



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



<b>Meeting Date:</b> June 9, 2026 <b>Item Number:</b> 26-02	<b>From:</b> Alexandra Long, Caltrans District 2
<b>Sponsored By:</b> Devang Vora, Caltrans HQ	<b>Presented By:</b> Jesse Solorio, Caltrans District 2
<p><b>Description:</b> Proposed modifications to traffic signs for the Fix 5 Truck Preferential Lane Project. The proposed signage changes include the following:</p> <ul style="list-style-type: none"> <li>• <b>SR70-1(CA)</b> – “<i>VEHICLE DEFINITION</i>” regulatory sign, which defines the minimum axle requirement for trucks authorized to use the preferential lane.</li> <li>• <b>SR71-1(CA)</b> – “<i>NO EXITS – TRUCKS ONLY (Time of Operation)</i>” regulatory sign, used to identify and regulate vehicles permitted in the preferential lane by indicating the restricted vehicle class, applicable days and hours of operation, and permitted lane movements.</li> <li>• <b>SR72-1(CA)</b> – “<i>TRUCK RESTRICTION ENDS 1/2 MILE</i>” regulatory sign, which provides advance notice that the preferential lane restriction will end in one-half mile and the lane will transition to a general-purpose lane. This sign is a modified version of the “<i>HOV RESTRICTION ENDS 1/2 MILE</i>” (R3-12d) sign.</li> <li>• <b>SR73-1(CA)</b> – “<i>TRUCK RESTRICTION ENDS</i>” regulatory sign, modified from the “<i>HOV RESTRICTION ENDS</i>” (R3-12c) sign to indicate the termination of truck lane restrictions.</li> <li>• <b>W76-1(CA)</b> – “<i>TRUCKS MERGING FROM LEFT</i>” warning sign, modified from the “<i>HEAVY MERGE FROM LEFT</i>” (W4-7) sign to warn motorists of trucks merging from the left.</li> </ul>	

**Recommendation:**

Motion by the committee to recommend inclusion of the proposed revisions to CA MUTCD Sections 2C.49, 2G.03, 2G.04, and 2G.07; Tables 2C-1 (CA) and 2G-1 (CA); and Figures 2C-11 (CA) and 2G-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 Preferential 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.



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The signage has been based on CA MUTCD Figure 2G-8. Example of Advance Guide and Entrance Direction Signs for a General-Purpose Lane that Becomes a Preferential Lane

