



**California Traffic Control Devices Committee (CTCDC)  
Agenda Item Report**



<b>Meeting Date:</b> May 7, 2026	<b>From:</b> Alexandra Long, Caltrans
<b>Item Number:</b> 26-02	
<b>Sponsored By:</b> Devang Vora, Caltrans	<b>Presented By:</b> Jesse Solorio, Caltrans
<p><b>Description:</b> Proposed modifications to traffic signs for the Fix 5 Truck Managed Lane Project. Proposed signage changes include the following:</p> <ul style="list-style-type: none"> <li>• <b>SR70-1(CA)</b> – “HOV 2+ ONLY BEGINS 1 MILE” overhead regulatory sign used to provide advance notification when a standard general-purpose lane is transitioning into a Preferential Lane (CA MUTCD Sign R3-15a) to be modified to “THRU TRUCKS ONLY BEGINS 1 MILE” truck preferential lane. Reference to California Manual on Uniform Traffic Control Devices (CA MUTCD Sign R3-15a) Sections 2G.06, Sections 2G.03, Sections 2G.07, Table 2G-1, and Figure 2G-1.</li> <li>• <b>SR72-1(CA)</b> – “HOV RESTRICTION ENDS 1/2 MILE” Regulatory traffic sign to provide advanced warning before preferential lane terminates and becomes general-purpose to be modified (CA MUTCD Sign R3-12d) to “LEFT LANE THRU TRUCKS RESTRICTION ENDS 1/2 MILE”. Reference to California Manual on Uniform Traffic Control Devices (CA MUTCD) Sections 2G.05, Figure 2G-1, and Table 2G-1.</li> <li>• <b>W76-1(CA)</b> - “HEAVY MERGE FROM RIGHT” sign presented in the Manual on Uniform Traffic Devices (MUTCD Sign W4-7) to be modified and added to the to the “TRUCKS MERGING FROM LEFT” sign. Reference to California Manual on Uniform Traffic Control Devices (CA MUTCD) Sections 2C.49, Table 2C-1, and Figure 2C-11.</li> <li>• <b>SR74-1(CA)</b> - “HOV RESTRICTION ENDS” sign to be modified to a “THRU TRUCK RESTRICTION ENDS” sign. Reference to California Manual on Uniform Traffic Control Devices (CA MUTCD Sign R3-15c) Sections 2G.07, Table 2G-1, and Figure 2G-1.</li> </ul>	

**Recommendation:**

Motion by the committee to recommend inclusion of the proposed revisions to CA MUTCD Sections 2C.49, 2G.03, 2G.05, 2G.06, and 2G.07; Tables 2C-1(CA) and 2G-1(CA); and Figures 2C-11(CA) and 2G-1(CA), including revisions to signs SR70-1(CA), SR72-1(CA), W76-1(CA), and SR74-1(CA).

**Background:**

The California Department of Transportation District 2 requests permission to implement non-standard signage to designate a truck-only lane as part of the Fix-5 Truck Managed Lane Project. The Fix 5 Cascade Gateway Project will add a newly constructed third lane in each direction, dedicated specifically to separating heavy freight trucks from passenger vehicles. This lane will be in the #1 (inside) lane for both northbound and southbound traffic and will operate as a “Truck-Only” facility during peak freight hours, from 6:00 AM to 7:00 PM daily. The project will reference and modify HOV signage features to create new signage for the designated “Truck-Only” lane.

The signage has been based on MUTCD Figure 2G-3. Example of Signing for a General-Purpose Lane that Becomes a Continuous-Access Contiguous or Buffer-Separated HOV Lane.

