2014 CA MUTCD Revision 9 Draft

CHANGES FOR 2014 CA MUTCD REVISION 9 **March 2025**

The following are the changes incorporated in 2014 CA MUTCD Revision 9. Text, figures, and table additions or changes to CA MUTCD Revision 9 are highlighted or boxed in yellow and identified by a bright orange-colored bar along the left side of the paragraph, figure, or table.

The following items are included in Revision 9:

- 9 CTCDC Items (pages 3-30):
    1) 23-12 (2-6-25): New Criteria for Museums Supplemental Guide Signing
    2) 24-01 (2-1-24): Touchless Accessible Pedestrian Signal Sign
    3) 24-06 (8-1-24): Channelizer Color Matching Pavement Markings
    4) 24-07 (8-1-24): Additional Orange Band on Cones
    5) 24-13 (11-7-24): Tsunami Hazard Zone Signs
    6) 24-14 (11-7-24): Safety Corridor Definition Requirements
    7) 24-16 (11-7-24): SB 1216 Shared Lane Marking Usage
    8) 25-02 (2-6-25): Construction Project Funding Identification Signs
    9) 25-03 (2-6-25): AB 2367 State Special Schools Guide Signing
- See the CTCDC website for related CTCDC meeting documents

Section 1A.13. Yellow highlighted text has been added. These edits originate from comments on CTCDC Item 25-03 (2-6-25 meeting).

Section 1A.13 Definitions of Headings, Words, and Phrases in this Manual

219b. State Special School – A State run school for the deaf or school for the blind that is under California Department of Education's administrative oversight and support, which provides intensive, disability-specific educational services for pupils who are blind, visually impaired, deaf and hard of hearing pupils, or deaf-blind, ages 3 to 22. Refer to the California Department of Education for officially designated State Special Schools. Refer California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.21.

…

Section 2B.13. Yellow highlighted text is edited. These edits originate from CTCDC Item 24-14 (11-7-24 meeting).

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 crash weighting factors as provided in paragraph 12p of this section shall be used to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor".**

Option:

12p The crash weighting factors to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor" may include, but are not limited to, the factors included in Table 2B-105(CA).

12q 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:

12r **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.**

12s **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:

12t *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:

12u 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.

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

Standard:

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

Option:

12x 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:

12y **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:

12z 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:

12aa **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:

12ab 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:

12ac **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:

12ad 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.

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

Standard:

12af **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:

12ag 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:

12ah **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.**

12ai **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:

12aj 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.

12ak 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:

12a| **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).**

Section 2B.52, Figure 2B-26 (CA), Table 2B-1. Yellow highlighted text and region highlighted in yellow is edited. These edits originate from CTCDC Item 24-01 (2-1-24 meeting).

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~~ sign~~s~~:

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~~ sign~~s~~.

Guidance:

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

Option:

06 ~~Where symbol-type pedestrian signal indications are used, an educational sign (R10-3b) may be used instead of the R10-3 sign to improve pedestrian understanding of pedestrian indications at signalized intersections. Where word-type pedestrian signal indications are being retained for the remainder of their useful service life, the legends WALK/ DONT WALK may be substituted for the symbols on the educational sign R10-3b, thus creating educational sign R10-3c. The R10-3d educational sign may be used to inform pedestrians that the pedestrian clearance time is sufficient only for the pedestrian to cross to the median at locations where pedestrians cross in two stages using a median refuge island. The R10-3e educational sign may be used where countdown pedestrian signals have been provided. In order to assist the pedestrian in understanding which pushbutton to push, the R10-3f to R10-3i educational signs that provide the name of the street to be crossed may be used instead of the R10-3b to R10-3e educational signs.~~

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

Support:

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

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.

06d The R10-3k(CA) sign may be used where warning lights or rapid flashing beacons can be activated by pushing the button or waving at the button.

Standard

06e **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:

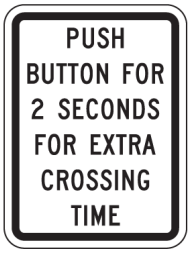
10 **The PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS – CROSS WITH CAUTION (R62E(CA)) sign (see Figure 2B-26(CA)) shall be mounted immediately above or incorporated in the pedestrian push button unit where In Roadway Warning Lights are installed and a pedestrian actuated system is used.**

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

R10-4

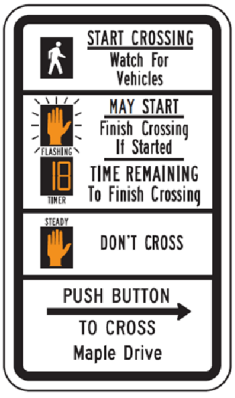
R10-4a

R10-25

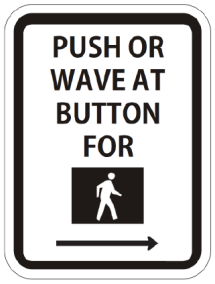


R10-32P

R10-3e(CA) *



R10-3i(CA) *

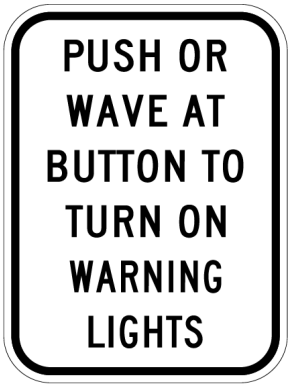


R10-3j(CA)

*** 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)



R10-3k(CA)

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	---	---	---	---
Push or Wave at Button to Turn on Warning Lights	R10-3k(CA)	2B.52, 9B.11	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 x48	66 x48	---	---
RIGHT (LEFT) LANE FREEWAY ONLY	R18B(CA)	2B.20	36 x 36	36 x 36	---	---	---	---
No Trucks Variable Message	R20-1(CA)	2B.39	---	---	102 x 48	102 x 48	---	---
NEXT RIGHT plaque	R20-1A(CA)	2B.39	---	---	102 x 18	102 x 18	---	---
Weight Limit	R20A(CA)	2B.59	30 x 30	30 x 30	36 x 40	---	---	---
Truck Exclusion plaque	R20D-1(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Exclusion plaque	R20D-2(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Exclusion plaque	R20D-3(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Exclusion plaque	R20D-4(CA)	2B.59	24 x 6	30 x 9	36 x 12	---	24 x 6	---
Truck Length Limit	R20H(CA)	2B.39	36 x 36	36 x 36	42 x 42	---	36 x 36	---
Bridge Speed and Weight Limit	R21(CA)	2B.39	36 x 30	36 x 30	---	---	---	---
OK TO PARK ON BRIDGE	R22(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
NO FISHING (JUMPING) FROM BRIDGE	R23(CA)	2B.101	26 x 18	26 x 18	---	---	---	---
PARK PARALLEL	R24(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
SCHOOL BUS ONLY w/Double Arrow	R24A(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
TAXI CAB ONLY w/Double Arrow	R24B(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
TOUR BUS ONLY w/ Double Arrow	R24C(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
MAIL DEPOSIT ONLY w/ Double Arrow	R24D(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
BLOCK WHEELS TO CURB	R24E(CA)	2B.46	12 x 18	12 x 18	---	---	---	---
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	R25D(CA)	2B.46	18 x 21	18 x 21	---	---	---	---

DAYS 5 MINUTE LIMIT w/ Double Arrow								
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-105(CA). Yellow highlighted text is edited. These edits originate from CTCDC Item 24-14 (11-7-24 meeting).

