STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

POLICY DIRECTIVE

TR-0011 (REV 7/01/2001)

TRAFFIC OPERATIONS POLICY DIRECTIVE	NUMBER 02-04	PAGE 1 OF 7
JOSEPH HECKER, DIVISION CHIEF *(Signature)*	DATE ISSUED 07/31/2002	EFFECTIVE DATE 02/01/2002
SUBJECT Interchange Exit Numbering Policy	DISTRIBUTION ☒ All District Directors ☒ All Deputy District Directors - Traffic Operations ☒ All Deputy District Directors - Maintenance ☒ All Deputy District Directors - Construction ☒ All Deputy District Directors - Project Development ☒ All Deputy District Directors - Transportation Planning ☒ Chief, Division of Engineering Services ☒ Chief Counsel, Legal Division ☐ Publications (for Distribution to all holders of Traffic Manual) ☒ Headquarters Division Chiefs for: Construction, Maintenance, & Design	
DOES THIS DIRECTIVE AFFECT OR SUPERSEDE ANOTHER DOCUMENT? ☐YES ☒NO	IF YES, DESCRIBE	
WILL THIS DIRECTIVE BE INCORPORATED IN THE TRAFFIC MANUAL? ☒YES ☐NO	IF YES, DESCRIBE Chapter 4, Section 4-04.25 Interchange Exit Numbering	

DIRECTIVE

The California Department of Transportation (Department) shall utilize mileage-based interchange exit numbering to identify the location of each interchange exit on the California Freeway System. The following web-site shall provide the statewide listing of freeway exit numbers indexed by route and direction.
http://www.dot.ca.gov/hq/traffops/signtech/calnexus/index.htm

The Department shall use the following "Interchange Exit Numbering Policy," and to the extent practical, shall follow Section 2E.28 of the Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices (MUTCD).

☐ If checked, see continuation page(s)

IMPLEMENTATION

Interchange numbering shall be used in signing each freeway interchange exit. Each freeway interchange exit shall include a minimum of two numbered exit signs:

1. **One Advance Guide sign with exit number.**
2. **One Exit Gore sign with exit number and arrow or, if not available, an exit number shall be installed on an adjacent Exit Direction sign at the gore.**

To the extent practical, interchange exit numbers shall be displayed with each Advance Guide sign, Exit Direction sign, and Gore sign on freeways.

The exit number signs should take advantage of existing roadside and overhead signs. Where possible, add-on plaques or panels should be used. In areas where maximum wind loads or existing legends do not permit placement of an add-on plaque or panel, a new sign should be installed.

For new sign installations or if the existing sign is due for replacement, consider ordering a new sign with the exit number included as part of the sign.

When applicable, the attached specifications shall be used for add-on plaques or panels (G70-2, G70-3, G70-4, and G70-5). The attached specifications shall be used for Exit Gore signs (G84, G84-2 and G84-3). When applicable, the attached specifications shall be used for Advance Guide signs (G83-4, G83-5), Exit Direction signs (G85-10, G85-11), and Supplemental Guide signs (G86-12, G86-13).

POLICY: G70-2

The single line EXIT XX panel (G70-2) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix. The panel should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

POLICY: G70-3

The single line EXIT XXXX panel (G70-3) may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix. The panel should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

POLICY: G70-4

The two line EXIT XX panel (G70-4) may be used as an alternate to the single line EXIT XX panel (G70-2) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a one or two digit exit number/suffix. The panel should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

POLICY: G70-5

The two line EXIT XXXX panel (G70-5) may be used as an alternate to the single line EXIT XXXX panel (G70-3) when an existing sign cannot accommodate the single line format. It may be attached to an existing Advance Guide sign, Exit Direction sign, or Supplemental Guide sign that identifies an interchange that has been assigned a three or four digit exit number/suffix. The panel should be located toward the top left edge of the sign for a left exit and toward the top right edge for right exits.

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POLICY: G84

The Exit Gore sign (G84) shall be used at exit ramp gores from expressways, from freeway to freeway connectors, and from collector distributors to identify the exiting point.
The arrow should be aligned to approximate the angle of departure. The sign should be placed in the area between the main roadway and the exit ramp.

POLICY: G84-2

The EXIT XX with Arrow Gore sign (G84-2) shall be used at exit ramp gores on freeways to identify the exiting point at an interchange that has been assigned a one or two digit exit number/suffix.
The arrow should be aligned to approximate the angle of departure. The sign should be placed in the area between the main roadway and the exit ramp.

POLICY: G84-3

The EXIT XXXX with Arrow Gore sign (G84-3) shall be used at exit ramp gores on freeways to identify the exiting point at an interchange that has been assigned a three or four digit exit number/suffix.
The arrow should be aligned to approximate the angle of departure. The sign should be placed in the area between the main roadway and the exit ramp.

POLICY: G83-4

The Exit Numbered Advance Guide sign with separate borders (G83-4) may be used for new sign installations or as an alternate to retrofitting an existing Advance Guide sign (G83) when the existing Advance Guide sign cannot accommodate an add-on plaque or panel.
If used, the sign shall be placed on freeways to give motorists advance notice of the exit point to the principal destination served by the next interchange that has been assigned an exit number/suffix, and the distance to that interchange.

POLICY: G83-5

The Exit Numbered Advance Guide sign with a single border (G83-5) may be used as an alternate to the Exit Numbered Advance Guide sign with separate borders (G83-4) when the sign message requires additional space on the sign.
If used, the sign shall be placed on freeways to give motorists advance notice of the exit point to the principal destination served by the next interchange that has been assigned an exit number/suffix, and the distance to that interchange.

POLICY: G85-10

The Exit Numbered Exit Direction sign with separate borders (G85-10) may be used for new sign installations or as an alternate to retrofitting an existing Exit Direction sign (G85) when the existing Exit Direction sign cannot accommodate an add-on plaque or panel.
If used, the sign shall be placed on freeways to direct motorists to the exit ramp of an interchange that has been assigned an exit number/suffix.
The sign should be placed in the area at the beginning of the deceleration lane of the exit ramp.

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POLICY: G85-11

The Exit Numbered Exit Direction sign with a single border (G85-11) may be used as an alternate to the Exit Numbered Exit Direction sign with separate borders (G85-10) when the sign message requires additional space on the sign.
If used, the sign shall be placed on freeways to direct motorists to the exit ramp of an interchange that has been assigned an exit number/suffix.

POLICY: G86-12

The Exit Numbered Supplemental Guide sign with separate borders (G86-12) may be used for new sign installations or as an alternate to retrofitting an existing Supplemental Guide sign (G86) when the existing Supplemental Guide sign cannot accommodate an add-on plaque or panel.
The sign may be placed on freeways to give motorists advance notice of the exit point to the principal destination served by the next interchange that has been assigned an exit number/suffix.

POLICY: G86-13

The Exit Numbered Supplemental Guide sign with a single border (G86-13) may be used as an alternate to the Exit Numbered Supplemental Guide sign with separate borders (G86-12) when the sign message requires additional space on the sign.
The sign may be placed on freeways to give motorists advance notice of the exit point to the principal destination served by the next interchange that has been assigned an exit number/suffix.

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BACKGROUND

Department Guidelines to Assign Numbers to Freeway Interchange Exits

1. California interchange exit numbers follow the Federal Highway Administration (FHWA) Interchange Exit Numbering System of mileage-based reference post numbering as outlined in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), Section 2E.28 Interchange Exit Numbering.

2. Published county/route/postmile and odometer listings within each county provide the basis for continuous mileage-based interchange exit numbers for established California freeway routes. The California Numbered Exit Uniform System (Cal-NExUS) web site, located at: http://www.dot.ca.gov/hq/traffops/signtech/calnexus/index.htm, provides a listing of proposed and installed freeway exit numbers indexed by route and direction. The website is updated regularly to reflect when exit number signs are installed at a specific exit. The website listing also includes exit number zone references to rest areas, vista points and weigh stations for information purposes only. These facilities are not considered interchange exits and are not signed with exit numbers. Adjacent interchange exits within the same mile zone of rest areas, vista points, and weigh stations are not assigned suffix letters.

3. Statewide milepost numbering begins at 0.00, at the southernmost or westernmost terminus of a freeway route in the county of origin. State mileposts continue throughout each route alignment for the duration of the route. If the existing county reference post marker (postmile) is different than the odometer mileage progression, the odometer mileage is used (see exception 3a). There are no interchange exits numbered EXIT 0 (zero). The EXIT 1 zone covers 0.00 to 1.49 miles (rounded to the nearest hundredth of a mile), the EXIT 2 zone covers 1.50 to 2.49, and each exit number zone, thereafter, is one (1.00) mile in length.

4. A suffix letter A, B, C, D or E is used on multi-exit interchanges, or on multiple interchange exits within the same exit number zone. If used, the suffix letter is displayed with the exit number in a single-line or two-line format. The suffix progression follows a consecutive south to north or west to east progression as the statewide mile post number increases, without any gaps, beginning with the suffix letter "A." Just as the mileage number decreases in the southerly or westerly directions, the suffix letter begins in the descending direction with the most advanced letter used and descends towards the suffix letter "A" within a given exit number zone without any gaps (example: E, D, C, B, A).

5. Where two (or more) routes share a common alignment, one route is identified as the dominant route for interchange exit numbering (see order of precedence in #9). State milepost progression increases for all routes, but will only be indicated with exit numbering on the dominant route (see exception 5a).

6. Interchange exit numbering is determined based on where the centerlines of the freeway route and the intersecting route or city street meet. *The State Highway Log* typically references this county/route/postmile location at interchange locations. Statewide milepost numbering will be continuous, except for the existing breaks in the route that will continue per the postmile orientation of the route, or as estimated on adjoining routes. There are no repeated exit numbers within the same directional route.