**Attachments:**

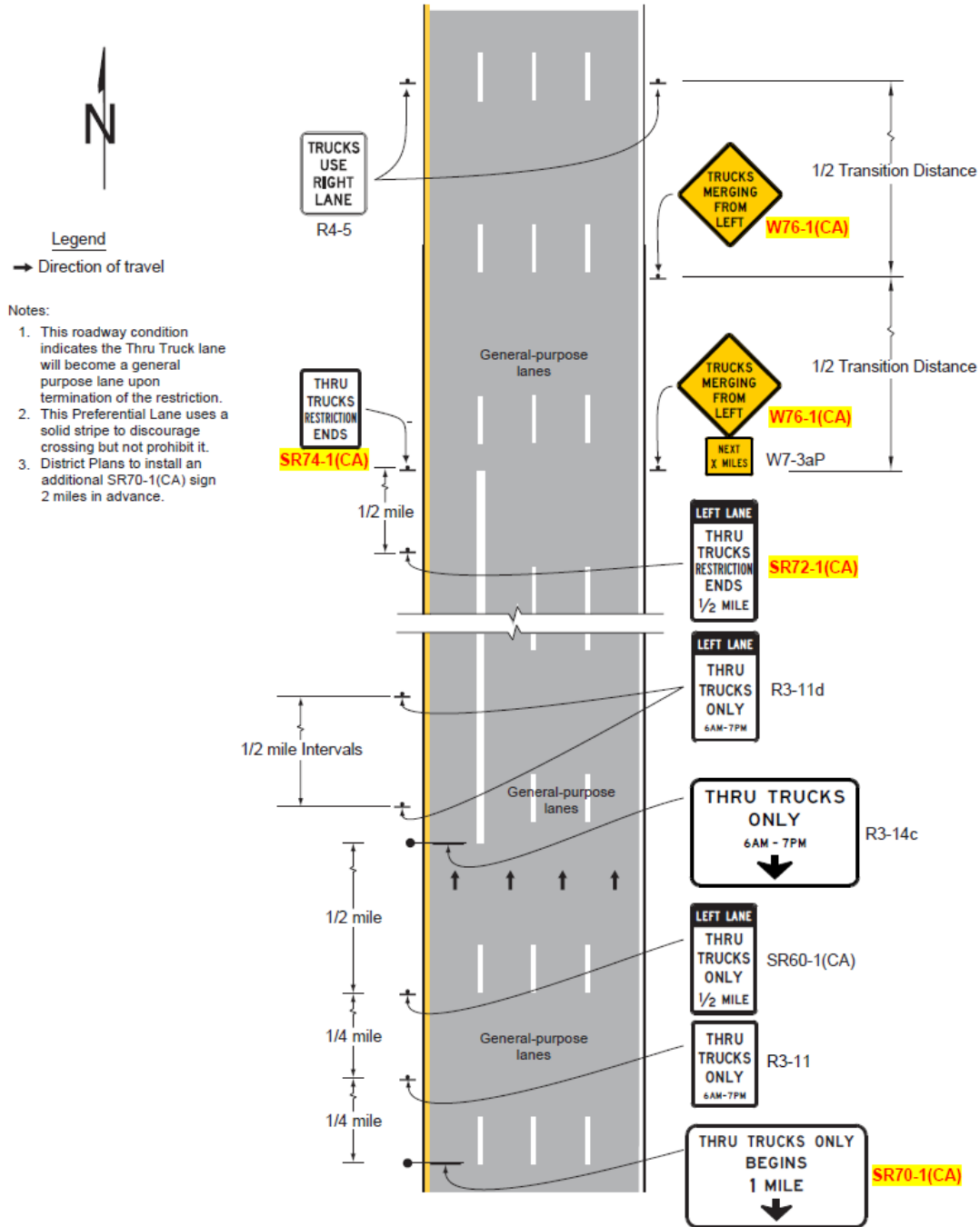
- Attachment A – Figure from *District 2 Preferential Lanes for Special Traffic Use of “Thru Trucks”*.
- Attachment B – *CA MUTCD Figure 2G-3. Example of Signing for a General-Purpose Lane that Becomes a Continuous or Buffer-Separated HOV Lane.*
- Attachment C – CA MUTCD Section 2C.49, 2G.03, 2G.05, 2G.06, and 2G.07.
- Attachment D – CA MUTCD Table 2C-1 (CA), and Table 2G-1 (CA).
- Attachment E – CA MUTCD Figure 2C-11 (CA), and Figure 2G-1 (CA).