Table 2B-105(CA). Safety Corridor Factors

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	▪ 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 ▪ Systemic or Predicted Crashes
Crash Density	Each roadway segment block may be converted into ~ 0.25 mile overlapping or contiguous "corridor" segments to create a consistent unit of measurement and assess the concentration of linear patterns of crashes 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.
Maintenance	The jurisdiction may establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

Table 2D-102 (CA). Region boxed in yellow is edited. These edits originate from CTCDC Items 23-12 and 25-03 (2-6-25 meeting).

Table 2D-102 (CA). Criteria for Supplemental Destination Signs

Type of Destination	Specific Criteria	Major Metropolitan Areas	Urbanized Areas	Rural Areas
Post Secondary School, Public or Private	Minimum Enrollment (Single Campus Locations, See Note 5). Maximum Miles from a Freeway (See Note 6).	1,000 2	1,000 4	1,000 5
State Special School	Maximum Miles from Highway (See Notes 2, 6, and 8).	5	5	5
Zoo, Stadium or Sports Arena	Public Owned and Non-Profit. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2).	1,000,000 2	500,000 2	200,000 3
Museum	Public Owned and Non-Profit. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2). (See Note 9).	50,000 5	50,000 5	50,000 5
Convention Center	Public Owned and Non-Pofit. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2).	500,000 3	250,000	--
Military Base	Number of Employees and Permanent Garrison. Maximum Miles from Highway.	5,000 2	5,000 4	5,000 7
National Guard Armory	Only Emergency Center in the Area. Easy Access to Primary Evacuation Route. (See Note 2).	--	--	--
Fairgrounds	Publicly Owned and Operated. Temporary Sign Only, Unless There are Year Round Activities. Minimum Annual Attendance. Maximum Miles from Highway (See Note 2).	500,000 2	200,000 4	200,000 5
Federal or State Hospitals, Prisons, National Cemeteries and Veterans Home	Maximum Miles from Highway (See Note 2).	1	3	5
Government Centers	Number of Employees. Maximum Miles from Highway (See Note 2).	5,000 2	2,000 3	1,000 5
California Welcome Centers	Easy Access from Nearest State Highway. (See Notes 2 and 7).	--	--	--
Airports	Maximum Miles from Highway (See Note 2).	1	3	5
Rail and Light Rail Stations	Easy Access from Nearest State Highway. (See Note 2).	--	--	--

NOTES:

1. Meeting the above criteria does not guarantee placement of a sign. Limitations on the spacing between sign and the number of messages permitted, specified in Sections 2A.16, 2D.07 and 2D.40, shall be observed and eligible destinations must compete for signing on the basis of traffic service.
2. Follow-up signing, if necessary, shall be installed by local agencies before signs are placed on the State Highway.
3. If a stadium is located at a school campus for which signs are already provided, separate stadium sign will not be placed.
4. Definitions of Area Classifications:
   A. MAJOR METROPOLITAN AREA - An urbanized area, population density of at least 1,000 inhabitants per 2.6 km^2 (1 mi^2), not necessarily related to county boundaries, with a total population of at least 1,000,000 and an included central city with a population of at least 250,000.
   B. URBANIZED AREA - An urbanized area with a total population of at least 50,000 and an included central city with no minimum population.
   C .RURAL AREA - All areas outside of an urbanized area.
5. Public or private postsecondary eduation institution shall have an enrollment of either 1,000 or more full-time students or an equivalent in part-time students. Refer to CVC Section 21375.
6. No signs to school will be erected until funds from private sources covering the cost of the signs and their installation. If a school, which previously had signs, relocates to contribute to the improvement of the school (as determined by the California Department of Transportation), signs will be erected at the new location at no cost to the school.
7. The California Department of Transportation will charge the Welcome Center directly for the cost of the signs and their installation on the State highway. Cost for sign installation on local roads is the responsibility of the Welcome Center and the local agency.
8. Refer to California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.21.
9. Refer to California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.18.

Section 2N.03, Table 2N-1. Yellow highlighted text is edited. These edits originate from CTCDC Item 24-13 (11-7-24 meeting).

Section 2N.03 Evacuation Route Signs (EM-1 and EM-1a)

Standard:

01 **The Evacuation Route (EM-1 and EM-1a) signs shall display a blue circular symbol on a white square sign without a border as shown in Figure 2N-1. The EM-1 sign shall include a white directional arrow (except as provided in Paragraph 3) and a white legend EVACUATION ROUTE within the blue circular symbol. The EM-1a sign shall include a white EVACUATION ROUTE legend and the tsunami symbol within the blue circular symbol. The EM-1 and EM-1a signs shall be retroreflective.**

02 **An Advance Turn Arrow (M5 series) or Directional Arrow (M6 series) auxiliary sign as shown in Figure 2D-5, but with a white arrow on a blue background instead of a black arrow on a white background, shall be installed below the EM-1a sign.**

Option:

03 Instead of including a directional arrow within the blue circular symbol on the EM-1 sign, an Advance Turn Arrow (M5 series) or Directional Arrow (M6 series) auxiliary sign as shown in Figure 2D-5, but with a white arrow on a blue background instead of a black arrow on a white background, may be installed below the EM-1 sign.

04 If desired, the word HURRICANE, or a word that describes some other type of evacuation route, may be added as a third line of text above the white EVACUATION ROUTE legend within the blue circular symbol on the EM-1 sign.

05 An approved Emergency Management symbol with a diameter of 3.5 inches may appear near the bottom of an Evacuation Route sign.

Standard:

06 **The arrow designs, if used, on the EM-1 sign shall include a straight, vertical arrow pointing upward, a straight horizontal arrow pointing to the left or right, or a bent arrow pointing to the left or right for advance warning of a turn.**

07 **If used, the Evacuation Route sign, with the appropriate arrow, shall be installed 150 to 300 feet in advance of, and at, any turn in an approved evacuation route. The sign shall also be installed elsewhere for straight-ahead confirmation where needed.**

08 **If used in urban areas, the Evacuation Route sign shall be mounted at the right-hand side of the roadway, not less than 7 feet above the top of the curb, and at least 1 foot back from the face of the curb. If used in rural areas, the Evacuation Route sign shall be mounted at the right-hand side of the roadway, not less than 7 feet above the pavement and not less than 6 feet or more than 10 feet to the right of the right-hand roadway edge.**

09 **Evacuation Route signs shall not be placed where they will conflict with other signs. Where conflict in placement would occur between the Evacuation Route sign and a standard regulatory sign, the regulatory sign shall take precedence.**

Option:

10 In case of conflict with guide or warning signs, the Evacuation Route sign may take precedence.

Guidance:

11 *Placement of Evacuation Route signs should be made under the supervision of the officials having jurisdiction over the placement of other traffic signs. Coordination with Emergency Management authorities and agreement between contiguous political entities should occur to assure continuity of routes.*

Option:

12 Informational tsunami hazard zone signs may be placed along California roadways, including the state highway system, following the guidelines published by California Office of Emergency Services.

