



National Committee on Uniform Traffic Control Devices

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GMI agenda item II.E.6.a January
18, 2012

National Committee on Uniform Traffic Control Devices GMI RECOMMENDATION

TECHNICAL COMMITTEE: NCUTCD GMI Technical Committee

DATE OF ACTION: January 18, 2012

Reviewer: Rick Werts

GMI APPROVAL DATE: January 18, 2012

TRANSMITTAL TO SPONSORS DATE: March 10, 2012

GMI APPROVAL FOLLOWING SPONSORS: June 20, 2012

COUNCIL APPROVAL DATE: June 21, 2012

AFFECTED PORTIONS OF MUTCD: Section 2E.44 Freeway to Freeway
Interchange

SUMMARY/TOPIC: The GMI Committee has been reviewing all Standard statements in the guide sign sections of the manual to determine if they should be modified based on the new definition of a "Standard".

DISCUSSION/QUESTION: The Standard statement in Section 2E.44 is redundant since it repeats Standard statements from previous sections of 2E. The use of a Left Exit sign for a left exit is a Standard listed in Section 2E.31. The use of Overhead Arrow-per-Lane or Diagrammatic guide signs for freeway splits with an optional lane and for multi-lane freeway to freeway exits having an option lane is a standard listed in Section 2E.20. The committee also believes that the statement that Overhead signs shall be used at a distance of 1 mile and at the theoretical gore of each connecting ramp is too restrictive based on the new definition of a "Standard". The statement "When Overhead Arrow – per-lane or Diagrammatic guide signs are used, they shall comply with the provisions of section 2E.21 and 2E.22" is redundant.

RECOMMENDED MUTCD Provisions/Revisions: The GMI Committee recommends that the Standard statement be revised to a Guidance statement as shown below.

43 Note: Proposed changes to the MUTCD are shown in underline red and removed
44 text are shown in ~~strikethrough red~~.

45
46 RECOMMENDED WORDING:
47

48 Section 2E.44 Freeway-to-Freeway Interchange

49 Support:

50 01 Freeway-to-freeway interchanges are major decision points where
51 the effect of taking a wrong ramp cannot be easily corrected.
52 Reversing direction on the connecting freeway or reentering to
53 continue on the intended course is usually not possible. Figure 2E-34
54 shows examples of guide signs at a freeway-to-freeway interchange.

55 *Guidance:*

56 02 *The sign messages should contain only the route shield, cardinal*
57 *direction, and the name of the next control city on the route. Arrows*
58 *should point as indicated in Section 2D.08, except where Overhead*
59 *Arrow-per-Lane or Diagrammatic signs are used in accordance with the*
60 *provisions of Sections 2E.20 through 2E.22.*

61 Support:

62 03 At splits where the off-route movement is to the left or where there
63 is an optional lane split, expectancy problems usually result.

64 ~~Standard:~~ **Guidance:**

65 04 At splits where the off-route movement is to the left, see Section
66 2E.31 for the use of the Left Exit Number (E1-5bP) plaque. ~~shall be~~
67 ~~added at the top left hand edge of the guide sign (see Section~~
68 ~~2E.31). Overhead Arrow-per-Lane or Diagrammatic guide signs~~
69 ~~(see Sections 2E.21 and 2E.22) shall be used~~ fFor freeway splits
70 with an option lane and for multi-lane freeway-to-freeway exits having
71 an option lane-, see Section 2E.20 for use of Overhead Arrow-per-lane
72 or Diagrammatic guide signs.

73 **Guidance**

74 05 Overhead signs ~~should~~**shall** be used at a distance of 1 mile and at
75 the theoretical gore of each connecting ramp. ~~When Overhead~~
76 ~~Arrow-per-Lane or Diagrammatic guide signs are used, they~~
77 ~~shall comply with the provisions of Sections 2E.21 and 2E.22.~~

78 Option:
79 06 Overhead signs may also be used at the 1/2-mile and 2-mile
80 locations.
81 07 The arrow and/or the name of the control city may be omitted on
82 signs that indicate the straight-ahead continuation of a route on a Pull-
83 Through sign (see Section 2E.12).
84 08 An Advisory Exit Speed sign may be used where an engineering
85 study shows that it is necessary to display a speed reduction message
86 for ramp signing (see Section 2C.14).
87 09 Where extra emphasis of an especially low advisory ramp speed is
88 needed, an EXIT XX MPH (E13-2) sign panel (see Figure 2E-27) may
89 be placed at the bottom of the Exit Direction sign to supplement, but
90 not to replace, the exit or ramp advisory speed warning signs.

91

92 **January 18, 2012**

93 GMI Vote: FOR: 20 AGAINST: 1 ABSTAIN: 1

94

95 **June 20, 2012**

96 **GMI Vote: FOR: 17 AGAINST: 1 ABSTAIN: 0**

97 **Modified support/guidance status based on sponsor comments. Recommend**
98 **presentation to Council.**

99

100 **June 21, 2012**

101 Council Vote:

102 **0 Opposed, 0 Abstentions, 37 For – Unanimous, Motion passed.**