### **Attachments:**

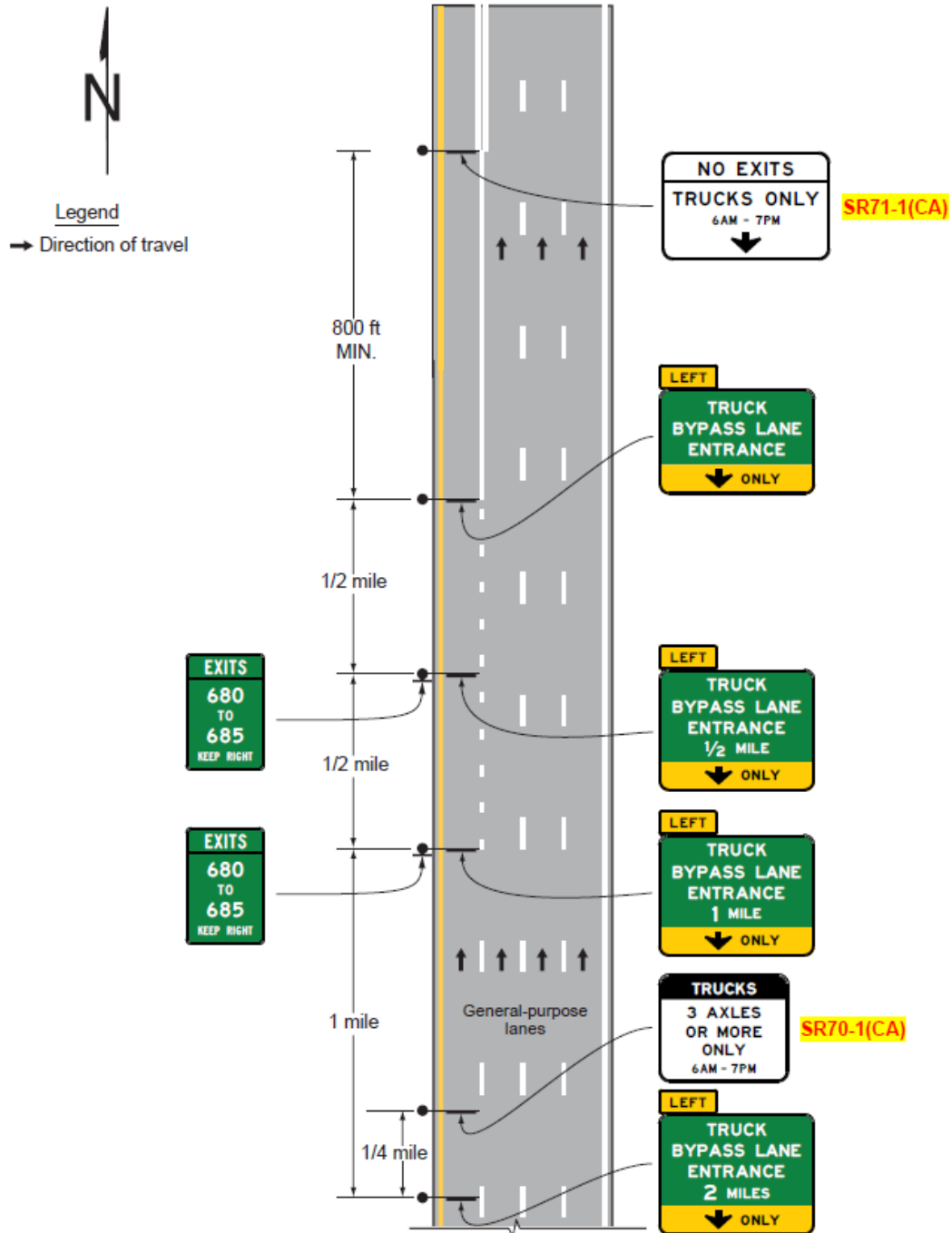
- Attachment A – Illustration of District 2 Preferential Lane for Special Traffic Use of “Trucks”.
- Attachment B – CA MUTCD Figure 2G-8. Example of Advance Guide and Entrance Direction Signs for a General-Purpose Lane that Becomes a Preferential Lane.
- Attachment C – CA MUTCD Section 2C.49, 2G.03, 2G.04, 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