# ATTACHMENT A

**Attachment A – Figure from District 2 Preferential Lanes for Special Traffic Use of “Thru Trucks”.**

**District 2  
Preferential Lanes for Special Traffic Use of “Thru Trucks”**

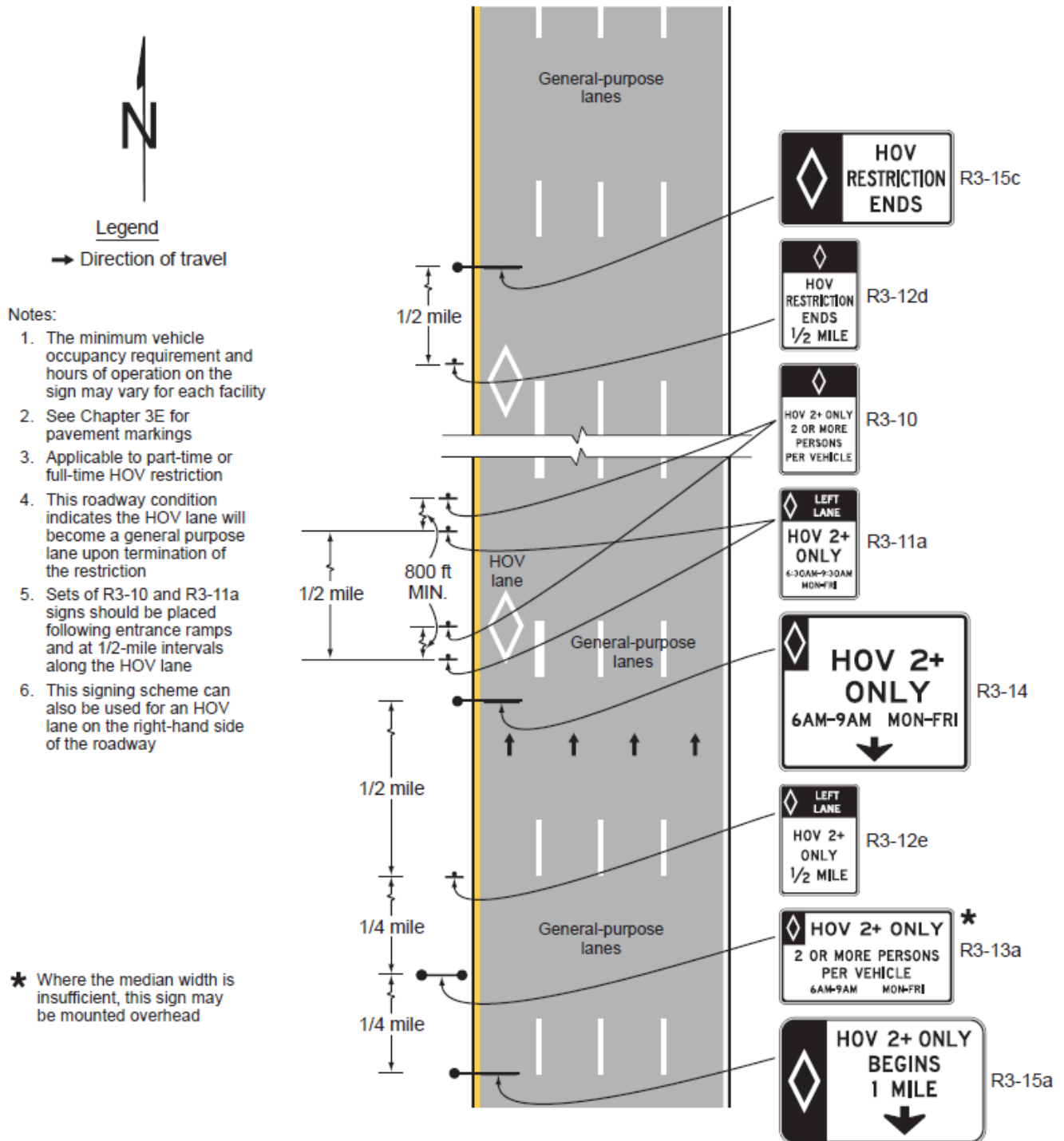




# ATTACHMENT B

**Attachment B – CA MUTCD Figure 2G-3. Example of Signing for a General-Purpose Lane that Becomes a Continuous or Buffer-Separated HOV Lane.**

**Figure 2G-3. Example of Signing for a General-Purpose Lane that Becomes a Continuous-Access Contiguous or Buffer-Separated HOV Lane**





# ATTACHMENT C



**Attachment C – CA MUTCD Sections 2C.49, 2G.03, 2G.05, 2G.06, and 2G.07**

**Proposal:**

Notes:

Black text is consistent with the Federal MUTCD.