Table 2N-1. Emergency Management Sign Sizes

Sign or Plaque	Sign Designation	Section	Minimum Size
Evacuation Route	EM-1,EM-1a	2N.03	24 x 24*
Area Closed	EM-2	2N.04	30 x 24
Traffic Control Point	EM-3	2N.05	30 x 24
Maintain Top Safe Speed	EM-4	2N.06	24 x 30
Permit Required	EM-5	2N.07	24 x 30
Emergency Aid Center	EM-6a to EM-6d	2N.08	30 x 24
Shelter Directional	EM-7a to EM-7d	2N.09	30 x 24

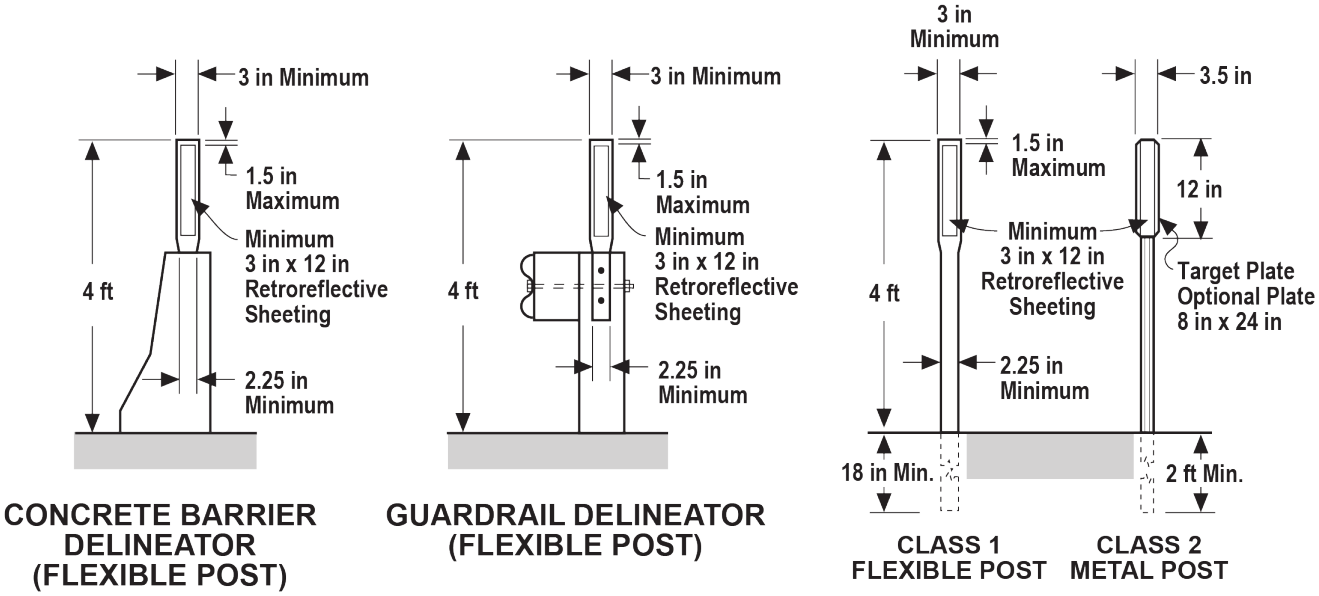
* A minimum size of 18 x 18 may be used on low-volume roadways or roadways with speeds of 25 mph or less

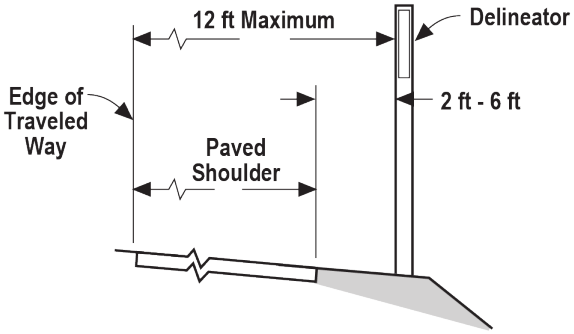
Notes: 1. Larger signs may be used when appropriate. For EM-1 and EM-1A, a larger sign of 32 x 32 for single lane or multilane conventional roadways and 42 x 42 for expressways or freeways may be used.

2. Dimensions in inches are shown as width x height

Figure 3F-101 (CA). Region highlighted in yellow is edited. These edits originate from comments on CTCDC Item 24-06 (8-1-24 meeting).

Figure 3F-101 (CA). Examples of Delineators





TYPES OF DELINEATORS

TYPE	RETROREFLECTOR COLOR	
	FRONT	BACK*
E	WHITE	WHITE
F	WHITE	NONE
G	YELLOW	NONE
J	RED	NONE

*Back Retroreflector:
Class 1 Delineator - 3 in ± square of retroreflective sheeting.
Class 2 Delineator - 3 in ± acrylic cube-corner retroreflective element.

Notes:

1. Class 1 (Flexible Post) Delineators are standard on State highways, except for certain locations, e.g., snow or protected areas behind guardrail, etc. ~~The color of the post is white.~~ v See Section 3F.03 for post color.
2. Class 1 (Flexible Post) Delineators used in construction or maintenance zones shall be orange with white retroreflective sheeting. However, if the delineators are to remain in place as a permanent roadway feature after the construction or maintenance period, ~~the color of the post shall be white with the appropriate color of retroreflective sheeting as specified in Section 3F.03.~~ see Section 3F.03 for post color and retroreflective sheeting color.
3. The Type of Retroreflective Element and Class of Post is designated as E-1, F-2, etc.

Section 3H.01. Yellow highlighted text is edited. These edits originate from CTCDC Item 24-06 (8-1-24 meeting).

CHAPTER 3H. CHANNELIZING DEVICES USED FOR EMPHASIS OF PAVEMENT MARKING PATTERNS

Section 3H.01 Channelizing Devices

~~Option:~~

01 ~~Channelizing devices, as described in Sections 6F.63 through 6F.73, and 6F.75, and as shown in Figure 6F-7, such as cones, tubular markers, vertical panels, drums, lane separators, and raised islands, may be used for general traffic control purposes such as adding emphasis to reversible lane delineation, channelizing lines, or islands. Channelizing devices may also be used along a center line to preclude turns or along lane lines to preclude lane changing, as determined by engineering judgment.~~

Standard:

02 **Except for color, the design of channelizing devices, including but not limited to retroreflectivity, minimum dimensions, and mounting height, shall comply with the provisions of Chapter 6F.**

03 **The color of channelizing devices used outside of temporary traffic control zones shall be either orange or the same color as the pavement marking that they supplement, or for which they are substituted.**

04 **For nighttime use, channelizing devices shall be retroreflective (as described in Part 6) or internally illuminated. On channelizing devices used outside of temporary traffic control zones, retroreflective sheeting or bands shall be white if the devices separate traffic flows in the same direction and shall be yellow if the devices separate traffic flows in the opposite direction or are placed along the left-hand edge line of a one-way roadway or ramp.**

Support:

04a In California, cones are used for temporary traffic control, not as permanent channelizing devices.

Guidance:

05 *Channelizing devices should be kept clean and bright to maximize target value.*

Support:

06 Channelizers are flexible retroreflective devices for installation within the roadway to discourage road users from crossing a line or area of the roadway. Unlike delineators, which indicate the roadway alignment, channelizers are intended to provide additional guidance and/or restriction to traffic by supplementing pavement markings and delineation.

Option:

07 Channelizers may be used for additional emphasis to discourage median crossings at traffic islands and at lane separations.