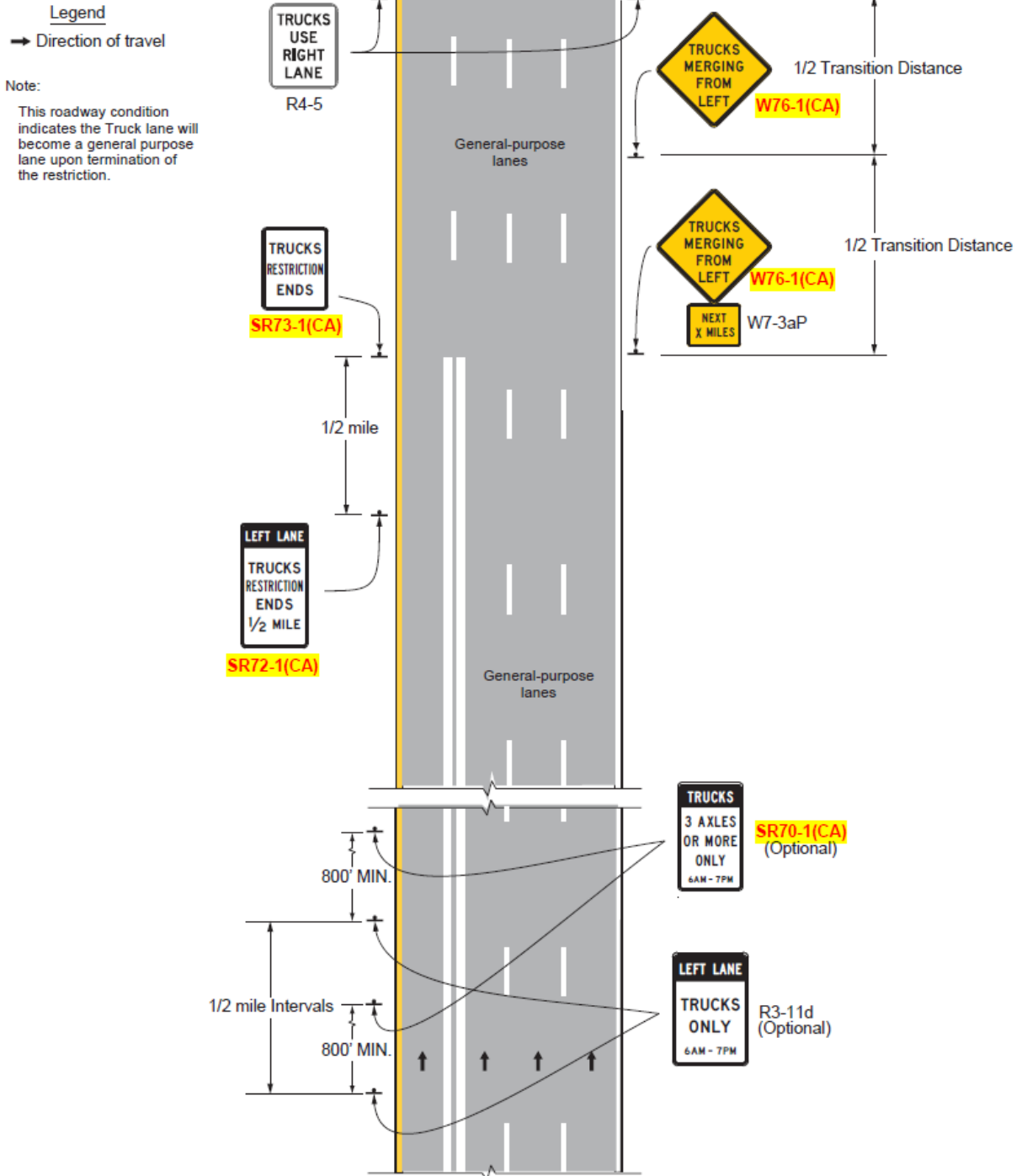
Attachment A – Illustration of District 2 Preferential Lane for Special Traffic Use of "Trucks" (Sheet 1 of 2)

District 2  
(Sheet 1 of 2)



Attachment A – Illustration of District 2 Preferential Lane for Special Traffic Use of "Trucks" (Sheet 2 of 2)

District 2  
(Sheet 2 of 2)