7. No separate exit number signs are identified on specific carpool, or high occupancy vehicle (HOV) facility exits or HOV to HOV system connector ramps. With multiple specific sign packages and pavement markings required for HOV facilities, interchange exit numbering does not apply to these specialty exits and freeway to freeway connectors. This motorist aid system of exit numbering will only apply to mixed-flow lane exits and connectors accessible to trucks and all other freeway users.

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8. Where one or more lanes of traffic diverge from the main line at a single exit, the exit is numbered and signed at the main line diverge as one exit. Generally, there is adequate information displayed on guide signs downstream of the main line diverge to direct a road user to the desired destination, route or street (see exception 8a). Exit numbers are not required for exits from auxiliary lanes, connectors or collector-distributors (see exception 8b).

9. Freeway routes have the following order of precedence for interchange exit numbering:
1) Interstates, 2) Interstate Business Loops/Spurs, 3) U.S. Highways, 4) California State Routes. Where two routes have the same classification, the lower-numbered route typically has a higher order of precedence.

10. At an interchange where a freeway route changes to another freeway route, as a road user continues on the mainline, the transition to the route with lesser precedence should be considered a numbered exit and the transition to the route with greater precedence should not be considered a numbered exit.

Exceptions and special circumstances have been identified (numbered by the item to which they pertain).

3a) If a 20-year District System Management Plan includes a specific project to construct a segment of a route with mileage prior to the existing beginning point of the freeway, the mileage sequence will begin at the anticipated future beginning of the statewide reference post. Otherwise, numbering will begin at 0.00 in the county of origin where the route begins. Numbering will be continuous, except for existing breaks in the route that continue per published odometer or postmile orientation of the route. If the route is truncated by relinquishment, historically established exit numbers will be conserved without change.

5a) If a freeway route terminates in one county with no other freeway to continue the Statewide milepost “odometer” continuation, but resumes as a freeway in another county with the same route number, the statewide reference post should be estimated as follows: The best estimate of where it will resume on a statewide basis can be estimated by tracing the nearest state route alignment to the resumed segment from where the freeway alignment ends. Any future correction will need to be updated when the unfinished segment is completed and the two segments are joined.

8a) A sign designer has the option to place a multiple exit number add-on sign at the mainline diverge. An example given in the MUTCD, figure 2E-13, sign E1-5, “Exit Number Plaque” shows a legend that reads: EXITS 33 A-B. The multiple exit number add-on sign should only be placed when, in the opinion of the sign designer, further clarification is needed to guide road users to the desired destination. In this case, exit numbers with the appropriate suffix letters are also required on guide signs downstream of the mainline diverge.

8b) Where an Interstate Business Loop/Spur consists of more than one freeway route joined by freeway to freeway connectors, exits off of these connectors should be numbered as freeway interchange exits. This condition is found on Interstate Business Loop 80. It consists of a portion of U.S. Highway 50 and the entire length of California State Route 51. Route 50 and 51 are joined by freeway to freeway connectors. Exception 8a allows exits from these connectors to be numbered as freeway interchange exits because the connectors are a continuation of Interstate Business Loop 80.

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DEFINITIONS

1. **Standard** -- a statement of required, mandatory, or specifically prohibited practice. All standards text appears in **bold** type. The verb **shall** is typically used. Standards are sometimes modified by Options.

2. Guidance -- a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgement or engineering study indicates the deviation to be appropriate. All Guidance statements text appears in underlined type. The verb should is typically used. Guidance statements are sometimes modified by Options.

3. Option -- a statement of practice that is a permissive condition and carries no requirement or recommendation. Options may contain allowable modifications to a Standard or Guidance. All Option statements text appears in normal type. The verb may is typically used.

4. Support -- an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements text appears in normal type. The verbs shall, should and may are not used in Support statements.

ATTACHMENTS

The attached sign specifications for Interchange Exit Numbering (G70-2, G70-3, G70-4, G70-5, G84, G84-2, G84-3, G83-4, G83-5, G85-10, G85-11, G86-12, G86-13) provide the dimensions for exit number panels and signs.

The attached memorandum dated October 2, 2001 from the Division of Traffic Operations, requests each district to prepare a plan for installing freeway interchange exit number signs and provides funding strategies to implement interchange exit numbering.

The attached memorandum dated February 22, 2002 from the Divisions of Maintenance and Traffic Operations, provides guidance and examples for retrofitting exit numbers on overhead guide signs

The attached memorandum dated April 25, 2002 and Standard Special Provision (SSP) from the Division of Design, provides guidance to allow for the identification of high and low risk underground facilities concurrent with construction.

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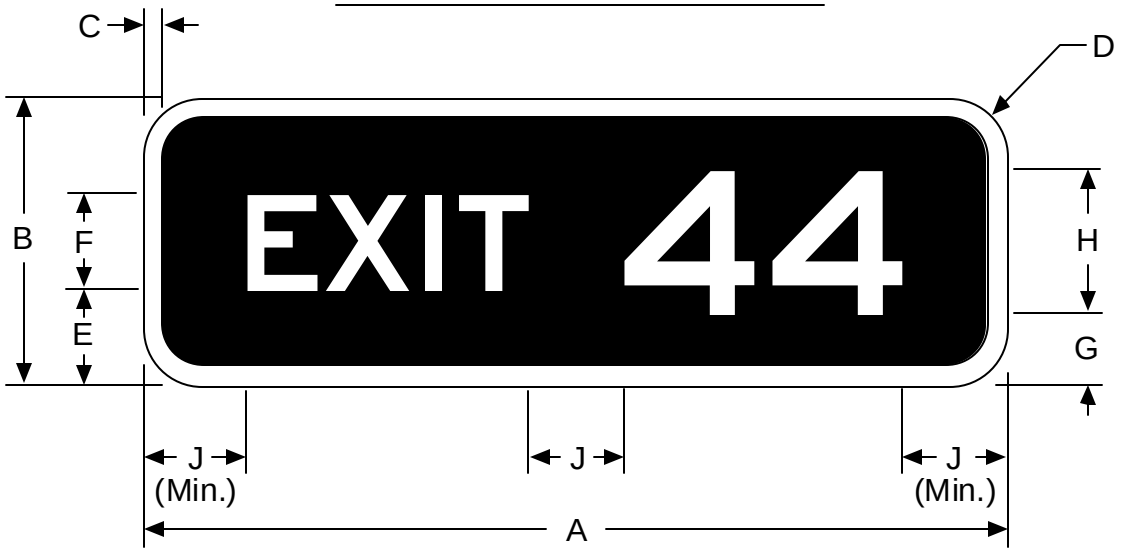
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **E1-5** CODE **G70-2**

Use when the Exit Number/Suffix is 1 to 2 numbers or letters.



NUMBER/SUFFIX SIZE (Dimension H)

The exit number/suffix should be the same height as the lower case lettering used for the destination message on the guide sign. When the destination message is all capital lettering, the exit number/suffix should be the same height as the capital lettering.

Sign Size (Inches)	SIGN DIMENSIONS (Inches)								
	A	B	C	D	E	F	G	H	J
36 x 12	36	12	1-1/4	3	4	4E	3	6E	4
48 x 15	48	15	1-1/2	3	5	5E	3-1/2	8E	5
60 x 18	60	18	2	3	6	6E	4	10E	6
72 x 24	72	24	2	6	8	8E	6	12E	8
90 x 30	90	30	2-1/2	6	10	10E	7-1/2	15E	10

Sign Size (mm)	SIGN DIMENSIONS (Millimeters)								
	A	B	C	D	E	F	G	H	J
914 x 305	914	305	32	76	102	100E	76	150E	102
1219 x 381	1219	381	38	76	127	125E	89	200E	127
1524 x 457	1524	457	51	76	152	150E	102	250E	152
1829 x 610	1829	610	51	152	203	200E	152	300E	203
2286 x 762	2286	762	64	152	254	250E	191	375E	254

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN, BLUE or BROWN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
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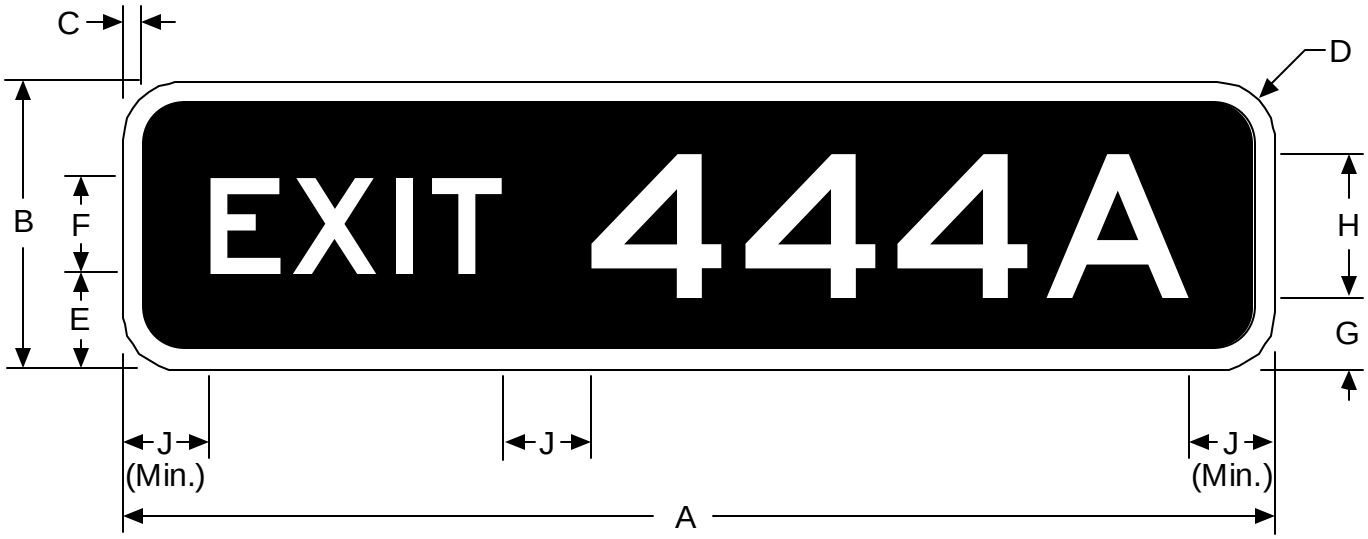
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **E1-5** CODE **G70-3**

Use when the Exit Number/Suffix is 3 to 4 numbers or letters.



