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

RECOMMENDED WORDING:

Section 2E.44 Freeway-to-Freeway Interchange

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

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

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

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

Guidance:
05 Overhead signs shall be used at a distance of 1 mile and at the theoretical gore of each connecting ramp. When Overhead Arrow-per-Lane or Diagrammatic guide signs are used, they shall comply with the provisions of Sections 2E.21 and 2E.22.
Option:
06 Overhead signs may also be used at the 1/2-mile and 2-mile locations.
07 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).
08 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).
09 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.