁰⁴ At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, Keep Right (R4-7) signs and/or ONE WAY signs shall be installed (see Figures 2B-16 and 2B-17). If Keep Right signs are installed, they shall be placed as close as practical to the approach ends of the medians and shall be visible to traffic on the divided highway and each crossroad approach. If ONE WAY signs are installed, they shall be placed on the near right and far left corners of the intersection and shall be visible to each crossroad approach.~~

^{04a} The ONE WAY (R6-1) sign shall be used on one-way streets, divided highways, ramp terminals and other similar locations to indicate streets or roadways upon which vehicular traffic is required in one direction only.

^{04b} When grouped with STOP (R1-1) sign or with another regulatory sign, the ONE WAY sign shall be placed at the top.

Option:

^{04c} The R6-1 signs may be placed on the far right and in the median on the left side of traffic entering the highway where the median is more than 30 feet wide as shown in Figure 2B-15.

⁰⁵ At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, ONE WAY signs may also be placed on the far right corner of the intersection as shown in Figures 2B-16 and 2B-17.

^{05a} At an intersection with a divided highway that has a median width at the intersection itself of less than 30 feet, ONE WAY signs may be installed on the near right and far left corners of the intersection. They may also be placed on the far right corners of intersections for added emphasis. See Figures 2B-16 and 2B-17.

⁰⁶ ONE WAY signs may be omitted on the one-way roadways of divided highways, where the design of interchanges indicates the direction of traffic on the separate roadways.

Standard:

⁰⁷ If used at unsignalized intersections with one-way streets, ONE WAY signs shall be placed on the near right and the far left corners of the intersection facing traffic entering or crossing the one-way street (see Figure 2B-14).

⁰⁸ If used at signalized intersections with one-way streets, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.

⁰⁹ At unsignalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed on the near right and the far side of the intersection facing traffic on the stem approach (see Figure 2B-14).

10 At signalized T-intersections where the roadway at the top of the T-intersection is a one-way roadway, ONE WAY signs shall be placed near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for unsignalized intersections.
Option:

11 Where the central island of a roundabout allows for the installation of signs, ONE WAY signs may be used instead of or in addition to Roundabout Directional Arrow (R6-4 series) signs (see Section 2B.43) to direct traffic counter-clockwise around the central island.

Guidance:

12 *Where used on the central island of a roundabout, the mounting height of a ONE WAY sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.*

Support:

13 Using ONE WAY signs on the central island of a roundabout might result in some drivers incorrectly concluding that the cross street is a one-way street. Using Roundabout Directional Arrow signs might reduce this confusion. However, using ONE WAY signs might be necessary in States that have defined a roundabout as a series of T-intersections.

Option:

14 The BEGIN ONE WAY (R6-6) sign (see Figure 2B-13) may be used to notify road users of the beginning point of a one direction of travel restriction on the street or roadway. The END ONE WAY (R6-7) sign (see Figure 2B-13) may be used to notify road users of the ending point of a one direction of travel restriction on the street or roadway.

Option:

15 Authorities in charge of any highway may designate, by ordinance or resolution, any roadway, part of a roadway, or specific lanes for one-way traffic. Refer to CVC 21657.

Standard:

16 No such ordinance shall be effective with respect to a State highway until approved by Caltrans.

Option:

17 If, by local ordinance, a State highway through a city has been made one of a pair of one-way streets, the Commission may adopt the additional street into the State Highway System. Refer to Streets and Highways Code Section 111.5. See Section 1A.11 for information regarding this publication.

18 On streets and highways under local jurisdiction where medians are less than 30 feet wide, raised or unpaved, the R6-1 signs may be placed in the median.

Guidance:

19 *The appropriate height of the R6-1 signs when placed in the median should be 1.5 feet.*

20 *The R6-1 signs should also be placed parallel to the one-way street at the appropriate far corner to a wrong-way turn. They should also be placed opposite the exits from alleys and other public ways.*

Standard:

21 At intersections and ramps, the R6-1 signs shall be placed as provided in Section 2E.53.

Option:

22 The ONE WAY (R6-2) sign may be used as an alternative to the R6-1 sign where space is limited and the R6-2 sign is more appropriate.

Guidance:

23 *At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the ONE WAY (R6-1, R6-2) signs, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.*

24 *Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R6-1 sign size used, if feasible, should be from the expressway column as 54 x 18 inch, not the 36 x 12 inch size in the conventional road column.*

Section 2B.41 Wrong-Way Traffic Control at Interchange Ramps

Standard:

01 At interchange exit ramp terminals where the ramp intersects a crossroad in such a manner that wrong-way entry could inadvertently be made, the following signs shall be used (see Figure 2B-18):

- A. At least one ONE WAY sign for each direction of travel on the crossroad shall be placed where the exit ramp intersects the crossroad.**
- ~~**B. At least one DO NOT ENTER sign shall be conspicuously placed near the downstream end of the exit ramp in positions appropriate for full view of a road user starting to enter wrongly from the crossroad.**~~
- ~~**C. At least one WRONG WAY sign shall be placed on the exit ramp facing a road user traveling in the wrong direction.**~~

Guidance:

02 In addition, the following pavement markings should be used (see Figure 2B-18):

- A. On two-lane paved crossroads at interchanges, double solid yellow lines should be used as a center line for an adequate distance on both sides approaching the ramp intersections.*
- B. Where crossroad channelization or ramp geometrics do not make wrong-way movements difficult, a lane-use arrow should be placed in each lane of an exit ramp near the crossroad terminal where it will be clearly visible to a potential wrong-way road user.*

Option:

03 The following traffic control devices may be used to supplement the signs and pavement markings described in Paragraphs 1 and 2:

- A. Additional ONE WAY signs may be placed, especially on two-lane rural crossroads, appropriately in advance of the ramp intersection to supplement the required ONE WAY sign(s).**
- B. Additional WRONG WAY signs may be used.**
- C. Slender, elongated wrong-way arrow pavement markings (see Figure ~~3B-24~~ 3B-24(CA)) intended primarily to warn wrong-way road users that they are traveling in the wrong direction may be placed upstream from the ramp terminus (see Figure 2B-18) to indicate the correct direction of traffic flow. Wrong-way arrow pavement markings may also be placed on the exit ramp at appropriate locations near the crossroad junction to indicate wrong-way movement. The wrong-way arrow markings may consist of pavement markings or bidirectional red-and-white raised pavement markers or other units that show red to wrong-way road users and white to other road users (see Figure ~~3B-24~~ 3B-24(CA)).**
- D. Lane-use arrow pavement markings may be placed on the exit ramp and crossroad near their intersection to indicate the permissive direction of flow.**
- E. Freeway entrance signs (see Section 2D.46) may be used.**

Guidance:

~~*04 On interchange entrance ramps where the ramp merges with the through roadway and the design of the interchange does not clearly make evident the direction of traffic on the separate roadways or ramps, a ONE WAY sign visible to traffic on the entrance ramp and through roadway should be placed on each side of the through roadway near the entrance ramp merging point as illustrated in Figure 2B-19.*~~

Option:

05 At locations where engineering judgment determines that a special need exists, other standard warning or prohibitive methods and devices may be used as a deterrent to the wrong-way movement.

06 Where there are no parked cars, pedestrian activity or other obstructions such as snow or vegetation, and if an engineering study indicates that a lower mounting height would address wrong-way movements on freeway or expressway exit ramps, a DO NOT ENTER sign(s) and/or a WRONG WAY sign(s) that is located along the exit ramp facing a road user who is traveling in the wrong direction may be installed at a minimum mounting height of 3 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the pavement.

Support:

07 Section ~~2B.41~~ 2B.42 contains further information on signing to avoid wrong-way movements at at-grade intersections on expressways.

Standard:

08 The DO NOT ENTER (R5-1) sign and WRONG WAY (R5-1a) sign shall be used at the exit end of a one-way road, ramp or other similar locations to inform motorists that an entrance thereto is prohibited.

09 The R5-1 and the R5-1a signs shall be placed in the head-on position to a wrong-way movement.

Option:

10 The DO NOT ENTER (R5-1) and WRONG WAY (R5-1a) signs (see Figure 2B-11), may be used as Activated Blank-Out signs (see Figure 2B-11(CA)) for controlling reversible lanes and for prohibiting turns into reversible lanes.

11 The R5-1 and R5-1a Activated Blank-Out signs may also be used to supplement static R5-1 and R5-1a signs.

Standard:

12 If used for controlling reversible lanes and for prohibiting turns into reversible lanes, the R5-1 and R5-1a Activated Blank-Out signs shall be used in two sets.

Guidance:

13 At least one set of R5-1 and R5-1a signs should be visible from each decision point on each likely wrong-way approach.

Support:

14 See section 2E.53 for wrong-way traffic control at interchange ramps and Figures 2B-12(CA) and 3B-14(CA) for examples of signs and lane reduction markings.

Guidance:

15 On multilane roadways, a minimum size of 36 x 36 inch should be used for the DO NOT ENTER (R5-1) sign.

16 At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the DO NOT ENTER (R5-1) sign or WRONG WAY (R5-1a) sign, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.

17 Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R5-1 sign size used, if feasible, should be from the expressway column as 36 x 36 inch, not the 30 x 30 inch size in the conventional road (single lane) column.

Support:

18 Ramp terminal signing serves two important functions:

- 1. A link in the guidance system for traffic moving from the conventional roadway to the freeway.**
- 2. Information to prevent a road user from getting into a wrong-way driving situation.**

19 Freeway Entrance package is a vertical arrangement of FREEWAY ENTRANCE (D13-3) sign, cardinal direction, route shield, and arrow signs on a single post in which the D13-3 sign is on top and the arrow is on the bottom.

20 Do Not Enter package is a DO NOT ENTER (R5-1) sign with a WRONG WAY (R5-1a) sign directly beneath it on a single post.

Guidance:

21 Ramp terminal signs should be placed within the area normally illuminated by automobile headlights. Ambient lighting in the vicinity of the signs should also be considered.

22 In order to be most responsive to headlights, the Do Not Enter and Freeway Entrance packages should be mounted with the bottom of the lower sign 2 feet above the edge of the pavement. The ONE WAY (R6-1) signs should be mounted at 1.5 feet above the edge of pavement.

Support:

23 This will generally ensure that these arrows are low enough that they will not be a sight restriction to the right-way traffic.

Standard:

24 Standard mounting height for all other signs in the ramp terminal area shall remain at 5 feet.

Option:

25 In locations subject to deep snow, sign heights may be adjusted in accordance with engineering judgment.

Guidance:

26 If installed, the pedestrian prohibition (R5-10a and R5-10c) signs should be placed far enough up the ramp to avoid conflict with signs near the terminal.

Support:

27 The sign locations shown in Figure 2B-18(CA) are approximate.

Guidance:

28 All ramp terminals should be reviewed under both day and night conditions by experienced signing personnel to determine exact locations.

Standard:

29 At least two large painted pavement arrows shall be placed and maintained in the center of each lane of each exit ramp. At least one Type I arrow, not less than 18 feet in length, shall be positioned in the center of each freeway entrance ramp. Refer to Section 3B.20.

On-Ramp Terminal Signing

Support:

30 Lead-in signing directing motorists to on-ramps is important. Care should be taken to ensure that arrows on direction signs couldn't be interpreted as pointing into inappropriate roadways, especially off-ramp terminals.

31 Partial interchanges may need special attention with respect to lead-in signing. Trailblazing a route from a partial interchange to another interchange may be necessary to ensure proper traffic movements.

Guidance:

32 Freeway Entrance packages should be placed as near the diverge point between the on-ramp and the intersecting roadway as practicable. The down diagonal arrow should always point toward the onramp pavement.

33 Large Freeway Entrance signs should be used with the Freeway Entrance package unless proper placement requires the smaller Freeway Entrance signs.

Off-Ramp Terminal Signing

Standard:

34 The Turn Prohibition signs (See Section 2B.18) shall be placed in suitable locations on the crossing street in advance of the off-ramp.

Guidance:

35 The Do Not Enter packages should be placed at off-ramp terminals to meet the following criteria:

- A. At least one package should be visible to a road user (within the scope of his headlights) at his decision point on each potential approach.*
- B. At least one package should be in the head-on position for the road user turning into the off-ramp from each potential approach.*

36 A field decision should be made on whether to use three Do Not Enter packages or four if the off-ramp is split by a traffic island.

Support:

37 Generally, curbed islands larger than 1000 feet² in area indicate the use of four packages. Painted islands can be somewhat larger and still be adequately signed with three packages. Refer to Figure 2B-18(CA) Sheets 3, 4 and 5.

Guidance:

38 The ONE WAY (R6-1) signs should be placed as close to the crossing street as possible. If there are sidewalks immediately adjacent to the cross street, these signs should be located behind the sidewalk to avoid conflicting with pedestrians.

Support:

39 A less desirable alternate is relocating the signs above the pedestrian level.

Guidance:

40 At skewed ramp intersections, where the angle approaches 90°, a second ONE WAY (R6-1) sign should be added on the obtuse side when it would be visible to approaching traffic. Refer to Figure 2B-18(CA) Sheet 1.

Section 2B.42 Divided Highway Crossing Signs (R6-3, R6-3a)

Standard:

01 On unsignalized minor-street approaches from which both left turns and right turns are permitted onto a divided highway that has a median width at the intersection itself of 30 feet or more, except as provided in Paragraph 2, a Divided Highway Crossing (R6-3 or R6-3a) sign (see Figure 2B-13) shall be used to advise road users that they are approaching an intersection with a divided highway (see Figure 2B-15).

Option:

⁰² If the divided highway that has a median width at the intersection itself of 30 feet or more has a traffic volume of less than 400 AADT and a speed limit of 25 mph or less, the Divided Highway Crossing signs facing the unsignalized minor-street approaches may be omitted.

⁰³ A Divided Highway Crossing sign may be used on signalized minor-street approaches from which both left turns and right turns are permitted onto a divided highway to advise road users that they are approaching an intersection with a divided highway.

Standard:

⁰⁴ **If a Divided Highway Crossing sign is used at a four-legged intersection, the R6-3 sign shall be used. If used at a T-intersection, the R6-3a sign shall be used.**

⁰⁵ **The Divided Highway Crossing sign shall be located on the near right corner of the intersection, mounted beneath a STOP or YIELD sign or on a separate support.**

Option:

⁰⁶ An additional Divided Highway Crossing sign may be installed on the left-hand side of the approach to supplement the Divided Highway Crossing sign on the near right corner of the intersection.

Guidance:

⁰⁷ *At intersections where the left-turn lane treatment results in channelized offset left-turn lanes (e.g., a parallel or tapered left-turn lane between two medians), the size of the Divided Highway Crossing (R6-3, R6-3a) signs, if used, should be of the next higher roadway classification, if feasible, as shown in Table 2B-1, to reduce the potential for wrong-way maneuvers by road users turning left from a stop-controlled, intersecting minor roadway.*

⁰⁸ *Hence, per this offset left-turn lanes scenario, if the type of roadway is a conventional road, the R6-3 sign size used, if feasible, should be from the expressway column as 36 x 30 inch, not the 30 x 24 inch size in the conventional road column.*

Section 2B.43 Roundabout Directional Arrow Signs (R6-4, R6-4a, and R6-4b)

Guidance:

⁰¹ *Where the central island of a roundabout allows for the installation of signs, Roundabout Directional Arrow (R6-4 series) signs (see Figure 2B-20) should be used in the central island to direct traffic counter-clockwise around the central island, except as provided in Paragraph 11 in Section 2B.40.*

Standard:

⁰² **The R6-4 sign shall be a horizontal rectangle with two black chevron symbols pointing to the right on a white background. The R6-4a sign shall be a horizontal rectangle with three black chevron symbols pointing to the right on a white background. The R6-4b sign shall be a horizontal rectangle with four black chevron symbols pointing to the right on a white background. No border shall be used on the Roundabout Directional Arrow signs.**

⁰³ **Roundabout Directional Arrow signs shall be used only at roundabouts and other circular intersections.**

Guidance:

⁰⁴ *When used on the central island of a roundabout, the mounting height of a Roundabout Directional Arrow sign should be at least 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way.*

Option:

⁰⁵ More than one Roundabout Directional Arrow sign and/or R6-4a or R6-4b signs may be used facing high-speed approaches, facing approaches with limited visibility, or in other circumstances as determined by engineering judgment where increased sign visibility would be appropriate.

Section 2B.44 Roundabout Circulation Plaque (R6-5P)

Guidance:

⁰¹ *Where the central island of a roundabout does not provide a reasonable place to install a sign, Roundabout Circulation (R6-5P) plaques (see Figure 2B-20) should be placed below the YIELD signs on each approach.*

Option:

⁰² At roundabouts where Roundabout Directional Arrow signs and/or ONE WAY signs have been installed in the central island, Roundabout Circulation plaques may be placed below the YIELD signs on approaches to roundabouts to supplement the central island signs.

03 The Roundabout Circulation plaque may be used at any type of circular intersection.

Section 2B.45 Examples of Roundabout Signing

Support:

01 Figures 2B-21 through 2B-23 illustrate examples of regulatory and warning signing for roundabouts of various configurations.

02 Section 2D.38 contains information regarding guide signing at roundabouts and Chapter 3C contains information regarding pavement markings at roundabouts.

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

Support:

01 Signs governing the parking, stopping, and standing of vehicles cover a wide variety of regulations, and only general guidance can be provided here. ~~The word “standing” when used on the R7 and R8 series of signs refers to the practice of a driver keeping the vehicle in a stationary position while continuing to occupy the vehicle.~~ CVC Section 463 defines “parking”, which involves the standing of a vehicle, whether occupied or not. However, the temporary loading or unloading of merchandise or passengers is not considered parking. CVC Section 587 defines “stopping”, which involves the cessation of vehicle movement. Typical examples of parking, stopping, and ~~standing~~ loading signs and plaques ~~(see are shown in Figures 2B-24, 2B-24(CA) and 2B-25.) are as follows:~~

- ~~1. NO PARKING ANY TIME (R7-1);~~
- ~~2. NO PARKING X:XX AM TO X:XX PM (R7-2, R7-2a);~~
- ~~3. NO PARKING EXCEPT SUNDAYS AND HOLIDAYS (R7-3);~~
- ~~4. NO STANDING ANY TIME (R7-4);~~
- ~~5. XX HOUR PARKING X:XX AM — X:XX PM (R7-5);~~
- ~~6. NO PARKING LOADING ZONE (R7-6);~~
- ~~7. NO PARKING BUS STOP (R7-7, R7-107, R7-107a);~~
- ~~8. RESERVED PARKING for persons with disabilities (R7-8);~~
- ~~9. VAN ACCESSIBLE (R7-8P);~~
- ~~10. Pay Station (R7-20);~~
- ~~11. Pay Parking (R7-21, R7-21a, R7-22);~~
- ~~12. Parking Permitted X:XX AM TO X:XX PM (R7-23);~~
- ~~13. Parking Permitted XX HOUR(S) XX AM — XX PM (R7-23a);~~
- ~~14. XX HR PARKING X:XX AM TO X:XX PM (R7-108);~~
- ~~15. NO PARKING ANYTIME/XX HOUR PARKING X:XX AM — X:XX PM (R7-200, R7-200a);~~
- ~~16. TOW AWAY ZONE (R7-201P, R7-201aP);~~
- ~~17. THIS SIDE OF SIGN (R7-202P);~~
- ~~18. EMERGENCY SNOW ROUTE NO PARKING IF OVER XX INCHES (R7-203);~~
- ~~19. NO PARKING ON PAVEMENT (R8-1);~~
- ~~20. NO PARKING EXCEPT ON SHOULDER (R8-2);~~
- ~~21. No Parking (R8-3, R8-3a);~~
- ~~22. EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP);~~
- ~~23. ON PAVEMENT (R8-3cP);~~
- ~~24. ON BRIDGE (R8-3dP);~~
- ~~25. ON TRACKS (R8-3eP);~~
- ~~26. EXCEPT ON SHOULDER (R8-3fP);~~
- ~~27. LOADING ZONE (R8-3gP);~~
- ~~28. X:XX AM TO X:XX PM (R8-3hP);~~
- ~~29. EMERGENCY PARKING ONLY (R8-4);~~
- ~~30. NO STOPPING ON PAVEMENT (R8-5);~~
- ~~31. NO STOPPING EXCEPT ON SHOULDER (R8-6); and~~
- ~~32. EMERGENCY STOPPING ONLY (R8-7).~~

02 Refer to CVC 21112 through 22658 regarding the authorities for the various parking, stopping and loading signs.

Parking Regulations

Option:

- 03** Parking on freeways which have full control of access and no crossing at grade may be prohibited under CVC 21960.
- 04** Parking on other State highways may be restricted or prohibited under CVC 22505 and 22506.

Support:

- 05** The Caltrans District Director is authorized to issue orders prohibiting or restricting the parking of vehicles on State highways. The District Director is also authorized to approve ordinances or resolutions of local authorities prohibiting or restricting parking on State highways.
- 06** The delegation of maintenance activities to local authorities is usually exercised under the authority of Streets and Highways Code Section 130. Under a proposal to delegate maintenance and parking regulation authority under CVC Section 22506, Caltrans retains the authority to regulate parking under the three conditions specified in CVC Section 22505(a). The District Director of Transportation is authorized to make this delegation of authority.

Policy on Parking Restrictions

Guidance:

- 07** *No Stopping Any Time – Stopping should be prohibited at locations where the prohibition would reduce the risk of collisions or where parking would unduly interfere with the movement of traffic.*
- 08** *No Parking Anytime – Parking should be prohibited at locations where the prohibition is necessary to accommodate other activities and objectives, such as street sweeping, snow removal, public safety or preferential parking.*

Option:

- 09** Major factors that may be considered for No Stopping Anytime include:
 - Narrow roadway width.
 - Restricted visibility at intersections for pedestrian and vehicular traffic.
 - Narrow shoulder width.
 - Conversion of a parking lane to a through lane or right-turn lane.

Support:

- 10** Limited Time Parking - Caltrans does not issue orders for limited time parking.

Option:

- 11** On State highways, limited time parking restrictions may be initiated by local authorities and approved by Caltrans. Parking prohibitions between certain hours may also be initiated by local authorities.

Standard:

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

Special Signs

Option:

- 13** 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:

- 14** *The PARK PARALLEL (R24(CA)) sign should only be used where diagonal parking is prevalent, in violation of CVC 22502.*
- 14a** *If supported by local ordinance, the BACK-IN ANGLE PARKING ONLY (R24F(CA)) sign should be used.*

Standard:

- 15** **The SCHOOL BUS ONLY w/ Double Arrow (R24A(CA)), TAXICAB ONLY w/ Double Arrow (R24B(CA)) and TOUR BUS ONLY w/ Double Arrow (R24C(CA)) signs shall be used to inform motorists of location of stands for use by school buses, taxicabs and tour buses, respectively. Refer to CVC 21112.**
- 16** **The MAIL DEPOSIT ONLY w/ Double Arrow (R24D(CA)) sign shall be used to inform motorists of curb restrictions at locations for depositing mail in an adjacent mailbox. Refer to CVC 21458(a)(3)(B).**
- 17** **The BLOCK WHEELS TO CURB (R24E(CA)) sign shall be used to inform motorists when parking on a hill to block the wheels of the vehicle by turning them against the curb, or by other means, when leaving it to stand unattended upon any grade exceeding 3 percent. Refer to CVC 22509.**

Option:

- 18** The PARK OFF PAVEMENT (R25(CA)) sign may be used where it is likely that vehicles may stop on the traveled way and interfere with through traffic. It may also be used as a temporary sign in snow areas where parking is permitted.

Standard:

¹⁹ The **LOADING ONLY 7AM TO 6PM EXCEPT SUNDAY 30 MINUTE LIMIT w/ Double Arrow (R25A(CA))** sign shall be used to inform motorists of curb restrictions at locations for loading or unloading passengers or freight for the time as specified by local ordinance. Refer to CVC 21458(a)(2).

²⁰ The following signs shall be used to inform motorists of curb restrictions at locations for loading or unloading of passengers for the time as specified by local ordinance. Refer to CVC 21458(a)(3)(A).

- **Passenger Loading ONLY 5 MINUTE LIMIT w/ Double Arrow (R25B(CA))** sign
- **PASSENGER LOADING ONLY 5 MINUTE LIMIT w/ Double Arrow (R25C(CA))** sign
- **School Passenger Loading ONLY 7AM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/ Double Arrow (R25D(CA))** sign
- **PASSENGER LOADING ONLY 7AM TO 4PM SCHOOL DAYS 5 MINUTE LIMIT w/ Double Arrow (R25E(CA))** sign
- **School Bus Passenger Loading ONLY w/ Double Arrow (R25F(CA))** sign
- **Tour Bus Passenger Loading ONLY w/ Double Arrow (R25H(CA))** sign

²¹ The **CAR SHARE PARKING ONLY PERMIT REQUIRED w/ Double Arrow (R25J(CA))** sign shall be used to designate certain streets or portions of streets for the exclusive parking privilege of vehicles participating in a car share vehicle program or ridesharing program. Refer to CVC 22507.1.

Option:

²² The **NO PARKING ANY TIME** with arrow (R28(CA)) or without arrow (R26(CA)) signs may be used to inform motorists of a parking prohibition at a specific location. The **NO PARKING ANY TIME** with arrow (R28A(CA)) or without arrow (R26A(CA)) signs may be used where a larger size is desirable.

²³ CVC Section 21718 prohibits the stopping, parking or leaving of any vehicle upon a freeway. Large **NO PARKING ANY TIME (R26(CA))** or **EMERGENCY PARKING ONLY (R8-4)** signs may be installed on freeways which have full control of access and no crossing at grade to inform traffic that stopping, parking or leaving of any vehicle upon a freeway is prohibited.

²⁴ The **Tow-Away No Parking (R26K(CA))** sign may be used to inform motorists of a parking prohibition and tow-away zone at a specific location.

²⁵ The **NO STOPPING FIRE LANE (R26F(CA))** sign may be used to inform motorists of a designated fire lane. Refer to CVC 22500.1.

Standard:

²⁶ The **NO STOPPING ANY TIME (R26(S)(CA))** sign or **Tow-Away NO STOPPING ANY TIME (R26L(CA))** sign shall be used to inform motorists of a No Stopping Zone at a specific location where red curb marking is not used.

²⁷ The **Tow-Away NO STOPPING 4 TO 6 PM (R107(CA))** sign in a tow-away zone shall be used to inform motorists of a stopping restriction at a specific location during specific hours.

²⁸ In zones where vehicles can be towed for violating the posted prohibition restriction, the "Tow-Away" message or symbol shall be used. Where the "Tow-Away" symbol is used in a 12-inch width format, it shall be as shown in the **R26K(CA)** sign. When it is used in an 18-inch width format, it shall be shown in the **R107(CA)** sign.

Option:

²⁹ The **NO STOPPING ANY TIME (R26A(S) (CA))** sign may be used where a larger size is desirable.

³⁰ The **NO PARKING ON BRIDGE (R27(CA))** sign may be used only where parking is prevalent in violation of CVC 22500(k). The **NO PARKING ON BRIDGE (R27A(CA))** sign may be used where a larger size is desirable.

³¹ The **NO STOPPING ANY TIME with arrow (R28(S)(CA))** sign may be used to inform motorists of no stopping zones. Use only where the beginning and ending points of the prohibition are not otherwise indicated. The **NO STOPPING ANY TIME with arrow (R28A(S)(CA))** sign may be used where a larger size is desirable.

Standard:

³² The **NO STOPPING BUS ONLY w/ Arrow (R28C(CA))** sign shall be used to inform motorists of no stopping zones at bus stops.

³³ On State highways, the **NO PARKING VEHICLES OVER 6' HIGH w/ Double Arrow (R28D(CA))** or **NO STOPPING VEHICLES OVER 6' HIGH w/ Double Arrow (R28D(S)(CA))** sign shall be used to inform motorists of a parking or stopping prohibition, which applies only to vehicles 6 feet or more in height. Refer to CVC 22505.

Option:

³⁴ The R28D(CA) or R28D(S)(CA)) sign may be installed within 100 feet of an intersection to improve the visibility of the motorists in accordance with CVC 22507, except where parking would obstruct the applicable sight distance as determined by a qualified engineer.

Standard:

³⁵ **The NO PUBLIC PARKING SUBJECT TO CITATION AND REMOVAL AT OWNER'S EXPENSE (R28E(CA)) sign shall be used to inform motorists of a parking prohibition on private property. Refer to CVC 22658.**

³⁶ **The No Parking VEHICLES OVER 5 TONS (R28F(CA)) sign shall be used to inform motorists of a parking prohibition in a residential district for commercial vehicles having a manufacturer's gross vehicle weight rating of 5 tons or more. Refer to CVC 22507.5.**

³⁷ **The No Stopping/No Parking Specific Hours (R29(CA)) sign shall be used to inform motorists of a stopping and parking prohibition during certain hours at a specific location.**

³⁸ **The No Parking Specific Hours (R30(CA) and R30A(CA)) signs shall be used to inform motorists of a parking restriction during certain hours at a specific location.**

³⁹ **The No Parking 10AM TO 12 PM WEDNESDAY STREET SWEEPING (R30B(CA)) sign shall be used to inform motorists of a parking prohibition for the purpose of street sweeping. Refer to CVC 22507.6.**

⁴⁰ **The No Parking 2AM TO 6AM EXCEPT BY PERMIT (R30C(CA)) or No Parking 2AM TO 6 AM CITYWIDE EXCEPT BY PERMIT (R30D(CA)) sign shall be used to inform motorists of a parking prohibition between the hours of 2 a.m. and 6 a.m. Refer to CVC 22507.5.**

Guidance:

⁴¹ *When used, the R30D(CA) sign should be posted below the City Limit (G9-5(CA)) sign or downstream from a freeway off-ramp. Refer to CVC 22507.5.*

Standard:

⁴² **The No Parking w/Double Arrow (R30E(CA)) sign shall be used to inform motorists of a parking restriction at a specific location.**

⁴³ **The No Stopping Specific Hours School Days (R30F(CA)) sign shall be used to inform motorists of a stopping prohibition during certain hours at a specific location in a school zone area.**

Option:

⁴⁴ The No Parking/Parking Specific Hours (R31(CA) and R32B(CA)) and No Stopping/Parking Specific Hours (R31(S)(CA)) signs may be used to inform motorists of a stopping/parking prohibition during certain hours and a parking time limit during other hours at a specific location. The R31(S)(CA) sign is used for stopping prohibitions, generally during peak traffic hours.

⁴⁵ The Limited Hour/Minute Parking Specific Hours (R32(CA) sign may be used to inform motorists of a parking time limit with specific hours and/or minutes during certain hours at a specific location.

Standard:

⁴⁶ **The 2 HOUR PARKING 8AM TO 6 PM DISTRICT 7 PERMITS EXEMPT (R32C(CA)) sign or 30 MINUTE PARKING 2AM TO 6 AM DISTRICT 3 PERMITS EXEMPT (R32D(CA)) sign shall be used to inform motorists of a parking time limit designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use, under which the residents and merchants can be issued a permit or permits that exempt them from the prohibition or restriction. Refer to CVC 22507.**

⁴⁷ **A combined 2 HOUR PARKING 8AM TO 4 PM – PASSENGER LOADING ONLY 4PM TO MIDNIGHT 5 MINUTE LIMIT w/ Double Arrow (R32E(CA)) sign shall be used to inform motorists of a parking time limit with specific hours and of curb restrictions at locations for loading or unloading of passengers for the time as specified by local ordinance. Refer to CVC 21458(a)(3)(A).**

⁴⁸ **The 2 HOUR PARKING 8AM TO 6 PM MOTORCYCLE PARKING ONLY w/ Double Arrow (R32F(CA)) sign shall be used to inform motorists of a parking time limit with specific hours for motorcycles. Refer to CVC 22503.5.**

Option:

⁴⁹ The Tow-Away No Stopping/No Parking Specific Hours (R37(CA)) sign may be used to inform motorists of no stopping and parking prohibitions and tow-away zone at a specific location.

⁵⁰ The Tow-Away No Parking/Limited Hour Parking Specific Hours (R38(CA)) sign may be used to inform motorists of a parking restriction and tow-away zone at a specific location.

⁵¹ The Tow-Away No Stopping/Limited Hour Parking Specific Hours (R38(S)(CA)) sign may be used for stopping prohibitions, generally during peak hours.
Support:

⁵² Local agencies are allowed to adopt, by resolution or ordinance, the restriction of parking and the impounding of vehicles for sale, subject to the requirements of CVC Section 22651.9. Under these requirements, a vehicle can be impounded if a parking violation was received within the last 30 days and a warning was issued.

Option:

⁵³ The No Parking of Vehicles for Sale (R108(CA)) signs may be posted to inform motorists that the parking of vehicles for sale is prohibited and that vehicles may be impounded, as prescribed in CVC Section 22651.9, and as authorized by a local ordinance or resolution.

Guidance:

⁵⁴ *If used, the applicable municipal code or county code should be shown on the R108(CA) signs to assist enforcement personnel in identifying the appropriate parking infraction, due to the special requirements prescribed in CVC Section 22651.9.*

Standard:

⁵⁵ **The combined TOW-AWAY NO STOPPING 7AM TO 9 AM - PASSENGER LOADING ONLY ALL OTHER TIMES 5 MINUTE LIMIT w/ Double Arrow (R38A(CA)) sign shall be used to inform motorists of no stopping and parking prohibitions and tow-away zone at a specific location during specific hours and of curb restrictions at locations for loading or unloading of passengers for the time as specified by local ordinance. Refer to CVC 21458(a)(3)(A).**

Option:

⁵⁶ The NO PARKING OF COMMERCIAL VEHICLES EXCEPT BY PERMIT (R39(CA)) sign may be used on any roadway in which local ordinance or resolution per CVC Section 22505 and 22507 has been established to prohibit parking of commercial vehicles.

Standard:

⁵⁷ **If used, the R39(CA) sign shall be used to identify only those street or highway locations, either State or local, upon which parking of commercial vehicles is prohibited, except by permit, as established by the local ordinance or resolution.**

⁵⁸ **The NO DOUBLE PARKING ANYTIME COMMERCIAL VEHICLES INCLUDED (R39-1(CA) or R39-2(CA)) sign shall be used to inform motorists of a parking prohibition in a business district for commercial vehicles where a local agency has adopted an ordinance per CVC 22502(c).**

Option:

⁵⁹ The NO IDLING COMMERCIAL VEHICLES AND ALL BUSES SR62(CA) or NO IDLING All Buses and Commercial Vehicles SR63(CA) symbol sign may be placed to remind commercial vehicle operators that idling is prohibited for commercial vehicles and all buses for a duration greater than 5 minutes.

Support:

⁶⁰ Refer to California Code of Regulations, Title 13, Division 3, Chapter 10, Article 1, Sections 2480 and 2485 which prohibits unnecessary idling of commercial vehicles and all buses.

Standard:

⁶¹ **If used, the NO IDLING COMMERCIAL VEHICLES AND ALL BUSES (SR62(CA)) sign or NO IDLING All Buses and Commercial Vehicles (SR63(CA)) symbol sign or NO IDLING All Buses and Commercial Vehicles REPORT VIOLATIONS (SR63A(CA)) sign shall be placed in areas where idling commonly occurs.**

Option:

⁶² The NO IDLING All Buses and Commercial Vehicles REPORT VIOLATIONS (SR63A(CA)) sign may be used in areas with idling concern for heavy-duty diesel trucks and buses to report violators directly to California Air Resources Board (CARB) or local law enforcement agencies.

Standard:

⁶³ **The phone number used on the SR63A(CA) sign shall be either 1-800-CUT-SMOG or 1-800-END-SMOG, or another local law enforcement agency's number for signs located in the South Coast Mair Quality Management District. SR63A(CA) signs located elsewhere in the State shall use the 1-800-END-SMOG or another local law enforcement agency's number.**

Support:

⁶⁴ Refer to Health and Safety Code, Division 26, Part 4, Chapter 5, Section 42705.5 and Health and Safety Code, Division 26, Part 6, Chapter 6, Section 44391.2.

Guidance:

⁶⁵ *If using the SR63A(CA) sign, these signs should be placed within 100 feet of sensitive receptors, like daycares, school, senior care facilities, hospitals, and residential neighborhoods.*

Support:

⁶⁶ CCR Title 13, Sections 2480 and 2485, of the California Code of Regulations prohibit unnecessary idling of commercial vehicles and all buses for a duration greater than 5 minutes. The sign locations will be determined by Air Resources Board representatives and officials of the law enforcement agency responsible for enforcement and the jurisdiction who owns the roadway will install the signs.

Standard:

⁶⁷ **The Accessible Parking Only (R99(CA)) sign in combination with MINIMUM FINE \$250 (R99B(CA)) plaque; or, Accessible Parking Only Minimum Fine \$250 (R99C(CA)) sign shall be used in on-street and off-street parking facilities to designate stalls for vehicles with a special identification license plate or a distinguishing placard for persons with disabilities.**

Support:

⁶⁸ The R99(CA) sign in combination with the R99B(CA) plaque; or, R99C(CA) sign, blue pavement markings and International Symbol of Accessibility Marking, are required for enforcement of these parking areas. Refer to CVC 22511.7 and 22511.8.

Standard:

⁶⁹ **The VAN ACCESSIBLE (R7-8b) sign shall be mounted below the Accessible Parking Only (R99(CA)) sign in combination with MINIMUM FINE \$250 (R99B(CA)) plaque; or, Accessible Parking Only Minimum Fine \$250 (R99C(CA)) sign of the parking space for persons with disabilities designated as the van accessible space as provided in the California Building Code Section 1129B.**

Option:

⁷⁰ The TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED (R100A(CA)) sign may be used with the R99(CA) sign in combination with the R99B(CA) plaque; or, R99C(CA) sign to inform motorists that their vehicle will be towed away if they do not have a special identification license plate or a distinguishing placard for persons with disabilities.