Standard:

08 **The design of a channelizer shall be as shown in Figure 3H-101(CA) and Figure 6F-102(CA).**

09 **The retroreflective unit used on channelizers shall be a minimum of 3 x 12 inch. The 3 x 24 inch minimum retroreflective unit shall be visible at 1000 feet at night under illumination of legal high beam headlights, by persons with vision of or corrected to 20/20. Refer to Caltrans' Standard Specifications Section 12-3.07. See Section 1A.11 for information regarding this publication.**

10 **The post shall be flexible with a 2 ¼ inch minimum width, except that the portion containing the retroreflective unit shall be a minimum width of 3 inch. The post shall be a minimum height of 36 inch above the pavement.**

11 **If the channelizers are to remain in place as a permanent roadway feature, the color of the post and the reflector shall conform to that of the pavement markings they supplement.**

Option:

12 At locations where speeds are 40 mph or less a minimum post height of 28 inch may be used.

Support:

13 Since channelizers require closer spacing, their post size requirements differ from those of delineators.

14 There are two basic types of channelizers: one attaches to the pavement and the other attaches to an anchoring device imbedded in the pavement. Both the base and anchor systems are designed to permit replacement of the channelizer post. See Figure 3H-101(CA).

Guidance:

15 *Channelizers should be placed a minimum of 2 feet from the traffic line, away from traffic, to allow for future maintenance of the line.*

Option:

16 Space limitations may dictate exceptions to this criterion. At certain locations, placement directly on the traffic line may be required.

Support:

17 Spacing of the channelizers depends on the type of facility where they are to be used, the speed and volume of traffic, and the alignment to be channelized. Spacing which results in a visual fence/barrier effect is a key factor in channelizer installation.

Guidance:

18 *The maximum post spacing should be 100 feet on carpool lanes where channelizers are used primarily to delineate the separation between the carpool lane and the main facility.*

19 *In locations where a relatively high number of violations occur, the post spacing should be 25 feet.*

Option:

20 Where barrier violations are relatively minimal, a post spacing of 50 feet may be adequate. However, spacing in excess of 50 feet is of negligible value as a deterrent to intentional barrier violations.

21 Post spacing closer than 25 feet may be considered on lower speed roads, urban streets and at specific locations such as traffic islands.

Section 4N.02. Yellow highlighted text is edited. These edits originate from CTCDC Item 24-01 (2-1-24 meeting).

Section 4N.02 In-Roadway Warning Lights at Crosswalks

Option:

01 In-roadway lights may be installed at certain marked crosswalks, based on an engineering study or engineering judgment, to provide additional warning to road users.

Standard:

02 **If used, In-Roadway Warning Lights at crosswalks shall be installed only at marked crosswalks with applicable warning signs. They shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic control signals.**

03 **If In-Roadway Warning Lights are used at a crosswalk, the following requirements shall apply:**

A. Except as provided in Paragraphs 7 and 8, they shall be installed along both sides of the crosswalk and shall span its entire length.

B. They shall initiate operation based on pedestrian actuation and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.

C. They shall display a flashing yellow light when actuated. The flash rate shall be at least 50, but no more than 60, flash periods per minute. If they are flashed in a manner that includes a continuous flash of varying intensity and time duration that is repeated to provide a flickering effect, the flickers or pulses shall not repeat at a rate that is between 5 and 30 per second to avoid frequencies that might cause seizures.

D. They shall be installed in the area between the outside edge of the crosswalk line and 10 feet from the outside edge of the crosswalk.

E. They shall face away from the crosswalk if unidirectional, or shall face away from and across the crosswalk if bidirectional.

04 **If used on one-lane, one-way roadways, a minimum of two In-Roadway Warning Lights shall be installed on the approach side of the crosswalk. If used on two-lane roadways, a minimum of three In-Roadway Warning Lights shall be installed along both sides of the crosswalk. If used on roadways with more than two lanes, a minimum of one In-Roadway Warning Light per lane shall be installed along both sides of the crosswalk.**

Guidance:

05 *If used, In-Roadway Warning Lights should be installed in the center of each travel lane, at the center line of the roadway, at each edge of the roadway or parking lanes, or at other suitable locations away from the normal tire track paths.*

06 *The location of the In-Roadway Warning Lights within the lanes should be based on engineering judgment.*

Option:

07 On one-way streets, In-Roadway Warning Lights may be omitted on the departure side of the crosswalk.

08 Based on engineering judgment, the In-Roadway Warning Lights on the departure side of the crosswalk on the left side of a median may be omitted.

09 Unidirectional In-Roadway Warning Lights installed at crosswalk locations may have an optional, additional yellow light indication in each unit that is visible to pedestrians in the crosswalk to indicate to pedestrians in the crosswalk that the In-Roadway Warning Lights are in fact flashing as they cross the street. These yellow lights may flash with and at the same flash rate as the light module in which each is installed.

Guidance:

10 *If used, the period of operation of the In-Roadway Warning Lights following each actuation should be sufficient to allow a pedestrian crossing in the crosswalk to leave the curb or shoulder and travel at a walking speed of 3.5 feet per second to at least the far side of the traveled way or to a median of sufficient width for pedestrians to wait. Where pedestrians who walk slower than 3.5 feet per second, or pedestrians who use wheelchairs, routinely use the crosswalk, a walking speed of less than 3.5 feet per second should be considered in determining the period of operation.*

Standard:

11 **If pedestrian pushbuttons are used to actuate the in-roadway lights, a Push Button To Turn On Warning Lights (with pushbutton symbol) (R10-25) sign (see Figure 2B-26) shall be mounted ~~adjacent to~~ immediately above or integral with each pedestrian pushbutton.**

11a **If touch-free Accessible Pedestrian Signals (APS) are used to actuate warning lights, a Push or Wave At Button To Turn On Warning Lights (R10-3k(CA)) sign (see Figure 2B-26(CA)) shall be mounted immediately above or integral with each APS.**

12 **Where the period of operation is sufficient only for crossing from a curb or shoulder to a median of sufficient width for pedestrians to wait, median-mounted pedestrian actuators shall be provided.**

13 **In-Roadway Warning Lights (IRWLs) shall not be placed on or within the crosswalk markings. If the In-Roadway Warning Lights are activated by a push button, the PUSH BUTTON FOR PEDESTRIAN WARNING LIGHTS, CROSS WITH CAUTION (R62E(CA)) sign shall be used.**

14 **The following shall be considered when evaluating the need for In-Roadway Warning Lights:**

- **A. Whether the crossing is controlled or uncontrolled.**
- **B. An engineering traffic study to determine if In-Roadway Warning Lights are compatible with the safety and operation of nearby intersections, which may or may not be, controlled by traffic signals or STOP/YIELD signs.**
- **C. Standard traffic signs for crossings and crosswalk pavement markings are provided.**
- **D. At least 40 pedestrians regularly use the crossing during each of any two hours (not necessarily consecutive) during a 24-hour period.**
- **E. The vehicular volume through the crossing exceeds 200 vehicles per hour in urban areas or 140 vehicles per hour in rural areas during peak-hour pedestrian usage.**
- **F. The critical approach speed (85th percentile) is 45 mph or less.**
- **G. In-Roadway Warning Lights are visible to drivers at the minimum stopping sight distance for the posted speed limit.**
- **H. Public education on In-Roadway Warning Lights is conducted for new installations.**

Option:

15 Overhead or roadside Flashing Yellow Beacons may be installed in conjunction with In-Roadway Warning Lights. In-Roadway Warning Lights may be installed independently, but are not necessarily intended to be a substitute for standard flashing beacons. Engineering judgment should be exercised.

