STANDARD DETAILS FOR SIGNING & STRIPING

SECTION 2600
Section 2600 Signing & Striping

2600.1.1 Function and Purpose of Signs
Signs provide regulations, warnings, and guidance information for road users. Additional guidance and requirements are located in the following subchapters of the MUTCD and this manual:

2600.1.2 Standardization of Application [2A.03]
Ensure that all signs are in place on new roadways, detours, and temporary routes before opening up to traffic.

In situations where you believe unique sign messages are required, you may request approval by Traffic Engineering to develop and use a special sign message, but any new sign must be of the same shape and color as standard signs of similar type.

2600.1.3 Excessive Use of Signs [2A.04]
Only use signs when warranted by facts and field studies since unnecessary signs create a safety problem by adding extra fixed objects and visual clutter. Therefore, avoid excessive use of signs.

Signs are generally not necessary to confirm rules of the road or general provisions regarding the operation of vehicles (e.g., SLOWER TRAFFIC KEEP RIGHT (R4-3), PASS ONLY ON THE LEFT, etc.). However, signs are essential where special regulations apply at specific places or specific times, or where unusual conditions are not self-evident. When signs are essential, take a conservative approach to the use of regulatory and warning signs since using too many of these signs will cause them to lose their usefulness.

The placement of a sign where it is not appropriate or justified is as objectionable as a substandard or obsolete sign. As soon as possible, remove or cover all signs that were required by uncommon circumstances or temporary restrictions when those conditions cease to exist, or the restrictions are withdrawn.

Never use roadway signs for advertising or for any purpose other than related to traffic control.

The application of all signs should comply with this manual and the following standards:

- MUTCD.
- Standard Highway Signs (SHS) Book.

Engineering judgment and studies are critical to the accurate use of signs and other traffic control devices. Traffic engineering studies may indicate that signs are unwarranted at certain locations.

2600.1.4 Classification of Signs [2A.05]
As noted in Section 2A.05 of the MUTCD, there are only three classifications of signs:

A. Regulatory signs give notice of traffic laws or restrictions.

B. Warning signs give notice of a situation that might not be readily apparent.

C. Guide signs show route designations, destinations, directions, distances, services, points of interest and other geographical, recreational, or cultural information.

2600.1.5 Design of Signs [2A.06]
The primary purpose of the MUTCD is to improve safety and reduce driver frustration by promoting uniformity in the design and application of traffic control devices. FHWA is also working internationally to share and borrow ideas so that uniformity is much broader than just in the United States.

Uniform designs and applications of traffic signs help everyone, because as drivers we can see and understand the sign messages, and the systematic advance placement of warning signs provide sufficient notice for us to take appropriate actions.

To that end, the MUTCD establishes the basic framework for the design and application of signs, and the Standard Highway Signs (SHS) Book provides detailed drawings of the standard signs and alphabets.

Like all other cities and states, Albuquerque, has a need for unique signs in order to satisfy city ordinances and city initiatives, and the need to personalize some signs. Since these unique signs are not in the Standard Highway Signs Book, they are included in these COA Signing and Striping Standards.

The COA Signing and Striping Standards include Special signs approved for use in City of Albuquerque. Please refer to Section 2900-800 for details.

Some of the signs are ones included in the Standard Highway Signs Book and others are special City of Albuquerque signs. Those that are “City of Albuquerque sign designs” always have the “COA” identifier in the sign code. In addition to the sign code, the COA Signing and Striping Standards includes information such as sign width and height, size, route number for shields, numerals for speed signs, R or L for Right or Left, and suggested application on what type of roadway. The COA Signing and Striping Standards also provide sign face layout details for some of the signs not included in the Standard Highway Signs Book.

Regulatory and Warning Signs
On rare occasions, you may need to design a unique regulatory or warning sign that is not in either the Standard Highway Signs Book or the COA Signing and Striping Standards, and then obtain the COA Traffic Engineer’s approval prior to fabricating the sign. In these situations, consider the following:

1. Follow the basic principles established in the MUTCD relating to sign shape, color, legend, size, and application.

2. Ensure that word messages are clear so that everyone has the same understanding of the sign message. Avoid words and phrases included in Exhibit 2900.1-A.
3. On regulatory and warning signs, words may be close to the borders; therefore, optically center the words within the sign space.

4. The use of Warning Signs shall be based on an engineering study or on engineering judgement. Use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs.

