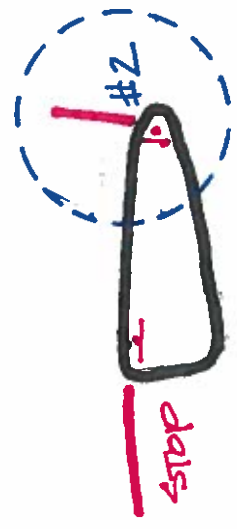


COWELL

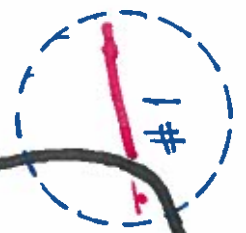
stop

CAMINO A LOS CERROS

stop



stop



CAMINO POR LOS APPOLES

stop

stop



#4

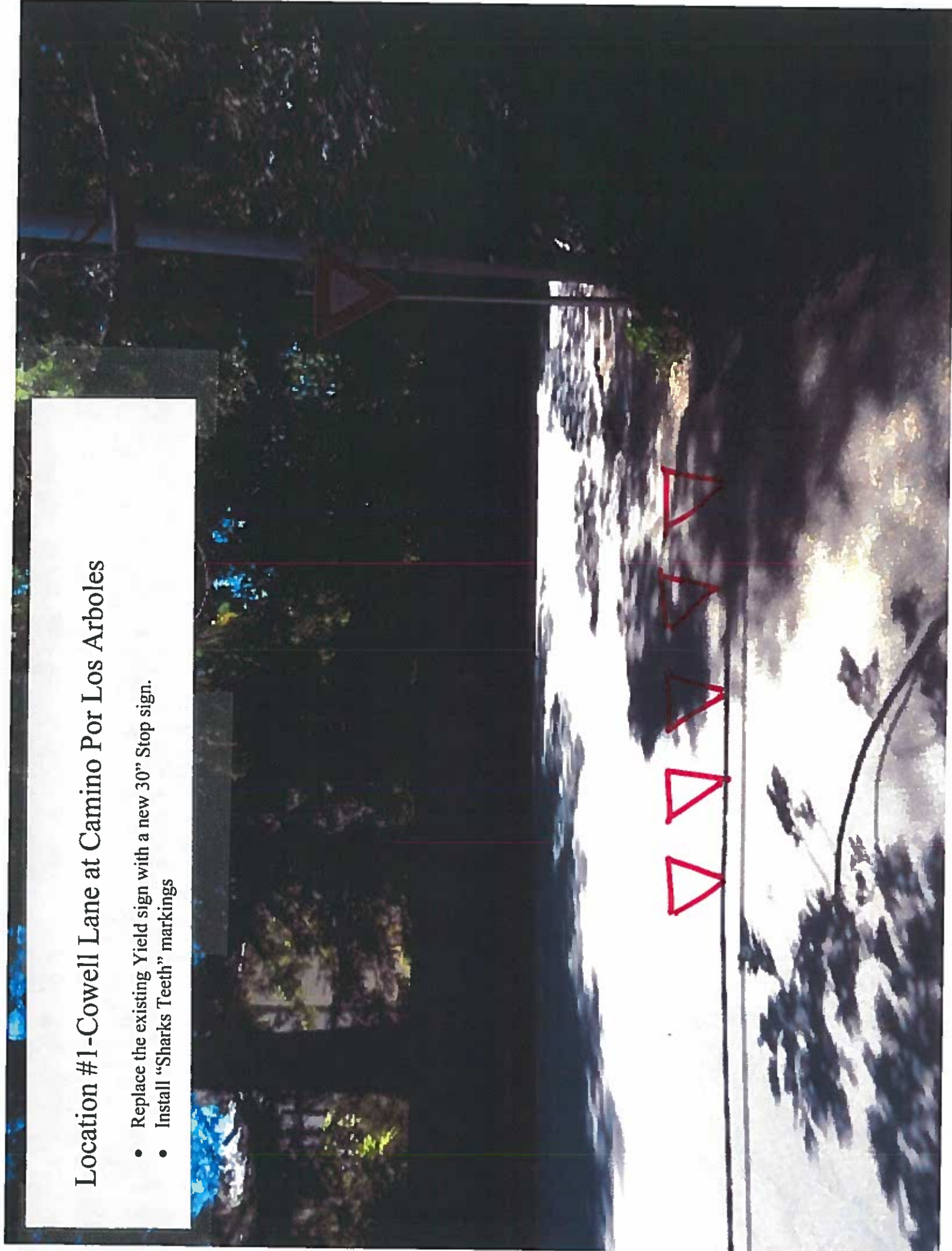
CAMINO AL LAGO

stop



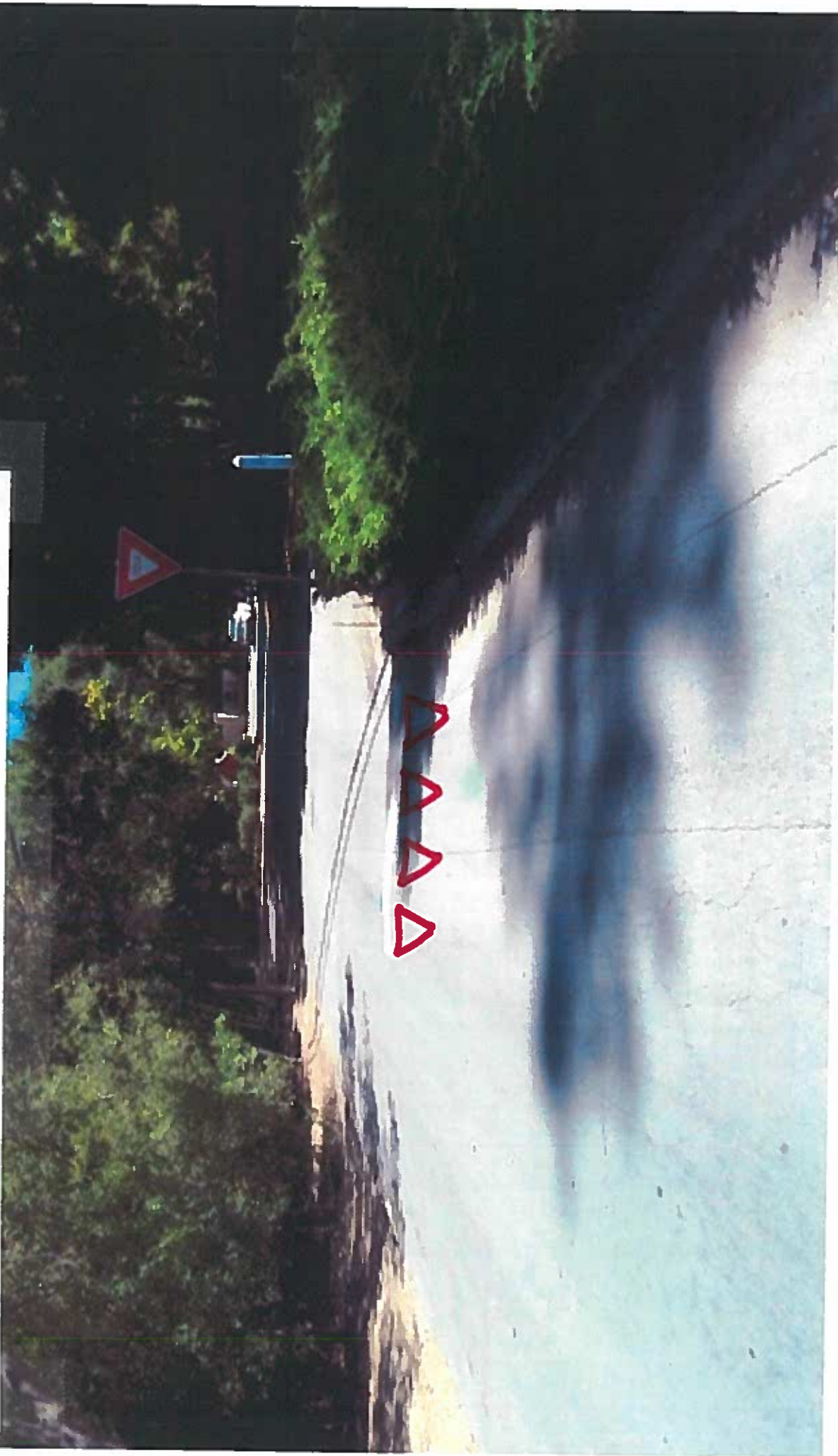
## Location #1-Cowell Lane at Camino Por Los Arboles