NUMBER/SUFFIX SIZE (Dimension H)

The exit number/suffix should be the same height as the lower case lettering used for the destination message on the guide sign. When the destination message is all capital lettering, the exit number/suffix should be the same height as the capital lettering.

Sign Size (Inches)	SIGN DIMENSIONS (Inches)								
	A	B	C	D	E	F	G	H	J
48 x 12	48	12	1-1/4	3	4	4E	3	6E	4
66 x 15	66	15	1-1/2	3	5	5E	3-1/2	8E	6
78 x 18	78	18	2	3	6	6E	4	10E	6
96 x 24	96	24	2	6	8	8E	6	12E	8
120 x 30	120	30	2-1/2	6	10	10E	7-1/2	15E	10

Sign Size (mm)	SIGN DIMENSIONS (Millimeters)								
	A	B	C	D	E	F	G	H	J
1219 x 305	1219	305	32	76	102	150E	76	150E	102
1676 x 381	1676	381	38	76	127	200E	89	200E	152
1981 x 457	1981	457	51	76	152	150E	102	250E	152
2438 x 610	2438	610	51	152	203	200E	152	300E	203
3048 x 762	3048	762	64	152	254	250E	191	375E	254

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN, BLUE or BROWN (REFLECTIVE)

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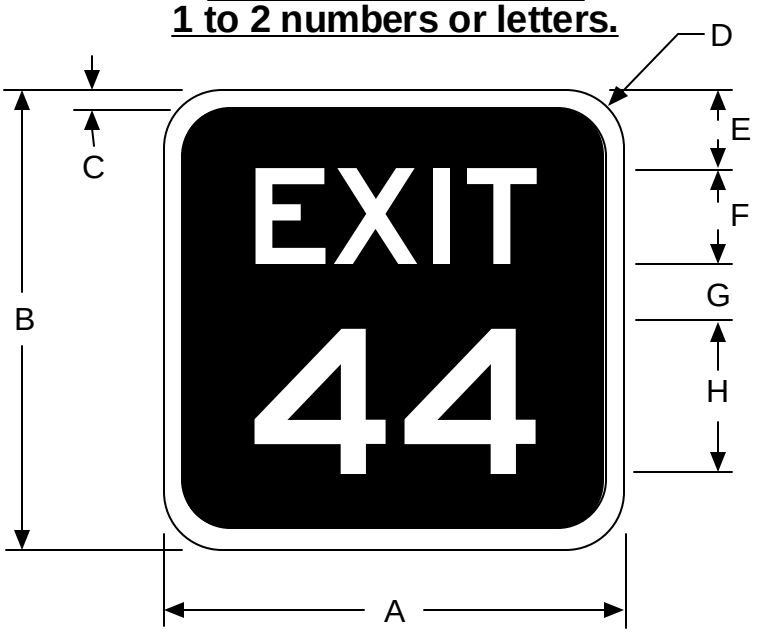
MUTCD NUMBER None

CODE G70-4

Use when the Exit Number/Suffix is 1 to 2 numbers or letters.



NUMBER/SUFFIX SIZE (Dimension H)

The exit number/suffix should be the same height as the lower case lettering used for the destination message on the guide sign. When the destination message is all capital lettering, the exit number/suffix should be the same height as the capital lettering.

Sign Size (Inches)	SIGN DIMENSIONS (Inches)							
	A	B	C	D	E	F	G	H
24 x 24	24	24	1-1/4	3	5-1/2	4E	3	6E
30 x 30	30	30	1-1/2	3	6-1/2	5E	4	8E
36 x 36	36	36	2	6	7-1/2	6E	5	10E
42 x 42	42	42	2	6	8	8E	6	12E
48 x 48	48	48	2-1/2	6	8	10E	7	15E

Sign Size (mm)	SIGN DIMENSIONS (Millimeters)							
	A	B	C	D	E	F	G	H
610 x 610	610	610	32	76	140	150E	76	150E
762 x 762	762	762	38	76	165	200E	102	200E
914 x 914	914	914	51	152	191	150E	127	250E
1067 x 1067	1067	1067	51	152	203	200E	152	300E
1219 x 1219	1219	1219	64	152	203	250E	178	375E

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN, BLUE or BROWN (REFLECTIVE)

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MUTCD NUMBER None

CODE G70-5

Use when the Exit Number/Suffix is 3 to 4 numbers or letters.

NUMBER/SUFFIX SIZE (Dimension H)

The exit number/suffix should be the same height as the lower case lettering used for the destination message on the guide sign. When the destination message is all capital lettering, the exit number/suffix should be the same height as the capital lettering.

Sign Size (Inches)	SIGN DIMENSIONS (Inches)							
	A	B	C	D	E	F	G	H
36 x 24	36	24	1-1/4	3	5-1/2	4E	3	6E
48 x 30	48	30	1-1/2	3	6-1/2	5E	4	8E
54 x 36	54	36	2	6	7-1/2	6E	5	10E
66 x 42	66	42	2	6	8	8E	6	12E
78 x 48	78	48	2-1/2	6	8	10E	7	15E

Sign Size (mm)	SIGN DIMENSIONS (Millimeters)							
	A	B	C	D	E	F	G	H
914 x 610	914	610	32	76	140	150E	76	150E
1219 x 762	1219	762	38	76	165	200E	102	200E
1372 x 914	1372	914	51	152	191	150E	127	250E
1676 x 1067	1676	1067	51	152	203	200E	152	300E
1981 x 1219	1981	1219	64	152	203	250E	178	375E

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN, BLUE or BROWN (REFLECTIVE)

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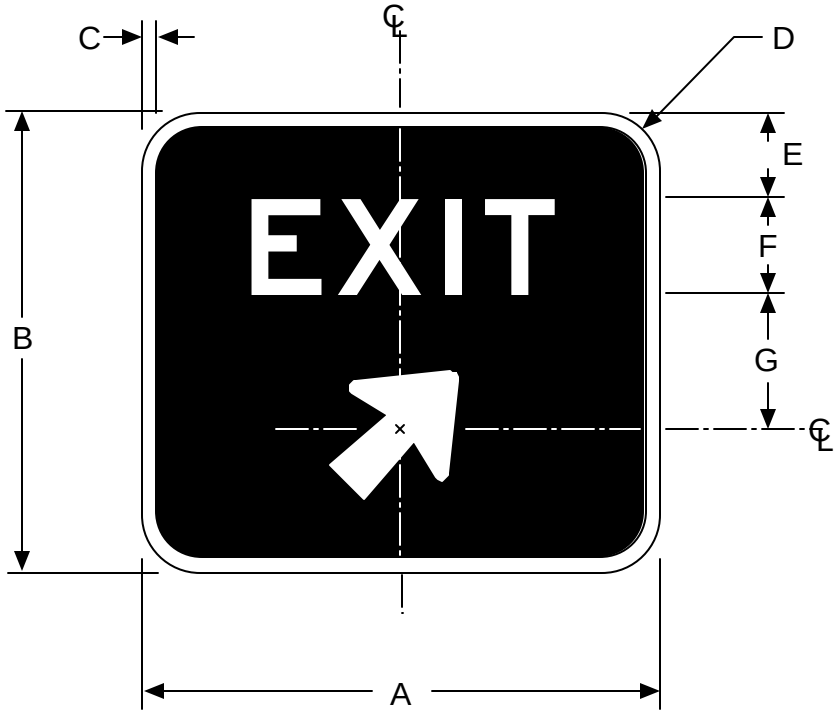
MUTCD NUMBER **E5-1** CODE **G84**



NOTES:

1. For 'EXIT' use Series 'E' alphabet. For alternate message 'RAMP'use Series 'D' alphabet and reduce letter spacing to 80%.
2. For arrow dimensions, see sign dimensions 'H' for Width, 'J' for Length and Sign Specification Appendix Page 10 of 11.
3. Arrow angle may vary, specify angle or order unapplied.

Units of Measure	SIGN DIMENSIONS								
	A	B	C	D	E	F	G	H	J
Inches	54	48	1-1/2	6	9	10	14	14	16
Millimeters	1372	1219	38	152	229	250	356	356	406

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

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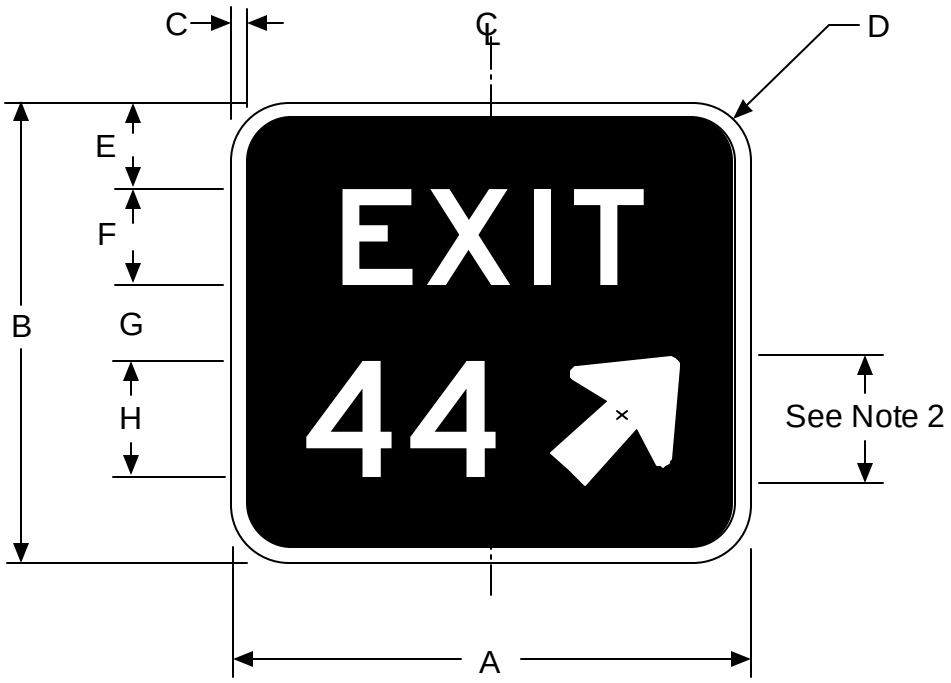
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **E5-1a**

CODE **G84-2**
Rt. or Lt.