Standard:

⁷¹ **The Disabled Tow-Away (R100B(CA)) sign shall be placed immediately adjacent to, and visible from, the stall or space, or at each entrance to an off street parking facility to inform motorists that their vehicle will be towed away if they park in designated stalls or spaces without a special identification license plate or a distinguishing placard for persons with disabilities. The sign shall include the address where the towed vehicle can be reclaimed and the telephone number of the local traffic law enforcement agency. Refer to CVC 22511.8 and 22511.9.**

Option:

⁷² The DISPLAY OF VEHICLES FOR SALE PROHIBITED (SR26(CA)) sign may be used on any roadway in which local ordinance or resolution per Streets and Highway Code, Section 731 has been established to prohibit the display of vehicles for sale.

Standard:

⁷³ **If used, the SR26 (CA) sign shall be used to identify only those street or highway locations, either State or local, upon which display of vehicles for sale is prohibited, as established by the local ordinance or resolution.**

Option:

⁷⁴ The TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST (SR49(CA)) sign may be used to prohibit or restrict the parking or standing of vehicles on designated streets or highways, or portions thereof, for the purpose of snow removal. Refer to CVC 22510.

Guidance:

⁷⁵ The SNOW NOT REMOVED BEYOND HERE (SR20-1(CA)) sign should be erected at the beginning of the snow season and removed in the spring when the road is opened. The SR20-1(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.

Option:

⁷⁶ The CHAIN INSTALLATION ONLY (R74(CA)) sign may be erected where parked vehicles interfere with normal winter operations.

Guidance:

⁷⁷ The R74(CA) sign should be turned or covered at the end of the chain requirement season.

Standard:

⁷⁸ The CHAINS REQUIRED (X MILE (X MILES)) AHEAD (R75(CA)) sign shall be used to give advance notice that chains are required ahead.

⁷⁹ The CHAINS REQUIRED (R76(CA)) sign shall be used at the beginning of chain control areas and intermittently as needed.

Support:

⁸⁰ The R76(CA) sign is installed in combination with the Speed Limit (R2-1), R79(CA) and R80(CA) signs.

Option:

⁸¹ The ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER (R76-1(CA)) sign may be used when road conditions are such that only single drive vehicles with trailers need chains.

Standard:

⁸² When used, the R76-1(CA) sign shall be mounted below the CHAINS REQUIRED (R76(CA)) sign.

⁸³ The NO EXCEPTIONS (R77(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required with no exceptions.

⁸⁴ The END CHAIN CONTROL (R78(CA)) sign shall be used to advise the motorist that the chain control area has ended.

⁸⁵ The AUTOS & PICKUPS SNOW TIRES OK – CARRY CHAINS (R79(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required but autos and pickups with snow tires are excepted from using chains.

⁸⁶ The 4-W DRIVE WITH SNOW TIRES OK – CARRY CHAINS (R80-1(CA)) sign shall be used with the Speed Limit (R2-1) and CHAINS REQUIRED (R76(CA)) signs when chains are required.

Support:

⁸⁷ Vehicles with four wheel drive and snow tires on all four wheels are exempt from using chains.

Electric Vehicle Charging Station Signs

Standard:

⁸⁸ If used, the Electric Vehicle Charging Station Tow-Away (R112(CA)) sign (see Figure 2B-24(CA)) shall be placed immediately adjacent to, and visible from, the charging station stall or space, or at each entrance to an off-street parking facility to inform motorists that their vehicles will be towed away if parked in designated stalls or spaces without being connected for electric charging purposes. The sign shall include the address where the towed vehicle can be reclaimed and the telephone number of the local traffic law enforcement agency. Refer to CVC 22511.

Option:

⁸⁹ Local agencies may, at their discretion, include CVC Section 22511 or local municipal code section, or ordinance number on the Electric Vehicle Charging Station Tow-Away R112(CA) sign.

Standard:

⁹⁰ If used, the No Parking (symbol) EXCEPT FOR EV CHARGING (R113(CA)), or the No Parking (symbol) EXCEPT FOR ELECTRIC VEHICLE CHARGING (R113A(CA)) sign (see Figure 2B-24(CA)) shall be placed immediately adjacent to, and visible from, each charging station stall or space.

⁹¹ If used, the __ HOUR EV CHARGING __AM TO __PM (R114(CA)), or the __ HOUR ELECTRIC VEHICLE CHARGING __AM TO __PM (R114A(CA)) sign (see Figure 2B-24(CA)) shall be placed immediately adjacent to, and visible from, each charging station stall or space to identify the allowable time limit where electric vehicles may be connected, depending upon what time limitations for charging apply to each charging station.

⁹² Identification signs and surface markings shall be placed for Van Accessible, Standard Accessible and Ambulatory electric vehicle charging stations, as required by Chapter 11B of the California Building Code. The International Symbol of Accessibility for the Handicapped (D9-6) sign in combination with the VAN ACCESSIBLE (R7-8b) sub plaque shall be placed at Van Accessible electric vehicle charging stations, or, the D9-6 sign shall be placed at standard accessible electric vehicle charging stations (see CBC 11B-812.8; and, Section 3B.20 for surface markings).

Option:

⁹³ The Rest Area/Vista Point 8 HOUR PARKING (S23(CA)) sign may be used to discourage extended stays in roadside rests or vista points for noncommercial vehicles. The 10 HOUR PARKING COMMERCIAL MOTOR VEHICLES (R39-3(CA)) may be used to allow ten total hours of parking for commercial vehicles. See CVC 22651(s)1 and CVC 22651(s)2.

Section 2B.47 Design of Parking, Standing, and Stopping Signs

Support:

⁰¹ Discussions of parking signs and parking regulations in this Section apply not only to parking, but also to ~~standing~~ loading and stopping.

Standard:

⁰² The legend on parking signs shall state applicable regulations. Parking signs (see Figures 2B-24 and 2B-25) shall comply with the standards of shape, color, and location.

⁰³ The colors in parking signs shall conform to their associated curb zone colors. Where parking is prohibited at all times or at specific times, the basic design for parking signs shall have a red legend and border on a white background (Parking Prohibition signs), except that the R8-4 and R8-7 signs and the alternate design for the ~~R7-201aP~~ R7-201P plaque shall have a black legend and border on a white background, ~~and the R8-3 sign shall have a black legend and border and a red circle and slash on a white background.~~ Where an exclusive zone is established for passenger loading or mail deposit, the signs shall have a black legend on a white background. Where an exclusive zone is established for freight or passenger loading, the signs shall have a black legend on a yellow background. Where an exclusive zone is established for disabled persons, the signs shall have a white legend on a blue background, as shown on the R99(CA) sign.

⁰⁴ Where only limited-time parking or parking in a particular manner are permitted, the signs shall have a green legend and border on a white background (Permissive Parking signs).

Guidance:

⁰⁵ Parking signs should display the following information from top to bottom of the sign, in the order listed:

A. Any tow-away message or symbol.

~~A.~~ B. The restriction or prohibition;

~~B.~~ C. The times of the day that it is applicable, if not at all hours; and

~~C.~~ D. The days of the week that it is applicable, if not every day.

E. Qualifying or supplementary information.

F. Exemptions to the restriction or prohibition.

G. The appropriate municipal or county code on selected signs, when deemed necessary in order to aid enforcement personnel in identifying the appropriate infraction.

H. The phone number to call to recover an impounded or towed vehicle.

⁰⁶ If the parking restriction applies to a limited area or zone, the limits of the restriction should be shown by arrows ~~or supplemental plaques~~. If arrows are used and if the sign is at the end of a parking zone, there should be ~~either no arrows or~~ a single-headed arrow pointing in the direction that the regulation is in effect. If the sign is at an intermediate point in a zone, there should be a double-headed arrow pointing both ways. When a single sign is used at the transition point between two parking zones, it should display a right and left arrow pointing in the direction that the respective restrictions apply.

⁰⁷ Where special parking restrictions are imposed during heavy snowfall, Emergency Snow Route (R7-203) signs (see Figure 2B-24) should be installed. The legend will vary according to the regulations, but the signs should be vertical rectangles, having a white background with the upper part of the plate a red background.

Standard:

⁰⁸ Where parking spaces that are reserved for persons with disabilities are designated to accommodate wheelchair vans, a VAN ACCESSIBLE (R7-8P R7-8b) plaque shall be mounted below the R7-8 R99(CA) sign. The R7-8 R99(CA) sign (see Figure 2B-24 2B-24(CA)) shall have a green blue legend and border and a white wheelchair symbol on a blue square, all on a white background. The R7-8P R7-8b plaque (see Figure 2B-24 2B-24(CA)) shall have a green blue legend and border on a white background. Refer to California Code of Regulations Title 24, Section 1129B.4.

Option:

⁰⁹ To minimize the number of parking signs, blanket regulations that apply to a given district may, if legal, be posted at district boundary lines.

~~¹⁰ As an alternate to the use of arrows to show designated restriction zones, word messages such as BEGIN, END, HERE TO CORNER, HERE TO ALLEY, THIS SIDE OF SIGN, or BETWEEN SI~~ Revised March 29, 2019

¹¹ Where parking is prohibited during certain hours and time-limited parking or parking in a particular manner is permitted during certain other time periods, the red Parking Prohibition and green Permissive Parking signs may be designed as follows:

A. Two 12 x 18-inch parking signs may be used with the red Parking Prohibition sign installed above or to the left of the green Permissive Parking sign; or

~~B. The red Parking Prohibition sign and the green Permissive Parking sign may be combined (see Figure 2B-24) to form an R7-200 sign on a single 24 x 18 inch sign, or an R7-200a sign on a single 12 x 30 inch sign.~~

¹² At the transition point between two parking zones, a single sign or two signs mounted side by side may be used.

^{12a} On any sign, the words "Tow-Away" may be used interchangeably with the Tow-Away symbol.

¹³ On any sign, the words NO PARKING may be used as an alternative to the No Parking symbol. The supplemental educational plaque, NO PARKING, with a red legend and border on a white background, may be used above signs incorporating the No Parking symbol.

¹⁴ Alternate designs for the R7-107 sign may be developed such as the R7-107a sign (see Figure 2B-24). Alternate designs may include, on a single sign, a transit logo, an approved bus symbol, a parking prohibition, the words BUS STOP, and an arrow. The preferred bus symbol color is black, but other dark colors may be used. Additionally, the transit logo may be displayed on the bus face in the appropriate colors instead of placing the logo separately. The reverse side of the sign may contain bus routing information.

~~¹⁵ To make the parking regulations more effective and to improve public relations by giving a definite warning, a TOW AWAY ZONE (R7-201P) plaque (see Figure 2B-24) may be appended to, or incorporated in, any parking prohibition sign. The Tow Away Zone (R7-201aP) symbol plaque may be used instead of the R7-201P word message plaque. The R7-201aP plaque may have either a black or red legend and border on a white background.~~
Guidance:

¹⁶ If a fee is charged for parking and a midblock pay station is used instead of individual parking meters for each parking space, pay parking signs should be used. Pay Parking (R7-22) signs The R7-108 and PAY AT STATION (R109(CA)) Plaque (see Figure 2B-24) should be used to define the area where the pay station parking applies. Pay Station (R7-20) signs (see Figure 2B-24) should be used at the pay station or to direct road users to the pay station.

Standard:

¹⁷ If the pay parking is subject to a maximum time limit, the appropriate time limit (number of hours or minutes) shall be displayed on the Pay Parking (R7-21 or R7-21a) and Pay Station (R7-20) signs.

Option:

¹⁸ In rural areas (see Figure 2B-25), the legends NO PARKING ON PAVEMENT (R8-1) or NO STOPPING ON PAVEMENT (R8-5) are generally suitable and may be used. If a roadway has paved shoulders, the NO PARKING EXCEPT ON SHOULDER sign (R8-2) or the NO STOPPING EXCEPT ON SHOULDER sign (R8-6) may be used as these signs would be less likely to cause confusion. The R8-3 symbol sign or the word message NO PARKING (R8-3a) sign may be used to prohibit any parking along a given highway. Word message supplemental plaques may be mounted below the R8-3 or R8-3a sign. These word message supplemental plaques may include legends such as EXCEPT SUNDAYS AND HOLIDAYS (R8-3bP), ON PAVEMENT (R8-3cP), ON BRIDGE

~~(R8-3dP), ON TRACKS (R8-3eP), EXCEPT ON SHOULDERS (R8-3fP), LOADING ZONE (with arrow) (R8-3gP), and X:XX AM TO X:XX PM (with arrow) (R8-3hP).~~

19 Colors that are in compliance with the provisions of Section 2A.10 may be used for color coding of parking time limits.

Guidance:

20 *If colors are used for color coding of parking time limits, the colors green, red, and black should be the only colors that are used.*

Section 2B.48 Placement of Parking, Stopping, and Standing Signs

Guidance:

01 *When signs with arrows are used to indicate the extent of the restricted zones, the signs should be set at an angle of not less than 30 degrees or more than 45 degrees with the line of traffic flow in order to be visible to approaching traffic.*

02 *Spacing of signs should be based on legibility (see Section 2A.13) and sign orientation (see Section 2A.20).*

03 *If the zone is unusually long, signs showing a double arrow should be used at intermediate points within the zone.*

Standard:

04 **If the signs are mounted at an angle of 90 degrees to the curb line, two signs shall be mounted back to back at the transition point between two parking zones, ~~each with an appended THIS SIDE OF SIGN (R7-202P) supplemental plaque.~~**

Guidance:

05 *If the signs are mounted at an angle of 90 degrees to the curb line, signs without any arrows or appended plaques should be used at intermediate points within a parking zone, facing in the direction of approaching traffic. Otherwise the standards of placement should be the same as for signs using directional arrows.*

Section 2B.49 Emergency Restriction Signs (R8-4, R8-7, R8-8)

Option:

01 The EMERGENCY PARKING ONLY (R8-4) sign (see Figure 2B-25) or the EMERGENCY STOPPING ONLY (R8-7) sign (see Figure 2B-25) may be used to discourage or prohibit shoulder parking, particularly where scenic or other attractions create a tendency for road users to stop temporarily.

Guidance:

02 *The DO NOT STOP ON TRACKS (R8-8) sign (see Figure 8B-1) ~~may~~ should be used to discourage or prohibit parking or stopping on railroad or light rail transit tracks (see Section 8B.09).*

Standard:

03 **Emergency Restriction signs shall be rectangular and shall have a red or black legend and border on a white background.**

04 **The EMERGENCY PARKING ONLY (R8-4) sign shall be used at the beginning of freeways below the BEGIN FREEWAY (R57(CA)) sign. Refer to CVC 21960.**

05 **The BEGIN FREEWAY (R57(CA)) sign (see Figure 2B-25(CA)) shall be used to mark the beginning of a section of freeway on which parking is prohibited.**

Support:

06 *Position the R57(CA) sign above the EMERGENCY PARKING ONLY (R8-4) sign. Refer to CVC 21960.*

Standard:

07 **The END FREEWAY (R58(CA)) sign (see Figure 2B-25(CA)) shall be used to mark the end of a freeway.**

Section 2B.50 WALK ON LEFT FACING TRAFFIC and No Hitchhiking Signs (R9-1, R9-4, R9-4a)

Option:

01 The WALK ON LEFT FACING TRAFFIC (R9-1) sign (see Figure 2B-26) may be used on highways where no sidewalks are provided.

Standard:

02 **If used, the WALK ON LEFT FACING TRAFFIC sign shall be installed on the right-hand side of the road where pedestrians walk on the pavement or shoulder in the absence of pedestrian pathways or sidewalks.**

Option:

03 The No Hitchhiking (R9-4) sign (see Figure 2B-26) may be used to prohibit standing in or adjacent to the roadway for the purpose of soliciting a ride. The R9-4a word message sign (see Figure 2B-26) may be used as an alternate to the R9-4 symbol sign.

Section 2B.51 Pedestrian Crossing Signs (R9-2, R9-3)

Option:

01 Pedestrian Crossing signs (see Figure 2B-26) may be used to limit pedestrian crossing to specific locations.

Standard:

02 **If used, Pedestrian Crossing signs shall be installed to face pedestrian approaches.**

Option:

03 Where crosswalks are clearly defined, the CROSS ONLY AT CROSSWALKS (R9-2) sign may be used to prohibit pedestrians from crossing at locations away from crosswalks.

04 The No Pedestrian Crossing (R9-3) sign may be used to prohibit pedestrians from crossing a roadway at an undesirable location or in front of a school or other public building where a crossing is not designated.

05 The NO PEDESTRIAN CROSSING (R9-3a) word message sign may be used as an alternate to the R9-3 symbol sign. The USE CROSSWALK (R9-3bP) supplemental plaque, along with an arrow, may be installed below either sign to designate the direction of the crossing. [The NO PED CROSSING - USE CROSSWALK \(R49\(CA\)\) Sign may be used as an alternate to the combined R9-3 and R9-3b signs.](#)

Support:

06 One of the most frequent uses of the Pedestrian Crossing signs is at signalized intersections that have three crossings that can be used and one leg that cannot be crossed.

Guidance:

07 *The R9-3bP plaque should not be installed in combination with educational plaques.*

Support:

08 [Refer to CVC 21106.](#)

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

Standard:

01 **Traffic Signal signs applicable to pedestrian actuation (see Figure 2B-26) or bicyclist actuation (see Figure 9B-2) shall be mounted immediately above or incorporated into the pushbutton detector units (see Section 4E.08).**

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.~~

Revised March 27, 2020

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.

Option:

06c The R10-3j(CA) sign may be used where the pedestrian signal can be activated by pushing the button or waving at the button.

Standard

06d The bottom panels of signs R10-3b through 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.

Option:

07 The R10-24 or R10-26 sign (see Section 9B.11) may be used where a pushbutton detector has been installed exclusively to actuate a green phase for bicyclists.

08 The R10-25 sign (see Figure 2B-26) may be used where a pushbutton detector has been installed for pedestrians to activate In-Roadway Warning Lights (see Chapter 4N) or flashing beacons that have been added to the pedestrian warning signs.

Support:

09 Section 4E.08 contains information regarding the application of the R10-32P plaque.

Standard:

10 The PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION (R62E(CA)) sign (see Figure 2B-26(CA)) shall be mounted immediately above or incorporated in the pedestrian push button unit where In Roadway Warning Lights are installed and a pedestrian actuated system is used.

Section 2B.53 Traffic Signal Signs (R10-5 through R10-30)

Option:

01 To supplement traffic signal control, Traffic Signal signs R10-5 through R10-30 may be used to regulate road users.

02 Traffic Signal signs (see Figure 2B-27) may be installed at certain locations to clarify signal control. Among the legends that may be used for this purpose are LEFT ON GREEN ARROW ONLY (R10-5), STOP HERE ON RED (R10-6 ~~or R10-6a~~) for observance of stop lines, DO NOT BLOCK INTERSECTION (R10-7) for avoidance of traffic obstructions, USE LANE(S) WITH GREEN ARROW (R10-8) for obedience to lane-use control signals (see Chapter 4M), LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12), ~~and LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27).~~

Support:

02a Refer to CVC 22526 for the DO NOT BLOCK INTERSECTION (R10-7) sign.

Option:

02b Where practical, an additional LEFT TURN YIELD ON GREEN (symbolic green ball) (R10-12) sign ((i.e., in addition to the R10-12 sign adjacent to the signal face) along with an AT SIGNAL (R73-9(CA)) supplemental plaque (see Figure 2B-27(CA)) may be used on the approach to the signalized intersection.

Guidance:

02c If used, the location of this additional R10-12 sign should be in the raised median at the beginning of the left-turn lane, or be based upon Table 2C-4, or as per engineering judgment.

03 If used, the LEFT ON GREEN ARROW ONLY (R10-5) sign, the LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12) sign, ~~or the LEFT TURN YIELD ON FLASHING RED ARROW AFTER STOP (R10-27) sign~~ should be located adjacent to the left-turn signal face.

Option:

04 If needed for additional emphasis, an additional LEFT TURN YIELD ON GREEN (symbolic circular green) (R10-12) sign with an AT SIGNAL (R10-31P) supplemental plaque (see Figure 2B-27) may be installed in advance of the intersection.

04a The LEFT TURN ON GREEN ARROW ONLY – NO U TURN (SR39A(CA)) sign (see Figure 2B-27(CA)) may be used at signalized intersections with separate left turn phases to inform traffic that left turns can only be made on a green arrow in accordance with CVC 21454 and "U" turns are prohibited.

04b The LEFT OR U TURN ON GREEN ARROW ONLY (SR39A(U)(CA)) sign (see Figure 2B-27(CA)) may be used at signalized intersections with separate left turn phases to inform traffic that left turns and "U" turns can only be made on a green arrow in accordance with CVC 21454.

05 In situations where traffic control signals are coordinated for progressive timing, the Traffic Signal Speed (11-1) sign may be used (see Section 2H.03).

Standard:

06 The CROSSWALK STOP ON RED (symbolic circular red) (R10-23) sign (see Figure 2B-27) shall only be used in conjunction with pedestrian hybrid beacons (see Section 4F.02).

07 The EMERGENCY SIGNAL (R10-13) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle traffic control signals (see Section 4G.02).

08 The EMERGENCY SIGNAL—STOP ON FLASHING RED (R10-14 or R10-14a) sign (see Figure 2B-27) shall be used in conjunction with emergency-vehicle hybrid beacons (see Section 4G.04).

Option:

09 In order to remind drivers who are making turns to yield to pedestrians, a Turning Vehicles Yield to Pedestrians (R10-15) sign (see Figure 2B-27) may be used.

~~*10 A U-TURN YIELD TO RIGHT TURN (R10-16) sign (see Figure 2B-27) may be installed near the left turn signal face if U turns are allowed on a protected left turn movement on an approach from which a right turn GREEN ARROW signal indication is simultaneously being displayed to drivers making a right turn from the conflicting approach to their left.*~~

Guidance:

~~*11 The U-TURN YIELD TO RIGHT TURN (R10-16) sign is deleted as this condition should not be practiced. The actual movement conflict should be eliminated rather than try to correct it with this sign.*~~

Section 2B.54 No Turn on Red Signs (R10-11 Series, R10-17a, and R10-30)

Standard:

01 Where a right turn on red (or a left turn on red from a one-way street to a one-way street) is to be prohibited, a symbolic NO TURN ON RED (symbolic circular red) (R10-11) sign (see Figure 2B-27) or **No Right Turn on Red (R13A(CA)) or No Left Turn on Red (R13B(CA)) signs (see Figure 2B-27(CA)) ~~a NO-TURN ON RED (R10-11a, R10-11b) word message sign (see Figure 2B-27)~~ shall be used.**

Support:

01a Refer to CVC 22101 for the No Turn on Red (R10-11 Series and R13A(CA) and R13B(CA)) signs.

Guidance:

02 If used, the No Turn on Red (R10-11, R13A(CA) or R13B(CA)) sign should be installed near the appropriate signal head.

03 A No Turn on Red (R10-11, R13A(CA) or R13B(CA)) sign should be considered when an engineering study finds that one or more of the following conditions exists:

A. Inadequate sight distance to vehicles approaching from the left (or right, if applicable);

B. Geometrics or operational characteristics of the intersection that might result in unexpected conflicts;

C. An exclusive pedestrian phase;

D. An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers, especially involving children, older pedestrians, or persons with disabilities;

E. More than three right turn on red accidents reported in a 12-month period for the particular approach; or

F. The skew angle of the intersecting roadways creates difficulty for drivers to see traffic approaching from their left.

03a No Right Turn on Red (R13A(CA)) sign or No Left Turn on Red (R13B(CA)) sign (see Figure 2B-27(CA)) should be used on the near right of skewed intersections where the adjacent approach leg to the left intersects the road user's approach leg at an angle of less than 75 degrees.

Option:

03b No Right Turn on Red (R13A(CA)) sign or No Left Turn on Red (R13B(CA)) sign (see Figure 2B-27(CA)) may be used on the near right of extremely wide intersections.

Guidance:

03c When used, the No Right Turn on Red (R13A(CA)) sign should be placed where it will most easily be seen by the road user intending to turn. At least one should be placed overhead, or at a right-hand corner facing approaching traffic.

03d When used, the No Left Turn on Red (R13B(CA)) sign should be placed where it will most easily be seen by the road user intending to turn. At least one should be placed overhead, or at a left-hand corner facing approaching traffic.

Option:

04 A supplemental R10-20aP plaque (see Figure 2B-27) showing times of day (similar to the S4-1P plaque shown in Figure 7B-1) with a black legend and border on a white background may be mounted below a No Turn on Red (R10-11, R13A(CA) or R13B(CA)) sign to indicate that the restriction is in place only during certain times.

05 Alternatively, a blank-out sign may be used instead of a static NO TURN ON RED (symbolic circular red) (R10-11) sign, to display either the NO TURN ON RED legend or the No Right Turn symbol or word message, as appropriate, only at certain times during the day or during one or more portion(s) of a particular cycle of the traffic signal.

06 On signalized approaches with more than one right-turn lane, a NO TURN ON RED EXCEPT FROM RIGHT LANE (R10-11c) sign (see Figure 2B-27) may be post-mounted at the intersection or a NO TURN ON RED FROM THIS LANE (with down arrow) (R10-11d) sign (see Figure 2B-27) may be mounted directly over the center of the lane from which turns on red are prohibited.

Guidance:

~~*07 Where turns on red are permitted and the signal indication is a steady RED ARROW, the RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign (see Figure 2B-27) should be installed adjacent to the RED ARROW signal indication. A circular red signal face should be used, instead of correcting the condition with this sign.*~~

Support:

07a The RIGHT (LEFT) ON RED ARROW AFTER STOP (R10-17a) sign is deleted as it compromises the meaning of the right red arrow.

Option:

08 A RIGHT TURN ON RED MUST YIELD TO U-TURN (R10-30) sign (see Figure 2B-27) may be installed to remind road users that they must yield to conflicting u-turn traffic on the street or highway onto which they are turning right on a red signal after stopping.

Section 2B.55 Photo Enforced Signs and Plaques (R10-18, R10-19P, R10-19aP)

Standard:

00 A Traffic Signal PHOTO ENFORCED (SR56(CA)) sign shall be posted within 200 feet of a traffic signal on the approaches where the automated traffic enforcement system is being utilized to issue citations. See Figure 2B-3(CA). Refer to CVC 21455.5.

Option:

~~*01 A TRAFFIC LAWS PHOTO ENFORCED (R10-18) or sign (see Figure 2B-3) may be installed at a jurisdictional boundary to advise road users that some of the traffic regulations within that jurisdiction are being enforced by photographic equipment.*~~

01a The RED LIGHT VIOLATION \$ ____ FINE (SR58(CA)) sign (see Figure 2B-3(CA)) may be used in advance of signalized intersections where a local agency has adopted an ordinance setting a specific fine amount for red light violations within its jurisdiction. The SR58(CA) sign may be placed on State highways when requested by the local agency.

~~02 A Photo Enforced (R10-19P) plaque or a PHOTO ENFORCED (R10-19aP) word message plaque (see Figure 2B-3) may be mounted below a regulatory sign to advise road users that the regulation is being enforced by photographic equipment.~~

Standard:

~~03 If used below a regulatory sign, the Photo Enforced (R10-19P or R10-19aP) plaque shall be a rectangle with a black legend and border on a white background.~~

Support:

04 Refer to CVC 21455.5 for Traffic Signal Automated Enforcement: Photographic Records.

Section 2B.56 Ramp Metering Signs (R10-28 and R10-29)

Support:

00a For State highways, see Caltrans' Ramp Metering Design Manual. See Section 1A.11 for information regarding this publication.

00b Refer to Section 2G.102(CA) for regulatory signs for HOV lanes at metered ramps.

Option:

01 When ramp control signals (see Chapter 4I) are used to meter traffic on a freeway or expressway entrance ramp, regulatory signs with legends appropriate to the control may be installed adjacent to the ramp control signal faces.

~~02 For entrance ramps with only one controlled lane, an XX VEHICLE(S) PER GREEN (R10-28) sign (see Figure 2B-28) may be used to inform road users of the number of vehicles that are permitted to proceed during each short display of the green signal indication. For entrance ramps with more than one controlled lane, an XX VEHICLE(S) PER GREEN Each Lane (R10-29) (see Figure 2B-28) sign may be used to inform road users of the number of vehicles that are permitted to proceed from each lane during each short display of the green signal indication.~~

Option:

03 The 1 CAR (2 CARS) PER GREEN (R89(CA)) or 1 CAR (2 CARS) PER GREEN EACH LANE (R89-1(CA)) or 1 CAR (2 CARS) PER GREEN THIS LANE (R89-2(CA)) sign may be used under the lower signal head at freeway ramp meter locations, to indicate the number of vehicle(s) permitted to proceed during each short display of the green signal indication. When used on a signal mast arm, they are respectively placed to the right of the signal head that applies.

04 The RIGHT (LEFT) LANE THIS SIGNAL (R89-3(CA)) sign may be used under the lower signal head at freeway ramp meter locations, where individual signal heads are used for each lane of traffic. When used on a signal mast arm, it is placed to the right of the signal head that applies.

Guidance:

05 The STOP HERE ON RED (R10-6) sign should be placed on Type 1 standards near the limit line at metered entrance ramps with three or more lanes.

Option:

06 The R10-6 sign may also be used at other locations.

Support:

07 The R10-6 sign is used to emphasize the required observance of the signal limit line, such as the metering signal controlling traffic on metered freeway entrance ramps.

Guidance:

08 The ALL VEHICLES STOP ON RED (R90-1(CA)) sign should be placed when converting a non-metered HOV preferential lane to a metered one.

Option:

09 The R90-1(CA) sign may also be used on new installations where potential for confusion exists.

Support:

10 Refer to Section 2G.102(CA) for signs for HOV lanes at metered ramps.

Section 2B.57 KEEP OFF MEDIAN Sign (R11-1)

Option:

01 The KEEP OFF MEDIAN (R11-1) sign (see Figure 2B-29) may be used to prohibit driving into or parking on the median.

Guidance:

02 The KEEP OFF MEDIAN sign should be installed on the left of the roadway within the median at random intervals as needed wherever there is a tendency for encroachment.

Section 2B.58 ROAD CLOSED Sign (R11-2) and LOCAL TRAFFIC ONLY Signs (R11-3 Series, R11-4)

Guidance:

01 The ROAD CLOSED (R11-2) sign should be installed where roads have been closed to all traffic (except authorized vehicles).

02 ROAD CLOSED—LOCAL TRAFFIC ONLY (R11-3) or ROAD CLOSED TO THRU TRAFFIC (R11-4) signs should be used where through traffic is not permitted, or for a closure some distance beyond the sign, but where the highway is open for local traffic up to the point of closure.

Standard:

03 The Road Closed (R11-2, R11-3 series, and R11-4) signs (see Figure 2B-29) shall be designed as horizontal rectangles.

Guidance:

03a These signs ~~shall~~ **should** be preceded by the applicable Advance Road Closed warning sign with the secondary legend AHEAD and, if applicable, an Advance Detour warning sign (see Section 6F.19).

Option:

03b The word RAMP may be substituted for ROAD or STREET where applicable.

04 An intersecting street name or a well-known destination may be substituted for the XX MILES AHEAD legend in urban areas.

05 The word message BRIDGE ~~OUT~~ **CLOSED** may be substituted for the ROAD CLOSED legend where applicable.

Section 2B.59 Weight Limit Signs (R12-1 through R12-5)

Option:

~~01 The Weight Limit (R12-1) sign carrying the legend WEIGHT LIMIT XX TONS may be used to indicate vehicle weight restrictions including load.~~

~~02 Where the restriction applies to axle weight rather than gross load, the legend may be AXLE WEIGHT LIMIT XX TONS or AXLE WEIGHT LIMIT XX LBS (R12-2).~~

~~03 To restrict trucks of certain sizes by reference to empty weight in residential areas, the legend may be NO TRUCKS OVER XX TONS EMPTY WT or NO TRUCKS OVER XX LBS EMPTY WT (R12-3).~~

~~04 In areas where multiple regulations of the type described in Paragraphs 1 through 3 are applicable, a sign combining the necessary messages on a single sign may be used, such as WEIGHT LIMIT XX TONS PER AXLE, XX TONS GROSS (R12-4).~~

~~05 Posting of specific load limits may be accomplished by use of the Weight Limit symbol sign (R12-5). A sign containing the legend WEIGHT LIMIT on the top two lines, and showing three different truck symbols and their respective weight limits for which restrictions apply may be used, with the weight limits displayed to the right of each symbol as XX T. A bottom line of legend stating GROSS WT may be included if needed for enforcement purposes.~~

Standard:

~~06 If used, the Weight Limit sign (see Figure 2B-29) shall be located in advance of the applicable section of highway or structure.~~

Guidance:

~~07 If used, the Weight Limit sign with an advisory distance ahead legend should be placed at approach road intersections or other points where prohibited vehicles can detour or turn around.~~

Support:

- ⁰⁸ Refer to CVC 21101 through 21104 and 35650 through 35755 for Weight Limit signs.
- ⁰⁹ Also refer to Section 2B.39.

Standard:

¹⁰ **The Weight Limit (R12-1, R12-5 and R20A(CA)) signs (see Figures 2B-29 and 2B-29(CA)) shall be used to specify restrictions of trucks on a bridge, structure or highway.**

Support:

¹¹ The No Trucks (R5-2) sign is used together with a Truck Exclusion plaque (R20D(CA) Series) (see Figures 2B-11 and 2B-11(CA)) to specify the maximum weight limit in effect.

Standard:

¹² **The weight limit signs shall be placed at each end of the affected portion of a highway section. They shall be placed at a distance of not more than 500 feet from the ends of an affected bridge or structure.**

Option:

¹³ The Black on Yellow Weight Limit signs (W20(CA) and W20A(CA)) may be used in combination with Distance Ahead Plaque (W34A(CA)), far enough in advance to allow the vehicle operator to select an alternate route.

¹⁴ The Commercial Vehicle Weight Exclusion (R36(CA)) sign (see Figure 2B-29(CA)) may be used to indicate vehicles over ____ tons are prohibited from certain streets and highways.

Guidance:

¹⁵ *An alternative route should be evaluated for height, weight and size restrictions. Appropriate signs should be posted along the route to advise motorists of any restrictions.*

Option:

¹⁶ Advance signs may be necessary to give trucks an opportunity to turn around and retrace their path or select another route.

Section 2B.60 Weigh Station Signs (R13 Series)

Guidance:

~~⁰¹ An R13-1 sign with the legend TRUCKS OVER XX TONS MUST ENTER WEIGH STATION NEXT RIGHT (see Figure 2B-30) should be used to direct appropriate traffic into a weigh station.~~

~~⁰² The R13-1 sign should be supplemented by the D8 series of guide signs (see Section 2D.49).~~

^{02a} An SR57(CA) sign with the legend ALL TRUCKS STOP AT SCALES with NO PICKUPS SG8(CA) mounted below (see Figure 2B-30(CA)) should be used to direct appropriate traffic into a weigh station.

^{02b} The SR57(CA) and SG8(CA) sign combination should be supplemented by the D8 series of guide signs (see Section 2D.49).

Option:

⁰³ The reverse color combination, a white legend and border on a black background, may be used for the ~~R13-1~~ SR57(CA) sign.

Support:

⁰⁴ Refer to Figure 2B-30(CA) for Weigh Station Signs.

Option:

⁰⁵ The WAIT HERE UNTIL SCALE CLEAR (SR6-1(CA)) sign may be used at Weigh Stations to provide guidance to trucks entering the scales.

⁰⁶ The RELEASE BRAKES WHILE ON SCALE (SR7-1(CA)) sign may be used at Weigh Stations to provide guidance to trucks when they are on the scales.

⁰⁷ The SET PARKING BRAKES (SR8-1(CA)) sign may be used at Weigh Stations to provide guidance to trucks when they are on the scales.

⁰⁸ The LOADED (SR9-1(CA)) sign may be used at Weigh Stations to designate the lane loaded trucks are to use when passing through the scales.

⁰⁹ The EMPTY (SR10-1(CA)) sign may be used at Weigh Stations to designate the lane empty trucks are to use when passing through the scales.

¹⁰ The EMPTY 5 MPH (SR11-1(CA)) sign may be used at Weigh Stations to control the speed of empty trucks when passing through scales.

¹¹ The LOADED 3 MPH (SR12-1(CA)) sign may be used at Weigh Stations to control the speed of loaded trucks when passing through scales.

¹² The Theft CHP Plaque (SR13-1(CA)) may be used at Weigh Stations to advise scale users that removing any property from the Weigh Station without authorization from the California Highway Patrol is a violation of the Penal Code.

Guidance:

¹³ The TRUCKS NOT GIVEN BYPASS SIGNAL MUST ENTER OPEN SCALES (SR17(CA)) sign should be used in advance of a truck weigh station that is equipped with a mainline bypass system and weigh-in-motion scales to electronically weigh and verify compliance of commercial trucks as they approach the weigh station.

¹⁴ The Width Limit (SR40(CA)) sign (see Figure 2B-29(CA)) should be placed at truck weigh stations to direct over width vehicles around the station, if the weigh station lacks adequate width. The California Highway Patrol should be contacted to determine where these signs are needed. Refer to CVC 35790.

Standard:

¹⁵ The ALL BUSES STOP AT SCALES (SR41(CA)) and ALL BUSES with Arrow (SR42(CA)) signs shall be used as a temporary sign for Critical Item Bus Inspections on state highways.

Option:

¹⁶ The Weigh Station Repair Service Plaque (S21(CA)) sign may be installed at commercial vehicle inspection facilities on State highways where needed at the request of the California Highway Patrol.

Section 2B.61 TRUCK ROUTE Sign (R14-1)

Guidance:

⁰¹ The TRUCK ROUTE (R14-1) sign (see Figure 2B-30) should be used to mark a route that has been designated to allow truck traffic.