- Replace the existing Yield sign with a new 30" Stop sign.
- Install "Sharks Teeth" markings



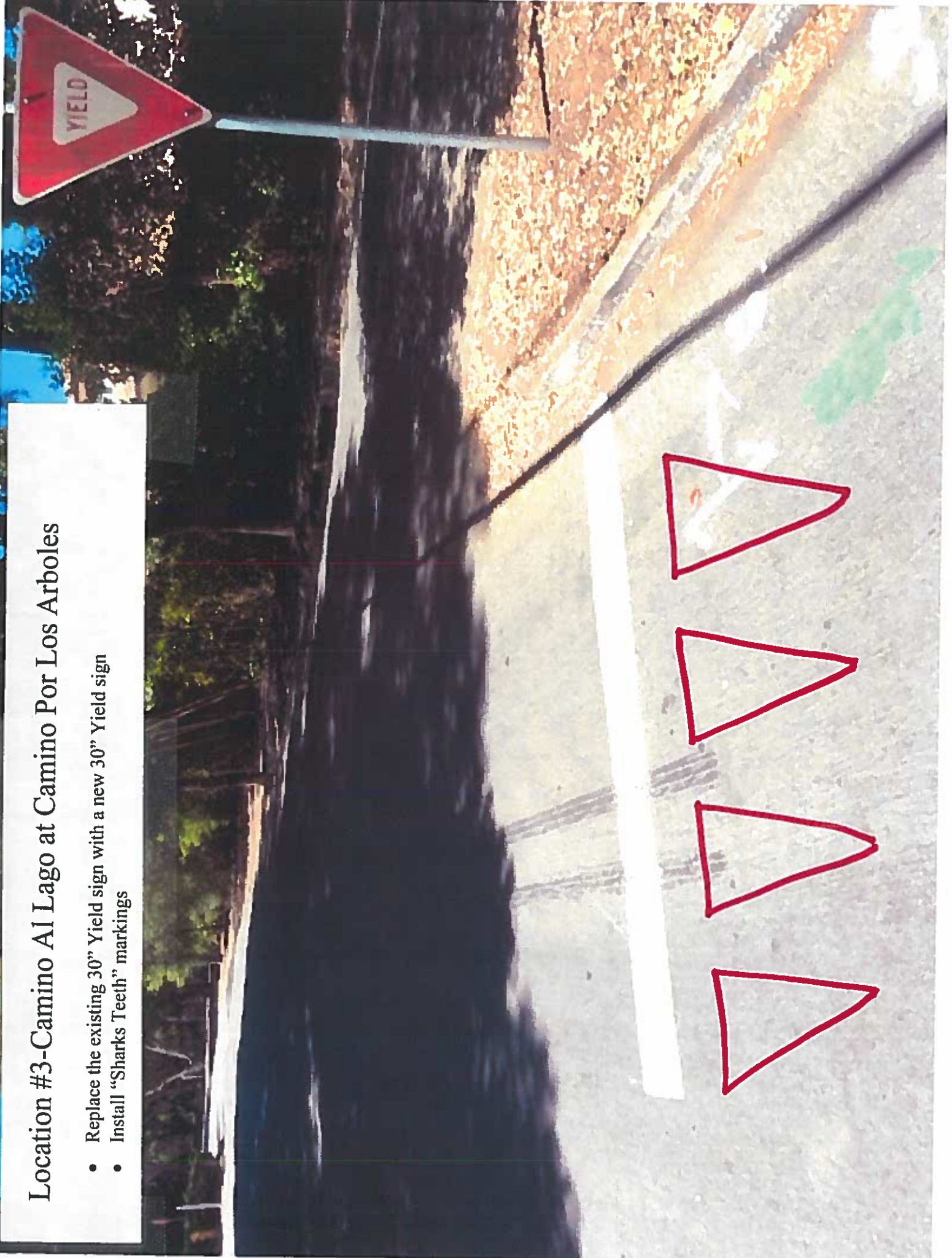
## Location #2-Camino A Los Cerros at Camino Por Los Arboles

- Replace the existing 24" Yield sign with a new 30" Yield sign
- Install "Sharks Teeth" markings
- The landscaping in the median should be trimmed so that the height does not exceed 36" high (measured from pavement level)



### Location #3-Camino Al Lago at Camino Por Los Arboles

- Replace the existing 30" Yield sign with a new 30" Yield sign
- Install "Sharks Teeth" markings