Use when an Exit Number/Suffix has 1 to 2 numbers or letters.



NOTES:

1. For arrow size, see dimensions 'J' for Width, 'K' for Length and Sign Specification Appendix Page 10 of 11.
2. Arrow is centered on the number/suffix and may be placed on either side. Arrow angle can vary, specify angle or order unapplied.

Units of Measure	SIGN DIMENSIONS									
	A	B	C	D	E	F	G	H	J	K
Inches	54	48	1-1/2	6	9	10E	8	12D	14	16
Millimeters	1372	1219	38	152	229	250E	203	300D	356	406

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

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Gerry Meis	5/3/02		

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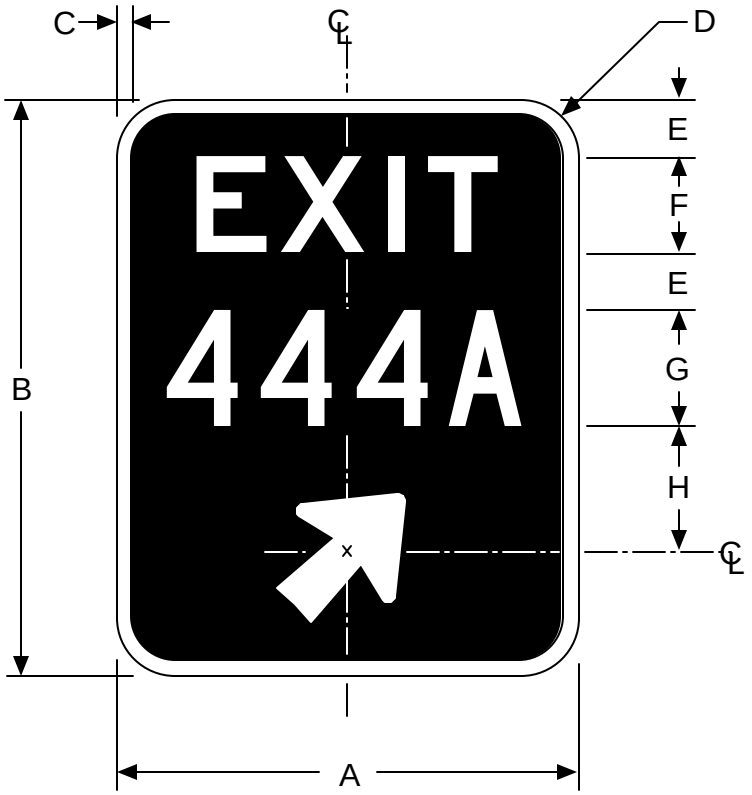
MUTCD NUMBER **E5-1a** CODE **G84-3**

Use when an Exit Number/Suffix has 3 to 4 numbers or letters.



NOTES:

1. For arrow size, see dimensions 'J' for Width, 'K' for Length and Sign Specification Appendix Page 10 of 11.
2. Arrow angle can vary, specify angle or order unapplied.

Units of Measure	SIGN DIMENSIONS									
	A	B	C	D	E	F	G	H	J	K
Inches	48	60	1-1/2	6	6	10E	12C	13	14	16
Millimeters	1219	1524	38	152	152	250E	300C	330	356	406

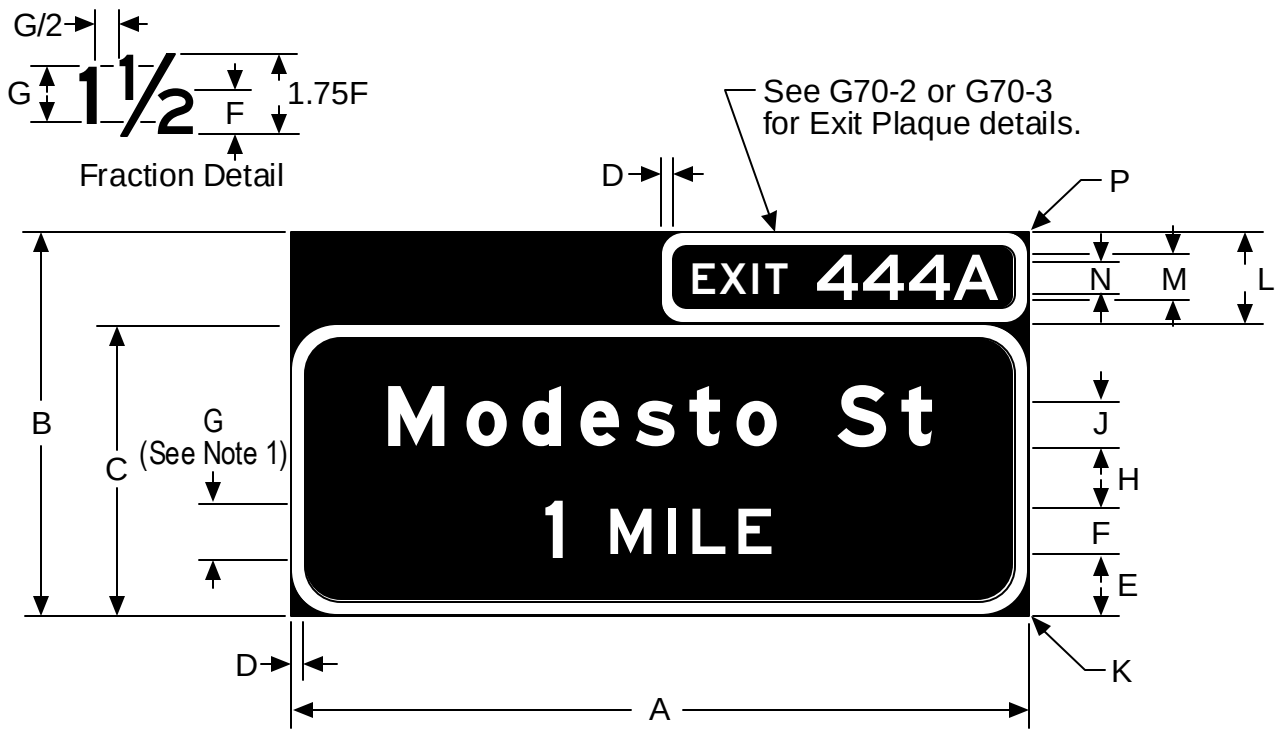
COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
	5/3/02		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **None** CODE **G83-4**



Notes:

1. Mileage is in 1/4 mile increments. See Fraction Detail when mileage includes a fraction.
2. The exit number should be located on the left edge of the sign for left exits and on the right edge of the sign for right exits.

SIGN SIZE (Inches)	DIMENSIONS (Inches)													
	A	B	C	D	E	F	G	H	J	K	L	M	N	P
Var x 84	Var	84	66	1-1/2	14	10E	12E	14	13.3&10E(M)	9	18	10E	6E	3
Var x 100	Var	100	76	2	16	12E	15E	16	16&12E(M)	12	24	12E	8E	6
Var x 102	Var	102	78	2	17	12E	15E	16	16&12E(M)	12	24	12E	8E	6

SIGN SIZE (mm)	DIMENSIONS (Millimeters)													
	A	B	C	D	E	F	G	H	J	K	L	M	N	P
Var x 2134	Var	2134	1676	38	356	250E	300E	356	330&250E(M)	229	457	250E	150E	76
Var x 2540	Var	2540	1930	51	406	300E	375E	406	400&300E(M)	305	610	300E	200E	152
Var x 2591	Var	2591	1981	51	432	300E	375E	406	400&300E(M)	305	610	300E	200E	152