Option:

⁰² On a numbered highway, the TRUCK (M4-4) auxiliary sign may be used (see Section 2D.20).

Support:

⁰³ Refer to CVC 21101 through 21104 and 35701 through 35715.

⁰⁴ Generally, Caltrans is not unilaterally authorized to prohibit truck travel on State highways. Various sections in the California Vehicle Code allow cities and counties to restrict, by ordinance, commercial vehicles subject to the specific conditions in those sections.

Standard:

⁰⁵ Generally, no such local ordinance shall be effective with respect to any State highway until the ordinance has been approved by Caltrans. This approval shall be made by the Caltrans Director.

⁰⁶ The proposed local ordinance shall designate an unrestricted alternate route, or routes, for use by the prohibited vehicles. Such proposed local ordinances shall not be approved unless the alternate route, or routes, are considered suitable by Caltrans.

⁰⁷ An investigation of designated alternate routes shall be made with special attention being given to the following features:

1. Geometrics.
2. Increase in distance of travel and comparisons in time of travel.
3. Railroad grade crossings.
4. Present traffic and practical capacity of proposed alternates.
5. Structural adequacy of pavement for heavy truck traffic.
6. Heavy grades.
7. Proximity to schools or school routes.
8. Developed residential areas.

Section 2B.62 Hazardous Material Signs (R14-2, R14-3)

Option:

⁰¹ The Hazardous Material Route (R14-2) sign (see Figure 2B-30) may be used to identify routes that have been designated by proper authority for vehicles transporting hazardous material.

~~02 On routes where the transporting of hazardous material is prohibited, the Hazardous Material Prohibition (R14-3) sign (see Figure 2B-30) may be used.~~

Guidance:

~~03 If used, the Hazardous Material Prohibition sign should be installed on a street or roadway at a point where vehicles transporting hazardous material have the opportunity to take an alternate route.~~

Support:

~~04 Refer to Figure 2B-30(CA) for Hazardous Waste/Material signs.~~

Standard:

05 The Hazardous Waste Prohibited (R102(CA)) sign shall be used to identify those routes, either State or local, upon which the transportation of hazardous waste has been prohibited, as provided in CVC 31303 and 31304.

Option:

~~06 On those highways where hazardous waste is permitted, the R102(CA) signs may be placed in advance of their intersection or interchange with the prohibited route.~~

Guidance:

~~07 The R102(CA) signs should be placed on the prohibited route for both directions of travel after entry from the above intersection or interchange.~~

Standard:

08 The HAZARDOUS WASTE PROHIBITED (R102A(CA)) sign shall be positioned below the R102(CA) sign.

Guidance:

~~09 The R102A(CA) sign should be of equal width to the R102(CA) sign.~~

Option:

~~10 The Hazardous Waste Permitted (R103(CA)) sign may be used to guide road users around routes where the transportation of hazardous waste is permitted.~~

Standard:

11 The HAZARDOUS WASTE PERMITTED (R103A(CA)) sign shall be positioned below the R103(CA) symbol sign.

Guidance:

~~12 The R103A(CA) sign should be of equal width to the R103(CA) sign.~~

Option:

~~13 The Hazardous Material Prohibited (R104(CA)) sign may be used to identify those routes, either State or local, upon which the transportation of Hazardous Material has been prohibited. On those highways where Hazardous Material is prohibited, the R105(CA) signs may be placed in advance of their intersection or interchange with the prohibited route.~~

Guidance:

~~14 The R104(CA) signs should be placed on the prohibited route for both directions of travel after entry from the above intersection or interchange.~~

Standard:

15 The R104(CA) sign shall be used to identify those routes upon which the transportation of Hazardous Materials has been prohibited, as provided in CVC 31303 and 31304.

16 The HAZARDOUS MATERIAL PROHIBITED (R104A(CA)) sign shall be positioned below the R104(CA) sign.

Guidance:

~~17 The R104A(CA) sign should be of equal width to the R104(CA) sign.~~

Option:

~~18 The Hazardous Material Permitted (R105(CA)) sign may be used to guide road users around routes where the transportation of Hazardous Material is prohibited.~~

Standard:

19 The HAZARDOUS MATERIAL PERMITTED (R105A(CA)) sign shall be positioned below the R105 (CA) sign.

Guidance:

~~20 The R105A(CA) sign should be of equal width to the R105(CA) sign.~~

~~21 The NO EXPLOSIVES OR FLAMMABLES (SR18(CA)) sign should be placed on highways, structures, tunnels, etc. where vehicles transporting explosives or flammable materials are prohibited. The SR18(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.~~

²² The EXPLOSIVES AND CORROSIVES PROHIBITED WITHOUT PERMIT (SR19-1(CA)) sign should be placed on highways, structures, tunnels, etc. where vehicles transporting explosives or corrosive materials are prohibited without a permit. The SR18(CA) sign should be placed at a location that will provide a motorist the opportunity to turn around.

Option:

²³ The TRANSPORTING ILLEGAL FIREWORKS PROHIBITED (SR25(CA)) sign may be used on any roadway upon which the transportation of illegal fireworks have been prohibited by a local ordinance or resolution per California Health & Safety Code Division 11, Part 2, Sections 12500 through 12726.

Standard:

²⁴ **If used, the SR25(CA) sign shall be used to identify only those street or highway locations, either State or local, upon which the transportation of illegal fireworks is prohibited, as established by the local ordinance or resolution.**

Section 2B.63 National Network Signs (R14-4, R14-5)

Support:

⁰¹ The signing of the National Network routes for trucking is optional. [See Chapter 2I.](#)

Standard:

~~⁰² When a National Network route is signed, the National Network (R14-4) sign (see Figure 2B-30) shall be used.~~

Option:

~~⁰³ The National Network Prohibition (R14-5) sign (see Figure 2B-30) may be used to identify routes, portions of routes, and ramps where trucks are prohibited. The R14-5 sign may also be used to mark the ends of designated routes.~~

Section 2B.64 Headlight Use Signs (R16-5 through R16-11)

Support:

⁰¹ Some States require road users to turn on their vehicle headlights under certain weather conditions, as a safety improvement measure on roadways experiencing high crash rates, or in special situations such as when driving through a tunnel.

^{01a} [Refer to CVC 24400.](#)

⁰² Figure 2B-31 shows the various signs that can be used for informing motorists of these requirements.

Option:

⁰³ A LIGHTS ON WHEN USING WIPERS (R16-5) sign or a LIGHTS ON WHEN RAINING (R16-6) sign may be installed to inform road users of State laws regarding headlight use. Although these signs are typically installed facing traffic entering the State just inside the State border, they also may be installed at other locations within the State.

Guidance:

⁰⁴ *If a particular section of roadway has been designated as a safety improvement zone within which headlight use is required, a TURN ON HEADLIGHTS NEXT XX MILES (R16-7) sign or a BEGIN DAYTIME HEADLIGHT SECTION (R16-10) sign should be installed at the upstream end of the section, and a END DAYTIME HEADLIGHT SECTION (R16-11) sign should be installed at the downstream end of the section.*

Option:

⁰⁵ A TURN ON HEADLIGHTS (R16-8) sign may be installed to require road users to turn on their headlights in special situations such as when driving through a tunnel. A CHECK HEADLIGHTS (R16-9) sign may be installed downstream from the special situation to inform drivers that the using their headlights is no longer required.

Option:

⁰⁶ Daylight Headlight (S30(CA)) Series signs may be used after a traffic investigation and consultation with the local CHP office and/or law enforcement as a traffic safety improvement measure in high accident locations on two lane highways where there is a potential for head-on collisions.

Support:

⁰⁷ [Refer to CVC 21461 for enforcement of S30\(CA\) Series signs.](#)

Guidance:

- 08 When used, the DAYLIGHT HEADLIGHT SECTION (S30-1(CA)) sign should be placed approximately 500 feet in advance of a daylight headlight section.*
- 09 When used, the TURN ON HEADLIGHTS NEXT X MILES (S30-2(CA)) sign should be placed at the beginning of a daylight headlight section.*
- 10 When used, the END DAYLIGHT HEADLIGHT SECTION (S30-3(CA)) sign should be placed at the end of a daylight headlight section.*
- 11 When used, the TURN ON HEADLIGHTS (S30-4(CA)) sign should be placed at the entrances from major side roads to a daylight headlight section.*
- 12 When used, the CHECK HEADLIGHTS (S30-5(CA)) sign should be placed approximately 500 feet beyond the end of a daylight headlight section.*

Support:

- 13 See Figure 2B-106(CA) for S30(CA) Series signs.*

Safety Corridor Sign (S33(CA))

Option:

- 14 The Safety Corridor (S33(CA)) sign (see Figure 2B-106(CA)) may be installed at the written request of an official Corridor Safety Task Force on any roadway segment that is designated as a Safety Awareness Zone under the authority of California Streets and Highways Code Section 97.1.*

Support:

- 15 More information on Highway Safety Corridors and Task Forces is available at:*

<http://www.chp.ca.gov/community/corridor.html>

Standard:

- 16 The S33(CA) sign shall not be installed on freeways.*

Guidance:

- 17 When used, one S33(CA) sign should be posted at each end of the corridor. The S33(CA) sign specifications should be as follows:*
 - 1. Size no larger than 8 feet wide and 4 feet high.*
 - 2. White background with black text having a primary safety message.*

Standard:

- 18 A logo and any secondary message (along with colors) shall be agreed upon by the Task Force. The logo and secondary message shall not cover more than 25 percent of the sign's surface area.*

- 19 Caltrans shall purchase and install the S33(CA) sign.*

Guidance:

- 20 The Task Force is to advise Caltrans, in writing, as to how long the signs are to remain on the highway, but this time period should not exceed three years.*

Section 2B.65 FENDER BENDER Sign (R16-4)

Option:

- 01 A ~~FENDER BENDER MOVE VEHICLES FROM TRAVEL LANES (R16-4)~~ MINOR CRASH NO INJURIES – SAFELY MOVE VEHICLES FROM TRAVEL LANES (SR61(CA)) sign (see Figure ~~2B-32~~ 2B-32(CA)) may be installed to require motorists to move their vehicle out of the travel lanes if they have been involved in a non-injury crash.*

Section 2B.66 Seat Belt Symbol

Standard:

- 01 When a seat belt symbol is used, the symbol shown in Figure 2B-32 shall be used.*

Guidance:

- 02 The seat belt symbol should not be used alone. If used, the seat belt symbol should be incorporated into regulatory sign messages for mandatory seat belt use.*
- 03 The Seat Belt (SR15(CA)) sign (see Figure 2B-32(CA)) should be placed in each direction on all freeways and other major state routes at approximate 50 mile intervals.*

Standard:

⁰⁴ The SAFETY BELT LAW ENFORCED (SR15A(CA)) sign (see Figure 2B-32(CA)) shall be placed below each installation of the Seat Belt (SR15(CA)) sign.

Option:

⁰⁵ The Seat Belt (SR15(CA)) and SAFETY BELT LAW ENFORCED (SR15A(CA)) sign combination may also be used on local arterials.

Section 2B.67 Barricades

Option:

⁰¹ Barricades may be used to mark any of the following conditions:

- A. A roadway ends,
- B. A ramp or lane closed for operational purposes, or
- C. The permanent or semi-permanent closure or termination of a roadway.

Standard:

⁰² When used to warn and alert road users of the terminus of a roadway in other than temporary traffic control zones, barricades shall meet the design criteria of Section 6F.68 for a Type 3 Barricade, except that the colors of the stripes shall be retroreflective white and retroreflective red.

Option:

⁰³ An end-of-roadway marker or markers may be used as described in Section 2C.66.

Guidance:

⁰⁴ *Appropriate advance warning signs (see Chapter 2C) should be used.*

Section 2B.68 Gates

Support:

⁰¹ Gates described in this section used for weather or other emergency conditions are typically permanently installed to enable the gate to be immediately deployed as needed to prohibit the entry of traffic to the highway segment(s).

⁰² A gate typically features a gate arm that is moved from a vertical to a horizontal position or is rotated in a horizontal plane from parallel to traffic to perpendicular to traffic. Traffic is obstructed and required to stop when the gate arm is placed in a horizontal position perpendicular to traffic. Another type of gate consists of a segment of fence (usually on rollers) that swings open and closed, or that is retracted to open and then extended to close.

⁰³ Gates are sometimes used to enforce a required stop. Some examples of such uses are the following:

- A. Parking facility entrances and exits,
- B. Private community entrances and exits,
- C. Military base entrances and exits,
- D. Toll plaza lanes,
- E. Movable bridges (see Chapter 4J),
- F. Automated Flagger Assistance Devices (see Chapter 6E), and
- G. Grade crossings (see Part 8).

⁰⁴ Gates are sometimes used to periodically close a roadway or a ramp. Some examples of such uses are the following:

- A. Closing ramps to implement counter-flow operations for evacuations,
- B. Closing ramps that lead to reversible lanes, and
- C. Closing roadways for weather events such as snow, ice, or flooding, or for other emergencies.

Standard:

⁰⁵ Except as provided in Paragraph 6, gate arms, if used, shall be fully retroreflectorized on both sides, have vertical stripes alternately red and white at 16-inch intervals measured horizontally as shown in Figure 8C-1.

Option:

⁰⁶ If used on a one-way roadway or ramp, the retroreflectorization may be omitted on the side of the gate facing away from approaching traffic.

07 Where gate arms are used to block off ramps into reversible lanes or to redirect approaching traffic, the red and white striping may be angled such that the stripes slope downward at an angle of 45 degrees toward the side of the gate arm on which traffic is to pass.

Standard:

08 **The gate arm shall extend across the approaching lane or lanes of traffic to effectively block motor vehicle and/or pedestrian travel as appropriate.**

09 **When gate arms are in the vertical position or rotated to an open position, the closest part of the gate arm and support shall have a lateral offset of at least 2 feet from the face of the curb or the edge of the traveled way.**

10 **When gate arms that are located in the median or on an island are in the horizontal position or rotated to a closed position, the closest part of the counterweight or its supports shall have a lateral offset of at least 2 feet from the face of the curb or the edge of the traveled way of the open roadway on the opposite side of the median or island.**

Guidance:

11 *When a gate that is rotated in a horizontal plane is in the position where it is parallel to traffic (indicating that the roadway is open), the outer end of the gate arm should be rotated to the downstream direction (from the perspective of traffic in the lane adjacent to the gate support) to prevent spearing if the gate is struck by an errant vehicle.*

12 *If a pedestrian route is present and if it is not intended that pedestrian traffic be controlled by the gate, a minimum of 2 feet of lateral offset from supports, posts, counterweights, and gate mechanisms should be provided when the gate arm is in the open position and when the gate arm is in the closed position such that pedestrian travel is not impeded.*

Option:

13 Red lights may be attached to traffic gates.

Standard:

14 **If red lights are attached to a traffic gate, the red lights shall be steadily illuminated or flashed only during the period when the gate is in the horizontal or closed position and when the gate is in the process of being opened or closed.**

15 **Except as provided in Paragraph 16, rolling sections of fence, if used, shall include either a horizontal strip of retroreflectorized sheeting on both sides of the fence with vertical stripes alternately red and white at 16-inch intervals measured horizontally to simulate the appearance of a gate arm in the horizontal position, or one or more Type 4 object markers (see Section 2C.66), or both. If a horizontal strip of retroreflectorized sheeting is used, the bottom of the sheeting shall be located 3.5 to 4.5 feet above the roadway surface.**

Option:

16 If used on a one-way roadway or ramp, the retroreflectorization may be omitted on the side of the fence facing away from approaching traffic.

Section 2B.101(CA) NO FISHING (JUMPING) FROM BRIDGE Sign (R23(CA))

Option:

01 The NO FISHING (JUMPING) FROM BRIDGE sign (R23(CA)) (see Figure 2B-106(CA)) may be used when fishing or jumping from a bridge is prevalent and where investigation has shown that fishing or jumping is unsafe or interferes with the orderly movement of traffic.

Section 2B.102(CA) TWO WAY TRAFFIC AHEAD Sign (R40(CA))

Standard:

01 **The TWO WAY TRAFFIC AHEAD (R40(CA)) sign (see Figure 2B-10(CA)) shall be used to inform motorists that they are leaving a one-way street and entering a two-way street.**

Guidance:

02 *The R40(CA) sign should be placed on both sides of the one-way street approximately 200 feet in advance of the intersection where the two-way traffic begins. Refer to Section 2C.44.*

Section 2B.103(CA) \$1000 Fine Signs (R47(CA) and R47A(CA))

Option:

01 The \$1000 FINE FOR LITTERING (R47(CA)) sign (see Figure 2B-106(CA)) may be used to inform the public that it is unlawful to dispose of litter on the highway.

Support:

02 Refer to Streets and Highway Code Section 101.6 and CVC 23111 through 23113 and 42001.7.

03 The \$1000 FINE FOR ANIMAL ABANDONMENT (R47A(CA)) sign (see Figure 2B-106(CA)) is used to inform the public that the abandonment or dumping of any animal is a criminal offense.

Guidance:

04 The R47A(CA) sign should be placed on all major state highways, as close as practicable, following the Welcome to California (G10B(CA)) sign.

Section 2B.104(CA) PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED Sign (R101(CA))

Standard:

01 The PRIVATE ROAD VEHICLE CODE ENFORCED (R101(CA)) sign (see Figure 2B-106(CA)) shall be used at the entrance to a privately owned and maintained road when enforcement of vehicle provisions apply, as provided in CVC 21107.7.

02 The alternate message PRIVATE PROPERTY shall be used at each entrance to a privately owned and maintained off-street parking facility when enforcement of vehicle code provisions apply, as provided in CVC 21107.8.

Section 2B.105(CA) Rest Area Disclaimer Sign (SR2(CA))

Guidance:

01 The Rest Area Disclaimer (SR2(CA)) sign (see Figure 2B-106(CA)) should be posted in a conspicuous location, as directed by the Caltrans District Landscape Architect, at all State Safety Roadside Rest Areas.

Section 2B.106(CA) Garbage Prohibition Signs (SR22-1(CA) and SR23-1(CA))

Option:

01 The DUMPING PROHIBITED (SR22-1(CA)) sign (see Figure 2B-106(CA)) may be placed at State highway facilities where unauthorized dumping of materials or garbage is prevalent.

02 The NO HOUSEHOLD GARBAGE (SR23-1(CA)) sign (see Figure 2B-106(CA)) may be placed at State highway facilities where refuse containers provided for motorist convenience are being used to dispose of excessive amounts of household garbage.

Section 2B.107(CA) GOLF CARTS OK DAYLIGHT HOURS Sign (SR43(CA))

Standard:

01 The GOLF CARTS OK DAYLIGHT HOURS (SR43(CA)) sign (see Figure 2B-106(CA)) shall be placed on roadways which local authorities have designated for combined use in accordance with CVC 21115.

Option:

02 The ordinance number may be included on the sign.

Section 2B.108(CA) Bus and Truck Registration Sign (SR44(CA))

Guidance:

01 The Bus and Truck Registration (SR44(CA)) sign (see Figure 2B-106(CA)) should be placed at all Border Inspections Stations to relay this information to Interstate carriers.

Section 2B.109(CA) EMERGENCY ACCESS KEEP CLEAR Sign (SR46(CA))

Option:

01 The EMERGENCY ACCESS KEEP CLEAR (SR46(CA)) sign (see Figure 2B-106(CA)) may be used where there is traffic back up due to a controlled intersection or cross street that affects access to the driveway of any emergency service facility such as fire, police or ambulance. Refer to CVC 22500(d) and 22526.

Standard:

02 The SR46(CA) sign shall be used in conjunction with KEEP CLEAR pavement markings (see Section 3B.17) that delineate the limits of the keep clear area.

Option:

03 The SR46(CA) signs may be placed on both ends of the keep clear area.

Guidance:

04 However, if only one sign is used, it should be placed on the upstream side.

Section 2B.110(CA) Off Highway Vehicle Signs (SR47(CA) and SR48(CA))

Guidance:

01 The OFF HIGHWAY VEHICLE COMBINED USE NEXT (X MILES) (SR47(CA)) sign (see Figure 2B-106(CA)) should be used to inform motorists of the length of an Off Highway Vehicle Combined Use segment of the highway.

02 The NO OFF HIGHWAY VEHICLES BEYOND THIS POINT (SR48(CA)) sign (see Figure 2B-106(CA)) should be placed at the end of an Off Highway Vehicle Combined Use segment of the highway.

Section 2B.111(CA) State Property Signs (S8(CA) and S20(CA))

Option:

01 The STATE PROPERTY – NO DUMPING – NO PARKING – NO TRESPASSING (S8(CA)) sign (see Figure 2B-106(CA)) may be used to identify state property where dumping, parking or trespassing is prohibited.

02 The STATE PROPERTY – ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED (S20(CA)) sign (see Figure 2B-106(CA)) may be used to identify State owned property and materials placed there for future maintenance or construction purposes.

Section 2B.112(CA) MOVE OVER OR SLOW FOR STOPPED EMERGENCY AND MAINTENANCE VEHICLES Sign (R110(CA))

Option:

01 The MOVE OVER OR SLOW FOR STOPPED EMERGENCY AND MAINTENANCE VEHICLES (R110(CA)) Sign (see Figure 2B-32(CA)) may be used to inform drivers of the State's MOVE OVER Law, CVC 21809. This sign may be used only within freeway facilities.

Section 2B.113(CA) NO CAMPING OR SLEEPING IN VEHICLE Sign (R119(CA))

Guidance:

01 The NO CAMPING OR SLEEPING IN VEHICLE (R119(CA)) sign (see Figure 2B-106) may be used to inform the public that it is unlawful to camp or sleep in the vehicle in the right of way of a state highway or local roadway where there is an adopted resolution or ordinance that prohibits camping or sleeping in vehicle and allows use of the sign. The resolution or ordinance number and adopting agency shall be included on the bottom of the sign.

Option:

02 The NO CAMPING OR SLEEPING IN VEHICLE (R119(CA)) sign may have a supplemental plaque (R2-6bP) installed below the sign for the applicable fine amount per the adopted resolution or ordinance (e.g., \$XXXX FINE).

Support:

03 Do not use the NO CAMPING OR SLEEPING IN VEHICLE (R119(CA)) sign when there is no adopted resolution or ordinance to support its use or enforcement of the sign.

Figure 2B-1. STOP and YIELD Signs and Plaques

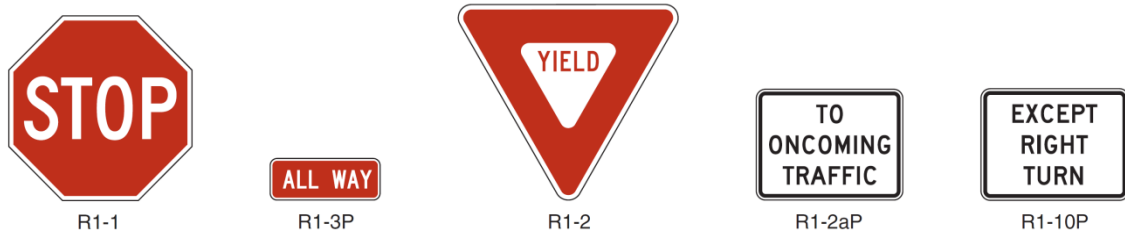


Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs

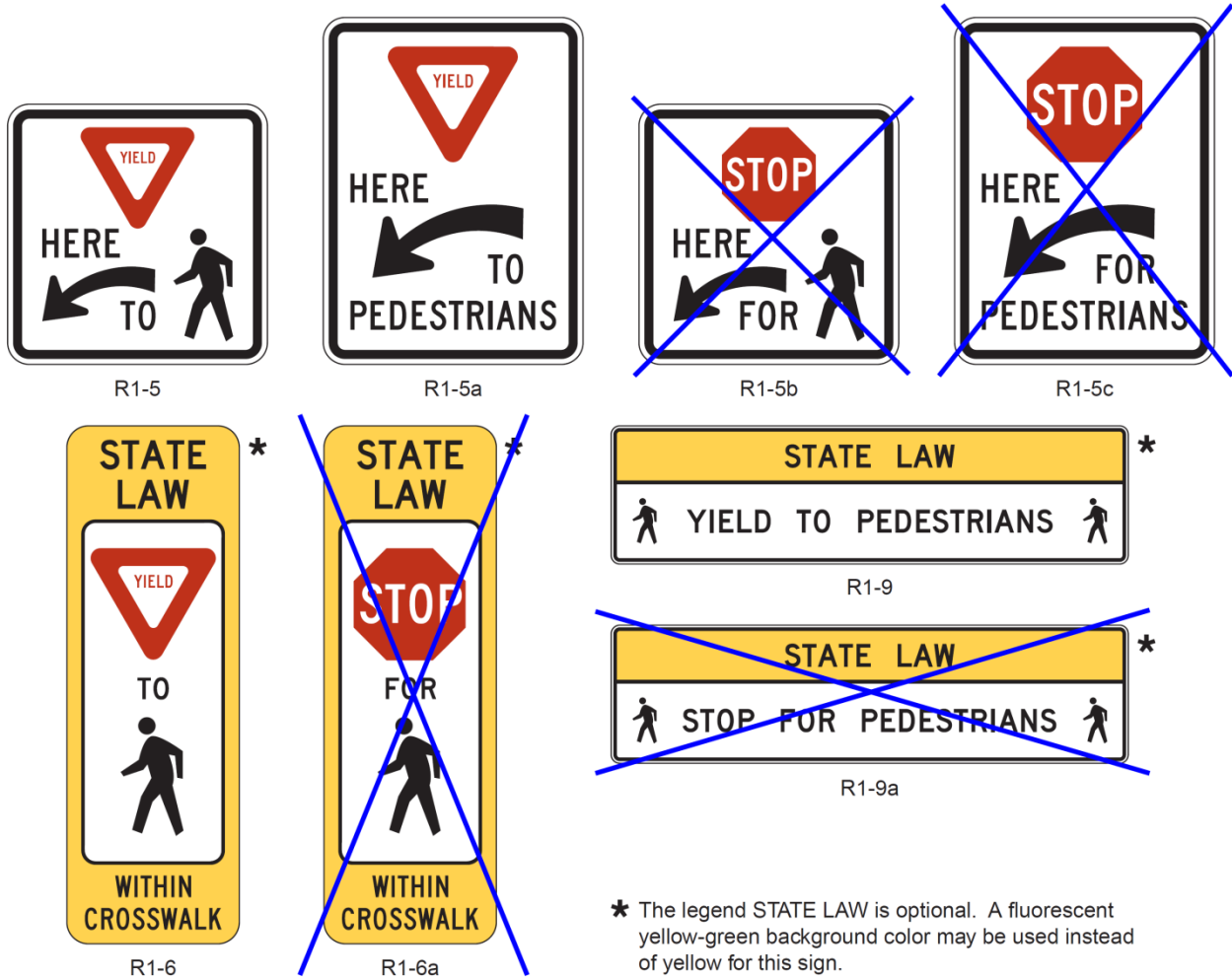


Figure 2B-3. Speed Limit and Photo Enforcement Signs and Plaques

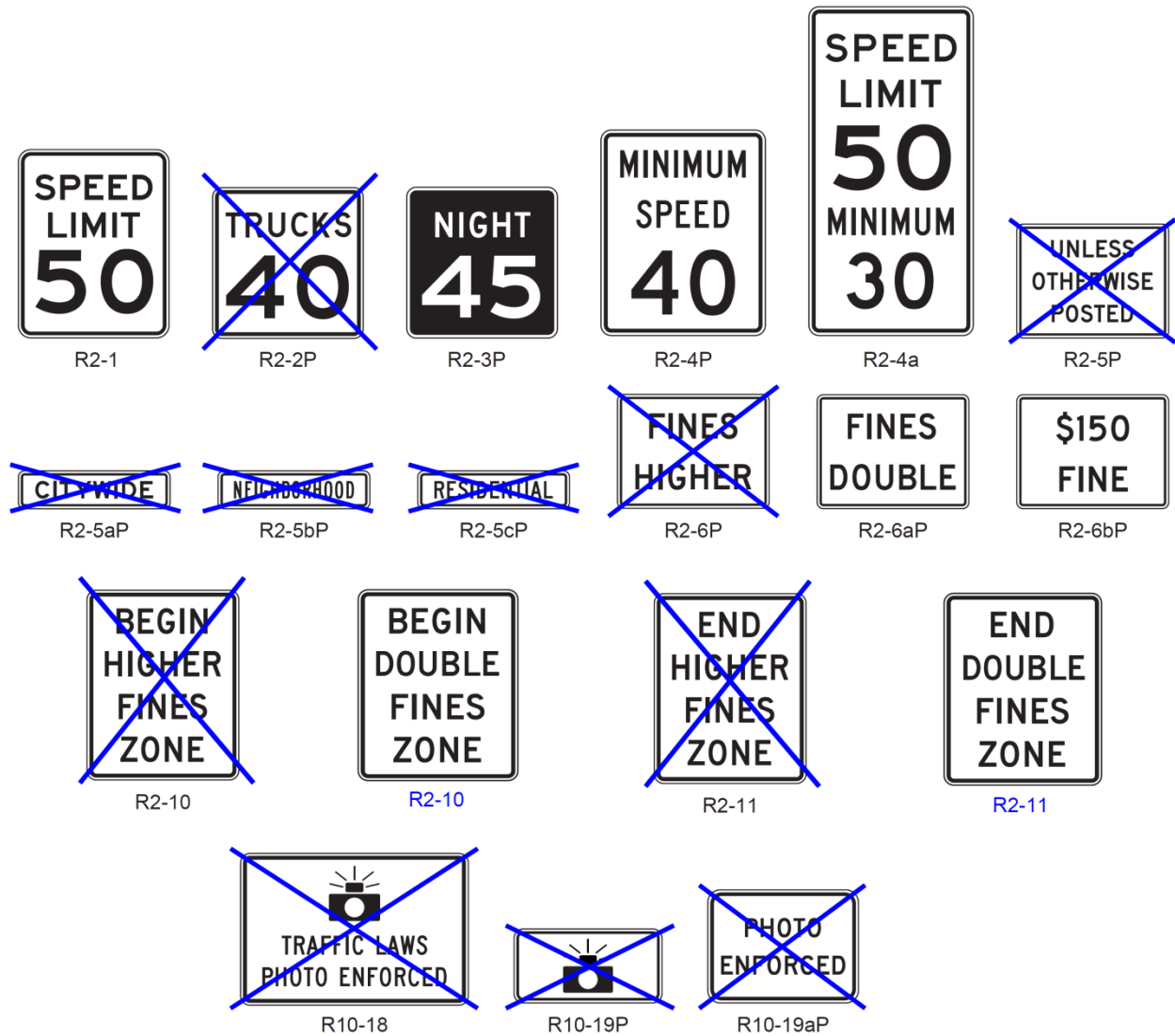


Figure 2B-3 (CA). Speed Limit and Photo Enforcement Signs and Plaques

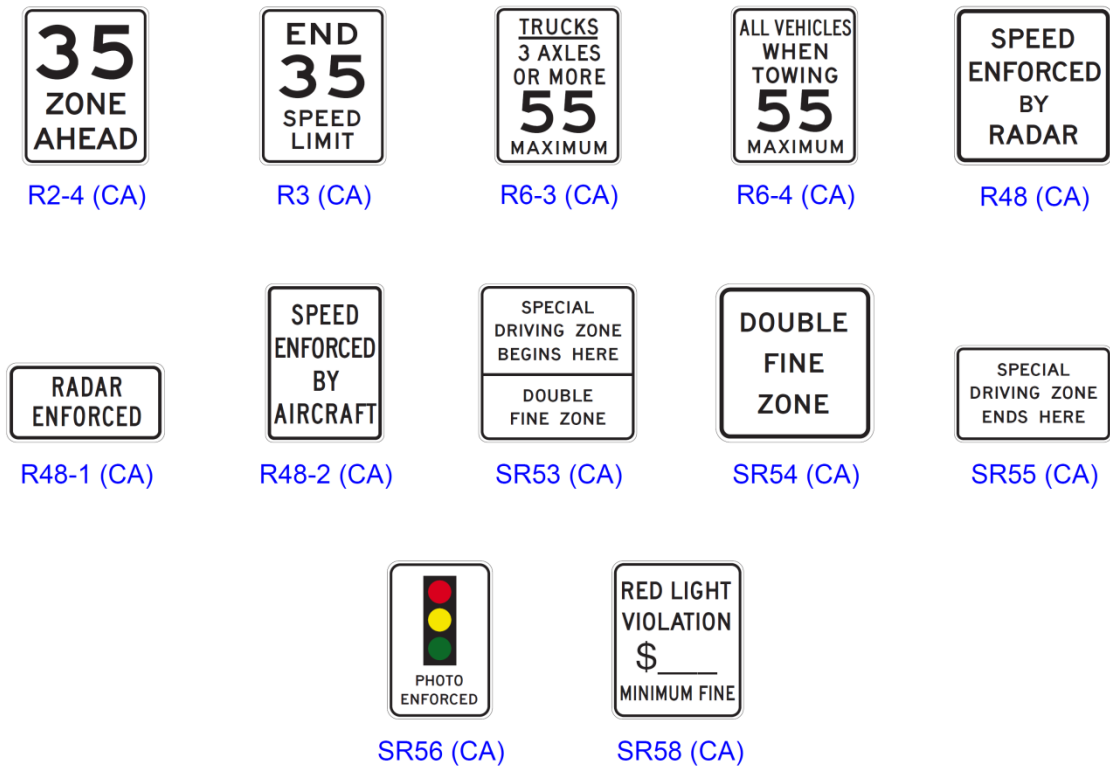
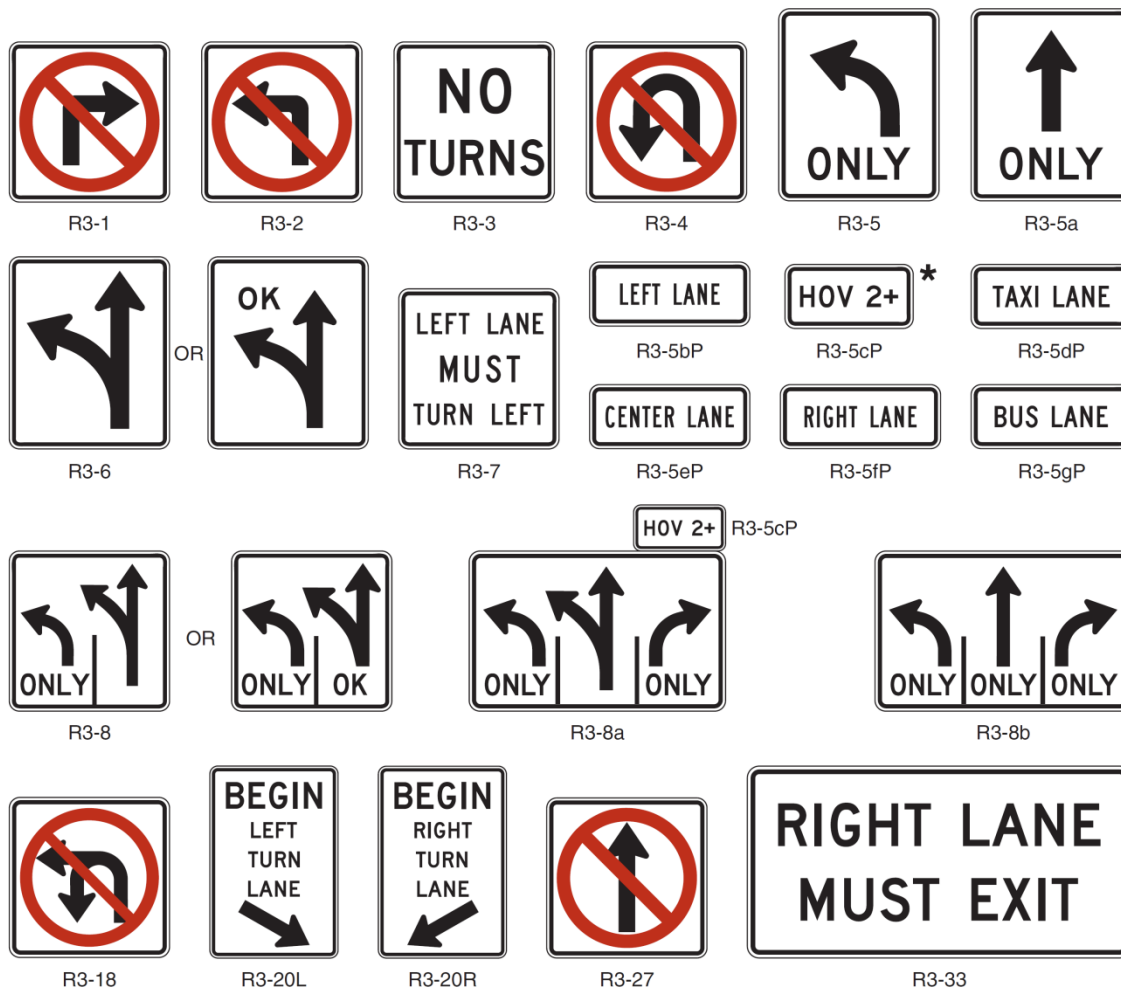


Figure 2B-4. Movement Prohibition and Lane Control Signs and Plaques



* The diamond symbol may be used instead of the "HOV" word message. The minimum vehicle occupancy level may vary, such as 2+, 3+, 4+. The words "LANE" or "ONLY" may be used with this sign when appropriate.