## Location #4-Camino Al Lago at Camino Por Los Arboles

- Replace the existing 24" Yield sign with a new 30" Yield sign
- Install "Sharks Teeth" markings



**Standard:**

**03 Except as provided in Paragraphs 4 and 5, the minimum sizes for regulatory signs facing traffic on multi-lane conventional roads shall be as shown in the Multi-lane column of Table 2B-1 and 2B-1(CA).**

**Option:**

**04 Where the posted speed limit is 35 mph or less on a multi-lane highway or street, other than for a STOP sign, the minimum size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used.**

**05 Where a regulatory sign, other than a STOP sign, is placed on the left-hand side of a multi-lane roadway in addition to the installation of the same regulatory sign on the right-hand side of the roadway, the size shown in the Single Lane column in Table 2B-1 and 2B-1(CA) may be used for both the sign on the right-hand side and the sign on the left-hand side of the roadway.**

**Standard:**

**06 A minimum size of 36 x 36 inches shall be used for STOP signs that face multi-lane approaches.**

**07 Where side roads intersect a multi-lane street or highway that has a speed limit of 45 mph or higher, the minimum size of the STOP signs facing the side road approaches, even if the side road only has one approach lane, shall be 36 x 36 inches.**

**08 Where side roads intersect a multi-lane street or highway that has a speed limit of 40 MPH or lower, the minimum size of the STOP signs facing the side road approaches shall be as shown in the Single Lane or Multi-lane columns of Table 2B-1 and 2B-1(CA) based on the number of approach lanes on the side street approach.**

**Guidance:**

*09 The minimum sizes for regulatory signs facing traffic on exit and entrance ramps should be as shown in the column of Table 2B-1 and 2B-1(CA) that corresponds to the mainline roadway classification (Expressway or Freeway). If a minimum size is not provided in the Freeway column, the minimum size in the Expressway column should be used. If a minimum size is not provided in the Freeway or Expressway Column, the size in the Oversized column should be used.*

### **Section 2B.04 Right-of-Way at Intersections**

**Support:**

**01 State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection. When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right. The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.**

**Guidance:**

*02 Engineering judgment should be used to establish intersection control. The following factors should be considered:*

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;*
- B. Number and angle of approaches;*
- C. Approach speeds;*
- D. Sight distance available on each approach; and*
- E. Reported crash experience.*

*03 YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:*

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;*
- B. A street entering a designated through highway or street; and/or*
- C. An unsignalized intersection in a signalized area.*

*04 In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:*

- A. *The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;*
  - B. *The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or*
  - C. *Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.*
- <sup>05</sup> *YIELD or STOP signs should not be used for speed control.*

**Support:**

<sup>06</sup> Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

**Guidance:**

<sup>07</sup> *Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.*

<sup>08</sup> *A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.*

**Support:**

<sup>09</sup> The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

**Standard:**

<sup>10</sup> **Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation., except in the following cases:**

**~~A. If the signal indication for an approach is a flashing red at all times;~~**

**~~B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or~~**

**~~C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.~~**

<sup>10a</sup> **STOP signs shall not be erected at any entrance to an intersection controlled by traffic signals. Refer to CVC 21355(a).**

**Option:**

<sup>10b</sup> YIELD or STOP signs may be used at a channelized turn lane if it is separated from the adjacent travel lanes moving in same direction by an island and the channelized turn lane is not controlled by a traffic control signal.

**Standard:**

<sup>11</sup> **Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

<sup>12</sup> **Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.**

<sup>13</sup> **A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.**

**Standard:**

~~03 If raised pavement markers are used to substitute for broken line markings, a group of three to five markers equally spaced at a distance no greater than  $N/8$  (see Section 3B.11) shall be used. If  $N$  is other than 40 feet, the markers shall be equally spaced over the line segment length (at 1/2 points for three markers, at 1/3 points for four markers, and at 1/4 points for five markers). At least one retroreflective or internally illuminated marker per group shall be used or a retroreflective or internally illuminated marker shall be installed midway in each gap between successive groups of non-retroreflective markers.~~

~~04 When raised pavement markers substitute for solid line markings, the markers shall be equally spaced at no greater than  $N/4$ , with retroreflective or internally illuminated units at a spacing no greater than  $N/2$ .~~

**04a The widths and patterns of raised pavement markers shall conform to the details shown in Figures 3A-101(CA) through 3A-112(CA). See Section 3A.06.**

