

# National Committee on Uniform Traffic Control Devices

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Item No.: 18B-GMI-01

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

### TECHNICAL COMMITTEE:

GMI Committee

### ITEM NUMBER:

18B-GMI-01

### TOPIC:

Exit Numbering

### ORIGIN OF REQUEST:

Missouri DOT (MoDOT)

### AFFECTED SECTIONS OF MUTCD:

Section 2E.31 Interchange Exit Numbering, Figure 2E-19  
Examples of Interchange Numbering for Mainline and  
Circumferential Routes, Figure 2E-20 Example of Interchange  
Numbering for Mainline, Loop, and Spur Routes, Figure 2E-21  
Example of Interchange Numbering or Overlapping Routes

### DEVELOPMENT HISTORY:

- Approved by Technical Committee: 06/21/2018 and 01/09/2019
- Approved by NCUTCD Council: 01/10/2019

*This is a proposal for recommended changes to the MUTCD that has been approved by the NCUTCD Council. This proposal does not represent a revision of the MUTCD and does not constitute official MUTCD standards, guidance, or options. It 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:

The proposed changes contained in this ballot elaborate on the guidance found in the current MUTCD in the text and figures for exit numbering with the enhancements based on letters of interpretation supplied by the MUTCD team. Currently, the majority of the guidance for various exit numbering scenarios is only conveyed via the figures in the manual. In addition to adding clarifying text, the proposal also modifies the existing figures by eliminating details to make each existing figure clearer and easier to use and relate more clearly to the title of each figure. All the additional interchange configurations and exit numbering examples deleted from these figures are now being represented in a new figure.

### DISCUSSION

The MUTCD provides guidance for exit numbering in both text and figure form, however, the text relies heavily on interpretation of the figures for many details and the figures can be overwhelming with the amount of detail provided. The exit numbering sequences, which are important details on these figures, are difficult to pick out with the various examples of

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interchanges overlaid along the roadway segments. While these example interchange images provide useful information on how exit numbers relate to interchange design and placement, they are out of context with respect to the key purpose of each figure. This information was removed from the three original figures and consolidated into one new figure to more clearly illustrate the information. These changes are being recommended based primarily on an interpretation MoDOT received from FHWA on the proper choice of exit numbers as well as input from GMI technical committee members. The intent of these changes is to enhance both the text and figure guidance to make it clearer without altering the original intent of the manual.

## RECOMMENDED MUTCD CHANGES

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

### Section 2E.31 Interchange Exit Numbering

Support:

01 Interchange exit numbering provides valuable orientation for the road user on a freeway or expressway. The feasibility of numbering interchanges or exits on an expressway will depend largely on the extent to which grade separations are provided. Where there is appreciable continuity of interchange facilities, interrupted only by an occasional ~~interSection~~ intersection at grade, the numbering will be helpful to the expressway user.

**Standard:**

02 Interchange exit numbering shall be used in signing each freeway interchange exit departure point. Interchange exit numbers shall be displayed with each Advance Guide sign, Exit Direction sign, and Exit Gore sign. The exit number shall be displayed on a separate plaque at the top of the Advance Guide or Exit Direction sign. The exit number (E1-5P) plaque (see Figure 2E-22) shall be 30 inches in height and shall include the word EXIT and the appropriate exit number in a single-line format. ~~Suffix letters shall be used for exit numbering at a multi-exit interchange.~~ Exit suffix letters shall only be used to supplement exit numbers. Exit suffix letters shall be used when there is more than one exit departure point within the limits of a mile segment. The suffix letter shall also be included on the exit number plaque and shall be separated from the exit number by a space having a width of between 1/2 and 3/4 of the height of the suffix letter. Exit numbers shall not include the cardinal initials corresponding to the directions of the cross route. The ~~M~~ minimum numeral and letter sizes are given in Tables 2E-2 through 2E-5. If used on expressways, the interchange exit numbering system ~~for expressways and non-Interstate freeways~~ shall comply with the provisions of this section. ~~prescribed for freeways. Interstates.~~

03 At ~~a multi-exit interchange~~ an interchange with multiple exit departure points from the mainline ~~where suffix letters are used for exit numbering~~, an exit of the same number without a suffix letter shall not be used on the same route in the same direction. For example, if an exit is designated as EXIT 256 A, then there shall not be an exit designated

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EXIT 256 on the same route in the same direction. Exit suffix letters shall increase or decrease in the same manner as exit numbering as described in paragraphs 10-15. Interchange exit numbering shall use the reference location sign exit numbering. The consecutive exit numbering method shall not be used.