Blue text is current text as amended for use in California.

~~Struck-out blue text~~ is to be deleted from the CA MUTCD.

Red text is newly proposed text.

**Section 2C.49 HEAVY MERGE FROM LEFT (RIGHT) Sign (W4-7)**

Option:

01 The HEAVY MERGE FROM LEFT (RIGHT) (W4-7) sign (see Figure 2C-11) may be used to supplement a W4-1 sign at multilane approaches to congested areas to inform road users that it is desirable for through traffic to move out of a lane that will be occupied by a high volume of entering traffic. If used, the W4-7 sign may be supplemented with a W16-2P series or W16-3P series plaque (see Section 2C.61).

**Standard:**

02 **If used, the W4-7 sign shall be installed at a location upstream from the location of the W4-1 sign.**

Option:

03 The TRUCKS MERGING FROM LEFT (RIGHT) (W76-1(CA)) sign (see Figure 2C-11(CA)) may be used to inform road users that it is desirable for through traffic to change lanes or yield to trucks merging into traffic.

Support:

04 The TRUCKS MERGING FROM LEFT (RIGHT) sign can be used to enhance safety and improve traffic operations in areas where heavy truck merge into the general-purpose lanes from adjacent lane, ramp, or access point. In these locations, merging trucks can create speed differentials and increase the potential for conflicts with through traffic.

**REGULATORY SIGNS**

**Section 2G.03 Regulatory Signs for Preferential Lanes – General**

**Standard:**

01 **When a preferential lane is established, the Preferential Lane regulatory signs (see Figure 2G-1 and Figure 2G-1(CA)) and pavement markings (see Chapter 3E) for these lanes shall be used to advise road users.**

Support:

02 Preferential Lane (R3-10, R3-11 series through R3-15 series, R33(CA) series, R82(CA) series, R88(CA), R90-1(CA), R91(CA) series, R94(CA), SR50(CA) series, ~~and the SR60(CA) series~~, SR70(CA) series) regulatory signs (see Figure 2G-1 and Figure 2G-1(CA)) consist of several different general types of regulatory signs as follows:

- A. Vehicle Occupancy Definition signs define the vehicle occupancy requirements applicable to an HOV lane (such as “2 OR MORE PERSONS PER VEHICLE”) or types of vehicles not meeting the minimum occupancy requirement (such as motorcycles or Inherently Low Emission Vehicles (ILEVs)) that are allowed to use an HOV lane (see Section 2G.04).
- B. Preferential Lane Operation signs notify road users of the days and hours during which the preferential restrictions are in effect (see Section 2G.05).
- C. Preferential Lane Advance signs notify road users that a preferential lane restriction begins ahead (see Section 2G.06).

D. Preferential Lane Ends signs notify users of the termination point of the preferential lane restrictions (see Section 2G.07).

**Standard:**

**03 Regulatory signs applicable only to a preferential lane shall be distinguished from regulatory signs applicable to general-purpose lanes by the inclusion of the applicable symbol(s) and/or word(s) (see Figure 2G-1 and Figure 2G-1(CA)).**

**Support:**

04 The symbol and word message displayed on a particular Preferential Lane regulatory sign will vary based on the specific type of allowed traffic and on other related operational constraints that have been established for a particular lane, such as an HOV lane, a bus lane, or a taxi lane.

**Option:**

05 Changeable message signs may supplement, substitute for, or be incorporated into static Preferential Lane regulatory signs where travel conditions change or where multiple types of operational strategies (such as variable occupancy requirements or vehicle types) are used and varied throughout the day or week, or on a real-time basis, to manage the use of, control of, or access to preferential lanes.

**Support:**

06 Figure 2G-1 illustrates examples of changeable messages incorporated into static Preferential Lane regulatory signs displaying open and closed status using lane-use control signal indications (see Chapter 4T).