Guidance:

16 *Typical applications of In-Roadway Warning Lights are shown in Figure 4N-101(CA).*

Section 6F.64. Yellow highlighted text is edited. These edits originate from CTCDC Item 24-07 (8-1-24 meeting).

Section 6F.64 Cones

Standard:

01 **Cones (see Figure 6F-7) shall be predominantly orange and shall be made of a material that can be struck without causing damage to the impacting vehicle. For daytime and low-speed roadways, cones shall be not less than 18 inches in height. When cones are used on freeways and other high-speed highways or at night on all highways, or when more conspicuous guidance is needed, cones shall be a minimum of 28 inches in height.**

02 **For nighttime use, cones shall be retroreflectorized or equipped with lighting devices for maximum visibility. Retroreflectorization of cones that are 28 to 36 inches in height shall be provided by a 6-inch wide white band located 3 to 4 inches from the top of the cone and an additional 4-inch wide white band located approximately 2 inches below the 6-inch band.**

Option:

02a For cones that are 28 to 36 inches in height, an additional 4-inch orange retroreflective band may be added approximately 2 inches below the 4-inch white retroreflective band.

03 **Retroreflectorization of cones that are more than 36 inches in height shall be provided by horizontal, circumferential, alternating orange and white retroreflective stripes that are 4 to 6 inches wide. Each cone shall have a minimum of two orange and two white stripes with the top stripe being orange. Any non-retroreflective spaces between the orange and white stripes shall not exceed 3 inches in width.**

Option:

03a Additional white colored retroreflectorization may be added to the top and/or bottom sides of the base of cones (not part of the conical shape) to enhance visibility.

Support:

03b The 36 inch and 42 inch high cones provide additional conspicuity in visually complex environments and for older road users.

Option:

04 Traffic cones may be used to channelize road users, divide opposing vehicular traffic lanes, divide lanes when two or more lanes are kept open in the same direction, and delineate short duration maintenance and utility work.

Guidance:

05 *Steps should be taken to minimize the possibility of cones being blown over or displaced by wind or moving vehicular traffic.*

Option:

06 Cones may be doubled up to increase their weight.

Support:

07 Some cones are constructed with bases that can be filled with ballast. Others have specially weighted bases, or weight such as sandbag rings that can be dropped over the cones and onto the base to provide added stability.

Guidance:

08 *Ballast should be kept to the minimum amount needed.*

Standard:

09 **On State highways, the retroreflectorized bands shall be visible at 1000 feet at night under illumination of legal high beam headlights, by persons with vision of or corrected to 20/20.**

Guidance:

10 *On local roads, the retroreflectorized bands should be visible at 1000 feet at night under illumination of legal high beam headlights, by persons with vision of or corrected to 20/20.*

Support:

11 Refer to Caltrans' Standard Specifications Section 12-3.01A(4) for visibility criteria cited. See Section 1A.11 for information regarding this publication.

Section 6F.109. Yellow highlighted text is edited. These edits originate from CTCDC Item 25-02 (2-6-25 meeting).

Section 6F.109(CA) Construction Project Funding Identification Signs

Option:

01 For use on projects with estimated contract costs of $1,000,000 or more and 60 working days or more, or 70 working days minimum when Saturdays or holidays are counted as working days, the Construction Funding Identification signs may be used to identify funding sources for a highway project. Formats of the sign series are flexible to include federal, state and/or local agency funding sources. See Figure 6F-101(CA).

Standard:

02 **If used, header panel shall include type of project and anticipated year of completion, according to established contract completion schedule, limited to one line each with a minimum letter size based on sign panel size and the "Standard Highway Signs and Markings" book (see Section 1A.11), designed to fit within fluorescent orange portion for Building California (C48B(CA)), Federal-Aid Highway Funds - Building CA (C50(CA) Series), and Local Funds Only (C51(CA)) signs, or shall include legend "Your Tax Dollars AT WORK" for Clean California (C49(CA) Series) signs. Installation shall be placed in advance of temporary traffic control zone signs and limited to one sign installed in each direction on up to two approaches.**

Guidance:

03 *Information on the sign should include type of project, such as Highway Construction, Highway Repair, Highway Improvement, Bridge Construction, Bridge Repair, or Roadside Work for C48B(CA) and C51(CA) signs.*

Building California (C48B(CA)) Sign

Option:

04 The C48B(CA) sign may be used on projects funded by State Highway Funds (Building California Funds), formerly known as Senate Bill 1. Format of this sign is flexible to include up to four funding agency pictographs. See Figure 6F-101(CA).

Clean California (C49A(CA) or C49D(CA)) Signs

Option:

05 The C49(CA) Series signs may be used on projects funded by State General Funds (Clean California Funds), projects to beautify and revitalize public spaces across the State. Format of these signs is flexible to include up to four funding agency pictographs. See Figure 6F-101(CA).

Federal-Aid Highway Funds - Building CA (C50C(CA) or C50D(CA)) Signs

Option:

06 The C50(CA) Series signs may be used to identify funding source for a project using Federal-Aid Highway Program funds. Format of these signs is flexible to include up to three funding agency pictographs. See Figure 6F-101(CA).

Standard:

07 **The project description used on the C50(CA) Series signs shall be limited to the following project categories:**

1. **New Pavement**
2. **New Carpool Lane**
3. **Bridge Maintenance**
4. **Bridge Restoration**
5. **New Biking/Walking Paths**
6. **Broadband installation**
7. **Improved Drainage System**

Guidance:

08 *If the project scope does not fit any of the project categories, an alternated project category should be considered, such as Highway Construction, Highway Repair, Highway Improvement, Bridge Construction, or Roadside Work.*