Exhibit 2600.1-A Words Not Recommended for Use in Sign Legends

<table>
<thead>
<tr>
<th>Do Not Use</th>
<th>Because</th>
</tr>
</thead>
<tbody>
<tr>
<td>HAZARDOUS or DANGEROUS</td>
<td>You are attempting to eliminate these problem locations and there is no need to identify the site for potential lawsuits.</td>
</tr>
<tr>
<td>WARNING</td>
<td>The size, shape and color indicate a warning sign.</td>
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<tr>
<td>SLOW</td>
<td>This relative term means different speeds to different road users: what speed is poor? “SLOW TO XX MPH” is an acceptable legend.</td>
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<tr>
<td>NOTICE or CAUTION</td>
<td>These are unnecessary words – the sign provides the notice, with shape and color indicating caution.</td>
</tr>
<tr>
<td>TRAFFIC LAWS STRICTLY ENFORCED</td>
<td>It is assumed that the traffic laws will be enforced so the legend is unnecessary.</td>
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<tr>
<td>Terms, legends or destinations that may not be familiar to road users</td>
<td>These are unnecessary and may create confusion for road users (e.g., towns that are not on the New Mexico Transportation map, and words like “Traffic Queue,” etc.)</td>
</tr>
<tr>
<td>Cut or title symbols, phrases, or words</td>
<td>These may reduce road user’s respect for the sign legend (e.g., “EVEN IF YOU ARE LATE, DON’T TAILGATE,” “ANGER IS ONE LETTER AWAY FROM DANGER,” “SPEED LIMIT 44,” etc.)</td>
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Guide Signs
By their very nature and application, traffic engineers need to personalize guide signs for their specific location. Therefore, these signs typically need some final design details to determine the sign layout and dimensions. Traffic Engineering will need to approve prior to fabricating guide signs.

Designers may manually layout new signs using the spacing tables in the “standard alphabets” section in the Standard Highway Signs Book (or the tables for Clearview font tables in FHWA’s website http://mutcd.fhwa.dot.gov/pdfs/clearfont/CTSEng.pdf).

Sometimes it is necessary to use substandard size signs due to limited roadway right-of-way, to limit the sign width of overhead signs to the lane width, or to limit the height of a sign due to vertical clearances. In these situations, there is a natural tendency to crowd letters together; however, legibility is generally better with smaller letters and normal spacing between letters than it is with larger letters and cramped spacing.

When designing the signing plan for a roadway, it is very important that throughout the development process, all members of the design team frequently communicate with Traffic Engineering. This communication is necessary since some members may have detailed information or knowledge that could influence sign messages or sign placement.

2600.1.6 Retroreflection and Illumination [2A.08]
The MUTCD requires traffic signs to be either retroreflective or illuminated to show the same shape and color both day and night. Since it is more cost effective to make signs retroreflective than it is to illuminate them, the COA requires retroreflective sheeting material on all signs.

“Retroreflection” is the unique ability of a surface to reflect light back toward the light source, and “retroreflectivity” is the measurable property of a material to redirect light back to its source.

Retroreflective Sheeting Materials
To make signs retroreflective, apply retroreflective sheeting, which contains either microscopic glass beads or cube corner reflectors, to the face of each sign.

Retroreflective materials are also more efficient when the light source is approximately perpendicular to the sign face; therefore, it is important to have signs oriented to face approaching traffic.

The City of Albuquerque requires the use of Type XI Retroreflective Material on all permanent signing.

2600.1.8 Sign Shapes and Colors [2A.10-11]
Sections 2A.10 and 2A.11 in the MUTCD identify nine sign shapes and ten sign colors. All signs used in New Mexico shall conform to these standards. The MUTCD also notes that the colors coral, purple and light blue are reserved for uses that will be determined in the future by FHWA.

The COA uses the following color combinations abbreviations for signs:

- B/FO Black-on-Fluorescent Orange
- B/FP Black-on-Fluorescent Pink
- B/FY Black-on-Fluorescent Yellow
- B/O Black-on-Orange
- B/W Black-on-White
- B/Y Black-on-Yellow
- B/FG Black-on-Fluorescent Green
- G/W Green-on-White
- R/W Red-on-White
- W/B White-on-Black
- W/BL White-on-Blue
- W/BR White-on-Brown
- W/G White-on-Green
- W/R White-on-Red

The COA uses the designation “RB” for reflective background; however, keep in mind that all colors except black are required to be retroreflective.