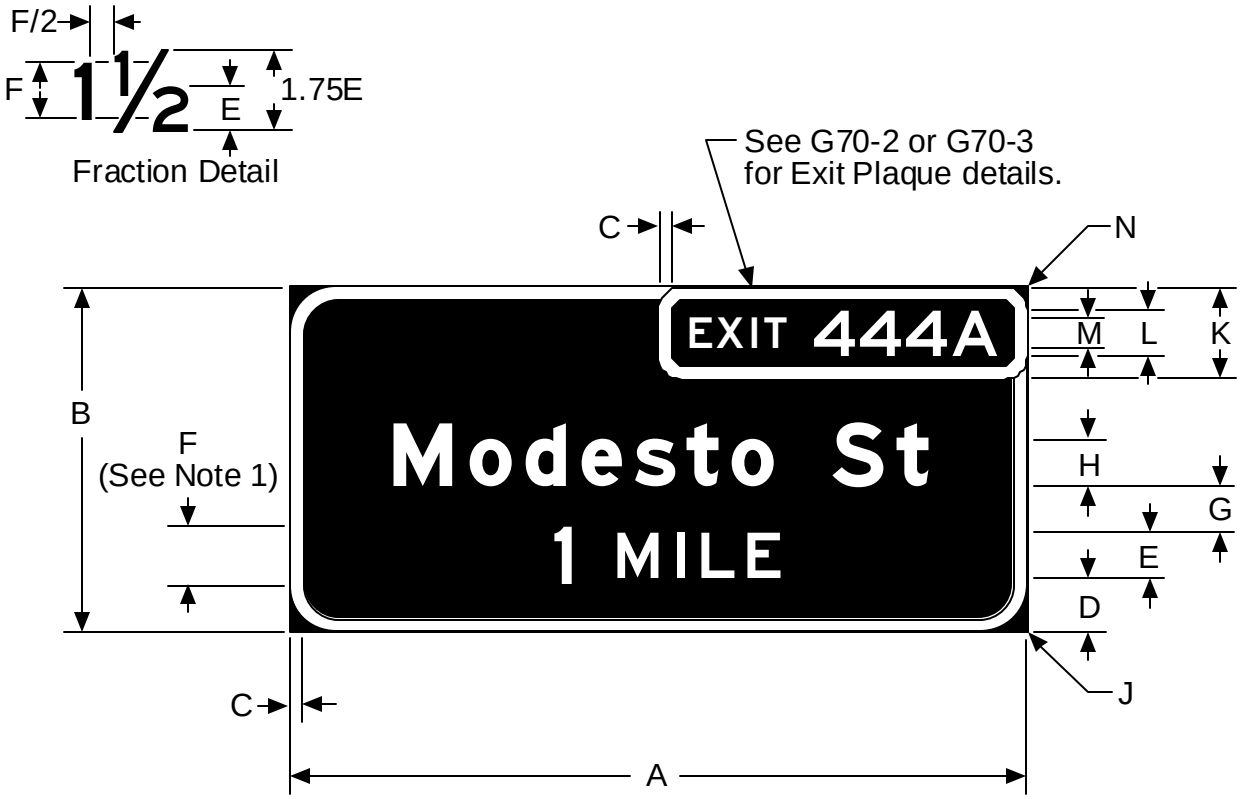
COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
Gary Myers	5/9/02		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **None** CODE **G83-5**



Notes:

1. Mileage is in 1/4 mile increments. See Fraction Detail when mileage includes a fraction.
2. The exit number should be located on the left edge of the sign for left exits and on the right edge of the sign for right exits.

SIGN SIZE (Inches)	DIMENSIONS (Inches)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
Var x 78	Var	78	1-1/2	14	10E	12E	12	13.3&10E(M)	9	18	10E	6E	3
Var x 90	Var	90	2	14	12E	15E	12	16&12E(M)	12	24	12E	8E	6

SIGN SIZE (mm)	DIMENSIONS (Millimeters)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
Var x 1981	Var	1981	38	356	250E	300E	305	330&250E(M)	229	457	250E	150E	76
Var x 2286	Var	2286	51	356	300E	375E	305	400&300E(M)	305	610	300E	200E	152

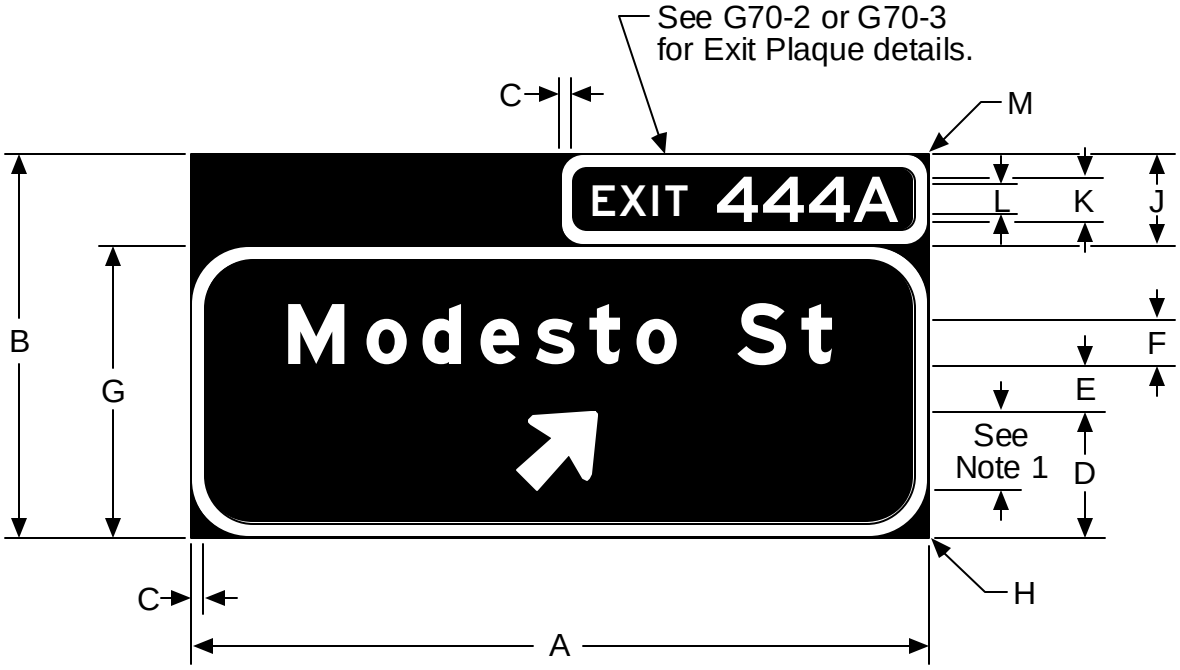
COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
Gerry Ryers	5/9/02		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **None** CODE **G85-10**



Notes:

1. Arrow direction may vary. See Appendix Page 10 of 11 for arrow size and dimensions.
2. The exit number should be located on the left edge of the sign for left exits and on the right edge of the sign for right exits.

SIGN SIZE (Inches)	DIMENSIONS (Inches)											
	A	B	C	D	E	F	G	H	J	K	L	M
Var x 84	Var	84	1-1/2	28	11	13.3&10E(M)	66	9	18	10E	6E	3
Var x 100	Var	100	2	33	12	16&12E(M)	76	12	24	12E	8E	6
Var x 102	Var	102	2	34	12	16&12E(M)	78	12	24	12E	8E	6

SIGN SIZE (mm)	DIMENSIONS (Millimeters)											
	A	B	C	D	E	F	G	H	J	K	L	M
Var x 2134	Var	2134	38	777	279	330&250E(M)	1676	229	457	250E	150E	76
Var x 2591	Var	2591	51	838	305	400&300E(M)	1930	305	610	300E	200E	152
Var x 2794	Var	2794	51	864	305	400&300E(M)	1981	305	610	300E	200E	152

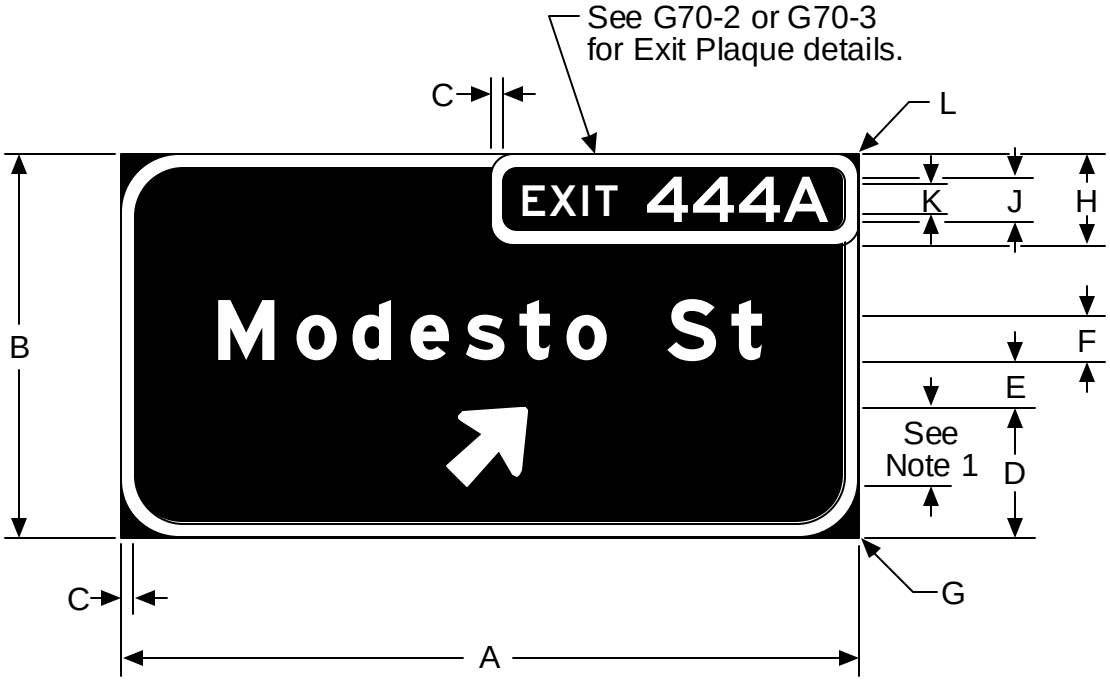
COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
Gary Moris	5/9/02		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **None** CODE **G85-11**



Notes:

1. Arrow direction may vary. See Appendix Page 10 of 11 for arrow size and dimensions.
2. The exit number should be located on the left edge of the sign for left exits and on the right edge of the sign for right exits.