Figure 2B-4 (CA). Movement Prohibition and Lane Control Signs and Plaques



R3-1
Activated Blank-Out



R3-2
Activated Blank-Out



R3-4
Activated Blank-Out



R3-18
Activated Blank-Out



R3-27
Activated Blank-Out



R18A (CA)



R18B (CA)



R33 (CA)



R33A (CA)



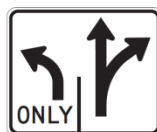
R60B (CA)



R61-1 (CA)



R61-3 (CA)



R61-5 (CA)



R61-7 (CA)



R61-9 (CA)



R61-11 (CA)



R61-13 (CA)



R61-15 (CA)



R61-17 (CA)



R61-19 (CA)



R61-22 (CA)



R61-24 (CA)



R61-26 (CA)



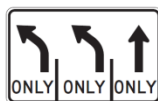
R61-28 (CA)



R61-30 (CA)



R61-32 (CA)



R61-34 (CA)



R61-36 (CA)



R73-1 (CA)



R73-2 (CA)



R73-3 (CA)



R73-4 (CA)



R73-5 (CA)



R73-6 (CA)



R73-8 (CA)

Figure 2B-5. Intersection Lane Control Sign Arrow Options for Roundabouts

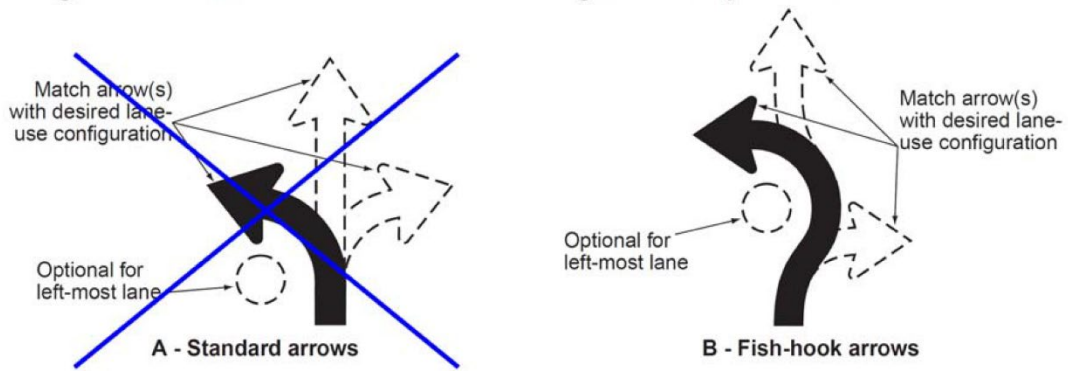


Figure 2B-6. Center and Reversible Lane Control Signs and Plaques

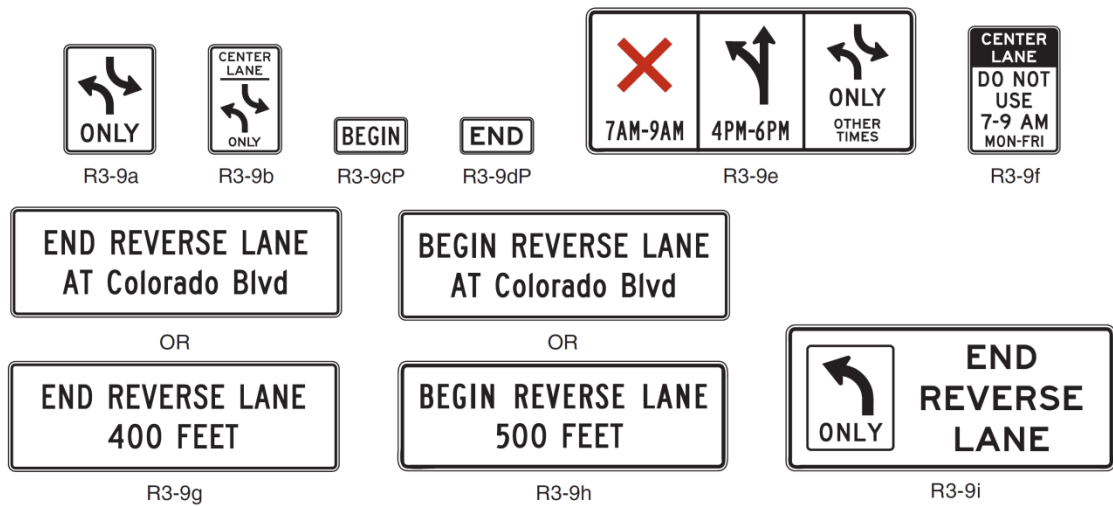


Figure 2B-7. Location of Reversible Two-Way Left-Turn Signs

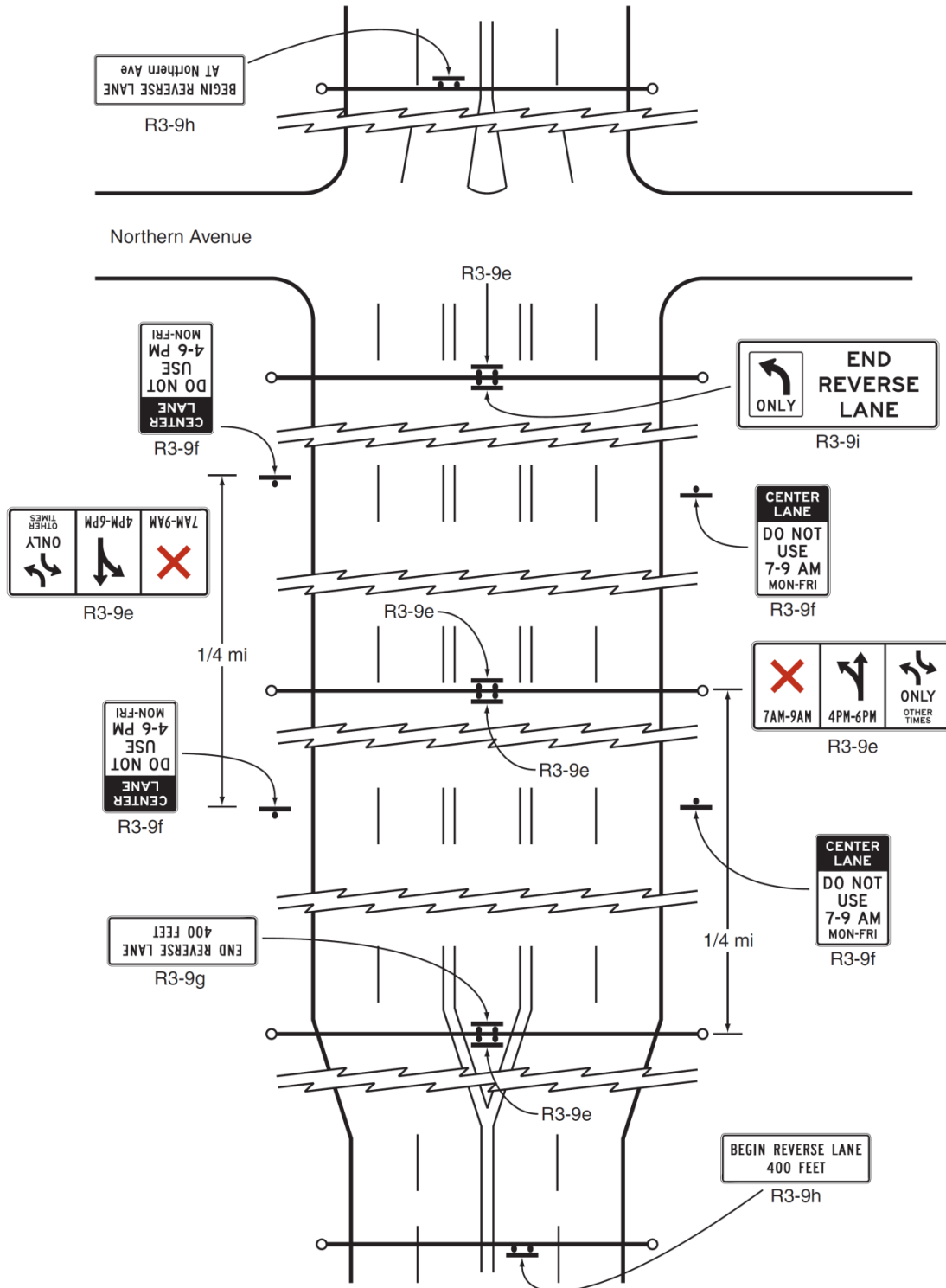


Figure 2B-8. Jughandle Regulatory Signs

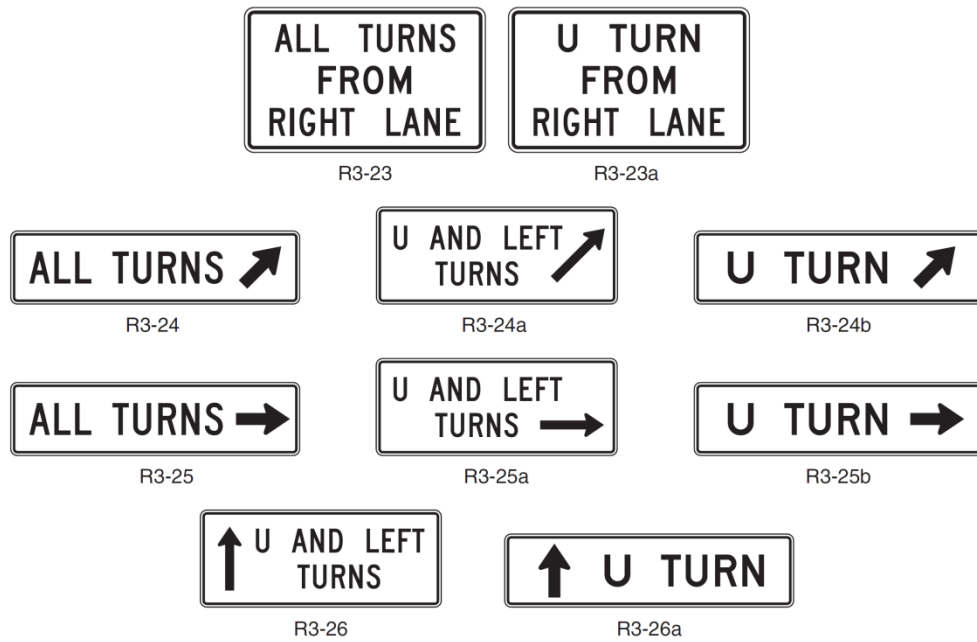


Figure 2B-9. Examples of Applications of Jughandle Regulatory and Guide Signing
(Sheet 1 of 3)

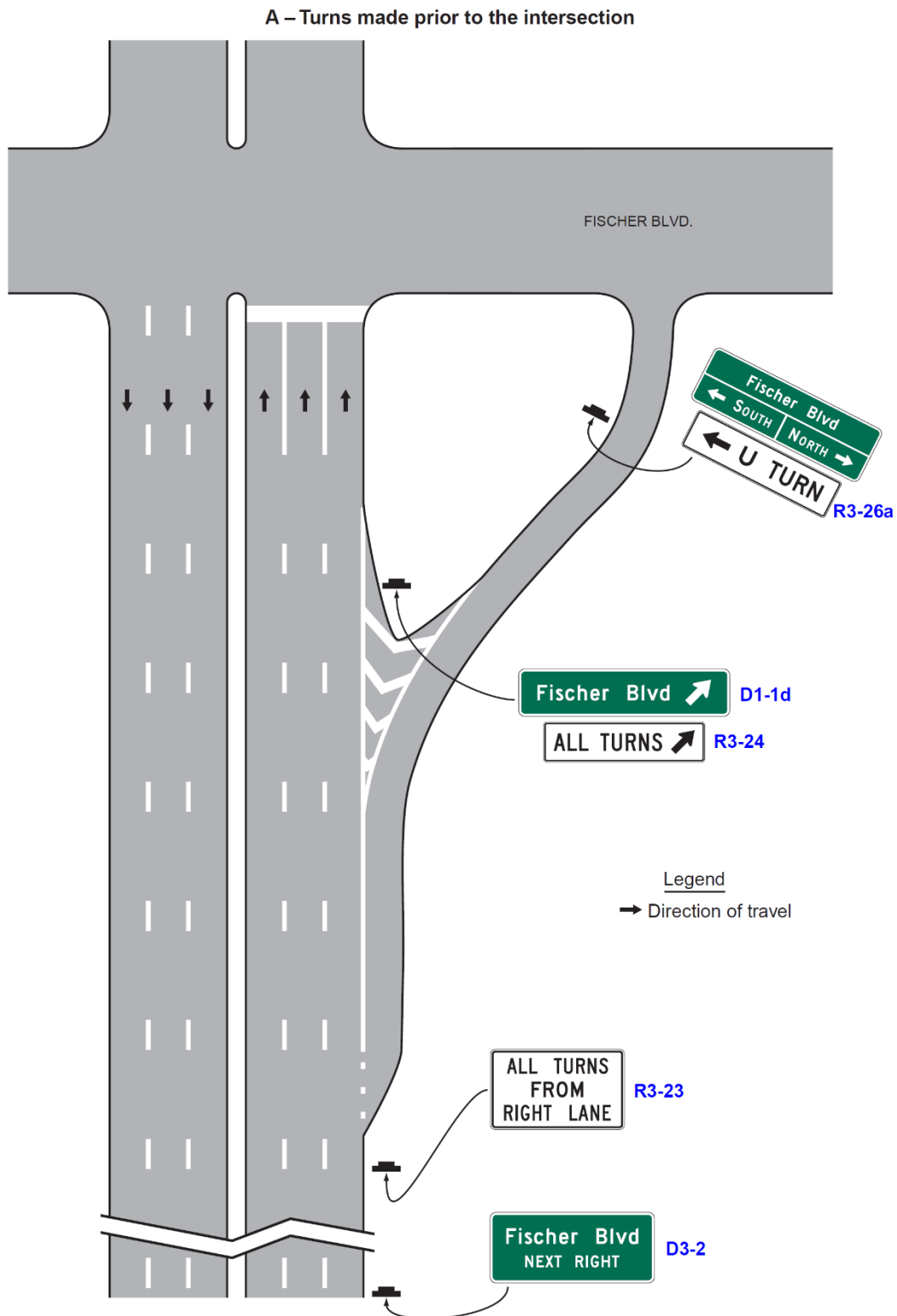


Figure 2B-9. Examples of Applications of Jughandle Regulatory and Guide Signing
 (Sheet 2 of 3)

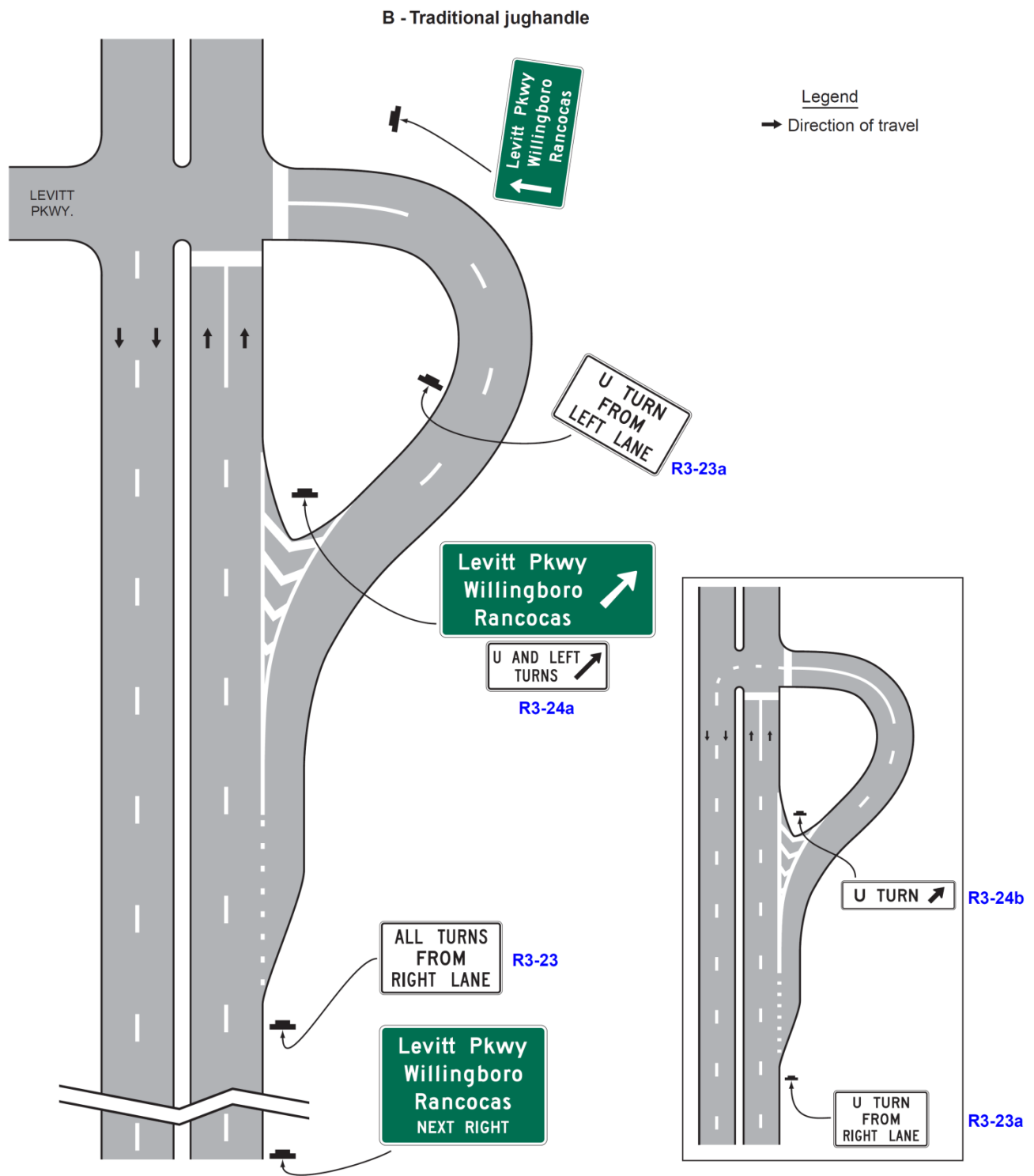


Figure 2B-9. Examples of Applications of Jughandle Regulatory and Guide Signing
(Sheet 3 of 3)

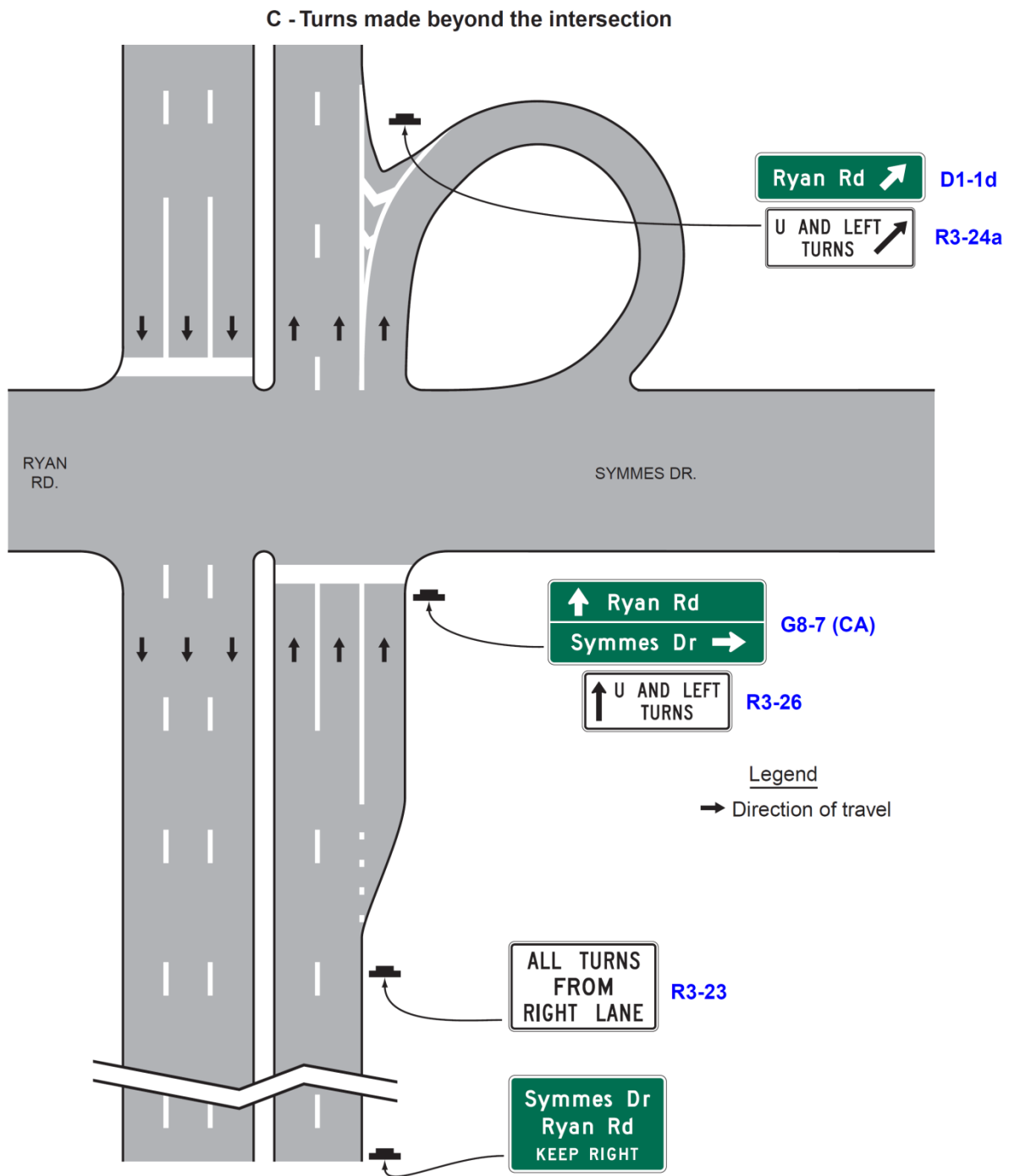


Figure 2B-10. Passing, Keep Right, and Slow Traffic Signs



Figure 2B-10 (CA). Passing, Keep Right, and Slow Traffic Signs



R6-3A (CA)



R6-4A (CA)



R40 (CA)



R53A (CA)



R53B (CA)



R53E (CA)



R55 (CA)



R70 (CA)



R70A (CA)

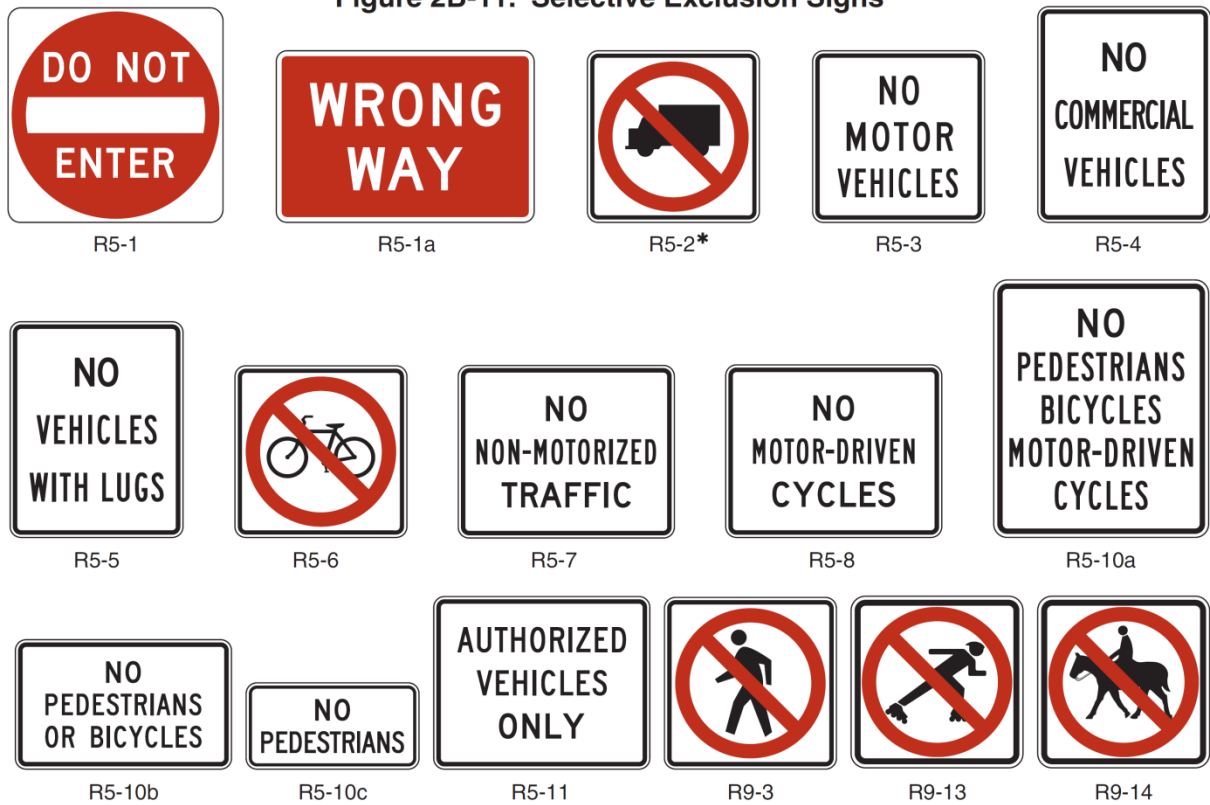


R70B (CA)



R82A (CA)

Figure 2B-11. Selective Exclusion Signs



* An optional word message sign is shown in the “Standard Highway Signs and Markings” book

Figure 2B-11 (CA). Selective Exclusion Signs

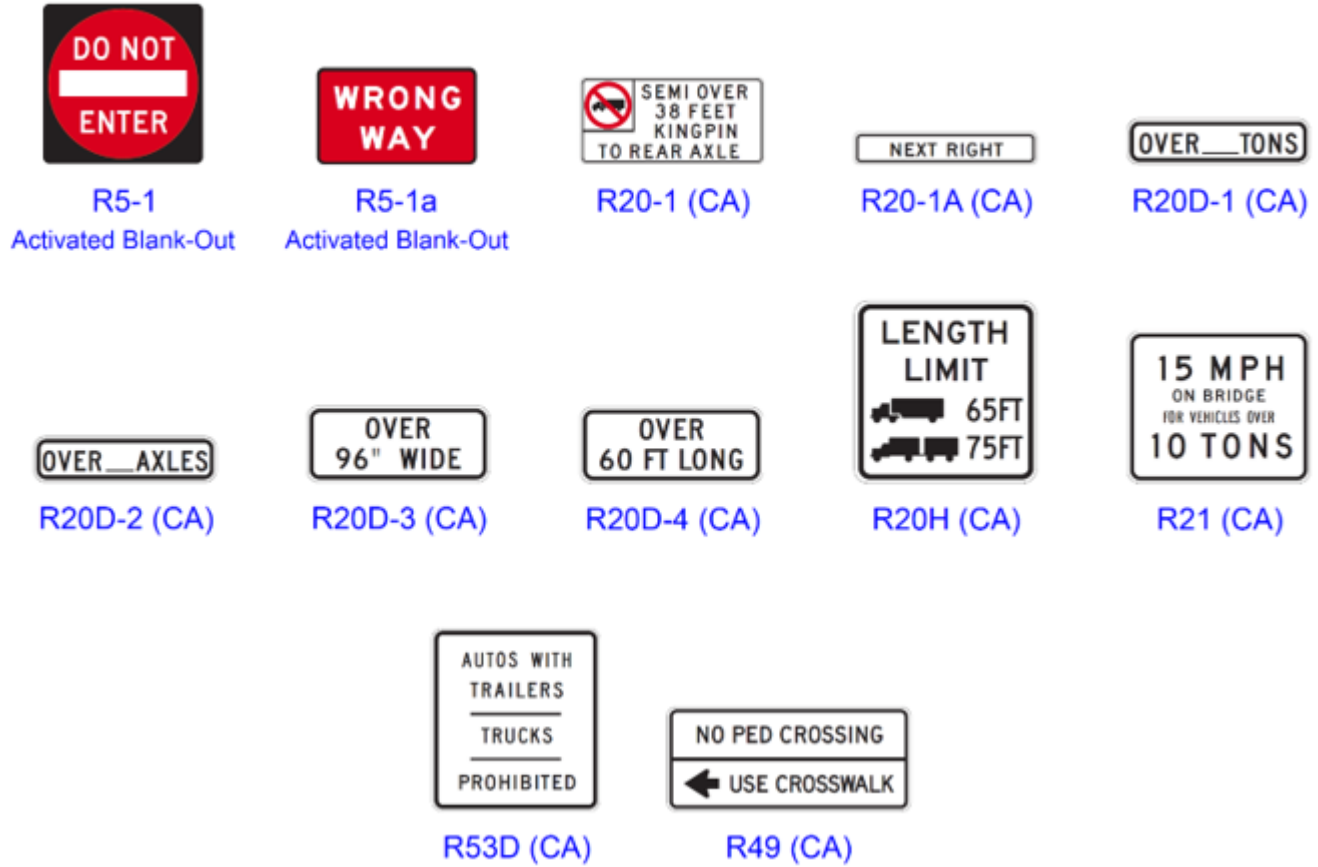
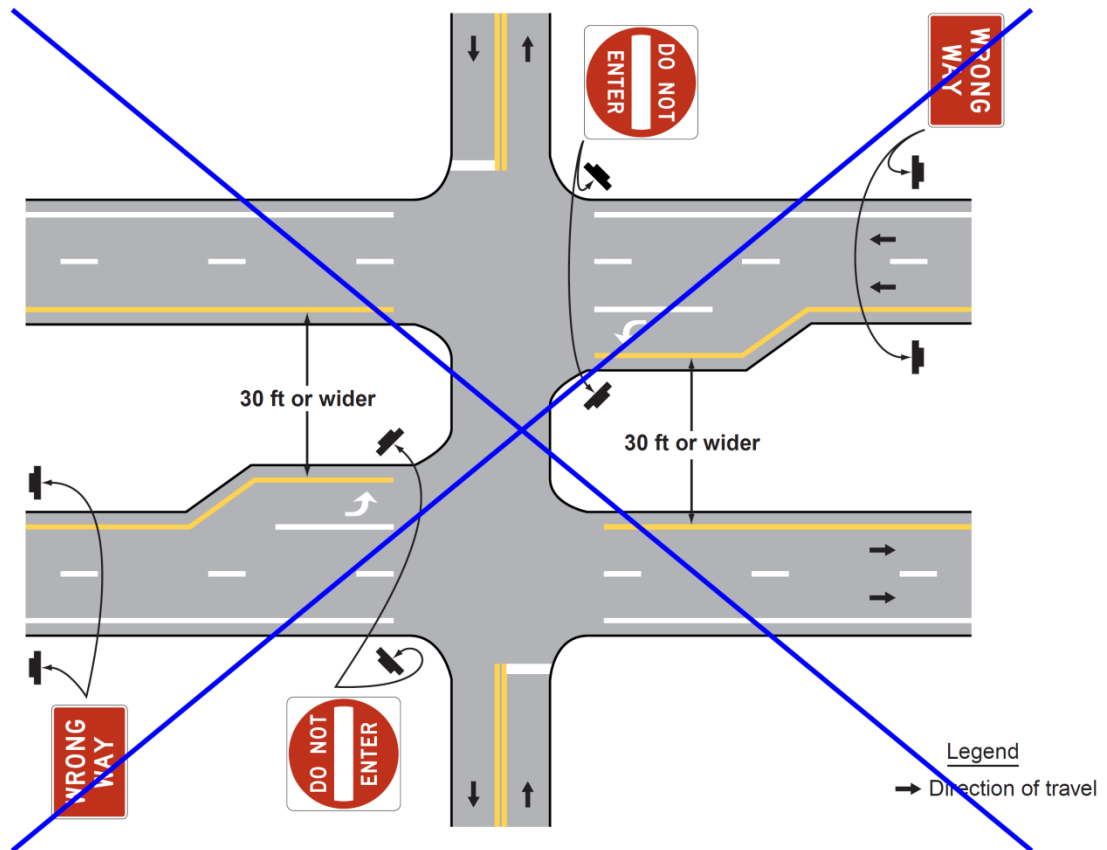
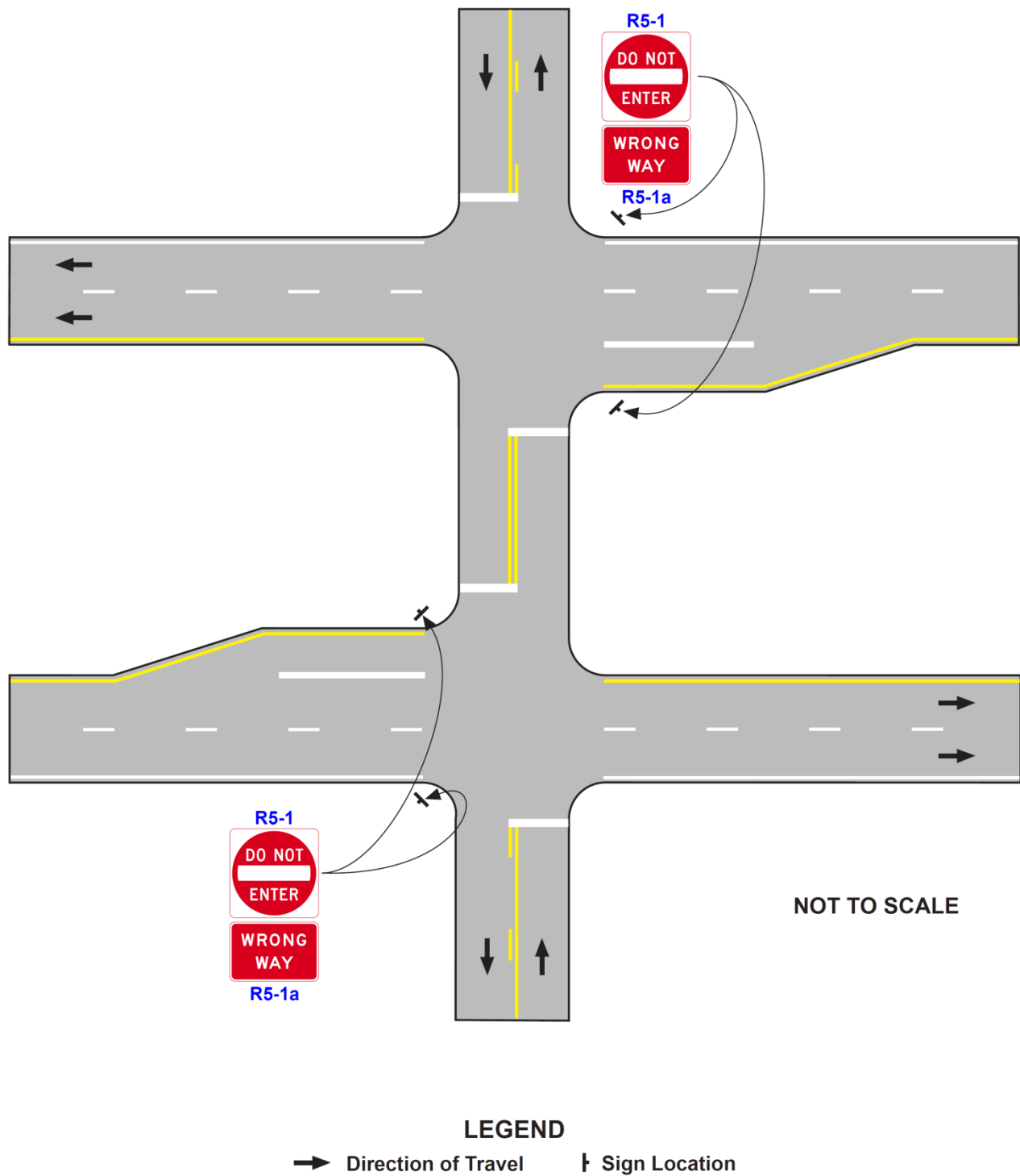


Figure 2B-12. Locations of Wrong-Way Signing for Divided Highways with Median Widths of 30 Feet or Wider