All Warning signs used in Albuquerque City Limits shall have fluorescent yellow backgrounds with black legends and borders.

2600.1.9 Dimensions [2A.12]
The dimensions for signs given in the MUTCD are the standard sizes for application on public streets and highways. When listing sign dimensions, the width is the first dimension and the height is the second dimension for rectangular signs, and dimensions of diamond-shaped signs are along each edge, e.g., 30 by 30 inches. Always round the overall sign dimensions for width and height to the nearest 6-inch increment.

Speed greatly affects the legibility and comprehension of sign legend. Larger sign sizes are advantageous where increased legibility or emphasis is desirable. Generally, there is a need for larger-size signs on high-speed facilities such as freeways or expressways. The COA Signing and Striping Standards and the MUTCD provide some recommended sign sizes.

Exhibit 2600.1-L provides additional guidance.
For special circumstances such as limited right-of-way, or conditions such as parking facilities, parks, etc., the use of smaller than standard size signs may be justified. When sign sizes are changed, retain the standard shapes, colors and proportions insofar as practicable.

2600.1.10 Use of Symbol Messages [2A.13]

To assist motorists that have limited understanding of the English language, always use approved symbol-type signs in lieu of legend messages whenever possible.

2600.1.11 Sign Borders [2A.15]

Unless specifically stated otherwise, each sign shall have a border of the same color as the legend, at or just inside the panel edge. Except for the STOP sign, all borders should have round corners.

A dark border on a light background has a “margin” or setback distance from the edge, which reduces the possibility that ink will run over the edge of the blank if manufactured by a silk-screening process. The outside corner radius of a dark-colored margin is equal to the radius used on the sign blank, less the width of the margin.

Except for stop signs, all signs should have rounded corners.

Appendix Part 7 of the Standard Highway Signs Book identifies the standard sign blank radii, margins and borders for small sign blanks. These values are also included with sign layouts for regulatory and warning signs in the Standard Highway Signs Book.
2600.1.12 Standardization of Location [2A.16]
The longitudinal locations of signs along the roadway depend on the type of sign, the nature of the message, and the desired motorist response. The longitudinal displacement between a sign and the corresponding roadway element varies from zero in the case of a speed limit sign (or most regulatory signs) that is physically placed at the point where the speed limit (or regulation) begins or ends, to 1 mile or more in the case of an advance guide sign. In most cases, you can shift signs longitudinally without compromising their intended purpose. Signs may also be shifted longitudinally to improve their visibility, to avoid blocking other signs, to advance safety (by placing sign supports behind an existing barrier), or to improve operations (by providing more distance between signs in a series).

The longitudinal spacing between signs in a series may vary but as a rule, the spacing should be as follows:

- On conventional roads — approximately 100 feet. (Districts are encouraged to use greater distances, such as 500 feet, on high-speed conventional roads, and it may be necessary to use reduced spacing in urban areas.)

Warning signs generally belong in advance of the condition to which they call attention, whereas regulatory signs belong at the location where a prohibition applies or begins, or at intervals were mandated. On the other hand, place guide signs at varying locations to inform drivers as to their route of travel, destinations, and points of interest. Do not stack signs.

While it is preferable to erect signs individually (except where one sign supplements another or where guide signs must be grouped, it is sometimes advantageous to group signs together to eliminate extra posts. This is particularly true in urban areas where the number of signs is greater than the space available. As a rule, maintain minimum 200-foot spacing between sign assemblies. Urban areas, in particular, may require a case-by-case review.

Since it is not always possible to install signs at their normal location, the COA has established the following standard priority order:

1. Regulatory Signs — Stop, Yield, Turn Prohibitions, Lane Restrictions and Speed Limit, followed by Parking Restrictions and various other regulatory signs.
2. Warning Signs — Curve, Cross Road, Stop Ahead, Yield Ahead, Signal Ahead, Merging Traffic, Road Narrows, Narrow Bridge, Ramp Narrows, Divided Highway, and various other warning signs.
4. Emergency Service Signs — Hospital, Police, and Telephone.
6. Public Transportation Signs — Park and Ride, Bus Stop, and Light Rail.
7. Traffic Generators Signs — Airports, College or University, Military Bases, Convention Centers, Stadiums, State and National Parks, Museums, Municipal Golf Courses and Ski Areas.
8. General Information Signs — County Line, Reservation Boundaries, City or Village, Reference Location (i.e., Mileposts).