**Guidance:**

*05 Raised pavement markers should not substitute for right-hand edge line markings unless an engineering study or engineering judgment indicates the benefits of enhanced delineation of a curve or other location would outweigh possible impacts on bicycles using the shoulder, and the spacing of raised pavement markers on the right-hand edge line is close enough to avoid misinterpretation as a broken line during wet night conditions.*

**Standard:**

~~06 When raised pavement markers substitute for dotted lines, they shall be spaced at no greater than  $N/4$ , with not less than one raised pavement marker per dotted line segment. At least one raised marker every  $N$  shall be retroreflective or internally illuminated.~~

**Option:**

07 When substituting for wide lines, raised pavement markers may be placed laterally adjacent to each other to simulate the width of the line.

**Standard:**

**08 If used on State highways, internally-illuminated raised pavement markers shall be installed by an encroachment permit and include a maintenance agreement as a provision of the permit for the service life of the markers.**

### **Section 3B.15 Transverse Markings**

**Standard:**

01 Transverse markings, which include shoulder markings, word and symbol markings, arrows, stop lines, yield lines, crosswalk lines, speed measurement markings, speed reduction markings, speed hump markings, parking space markings, and others, shall be white unless otherwise provided in this Manual.

**01a Crosswalk markings near schools shall be yellow. Refer to CVC 21368 and Part 7.**

**Guidance:**

*02 Because of the low approach angle at which pavement markings are viewed, transverse lines should be proportioned to provide visibility at least equal to that of longitudinal lines.*

**Support:**

03 Refer to Caltrans' Standard Plans for pavement marking letters, numerals and symbols. See Section 1A.11 for information regarding this publication

### **Section 3B.16 Stop and Yield Lines**

**Guidance:**

*01 Stop lines, if used, should be used to indicate the point behind which vehicles are required to stop in compliance with a traffic control signal.*

**Option:**

02 Stop lines may be used to indicate the point behind which vehicles are required to stop in compliance with a STOP (R1-1) sign, a Stop Here For Pedestrians (R1-5b or R1-5c) sign, or some other traffic control device that requires vehicles to stop, except YIELD signs that are not associated with passive grade crossings.

03 Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign.



**Standard:**

**04** Except as provided in Section 8B.28, stop lines shall not be used at locations where drivers are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here To Pedestrians (R1-5 or R1-5a) sign or at locations on uncontrolled approaches where drivers are required by State law to yield to pedestrians.

**05** Yield lines shall not be used at locations where drivers are required to stop in compliance with a STOP (R1-1) sign, a ~~Stop Here For Pedestrians (R1-5b or R1-5c) sign~~, a traffic control signal, or some other traffic control device.

**06** Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.

**07** Yield lines (see Figure 3B-16) shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is intended or required to be made.

*Guidance:*

**08** Stop lines should be 12 to 24 inches wide.

**09** The individual triangles comprising the yield line should have a base of 12 to 24 inches wide and a height equal to 1.5 times the base. The space between the triangles should be 3 to 12 inches.

**10** If used, stop and yield lines should be placed a minimum of 4 feet in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabouts as provided for in Section 3C.04 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should not be placed more than 30 feet or less than 4 feet from the nearest edge of the intersecting traveled way.

**11** Stop lines at midblock signalized locations should be placed at least 40 feet in advance of the nearest signal indication (see Section 4D.14).

**12** If yield ~~or stop~~ lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, the yield lines ~~or stop lines~~ should be placed 20 to 50 feet in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield ~~or stop~~ line and the crosswalk (see Figure 3B-17).

**Standard:**

**13** If yield (~~stop~~) lines are used at a crosswalk that crosses an uncontrolled multi-lane approach, Yield Here To (~~Stop Here For~~) Pedestrians (R1-5 series) signs (see Section 2B.11) shall be used.

*Guidance:*

**14** Yield (~~stop~~) lines and Yield Here To (~~Stop Here For~~) Pedestrians signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.

**Support:**

**15** When drivers yield or stop too close to crosswalks that cross uncontrolled multi-lane approaches, they place pedestrians at risk by blocking other drivers' views of pedestrians and by blocking pedestrians' views of vehicles approaching in the other lanes.

