

**RESCINDED  
JANUARY 2024**

This Recommended Change to the MUTCD was rescinded by the NCUTCD Council on January 12, 2024.

**ATTACHMENT NO. 10**  
**GMI No. 6**



## 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.

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

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**~~ For 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.**~~

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Option:

Overhead signs may also be used at the 1/2-mile and 2-mile locations.

The arrow and/or the name of the control city may be omitted on signs that indicate the straight-ahead continuation of a route on a Pull-Through sign (see Section 2E.12).  
An Advisory Exit Speed sign may be used where an engineering study shows that it is necessary to display a speed reduction message for ramp signing (see Section 2C.14).  
Where extra emphasis of an especially low advisory ramp speed is needed, an EXIT XX MPH (E13-2) sign panel (see Figure 2E-27) may be placed at the bottom of the Exit Direction sign to supplement, but not to replace, the exit or ramp advisory speed warning signs.

**January 18, 2012**

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

**June 20, 2012**

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

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

**June 21, 2012**

Council Vote:

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