SIGN SIZE (Inches)	DIMENSIONS (Inches)										
	A	B	C	D	E	F	G	H	J	K	L
Var x 84	Var	84	1-1/2	28	11	13.3&10E(M)	9	18	10E	6E	3
Var x 100	Var	100	2	34	12	16&12E(M)	12	24	12E	8E	6
Var x 102	Var	102	2	34	12	16&12E(M)	13	24	12E	8E	6

SIGN SIZE (mm)	DIMENSIONS (Millimeters)										
	A	B	C	D	E	F	G	H	J	K	L
Var x 2134	Var	2134	38	777	279	330&250E(M)	229	457	250E	150E	76
Var x 2591	Var	2591	51	838	305	400&300E(M)	305	610	300E	200E	152
Var x 2794	Var	2794	51	864	305	400&300E(M)	305	610	300E	200E	152

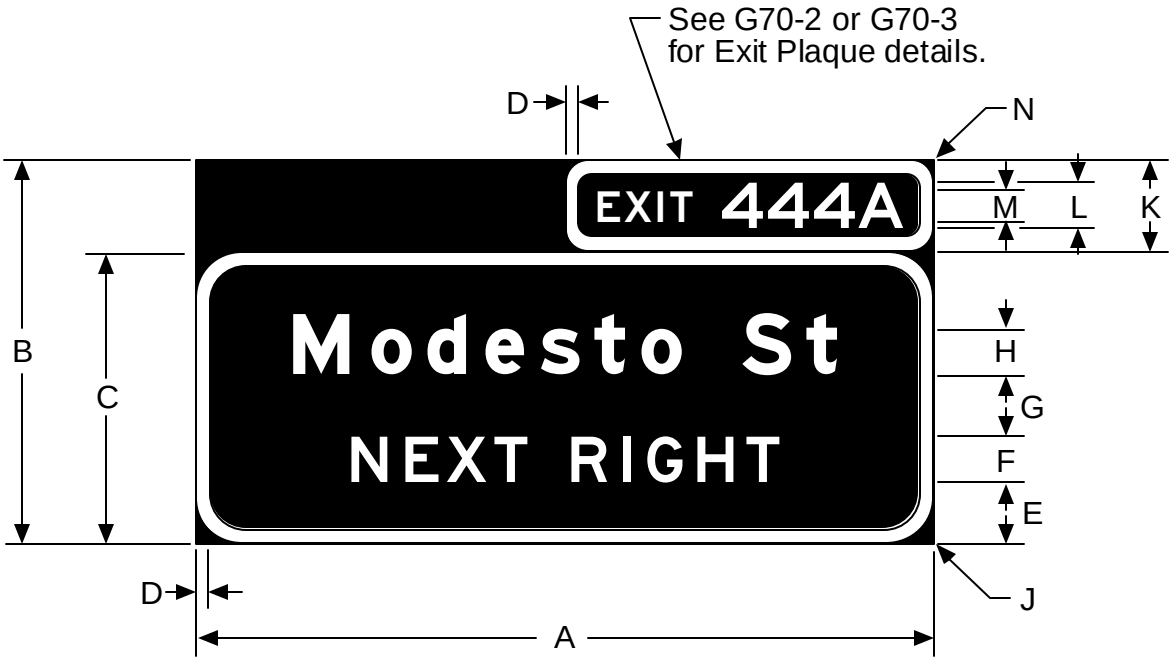
COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
Gary Mais	5/9/02		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **None** CODE **G86-12**



Notes:

1. Alternate message, Line 2: NEXT LEFT, NEXT EXIT, SECOND RIGHT, and SECOND LEFT.
2. The exit number should be located on the left edge of the sign for left exits and on the right edge of the sign for right exits.

SIGN SIZE (Inches)	DIMENSIONS (Inches)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
Var x 84	Var	84	66	1-1/2	14	10E	14	13.3&10E(M)	9	18	10E	6E	3
Var x 100	Var	100	76	2	16	12E	16	16&12E(M)	12	24	12E	8E	6
Var x 102	Var	102	78	2	17	12E	16	16&12E(M)	12	24	12E	8E	6

SIGN SIZE (mm)	DIMENSIONS (Millimeters)												
	A	B	C	D	E	F	G	H	J	K	L	M	N
Var x 2134	Var	2134	1676	38	356	250E	356	330&250E(M)	229	457	250E	150E	76
Var x 2540	Var	2540	1930	51	406	300E	406	400&300E(M)	305	610	300E	200E	152
Var x 2591	Var	2591	1981	51	432	300E	406	400&300E(M)	305	610	300E	200E	152

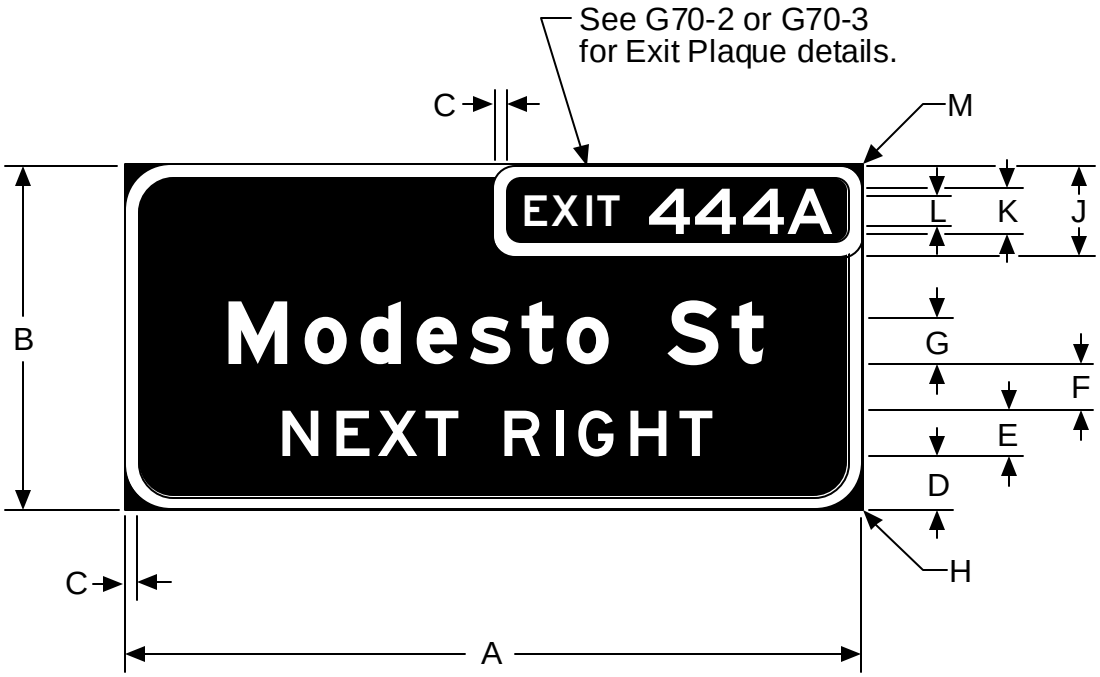
COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
Gary Myers	5/9/02		

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

MUTCD NUMBER **None** CODE **G86-13**



Notes:

1. Alternate message, Line 2: NEXT LEFT, NEXT EXIT, SECOND RIGHT, and SECOND LEFT.
2. The exit number should be located on the left edge of the sign for left exits and on the right edge of the sign for right exits.

SIGN SIZE (Inches)	DIMENSIONS (Inches)											
	A	B	C	D	E	F	G	H	J	K	L	M
Var x 78	Var	78	1-1/2	14	10E	12	13.3&10E(M)	9	18	10E	6E	3
Var x 90	Var	90	2	14	12E	12	16&12E(M)	12	24	12E	8E	6

SIGN SIZE (mm)	DIMENSIONS (Millimeters)											
	A	B	C	D	E	F	G	H	J	K	L	M
Var x 1981	Var	1981	38	356	250E	305	330&250E(M)	229	457	250E	150E	76
Var x 2286	Var	2286	51	356	300E	305	400&300E(M)	305	610	300E	200E	152

COLORS
BORDER & LEGEND - WHITE (REFLECTIVE)
BACKGROUND - GREEN (REFLECTIVE)

- THE POLICY FOR INTENDED USAGE OF THIS SIGN IS SHOWN ON REVERSE SIDE -

CHIEF, OFFICE OF SIGNS AND DELINEATION	DATE	REVISION	REVISION
Gerry Ryers	5/9/02		

State of California

Business, Transportation and Housing Agency

Memorandum

To: DISTRICT DIRECTORS

Date: October 2, 2001

File:

From: **DEPARTMENT OF TRANSPORTATION**
Traffic Operations - MS 36

Subject: Signs - Interchange Exit Numbering

The Division of Traffic Operations is requesting each district to prepare a plan for installing freeway interchange exit number signs (ground-mounted only). The plan should include your district's approach to have all freeway interchange exit number signs in place by November 2004 (see attached list of plan contents). Please coordinate with the Deputy District Directors for Operations, Design, Construction and Maintenance to reach agreement on an overall strategy for installing these signs. The strategy should address your district's emphasis on each of the funding options listed below. Please submit your district plan to Gerry Meis by November 30, 2001.

To fund this signing, districts should consider the following options and take advantage of all opportunities:

1. Initiate minor projects.

2. Attempts should be made to include (or incorporate) signing in all State Highway Operation and Protection Program (SHOPP) projects whether in the planning, design or construction phase.

3. Attempts should be made to include (or incorporate) signing in all State Transportation Improvement Program (STIP) projects whether in the planning, design or construction phase.

4. Install a limited number of signs using Maintenance forces.

All exits on the State freeway system have been assigned exit numbers by the Division of Traffic Operations. These exit numbers have been sent to Traffic Operations staff in each District for verification. We expect the verification and reconciliation of details completed within a few weeks. Also, a map showing all planned SHOPP and STIP projects scheduled for construction in the next three years has been prepared. This map and accompanying data is included as attachments to this memorandum to help identify exit numbers in your district.

Each district should work with Gerry Meis, Chief, Office of Signs and Delineation, Division of Traffic Operations, and his staff in preparing and implementing this signing plan. Thank you for your support in making this successful.