**Option:**

**16** Stop and yield lines may be staggered longitudinally on a lane-by-lane basis (see Drawing D of Figure 3B-13).

**Support:**

**17** Staggered stop lines and staggered yield lines can improve the driver's view of pedestrians, provide better sight distance for turning vehicles, and increase the turning radius for left-turning vehicles.

**18** Section 8B.28 contains information regarding the use of stop lines and yield lines at grade crossings.

**Support:**

**19** As defined in CVC 377, a "limit line" is a solid white line not less than 12 inch nor more than 24 inch wide, extending across a roadway or any portion thereof to indicate the point at which traffic is required to stop in compliance with legal requirements.

**Standard:**

**20** For all purposes, limit line(s) as defined per CVC 377 shall mean stop line(s). See Paragraph 5.

*Guidance:*

**21** If a sidewalk exists, the limit line should be placed in advance of an unmarked crosswalk area.

**Figure 3B-16. Recommended Yield Line Layouts**

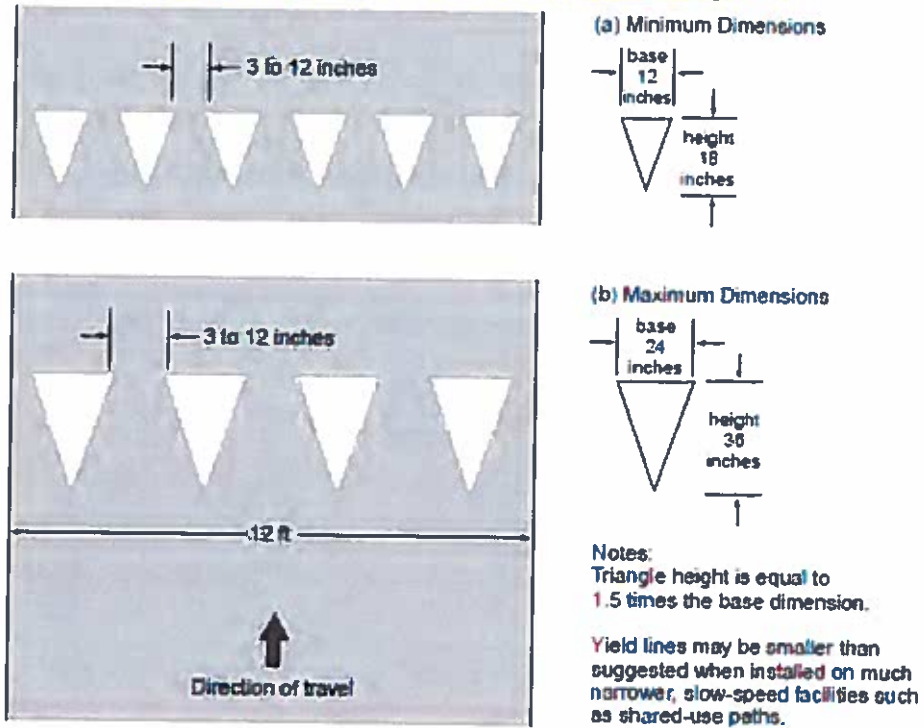


Table 2B-1. Regulatory Sign and Plaque Sizes (Sheet 1 of 4)

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
Stop	R1-1	2B.05	30 x 30'	36 x 36	36 x 36	—	30 x 30'	48 x 48
Yield	R1-2	2B.08	36x36x36'	48x48x48	48x48x48	60x60x60	30x30x30'	—
To Oncoming Traffic (plaque)	R1-2aP	2B.10	24 x 18	24 x 18	36 x 30	48 x 36	24 x 18	—
All Way (plaque)	R1-3P	2B.05	18 x 6	18 x 6	—	—	—	30 x 12
Yield Here to Peds	R1-5	2B.11	—	36 x 36	—	—	—	36 x 36
Yield Here to Pedestrians	R1-5a	2B.11	—	36 x 48	—	—	—	36 x 48
Stop Here for Peds	R1-5b	2B.11	—	36 x 36	—	—	—	36 x 36
Stop Here for Pedestrians	R1-5c	2B.11	—	36 x 48	—	—	—	36 x 48
In-Street Ped Crossing	R1-6,6a	2B.12	12 x 36	12 x 36	—	—	—	—
Overhead Ped Crossing	R1-9,9a	2B.12	90 x 24	90 x 24	—	—	—	—
Except Right Turn (plaque)	R1-10P	2B.05	24 x 18	24 x 18	—	—	—	—
Speed Limit	R2-1	2B.13	24 x 30'	30 x 36	36 x 48	48 x 60	18 x 24'	30 x 36
Truck Speed Limit (plaque)	R2-2P	2B.14	24 x 24	24 x 24	36 x 36	48 x 48	—	36 x 36
Night Speed Limit (plaque)	R2-3P	2B.15	24 x 24	24 x 24	36 x 36	48 x 48	—	36 x 36
Minimum Speed Limit (plaque)	R2-4P	2B.16	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Combined Speed Limit	R2-4a	2B.16	24 x 48	24 x 48	36 x 72	48 x 96	—	36 x 72
Unless Otherwise Posted (plaque)	R2-5P	2B.13	24 x 18	24 x 18	—	—	—	—
Citywide (plaque)	R2-5aP	2B.13	24 x 6	24 x 6	—	—	—	—
Neighborhood (plaque)	R2-5bP	2B.13	24 x 6	24 x 6	—	—	—	—
Residential (plaque)	R2-5cP	2B.13	24 x 6	24 x 6	—	—	—	—
Fines Higher (plaque)	R2-6P	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
Fines Double (plaque)	R2-6aP	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
SXX Fine (plaque)	R2-6bP	2B.17	24 x 18	24 x 18	36 x 24	48 x 36	—	36 x 24
Begin <sup>Double</sup> Fines Zone	R2-10	2B.17	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
End <sup>Double</sup> Fines Zone	R2-11	2B.17	24 x 30	24 x 30	36 x 48	48 x 60	—	36 x 48
Movement Prohibition	R3-1,2,3,4,18,27	2B.18	24 x 24'	36 x 36	36 x 36	—	—	48 x 48
Mandatory Movement Lane Control	R3-5,5a	2B.20	30 x 36	30 x 36	—	—	—	—
Left Lane (plaque)	R3-5bP	2B.20	30 x 12	30 x 12	—	—	—	—
HOV 2+ (plaque)	R3-5cP	2B.20	24 x 12	24 x 12	—	—	—	—
Taxi Lane (plaque)	R3-5dP	2B.20	30 x 12	30 x 12	—	—	—	—
Center Lane (plaque)	R3-5eP	2B.20	30 x 12	30 x 12	—	—	—	—
Right Lane (plaque)	R3-5fP	2B.20	30 x 12	30 x 12	—	—	—	—
Bus Lane (plaque)	R3-5gP	2B.20	30 x 12	30 x 12	—	—	—	—
Optional Movement Lane Control	R3-6	2B.21	30 x 36	30 x 36	—	—	—	—
Right (Left) Lane Must Turn Right (Left)	R3-7	2B.20	30 x 30'	36 x 36	—	—	—	—
Advance Intersection Lane Control	R3-8,8a,8b	2B.22	Varies x 30	Varies x 30	—	—	—	Varies x 36
Two-Way Left Turn Only (overhead)	R3-9a	2B.24	30 x 36	30 x 36	—	—	—	—
Two-Way Left Turn Only (post-mounted)	R3-9b	2B.24	24 x 36	24 x 36	—	—	—	36 x 48
BEGIN	R3-9cP	2B.25	30 x 12	30 x 12	—	—	—	—
END	R3-9dP	2B.25	30 x 12	30 x 12	—	—	—	—
Reversible Lane Control (symbol)	R3-9e	2B.26	108 x 48	108 x 48	—	—	—	—
Reversible Lane Control (post-mounted)	R3-9f	2B.26	30 x 42'	36 x 54	—	—	—	—
Advance Reversible Lane Control Transition Signaling	R3-9g,9h	2B.26	108 x 36	108 x 36	—	—	—	—
End Reverse Lane	R3-9i	2B.26	108 x 48	108 x 48	—	—	—	—
Begin Right (Left) Turn Lane	R3-20	2B.20	24 x 36	24 x 36	—	—	—	—
All Turns (U Turn) from Right Lane	R3-23,23a	2B.27	60 x 36	60 x 36	—	—	—	—
All Turns (U Turn) with arrow	R3-24,24b,25,25b,26a	2B.27	72 x 18	72 x 18	—	—	—	—
U and Left Turns with arrow	R3-24a,25a,26	2B.27	60 x 24	60 x 24	—	—	—	—
Right Lane Must Exit	R3-33	2B.23	—	—	78 x 36	78 x 36	—	—