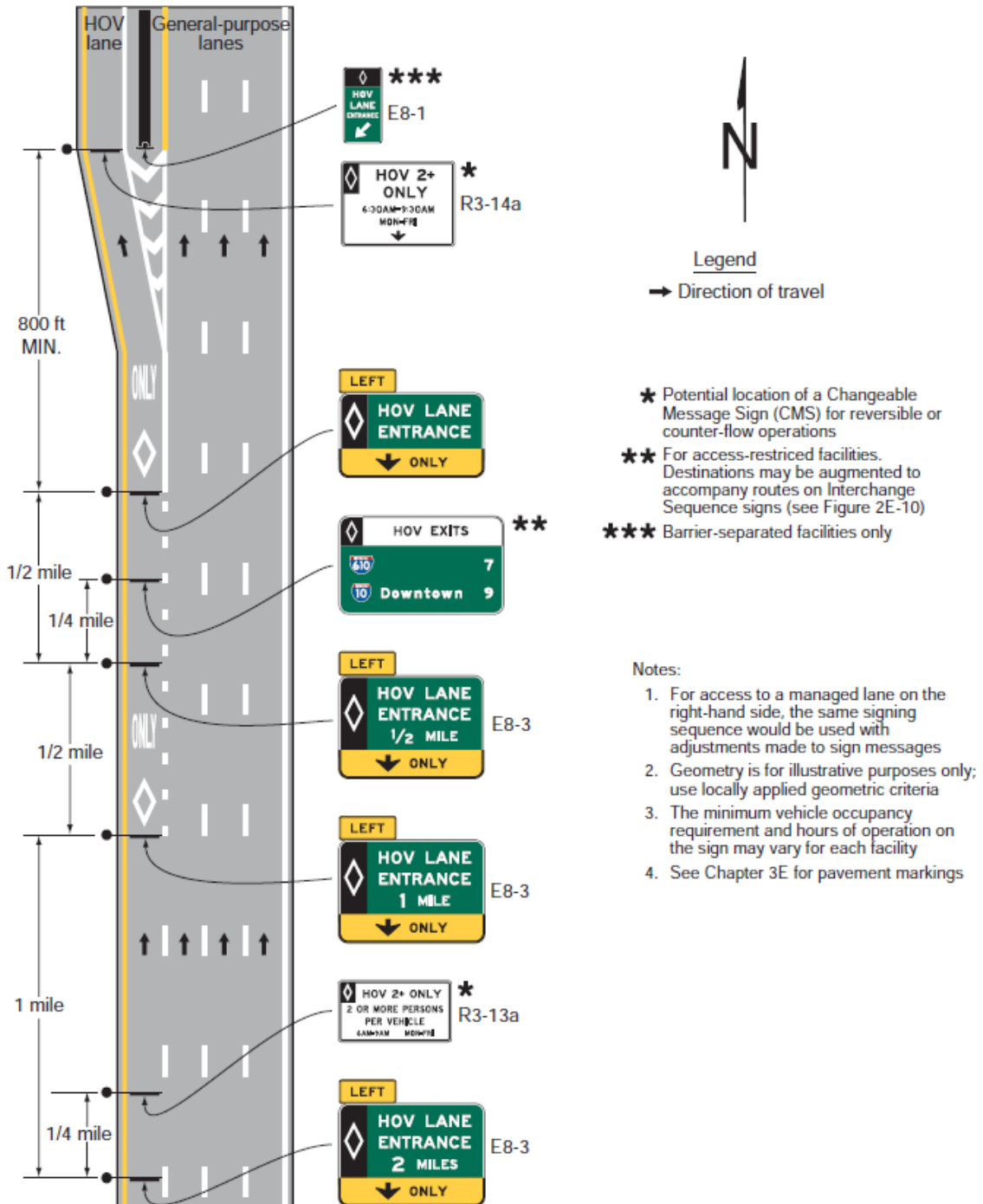




# ATTACHMENT B

**Attachment B – CA MUTCD Figure 2G-8. Example of Advance Guide and Entrance Direction Signs for a General-Purpose Lane that Becomes a Preferential Lane.**

Figure 2G-8. Example of Advance Guide and Entrance Direction Signs for a General-Purpose Lane that Becomes a Preferential Lane





# ATTACHMENT C



**Attachment C – CA MUTCD Sections 2C.49, 2G.03, 2G.04, and 2G.07**

**Proposal:**

Note:

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, and SR71-1(CA)) 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.04 Vehicle Occupancy Definition Signs (R3-10 Series and R3-13 Series)**

#### **Standard:**

01 The R3-10, R3-13, and R3-13a Vehicle Occupancy Definition signs (see Figure 2G-1) shall be used where agencies determine that it is appropriate to provide a sign that defines the minimum occupancy of vehicles that are allowed to use an HOV lane.

