

# National Committee on Uniform Traffic Control Devices

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

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

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<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

### 7 8 **DEVELOPMENT HISTORY:**

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

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

### 17 18 19 **SUMMARY:**

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

### 27 28 **DISCUSSION**

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

**RESCINDED  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was rescinded by the  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

36 Many states have developed various types of signs to try and address this need; however, due to  
37 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 the 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:

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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

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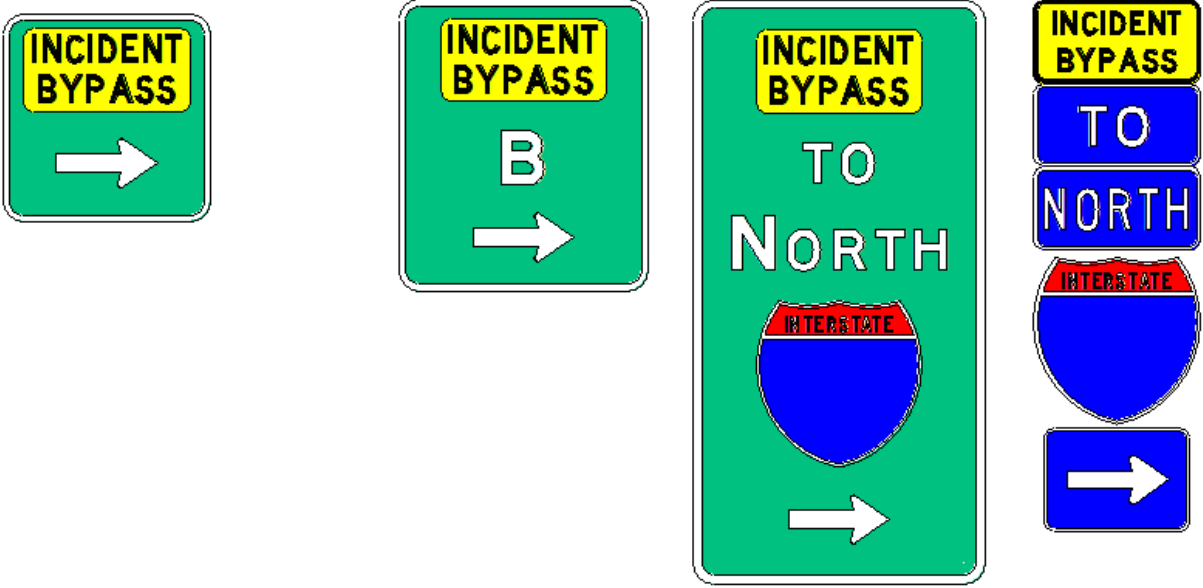
ed as part of the message, the word “TO” shall be displayed as shown in Figure

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

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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]