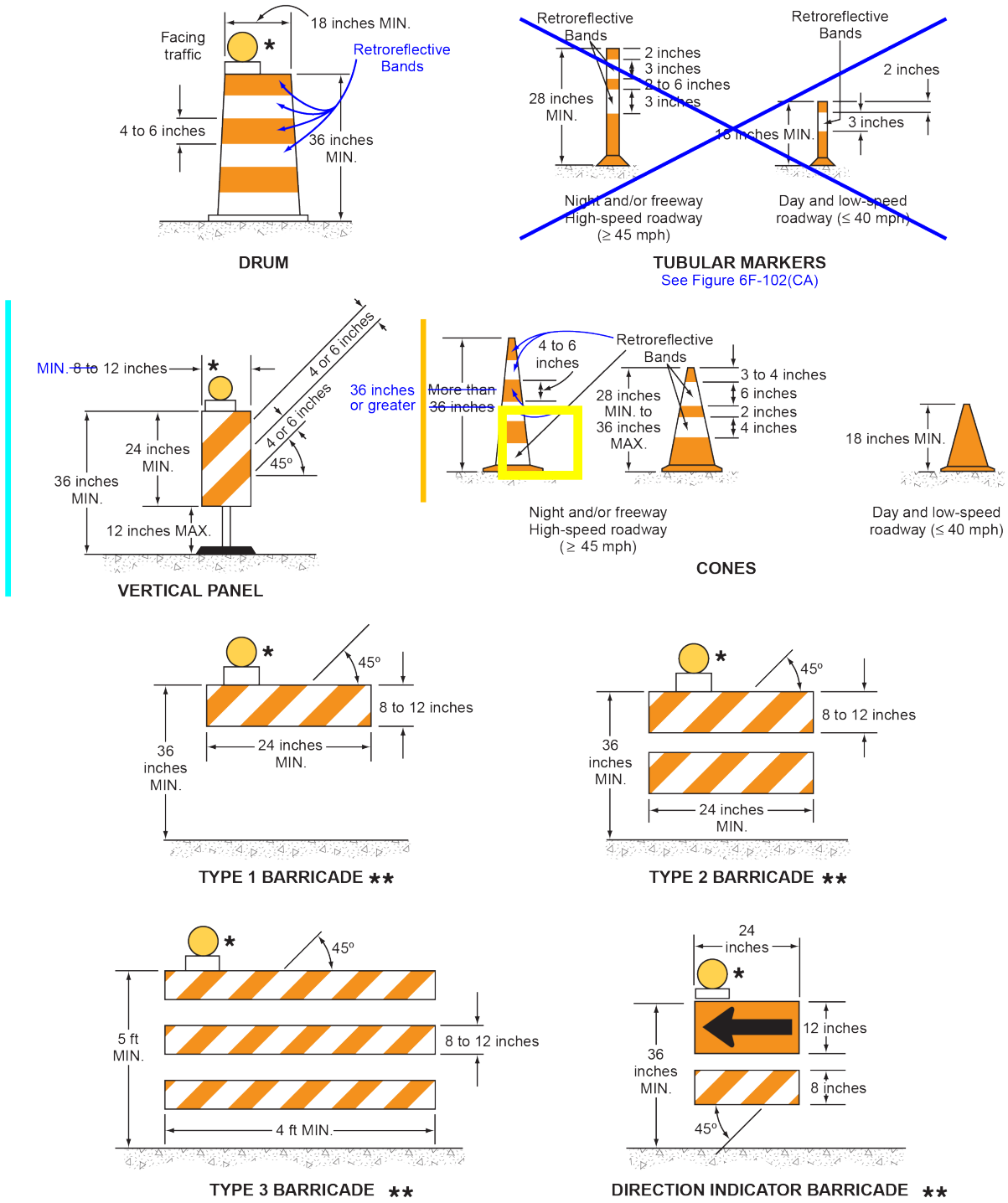
Local Funds Only (C51(CA)) Sign

Option:

09 The C51(CA) sign may be used on projects funded by local funds only (city, county, or other funding agencies). Format of this sign is flexible to include up to four funding agency pictographs. See Figure 6F-101(CA).

Figure 6F-7. Region boxed in yellow is edited. These edits originate from comments for CTCDC Item 24-07 (8-1-24 meeting).

Figure 6F-7. Channelizing Devices



* Warning lights (optional)
** Rail stripe widths shall be 6 inches, except that 4-inch wide stripes may be used if rail lengths are less than 36 inches. The sides of barricades facing traffic shall have retroreflective rail faces.

Figure 6F-101 (CA), Table 6F-1(CA). Region boxed in yellow is edited. These edits originate from CTCDC Item 25-02 (2-6-25 meeting).

Figure 6F-101 (CA). California Temporary Traffic Control Signs (Sheet 2 of 2)