02 The SR70-1(CA) Vehicle Definition sign (see Figure 2G-1(CA)) shall be used where agencies determine that it is appropriate to provide a sign that defines the minimum axle requirement for trucks authorized to use the preferential lane.

#### *Guidance:*

03 *The Inherently Low Emission Vehicle (ILEV) (R3-10a) sign (see Figure 2G-1) should be used when it is permissible for a properly labeled and certified ILEV, regardless of the number of occupants, to use an HOV lane. When used, the ILEV signs should be post-mounted in advance of and at intervals along the HOV lane based upon engineering judgment and the placement of other Preferential Lane regulatory signs. The R3-10a sign is only applicable to HOV lanes and should not be used with other preferential lane applications.* Support:

02a Refer to FHWA’s List of Known Errors for error in Paragraph 2 text. Refer to Section 1A.04 for more details.

04 ILEVs are defined by the Environmental Protection Agency (EPA) as vehicles having no fuel vapor (hydrocarbon) emissions and are certified by the EPA as meeting the emissions standards and requirements specified in 40 CFR §88.311-93 and 40 CFR §88.312-93(c). Option:

03a The AUTOS/PICKUPS 2 SEATERS WITH 2 PERSONS OK (R91bP(CA)) plaque may be installed below the R3-10 sign for preferential lane facilities at toll plazas that require three or more persons per vehicle, but can also be utilized by vehicles designed by the manufacturer to be occupied by no more than two persons. Refer to Streets & Highways Code, § 30101.8.

#### **Support:**

05 Section 2G.18 contains information regarding the legends of Vehicle Occupancy Definition signs for a priced managed lane that has an occupancy requirement for non-toll travel. **Standard:**

06 For barrier-separated, buffer-separated, or contiguous preferential lanes where access between the preferential and general-purpose lanes is restricted to designated locations on freeways and expressways, an overhead Vehicle Occupancy Definition (R3-13 or R3-13a) or Vehicle Definition (SR70-1(CA)) sign shall be installed at least ½ mile in advance of the beginning of or initial entry point to an HOV lane or a preferential lane. These signs shall only be displayed in advance of the beginning of or initial or intermediate entry point to HOV lanes or preferential lanes.

#### *Guidance:*

05a *The R3-13, or R3-13a, or SR70-1(CA) sign should be installed at least 1/4 mile in advance of any intermediate access points or gaps in the barrier where vehicles legally permitted to enter the access-restricted preferential lanes.*

#### **Standard:**

07 For buffer-separated or contiguous HOV lanes where access is restricted to designated locations on freeways and expressways, the sequence of a post-mounted Preferential Lane Operation (R3-11a) sign (see Section 2G.05) followed by a post-mounted Vehicle Occupancy Definition (R3-10) or Vehicle Definition (SR70-1(CA)) sign shall be located at intervals not greater than ½ mile along the length of designated gaps where vehicles are allowed to legally access the HOV lane, and within designated enforcement areas as defined by the operating agency.

Option:

08 For buffer-separated or contiguous HOV lanes where access is restricted to designated locations on freeways and expressways, the sequence of a post-mounted Preferential Lane Operation (R3-11a) sign (see Section 2G.05) followed by a post-mounted Vehicle Occupancy Definition (R3-10) or Vehicle Definition (SR70-1(CA)) sign may be located at intervals of approximately ½ mile along the length of the HOV lane.

09 For barrier-separated HOV lanes on freeways and expressways, the sequence of a post-mounted Preferential Lane Operation (R3-11a) sign (see Section 2G.05) followed by a post-mounted Vehicle Occupancy Definition (R3-10) or Vehicle Definition (SR70-1(CA)) sign may be located at intervals of approximately ½ mile along the length of the HOV lane, at intermediate entry points, and at designated enforcement areas as defined by the operating agency.

Support:

08a Refer to Figure 2G-1 for other post-mounted Preferential Lane Operation signs used in lieu of the R3-11a sign.

Standard:

10 For buffer-separated or contiguous HOV lanes where continuous access with the adjacent general-purpose lanes is provided on freeways and expressways, the sequence of a post-mounted Preferential Lane Operation (R3-11a) sign (see Section 2G.05) followed by a post-mounted Vehicle Occupancy Definition (R3-10) sign, and ~~ILEV (R3-10a) signs, if appropriate,~~ shall be located at intervals not greater than ½ mile along the length of the HOV lane. *Guidance:*

11 *On freeways and expressways, the signs within each Preferential Lane regulatory sign sequence should be separated by a minimum distance of 800 feet and a maximum distance of 1,000 feet.*

12 *On conventional roads, the distance between Preferential Lane regulatory signs within each sequence should be determined by engineering judgment based on speed, block length, distances from adjacent intersections, and other site specific considerations.*

Support:

011a Buffer-separated preferential lanes that have continuous access with adjacent general-purpose lanes are not used on State Highways in California.

011b Refer to Figure 2G-1 for other post-mounted Preferential Lane Operation signs used in lieu of the R3-11a sign.

Standard:

13 For all types of direct access ramps that provide access to or lead to HOV lanes, ~~a post-mounted an overhead~~ Vehicle Occupancy Definition (R3-10 R3-13a) or Vehicle Definition (SR70-1(CA)) sign, and ~~an ILEV (R3-10a) sign, if appropriate,~~ shall be used at the beginning or initial entry point for the direct access ramp. Refer to Figure 2G-16(CA).

Option:

14 The (HOV) NO TRUCKS 3 AXLES OR MORE – NO VEHICLES WITH TRAILERS (R91-4(CA)) sign may be placed adjacent to the HOV lane, as needed, in locations where trucks or vehicles with trailers are frequently observed using the HOV lanes. It may also be used on surface streets approaching direct access ramps that lead to HOV lanes.

**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 SR73-1(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.



04 **Except as provided in Paragraph 8 of this Section, a post-mounted Preferential Lane Ends (R3- 12c or SR73-1(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:

Note:

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 <i>Specific Hours/Days with Downward Arrow</i>	SR60-8(CA)	2G.05	54 x 80	54 x 80	54 x 80	—	—
<b>TRUCKS 3 AXLES OR MORE ONLY (post-mounted)</b>	<b>SR70-1(CA)</b>	<b>2G.04</b>	<b>30 x 42</b>	<b>30 x 42</b>	<b>36 x 60</b>	<b>48 x 76 *</b>	<b>48 x 78</b>
<b>NO EXITS – TRUCKS ONLY (overhead)</b>	<b>SR71-1(CA)</b>	<b>2G.03</b>	<b>132 x 90</b>	<b>132 x 90</b>	<b>156 x 100</b>	<b>192 x 120</b>	<b>192 x 120</b>
<b>TRUCKS RESTRICTION Ends XX Miles (post-mounted)</b>	<b>SR72-1(CA)</b>	<b>2G.07</b>	<b>30 x 42</b>	<b>30 x 42</b>	<b>36 x 60</b>	<b>48 x 78 *</b>	<b>48 x 78</b>
<b>TRUCKS RESTRICTION Ends (post-mounted)</b>	<b>SR74-1(CA)</b>	<b>2G.07</b>	<b>30 x 30</b>	<b>30 x 30</b>	<b>36 x 42</b>	<b>48 x 60 *</b>	<b>48 x 60</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 36	24 x 36	36 x 45	36 x 45	—	—
SPEED HUMPS AHEAD	W84(CA)	2C.27	36 x 36	36 x 36	—	—	30 x 30	—
SPEED HUMP AREA	W85(CA)	2C.27	36 x 36	36 x 36	—	—	30 x 30	—
"METER ON" Activated Blank- Out	W88-2(CA)	2C.37	—	—	96 x 48	96 x 48	—	—



# ATTACHMENT E

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

Proposal:

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



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

