



# National Committee on Uniform Traffic Control Devices

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Item No.: 18A.GMI-01

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

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

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### DEVELOPMENT HISTORY:

- Approved by Technical Committee: 01/04/2018
- Approved by NCUTCD Council: MM/DD/YYYY

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*This is a proposal for recommended changes to the MUTCD that have been developed by a technical committee of the NCUTCD. The NCUTCD is distributing it to its sponsoring organizations for review and comment. Sponsor comments will be considered in revising the proposal prior to NCUTCD Council consideration. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. If approved by the NCUTCD Council, the recommended changes 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 down stream 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

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35 remain in place permanently; at key locations the public will recognize and know to follow if  
36 traffic backs up due to an incident.

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

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46 FHWA provided a letter of interpretation on the subject of incident rerouting signs, Ruling No.  
47 6(09)-42(I) – Signing for Rerouting Due to Traffic Incidents. The proposed guidance is based on  
48 the information contained in that letter.

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## 50 **RECOMMENDED MUTCD CHANGES**

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

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### 60 **Section 2X.XX Incident Rerouting Signs**

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#### 62 Support:

63 01 The purpose of incident rerouting signs is for corridor management along routes which  
64 have frequently occurring incidents and where rerouting paths are available. These signs are  
65 intended to be permanently installed to provide instant rerouting guidance to motorists when  
66 backups first begin, before law enforcement and/or the local jurisdiction arrive. These signs can  
67 give motorist assurance a given exit point does permit an alternate path and the ability to return  
68 to the original roadway at some point down steam of the incident.

#### 69 Guidance:

70 02 If used, incident rerouting signs should be installed at departure points from the primary  
71 highway directing motorists to a route that will take them around a potential incident ahead.  
72 These signs should also be placed at each turning decision point to trail blaze this path until it  
73 rejoins the primary route.

#### 74 Standard:

75 03 If used, incident rerouting signs shall have a green background with white legend  
76 and/or arrows. The signs shall also display a black on yellow header panel at the top of the  
77 sign conveying the purpose of the sign, or the yellow header panel may be installed as a  
78 plaque above a route assembly. See figure X.XX. Orange or Pink shall not be used as an  
79 alternate color for yellow on the route name panel for permanently installed signs.

#### 80 Option:

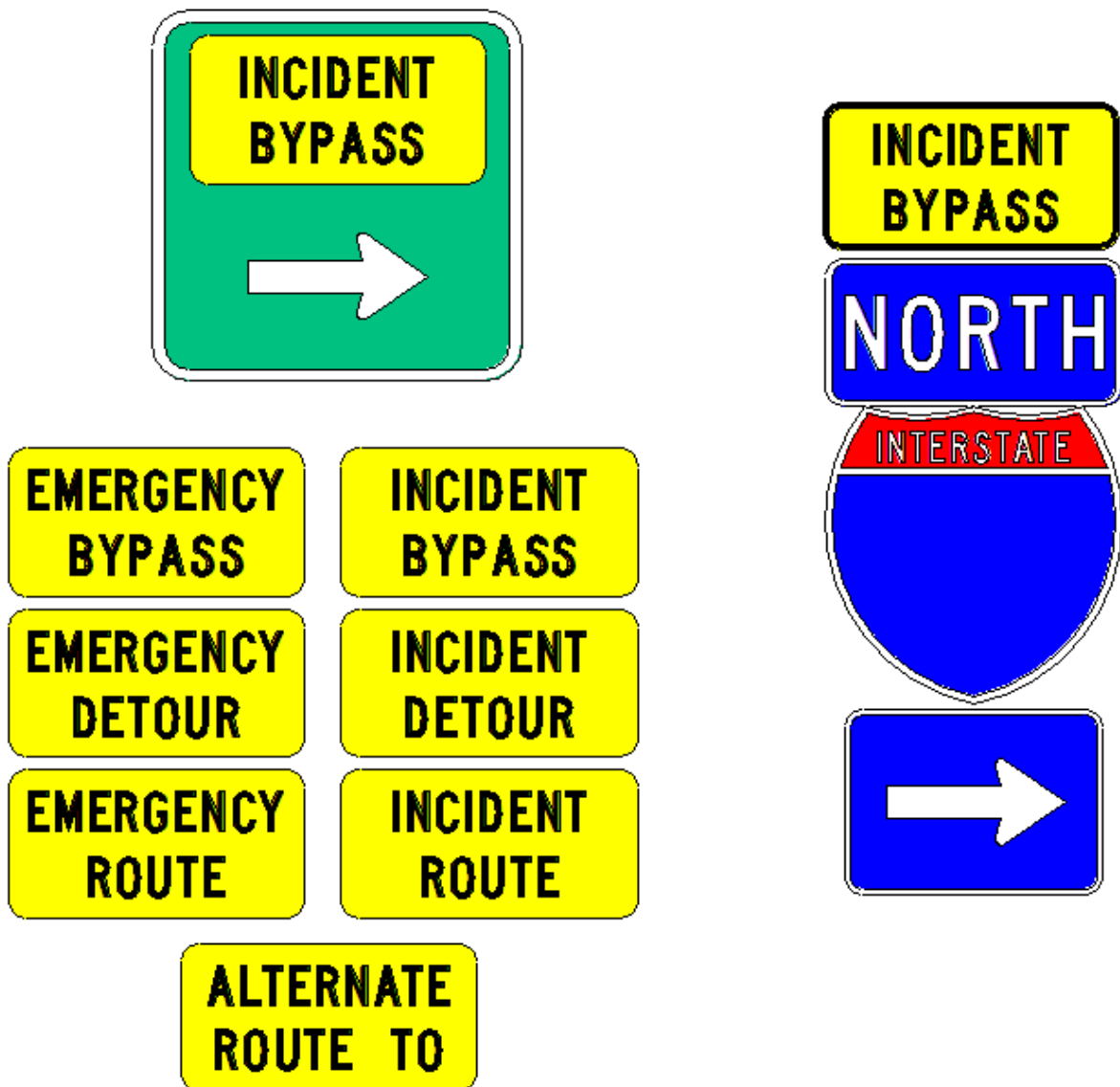
81 04 Route shields, colored blocks, letters or other distinctions may be added to the incident  
82 rerouting signs to make these signs distinctive to a given path.

83 05 The word "TO" may be included after BYPASS, DETOUR and ROUTE within the  
84 black on yellow header panel of the incident rerouting sign.

85 Guidance:

86 06 The header panel should display one of the messages shown in figure X.XX. The term  
87 "ALTERNATE" as a stand-alone message should not be used in this application as this term has  
88 a specific meaning; alternate routes are defined as having substantially the same geometric and  
89 structural design, or greater, than the route it is serving as an alternate to by AASHTO Route  
90 Marking Definitions. The majority of rerouting paths direct motorists onto a lower type  
91 roadway making the term "ALTERNATE" inappropriate.

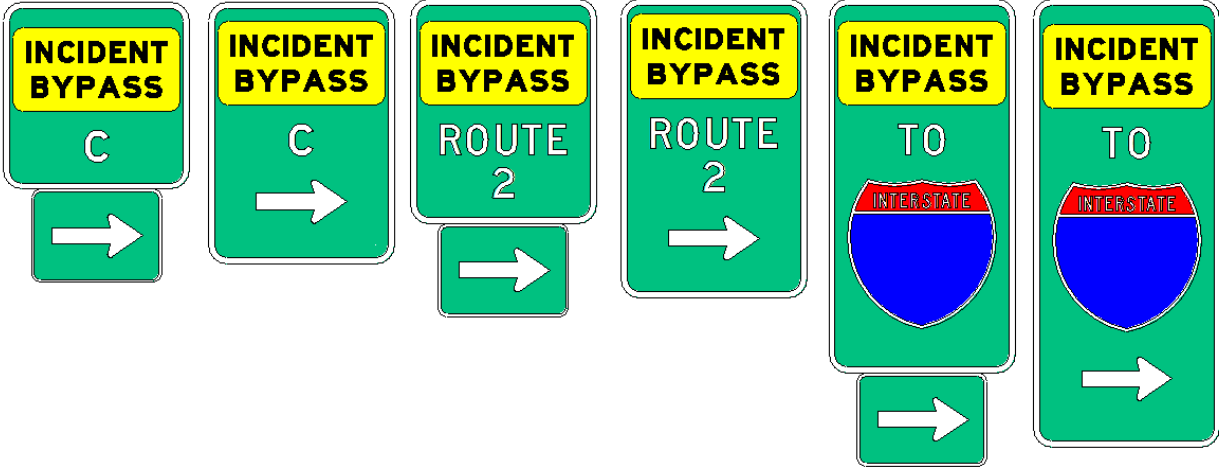
92  
93 Figure X.XX



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

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[Illustrations for option statement for ballot purposes only at this time]