**Standard:**

**07 When changeable message signs (see Chapter 2L) are used as regulatory signs for preferential lanes, they shall be the required sign size and shall display the required letter height and legend format that corresponds to the type of roadway facility and design speed.**

*Guidance:*

08 *When Preferential Lane regulatory signs are used on conventional roads, the decision regarding whether to use a post-mounted or overhead version of a particular type of sign should be based on an engineering study that considers the available space, the existing signs for the adjacent general-purpose traffic lanes, roadway and traffic characteristics, the proximity to existing overhead signs, the ability to install overhead signs, and any other unique local factors.*

09 *If overhead regulatory signs applicable only to a preferential lane are located in approximately the same longitudinal position along the highway as overhead signs applicable only to the general-purpose lanes, the signs for the preferential lane should be separated laterally from the signs for the general-purpose lanes to the maximum extent practicable to minimize conflicting information, while maintaining their visual relationship to the lanes below necessitated by specific legend or arrows indicating lane assignment.*

**Standard:**

**10 If used, overhead Preferential Lane (R3-13 series, R3-14 series, and R3-15 series) regulatory signs shall be installed on the side of the roadway where the entrance to the preferential lane is located and any appropriate adjustments shall be made to the sign message.**

**Option:**

11 Where a median of sufficient width is available, the R3-13 series and R3-15 series signs may be post-mounted.

**Support:**

12 The sizes for Preferential Lane regulatory signs will differ to reflect the design speeds for each type of roadway facility. Table 2G-1 provides sizes for each type of roadway facility.

*Guidance:*

13 *The edges of Preferential Lane regulatory signs that are post-mounted on a median barrier should not project beyond the outer edges of the barrier, including in areas where lateral clearance is limited.*

Option:

14 Where lateral clearance is limited, Preferential Lane regulatory signs that are post-mounted on a median barrier and that are 72 inches or less in width may be skewed up to 45 degrees in order to fit within the barrier width or may be mounted higher, such that the vertical clearance to the bottom of the sign, light fixture, or structural support, whichever is lowest, is not less than 17 feet above any portion of the pavement and shoulders. [For mounting heights on State highways, refer to Section 2A.15.](#)

**Standard:**

15 **Where lateral clearance is limited, Preferential Lane regulatory signs that are post-mounted on a median barrier and that are wider than 72 inches shall be mounted with a vertical clearance that complies with the provisions of Section 2A.14 [2A.15](#) for overhead mounting if any portion of the sign extends over the roadway or shoulder.**

Support:

15a [Refer to FHWA's List of Known Errors for errors in Paragraph 15 text. Refer to Section 1A.04 for more details.](#)

*Guidance:*

16 *On conventional roadways, Preferential Lane regulatory sign spacing should be determined by engineering judgment based on speed, block length, distances from adjacent intersections, and other site-specific considerations.*

Support:

17 Sections 2G.04 and 2G.05 contain provisions regarding the placement of Preferential Lane regulatory signs on freeways and expressways.

**Standard:**

18 **The signs illustrated in [Figure 2G-1](#) and [Figure 2G-1\(CA\)](#) that incorporate the diamond symbol shall be used exclusively with preferential lanes for high-occupancy vehicles to indicate the particular occupancy requirement and time restrictions applying to that lane. The signs illustrated in [Figure 2G-1](#) that do not have a diamond symbol shall be used with preferential lanes that are not HOV lanes, but are designated for use by other types of vehicles (such as bus and/or taxi use).**

19 **The diamond symbol shall not be used on the bus, taxi, or bicycle Preferential Lane signs.**

20 **Vehicle Occupancy Definition, Preferential Lane Operation, and Preferential Lane Advance regulatory signs for HOV lanes shall display the minimum allowable vehicle occupancy requirement established for each HOV lane, displayed immediately after the word message HOV.**

Support:

21 The agencies that own and operate HOV lanes have the authority and responsibility to determine how they are operated and the minimum occupancy requirements. Information about federal requirements for certain types of vehicles not meeting the minimum occupancy requirement to be eligible to use HOV lane that receive Federal-aid program funding and about requirements associated with proposed significant changes to the operation of an existing HOV lane and certain vehicles are contained in the "Federal-Aid Highway Program Guidance on High Occupancy Vehicle (HOV) Lanes."

22 Figures 2G-2 and 2G-3 illustrate the use of regulatory signs for the beginning, along the length, and at the end of contiguous or buffer-separated preferential lanes that provide continuous access with the adjacent general-purpose lanes.

