



National Committee on Uniform Traffic Control Devices

17200 West Bell Road No.1135 * Surprise, Ariz. 85374
Telephone (623) 214-2403 * e-mail: ncutcd@aol.com

Attachment No. 3
Item No.: 18A-GMI-01

NCUTCD Proposal for Changes to the Manual on Uniform Traffic Control Devices

TECHNICAL COMMITTEE: GMI Committee
ITEM NUMBER: 18A-GMI-01
TOPIC: Incident Rerouting Signs
ORIGIN OF REQUEST: Michigan DOT
AFFECTED SECTIONS OF MUTCD: Chapter 2N.XX

DEVELOPMENT HISTORY:

- Approved by Technical Committee: 01/04/2018
- Approved by NCUTCD Council: 06/22/2018

This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It will be submitted to FHWA for consideration for inclusion in a future MUTCD revision. The MUTCD can be revised only through the federal rulemaking process.

SUMMARY:

This ballot is proposing new language be added to Chapter 2N intended to establish guidance for the design, installation and use of permanently installed incident rerouting signs. Incident rerouting signs are intended to assist motorist to find an alternate path around an incident on the road ahead of them. These signs would provide an indication to motorist that a given exit point does in fact permit a motorist the opportunity to exit the primary route and be able to return to that same route at a point downstream of an incident. These signs would be permanently installed at key locations along a corridor so they are in place in the event they are needed.

DISCUSSION

With today's growing congestion, an incident quickly causes significant backups. Many locations have detour routes available for traffic to navigate around these incidents; however, it takes time for the DOT and law enforcement to get on site to begin directing motorists onto these detour paths. The intent of the incident bypass signing is to have a system of signs, which remain in place permanently; at key locations the public will recognize and know to follow if traffic backs up due to an incident.

36 Many states have developed various types of signs to try and address this need; however, due to
37 the lack of guidance in the MUTCD currently, not all are compliant. Uniformity is also another
38 justification for this proposed language; it will be easier for motorist to understand the intent of
39 this type of signing if it has the same general appearance no matter where in the country it is
40 seen. The intent of the proposed language is to develop a standard sign design with enough
41 available options to permit this signing to be deployed nationally given the variety of
42 circumstances that exist.

43
44 FHWA provided a letter of interpretation on the subject of incident rerouting signs, Ruling No.
45 6(09)-42(I) – Signing for Rerouting Due to Traffic Incidents. The proposed guidance is based on
46 the information contained in that letter.

47 **RECOMMENDED MUTCD CHANGES**

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50 The following present the proposed changes to the current MUTCD within the context of the
51 current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and
52 proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously
53 approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double
54 underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background
55 comments may be provided with the MUTCD text. These comments are indicated by
56 **[highlighted light blue in brackets]**.

57 **Section 2X.XX Incident Rerouting Signs**

58 Support:

59
60 01 The purpose of incident rerouting signs is for corridor management along routes that have
61 reoccurring incidents and where rerouting paths are available. These signs are intended to be
62 permanently installed to provide instant rerouting guidance to motorists when backups first
63 begin, before law enforcement and/or the local jurisdiction arrive. These signs can be used as a
64 standalone system or be a part of a large system which may incorporate other devices such as
65 dynamic message signs. These signs can give motorists assurance that a given exit point will
66 guide them along a diversion route, and will return them to the original route.

67 Guidance:

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69 02 If used, incident rerouting signs should be installed at departure points from the directing
70 motorists to a diversion route that will take them around an ~~potential~~ incident ahead. The
71 display at the departure point should be associated with the existing guide signs or route
72 markings at these points. ~~These~~ Incident rerouting signs should also be placed at each ~~turning~~
73 decision point along the diversion route until it rejoins the original route.

74 Standard:

75
76 03 Incident rerouting signs shall have a green background with white legend and/or
77 arrows. The incident rerouting signs shall also display the words INCIDENT BYPASS in
78 black letters on a yellow background either at the top of the sign or as a plaque above a
79 route assembly, See Figure 2N.XX. Orange or fluorescent pink shall not be used as
80 alternate colors on permanently installed incident rerouting signs. If a route shield is

81 displayed as part of the message, the word “TO” shall be displayed as shown in Figure
82 2N.XX.

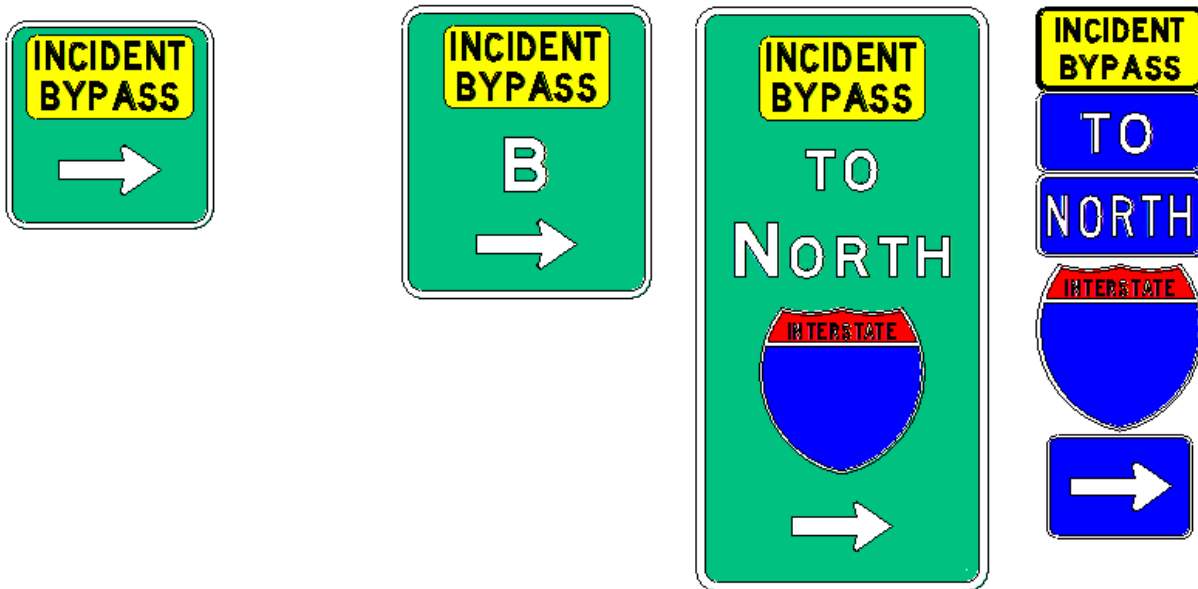
83 Option:

84 04 Incident rerouting may be accomplished using a route assembly format by adding a black on
85 yellow header panel plaque and a “TO” plaque to a route assembly; see Figure 2N.XX.

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89
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Figure 2N.XX

Alternate Designs



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[White on green rerouting sign is shown as a 30” x 30” and header panels are 24” x 12” for scale. Anticipate leaving these details for the SHS manual]