Original Signed By

JOSEPH HECKER
Chief
Division of Traffic Operations

Attachments

bc: BFelker
RIwasaki
MBrown
RBuckley
JHecker - Traffic Operations
JNicholas - Transportation Programming
LOrcutt - Maintenance
RPieplow - Construction
KSutliff - Design
AHaq - Traffic Operations
SJarvis - Construction
GMeis - Traffic Operations
JVan Berkel - Transportation Programming
GEdwards - Traffic Operations
DHowe - Traffic Operations
BAlconcel - Traffic Operations
Director's Office File
Traffic Ops
File: DD092401

GMeis:mf

Ground-Mounted Freeway Exit Numbering Plan Contents

Note: your district plan may include, but is not limited to the following

- Total number of freeway routes
- Number of exits by direction per route
- Priority to place exit numbers on freeways
- Projected installation dates
- Proposed funding sources

State of California

Business, Transportation and Housing Agency

MEMORANDUM

To: DISTRICT DIRECTORS
DEPUTY DISTRICT DIRECTORS
Maintenance and Operations

Date: February 22, 2002

File:

From: **DEPARTMENT OF TRANSPORTATION**
Traffic Operations - MS 36

Subject: Retrofitting Exit Numbers on Overheads

As you know, our initial approach for exit numbers on freeways is a ground-mounted sign system. However, the Division of Maintenance and the Division of Traffic Operations now believe a combination of both ground-mounted and overhead signs is workable.

It is possible to place exit numbers on certain overheads without changing the size (surface area) of existing signs. This means, working within the footprint of a sign. This can be accomplished by either replacing the sign with one the same size, or by using an overlay within the perimeter of the sign. Attached are some examples of how this might be done. When none of these options are possible, the exit number should be ground-mounted.

In general, a minimum of two exit number signs for each direction of travel is recommended for all freeway interchange exits. There should be at least one advance sign. For freeway-to-freeway interchanges this will mean at least one additional sign located on the overhead at or near the first split. At all other interchange exits, the ground-mounted exit gore sign (with exit number) is a federal requirement.

Please keep in mind that the federal Manual on Uniform Traffic Control Devices (MUTCD) establishes the national convention for exit numbers. In all applications, our intent is to have exit numbers installed in a manner consistent with the standards set forth in the MUTCD. This is particularly important for the position of the exit number on the sign face.

We realize that this memorandum does not cover specific details, and is somewhat brief. However, our purpose is to start us thinking about innovative ways for expediting the installation of exit numbers on freeways. Our Headquarters staff will be working with Districts on specific details and issues as they arise during implementation.

Joseph Hecker

JOSEPH HECKER
Chief
Division of Traffic Operations

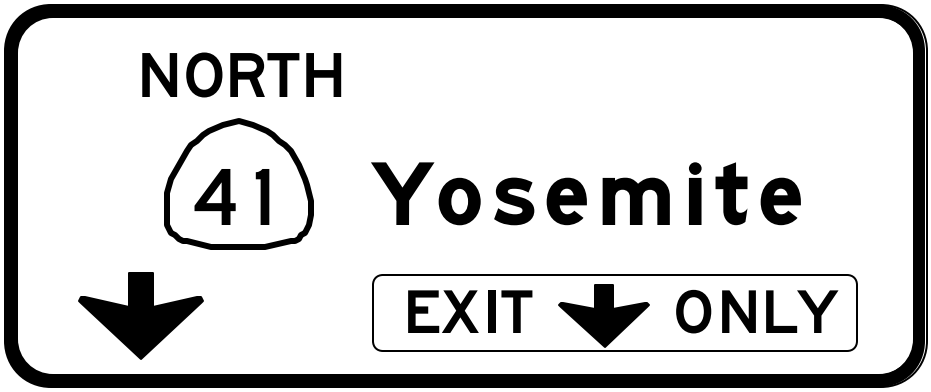
Lawrence H. Orcutt

LAWRENCE H. ORCUTT
Chief
Division of Maintenance

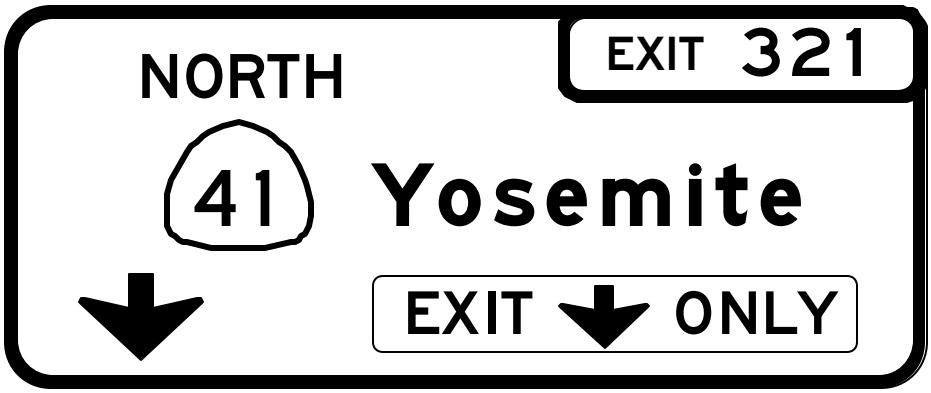
Attachment

Typical Overhead Sign with Standard Exit Number Plate

Existing Sign

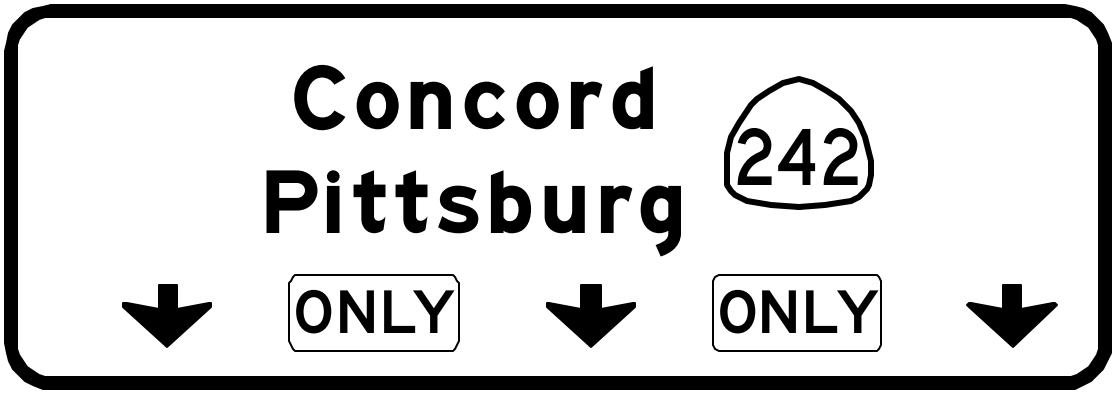


Option 1
Existing Sign with
Standard Exit Plate

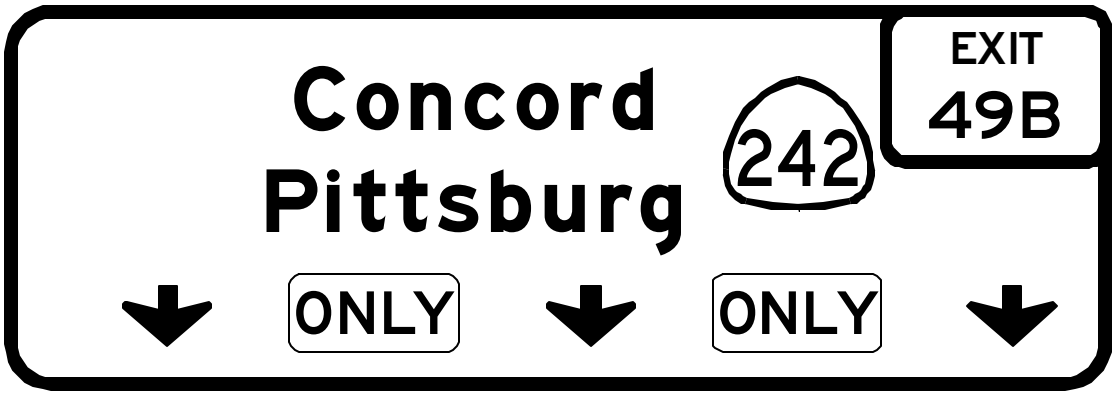


Typical Overhead Sign with Modified Exit Number Plate

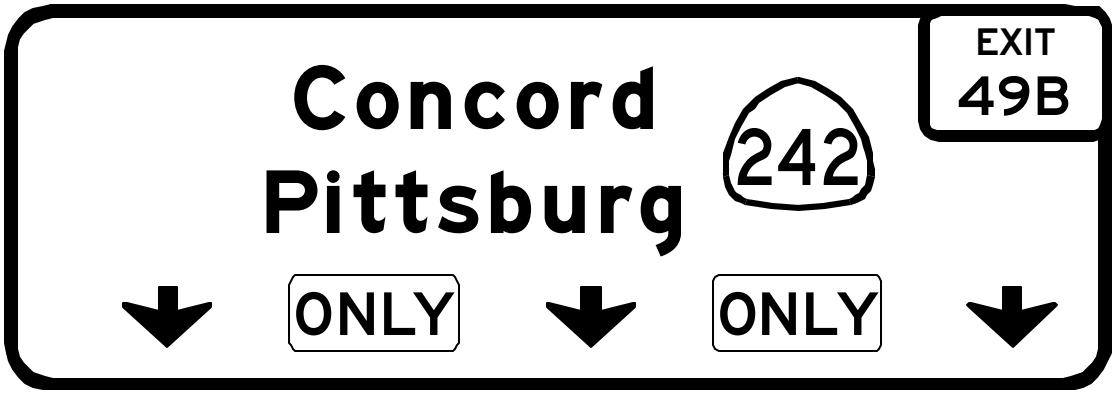
Existing Sign



Option 1
Existing Sign
Modified Exit Plate



Option 2
Existing Sign
with Downsized
Modified Exit Plate



Typical Overhead Sign with Revised Message Layout and Standard Exit Number Plate

Existing Sign

Option 1
Revised Message Layout
with Standard Exit Plate
on Existing Sign Panel

Existing Sign

Option 1
Revised Message Layout
with Standard Exit Plate
on Existing Sign Panel

Typical Overhead Sign with Revised Message Layout and Standard Exit Number Plate

Existing Sign

Option 1
Reduce Text Size
and Standard Exit Plate
on Existing Sign Panel

Existing Sign

Option 1
Lower Message and Arrow
with Standard Exit Plate
on Existing Sign Panel

Typical Overhead Sign with Revised Message and Non-Standard Exit Number Plate

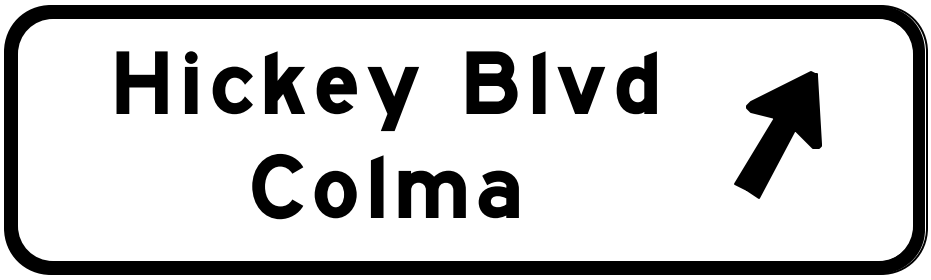
Existing Sign

Option 1
Modified Message & Arrow
with Downsized Exit Plate
on Existing Sign Panel

Option 2
Downsized Message & Arrow
with Standard Exit Plate
on Existing Sign Panel

Typical Overhead Sign with Revised Message and Standard Exit Number Plate

Existing Sign

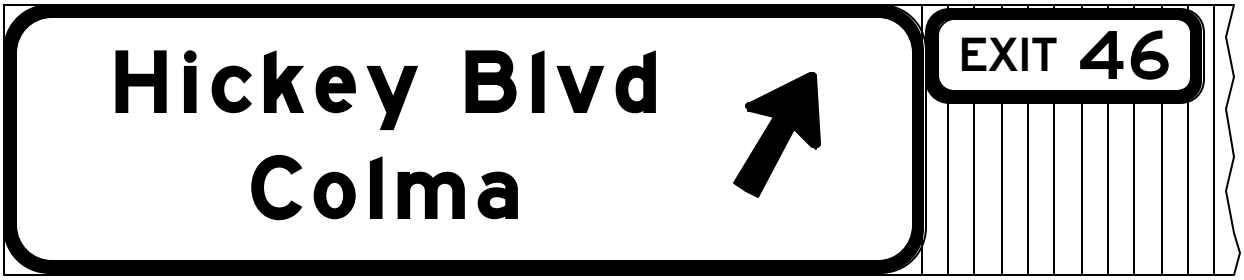


Option 1

Revised Message & Arrow with Standard Exit Plate

Option 2

Existing Sign on Box Beam with Standard Exit Plate



Typical Overhead Sign on Box Beam with Modified Exit Number Plate

Existing Sign

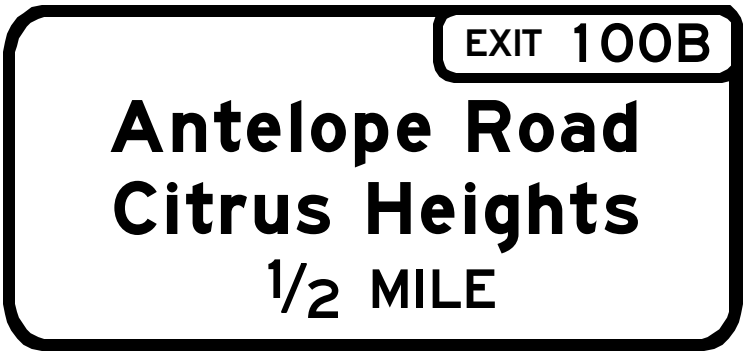
Option 1

Retain Existing Messages
with Modified Exit Plate

Typical Overhead Sign with Revised Message Layout and Standard Exit Number Plate

Existing Sign

Option 1
Reduce Text Size
with Standard Exit Plate
on Existing Sign Panel



Option 2
Modified Message
with Standard Exit Plate
on Existing Sign Panel
Place Community on
Supplemental Destination
Sign (Ground Mount)

Supplemental
Destination Sign
(Ground Mount)

Memorandum

Flex your power!
Be energy efficient!

To: DEPUTY DIRECTORS
DISTRICT DIRECTORS
DIVISION CHIEFS

Date: April 25, 2002

File: 617

From: **DEPARTMENT OF TRANSPORTATION**
DIVISION OF DESIGN – MS 28

Subject: Exception to High and Low Risk Policy for the Statewide Exit Number and Vertical Clearance Sign Projects

This memo allows for a conditional deferral of the Caltrans Policy on High and Low Risk Underground Facilities Within Highway Rights of Way (High/Low Risk Policy) for the statewide Exit Number and Vertical Clearance sign projects.

Under memorandum dated February 22, 2002, from the Division of Maintenance and the Division of Traffic Operations, the exit number sign policy was outlined. In general, a minimum of two exit number signs for each direction of travel is recommended. It was also recommended to place exit numbers on overheads without changing the size of the signs. However, when this is not possible, the exit number sign should be ground-mounted.

In addition to the statewide exit sign project, a statewide vertical clearance sign project is targeted for completion by September 1, 2002. The objective of this Program Directive is to provide uniform application of signs statewide, and to make signs conspicuous and legible to motorists. For complete details on sign placement, see the Traffic Operations Program Directive Number 00-03.

This conditional exception will allow for the identification of high and low risk underground utilities, within the State highway right of way, concurrent with construction. Power equipment may be used for excavating exit number or vertical clearance sign postholes if it is determined that there are no utility facilities within 1.2m horizontally from the side of planned excavation. If the utility is located within this area, hand methods shall be used for excavation.

It should be noted that gravity sewers and California Department of Transportation utilities are not included in the Underground Service Alert (USA) utility

identification completed prior to construction activities. The designer should investigate the presence of these utilities to ensure that they will not be in conflict with construction.

Conditions of approval:

1) This approval shall not set or establish a precedent.
2) This approval only covers the statewide Exit Number and Vertical Clearance sign projects.
3) This approval defers the identification of high and low risk underground facilities concurrent with construction only and does not remove other requirements of the "Policy on High and Low Risk Underground Facilities Within Highway Rights of Way".
4) Each plan sheet for the contract shall bear the following note: "EXISTING UTILITY FACILITIES ARE NOT SHOWN ON PLANS. SEE CONTRACT SPECIAL PROVISIONS".
5) The Contract Special Provisions shall include the following:
   10-1. __ OBSTRUCTIONS (See SSP attachment)
6) As always, the Contractor shall notify the Engineer and the appropriate regional notification center for operators of subsurface installations at least 3 working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit, duct, wire or other service.

This conditional deferral of the Caltrans Policy on High and Low Risk Underground Facilities Within Highway Rights of Way (High/Low Risk Policy) is limited to the statewide Exit Number and Vertical Clearance sign projects. If you have any questions, please contact Julie Forsythe at (916) 653-8477.

LINDA FONG, Chief
Encroachment Exceptions

Attachment

JF:lmg

10-1.___ OBSTRUCTIONS

Attention is directed to Section 8-1.10, "Utility and Non-Highway Facilities," and Section 15, "Existing Highway Facilities," of the Standard Specifications and "Order of Work" of the special provisions and these special provisions.

Attention is directed to the existence of certain underground facilities that may require special precautions be taken by the Contractor to protect the health, safety and welfare of workers and of the public.

Facilities conducting the following materials, whether encased or not, are considered to be High Risk facilities:

1. Petroleum products,
2. Oxygen,
3. Chlorine,
4. Toxic or flammable gases,
5. Natural gas in pipelines greater than 150 mm (6 inches) nominal pipe diameter, or pipelines with normal operating pressures greater than 415 kPa gauge (60 p.s.i.g.)
6. Underground electric supply lines, conductors or cables that have a potential to ground of more than 300 volts, either directly buried or in duct or conduit, which do not have concentric grounded or other effectively grounded metal shields or sheaths.

Facilities conducting the following materials are considered to be Low Risk facilities:

1. Natural gas in pipelines 150 mm (6 inches) or smaller (nominal pipe diameter) with normal operating pressures of 415 kPa gauge (60 p.s.i.g.) or less.
2. Underground electric supply lines, conductors or cables with a potential to ground of more than 300 volts, either directly buried or in duct or conduit, which do have concentric grounded or other effectively grounded metal shields or sheaths, and for which the utility owner furnished location information in conformance with the requirements of Article 17.7, "Location Information" of General Order No. 128 of the California Public Utility Commission, or electrical underground conductors with a potential to ground of 300 volts or less.

Power equipment may be used for excavating construction area sign postholes if it is determined that there are no utility facilities within 1.2 m (4 feet) horizontally from the side of planned excavation.

If these facilities are not located on the plans in both alignment and elevation, no work shall be performed in the vicinity of the facilities until the owner, or the owner's representative, has located the facility by potholing, probing or other means that will positively locate and identify the facility. If, in the opinion of the Engineer, the Contractor's operations are delayed or interfered with by reason of the utility facilities not being located by the owner or the owner's representative, the State will compensate the Contractor for the delays to the extent provided in Section 8-1.09, "Right of Way Delays," of the Standard Specifications, and not otherwise, except as provided in Section 8-1.10, "Utility and Non-Highway Facilities," of the Standard Specifications.

The Contractor shall notify the Engineer and the appropriate regional notification center for operators of subsurface installations at least 3 working days, but not more than 14 calendar days, prior to performing any excavation or other work close to any underground pipeline, conduit,

duct, wire or other structure. Regional notification centers include, but are not limited to, the following:

Notification Center	Telephone Number
Underground Service Alert-Northern California (USA)	1-800-642-2444 1-800-227-2600
Underground Service Alert-Southern California (USA)	1-800-422-4133 1-800-227-2600