**Figure 2B-12 (CA). Location of Wrong-Way Signing for Divided Highways
A - with Median Widths of 30 Feet or Wider**



**Figure 2B-12 (CA). Location of Wrong-Way Signing for Divided Highways
B - with Median Widths Narrower Than 30 Feet**

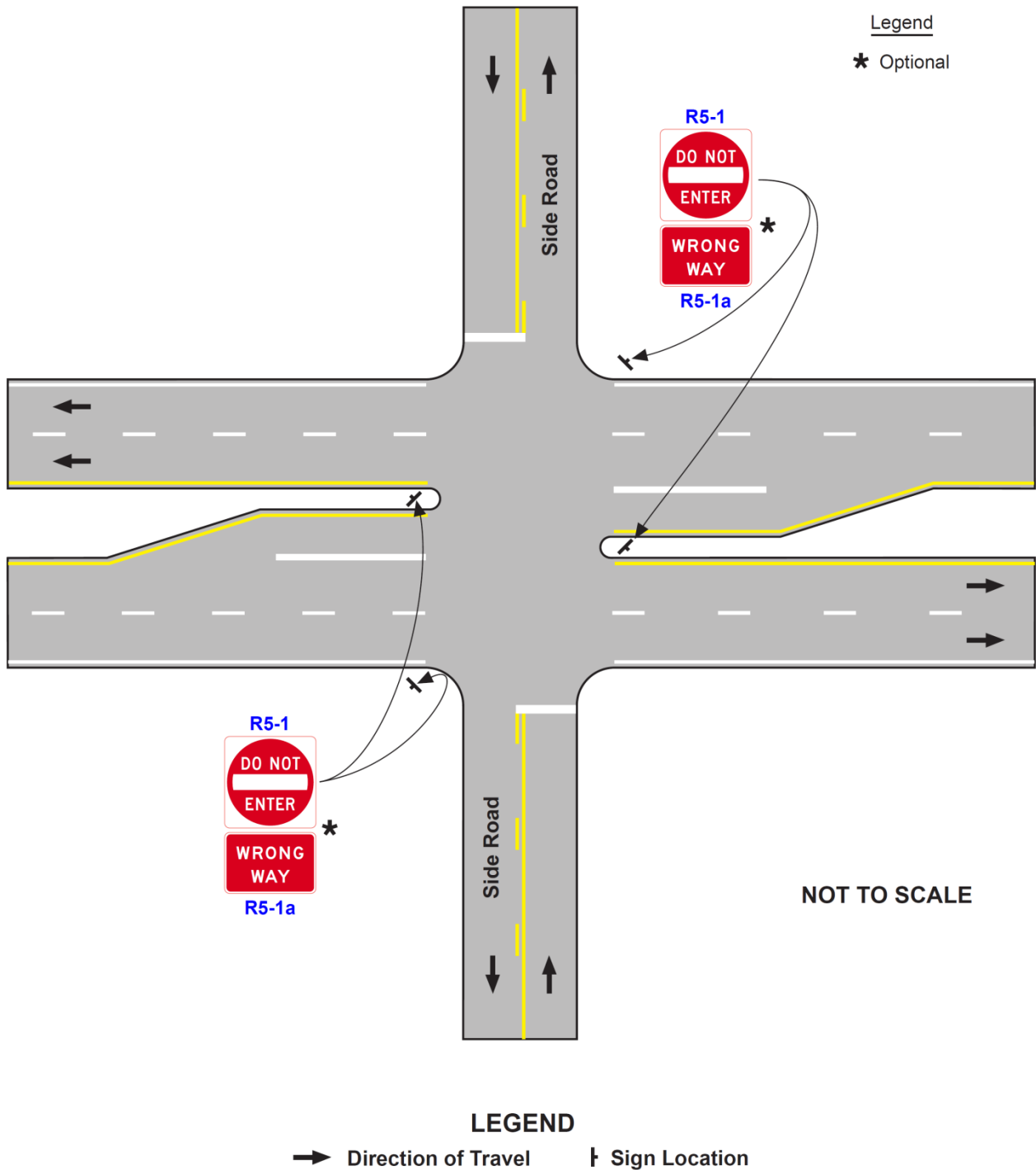


Figure 2B-13. ONE WAY and Divided Highway Crossing Signs

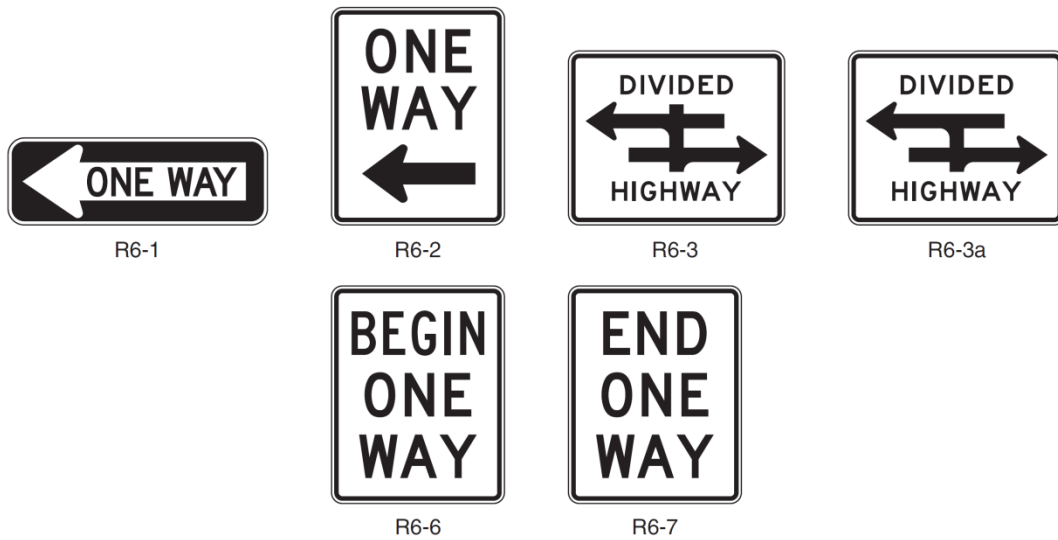


Figure 2B-14. Locations of ONE WAY Signs

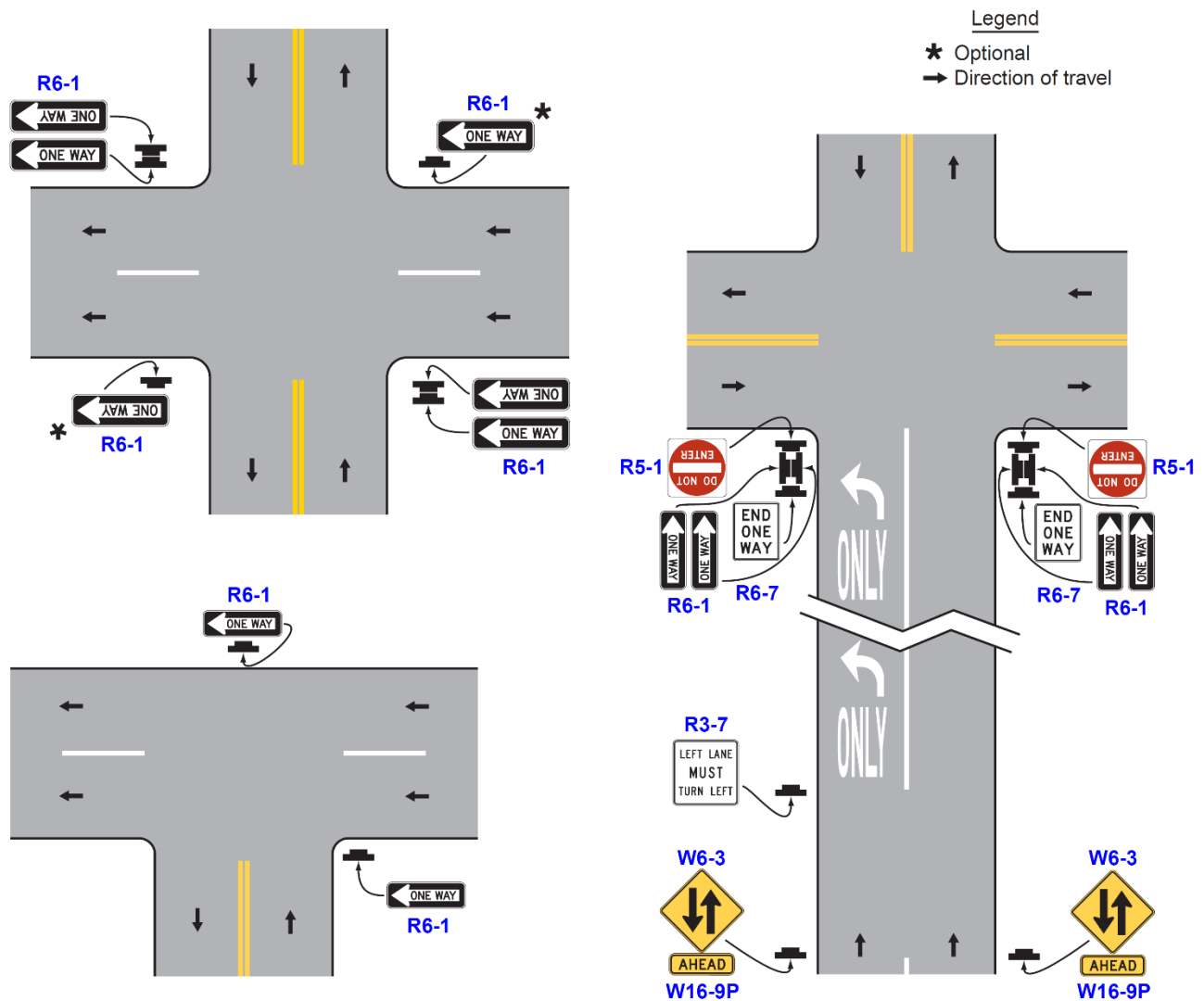


Figure 2B-15. ONE WAY Signing for Divided Highways with Median Widths of 30 Feet or Wider

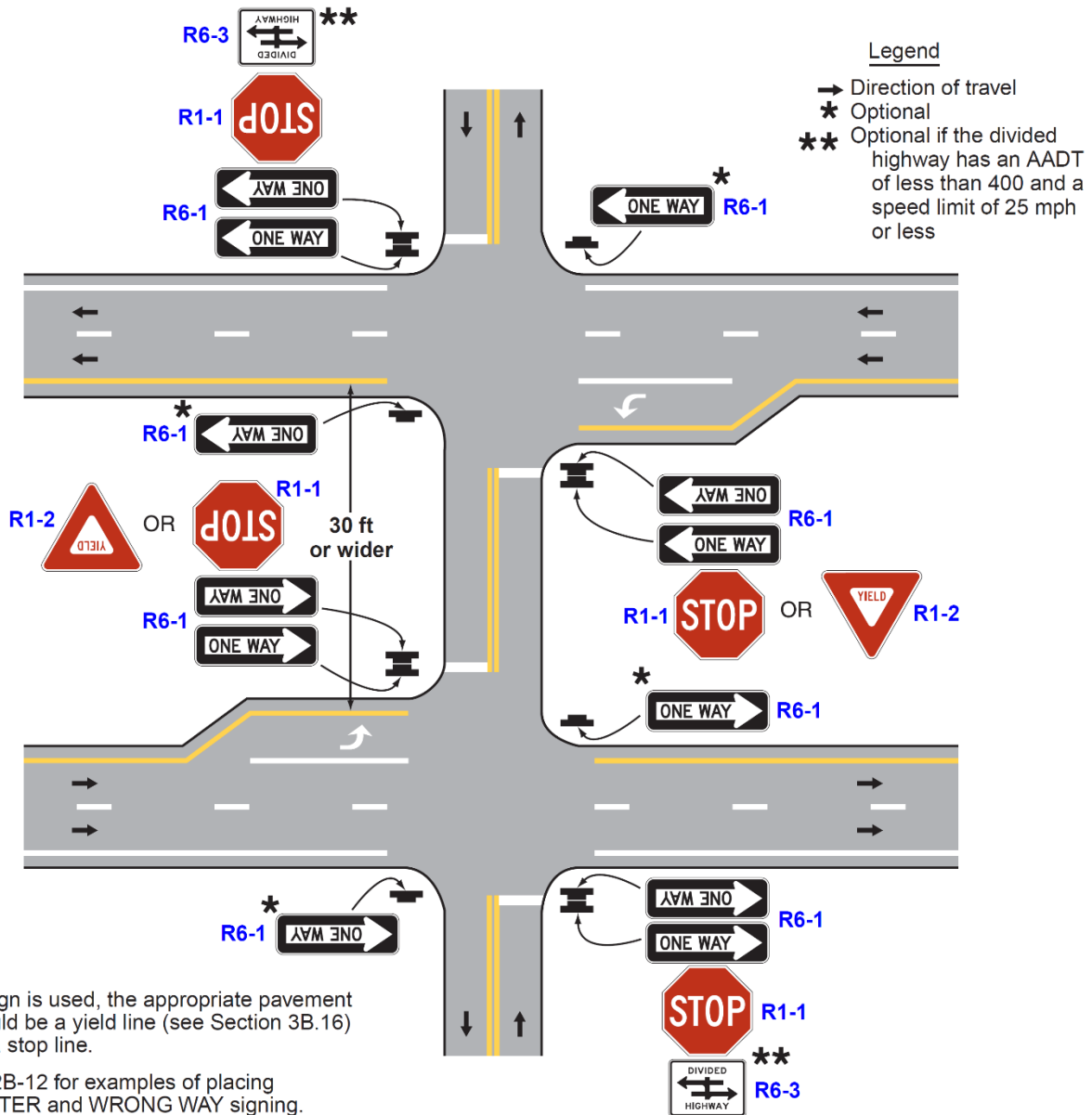


Figure 2B-16. ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet

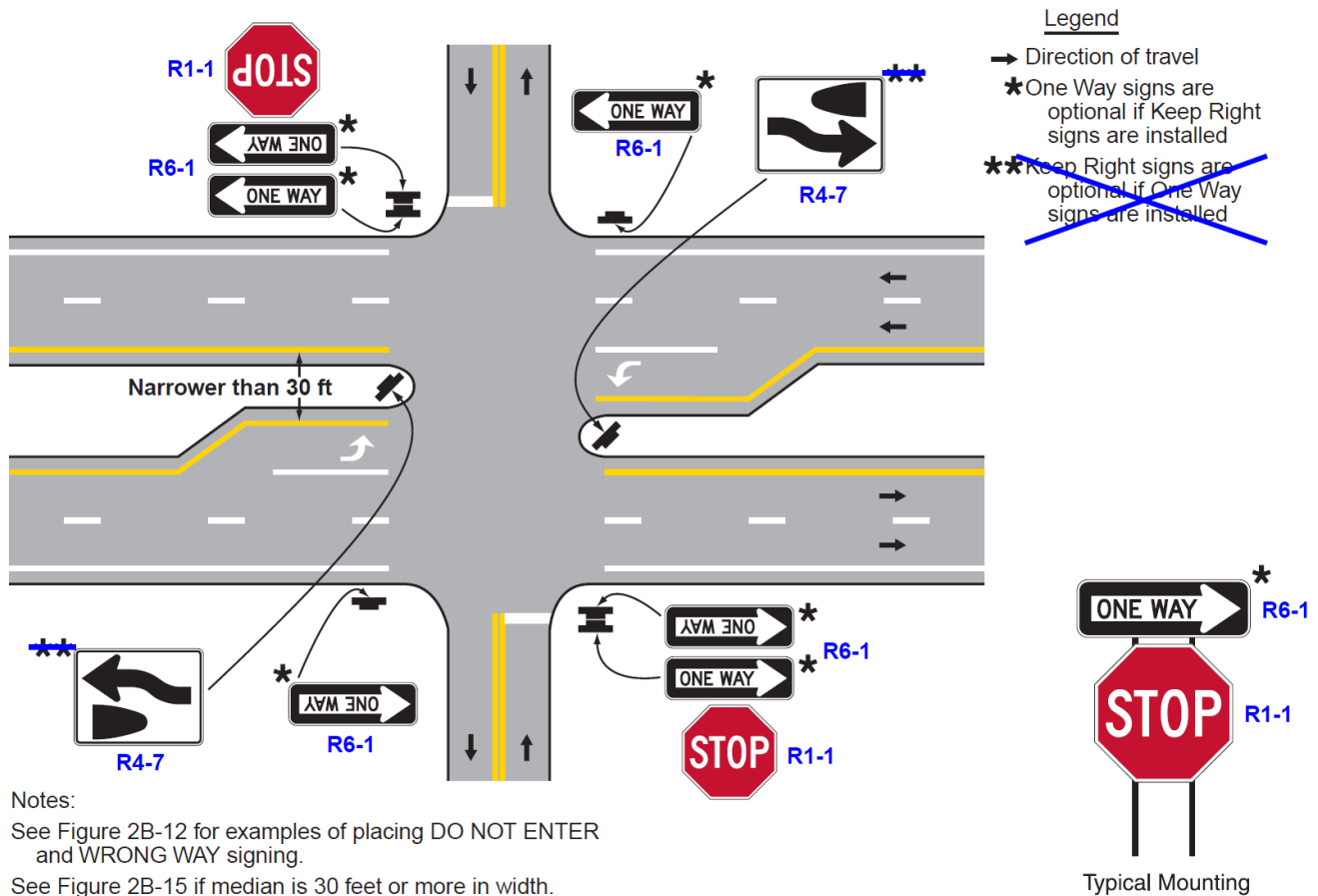


Figure 2B-17. ONE WAY Signing for Divided Highways with Median Widths Narrower Than 30 Feet and Separated Left-Turn Lanes

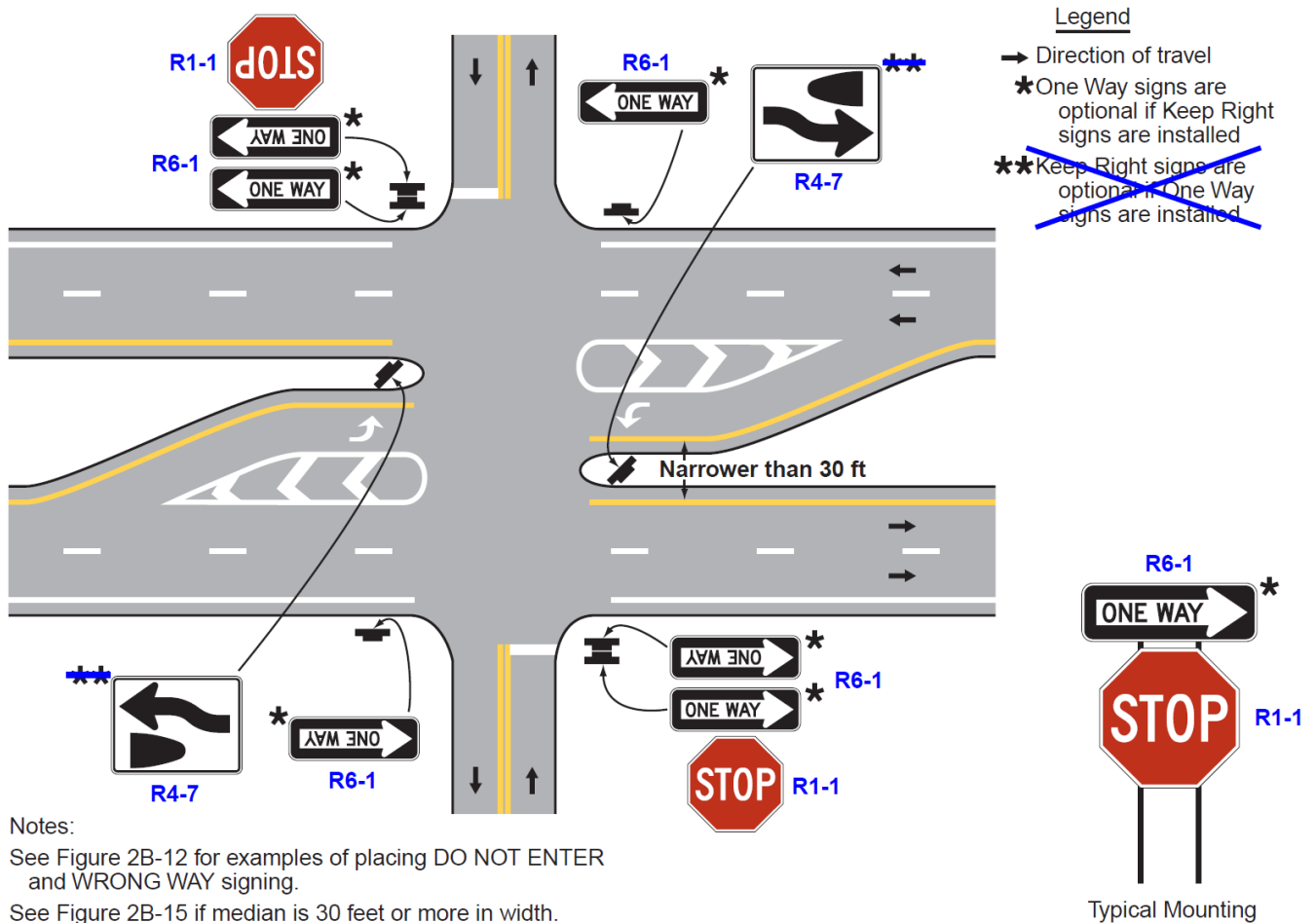


Figure 2B-18. Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry

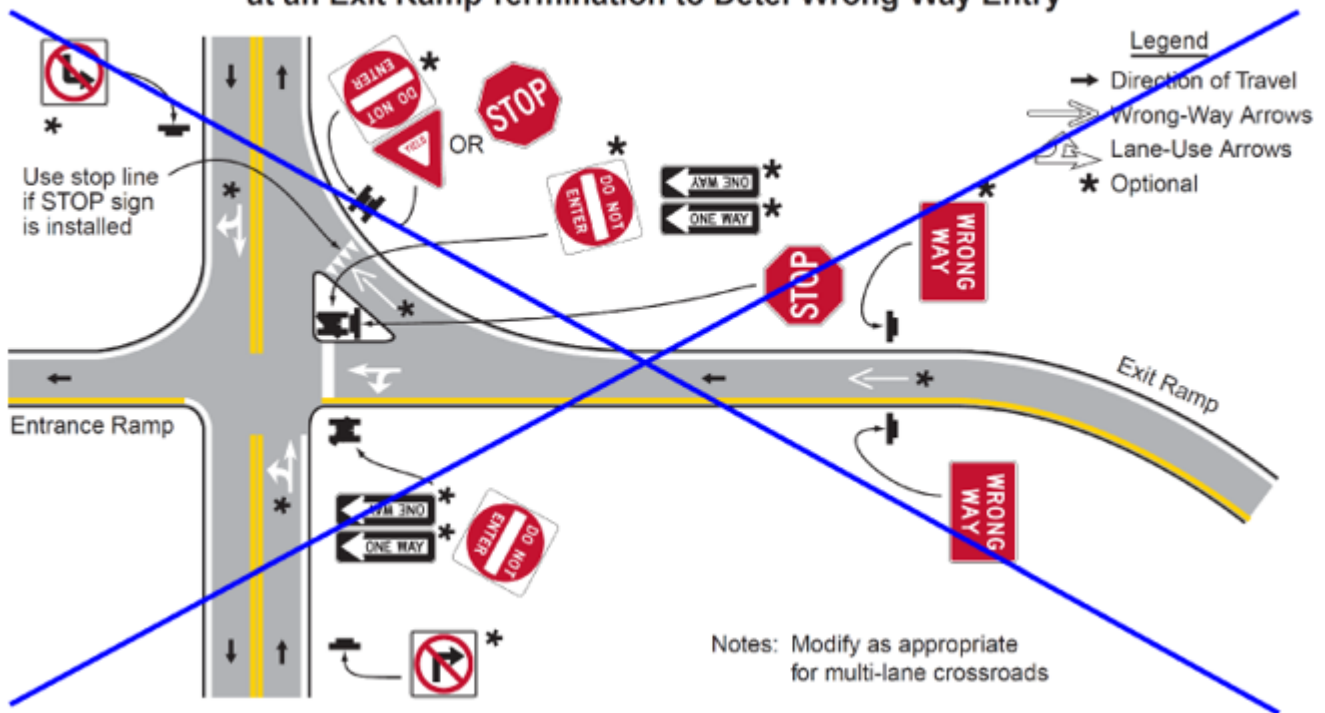


Figure 2B-18 (CA). Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry (Sheet 1 of 5)

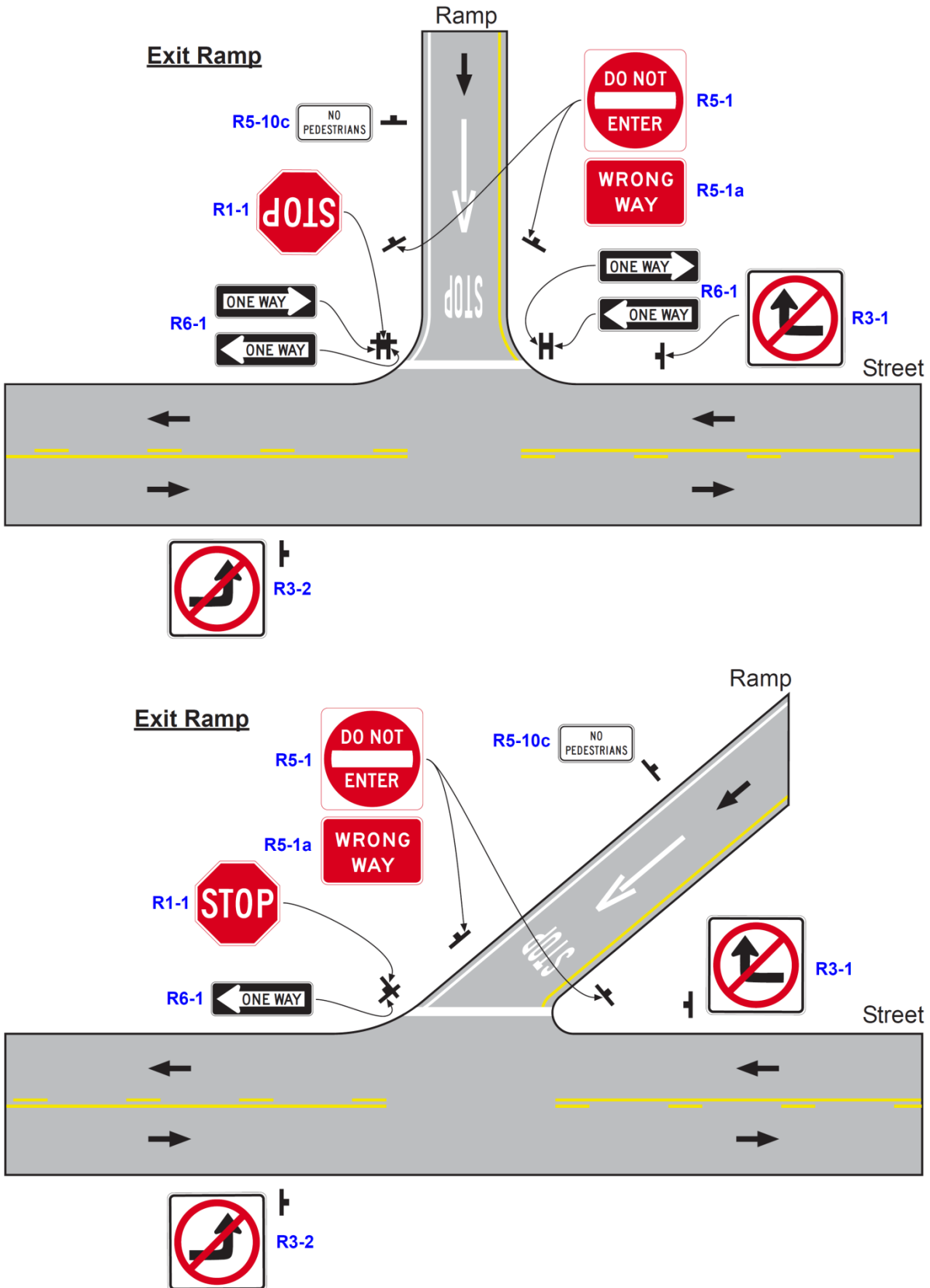


Figure 2B-18 (CA). Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry (Sheet 2 of 5)

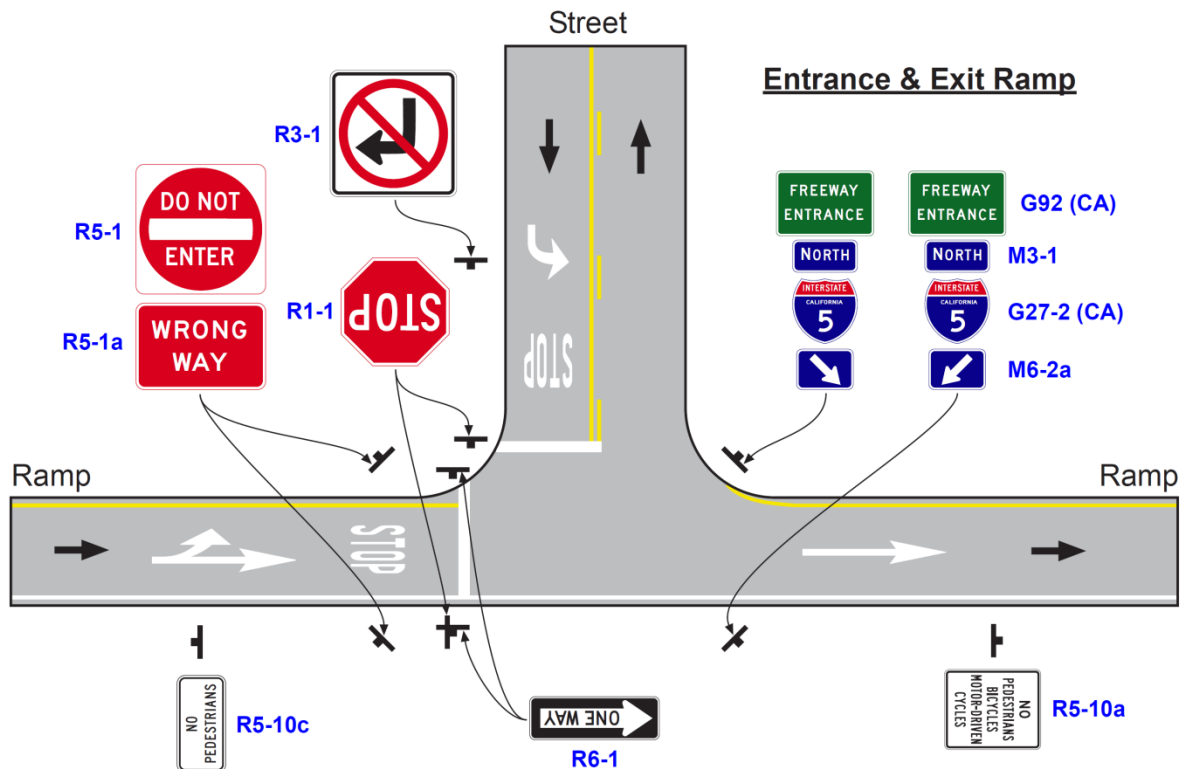
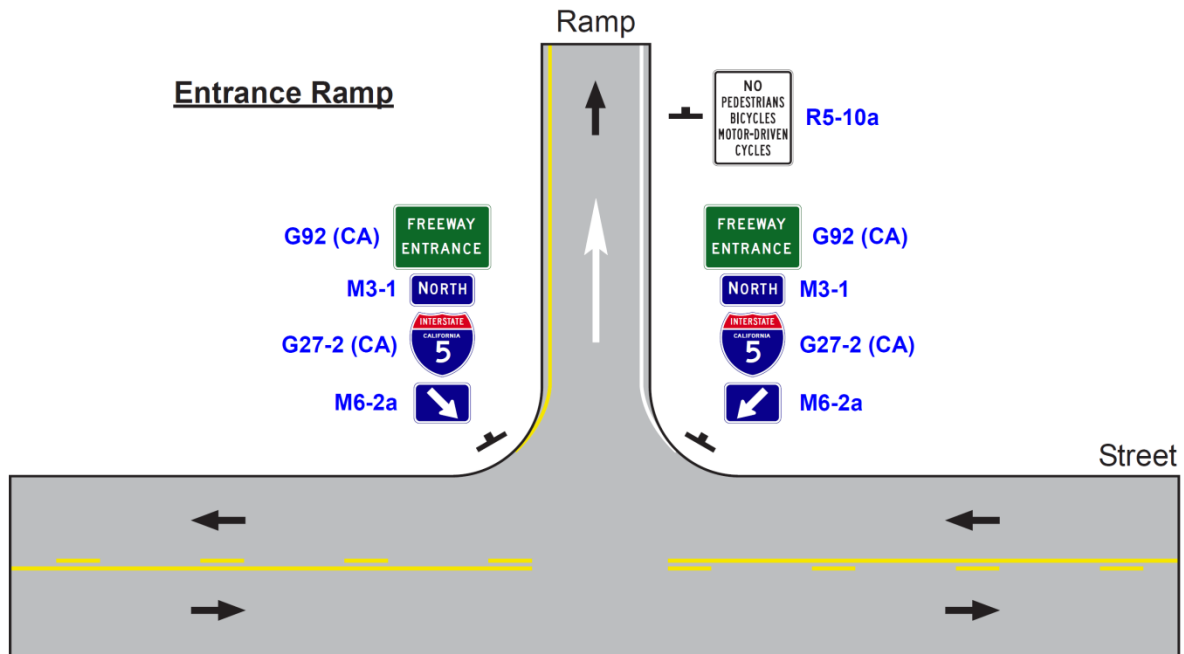


Figure 2B-18 (CA). Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry (Sheet 3 of 5)

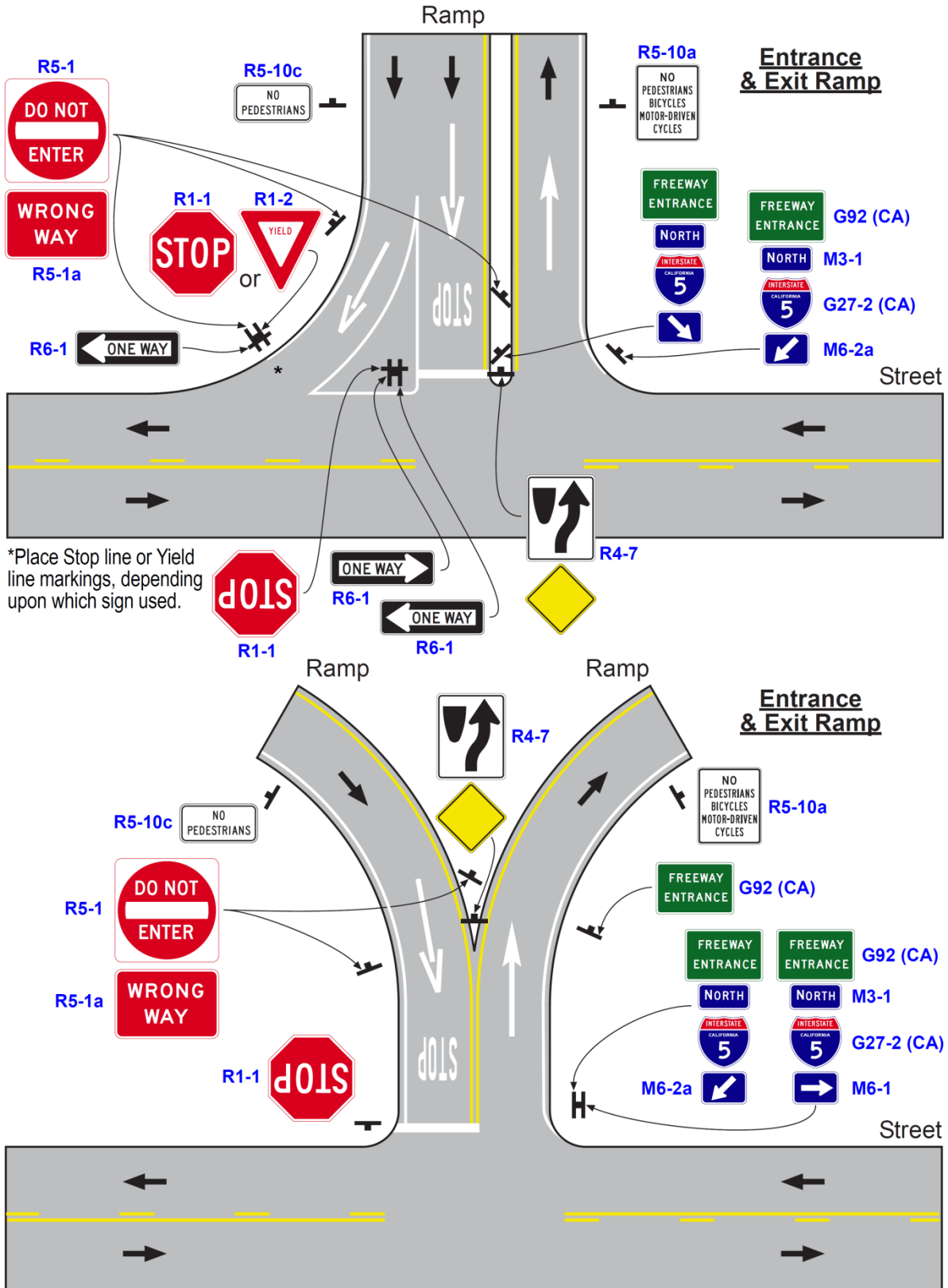


Figure 2B-18 (CA). Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry (Sheet 4 of 5)