23 [For State highways, refer to Caltrans' Managed Lanes Guidelines. Refer to Section 1A.05 for more information about this publication.](#)

**Section 2G.06 Preferential Lane Advance Signs (R3-12, R3-12e, R3-12f, R3-15, R3-15a, ~~and~~ R3-15d, and SR70-1(CA))**

Guidance:

**Standard:**

01 The Preferential Lane Advance (R3-12, R3-12f, R3-15, and R3-15d, SR60-1(CA), and SR60-2(CA)) signs (see Figure 2G-1 and Figure 2G-1(CA)) should ~~shall~~ be used for advance notification of a barrier-separated, buffer separated, or contiguous preferential lane that is added to the general-purpose lanes (see Figure 2G-2).

02 The Preferential Lane Advance (R3-12e, ~~and~~ R3-15a, and SR70-1(CA)) signs (see Figure 2G-1 and Figure 2G-1(CA)) ~~should~~ shall be used for advance notification of a general-purpose lane that becomes a preferential lane (see Figure 2G-3).

Option:

03 The legends on the R3-12f and R3-15d signs may be modified to suit the type of preferential lane.

Guidance:

04 On conventional roads, for general-purpose lanes that become preferential lanes, a post-mounted (R3-12e) or overhead (R3-15a) Preferential Lane Advance sign should be installed in advance of the beginning of or initial entry point to the preferential lane at a distance determined by engineering judgment based on speed, traffic characteristics, and other site-specific considerations. The distance selected should provide adequate opportunity for ineligible vehicles to vacate the lane prior to the beginning of the restriction.

05 On freeways and expressways, for general-purpose lanes that become preferential lanes, an overhead Preferential Lane Advance (R3-15a) sign should be installed at least 1 mile in advance of the beginning of the preferential lane restriction.

Option:

06 Additional post-mounted or overhead Preferential Lane Advance signs may be placed farther in advance of or closer to the beginning or initial entry points to a preferential lane.

**Standard:**

07 A Specific Hours/Days (R82aP(CA) or R82bP(CA)) plaque shall be used to designate the periods of operation for preferential lanes that operate on a part-time basis.

Guidance:

08 When used, the Specific Hours/Days plaque should be placed below the R3-12, R3-12e, R3-12f, SR60-1(CA), and SR60-2(CA) signs.

**Section 2G.07 Preferential Lane Ends Signs (R3-12a, R3-12b, R3-12c, R3-12d, R3-12g, R3-12h, R3-15b, R3-15c, ~~and~~ R3-15e, SR72-1(CA), and SR74-1(CA))**

**Standard:**

01 A post-mounted Preferential Lane Ends (R3-12b or R3-12h) sign (see Figure 2G-1) shall be installed at least ½ mile in advance of the termination of a preferential lane on freeways and expressways.

02 Except as provided in Paragraph 7 of this Section, a post-mounted Preferential Lane Ends (R3-12a or R3-12g) sign shall be installed at the point where a preferential lane and restriction end and traffic must merge into the general-purpose lanes.

03 A post-mounted Preferential Lane Ends (R3-12d or SR72-1(CA)) sign (see Figure 2G-1 and Figure 2G-1(CA)) shall be installed at least ½ mile in advance of the point where a preferential lane restriction ends and the lane becomes a general-purpose lane on freeways and expressways.



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04 Except as provided in Paragraph 8 of this Section, a post-mounted Preferential Lane Ends (R3- 12c or SR74-1(CA)) sign shall be installed at the point where a preferential lane restriction ends and the lane becomes a general-purpose lane.

*Guidance:*

05 *On conventional roads, the distance at which Preferential Lane Ends signs are installed in advance of the termination of a preferential lane and/or restriction should be determined by engineering judgment.*

*Option:*

06 The legends on the R3-12g and R3-15e signs may be modified to suit the type of preferential lane.

07 An overhead Preferential Lane Ends (R3-15b or R3-15e) sign may be installed instead of or in addition to a post-mounted R3-12a or R3-12g sign at the point where a preferential lane and restriction ends and traffic must merge into the general-purpose lanes.

