NOTE: This is a recommendation by the GMITechnical Committee of the NCUTCD. It is being distributed to the National Committee sponsoring organizations for review and is subject to revision. This draft recommendation is not a revision to the MUTCD and does not constitute official standards, guidance, or options. No proposed revision to the MUTCD is effective unless and until approved by FHWA through an Interim Approval or through the Federal rulemaking process.

TECHNICAL COMMITTEE: Guide/Motorist Information (GMI)

TOPIC: Numbered Highway Systems

STATUS/DATE OF ACTION:

TC Drafts: 01/08/2014
TC Approval: 01/09/2014
Transmitted to Sponsors: 03/25/2014
Council Approval: 06/26/2014

ORIGIN OF REQUEST: Tom Honich

AFFFECTED SECTIONS OF MUTCD: Page 142, Section 2D.09, paragraph 5
(FHWA, 2016 MUTCD Concept Only – Limited Distribution for GMI Review Section 2AA.01, Page 5 of 31, Lines 38 thru 42)

SUMMARY:

The proposed modification provides an option to the standard pertaining to the priority and placement of route shields on a route sign assembly if a different priority and placement would provide more effective direction to the motorist.

DISCUSSION

FHWA’s 2016 MUTCD Chapter 2D Concept proposed to expand the existing Section 2D.09, paragraph 5, Standard. The proposed addition in text to the 2D.09 Standard in the Concept for the 2016 MUTCD appears to be an Option instead of a Standard. GMI proposing the text be added as an Option to 2D.09. The FHWA representative to GMI supported this proposed revision.

RECOMMENDED MUTCD PROVISIONS/ REVISIONS
Add an Option to the 2D.09 which outlines the preference in order in which route marker signs are displayed.

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

**RECOMMENDED WORDING:**

**Section 2D.09 Numbered Highway Systems**

**Support:**
01 The purpose of numbering and signing highway systems is to identify routes and facilitate travel.
02 The Interstate and United States (U.S.) highway systems are numbered by the American Association of State Highway and Transportation Officials (AASHTO) upon recommendations of the State highway organizations because the respective States own these systems. State and county road systems are numbered by the appropriate authorities.
03 The basic policy for numbering the Interstate and U.S. highway systems is contained in the following Purpose and Policy statements published by AASHTO (see Page i for AASHTO’s address):
   A. “Establishment and Development of United States Numbered Highways,” and
   B. “Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways.”

**Guidance:**
04 The principles of these policies should be followed in establishing the highway systems described in Paragraph 2 and any other systems, with effective coordination between adjacent jurisdictions. Care should be taken to avoid the use of numbers or other designations that have been assigned to Interstate, U.S., or State routes in the same geographic area. Overlapping numbered routes should be kept to a minimum.

**Standard:**
06 Route systems shall be given preference in this order: Interstate, United States, State, and county. The preference shall be given by installing the highest-priority legend on the top or the left of the sign.

**Option:**
Route systems preference may be modified when a different prioritization would better accommodate the expectancy of the road user and provide more effective direction, such as for separate decision points for routes that are encountered in a particular order.

**Support:**
Section 2D.53 contains information regarding the signing of unnumbered highways to enhance route guidance and facilitate travel.

**TECHNICAL COMMITTEE VOTE:**

For: 21
Opposed: 0
Abstentions: 0