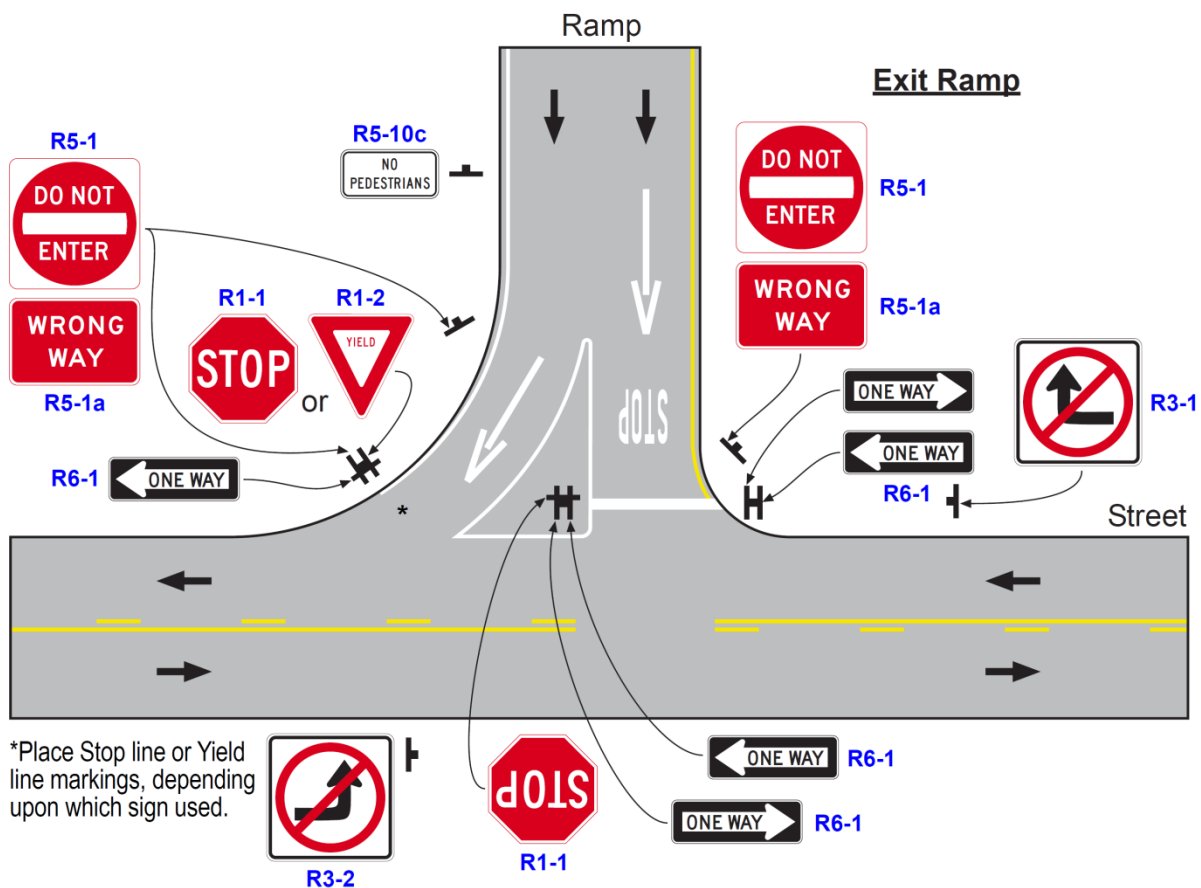
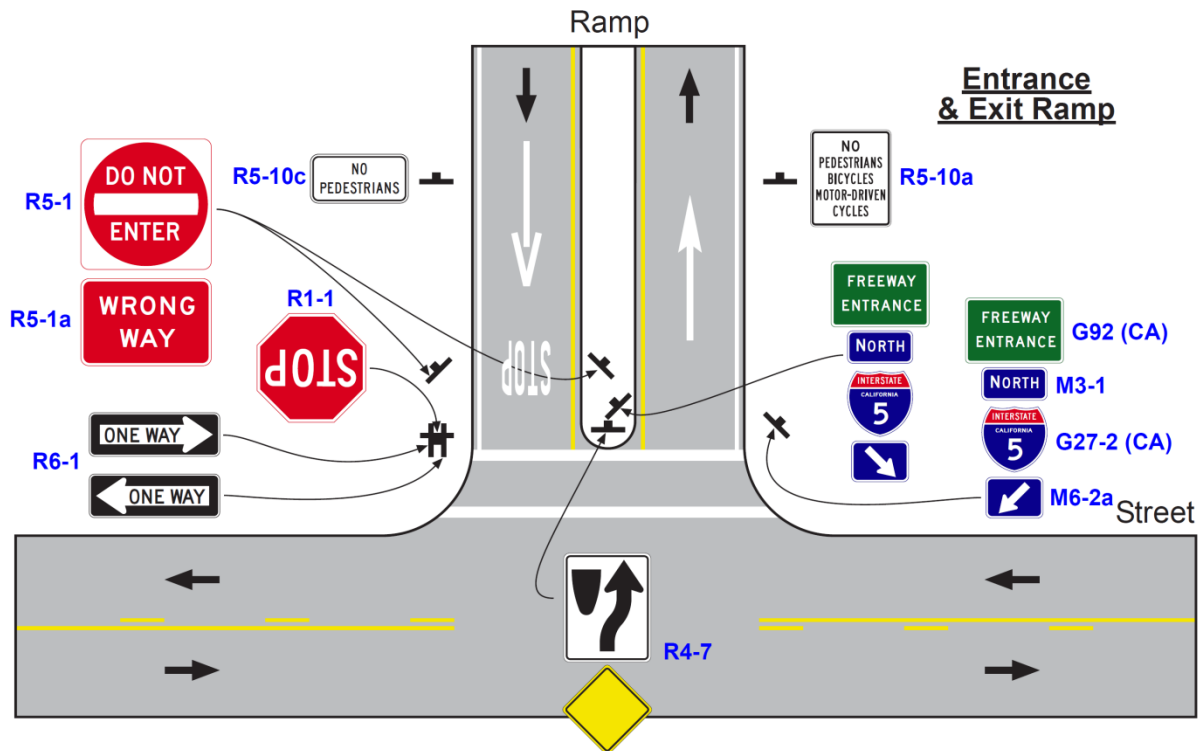


Figure 2B-18 (CA). Example of Application of Regulatory Signing and Pavement Markings at an Exit Ramp Termination to Deter Wrong-Way Entry (Sheet 5 of 5)

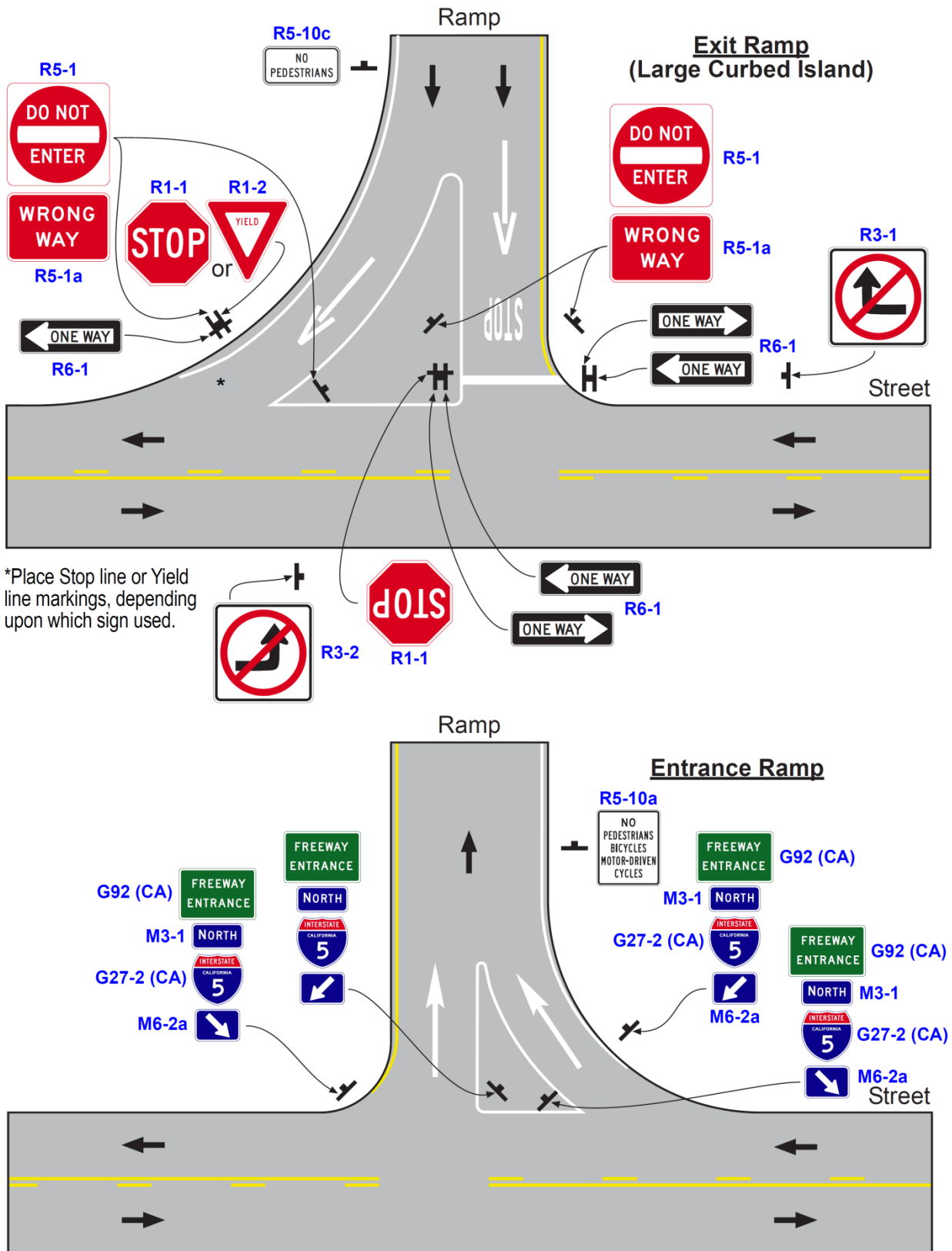


Figure 2B-19. Example of Application of Regulatory Signing and Pavement Markings at an Entrance Ramp Terminal Where the Design Does Not Clearly Indicate the Direction of Flow

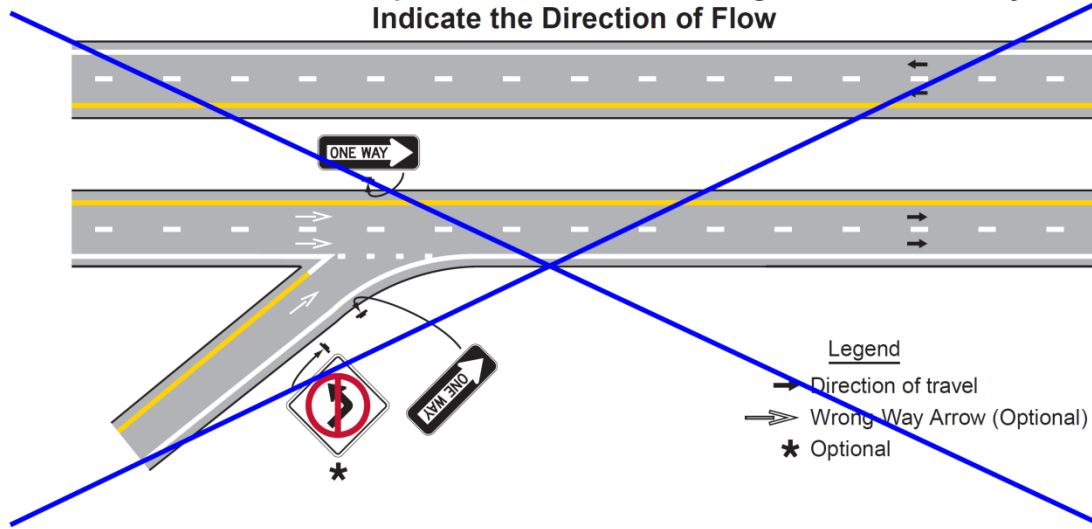


Figure 2B-20. Roundabout Signs and Plaques

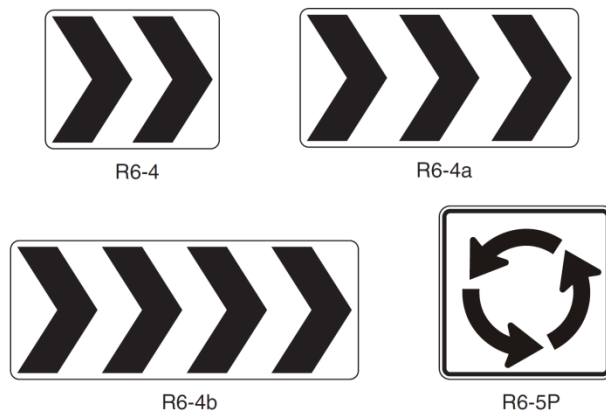


Figure 2B-21. Example of Regulatory and Warning Signs for a Mini-Roundabout

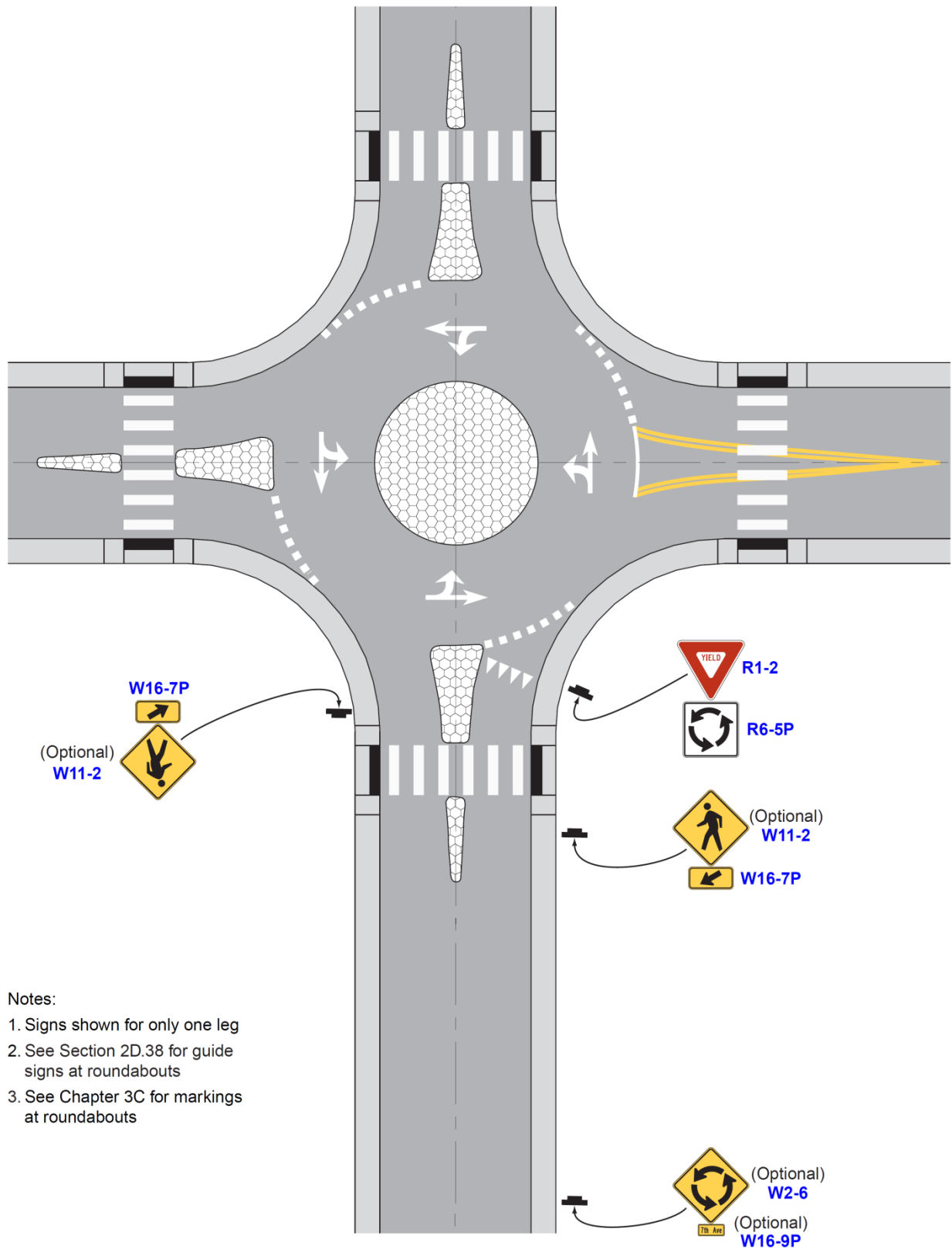


Figure 2B-22. Example of Regulatory and Warning Signs for a One-Lane Roundabout

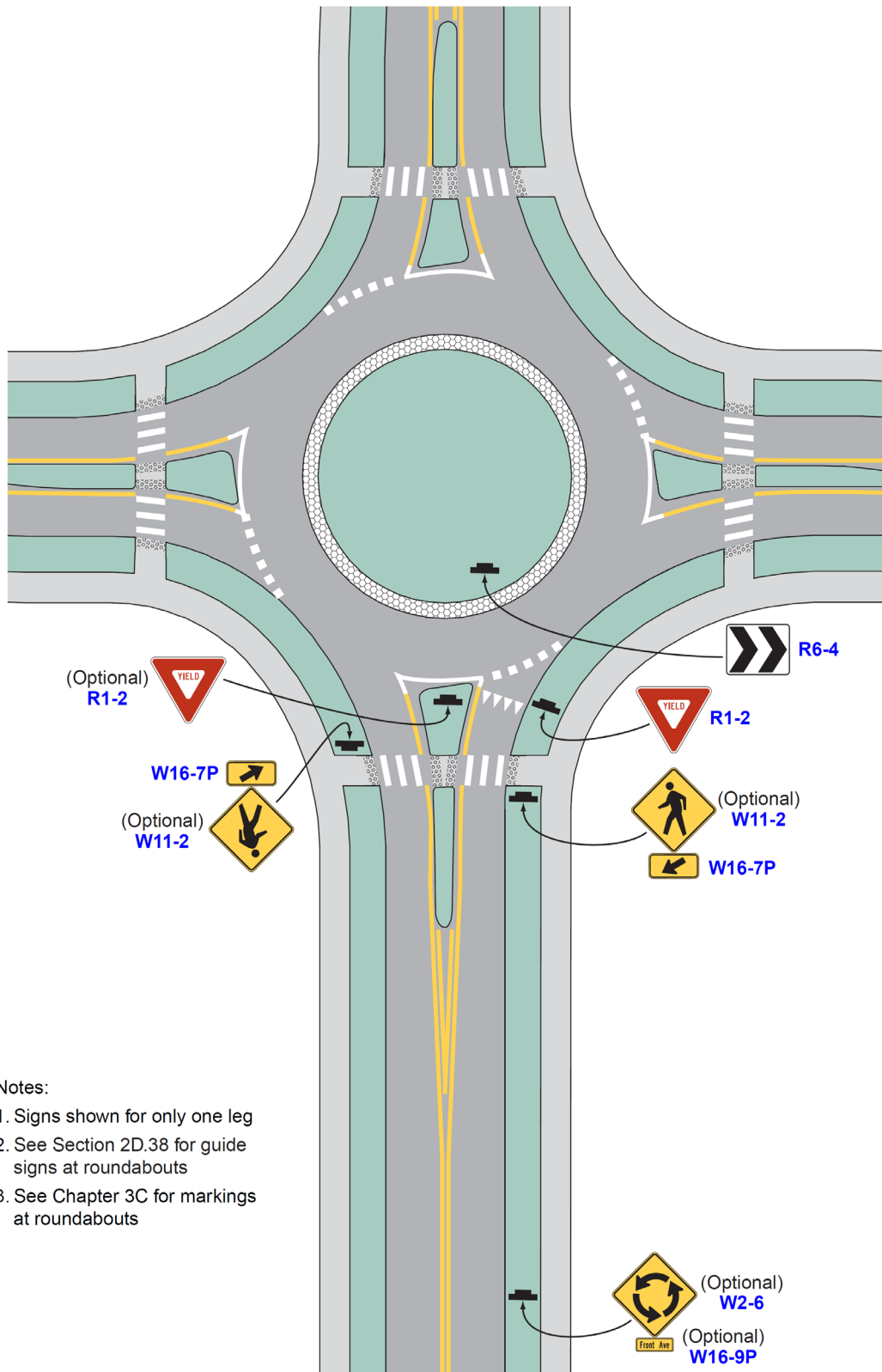


Figure 2B-23. Example of Regulatory and Warning Signs for a Two-Lane Roundabout with Consecutive Double Lefts

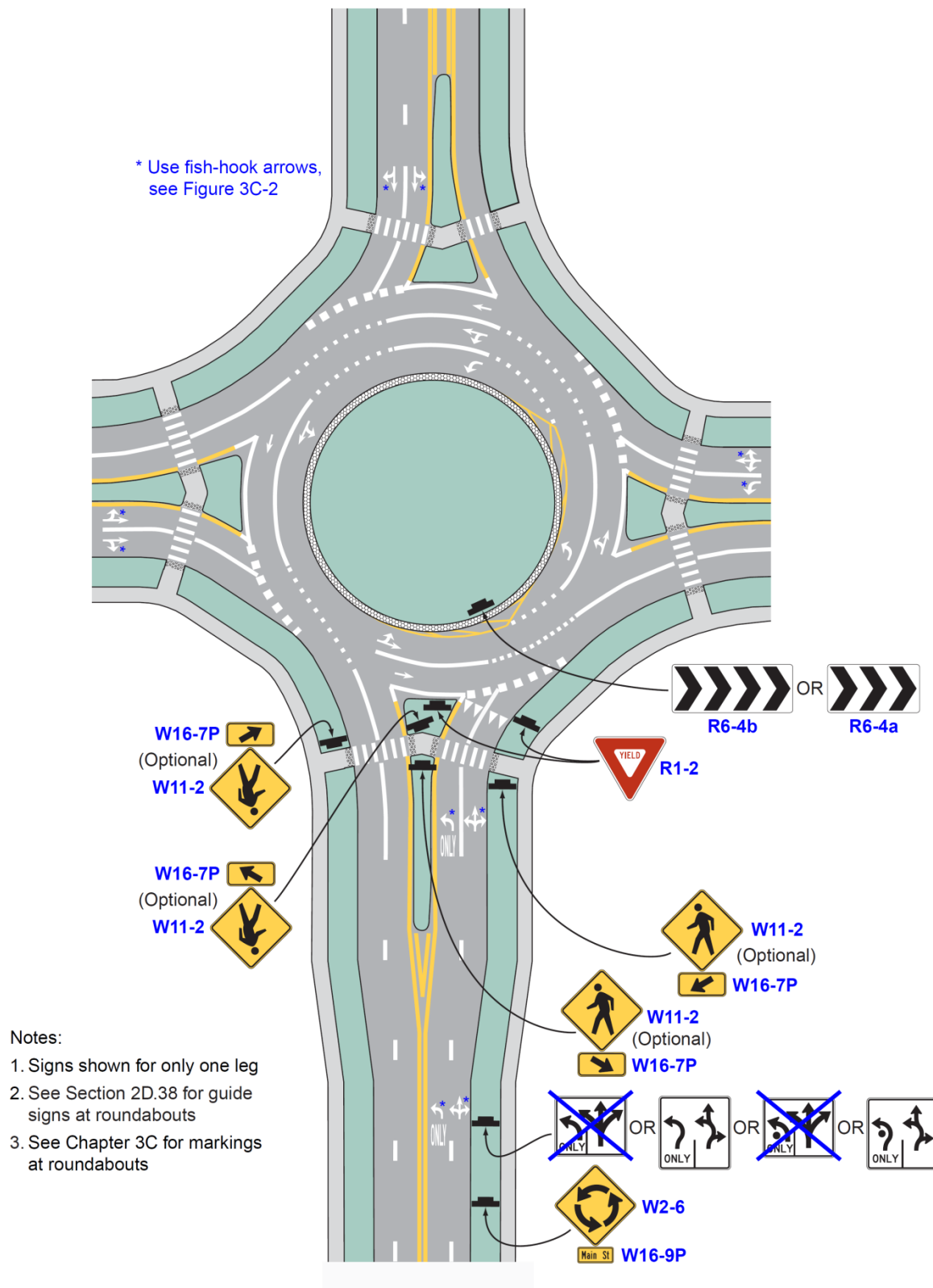


Figure 2B-24. Parking and Standing Signs and Plaques (R7 Series) (Sheet 1 of 2)

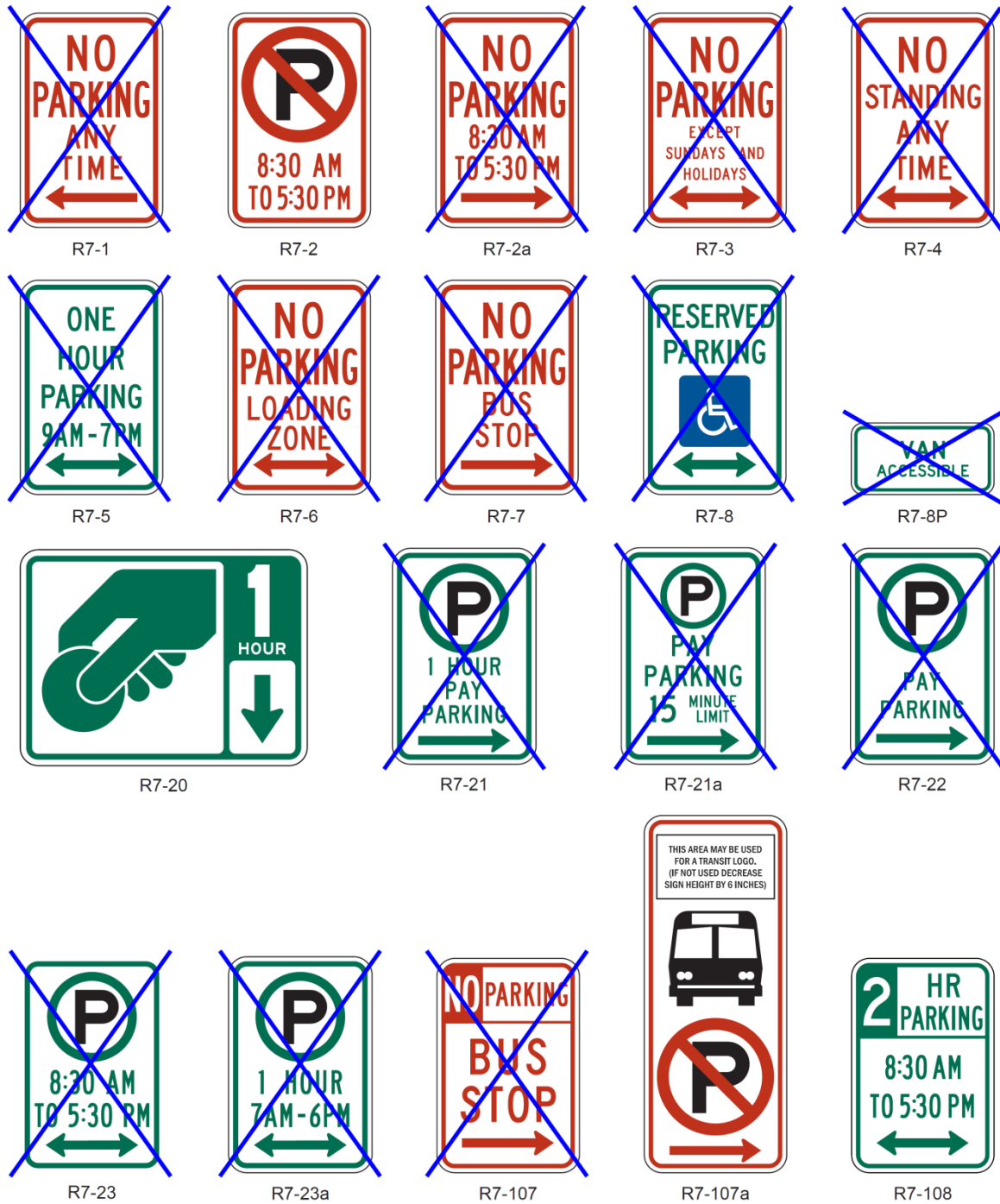


Figure 2B-24. Parking and Standing Signs and Plaques (R7 Series) (Sheet 2 of 2)

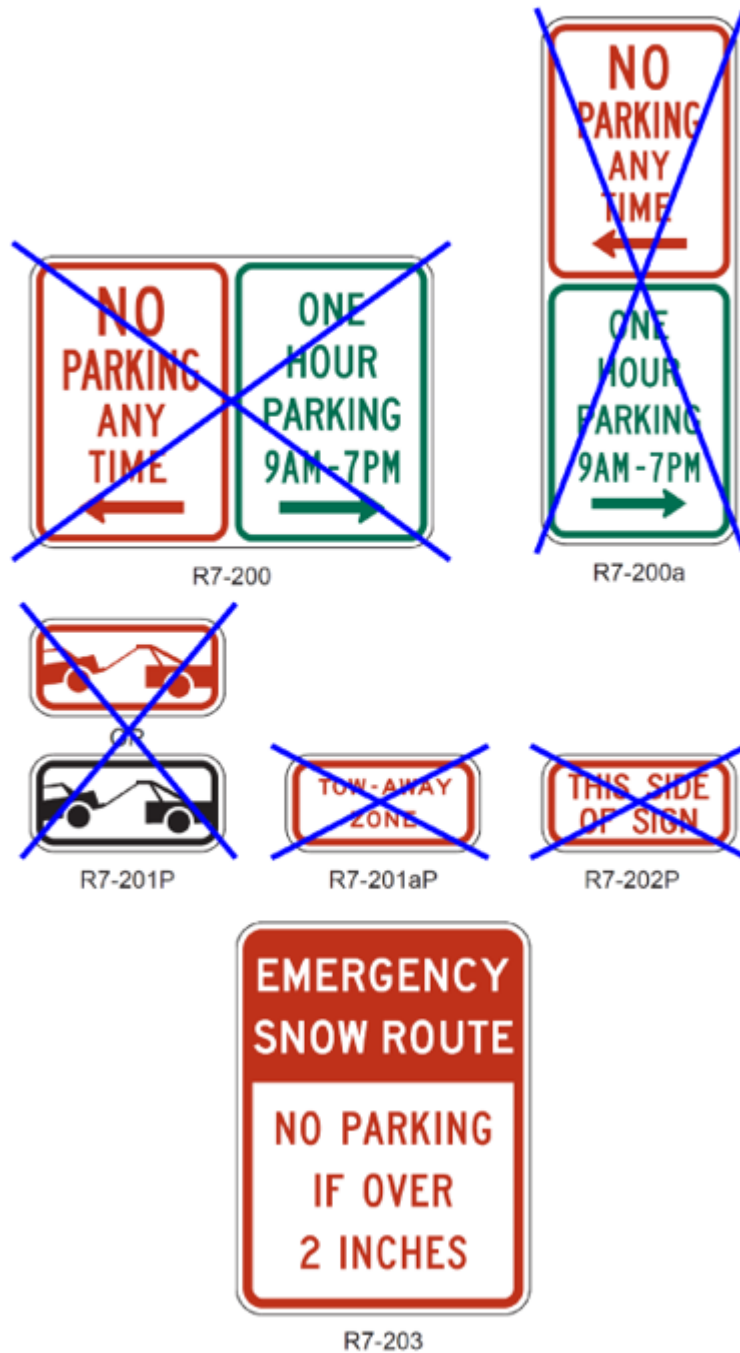
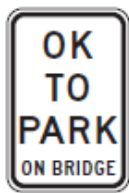


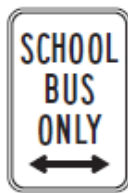
Figure 2B-24 (CA). Parking and Standing Signs and Plaques (R7 Series) (Sheet 1 of 3)



R22 (CA)



R24 (CA)



R24A (CA)



R24B (CA)



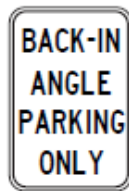
R24C (CA)



R24D (CA)



R24E (CA)



R24F (CA)



R25 (CA)



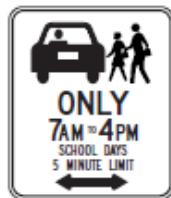
R25A (CA)



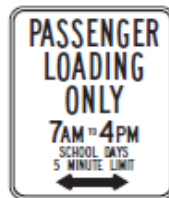
R25B (CA)



R25C (CA)



R25D (CA)



R25E (CA)



R25F (CA)



R25H (CA)



R25J (CA)



R26 (CA)



R26(S) (CA)



R26A (CA)



R26A(S) (CA)



R26F (CA)



R26K (CA)



R26L (CA)



R27 (CA)



R27A (CA)

Figure 2B-24 (CA). Parking and Standing Signs and Plaques (R7 Series) (Sheet 2 of 3)



R28 (CA)



R28(S) (CA)



R28A (CA)



R28A(S) (CA)



R28C (CA)



R28D (CA)



R28D(S) (CA)



R28E (CA)



R28F (CA)



R29 (CA)



R30 (CA)



R30A (CA)



R30B (CA)



R30C (CA)



R30D (CA)



R30E (CA)



R30F (CA)



R31 (CA)



R31(S) (CA)



R32 (CA)



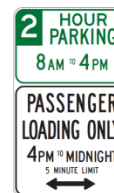
R32B (CA)



R32C (CA)



R32D (CA)



R32E (CA)



R32F (CA)

Figure 2B-24 (CA). Parking and Standing Signs and Plaques (R7 Series) (Sheet 3 of 3)

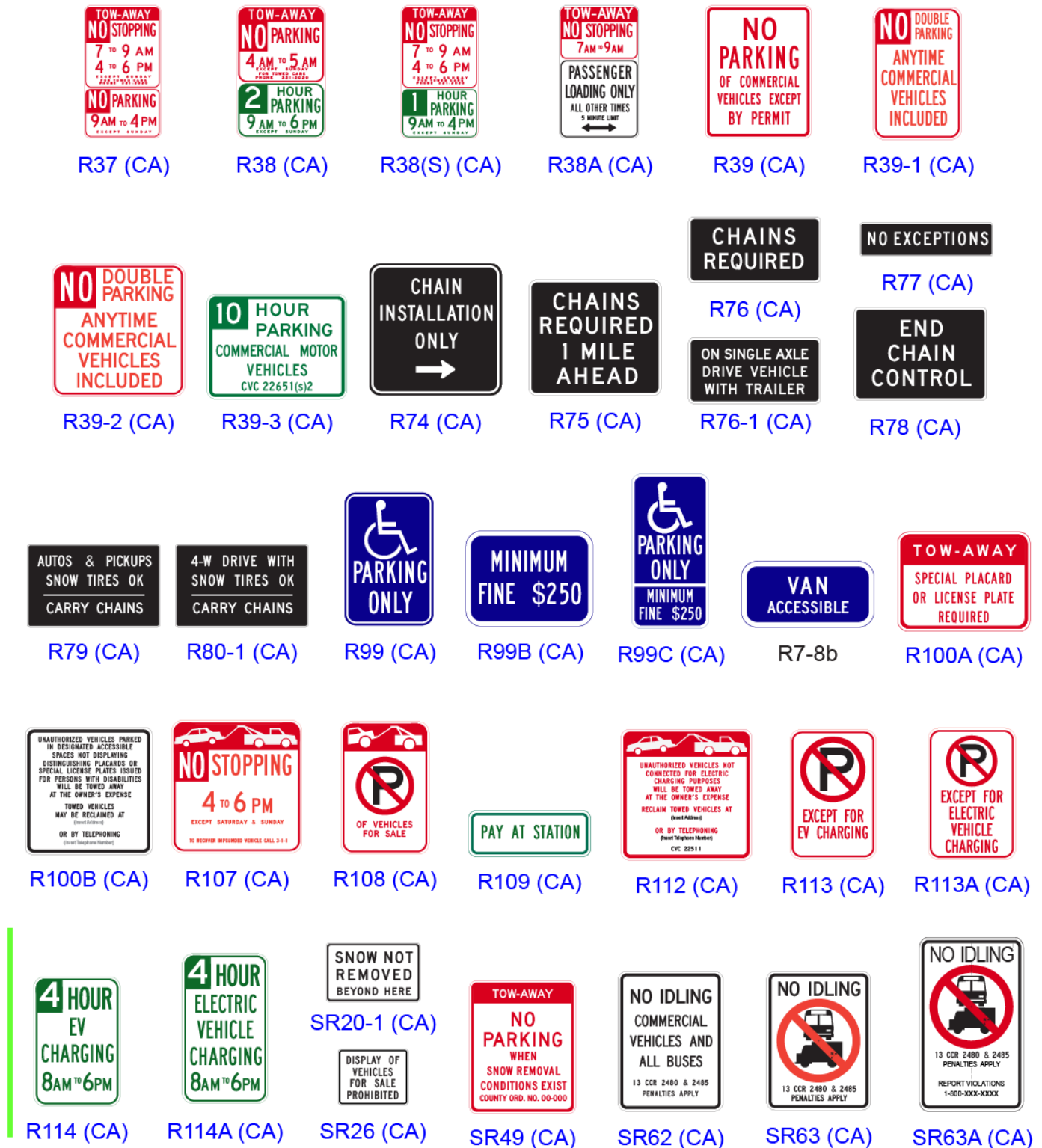


Figure 2B-25. Parking and Stopping Signs and Plaques (R8 Series)

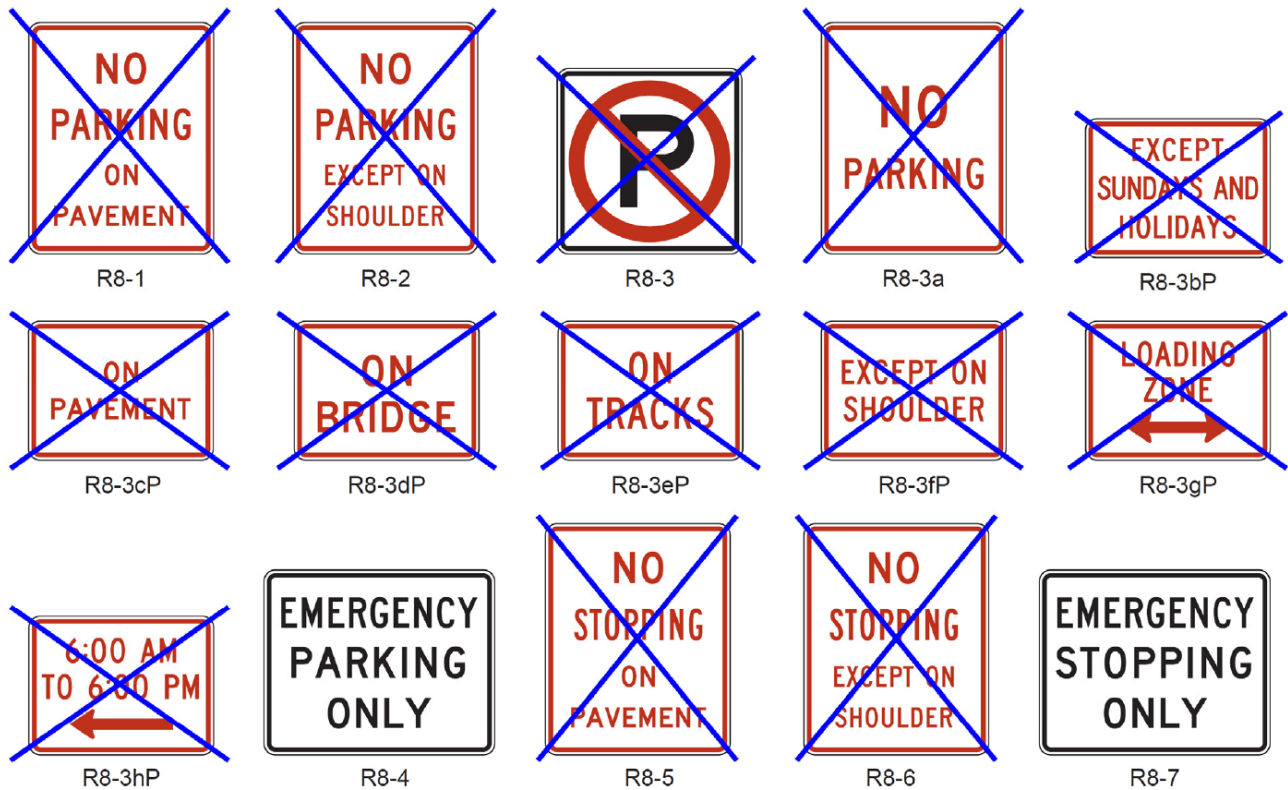


Figure 2B-25 (CA). Parking and Stopping Signs and Plaques (R8 Series)

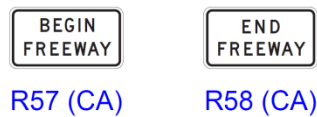
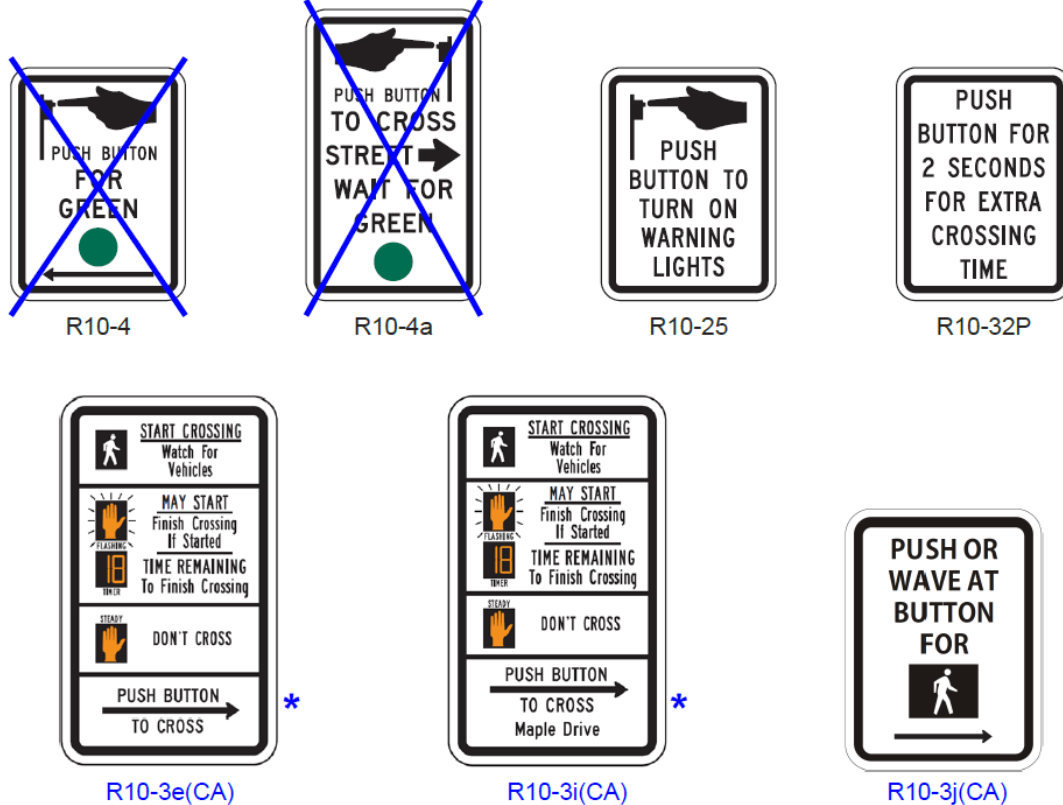


Figure 2B-26. Pedestrian Signs and Plaques (Sheet 1 of 2)



~~* 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 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.