Make signing location decisions on a case-by-case basis considering the signing needs for the entire route. If more than one sign normally belongs at the same location, relocate or eliminate the lower-priority sign. For example, if a curve warning sign and a distance sign would normally belong at the same location, the curve sign should have priority because of the need to place it at a standard distance from the curve. On the other hand, you either can move a distance sign ahead or beyond the curve sign, or even eliminate it if other similar signs are along the roadway.

Ensure that signs are located to be compatible with all other roadway signs in the area and other roadway features in the area. For example, do not place speed limit signs just before an intersection, a school zone, or a curve with a lower safe travel speed. On a given route, the signs should be consistent in size and messages.

2600.1.13 Make Upgrades When Replacing Signs
When developing a signing project on an existing roadway, it is very important not to just replace existing signs with the same types of signs and in the same locations. Instead, the designer should consider making changes to the signs to conform to the current MUTCD and COA Standards. It is also important to remove all non-essential signs at the same time.

2600.1.14 Sign Materials
The most widely used sign blank materials are aluminum, steel and plywood. However, aluminum is currently the only substrate approved for sign panels by COA. Aluminum is lightweight and does not rust, but it requires cross bracing or extrusions for the larger-size signs. Aluminum provides a long life span and can be strengthened or refaced as needed.

The thickness of the aluminum sign panels shall be 0.125-inch, except use 0.080-inch aluminum if the width of the sign is 24 inches or less. All blanks shall be 6061-T6 aluminum alloy. With very few exceptions, signs need to be visible at night and the only approved method of making signs visible at night is the application of retroreflective sheeting material. Technically, some signs such as No Parking Signs with only daytime restrictions and signs for pedestrians (e.g., PUSH BUTTON FOR WALK SIGNAL, etc.) would not need retroreflective sheeting material, but retroreflective sheeting is more durable than nonretroreflective sheeting. Therefore, retroreflective sheeting is required for all traffic signs.

Specifications for sign materials are in Section 400 of the COA Standard Specifications for Public Works Construction.
2600.1.15 Sign Installations - Up to 50 Square Feet
Generally, construct signs with areas up to 50 square feet with flat panel aluminum substrate and mount them on a single post, double post, or up to a maximum of three posts depending on sign area.

Signposts shall be approved breakaway posts, and shall consist of:

Square tubing (1.75-inch to 2.5-inch) inserted into a larger base post or attached to an approved slip base connection. (See NMDOT Standard Drawings 701-02 and 701-03.)

Sign areas exceeding 36 square feet for square tubing posts, require three posts with an approved multi-directional slip base for each post. The maximum area for a sign supported by square tubing posts is 50 square feet.

Backings zee bars or 1.5-inch perforated square tubing are required when the sign has an area of 10.5 square feet or more and is attached to more than one sign post.

2600.1.16 Orientation [2A.20]
In an effort to eliminate mirror reflection from the glossy face of traffic signs, position signs as follows and as indicated in Exhibit 2600.1-N:

• On tangent sections, position signs so that the vertical axis is plumb and the horizontal axis is at an angle of 93 degrees with the edge of the roadway, i.e., angled 3 degrees away from traffic. (A 3-degree angle is approximately a 1:20 angle.)

• On horizontal curves, position the sign vertical and the horizontal axis at an angle of 93 degrees with a straight line between the sign and the location where the sign is first legible (based on 40 feet per 1 inch of letter height).

• Position overhead signs perpendicular to the roadway alignment at the location where the sign is first legible (based on 40 feet per 1 inch of letter height). On level roadways and those with an upgrade, angle the sign downward about 3 degrees more than the grade of the roadway. On downgrades, mount the sign vertical.

2600.1.17 Posts and Mountings [2A.21]
As noted in Section 2A.21 of the MUTCD, when engineering judgment indicates that there is a need to draw attention to a regulatory or warning sign, place a minimum 2-inch wide strip of retroreflective material for the full length of the support from the sign to within 2 feet above the edge of the roadway. The color should match the background color of the sign.

Retroreflective strips are preferred over using flags or flashing lights to call attention to the signs. They are especially effective at night, perhaps because they show the physical location of the sign instead of allowing the retroreflective sign to appear as if suspended in the air. To a lesser extent, they are also effective during the day.