08 An overhead Preferential Lane Ends (R3-15c) sign may be installed instead of or in addition to a post-mounted R3-12c sign at the point where the preferential lane restriction ends and the lane becomes a general-purpose lane.



# ATTACHMENT D



## California Traffic Control Devices Committee (CTCDC) Agenda Item Report



### Attachment D – CA MUTCD Table 2C-1(CA) and Table 2G-1(CA)

#### Proposal:

Notes:

Black text is consistent with the Federal MUTCD.

Blue text is current text as amended for use in California.

~~Struck-out blue text~~ is to be deleted from the CA MUTCD.

Red text is newly proposed text.

**Table 2G-1(CA). California Managed and Preferential Lane Signs and Plaques Minimum Sizes**

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Oversized
			Single Lane	Multi-Lane			
RIGHT LANE BUSES TAXIS ONLY 24 HOURS	SR60-4(CA)	2G.05	30 x 42	30 x 42	30x 42	—	—
RIGHT LANE TRAINS RIGHT TURNS ONLY 24 HOURS	SR60-6(CA)	2G.05	30 x 42	30 x 42	30 x 42	—	—
RIGHT LANE BUSES TAXIS ONLY <del>Specific Hours/Days with Downward Arrow</del>	SR60-8(CA)	2G.05	54 x 80	54 x 80	54 x 80	—	—
<b>THRU TRUCKS Lane Begins XX Miles (overhead)</b>	<b>SR70-1(CA)</b>	<b>2G.06</b>	<b>90 x 54</b>	<b>126 x 72</b>	<b>156 x 90</b>	<b>192 x 110</b>	<b>192 x 110</b>
<b>THRU TRUCKS Ends XX Miles (post-mounted)</b>	<b>SR72-1(CA)</b>	<b>2G.07</b>	<b>30 x 48</b>	<b>30 x 48</b>	<b>36 x 66</b>	<b>48 x 90*</b>	<b>48 x 90</b>
<b>THRU TRUCKS Ends (post-mounted)</b>	<b>SR74-1(CA)</b>	<b>2G.07</b>	<b>30 x 36</b>	<b>30 x 36</b>	<b>36 x 48</b>	<b>48 x 66*</b>	<b>48 x 66</b>
(HOV) Lane Reduction	W11-1(CA)	2G.08	30 x 60	30 x 60	36 x 60	36 x 60	48 x 72
(HOV) Merge	W59-1(CA)	2G.08	30 x 60	30 x 60	36 x 60	36 x 60	48 x 72
(HOV) Advisory Exit (Ramp) Speed	W72B(CA)	2G.08	36 x 66	36 x 66	48 x 78	48 x 78	60 x 102
(HOV) THRU TRAFFIC MERGE LEFT (RIGHT)	W74-1(CA)	2G.08	30 x 60	30 x 60	36 x 60	36 x 60	48 x 72
BUSES USING SHOULDER	W130(CA)	2G.22	—	—	36 x 48	48 x 60	—

\* Smaller signs may be used or formatted for use on the median barrier

**Table 2C-1(CA). California Warning Sign and Plaque Sizes**

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
RIGHT(LEFT) LANE TURNS RIGHT(LEFT) AHEAD	W73A(CA)	2C.50	36 x 36	36 x 36	48 x 48	—	—	60 x 60
RIGHT(LEFT) ___ LANES FOR EXIT ONLY	W73B(CA)	2C.50	—	—	168 x 72	168 x 72	—	—
THRU TRAFFIC MERGE LEFT (RIGHT)	W74(CA)	2C.47, 2C.50	36 x 36	36 x 36	48 x 48	48 x 48	—	60 x 60
<b>TRUCKS MERGING FROM LEFT (RIGHT)</b>	<b>W76-1(CA)</b>	<b>2C.49</b>	<b>36 x 36</b>	<b>36 x 36</b>	<b>48 x 48</b>	<b>48 x 48</b>	<b>—</b>	<b>60 x 60</b>
PASS WITH CARE (plaque)	W83P(CA)	2C.51	24 x 30	24 x 30	36 x 45	36 x 45	30 x 30	—
SPEED LIMITS AHEAD	W84(CA)	2C.27	36 x 36	36 x 36	—	—	30 x 30	—



# ATTACHMENT E

Attachment E – CA MUTCD Figure 2C-11(CA), and Figure 2G-1(CA)

**Proposal:**

Notes:

Black text is consistent with the Federal MUTCD.

Blue text is current text as amended for use in California.

~~Struck-out blue text~~ is to be deleted from the CA MUTCD.

Red text is newly proposed text.

Figure 2G-1(CA). California Preferential Lane Regulatory Signs and Plaques

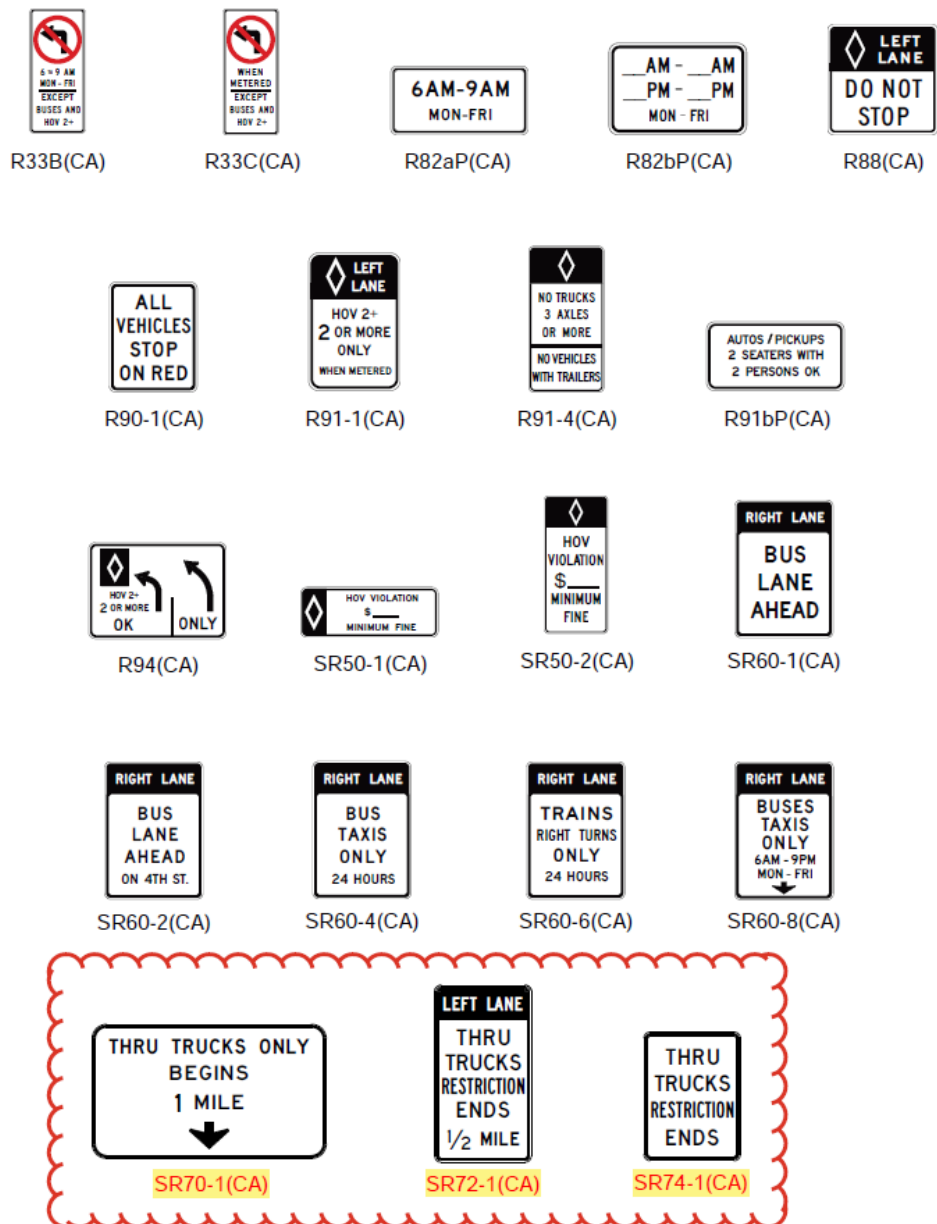


Figure 2C-11(CA). California Merging and Passing Signs and Plaques



W73B(CA)