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



R62E (CA)

Figure 2B-27. Traffic Signal Signs and Plaques

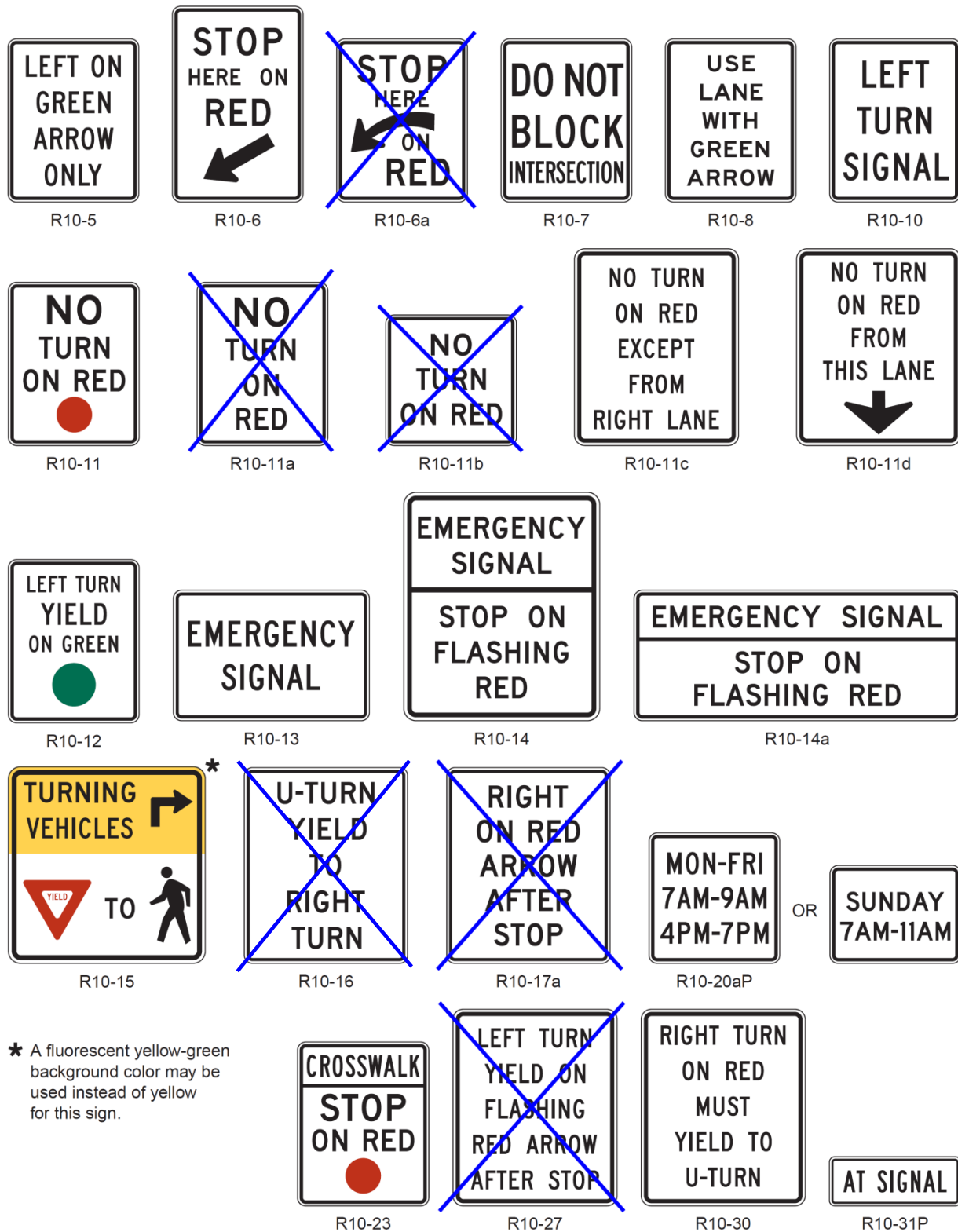


Figure 2B-27 (CA). Traffic Signal Signs and Plaques

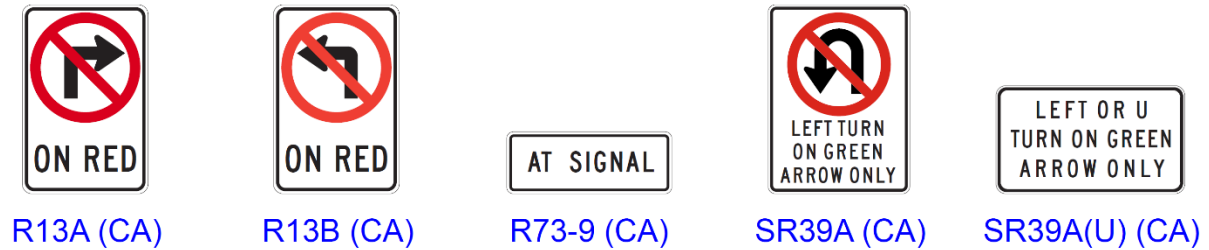


Figure 2B-28. Ramp Metering Signs

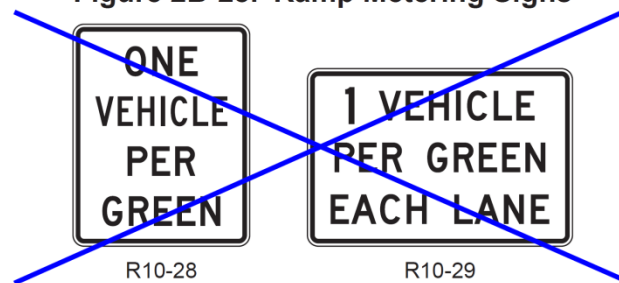


Figure 2B-28 (CA). Ramp Metering Signs

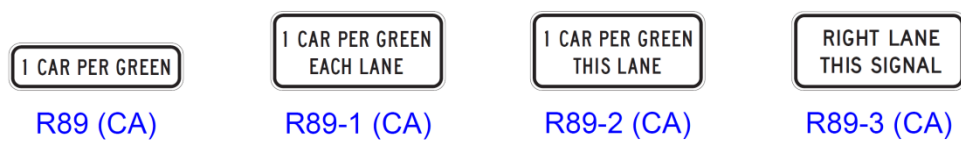


Figure 2B-29. Road Closed and Weight Limit Signs

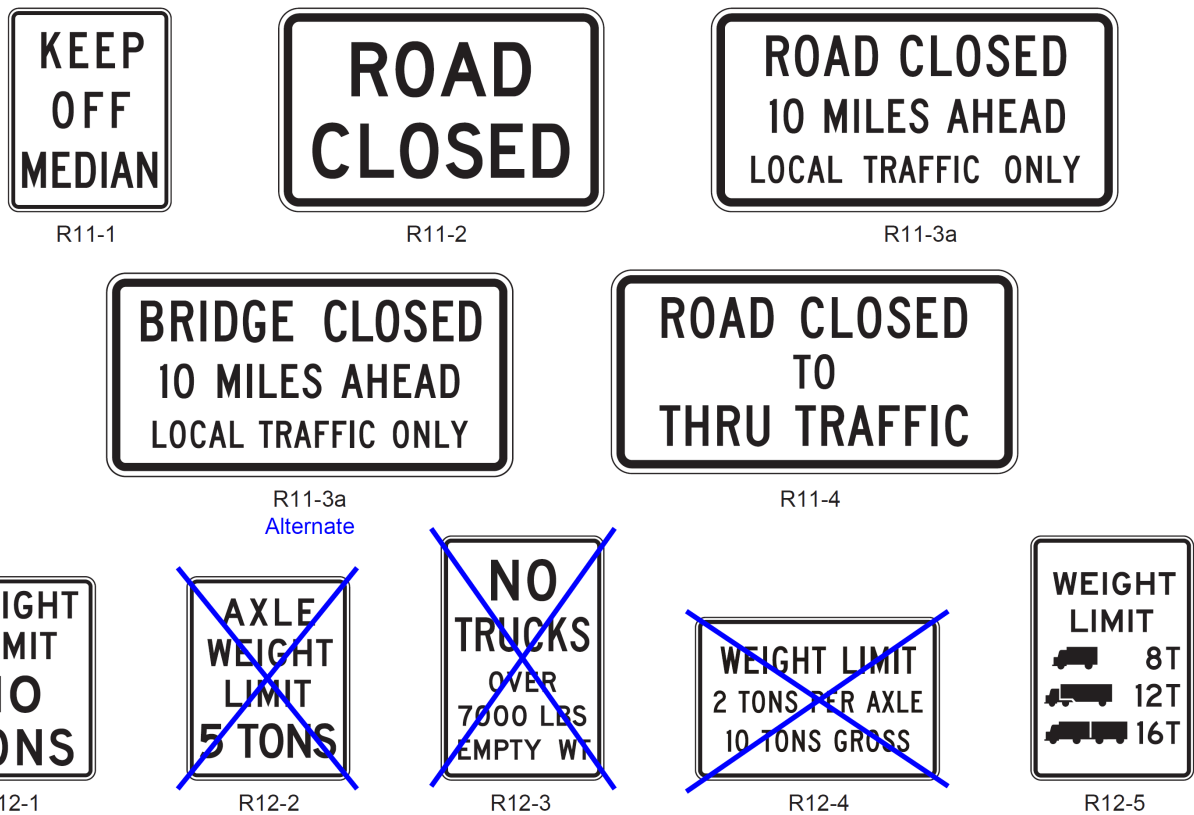


Figure 2B-29 (CA). Road Closed and Weight Limit Signs



Figure 2B-30. Truck Signs

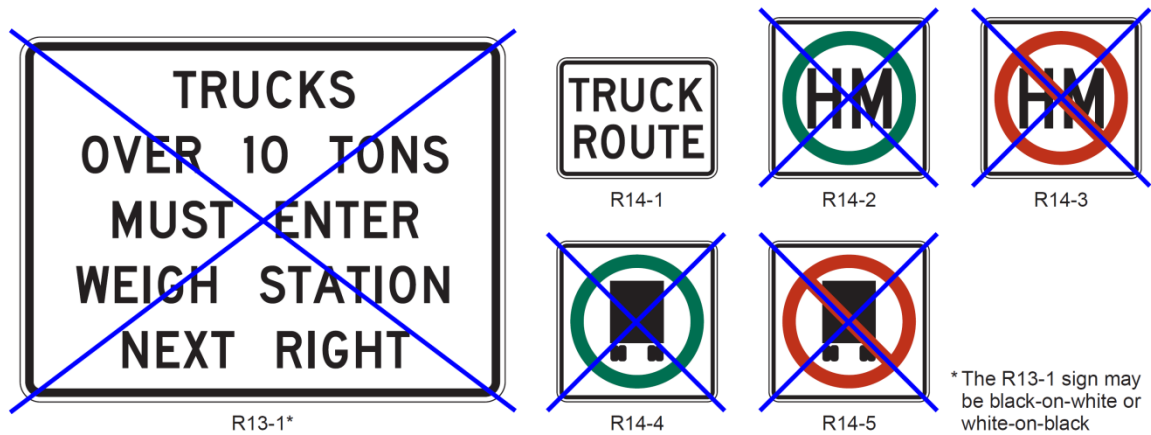


Figure 2B-30 (CA). Truck Signs

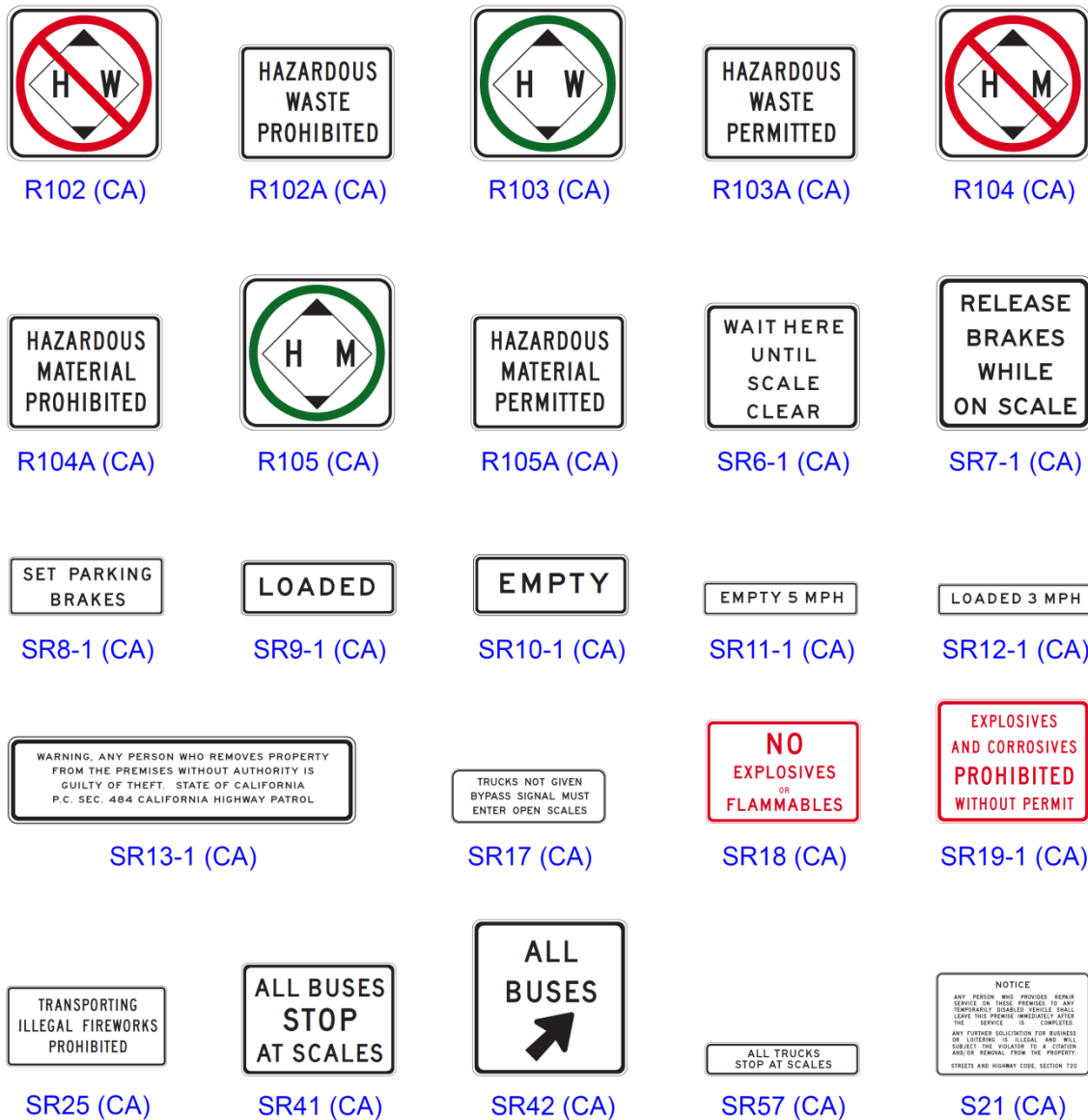


Figure 2B-31. Headlight Use Signs

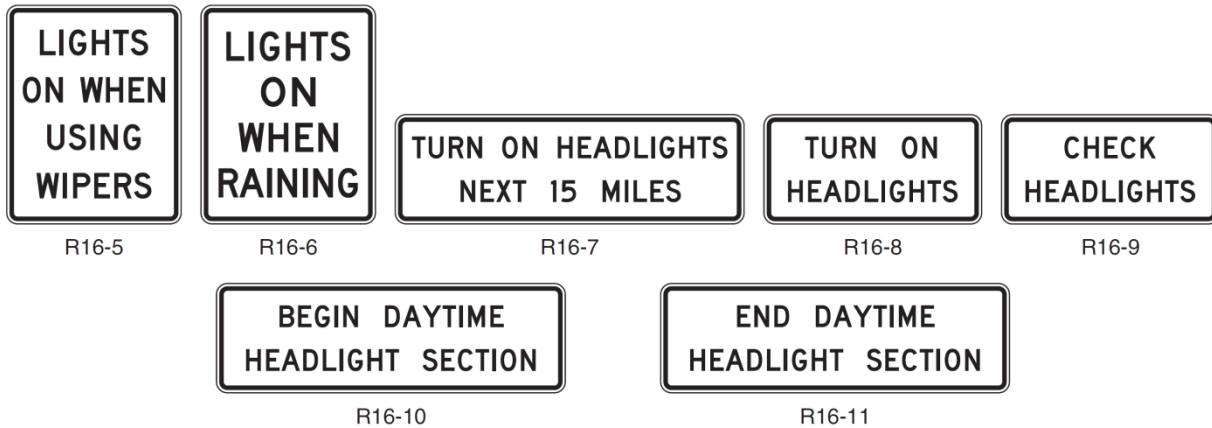
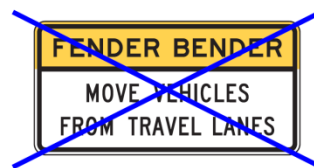


Figure 2B-32. Other Regulatory Signs and Symbols



R16-4

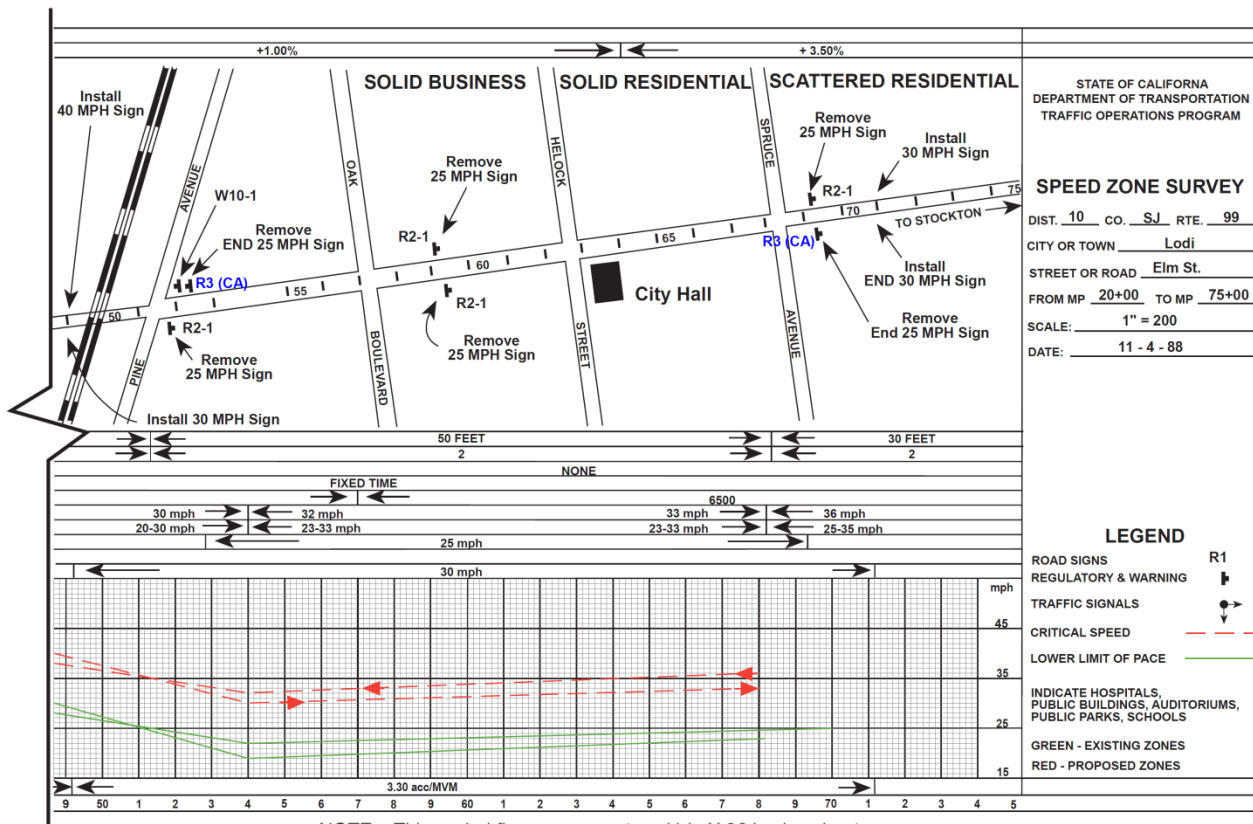
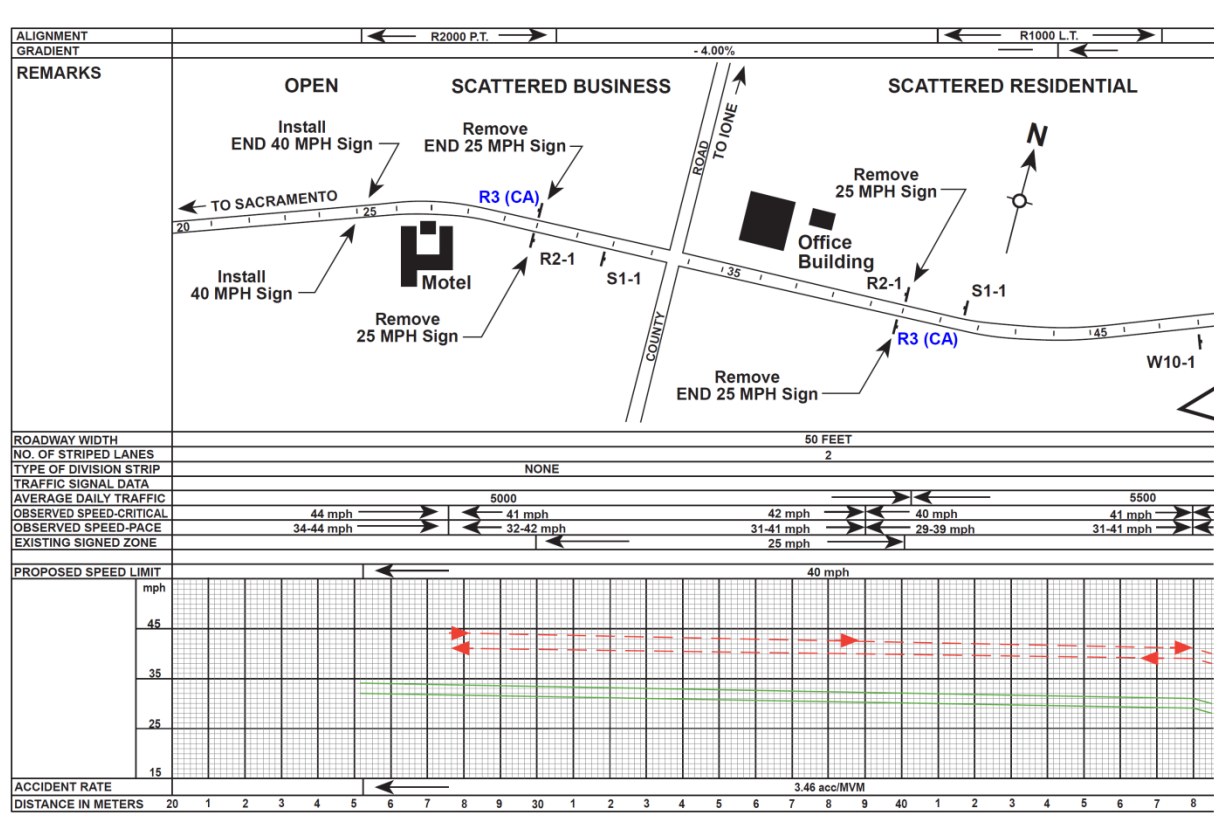


Seat Belt Symbol

Figure 2B-32 (CA). Other Regulatory Signs and Symbols



Figure 2B-101 (CA). Example of Speed Zone Survey Sheet



NOTE: This scaled figure represents a 11 in X 36 in size sheet.

Figure 2B-102 (CA). Example of Cumulative Speed Curve Sheet

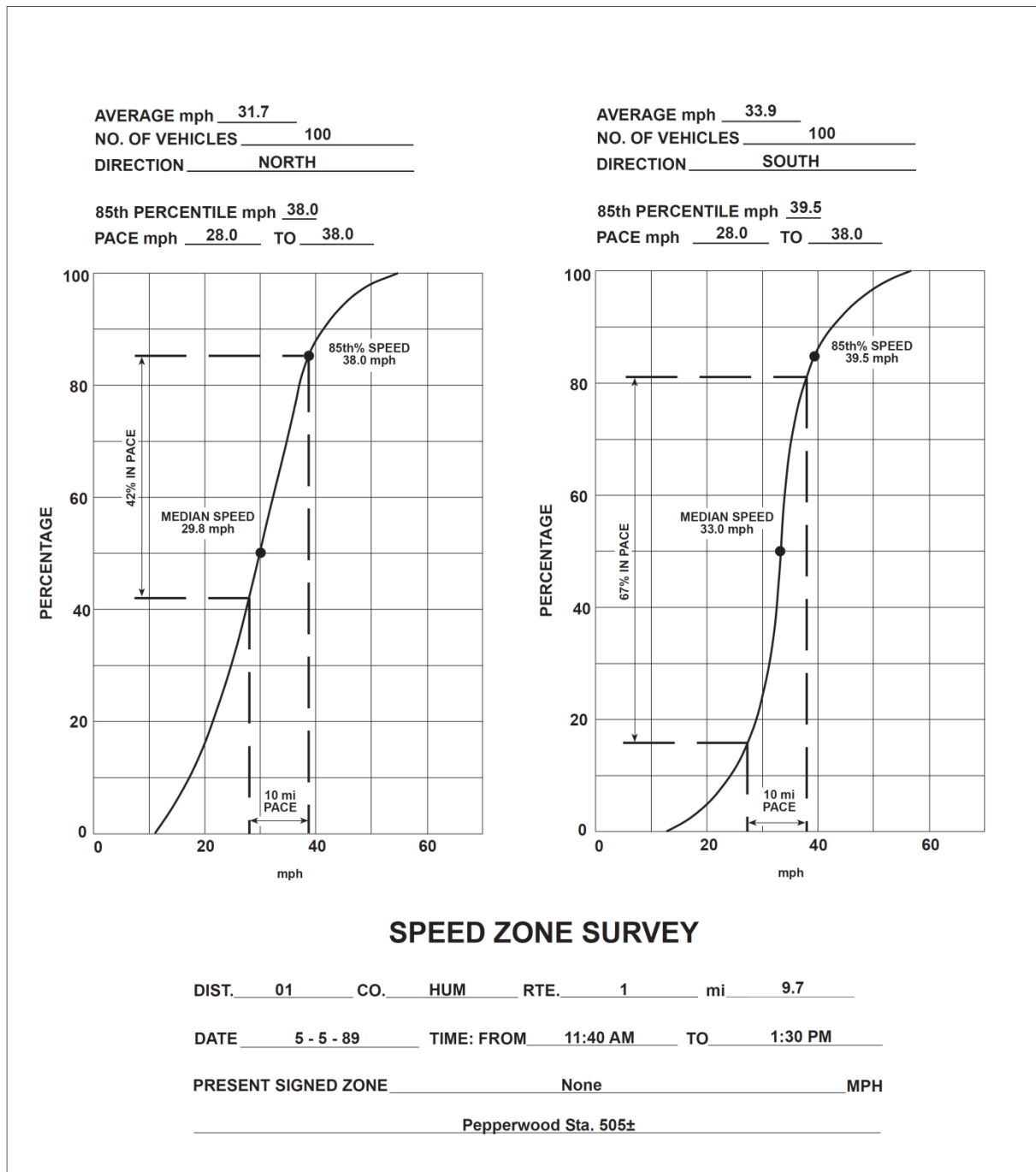


Figure 2B-103 (CA). Example of Vehicle Speed Survey Sheet for City and County Through Highways, Arterials, and Collector Roads

Jurisdiction _____ Date _____

Location _____ Weather _____

Recorder _____ Begin Time _____ End Time _____

mph	NUMBER OF VEHICLES						PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
	5	10	15	20	25	30		
65								
60								
55								
50								
45								
40								
35								
30	X						1	100
	X						5	99
	X						4	94
	X						7	91
	X						7	83
	X						12	76
25	X						8	64
	X						8	55
	X						13	47
	X						10	34
	X						7	23
20	X						8	17
	X						1	8
	X						5	7
	X						1	3
	X						1	2
15	X						1	1
TOTAL NUMBER OF VEHICLES = 107							100 %	

Other Considerations _____

Accident History : _____

Unusual Conditions : _____

Signed _____ Date _____ Title _____

Jurisdiction : _____

Residential Area or Subdivision : _____

Other Considerations :

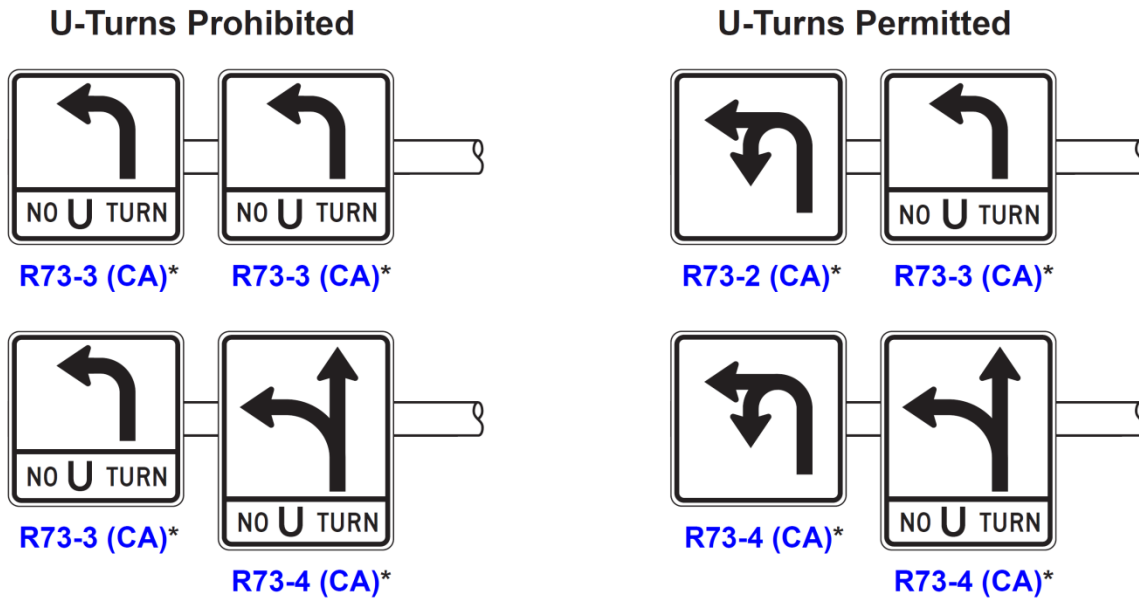
Accident History : _____

Unusual Conditions :_____

Date : _____ Signed : _____ Title : _____

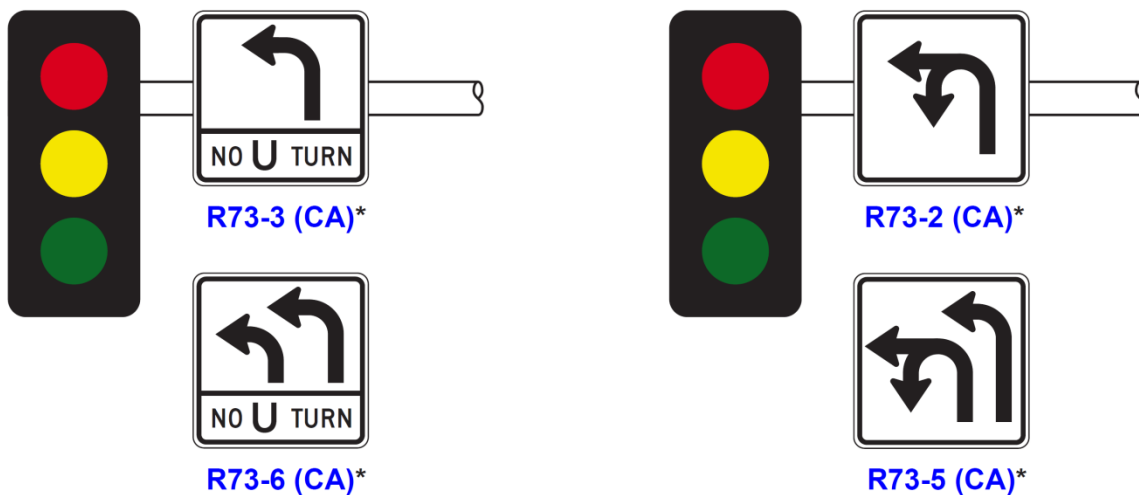
Figure 2B-105 (CA). U-Turn Signs for Signalized Intersections with Separate Turn Phase

TWO LEFT-TURN LANES WITH OVERHEAD U-TURN SIGNS



See Department of Transportation's Standard Plans for Mounting Details

SIGNAL MASTARM MOUNTED U-TURN SIGNS



See Department of Transportation's Standard Plans for Mounting Details

*R73 (CA) Series Signs

Figure 2B-106 (CA). California Miscellaneous Regulatory Signs



R23 (CA)



R47 (CA)



R47A (CA)



R101 (CA)



R119 (CA)



SR2 (CA)



SR22-1 (CA)



SR23-1 (CA)



SR43 (CA)



SR44 (CA)



SR46 (CA)



SR47 (CA)



SR48 (CA)



S3-1 (CA)



S8 (CA)



S20 (CA)



S30-1 (CA)



S30-2 (CA)



S30-3 (CA)



S30-4 (CA)



S30-5 (CA)



S33 (CA)