Plastic retroreflective sleeves are commercially available from several sources, and sign crews can generally attach them to the post with self-tapping screws. The sign crews can also achieve a similar effect by applying retroreflective sheeting directly to the front of the signpost.
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<thead>
<tr>
<th>DRAWING</th>
<th>DESCRIPTION</th>
<th>DRAWING</th>
<th>DESCRIPTION</th>
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<td>2600-100</td>
<td>ROADWAY STRIPING</td>
<td>2600-600</td>
<td>SIGN FACE DETAILS</td>
</tr>
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<td>2600-101</td>
<td>SIGNALIZED INTERSECTION</td>
<td>2600-601</td>
<td>REGULATORY SIGN DETAILS</td>
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<td>2600-102</td>
<td>UN-SIGNALIZED INTERSECTION</td>
<td>2600-602</td>
<td>REGULATORY SIGN DETAILS</td>
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<td>2600-103</td>
<td>LANE STRIPING</td>
<td>2600-603</td>
<td>REGULATORY SIGN DETAILS</td>
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<td>2600-104</td>
<td>TWO-WAY LEFT-TURN LANE STRIPING</td>
<td>2600-604</td>
<td>PARKING/NO PARKING SIGN DETAILS</td>
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<td>TURN BAY &amp; PAVEMENT MARKING DETAILS</td>
<td>2600-605</td>
<td>PARKING/NO PARKING SIGN DETAILS</td>
</tr>
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<td>CROSSWALK MARKING DETAILS</td>
<td>2600-606</td>
<td>STREET NAME SIGN DETAILS</td>
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<td>LANE LINE EXTENSION &amp; CHEVRON STRIPE DETAILS</td>
<td>2600-607</td>
<td>STREET NAME SIGN DETAILS</td>
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<td>25 MPH LEGEND DETAILS</td>
<td>2600-608</td>
<td>Advanced street name sign details</td>
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<td>2600-609</td>
<td>Advanced street name sign details</td>
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<td>SIGN PLACEMENT</td>
<td>2600-610</td>
<td>Parking sign details</td>
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<td>STOP/YIELD SIGN &amp; LINE LOCATION DETAILS</td>
<td>2600-611</td>
<td>Recreational guide sign details</td>
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<td>FOUR-LEG INTERSECTION, ONE-WAY STREET MEETS TWO-WAY APPROACHES</td>
<td>2600-612</td>
<td>City of Albuquerque destination sign details</td>
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<td>ADVANCED STREET NAME SIGN PLACEMENT DETAILS</td>
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<td>BICYCLE FACILITIES</td>
<td>2600-700</td>
<td>Sign support &amp; installation</td>
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<td>BIKE LANE SIGN &amp; SYMBOL LOCATION</td>
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<td>Multi-directional slip base post details</td>
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<td>BIKE PATHS &amp; MULTI-USE TRAILS SIGN DETAILS</td>
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<td>Object marker &amp; delineator details</td>
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<td>SCHOOL ZONES</td>
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<td>Special sign face details</td>
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<td>SCHOOL ZONE SIGN LAYOUT</td>
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<td>2600-802</td>
<td>Bike Boulevard sign details</td>
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<td>Miscellaneous special sign details</td>
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<td>Roundabout sign details</td>
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<td>2600-806</td>
<td>Special warning sign details</td>
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<td>2600-807</td>
<td>Various special plaques</td>
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<td>2600-808</td>
<td>Various special signs &amp; plaques</td>
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ROADWAY STRIPPING
SIGN PLACEMENT
STOP AND YIELD LINES NOTES:

1. The stop lines shall be painted or marked as required. They shall be located at the edge of traveled way and be aligned with the face of the stop sign.
2. Stop lines shall be at least 12 feet within the traveled way.
3. The stop lines shall be of a color or other material that contrasts with the background of the stop sign.
4. Stop lines shall be visible from the approach direction.
5. The stop lines shall be clearly marked to indicate the edge of the traveled way.
6. The stop lines shall be maintained in a manner that ensures their visibility.

CHANNELIZED INTERSECTIONS:

1. Channelized intersections shall be designed and constructed in accordance with the City of Anaheim.
2. The channelized intersections shall be located at least 20 feet from the edge of the traveled way.
3. The channelized intersections shall be designed to provide adequate sight distance for drivers.
4. The channelized intersections shall be designed to accommodate the flow of traffic in both directions.
5. The channelized intersections shall be designed to provide adequate access for pedestrians.
6. The channelized intersections shall be designed to accommodate the flow of bicycle traffic.
BICYCLE FACILITIES
3. Bike lane signs shall have a black legend on a white background.