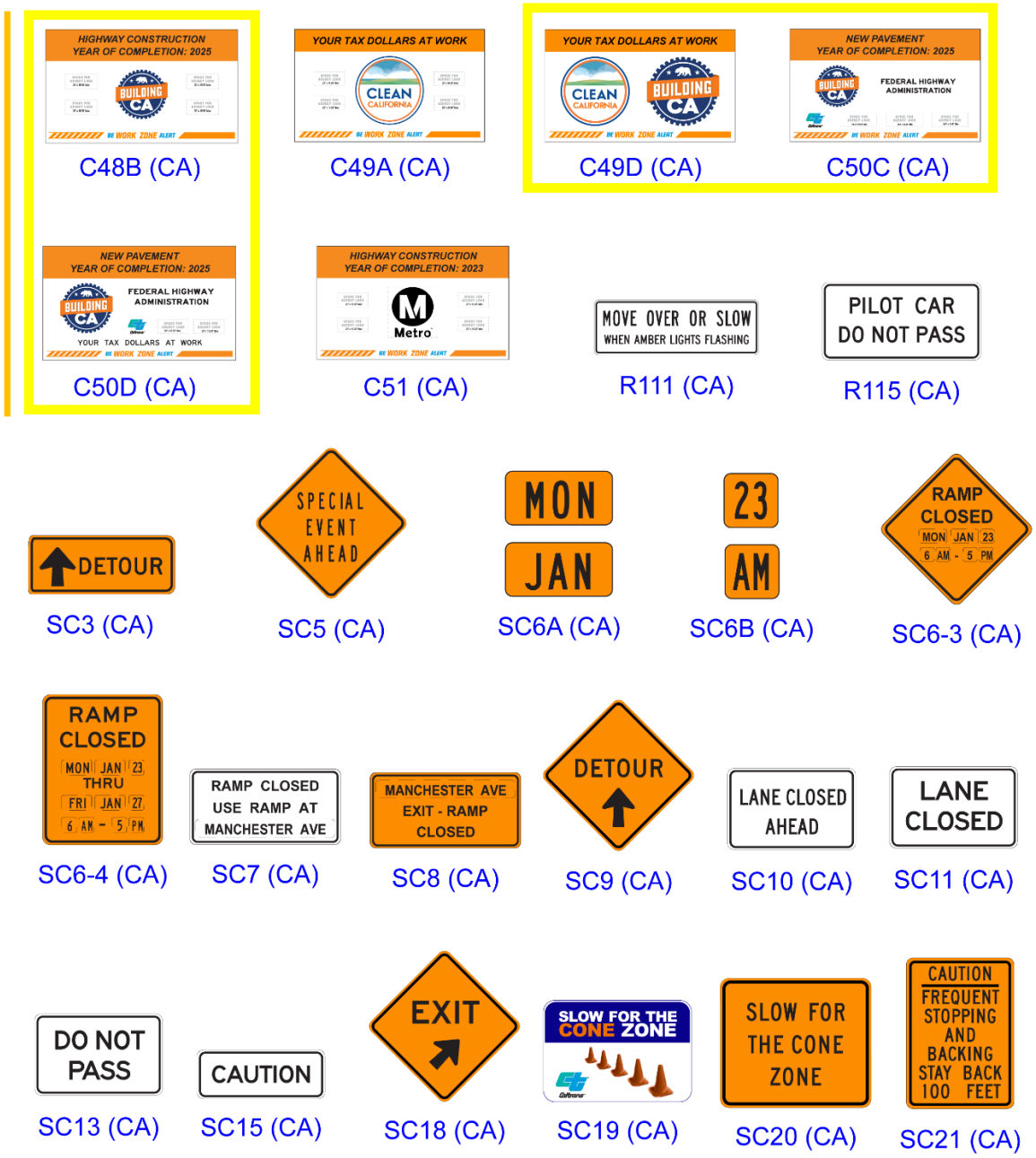


Table 6F-1(CA). California Temporary Traffic Control Zone Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Conventional Road (Minimum)	Expressway	Freeway	Oversized
RAMP CLOSED	C2(CA)	6F.28	48 x 30	48 x 30	48 x 30	---
California Flagger Symbol	C9A(CA)	6F.31	36 x 36	48 x 48	48 x 48	---
NARROW LANE(S)	C12(CA)	6F.26, 6F.102(CA)	36 x 36	48 x 48	48 x 48	---
RAMP CLOSED AHEAD	C19(CA)	6F.28	36 x 36	48 x 48	48 x 48	---
RIGHT LANE CLOSED AHEAD	C20(CA)	6F.22	36 x 36	48 x 48	48 x 48	72 x 72
LEFT plaque	C20A(CA)	6F.22	16 x 7	19 x 8	19 x 8	33 x 10
Numeral plaque	C20B(CA)	6F.22	6 x 8	8 x 10	8 x 10	10 x 12
RAMP WORK AHEAD	C23(CA)	6F.18	36 x 36	48 x 48	48 x 48	---
ROAD (STREET) WORK Informational plaque	C23B(CA)	6F.18	Var x 18	Var x 24	Var x 24	---
SHOULDER WORK AHEAD	C24(CA)	6F.37	30 x 30	48 x 48	48 x 48	---
OPEN TRENCH	C27(CA)	6F.103(CA)	36 x 36	48 x 48	48 x 48	---
~~XXXX FT~~	~~C29(CA)~~	~~6F.53~~	~~20 x 7~~	~~36 x 9~~	~~36 x 9~~	~~—~~
LANE CLOSED	C30(CA)	6F.22	30 x 30	48 x 48	48 x 48	---
SHOULDER CLOSED	C30A(CA)	6F.37	30 x 30	48 x 48	48 x 48	---
NO SHOULDER	C31A(CA)	6F.44, 6F.103(CA)	36 x 36	48 x 48	48 x 48	---
TRAFFIC CONTROL - WAIT AND FOLLOW PILOT CAR	C37(CA)	6F.58	36 x 42	36 x 42	---	---
USE NEXT EXIT	C38(CA)	6F.28	---	48 x 36	48 x 36	---
TRAFFIC FINES DOUBLED IN CONSTRUCTION ZONES	C40(CA)	6F.12	108 x 42	144 x 60	144 x 60	---
TRAFFIC FINES DOUBLED IN WORK ZONES	C40A(CA)	6F.12	36 x 36	48 x 48	48 x 48	---
FRESH CONCRETE	C43(CA)	6F.107(CA)	36 x 36	48 x 48	48 x 48	---
TRUCKS ENTERING EXITING	C44(CA)	6F.36	36 x 36	48 x 48	48 x 48	---
RUMBLE STRIPS	C45(CA)	6F.87	36 x 36	48 x 48	---	---
UNEVEN PAVEMENT	C46(CA)	6F.45	36 x 36	48 x 48	48 x 48	---
UNEVEN PAVEMENT plaque	C46P(CA)	6F.45	30 x 18	36 x 24	36 x 24	---
Building California Sign	C48B(CA)	6F.109(CA)	48 x 30	132 x 78	132 x 78	---
Clean California Signs	C49A(CA) & C49D(CA)	6F.109(CA)	48 x 30	132 x 78	132 x 78	---
Federal-Aid Highway Funds – Building CA Signs	C50C(CA) & C50D(CA)	6F.109(CA)	48 x 30	132 x 78	132 x 78	---
Local Funds Only Sign	C51(CA)	6F.109(CA)	48 x 30	132 x 78	132 x 78	---
MOVE OVER OR SLOW WHEN AMBER LIGHTS FLASHING	R111(CA)	6F.108(CA)	54 x 18	54 x 18	54 x 18	---
PILOT CAR DO NOT PASS	R115(CA)	6F.58	36 x 18	36 x 18	---	---
DETOUR with Arrow	SC3(CA)	6F.59	36 x 12	48 x 18	48 x 18	---
SPECIAL EVENT AHEAD	SC5(CA)	6F.18	36 x 36	48 x 48	48 x 48	---
RAMP CLOSED (Not more than one day)	SC6-3(CA)	6F.28	48 x 48	48 x 48	48 x 48	---
RAMP CLOSED (More than one day)	SC6-4(CA)	6F.28	48 x 60	48 x 60	48 x 60	---
Day/Month plaque	SC6A(CA)	6F.28	12 x 6	12 x 6	12 x 6	---
Time plaque	SC6B(CA)	6F.28	6 x 6	6 x 6	6 x 6	---
RAMP CLOSED, USE RAMP AT ___	SC7(CA)	6F.28	84 x 42	84 x 42	84 x 42	---
___ EXIT - RAMP CLOSED	SC8(CA)	6F.28	---	84 x 42	84 x 42	---
(FWY) DETOUR with Arrow	SC9(CA)	6F.59	36 x 36	48 x 48	48 x 48	---
LANE CLOSED AHEAD or ROAD WORK AHEAD	SC10(CA)	6F.104(CA)	48 x 30	66 x 36	66 x 36	---
LANE CLOSED	SC11(CA)	6F.104(CA)	42 x 30	54 x 42	54 x 42	---
DO NOT PASS	SC13(CA)	6F.104(CA)	42 x 30	54 x 42	54 x 42	---
CAUTION	SC15(CA)	6F.104(CA)	42 x 18	54 x 24	54 x 24	---
EXIT with Arrow	SC18(CA)	6F.28	---	48 x 48	48 x 48	---
Slow For The Cone Zone	SC19(CA)	6F.106(CA)	54 x 36	54 x 36	54 x 36	114 x 78
SLOW FOR THE CONE ZONE	SC20(CA)	6F.106(CA)	42 x 36	54 x 48	54 x 48	---
CAUTION FREQUENT STOPPING AND BACKING STAY BACK 100 FEET	SC21(CA)	6F.108(CA)	30 x 42	30 x 42	30 x 42	---
FLOODING AHEAD TURN AROUND DON'T DROWN	W86(CA)	6I.101(CA)	30 x 24	---	---	---
EMERGENCY SCENE AHEAD	W90(CA)	6I.101(CA)	36 X 36	48 X 48	48 X 48	

Section 9B.11, Figure 9B-2 (CA), Table 9B-1(CA). Yellow highlighted text and region boxed in yellow is edited. These edits originate from CTCDC Item 24-01 (2-1-24 meeting).

Section 9B.11 Bicycle Regulatory Signs (R9-5, R9-6, R10-4, R10-24, R10-25, and R10-26)

Option:

01 The R9-5 sign (see Figure 9B-2) may be used where the crossing of a street by bicyclists is controlled by pedestrian signal indications.

02 Where it is not intended for bicyclists to be controlled by pedestrian signal indications, the R10-4, R10-24, or R10-26 sign (see Figure 9B-2 and Section 2B.52) may be used.

Guidance:

03 *If used, the R9-5, R10-4, R10-24, or R10-26 signs should be installed near the edge of the sidewalk in the vicinity of where bicyclists will be crossing the street.*

Option:

04 If bicyclists are crossing a roadway where In-Roadway Warning Lights (see Section 4N.02) or other warning lights or beacons have been provided, the R10-25 sign (see Figure 9B-2) or R10-3k(CA) sign (see Figure 9B-2 (CA)) may be used.

05 The R9-6 sign (see Figure 9B-2) may be used where a bicyclist is required to cross or share a facility used by pedestrians and is required to yield to the pedestrians.

Figure 9B-2 (CA). California Regulatory Signs for Bicycle Facilities

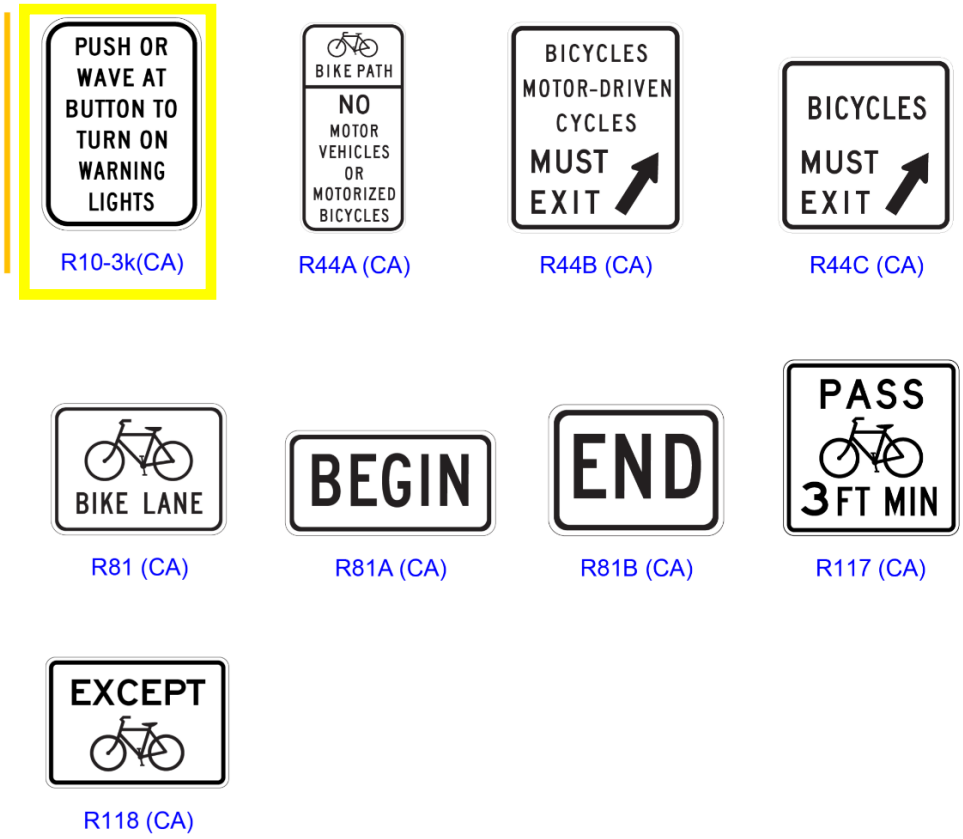


Table 9B-1(CA). California Bicycle Facility Sign and Plaque Minimum Sizes

Sign or Plaque	Sign Designation	Section	Shared-Use Path	Roadway
Bicycle Parking	G93C(CA)	9B.23	24 x 18	24 x 18
Memorial Bikeway	G12-3(CA)	9B.20	36 x 16	---
Push or Wave at Button to Turn on Warning Lights	R10-3k(CA)	2B.52, 9B.11	9 x 12	9 x 12
Bike Path Exclusion	R44A(CA)	9B.08	12 x 24	---
BICYCLES MOTOR-DRIVEN CYCLES MUST EXIT	R44B(CA)	9B.101(CA)	---	30 x 36
BICYCLES MUST EXIT	R44C(CA)	9B.101(CA)	---	30 x 30
Bike Lane	R81(CA)	9B.04	---	12 x 8
BEGIN	R81A(CA)	9B.04	---	12 x 5
END	R81B(CA)	9B.04	---	8 x 5
PASS Bicycle 3 FT MIN	R117(CA)	9B.102(CA)	---	30 x 30 *
EXCEPT Bicycle	R118(CA)	9C.04	---	18 x 15 *
Bicycle Route Number Marker	SG45(CA)	9B.21	12 x 18	12 x 18
BIKE TURN-OUT XX FT	SR64A(CA)	9B.105(CA)	---	30 x 30
BIKE TURN-OUT (with arrow)	SR64B(CA)	9B.105(CA)	---	30 x 30
Bicycle Route Name Marker	S17(CA)	9B.21	24 x 6	24 x 6

* Other sign sizes are available, see specific California Sign Specification

Section 9C.07. Yellow highlighted text is edited. These edits originate from CTCDC Item 24-16 (11-7-24 meeting) and comments on that item.

Section 9C.07 Shared Lane Marking

Option:

01 The Shared Lane Marking shown in Figure 9C-9 may be used to:

A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,

B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,

C. Alert road users of the lateral location bicyclists are likely to occupy within the traveled way,

D. Encourage safe passing of bicyclists by motorists, ~~and~~

E. Reduce the incidence of wrong-way bicycling.

F. Assist bicyclists with lateral positioning within a traffic circle or roundabout (See Figure 9C.107),

G. Supplement a signed bicycle route that is identified as a Class III bicycle facility,

H. Encourage the lateral positioning of bicyclists away from on-street angled parking, and

I. Indicate that a bicycle can travel straight through a right-turn or left-turn only lane.

J. Alert motorists and bicyclists of changing lane positions or shared lanes in advance of or through an intersection.

~~*Guidance:*~~

02 ~~*The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*~~

Standard:

02a **New Shared Lane Markings shall not be installed on roadways that have a posted speed limit greater than 30 miles per hour, except at or near an intersection for the purpose of connecting a Class I, Class II, or Class IV bikeway through the intersection. Refer to California Streets and Highways Code Section 891.9.**

Option:

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

Support:

02c On roadways that have a speed limit of 30 mph or above, a Class I, buffered Class II, or Class IV bikeway is more appropriate to facilitate bicycle travel. On roadways that have a speed limit of 35 mph or above, a Class I or Class IV bikeway is more appropriate to facilitate bicycle travel. Class III bikeways should only be used in very low speed and volume locations and should be a last resort when there are no other viable alternatives for redistributing space within the cross section.

02d In general, Class III facilities should only be considered for limited distances, as an interim measure, at locations where very low volumes of bicyclists are anticipated, or where the value of providing a constrained facility outweighs the option of providing no facility at all.

Standard:

03 **Shared Lane Markings shall not be used on shoulders, separated bikeways or in designated bicycle lanes.**

Lateral Positioning

Support:

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

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Guidance:

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

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

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

05b *Placing Shared Lane Markings on the wheel paths should be avoided where possible.*

Support:

05c When a shared lane is sufficiently wide that motor vehicles can pass bicyclists within the lane, the purpose of the Shared Lane Marking is to indicate a bicyclist line of travel that facilitates passing while avoiding fixed obstructions (e.g. drainage inlet, gutter joint). When a shared lane is not wide enough to enable passing with adequate clearance, the purpose of the marking is to indicate a bicyclist line of travel that deters passing within the lane.

Spacing

Guidance:

06 *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

Option:

06a Closer spacing between Shared Lane Markings may be considered approaching, traversing, and departing intersections, where there is higher potential for conflicts between motorists and bicyclists. See Figure 9C-109(CA).

06b Closer spacing between Shared Lane Markings may be considered where there are sight distance constraints, for example, approaching the crest of a vertical curve.

06c Closer spacing between Shared Lane Markings may be considered to guide bicyclists when deviating from a straight line of travel (e.g. merging, angled railroad crossing).

Option:

07 Section 9B.06 describes a Bicycles May Use Full Lane sign that may be used in addition to or instead of the Shared Lane Marking to inform road users that bicyclists might occupy the travel lane.