83 **Support:**

84 05 Reference location sign exit numbering assists road users in determining their destination  
85 distances and travel mileage, and assists highway agencies because the exit numbering sequence  
86 does not have to be changed if new interchanges are added to a route.

87 Guidance:

88 05a Exit numbering should be determined based on where the cross road of the interchange  
89 intersects the mainline with respect to the mainline mile segments. For example, if a cross road  
90 intersects the mainline at or after mile 15 and before mile 16 the interchange should be designated as  
91 EXIT 15 (see Drawing A of Figure 2E-XX). If a cross road is split into two roadways by direction,  
92 for example a split diamond, where one direction of the cross road is down stream of mile 18 and the  
93 other direction of the cross road is upstream of mile 18, the interchange exit number should be based  
94 on the mile marker located between the two roadways (see Drawings A and B of Figure 2E-XX).

95 05b Where exit suffix letters are used for interchanges with multiple exit departure points from the  
96 mainline and the number of exit departure points are not equal in both directions, the exit suffix  
97 lettering should be based on the number of departure points per direction. For example, if in  
98 one direction there are three exit departure points within the mile 25 segment, there should be  
99 an EXIT 25 A, EXIT 25 B and EXIT 25 C; however, if in the opposite direction there are only  
100 two exit departure points, the exits in that direction should be designated as EXIT 25 B followed  
101 by EXIT 25 A (see Drawing D of Figure 2E-XX).

102 05c Exit suffix letters should only be used to designate individual exit departure points from  
103 the mainline. When a ramp splits into two ramps after leaving the mainline, the two  
104 directions at the ramp splits should not be numbered with separate exit numbers or exit  
105 suffix letters (see Drawings A and D of Figure 2E-19).

106

107 **Option:**

108 06 ~~Exit numbers may also be used with Supplemental Guide signs and Motorist Service signs.~~

109 Guidance:

110 0706 Exit number (E1-5P) plaques should be added to the top right-hand edge of the advance  
111 guide and exit direction signs for an exit to the right.

112 **Standard:**

113 0807 **Because road users might not expect an exit to the left and might have difficulty in**  
114 **maneuvering to the left, a left exit number (E1-5bP) plaque (see Figure 2E-22) shall be**  
115 **added to the top left-hand edge of the sign for all left-hand exits (see Figures 2E-14 and 2E-**  
116 **15). The word LEFT on the E1-5bP plaque shall be a black legend on a yellow rectangular**  
117 **sign panel and shall be centered above the word EXIT.**

118 **Support:**

119 0908 Example exit number plaque designs are shown in Figure 2E-22. Figures 2E-3, 2E-7, 2E-22,  
120 2E-26, and 2E-27 illustrate the incorporation of exit number plaques on guide signs.

121 4009 The general plan for numbering interchange exits is shown in Figures 2E-19 through 2E-21.  
122 Figure 2E-19 shows a circumferential route, which is a route that makes a complete circle around  
123 a city or town and usually has two interchanges (one on each side of the city or town) with each of  
124 the mainline routes that travel through the city or town. Figure 2E-20 shows a loop route, which is

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129 that departs from a mainline route and then rejoins the same mainline route at a subsequent  
130 downstream, and a spur route, which is a route that departs from a mainline route and never  
131 the same mainline route. Figure 2E-21 shows two mainline routes that overlap each other.

rd:

129 ~~4~~<sup>10</sup> **Regardless of whether a mainline route originates within a State or crosses into a State**  
130 **from another State, the southernmost or westernmost terminus within that State shall be**  
131 **the beginning point for interchange exit numbering.**