4. Where multiple vehicles entering an intersection require the use of
   the bike lane, all signs may be used.

INTERSECTION AND OTHER CONDITIONS

1. The bike lane symbol shall be placed at or near the
   stop line or the crosswalk. The bike lane symbol shall
   be placed on the surface of the road.

2. The bike lane sign may be used in combination with
   major road signs.

3. Bike lane signs should be placed in advance of the
   intersection.

NOTE: All dimensions shown in inches.
A. School Zone Signing:
1. Preserve progress to the utmost for further guidance.
2. Both school crossings controlled by a stop or yield sign.
3. The school crossing assembly shall not be installed with a yellow flashing beacon.
4. A school zone sign shall be placed on a school crossing assembly in conjunction with a
   yellow flashing beacon. School zone signs shall be placed on a
   school crossing assembly in conjunction with a
   yellow flashing beacon.
5. When a school zone sign is placed on a
   school crossing assembly in conjunction with a
   yellow flashing beacon, it shall be placed on a
   school crossing assembly in conjunction with a
   yellow flashing beacon.
6. All school zone signs are subject to a conventional roadway.

Notes:
1. All dimensions shown in inches.

2. All No Parking is prohibited at all times of day.

3. Parkeing Signs shall have a white background.

4. Parkeing Signs shall have a green, legend and border.

5. Parking Only at the time specified on the Legend.

6. Parkeing Only at the time specified on No Parking.

7. Parkeing No Parking to the left of the Legend.

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Non-Artificial Roadway Sign

Artificial Collector Roadway Sign

Signalized Intersections

Overhead Mast Arm Sign At

Street Name Standards

<table>
<thead>
<tr>
<th>Feature</th>
<th>Width (in)</th>
<th>Height (in)</th>
<th>Signage Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>6</td>
<td>18</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>6</td>
<td>12</td>
<td>Bicyclist</td>
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<tr>
<td>Emergency</td>
<td>6</td>
<td>18</td>
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</tr>
<tr>
<td>Traffic Control</td>
<td>6</td>
<td>18</td>
<td>Traffic Control</td>
</tr>
<tr>
<td>Tactile</td>
<td>6</td>
<td>18</td>
<td>Tactile</td>
</tr>
<tr>
<td>Street Name</td>
<td>6</td>
<td>18</td>
<td>Street Name</td>
</tr>
</tbody>
</table>

General Notes:
- Use standard drawing 206000 for further details.
- Except when an overhead sign with a different name sign is used.
- Parameters: All types: Font size, edge, edge thickness, white, black.
NOTE: FOR INTERNALLY ILLUMINATED STREET NAME SIGNS

WITH TWO DIFFERENT STREET NAMES

OVERHEAD MAST ARM SIGN FOR INTERSECTIONS

72" MAX

10.8"

10.9" 24"

Elliott

Dr.

6.75"

13.9"

10.9"

McMahon

8" Bivd

R 1.5

WIRE LED ILLUMINATION
BLACK BACKGROUND FLANGE

REFER TO FIGURES ON PAGE 2

3. STREET NAME SIGNS FOR GROUNDS MAINTENANCE

2. Post mounted street name signs shall be used.

1. The lettering for names of streets and

General Notes:

1. PROFILE:
   - Each street name sign shall be lettered and
     numbered in accordance with the City of
     Anaheim's standards. The letters shall be
     made of materials that will endure weathering
     and withstand vandalism.
   - The lettering shall be bold and clear.

2. SIZE:
   - Each street name sign shall be a minimum
     of 14" x 24".

3. MATERIALS:
   - The lettering shall be made of materials
     that are durable and weather-resistant.

4. INSTALLATION:
   - The lettering shall be installed in a manner
     that allows for easy maintenance and
     replacement.

5. ELEVATION:
   - The lettering shall be elevated to a height
     that allows for visibility from a distance.

6. COLOR:
   - The lettering shall be of a color that
     contrasts with the background.

7. BACKGROUND:
   - The background of the lettering shall be
     of a color that contrasts with the lettering.

8. DESIGN:
   - The design of the lettering shall be
     consistent with the City of Anaheim's
     standards.

9. LOCATION:
   - The lettering shall be located in a
     manner that allows for visibility.

10. MAINTENANCE:
    - The lettering shall be maintained in a
      manner that ensures its durability and
      functionality.

11. MESSAGE:
    - Each street name sign shall contain
      the name of the street.

12. LEGEND:
    - The lettering shall be accompanied by
      a legend that indicates the name of the
      street.

13. APPEARANCE:
    - The lettering shall be designed to
      complement the surrounding environment.

14. QUALITY:
    - The lettering shall be of high quality
      and meet the City of Anaheim's standards.

15. MATERIAL SPECIFICATIONS:
    - The materials used for the lettering
      shall meet the City of Anaheim's standards.

16. COLOR SPECIFICATIONS:
    - The colors used for the lettering
      shall meet the City of Anaheim's standards.

17. SIZE SPECIFICATIONS:
    - The size of the lettering shall meet the
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Next Signal

Ellison Rd

McMahon Blvd

V A R I E S
V A R I E S
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V A R I E S
V A R I E S
V A R I E S
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N O T E S:

1. All dimensions shown in inches.

2. 6x2.5 signs may be installed in advance of unsignalized or unsynchronized intersections to provide road users with advance information to identify the name(s) of the next intersection(s).

3. In urban areas, advance signs may be installed in advance of unsignalized or unsynchronized intersections on major arterial streets and highways to identify the name(s) of the next intersection(s).

4. Advance street name signs shall be installed in advance of all intersections with a speed of 6 feet or more.

5. All conforms to spacing prior to signal or unsignalized intersections may be 3x6 speed limit (FT).
NOTES:

1. RAIL RUNNER DESTINATION SIGNS SHALL HAVE A GREEN BACKGROUND AND A RED FIRE BIRD.

2. RAIL RUNNER SIGNS SHOWN SHALL HAVE A WHITE BACKGROUND AND BE ENGRAVED ON A GREEN BACKGROUND.

3. SIZES OF THESE SIGNS MAY VARY DEPENDING ON ACCESS ORIENTATION AND DESTINATION MESSAGE.

4. SIGNS OF THESE SIGNS MAY VARY DEPENDING ON ACCESS ORIENTATION AND DESTINATION MESSAGE.
SHALL HAVE WHITE LEGENDS AND BORDERS ON A BLUE BACKGROUND.

1. COA-2 Signs may be supplemented with Advance Turn and
   Left Turn Signs.

2. City of Albuquerque Traffic Information Signs shall have a
   6" Outer Legends Shown in Inches.

NOTES:
SIGN SUPPORT & INSTALLATION
FACE DETAILS

SPECIAL SIGN
NOTES

1. All dimensions shown in inches.

2. Mandatory lane control signs shall have a white background with a black legend and border.

3. Exception: buses over 5 tons shall be used in conjunction with the No.

4. The over 5 tons (R2-3P-COA) supplemental plates may be used in conjunction with the no.

5. Bh. A through lane is assigned.

6. Bh. Turn lane must be farthest to the right, and turn lane buses are allowed to use the turn lane.

7. R1, 2. Exception: buses (R2-3P-COA) supplemental plates shall be used in conjunction with the.

NOTES:
1. All Dimensions Shown in Inches
2. Limited Sight Distance Signs Shall Be Used When There Is A
   Horizontal or Vertical Sight Distance Issue Ahead. This Sign May
   Also Be Supplemented With An Advisory Speed Limit Plate.

REVISED

CITY OF ALBUQUERQUE
SPECIAL WARNING SIGN

SIGHT DISTANCE LIMITED
NOTES:
1. ALL DIMENSIONS SHOWN IN INCHES
2. VARIOUS PLAQUES SUPPLEMENTING REGULATORY AND WARNING SIGNS WITHIN THE CITY OF ALBUQUERQUE ARE SHOWN.
3. THE ‘RESIDENTIAL AREA’ AND ‘NO SPEED TOLERANCE’ SIGNS ARE FOUND MOUNTED UNDERNEATH REGULATORY SPEED LIMIT SIGNS.
4. THE PLAQUES BEGINNING WITH AN ‘AT’ OR ‘TO’ DIRECTING THE ROAD USER TO THE APPROACHING INTERSECTION ARE FOUND MOUNTED UNDERNEATH R SERIES SIGNS BEFORE MAJOR INTERSECTIONS.