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

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Stop	R1-1	2B.05	30 x 30*	36 x 36	36 x 36	—	30 x 30*	48 x 48
Yield	R1-2	2B.08	36 x 36 x 36*	48 x 48 x 48	48 x 48 x 48	60 x 60 x 60	30 x 30 x 30*	—
To Oncoming Traffic (plaque)	R1-2aP	2B.10	24 x 18	24 x 18	36 x 30	48 x 36	24 x 18	—
All Way (plaque)	R1-3P	2B.05	18 x 6	18 x 6	—	—	—	30 x 12
Yield Here to Peds	R1-5	2B.11	—	36 x 36	—	—	—	36 x 36
Yield Here to Pedestrians	R1-5a	2B.11	—	36 x 48	—	—	—	36 x 48
Stop Here for Peds	R1-5b	2B.11	—	36 x 36	—	—	—	36 x 36
Stop Here for Pedestrians	R1-5c	2B.11	—	36 x 48	—	—	—	36 x 48
In-Street Ped Crossing	R1-6,6a	2B.12	12 x 36	12 x 36	—	—	—	—
Overhead Ped Crossing	R1-9,9a	2B.12	90 x 24	90 x 24	—	—	—	—
Except Right Turn (plaque)	R1-10P	2B.05	24 x 18	24 x 18	—	—	—	—
Speed Limit	R2-1	2B.13	24 x 30*	30 x 36	36 x 48	48 x 60	18 x 24*	30 x 36
Truck Speed Limit (plaque)	R2-2P	2B.14	24 x 24	24 x 24	36 x 36	48 x 48	—	36 x 36
Night Speed Limit (plaque)	R2-3P	2B.15	24 x 24	24 x 24	36 x 36	48 x 48	—	36 x 36
Minimum Speed Limit (plaque)	R2-4P	2B.16	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Combined Speed Limit	R2-4a	2B.16	24 x 48	24 x 48	36 x 72	48 x 96	—	36 x 72
Unless Otherwise Posted (plaque)	R2-5P	2B.13	24 x 18	24 x 18	—	—	—	—
Citywide (plaque)	R2-5aP	2B.13	24 x 6	24 x 6	—	—	—	—
Neighborhood (plaque)	R2-5bP	2B.13	24 x 6	24 x 6	—	—	—	—
Residential (plaque)	R2-5cP	2B.13	24 x 6	24 x 6	—	—	—	—
Fines Higher (plaque)	R2-6P	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
Fines Double (plaque)	R2-6aP	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
\$XX Fine (plaque)	R2-6bP	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
Begin Double Fines Zone	R2-10	2B.17	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
End Double Fines Zone	R2-11	2B.17	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Movement Prohibition	R3-1,2,3,4,18,27	2B.18	24 x 24*	36 x 36	36 x 36	—	—	48 x 48
Mandatory Movement Lane Control	R3-5,5a	2B.20	30 x 36	30 x 36	—	—	—	—
Left Lane (plaque)	R3-5bP	2B.20	30 x 12	30 x 12	—	—	—	—
HOV 2+ (plaque)	R3-5cP	2B.20	24 x 12	24 x 12	—	—	—	—
Taxi Lane (plaque)	R3-5dP	2B.20	30 x 12	30 x 12	—	—	—	—
Center Lane (plaque)	R3-5eP	2B.20	30 x 12	30 x 12	—	—	—	—
Right Lane (plaque)	R3-5fP	2B.20	30 x 12	30 x 12	—	—	—	—
Bus Lane (plaque)	R3-5gP	2B.20	30 x 12	30 x 12	—	—	—	—
Optional Movement Lane Control	R3-6	2B.21	30 x 36	30 x 36	—	—	—	—
Right (Left) Lane Must Turn Right (Left)	R3-7	2B.20	30 x 30*	36 x 36	—	—	—	—
Advance Intersection Lane Control	R3-8,8a,8b	2B.22	Varies x 30	Varies x 30	—	—	—	Varies x 36
Two-Way Left Turn Only (overhead)	R3-9a	2B.24	30 x 36	30 x 36	—	—	—	—
Two-Way Left Turn Only (post-mounted)	R3-9b	2B.24	24 x 36	24 x 36	—	—	—	36 x 48
BEGIN	R3-9cP	2B.25	30 x 12	30 x 12	—	—	—	—
END	R3-9dP	2B.25	30 x 12	30 x 12	—	—	—	—
Reversible Lane Control (symbol)	R3-9e	2B.26	108 x 48	108 x 48	—	—	—	—
Reversible Lane Control (post-mounted)	R3-9f	2B.26	30 x 42*	36 x 54	—	—	—	—
Advance Reversible Lane Control Transition Signing	R3-9g,9h	2B.26	108 x 36	108 x 36	—	—	—	—
End Reverse Lane	R3-9i	2B.26	108 x 48	108 x 48	—	—	—	—
Begin Right (Left) Turn Lane	R3-20	2B.20	24 x 36	24 x 36	—	—	—	—
All Turns (U Turn) from Right Lane	R3-23,23a	2B.27	60 x 36	60 x 36	—	—	—	—
All Turns (U Turn) with arrow	R3-24,24b,25,25b,26a	2B.27	72 x 18	72 x 18	—	—	—	—
U and Left Turns with arrow	R3-24a,25a,26	2B.27	60 x 24	60 x 24	—	—	—	—
Right Lane Must Exit	R3-33	2B.23	—	—	78 x 36	78 x 36	—	—

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

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Do Not Pass	R4-1	2B.28	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Pass With Care	R4-2	2B.29	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Slower Traffic Keep Right	R4-3	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Trucks Use Right Lane	R4-5	2B.31	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Keep Right	R4-7,7a,7b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Right	R4-7c	2B.32	18 x 30	18 x 30	—	—	—	—
Keep Left	R4-8,8a,8b	2B.32	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Narrow Keep Left	R4-8c	2B.32	18 x 30	18 x 30	—	—	—	—
Stay in Lane	R4-9	2B.33	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Runaway Vehicles Only	R4-10	2B.34	48 x 48	48 x 48	—	—	—	—
Slow Vehicles with XX or More Following Vehicles Must Use Turn-Out	R4-12	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Use Turn-Out Ahead	R4-13	2B.35	42 x 24	42 x 24	—	—	—	—
Slow Vehicles Must Turn Out	R4-14	2B.35	30 x 42	30 x 42	—	—	—	—
Keep Right Except to Pass	R4-16	2B.30	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Drive on Shoulder	R4-17	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Pass on Shoulder	R4-18	2B.36	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	36 x 48
Do Not Enter	R5-1	2B.37	30 x 30*	36 x 36	36 x 36	48 x 48	—	36 x 36
Wrong Way	R5-1a	2B.38	36 x 24*	42 x 30	36 x 24*	42 x 30	30 x 18*	42 x 30
No Trucks	R5-2,2a	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	—	36 x 36
No Motor Vehicles	R5-3	2B.39	24 x 24	24 x 24	—	—	24 x 24	—
No Commercial Vehicles	R5-4	2B.39	24 x 30	24 x 30	36 x 48	36 x 48	—	—
No Vehicles with Lugs	R5-5	2B.39	24 x 30	24 x 30	36 x 48	48 x 60	—	—
No Bicycles	R5-6	2B.39	24 x 24	24 x 24	30 x 30	36 x 36	24 x 24	48 x 48
No Non-Motorized Traffic	R5-7	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Motor-Driven Cycles	R5-8	2B.39	30 x 24	30 x 24	42 x 24	48 x 30	—	42 x 24
No Pedestrians, Bicycles, Motor-Driven Cycles	R5-10a	2B.39	30 x 36	30 x 36	—	—	—	—
No Pedestrians or Bicycles	R5-10b	2B.39	30 x 18	30 x 18	—	—	—	—
No Pedestrians	R5-10c	2B.39	24 x 12	24 x 12	—	—	—	—
Authorized Vehicles Only	R5-11	2B.39	30 x 24	30 x 24	—	—	—	—
One Way	R6-1	2B.40	36 x 12*	54 x 18	54 x 18	54 x 18	—	54 x 18
One Way	R6-2	2B.40	24 x 30*	30 x 36	36 x 48	48 x 60	18 x 24*	36 x 48
Divided Highway Crossing	R6-3,3a	2B.42	30 x 24	30 x 24	36 x 30	—	—	36 x 30
Roundabout Directional (2 chevrons)	R6-4	2B.43	30 x 24	30 x 24	—	—	—	—
Roundabout Directional (3 chevrons)	R6-4a	2B.43	48 x 24	48 x 24	—	—	—	—
Roundabout Directional (4 chevrons)	R6-4b	2B.43	60 x 24	60 x 24	—	—	—	—
Roundabout Circulation (plaque)	R6-5P	2B.44	30 x 30	30 x 30	—	—	—	—
BEGIN ONE WAY	R6-6	2B.40	24 x 30	30 x 36	—	—	—	—
END ONE WAY	R6-7	2B.40	24 x 30	30 x 36	—	—	—	—
Parking Restrictions	R7-1, 2,2a,3,4,5,6,7,8, 21,21a,22,23, 23a,407,408	2B.46	12 x 18	12 x 18	—	—	—	—
Van Accessible (plaque)	R7-8P	2B.46	18 x 0	18 x 0	—	—	—	—
Fee Station	R7-20	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking (with transit logo)	R7-107a	2B.46	12 x 30	12 x 30	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200	2B.46	24 x 18	24 x 18	—	—	—	—
No Parking/Restricted Parking (combined sign)	R7-200a	2B.46	12 x 30	12 x 30	—	—	—	—
Tow Away Zone (plaque)	R7-201P,201aP	2B.46	12 x 6	12 x 6	—	—	—	—
This Side of Sign (plaque)	R7-202P	2B.46	12 x 6	12 x 6	—	—	—	—

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 9	30 x 24
On Pavement (plaque)	R8-3cP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
On Bridge (plaque)	R8-3dP	2B.46	24 x 18	24 x 18	—	—	12 x 9	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 9	30 x 24
Loading Zone (plaque)	R8-3gP	2B.46	24 x 18	24 x 18	—	—	12 x 9	30 x 24
Times of Day (plaque)	R8-3hP	2B.46	24 x 18	24 x 18	—	—	12 x 9	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, 3a, 3c, 3d, 4	2B.52	9 x 12	9 x 12	—	—	—	—
Pedestrian Signs	R10-3a, 3c, 3d, 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)	R10-19cP	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. Regulatory Sign and Plaque Sizes (Sheet 4 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
SUNDAY (and times) (2 lines) (plaque)	R10-20aP	2B.53	24 x 18	24 x 18	—	—	—	—
Crosswalk, Stop on Red	R10-23	2B.53	24 x 30	24 x 30	—	—	—	—
Push Button To Turn On Warning Lights	R10-25	2B.52	9 x 12	9 x 12	—	—	—	—
Left Turn Yield on Flashing Red Arrow After Stop	R10-27	2B.53	30 x 36	30 x 36	—	—	—	—
XX Vehicles Per Green	R10-28	2B.56	24 x 30	24 x 30	—	—	—	—
XX Vehicles Per Green Each Lane	R10-29	2B.56	36 x 24	36 x 24	—	—	—	—
Right Turn on Red Must Yield to U-Turn	R10-30	2B.54	30 x 36	30 x 36	—	—	—	—
At Signal (plaque)	R10-31P	2B.53	24 x 9	24 x 9	—	—	—	—
Push Button for 2 Seconds for Extra Crossing Time	R10-32P	2B.52	9 x 12	9 x 12	—	—	—	—
Keep Off Median	R11-1	2B.57	24 x 30	24 x 30	—	—	—	—
Road Closed	R11-2	2B.58	48 x 30	48 x 30	—	—	—	—
Road Closed - Local Traffic Only	R11-3a,3b,4	2B.58	60 x 30	60 x 30	—	—	—	—
Weight Limit	R12-1,2	2B.59	24 x 30	24 x 30	36 x 48	—	—	36 x 48
Weight Limit	R12-3	2B.59	24 x 36	24 x 36				
Weight Limit	R12-4	2B.59	36 x 24	36 x 24				
Weight Limit	R12-5	2B.59	24 x 36	24 x 36	36 x 48	48 x 60	—	—
Weight Station	R13-1	2B.60	72 x 54	72 x 54	96 x 72	120 x 90		
Truck Route	R14-1	2B.61	24 x 18	24 x 18	—	—	—	—
Hazardous Material	R14-2,3	2B.62	24 x 24	24 x 24	30 x 30	36 x 36	—	42 x 42
National Network	R14-4,5	2B.63	36 x 30	36 x 30	36 x 30	36 x 36	—	42 x 42
Fender Bender Move Vehicles	R16-4	2B.65	36 x 24	36 x 24	40 x 36	60 x 40	—	40 x 36
Lights On When Using Wipers or Raining	R16-5,6	2B.64	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Turn On Headlights Next XX Miles	R16-7	2B.64	<u>60 x 18</u> 48 x 18	<u>60 x 18</u> 48 x 18	<u>96 x 30</u> 72 x 24	<u>132 x 36</u> 96 x 36	—	<u>96 x 30</u> 72 x 24
Turn On, Check Headlights	R16-8,9	2B.64	<u>42 x 18</u> 36 x 18	<u>42 x 18</u> 36 x 18	<u>60 x 30</u> 48 x 24	<u>78 x 36</u> 60 x 30	—	<u>60 x 30</u> 48 x 24
Begin, End Daytime Headlight Section	R16-10,11	2B.64	<u>60 x 18</u> 48 x 18	<u>60 x 18</u> 48 x 18	<u>96 x 30</u> 72 x 24	<u>120 x 36</u> 96 x 36	—	<u>96 x 30</u> 72 x 24

* See Table 9B-1 for minimum size required for signs on bicycle facilities

- Notes: 1. Larger signs may be used when appropriate
2. Dimensions in inches are shown as width x height

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	Oversized
			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	---	---	---	---
Pedestrian Sign	R10-3j(CA)	2B.52	9 x 12	9 x 12	---	---	---	---
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 x 48	66 x 48	---	---
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	---	---	---	---
BACK-IN ANGLE PARKING ONLY	R24F(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	---	---	---	---

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

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
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	---	---	---	---
CAR SHARE PARKING ONLY PERMIT REQUIRED w/ Double Arrow	R25J(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
NO PARKING ANY TIME	R26(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO STOPPING ANY TIME	R26(S)(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO PARKING ANY TIME	R26A(CA)	2B.46	24 x 30	24 x 30	24 x 30	---	---	---
NO STOPPING ANY TIME	R26A(S)(CA)	2B.46	24 x 30	24 x 30	24 x 30	---	---	---
NO STOPPING FIRE LANE	R26F(CA)	2B.46	12 x 18	12 x 18	24 x 30	---	12 x 18	---
Tow-Away No Parking	R26K(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
Tow-Away NO STOPPING ANY TIME	R26L(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO PARKING ON BRIDGE	R27(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO PARKING ON BRIDGE	R27A(CA)	2B.46	24 x 30	24 x 30	24 x 30	---	---	---
NO PARKING ANY TIME with Arrow	R28(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO STOPPING ANY TIME with Arrow	R28(S)(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO PARKING ANY TIME with Arrow	R28A(CA)	2B.46	24 x 30	24 x 30	24 x 30	---	---	---
NO STOPPING ANY TIME with Arrow	R28A(S)(CA)	2B.46	24 x 30	24 x 30	24 x 30	---	---	---
NO STOPPING BUS ONLY w/ Arrow	R28C(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO PARKING VEHICLES OVER 6' HIGH w/ Double Arrow	R28D(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
NO STOPPING VEHICLES OVER 6' HIGH w/ Double Arrow	R28D(S)(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
NO PUBLIC PARKING SUBJECT TO CITATION AND REMOVAL AT OWNER'S EXPENSE	R28E(CA)	2B.46	18 x 24	18 x 24	---	---	---	---
No Parking VEHICLES OVER 5 TONS	R28F(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Stopping/No Parking Specific Hours	R29(CA)	2B.46	18 x 30	18 x 30	---	---	---	---
No Parking Specific Hours	R30(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Parking Specific Hours	R30A(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Parking 10AM TO 12PM WEDNESDAY STREET SWEEPING	R30B(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Parking 2AM TO 6AM EXCEPT BY PERMIT	R30C(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Parking 2AM TO 6AM CITYWIDE EXCEPT BY PERMIT	R30D(CA)	2B.46	18 x 30	18 x 30	---	---	---	---
No Parking w/ Double Arrow	R30E(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Stopping Specific Hours School Days	R30F(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
No Parking/Parking Specific Hours	R31(CA)	2B.46	14 x 20.5	14 x 20.5	---	---	---	---
No Stopping/Parking Specific Hours	R31(S)(CA)	2B.46	18 x 30	18 x 30	---	---	---	---
Limited Hour/Minute Parking Specific Hours	R32(CA)	2B.46	12 x 18	12 x 18	---	---	---	---

Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 3 of 7)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
The No Parking/Parking Specific Hours	R32B(CA)	2B.46	12 x 30	12 x 30	---	---	---	---
2 HOUR PARKING 8AM TO 6PM DISTRICT 7 PERMITS EXEMPT	R32C(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
30 MINUTE PARKING 2AM TO 6AM DISTRICT 3 PERMITS EXEMPT	R32D(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
2 HOUR PARKING 8AM TO 4PM - PASSENGER LOADING ONLY 4PM TO MIDNIGHT 5 MINUTE LIMIT w/ Double Arrow	R32E(CA)	2B.46	18 x 30	18 x 30	---	---	---	---
2 HOUR PARKING 8AM TO 6PM MOTORCYCLE PARKING ONLY w/ Double Arrow	R32F(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO LEFT TURN Specific Hours	R33(CA)	2B.18	24 x 36	24 x 36	---	---	---	---
NO LEFT TURN Specific Hours	R33A(CA)	2B.18	30 x 48	30 x 48	30 x 48	---	---	---
Commercial Vehicle Weight Exclusion	R36(CA)	2B.59	24 x 24	24 x 24	---	---	---	---
Tow-Away No Stopping/Limited Hour Parking Specific Hours	R37(CA)	2B.46	18 x 31	18 x 31	---	---	---	---
Tow-Away No Parking/Limited Hour Parking Specific Hours	R38(CA)	2B.46	14 x 20.5	14 x 20.5	---	---	---	---
Tow-Away No Stopping/Limited Hour Parking Specific Hours	R38(S)(CA)	2B.46	18 x 31	18 x 31	---	---	---	---
TOW-AWAY NO STOPPING 7AM TO 9AM - PASSENGER LOADING ONLY ALL OTHER TIMES 5 MINUTE LIMIT w/ Double Arrow	R38A(CA)	2B.46	18 x 30	18 x 30	---	---	---	---
NO PARKING OF COMMERCIAL VEHICLES EXCEPT BY PERMIT	R39(CA)	2B.46	24 x 30	24 x 30	---	---	---	---
NO DOUBLE PARKING ANYTIME COMMERCIAL VEHICLES INCLUDED	R39-1(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO DOUBLE PARKING ANYTIME COMMERCIAL VEHICLES INCLUDED	R39-2(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
10 HOUR PARKING COMMERCIAL MOTOR VEHICLES	R39-3(CA)	2B.46, 2I.05	24 x 18	24 x 18	---	---	---	---
TWO WAY TRAFFIC AHEAD	R40(CA)	2B.102	24 x 30	24 x 30	---	---	---	---
\$1000 FINE FOR LITTERING	R47(CA)	2B.103	52 x 36	52 x 36	52 x 36	52 x 36	---	---
\$1000 FINE FOR ANIMAL ABANDONMENT	R47A(CA)	2B.103	54 x 36	54 x 36	54 x 36	54 x 36	---	---
SPEED ENFORCED BY RADAR	R48(CA)	2B.110	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	---
RADAR ENFORCED	R48-1(CA)	2B.13	36 x 18	36 x 18	48 x 24	48 x 24	24 x 12	---
SPEED ENFORCED BY AIRCRAFT	R48-2(CA)	2B.13	24 x 30	24 x 30	36 x 48	48 x 60	18 x 24	---
NO PED CROSSING, USE CROSSWALK	R49(CA)	2B.51	42 x 18	42 x 18	---	---	---	---
END TRUCK LANE	R53A(CA)	2B.31	36 x 36	36 x 36	48 x 48	48 x 48	24 x 24	---
TRUCKS RIGHT LANE ONLY	R53B(CA)	2B.31	36 x 48	36 x 48	48 x 60	48 x 60	24 x 30	---
AUTOS WITH TRAILERS - TRUCKS - PROHIBITED	R53D(CA)	2B.39	---	---	66 x 72	66 x 72	---	---
END TRUCK LANE CONTROL	R53E(CA)	2B.31	36 x 48	36 x 48	48 x 60	48 x 60	24 x 30	---
YIELD TO UPHILL TRAFFIC	R55(CA)	2B.31	---	---	48 x 54	48 x 54	---	---
BEGIN FREEWAY	R57(CA)	2B.49	---	---	48 x 26	48 x 26	---	---
END FREEWAY	R58(CA)	2B.48	---	---	48 x 26	48 x 26	---	---
Optional Movement Lane Control	R60B(CA)	2B.21	54 x 48	54 x 48	---	---	---	---
Intersection Lane Control	R61-1(CA)	2B.19	30 x 30	45 x 45	---	---	30 x 30	---
Intersection Lane Control	R61-3(CA)	2B.19	30 x 30	45 x 45	---	---	30 x 30	---
Intersection Lane Control	R61-5(CA)	2B.19	36 x 30	54 x 45	---	---	36 x 30	---
Intersection Lane Control	R61-7(CA)	2B.19	36 x 30	54 x 45	---	---	36 x 30	---

Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 4 of 7)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Intersection Lane Control	R61-9(CA)	2B.19	36 x 30	54 x 45	---	---	36 x 30	---
Intersection Lane Control	R61-11(CA)	2B.19	36 x 30	54 x 45	---	---	36 x 30	---
Intersection Lane Control	R61-13(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
Intersection Lane Control	R61-15(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
Intersection Lane Control	R61-17(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
Intersection Lane Control	R61-19(CA)	2B.19	36 x 30	48 x 36	---	---	30 x 24	---
Intersection Lane Control	R61-22(CA)	2B.19	54 x 30	78 x 45	---	---	54 x 30	---
Intersection Lane Control	R61-24(CA)	2B.19	54 x 30	78 x 45	---	---	54 x 30	---
Intersection Lane Control	R61-26(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
Intersection Lane Control	R61-28(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
Intersection Lane Control	R61-30(CA)	2B.19	36 x 30	54 x 45	---	---	36 x 30	---
Intersection Lane Control	R61-32(CA)	2B.19	36 x 30	54 x 45	---	---	36 x 30	---
Intersection Lane Control	R61-34(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
Intersection Lane Control	R61-36(CA)	2B.19	48 x 30	72 x 45	---	---	48 x 30	---
PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS - CROSS WITH CAUTION	R62E(CA)	2B.52	5 x 7.5	5 x 7.5	---	---	5 x 7.5	9 x 12
TRUCKS OK	R70(CA)	2B.31	---	---	---	96 x 70	---	---
TRUCKS	R70A(CA)	2B.31	---	---	---	72 x 30	---	---
OK	R70B(CA)	2B.31	---	---	---	72 x 30	---	---
Intersection Lane Control	R73-1(CA)	2B.19	36 x 30	36 x 30	---	---	24 x 20	45 x 36
Intersection Lane Control	R73-2(CA)	2B.19	36 x 36	36 x 36	---	---	24 x 24	45 x 45
Intersection Lane Control	R73-3(CA)	2B.19	36 x 36	36 x 36	---	---	24 x 24	45 x 45
Intersection Lane Control	R73-4(CA)	2B.19	36 x 45	36 x 45	---	---	36 x 45	---
Intersection Lane Control	R73-5(CA)	2B.19	36 x 36	36 x 36	---	---	24 x 24	---
Intersection Lane Control	R73-6(CA)	2B.19	36 x 36	36 x 36	---	---	24 x 24	---
Intersection Lane Control	R73-8(CA)	2B.19	36 x 45	36 x 45	---	---	24 x 30	---
AT SIGNAL plaque	R73-9(CA)	2B.53	24 x 9	24 x 9	---	---	24 x 9	---
CHAIN INSTALLATION ONLY	R74(CA)	2B.46	36 x 36	36 x 36	36 x 36	36 x 36	---	---
CHAINS REQUIRED (X MILE (X MILES)) AHEAD	R75(CA)	2B.46	48 x 42	48 x 42	48 x 42	48 x 42	---	---
CHAINS REQUIRED	R76(CA)	2B.46	48 x 24	48 x 24	48 x 24	48 x 24	---	---
ON SINGLE AXLE DRIVE VEHICLE WITH TRAILER	R76-1(CA)	2B.46	48 x 24	48 x 24	48 x 24	48 x 24	---	---
NO EXCEPTIONS	R77(CA)	2B.46	48 x 30	48 x 30	48 x 30	48 x 30	48 x 12	---
END CHAIN CONTROL	R78(CA)	2B.46	48 x 34	48 x 34	48 x 34	48 x 34	---	---
AUTOS & PICKUPS SNOW TIRES OK - CARRY CHAINS	R79(CA)	2B.46	48 x 30	48 x 30	48 x 30	48 x 30	---	---
4-W DRIVE WITH SNOW TIRES OK - CARRY CHAINS	R80-1(CA)	2B.46	48 x 30	48 x 30	48 x 30	48 x 30	---	---
Specific Hours/Days plaque	R82A(CA)	2B.31	30 x 12	30 x 12	36 x 18	36 x 18	30 x 12	48 x 24
1 CAR (2 CARS) PER GREEN	R89(CA)	2B.56	---	---	22 x 6	36 x 9	22 x 6	---
1 CAR (2 CARS) PER GREEN EACH LANE	R89-1(CA)	2B.56	---	---	22 x 10	36 x 16	22 x 10	---
1 CAR (2 CARS) PER GREEN THIS LANE	R89-2(CA)	2B.56	---	---	22 x 10	36 x 16	22 x 10	---
RIGHT (LEFT) LANE THIS SIGNAL	R89-3(CA)	2B.56	---	---	22 x 10	36 x 16	22 x 10	---
Accessible Parking Only	R99(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
MINIMUM FINE \$250 plaque	R99B(CA)	2B.46	12 x 9	12 x 9	---	---	---	---
Accessible Parking Only Minimum Fine \$250	R99C(CA)	2B.46	12 x 24	12 x 24	---	---	---	---
TOW-AWAY SPECIAL PLACARD OR LICENSE PLATE REQUIRED	R100A(CA)	2B.46	12 x 8	12 x 8	---	---	---	---
Disabled Tow-Away	R100B(CA)	2B.46	24 x 24	24 x 24	---	---	---	---

Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 5 of 7)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
PRIVATE ROAD (PRIVATE PROPERTY) VEHICLE CODE ENFORCED	R101(CA)	2B.104	36 x 24	36 x 24	---	---	24 x 18	---
Hazardous Waste Prohibited	R102(CA)	2B.62	24 x 24	24 x 24	30 x 30	30 x 30	18 x 18	48 x 48
HAZARDOUS WASTE PROHIBITED	R102A(CA)	2B.62	24 x 18	24 x 18	30 x 20	30 x 20	18 x 12	48 x 30
Hazardous Waste Permitted	R103(CA)	2B.62	24 x 24	24 x 24	30 x 30	30 x 30	18 x 18	48 x 48
HAZARDOUS WASTE PERMITTED	R103A(CA)	2B.62	24 x 18	24 x 18	30 x 20	30 x 20	18 x 12	48 x 30
Hazardous Material Prohibited	R104(CA)	2B.62	24 x 24	24 x 24	30 x 30	30 x 30	18 x 18	48 x 48
HAZARDOUS MATERIAL PROHIBITED	R104A(CA)	2B.62	24 x 18	24 x 18	30 x 20	30 x 20	18 x 12	48 x 30
Hazardous Material Permitted	R105(CA)	2B.62	24 x 24	24 x 24	30 x 30	30 x 30	18 x 18	48 x 48
HAZARDOUS MATERIAL PERMITTED	R105A(CA)	2B.62	24 x 18	24 x 18	30 x 20	30 x 20	18 x 12	48 x 30
Tow-Away NO STOPPING 4 TO 6 PM	R107(CA)	2B.46	18 x 18	18 x 18	---	---	---	---
No Parking of Vehicles for Sale	R108(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
PAY AT STATION	R109(CA)	2B.47	12 x 6	12 x 6	12 x 6	---	---	---
MOVE OVER OR SLOW FOR STOPPED EMERGENCY AND MAINTENANCE VEHICLES	R110(CA)	2B.112(CA)	---	---	---	120 x 48	---	---
Electric Vehicle Charging Station Tow-Away	R112(CA)	2B.46	*	*	---	---	24 X 24	---
No Parking EXCEPT FOR EV CHARGING	R113(CA)	2B.46	*	*	---	---	12 X 18	---
No Parking EXCEPT FOR ELECTRIC VEHICLE CHARGING	R113A(CA)	2B.46	*	*	---	---	12 X 18	---
__ HOUR EV CHARGING __ AM TO __ PM	R114(CA)	2B.46	*	*	---	---	12 X 18	---
NO CAMPING OR SLEEPING IN VEHICLE XXX Co Ord XXXX	R119(CA)	2B.113	30 x 24	30 x 24	---	---	---	---
Rest Area Disclaimer	SR2(CA)	2B.46	18 x 12	18 x 12	---	---	---	---
WAIT HERE UNTIL SCALE CLEAR								
WAIT HERE UNTIL SCALE CLEAR	SR6-1(CA)	2B.60	---	---	44 x 36	44 x 36	---	---
RELEASE BRAKES WHILE ON SCALE	SR7-1(CA)	2B.60	---	---	42 x 36	42 x 36	---	---
SET PARKING BRAKES	SR8-1(CA)	2B.60	---	---	48 x 20	48 x 20	---	---
LOADED	SR9-1(CA)	2B.60	---	---	68 x 24	68 x 24	---	---
EMPTY	SR10-1(CA)	2B.60	---	---	62 x 24	62 x 24	---	---
EMPTY 5 MPH	SR11-1(CA)	2B.60	---	---	112 x 24	112 x 24	---	---
LOADED 3 MPH	SR12-1(CA)	2B.60	---	---	118 x 24	118 x 24	---	---
Theft CHP plaque	SR13-1(CA)	2B.60	48 x 10	48 x 10	---	---	---	---
Seat Belt	SR15(CA)	2B.66	18 x 24	18 x 24	18 x 24	18 x 24	---	---
SAFETY BELT LAW ENFORCED	SR15A(CA)	2B.66	18 x 18	18 x 18	18 x 18	18 x 18	---	---
TRUCKS NOT GIVEN BYPASS SIGNAL MUST ENTER OPEN SCALES	SR17(CA)	2B.60	---	---	120 x 42	144 x 54	120 x 42	---
NO EXPLOSIVES OR FLAMMABLES	SR18(CA)	2B.62	36 x 24	36 x 24	---	---	---	---
EXPLOSIVES AND CORROSIVES PROHIBITED WITHOUT PERMIT	SR19-1(CA)	2B.62	60 x 48	60 x 48	---	---	---	---
SNOW NOT REMOVED BEYOND HERE	SR20-1(CA)	2B.46	48 x 30	48 x 30	---	---	---	---

Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 6 of 7)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
DUMPING PROHIBITED	SR22-1(CA)	2B.106	30 x 14	30 x 14	---	---	---	---
NO HOUSEHOLD GARBAGE	SR23-1(CA)	2B.106	26 x 18	26 x 18	---	---	---	---
TRANSPORTING ILLEGAL FIREWORKS PROHIBITED	SR25(CA)	2B.63	84 x 42	84 x 42	108 x 54	108 x 54	84 x 42	---
DISPLAY OF VEHICLES FOR SALE PROHIBITED	SR26(CA)	2B.46	30 x 24	30 x 24	---	---	---	---
LEFT TURN ON GREEN ARROW ONLY - NO U TURN	SR39A(CA)	2B.53	36 x 48	36 x 48	---	---	---	---
LEFT OR U TURN ON GREEN ARROW ONLY	SR39A(U)(CA)	2B.53	42 x 24	42 x 24	---	---	---	---
Width Limit	SR40(CA)	2B.60	---	---	60 x 78	60 x 78	48 x 60	---
ALL BUSES STOP AT SCALES	SR41(CA)	2B.60	---	---	84 x 48	84 x 48	---	---
ALL BUSES with Arrow	SR42(CA)	2B.60	---	---	54 x 54	54 x 54	---	---
GOLF CARTS OK DAYLIGHT HOURS	SR43(CA)	2B.107	18 x 24	18 x 24	---	---	---	---
Bus and Truck Registration	SR44(CA)	2B.108	72 x 42	72 x 42	---	---	---	---
EMERGENCY ACCESS KEEP CLEAR	SR46(CA)	2B.109	24 x 30	24 x 30	---	---	---	---
OFF HIGHWAY VEHICLES COMBINED USE NEXT (X) MILES	SR47(CA)	2B.110	48 x 48	48 x 48	---	---	---	---
NO OFF HIGHWAY VEHICLES BEYOND THIS POINT	SR48(CA)	2B.110	48 x 48	48 x 48	---	---	---	---
TOW-AWAY NO PARKING WHEN SNOW REMOVAL CONDITIONS EXIST	SR49(CA)	2B.46	36 x 45	36 x 45	---	---	18 x 24	---
SPECIAL DRIVING ZONE BEGINS HERE - DOUBLE FINE ZONE	SR53(CA)	2B.17	48 x 48	48 x 48	72 x 72	72 x 72	48 x 48	---
DOUBLE FINE ZONE	SR54(CA)	2B.17	30 x 30	30 x 30	42 x 42	42 x 42	30 x 30	---
SPECIAL DRIVING ZONE ENDS HERE	SR55(CA)	2B.17	48 x 30	48 x 30	72 x 42	72 x 42	48 x 30	---
Traffic Signal PHOTO ENFORCED	SR56(CA)	2B.55	36 x 54	36 x 54	48 x 72	48 x 72	30 x 42	---
ALL TRUCKS - 2 AXLE AND MORE - STOP AT SCALE	SR57(CA)	2B.60	84 x 18	84 x 18	120 x 30	144 x 36	84 x 18	---
RED LIGHT VIOLATION \$___ FINE	SR58(CA)	2B.55	30 x 36	30 x 36	36 x 48	36 x 48	30 x 36	---
MINOR CRASH NO INJURIES – SAFELY MOVE VEHICLES FROM TRAVEL LANES	SR61(CA)	2B.65	96 x 66	96 x 66	96 x 66	96 x 66	96 x 66	---
NO IDLING COMMERCIAL VEHICLES AND ALL BUSES	SR62(CA)	2B.46	18 x 24	18 x 24	---	---	---	---
NO IDLING All Buses and Commercial Vehicles	SR63(CA)	2B.46	18 x 24	18 x 24	---	---	---	---
NO IDLING All Buses and Commercial Vehicles REPORT VIOLATIONS	SR63A(CA)	2B.46	18 x 30	18 x 30	---	---	---	---

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

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
FREEWAY - ACCESS RIGHTS RESTRICTED ON THIS SECTION OF HIGHWAY	S3-1(CA)	2B.39	30 x 24	30 x 24	---	---	---	---
STATE PROPERTY - NO DUMPING - NO PARKING - NO TRESPASSING	S8(CA)	2B.111	36 x 22	36 x 22	---	---	---	---
STATE PROPERTY - ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED	S20(CA)	2B.111	24 x 18	24 x 18	---	---	---	---
Weigh Station Repair Service plaque	S21(CA)	2B.60	36 x 24	36 x 24	---	---	---	---
Rest Area/Vista Point 8 HOUR PARKING	S23(CA)	2B.46, 2I.05	24 x 24	24 x 24	---	---	---	---
DAYLIGHT HEADLIGHT SECTION	S30-1(CA)	2B.64	84 x 54	84 x 54	---	---	---	---
TURN ON HEADLIGHTS NEXT X MILES	S30-2(CA)	2B.64	108 x 54	108 x 54	---	---	---	---
END DAYLIGHT HEADLIGHT SECTION	S30-3(CA)	2B.64	84 x 66	84 x 66	---	---	---	---
TURN ON HEADLIGHTS	S30-4(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
CHECK HEADLIGHTS	S30-5(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
Safety Corridor Sign	S33(CA)	2B.64	102 x 48	102 x 48	---	---	---	---

Table 2B-2. Meanings of Symbols and Legends on Reversible Lane Control Signs

Symbol / Word Message	Meaning
Red X on white background	Lane closed
Upward pointing black arrow on white background (if left turns are permitted, the arrow shall be modified to show left / through arrow)	Lane open for through travel and any turns not otherwise prohibited
Black two-way left-turn arrows on white background and legend ONLY	Lane may be used only for left turns in either direction (i.e., as a two-way left-turn lane)
Black single left-turn arrow on white background and legend ONLY	Lane may be used only for left turns in one direction (without opposing left turns in the same lane)

Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	<ul style="list-style-type: none"> Railroad grade crossing with obstructed view Uncontrolled highway intersection with obstructed view An alley 	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe <ul style="list-style-type: none"> Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park Road near a school or senior center facility 	22358.3 & 22358.4
25 mph	State or local authority	<ul style="list-style-type: none"> Any highway in any business or residential district A street contiguous to senior citizen facility other than a State highway Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities 	22352.b & 22357.1

Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code Revised February 6, 2023

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358.8(a)
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	<ul style="list-style-type: none"> ▪ Two-lane, undivided highway ▪ Any highway if driving any of the following vehicles: <ul style="list-style-type: none"> a. Motortruck or truck tractor with > 3 axles b. Passenger vehicle or bus towing any other vehicle c. School bus transporting any school pupil d. A farm labor vehicle when transporting passengers e. A vehicle transporting explosives f. A trailer bus 	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	N/A
45.1-47.4	45	N/A	40
42.5-45.0	45	40	N/A
40.1-42.4	40	N/A	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC

85 th -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-105(CA). Safety Corridor Definition Requirements

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	<p>Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows:</p> <ul style="list-style-type: none"> ▪ Crash severity: Fatal Crashes, Serious Injury Crashes ▪ Mode: Pedestrian-bicycle related crashes, vehicle/other ▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen ▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey ▪ School proximity (within 0.25 miles) based on the California School Campus Database
Crash Density	<p>Each roadway segment block can be converted into ~ 0.25 mile overlapping "corridor" segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a defined distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) "corridor" segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.</p>
Maintenance	<p>The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.</p>

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan