LIST OF CHANGES FOR 2014 CA MUTCD REVISION 3

The following are the list of changes that have been incorporated in 2014 CA MUTCD Revision 3. Text additions or changes to CA MUTCD Revision 3, published on March 9, 2018, are highlighted in yellow and identified by a purple-color bar along the left side of the paragraph. Deletions and new strikethrough federal text are shown in red strikethrough text.

- Introduction: Revised text explaining the format of the CA MUTCD. New text is highlighted in yellow:
  - 18a. The California MUTCD uses a format similar to the National MUTCD. It incorporates National MUTCD in its entirety and explicitly shows which portions thereof are applicable or not applicable in California. The unedited National MUTCD text is shown in “Times New Roman” font with black color. Text portions of the National MUTCD content that are not applicable in California are shown with a strikethrough and a blue margin line on the right. The California text additions, including new paragraphs, and enhancements are incorporated into the combined document at appropriate locations and shown in an “Arial Narrow” font with blue color and a blue margin line on the right to keep them distinct from the National MUTCD content. Changes or additions to text, figures and tables in Revision 1 of the California MUTCD, effective December 9, 2015, are shown with an orange-color margin line on the left. Changes or additions to text, figures and tables in Revision 2 of the California MUTCD, effective April 7, 2017, are shown with a green-color margin line on the left. Changes or additions to text, figures and tables in Revision 3 of the California MUTCD, effective March 9, 2018, are shown with a purple-color margin line on the left.

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

<table>
<thead>
<tr>
<th>2018</th>
<th>California MUTCD, Revision 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Department of Transportation, Division of Traffic Operations</td>
</tr>
</tbody>
</table>

- Introduction: Deleted Figure I-101 (CA). Deleted California Signs with Target Compliance Dates and Delete Table I-101(CA). Deleted California Signs with Target Compliance Dates
• Page iii-New text is highlighted in yellow:

Addresses for Publications Referenced in the California MUTCD

National Association of City Transportation Officials (NACTO)
120 Park Avenue, 23rd Floor
New York, NY 10017
Email: nacto@nacto.org
Telephone: 929-276-2286

• Chapter 1A-General. Deleted text is shown in red strikethrough text

Section 1A.09 Engineering Study and Engineering Judgment

.....

In California, Traffic Engineers are classified under a title act and not under a practice act. Traffic engineers can conduct studies but a Civil Engineer must sign plans for traffic control devices that will be placed in the field, per the Professional Engineers Act.

• Chapter 1A-General. New text is highlighted in yellow.

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

31e. Class IV Bikeway (such as a cycle track or separated bikeway) – Provides a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which is separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. Refer to California Streets and Highways Code Section 890.4. Refer to Caltrans’ Design Information Bulletin Number 89 for design criteria.

• Chapter 1A: Updated Table 1A-101(CA)-IA 11, 19 and 20.

Table 1A-101(CA). Status of Interim Approvals Issued By FHWA in California

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Date Issued by FHWA</th>
<th>Date Adopted in CA</th>
</tr>
</thead>
<tbody>
<tr>
<td>IA-11</td>
<td>Optional Use of Rectangular Rapid Flashing Beacons</td>
<td>7/16/08</td>
<td>9/10/11</td>
</tr>
<tr>
<td>IA-19</td>
<td>Interim Approval for the Optional Use of an Alternative Signal Warrant 7 - Crash Experience</td>
<td>2/24/17</td>
<td>Pending Caltrans Request to FHWA for Statewide Blanket Approval</td>
</tr>
<tr>
<td>IA-20</td>
<td>Interim Approval for the Optional Use of Two-Stage Bicycle Turn Boxes</td>
<td>7/13/17</td>
<td>8/15/17</td>
</tr>
</tbody>
</table>

Notes:
Interim Approvals IA-1, 2, 4R, 8, 9, and 10 were issued by FHWA during the time that the 2003 National MUTCD was in effect, for devices that have been incorporated into the 2009 National MUTCD. These Interim Approvals have been terminated by FHWA and are no longer in effect. Refer https://mutcd.fhwa.dot.gov/res-interim_approvals.htm


Refer to TOPD 13-01 for use on Electric Vehicle Charging Station sign G66-21B(CA)


Chapter 2C– Warning Signs and Object Markers: New text is highlighted in yellow. Deletions are shown in red strikethrough text.

Section 2C.50 Non-Vehicular Warning Signs (W11-2, W11-3, W11-4, W11-6, W11-7, W11-9, and W11-16 through W11-22)

Guidance:

09g The SENIOR CITIZEN FACILITY (SW50(CA)) sign (see Figure 2C-11(CA)) should not be used alone.

Option:

09g The SW50(CA) sign SENIOR ZONE (SW50-1P(CA)) plaque or SENIOR (SW50-2P(CA)) plaque (see Figure 2C-11(CA)) may be used in combination, above the Speed Limit (R2-1 (25,20 or 15)) sign on any street or road, other than a State highway, with a speed limit greater than 25 mph that is adjacent to a senior citizen facility. Refer to CVC 22352 and 22358.4.

Figure 2C-11 (CA). Non-Vehicular Warning Signs

DEAF CHILDREN NEAR
SW38 (CA)

PLAYGROUND
SW49 (CA)

SENIOR CITIZEN FACILITY
SW50 (CA)

BEAR
SW59 (CA)

SENIOR ZONE
SW50-1P (CA)

SENIOR
SW50-2P (CA)
Table 2C-2(CA). California Warning Sign and Plaque Sizes (Sheet 2 of 2)

<table>
<thead>
<tr>
<th>Sign or Plaque</th>
<th>Sign Designation</th>
<th>Section</th>
<th>Conventional Road</th>
<th>Expressway</th>
<th>Freeway</th>
<th>Minimum</th>
<th>Oversized</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Single Lane</td>
<td>Multi-Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLASH FLOOD AREA</td>
<td>SW35(CA)</td>
<td>2C.35</td>
<td>36X36</td>
<td>36X36</td>
<td>36X36</td>
<td>36X36</td>
<td>---</td>
</tr>
<tr>
<td>END FREEWAY</td>
<td>SW36(CA)</td>
<td>2C.46</td>
<td>48X48</td>
<td>48X48</td>
<td>48X48</td>
<td>48X48</td>
<td>---</td>
</tr>
<tr>
<td>TUNNEL</td>
<td>SW37(CA)</td>
<td>2C.20</td>
<td>30X30</td>
<td>30X30</td>
<td>30X30</td>
<td>30X30</td>
<td>---</td>
</tr>
<tr>
<td>DEAF CHILDREN NEAR</td>
<td>SW38(CA)</td>
<td>2C.50</td>
<td>30X30</td>
<td>30X30</td>
<td>30X30</td>
<td>---</td>
<td>24X24</td>
</tr>
<tr>
<td>SNOW SLIDE AREA</td>
<td>SW41(CA)</td>
<td>2C.32</td>
<td>36X36</td>
<td>36X36</td>
<td>48X48</td>
<td>48X48</td>
<td>30X30</td>
</tr>
<tr>
<td>Downward Arrow</td>
<td>SW44(CA)</td>
<td>2C.19</td>
<td>36X36</td>
<td>36X36</td>
<td>48X48</td>
<td>48X48</td>
<td>30X30</td>
</tr>
<tr>
<td>WATCH FOR SNOW SLIPPERY</td>
<td>SW46(CA)</td>
<td>2C.32</td>
<td>36X36</td>
<td>36X36</td>
<td>48X48</td>
<td>48X48</td>
<td>---</td>
</tr>
<tr>
<td>OFF HIGHWAY VEHICLES</td>
<td>SW47(CA)</td>
<td>2C.49</td>
<td>36X36</td>
<td>36X36</td>
<td>36X36</td>
<td>---</td>
<td>30X30</td>
</tr>
<tr>
<td>TRACTOR-SEMIS OVER ___ FEET KINGPIN TO REAR AXLE NOT ADVISED</td>
<td>SW48(CA)</td>
<td>2C.07</td>
<td>48X36</td>
<td>48X36</td>
<td>72X54</td>
<td>72X54</td>
<td>---</td>
</tr>
<tr>
<td>NEXT RIGHT</td>
<td>SW48-1(CA)</td>
<td>2C.07</td>
<td>48X12</td>
<td>48X12</td>
<td>72X18</td>
<td>72X18</td>
<td>---</td>
</tr>
<tr>
<td>PLAYGROUND</td>
<td>SW49(CA)</td>
<td>2C.51</td>
<td>36X12</td>
<td>36X12</td>
<td>36X12</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>SENIOR CITIZEN FACILITY</td>
<td>SW50(CA)</td>
<td>2C.50</td>
<td>36X24</td>
<td>36X24</td>
<td>36X24</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>SENIOR ZONE</td>
<td>SW50-1P(CA)</td>
<td>2C.50</td>
<td>24X18</td>
<td>24X18</td>
<td>24X18</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>SENIOR ZONE</td>
<td>SW50-2P(CA)</td>
<td>2C.50</td>
<td>24X8</td>
<td>24X8</td>
<td>24X8</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>EMERGENCY VEHICLES</td>
<td>SW52(CA)</td>
<td>2C.49</td>
<td>42X42</td>
<td>42X42</td>
<td>48X48</td>
<td>48X48</td>
<td>30X30</td>
</tr>
<tr>
<td>WATCH FOR SNOW REMOVAL EQUIPMENT</td>
<td>SW58(CA)</td>
<td>2C.49</td>
<td>36X36</td>
<td>36X36</td>
<td>54X48</td>
<td>54X48</td>
<td>---</td>
</tr>
<tr>
<td>Migrating Bears</td>
<td>SW59(CA)</td>
<td>2C.50</td>
<td>36X36</td>
<td>36X36</td>
<td>48X48</td>
<td>48X48</td>
<td>30X30</td>
</tr>
<tr>
<td>WATCH FOR STOPPED VEHICLES</td>
<td>SW60(CA)</td>
<td>2C.36</td>
<td>36X36</td>
<td>36X36</td>
<td>48X48</td>
<td>48X48</td>
<td>---</td>
</tr>
</tbody>
</table>
Chapter 2H– General Information Signs: New text is highlighted in yellow.

Section 2H.08 Acknowledgment Signs

Adopt-A-Highway Program Signs (S32 (CA) Series)

Option:
12a The Adopt-A-Highway (S32(CA)) sign (see Figure 2H-5(CA)) may be installed near the beginning of each section of State highway that is being maintained under Caltrans’ Encroachment Permit (Adopt-A-Highway), form TR-0121.

12b The Adopt-A-Bike Path (S32(CA) alternate) sign (see Figure 2H-5(CA)) may be installed near the beginning of each section of Class I (Bike Path) constructed adjacent to State Highways or other roadways that are being maintained under Caltrans’ Encroachment Permit (Adopt-A-Highway), form TR-0121 or under a similar action allowed by a local agency for bike paths that do not require a Caltrans Encroachment Permit.

Standard:

Support:
14 The 10 x 12 inch symbol size is used on the 36 x 30 inch size S32(CA) sign and the 15 x 18 inch symbol size is used on the 54 x 42 inch size S32(CA) sign. Bike Paths will only use the 36 x 30 inch size S32(CA) alternate sign.
15 The Adopt-A-Highway, or Adopt-A-Bike Path Recognition Panel (S32B(CA)) with a participant’s name and/or logo is placed over the information area of the S32(CA) sign when a section of State highway or Bike Path has been adopted.

Figure 2H-5 (CA). Examples of Adopt-A-Highway Sign Designs
### Table 2H-1(CA). California General Information Sign Sizes

<table>
<thead>
<tr>
<th>Sign or Plaque</th>
<th>Sign Designation</th>
<th>Section</th>
<th>Conventional Road</th>
<th>Freeway or Expressway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unincorporated Community</td>
<td>G9-2(CA)</td>
<td>2H.02</td>
<td>VAR x 18</td>
<td>VAR x 30</td>
</tr>
<tr>
<td>City Limit</td>
<td>G9-5(CA)</td>
<td>2H.02</td>
<td>VAR x 24</td>
<td>VAR x 42</td>
</tr>
<tr>
<td>County Line</td>
<td>G10(CA)</td>
<td>2H.02</td>
<td>VAR x 24</td>
<td>VAR x 36</td>
</tr>
<tr>
<td>Welcome To California</td>
<td>G10B(CA)</td>
<td>2H.02</td>
<td>60 x 36</td>
<td>132 x 84</td>
</tr>
<tr>
<td>County Line</td>
<td>G10-3(CA)</td>
<td>2H.02</td>
<td>60 x 30</td>
<td>90 x 42</td>
</tr>
<tr>
<td>WHERE WE HONOR VETERANS</td>
<td>G10-4(CA)</td>
<td>2H.02</td>
<td>60 x 9</td>
<td>90 x 12</td>
</tr>
<tr>
<td>Mountain Pass Elevation</td>
<td>G16(CA)</td>
<td>2H.02</td>
<td>VAR x 18</td>
<td>VAR x 36</td>
</tr>
<tr>
<td>Elevation</td>
<td>G17(CA)</td>
<td>2H.02</td>
<td>36 x 18</td>
<td>72 x 36</td>
</tr>
<tr>
<td>Conventional Airport</td>
<td>G94-1(CA)</td>
<td>2H.02</td>
<td>24 x 24</td>
<td>30 x 30</td>
</tr>
<tr>
<td>Coastal Access</td>
<td>S32B(CA)</td>
<td>2H.02</td>
<td>30 x 30</td>
<td>48 x 48</td>
</tr>
<tr>
<td>POST OFFICE with Symbol and Arrow</td>
<td>S66(CA)</td>
<td>2H.02</td>
<td>42 x 30</td>
<td>--</td>
</tr>
<tr>
<td>USING RECYCLED WATER</td>
<td>S28(CA)</td>
<td>2H.02</td>
<td>36 x 24</td>
<td>54 x 36</td>
</tr>
<tr>
<td>Watershed Boundary</td>
<td>S36(CA)</td>
<td>2H.02</td>
<td>48 x 54</td>
<td>48 x 54</td>
</tr>
<tr>
<td>ENTERING</td>
<td>S36A(CA)</td>
<td>2H.02</td>
<td>48 x 12</td>
<td>48 x 12</td>
</tr>
<tr>
<td>LEAVING</td>
<td>S36B(CA)</td>
<td>2H.02</td>
<td>48 x 12</td>
<td>48 x 12</td>
</tr>
<tr>
<td>Adopt-A-Highway</td>
<td>S32(CA)</td>
<td>2H.08</td>
<td>36 x 30*</td>
<td>54 x 42*</td>
</tr>
<tr>
<td>Adopt-A-Bike Path</td>
<td>S32(CA) Alternate</td>
<td>2H.08</td>
<td>36 x 30*</td>
<td>--</td>
</tr>
<tr>
<td>Adopt-A-Highway Symbol</td>
<td>S32A(CA)</td>
<td>2H.08</td>
<td>10 x 12*</td>
<td>15 x 18*</td>
</tr>
<tr>
<td>Adopt-A-Highway Recognition Panel</td>
<td>S32B(CA)</td>
<td>2H.08</td>
<td>30 x 15*</td>
<td>45 x 21*</td>
</tr>
<tr>
<td>Litter Removal</td>
<td>S32-1(CA)</td>
<td>2H.08</td>
<td>15 x 18*</td>
<td>15 x 18*</td>
</tr>
<tr>
<td>Wildflower Planting</td>
<td>S32-2(CA)</td>
<td>2H.08</td>
<td>15 x 18*</td>
<td>15 x 18*</td>
</tr>
<tr>
<td>Tree Planting</td>
<td>S32-3(CA)</td>
<td>2H.08</td>
<td>15 x 18*</td>
<td>15 x 18*</td>
</tr>
<tr>
<td>Graffiti Removal</td>
<td>S32-4(CA)</td>
<td>2H.08</td>
<td>15 x 18*</td>
<td>15 x 18*</td>
</tr>
<tr>
<td>Vegetation Control</td>
<td>S32-5(CA)</td>
<td>2H.08</td>
<td>15 x 18*</td>
<td>15 x 18*</td>
</tr>
</tbody>
</table>

* The size shown is the maximum size for the corresponding roadway classification. The size of the sign and Adopt-A-Highway logo should be appropriately reduced where shorter legends are used.
Section 2J.01 Eligibility

If State or local agencies elect to provide Specific Service signing, there should be a statewide policy for such signing and criteria for the availability of the various types of services. The criteria should consider the following:

E. To qualify for an Electric Vehicle Charging (EV CHARGING) logo sign panel, a business should have:

1. Availability to the public 16 hours a day.
2. Location within 3 miles of a freeway interchange.

Sign Eligibility Criteria
Standard:
A qualified specific service shall meet the following minimum criteria:

5. Electric Vehicle Charging
   The business:
   A. Shall be located not more than 3 miles from the interchange where the Logo Panel is to be displayed according to the State Measured Distance.
   B. Shall be open for business, with the ability to provide Electric Vehicle Charging, for at least 16 consecutive hours daily, seven (7) days a week, except that the qualified business shall not be considered to be in violation of this requirement when, as a result of a shortage of electricity, the facility is closed or when its hours of operation are reduced.
   C. A Logo permittee for Food, Fuel, Lodging or Camping may include the legend “EV CHARGING” which represent this service across the bottom of their permitted Logo sign panel, if they also offer EV CHARGING within 3 miles of a freeway interchange, and make this service available at least 16 hours daily, seven (7) days a week.

A Qualified Specific Service Business shall give written assurances of its conformity with all applicable laws concerning the provisions of public accommodations without regard to race, sex religion, color, or national origin and shall not be in continuing breach of that assurance.

7. Equal Access
   A. The order of priority for granting permits to “LODGING,” “EV CHARGING” or “CAMPING” businesses for the installation of their Logo Panels on Specific Service (Mainline) Signs or Specific Service (Ramp) Signs, when applications are received from a greater number of Qualified Specific Service Businesses which meet the minimum eligibility criteria than there is space available on the Specific Service Sign, shall be determined based upon the State Measured Distance; with first priority going to the closest business, second priority to the next closest business, and so on until all available space on the Specific Service Sign is utilized.
Sign has been allocated. The same order of priority shall apply when the maximum number of permits has been issued and a new application is received from a Qualified Specific Service Business located closer to the interchange than another qualified business, which is already signed.

Section 2J.02 Application
Standard:
01 The number of Specific Service signs along an approach to an interchange or intersection, regardless of the number of service types displaced, shall be limited to a maximum of four. In the direction of traffic successive Specific Service signs shall be for 24-hour pharmacy, attraction, electric vehicle charging, camping, lodging, food and gas fuel services, in that order.
02 A Specific Service sign shall display the word message GAS FUEL, FOOD, LODGING, CAMPING, ATTRACTION, or 24-HOUR PHARMACY, or EV CHARGING, an appropriate directional legend such as the word message EXIT XX, NEXT RIGHT, SECOND RIGHT, or directional arrows, and the related logo sign panels.

Support:
05a California Streets and Highways Code, Division 1, Chapter 1, Article 3, Section 101.7 and California Code of Regulations, Title 21, Division 2, Chapter 19, Sections 2100 through 2120, do not include the "attractions", "24 hour pharmacy", or "electric vehicle charging" categories.

Section 2J.03 Logos and Logo Sign Panels
Option:
05 A portion of a logo sign panel may be used to display a supplemental message horizontally along the bottom of the logo sign panel, provided that the message displays essential motorist information (see Figure 2J-3 and Figure 2J-3(CA)).

Support:
10 Typical supplemental message might include DIESEL, 24 HOURS, CLOSED and the day of the week when the facility is closed, ALTERNATIVE FUELS (See Section 2I.03), EV CHARGING, and RV ACCESS.

Section 2J.101(CA) Signs at Ramps (SG42-4(CA), SG42-5(CA), SG42-8(CA) and SG42-12(CA)
Standard:
01 Specific Service (Ramp) Signs shall be on located on, opposite of, or at the terminus of an off-ramp, in the same direction of travel as the Specific Service (Mainline) Signs (See Section 2J.07 and 2J.08). As viewed in the direction of travel, the successive signs shall be those for "EV CHARGING," "CAMPING," "LODGING," "FOOD," and "FUEL" in that order.
Chapter 4I-Traffic Control Signals for Freeway Entrance Ramps. New text is highlighted in yellow. Deletions are shown in red strikethrough text.

**Section 4I.02 Design of Freeway Entrance Ramp Control Signals**

...  

03 If only one lane is present on an entrance ramp or if more than one lane is present on an entrance ramp and the ramp control signals are operated such that green signal indications are always displayed simultaneously to all of the lanes on the ramp, then a minimum of two signal faces per ramp shall face entering traffic. The minimum number of upper signal heads faces per ramp shall not be less than the total number of lanes at the limit line for viewing by approaching motorists. For side-mounted signals, the same number of lower heads faces shall also be provided for viewing by stopped motorists at the limit line.

...  

04a If multiple lanes are present on an entrance ramp and the ramp control faces are operated such that green signal indications are not always displayed simultaneously to all of the lanes on the ramp, then the following shall apply:

- **A. If roadside mounted signal faces are installed** If there are two separately-controlled lanes, a minimum of two signal faces shall be provided for each of the two lanes, with both mounted overhead, both mounted at the side of the roadway on a single pole (see Paragraphs 9 and 10 below), or a combination thereof. Roadside mounted signal faces only apply to configurations with 2 separately controlled lanes.
- **B. If overhead mounted signals faces are installed** If there are three or more separately-controlled lanes, one signal face shall be provided over the approximate center of each separately-controlled lane.

**Guidance:**

05 Additional side-mounted signal faces should be considered for ramps with two or more separately-controlled lanes.
Chapter 9A-General. New text is highlighted in yellow. Newly struck out federal text is shown in red strikethrough text.

Section 9A.02 Scope
Support:
01 Part 9 covers signs, pavement markings, and highway traffic signals specifically related to bicycle operation on both roadways, separated bikeways and shared-use paths.

Guidance:
02 Parts 1, 2, 3, and 4 should be reviewed for general provisions, signs, pavement markings, and signals.

Standard:
03 The absence of a marked bicycle lane or any of the other traffic control devices discussed in this Chapter on a particular roadway shall not be construed to mean that bicyclists are not permitted to travel on that roadway.

Section 9A.04 Maintenance
Guidance:
01 All signs, signals, and markings, including those on bicycle facilities, should be properly maintained to command respect from both the motorist and the bicyclist. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices.

02 Separated bikeways should be accessible to street maintenance equipment (e.g., street sweeping, snow removal).

Section 9A.05 Relation to Other Documents
Support:
01 “The Uniform Vehicle Code and Model Traffic Ordinance” published by the National Committee on Uniform Traffic Laws and Ordinances and the California Vehicle Code (see Section 1A.11) have provisions for bicycles and are the basis for the traffic control devices included in this Manual.

02 Refer to California Streets and Highway Code Section 890.4 for definition of "Bikeways".

03 Informational documents used during the development of the signing and marking recommendations in Part 9 include the following:
A. “Guide for Development of Bicycle Facilities,” which is available from the American Association of State Highway and Transportation Officials (see Page i for the address); and
B. State and local government design guides;
C. "Highway Design Manual" (Caltrans);
D. “Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians” (Caltrans);
E. “Separated Bike Lane Planning and Design Guide,” which is available from the Federal Highway Administration (see Page ii for the address); and
F. NACTO Urban Bikeway Design Guide and Urban Street Design Guide (see Page iii for the address).

03 Other publications that relate to the application of traffic control devices in general are listed in Section 1A.11.
Section 9A.06 Placement Authority
Support:
01 Section 1A.08 contains information regarding placement authority for traffic control devices.
02 The following references from the California Vehicle Code relate to bicycles:
   ....
   ....
   J. Section 890.4 – Definitions of Class I, II, III, and IV bikeways.
   ....
   ....
• Chapter 9B-Signs- New text is highlighted in yellow.

Section 9B.12 Shared-Use Path Restriction Sign (R9-7)
Option:
01 The Shared-Use Path Restriction (R9-7) sign (see Figure 9B-2) may be installed to supplement a solid white pavement marking line (see Section 9C.03) on facilities that are to be shared by pedestrians and bicyclists in order to provide a separate designated pavement area for each mode of travel. The symbols may be switched as appropriate.
01a The Shared-Use Path Restriction (R9-7) sign may be used for locations with sidewalk level separated bikeways to further communicate the appropriate use of each space. The symbols may be switched as appropriate.
Guidance:
02 If two-way operation is permitted on the facility for pedestrians and/or bicyclists, the designated pavement area that is provided for each two-way mode of travel should be wide enough to accommodate both directions of travel for that mode.

• Chapter 9C-Markings. New text is highlighted in yellow.

Section 9C.03 Marking Patterns and Colors on Shared-Use Paths
   ....
   ....
   ....
Option:
05 A solid white line may be used on shared-use paths to separate different types of users. The R9-7 sign (see Section 9B.12) may be used to supplement the solid white line.
05a A solid white line may be used to delineate the traveled way of the bike path from the shoulder if the shoulder is paved with the same material as the bike path.
Support:
05b Refer to Caltrans’ Highway Design Manual Index 1003.1.

• Chapter 9C-Markings. New text is highlighted in yellow. Deleted text is shown in red strikethrough text. Paragraphs 26, 27, 28 and 29 were relocated to paragraph 9a, 9b, 9c, and 9d.

Section 9C.04 Markings For Bicycle Lanes
Support:
01 Pavement markings designate that portion of the roadway for preferential use by bicyclists. Markings inform all road users of the restricted nature of the bicycle lane.
Standard:
02 Longitudinal pavement markings shall be used to define bicycle lanes.

Guidance:
03 If used, bicycle lane word, symbol, and/or arrow markings (see Figure 9C-3) should be placed at the beginning of a bicycle lane and at periodic intervals along the bicycle lane based on engineering judgment.

Standard:
04 If the bicycle lane symbol marking is used in conjunction with word or arrow messages, it shall precede them.

Option:
05 If the word, symbol, and/or arrow pavement markings shown in Figure 9C-3 are used, Bike Lane signs (see Section 9B.04) may also be used, but to avoid overuse of the signs not necessarily adjacent to every set of pavement markings.

Bicycle Lane Treatment at Intersections
Option:
05a When a bike lane approaches an intersection with right- or left-turn only lanes, Figures 9C-1, 9C-4, 9C-4(CA) or 9C-5 may be used.

Standard:
06 A through bicycle lane shall not be positioned to the right of a right turn only lane or to the left of a left turn only lane.

Support:
07 A bicyclist continuing straight through an intersection from the right of a right-turn lane or from the left of a left-turn lane would be inconsistent with normal traffic behavior and would violate the expectations of right- or left-turning motorists.

Guidance:
08 When the right through lane is dropped to become a right turn only lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right-turn lane. Through bicycle lane markings should resume to the left of the right turn only lane.
09 An optional through-right turn lane next to a right turn only lane should not be used where there is a through bicycle lane. If a capacity analysis indicates the need for an optional through-right turn lane, the bicycle lane should be discontinued at the intersection approach.
09a A dashed line across the right-turn-only lane should not be used on extremely long lanes, or where there are double right-turn-only lanes. For these types of intersections, all striping should be dropped to permit judgment by the bicyclists to prevail.
09b A Bicycle Crossing (W11-1) sign may be used to warn road users of the potential for bicyclists crossing their path. See Section 9B.18.
09c When a bike lane approaches ramp intersection that intersects the local facility at or close to 90° (typical of a compact or spread diamond configuration), then Figures 9C-4, 9C-4(CA) and 9C-5 may be used; the appropriate method of getting bike lanes through the interchange.
09d However, when a bike lane approaches one or more ramp intersections that intersect the local facility at various angles other than 90° (typically high-speed, skewed ramps), Figure 9C-103(CA) should be used.
09e At locations with right-turn-only lanes where bicycles are not prohibited but Class II bicycle facilities do not exist on the approach, a minimum 4-foot wide space for bicycle use may be provided between the right-turn and through lane, and where the posted speed is greater than 40 mph the minimum width should be 6 feet.
09f When the width between the right-turn and through lane is greater than 4-feet, a buffer area may be striped adjacent to the 4’ minimum width for bicycle travel, regardless of the posted speed.
09g The buffer may be placed on the left or on the right of the 4’ space for bicycle travel.
Support:

09 Refer to Caltrans’ Highway Design Manual, Index 403.6.

Standard:

09 If used, the space for bicycle use shall be delineated by Detail 39 on the right of the through lane and Detail 38A on the left of the right-turn-only lane.

Support:

09 Refer to Figure 9C-4(CA) for details on striping and Figure 9C-104 (CA) for details on buffer area striping.

Guidance:

10 Posts or raised pavement markers should not be used to separate bicycle lanes from adjacent travel lanes.

Support:

11 Using raised devices creates a collision potential for bicyclists by placing fixed objects immediately adjacent to the travel path of the bicyclist. In addition, raised devices can prevent vehicles turning right from merging with the bicycle lane, which is the preferred method for making the right turn. Raised devices used to define a bicycle lane can also cause problems in cleaning and maintaining the bicycle lane.

Option:

11a A bicycle lane for travel in the same direction as the general purpose lanes may be placed on the left hand side of the general purpose lanes.

Option:

25 Physical barriers may be used to convert a Class II Bikeway (Bike Lane) to Class I Bikeway (Bike Path) or Class IV Bikeway (Separated Bikeway).

Bicycle Lane Treatment at Right Turn Only Lanes

Guidance:

26 A dashed line across the right-turn-only lane should not be used on extremely long lanes, or where there are double right-turn-only lanes. For these types of intersections, all striping should be dropped to permit judgment by the bicyclists to prevail.

Option:

27 A Bicycle Crossing (W11-1) sign may be used to warn road users of the potential for bicyclists crossing their path. See Section 9B.18.

28 When a bike lane approaches a ramp intersection that intersects the local facility at or close to 90° (typical of a compact or spread diamond configuration), then Figures 9C-4, 9C-4(CA) and 9C-5 may be the appropriate method of getting bike lanes through the interchange.

Guidance:

29 However, when a bike lane approaches one or more ramp intersections that intersect the local facility at various angles other than 90° (typically high-speed, skewed ramps), Figure 9C-103(CA) should be used.

Bicycle Lane Treatment through Interchanges

Support:

22 Markings for a bike lane through a typical interchange are shown in Figure 9C-103(CA).

Option:

22 Figure 9C-103(CA) may also be used where the preferred designation is a Class III Bikeway (Bike Route), with the Bike Lane (R81(CA)) signs being replaced with Bike Route (D11-1) signs and the bike lane delineation eliminated. A 4 inch stripe may be used to delineate the shoulder throughout the bike route designation.

Standard:

22 Signing and striping as shown in Figure 9C-103(CA) shall be repeated at additional onramps within the interchange.

Guidance:

22 Where the onramps intersect at the local road at or near 90°, the striping should be per Figure 9C-4(CA).
Standard:

30. The shoulder width shall not be reduced through the interchange area. The minimum shoulder width shall match the approach roadway shoulder width, but not less than 4 feet, or with not less than 3 feet of pavement if a gutter exists. If the shoulder width is not available, the designated bike lane shall end at the previous local road intersection.
Figure 9C-4 (CA). Example of Bicycle Lane Treatment at a Right Turn Only Lane
(Sheet 1 of 3)

a - Optional Through-Right and Right-Turn-Only Lanes

b - Right Lane Becomes Right-Turn-Only Lane

* 4 ft minimum width,
6 ft minimum width for posted speed greater than 40 mph
\( d \) = Advance Placement Distance (See Section 2C.08)

LEGEND

\[ \text{Direction of Travel} \quad \text{NOT TO SCALE} \]
Figure 9C-4 (CA). Example of Bicycle Lane Treatment at a Right Turn Only Lane, Posted Speed > 40 mph (Sheet 2 of 3)

- **a** - Right-Turn-Only Lane
- **b** - Right Lane Becomes Right-Turn-Only Lane

---

* 4 ft minimum width

** 2 ft (minimum 18 in) buffered area may be striped on the left or on the right within the space for bicycle use

D = Advance Placement Distance (See Section 2C.05)

---

**LEGEND**

- **→** Direction of Travel
- **NOT TO SCALE**
Figure 9C-4 (CA). Example of Bicycle Lane Treatment at a Right Turn Only Lane, Posted Speed ≤ 40 mph (Sheet 3 of 3)

a - Right Turn Only Lane
b - Right Lane Becomes Right Turn Only Lane

* 4 ft minimum width

d = Advance Placement Distance (See Section 2C.05)

LEGEND

→ Direction of Travel  NOT TO SCALE
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,
   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, and
   H. Encourage the lateral positioning of bicyclists away from on-street angled parking.

Support:
02b On roadways that have a speed limit above 35 mph, a Class II bikeway or Class IV bikeway is more appropriate to facilitate bicycle travel.

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/edge of the pavement.

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 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 Marking should be centered in the travel lane. If used on a street without on-street parking that has an outside travel lane whose width is 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.

Support:
05a 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.
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).
Figure 9C-107 (CA). Example of Marking for a One-Lane Roundabout with Shared Lane Markings and Bicycle Lanes

Legend
★ Optional

Notes:
1. See Section 9C.04 Markings For Bicycle Lanes which includes guidance on buffered bicycle lanes.
2. Bicycle facility markings not to scale.

- Splitter island mountable or painted yellow
- Control island might also be mountable or painted yellow
- Shared use path
- Bicycle Ramps
- Splitter island formed by two sets of double yellow lines
- Bicycle Ramps

Legend:
★ Optional
Figure 9C-108 (CA). Example of Placement of Shared Lane Markings
Figure 9C-109 (CA). Example of Shared Lane Marking While Approaching an Intersection

* 4 ft minimum width, 6 ft minimum width for posted speed greater than 40 mph.
** The shared lane markings are appropriate to assist bicyclists with positioning, with or without a bicycle lane at the intersection. More than one shared lane marking may be placed.

\[d\] = Advance Placement Distance (See Section 2C.05)

LEGEND

← Direction of Travel

NOT TO SCALE
• Chapter 9C-Markings New text is highlighted in yellow. Section 9C.102 is a new section

Section 9C.102 (CA) Class IV Bikeways
Support:
  01 Refer to FHWA “Separated Bike Lane Planning and Design Guide” for detailed information on planning and design of separated bike lanes.
Option:
  02 Separated bikeways may be delineated for one-way or two-way operation by using traffic control devices.
Standard:
  03 Vertical elements shall be used to define separated bikeways.
Support:
  04 Vertical elements in the buffer area are critical to separated bikeway design. Forms of vertical separation include, but are not limited to, grade separation, flexible delineator posts, inflexible physical barriers, or on-street parking. See Figure 9C-110 (CA). See DIB 89 for more information.
Standard:
  05 Where separated bikeways are designed for two-way travel, a solid yellow line shall be used to separate the two directions of travel where passing is not permitted. A broken yellow line shall be used where passing is permitted (Refer to Figure 9C-110 (CA). See Section 9C.03 for marking patterns.
Option:
  06 A through separated bikeway may be positioned to the right of a right turn only lane or to the left of a left turn only lane, if bicycle signals are used. See Section 4D.104 for optional use of Bicycle Signal Faces.
Standard:
  07 The Bike Symbol pavement markings or Helmeted Bicyclist Symbol (Figure 9C-3 Option A or Option B) shall be placed on the far side of each intersection.
Option:
  08 The DO NOT ENTER (R5-1) sign with the supplemental EXCEPT Bicycle plaque (R118 (CA)) may be used on separated bikeways to reduce the likelihood of accidental entrance by motor vehicles.
Buffer Standard:
  09 If used, the buffer area between the separated bikeway and general-purpose lane and parking lane (if present) shall be delineated.
  10 The buffer area shall be delineated by longitudinal pavement markings. See Section 9C.04 for buffer striping details.
Support:
  11 The buffer area width includes the width of the parallel lines.
  12 See DIB 89 for buffer area width requirements.
Unobstructed passage
Standard
  13 If accessible parking or loading zones are provided on a roadway alongside a separated bikeway, then unobstructed access shall be maintained.
NOTES:

1. See Figure 3B-21(CA) for examples of parking space markings.

2. Vertical elements in the buffer are an important separation feature of the Separated Bikeway. These may include grade separation, flexible posts, inflexible physical barriers, or on-street parking. See DIB 89 for more information.

3. See DIB 89 for separated bikeway width and buffer width.
NOT TO SCALE

NOTES:

1. See Figure 3B-21(CA) for examples of parking space markings.

2. Vertical elements in the buffer are an important separation feature of the Separated Bikeway. These may include grade separation, flexible posts, inflexible physical barriers, or on-street parking. See DIB 89 for more information.

3. See DIB 89 for separated bikeway width and buffer width.
LIST OF CHANGES FOR 2014 CA MUTCD REVISION 3

EDITORIAL CHANGES

• Chapter 6F- Temporary Traffic Control Zone Devices- New text is highlighted in yellow. Deleted text are provided in red strikethrough text. Updated the Standard Specifications Section number.

Section 6F.60 Portable Changeable Message Signs

...  
... Support:

36 Refer to Caltrans’ Standard Specifications Section 42-3.12 12-3.32 for visibility criteria cited. See Section 1A.11 for information regarding this publication.

• Chapter 3B – Pavement and Curb Markings- New text is highlighted in yellow. Deletions are provided in red strikethrough text. R67(CA) sign was deleted in the 2006 CA MUTCD.

Section 3B.03 Other Yellow Longitudinal Pavement Markings

... ...  
... 11 Two-way opposing pavement arrows may be used as shown in Figure 3B-7(CA). The arrows may be supplemented by Two-Way Left Turn Lane (R67(CA) R3-9a or R3-9b) sign at new installations and problem locations.
- Chapter 2B – Regulatory Signs, Barricades, and Gates. R10-11 was struck off in the existing version of the CA MUTCD. Strikethrough has been removed.

### Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 3 of 4)

<table>
<thead>
<tr>
<th>Sign or Plaque</th>
<th>Sign Designation</th>
<th>Section</th>
<th>Conventional Road</th>
<th>Expressway</th>
<th>Freeway</th>
<th>Minimum</th>
<th>Oversized</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Single Lane</td>
<td>Multi-Lane</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Emergency Snow Route</td>
<td>R7-203</td>
<td>2B.40</td>
<td>18 x 24</td>
<td>18 x 24</td>
<td>—</td>
<td>—</td>
<td>24 x 30</td>
</tr>
<tr>
<td>No Parking on Pavement</td>
<td>R8-1</td>
<td>2B.40</td>
<td>24 x 30</td>
<td>24 x 30</td>
<td>—</td>
<td>—</td>
<td>36 x 48</td>
</tr>
<tr>
<td>No Parking Except on Shoulder</td>
<td>R8-3</td>
<td>2B.40</td>
<td>24 x 30</td>
<td>24 x 30</td>
<td>—</td>
<td>—</td>
<td>36 x 48</td>
</tr>
<tr>
<td>No Parking (symbol)</td>
<td>R8-9</td>
<td>2B.40</td>
<td>24 x 30</td>
<td>24 x 30</td>
<td>—</td>
<td>—</td>
<td>36 x 48</td>
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<td>No Parking</td>
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<td>24 x 30</td>
<td>—</td>
<td>—</td>
<td>36 x 48</td>
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<tr>
<td>Except Sundays and Holidays (plaque)</td>
<td>R8-3P</td>
<td>2B.40</td>
<td>24 x 18</td>
<td>24 x 18</td>
<td>—</td>
<td>—</td>
<td>30 x 24</td>
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<tr>
<td>On Pavement (plaque)</td>
<td>R8-3P</td>
<td>2B.40</td>
<td>24 x 18</td>
<td>24 x 18</td>
<td>—</td>
<td>—</td>
<td>30 x 24</td>
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<td>On Bridge (plaque)</td>
<td>R8-3P</td>
<td>2B.40</td>
<td>24 x 18</td>
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<td>—</td>
<td>30 x 24</td>
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<td>On Trestles (plaque)</td>
<td>R8-3P</td>
<td>2B.40</td>
<td>12 x 0</td>
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<td>—</td>
<td>30 x 24</td>
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<td>Except on Shoulder (plaque)</td>
<td>R8-9</td>
<td>2B.40</td>
<td>24 x 10</td>
<td>24 x 10</td>
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<td>30 x 24</td>
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<td>Loading Zone (plaque)</td>
<td>R8-9</td>
<td>2B.40</td>
<td>24 x 10</td>
<td>24 x 10</td>
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<td>30 x 24</td>
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<td>Times of Day (plaque)</td>
<td>R8-9</td>
<td>2B.40</td>
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<td>30 x 24</td>
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<td>Emergency Parking Only</td>
<td>R8-4</td>
<td>2B.40</td>
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<td>30 x 24</td>
<td>48 x 35</td>
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<td>No Stopping on Pavement</td>
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<td>2B.40</td>
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<td>No Stopping on Shoulder</td>
<td>R8-6</td>
<td>2B.40</td>
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<td>48 x 35</td>
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<td>48 x 35</td>
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<td>Emergency Stopping Only</td>
<td>R8-7</td>
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<td>Walk on Left Facing Traffic</td>
<td>R9-1</td>
<td>2B.50</td>
<td>18 x 24</td>
<td>18 x 24</td>
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<td>—</td>
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<tr>
<td>Cross Only at Crosswalks</td>
<td>R9-2</td>
<td>2B.51</td>
<td>12 x 18</td>
<td>12 x 18</td>
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</tr>
<tr>
<td>No Pedestrian Crossing (symbol)</td>
<td>R9-3</td>
<td>2B.51</td>
<td>18 x 18</td>
<td>18 x 18</td>
<td>24 x 24</td>
<td>30 x 30</td>
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</tr>
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<td>No Pedestrian Crossing</td>
<td>R9-3a</td>
<td>2B.51</td>
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<td>18 x 12</td>
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<td>Use Crosswalk (plaque)</td>
<td>R9-3p</td>
<td>2B.51</td>
<td>18 x 12</td>
<td>18 x 12</td>
<td>—</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>No Hitchhiking</td>
<td>R9-4</td>
<td>2B.50</td>
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<td>18 x 18</td>
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<tr>
<td>No Hitchhiking (symbol)</td>
<td>R9-4</td>
<td>2B.50</td>
<td>18 x 18</td>
<td>18 x 18</td>
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</tr>
<tr>
<td>No Skaters</td>
<td>R9-13</td>
<td>2B.39</td>
<td>18 x 18</td>
<td>18 x 18</td>
<td>24 x 24</td>
<td>30 x 30</td>
<td>30 x 30</td>
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<td>No Equestrians</td>
<td>R9-14</td>
<td>2B.39</td>
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<td>Cross Only on Green</td>
<td>R10-1</td>
<td>2B.52</td>
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<td>12 x 18</td>
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<td>Pedestrian Signs and Plaques</td>
<td>R10-2</td>
<td>3B.63</td>
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<tr>
<td>Left on Green Arrow Only</td>
<td>R10-5</td>
<td>2B.53</td>
<td>30 x 36</td>
<td>30 x 36</td>
<td>48 x 60</td>
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<td>Stop Here on Red</td>
<td>R10-6</td>
<td>2B.53</td>
<td>24 x 36</td>
<td>24 x 36</td>
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<td>—</td>
<td>36 x 42</td>
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<td>Stop Here on Red - No Block</td>
<td>R10-6</td>
<td>2B.53</td>
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<td>24 x 36</td>
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<td>—</td>
<td>36 x 42</td>
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<td>Use Lane with Green Arrow</td>
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<td>36 x 42</td>
<td>36 x 42</td>
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<td>60 x 72</td>
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<td>Left (Right) Turn Signal</td>
<td>R10-10</td>
<td>2B.53</td>
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<tr>
<td>No Turn on Red</td>
<td>R10-11</td>
<td>2B.54</td>
<td>24 x 30</td>
<td>24 x 30</td>
<td>—</td>
<td>—</td>
<td>36 x 48</td>
</tr>
<tr>
<td>No Turn on Red - Overhead</td>
<td>R10-11a</td>
<td>2B.54</td>
<td>36 x 36</td>
<td>36 x 36</td>
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</tr>
<tr>
<td>No Turn on Red Except From Right Lane</td>
<td>R10-11c</td>
<td>2B.54</td>
<td>30 x 42</td>
<td>30 x 42</td>
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</tr>
<tr>
<td>No Turn on Red From This Lane</td>
<td>R10-11d</td>
<td>2B.54</td>
<td>30 x 42</td>
<td>30 x 42</td>
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<tr>
<td>Left Turn Yield on Green</td>
<td>R11-1</td>
<td>2B.53</td>
<td>30 x 36</td>
<td>30 x 36</td>
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<tr>
<td>Emergency Signal</td>
<td>R10-12</td>
<td>2B.53</td>
<td>42 x 30</td>
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<tr>
<td>Emergency Signal - Stop on Flashing Red</td>
<td>R10-14</td>
<td>2B.53</td>
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<td>36 x 42</td>
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</tr>
<tr>
<td>Emergency Signal - Stop on Flashing Red (overhead)</td>
<td>R10-14a</td>
<td>2B.53</td>
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<td>40 x 30</td>
<td>54 x 36</td>
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<td>U-Turn Yield to Right Turn</td>
<td>R10-16</td>
<td>2B.53</td>
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<td>48 x 24</td>
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<td>48 x 24</td>
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<tr>
<td>Right on Red After Sign</td>
<td>R10-17</td>
<td>2B.53</td>
<td>30 x 18</td>
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<td>48 x 24</td>
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<td>48 x 24</td>
</tr>
<tr>
<td>Traffic Laws Photo Enforced</td>
<td>R10-16</td>
<td>2B.53</td>
<td>36 x 24</td>
<td>36 x 24</td>
<td>54 x 36</td>
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<tr>
<td>Photo Enforced (symbol/plaque)</td>
<td>R10-19P</td>
<td>2B.50</td>
<td>24 x 12</td>
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<td>—</td>
<td>40 x 36</td>
</tr>
<tr>
<td>Photo Enforced (plaque)</td>
<td>R10-19P</td>
<td>2B.50</td>
<td>24 x 12</td>
<td>24 x 12</td>
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<td>40 x 36</td>
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<td>MON – FR (and times) (3 lines) (plaque)</td>
<td>R10-20P</td>
<td>2B.53</td>
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• Chapter 5G – Temporary Traffic Control Zones. Crossed out W20-7 to be consistent with Figure 6F-4.