132 ~~4~~<sup>11</sup> **For circumferential routes, interchange exit numbering shall be in a clockwise**  
133 **direction. The numbering shall begin with the first interchange west of the south end of an**  
134 **imaginary north-south line bisecting the circumferential route, at a radial freeway or other**  
135 **Interstate route, or some other conspicuous landmark in the circumferential route near a**  
136 **south polar location (see Figure 2E-19).**

137 ~~4~~<sup>12</sup> **The interchange exit numbers on loop routes shall begin at the loop interchange nearest**  
138 **the south or west mainline junction and increase in magnitude toward the north or east**  
139 **mainline junction (see Figure 2E-20).**

140 ~~4~~<sup>13</sup> **Spur route interchanges shall be numbered in ascending order starting at the**  
141 **interchange where the spur leaves the mainline route (see Figure 2E-20).**

142 ~~4~~<sup>14</sup> **If a circumferential, loop, or spur route crosses State boundaries, the numbering**  
143 **sequence shall be coordinated by the States to provide continuous interchange numbering.**

144 ~~4~~<sup>15</sup> **Where numbered routes overlap, continuity of interchange numbering shall be**  
145 **established for only one of the routes (see Figure 2E-21). If one of the routes is an Interstate**  
146 **and the other route is not an Interstate, the Interstate route shall maintain continuity of**  
147 **interchange numbering.**

148 Option:

149 15a Interchange exit numbers at the beginning of a loop or a spur route, at the point a route  
150 crosses a state line, or where a route simply begins within the boundaries of a state may be  
151 referenced as either EXIT 0 or EXIT 1.

152 *Guidance:*

153 ~~4~~<sup>16</sup> *The route chosen for continuity of interchange exit numbering should also have reference*  
154 *location sign continuity (see Figure 2E-21).*

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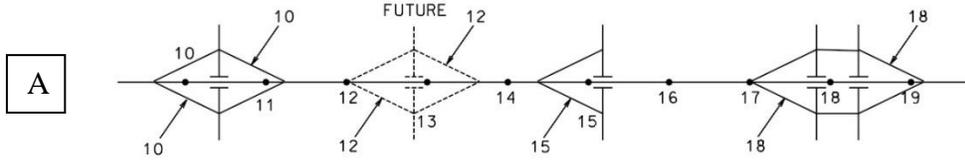
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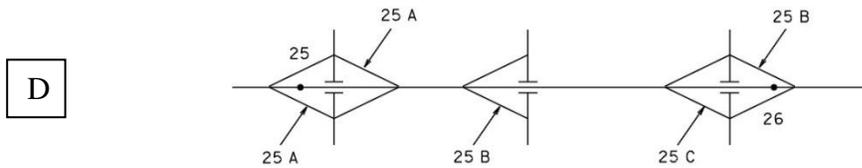
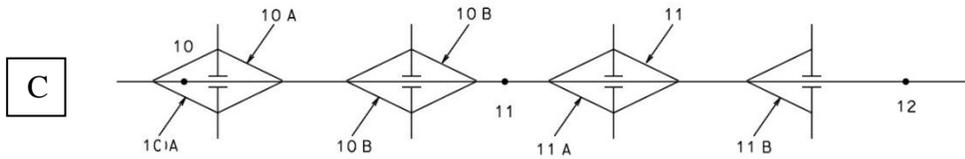
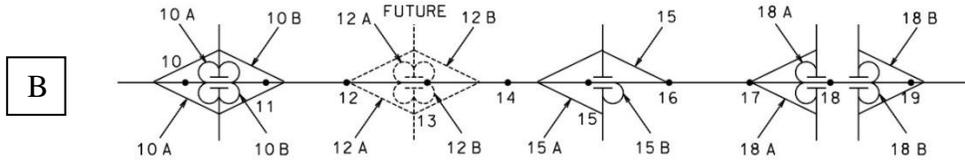
**NEW FIGURE**

Page **XXX**

**Figure 2E-XX EXAMPLES OF INTERCHANGE EXIT NUMBERING**



EXAMPLES OF EXIT NUMBERING WITH SUFFIXES



Legend

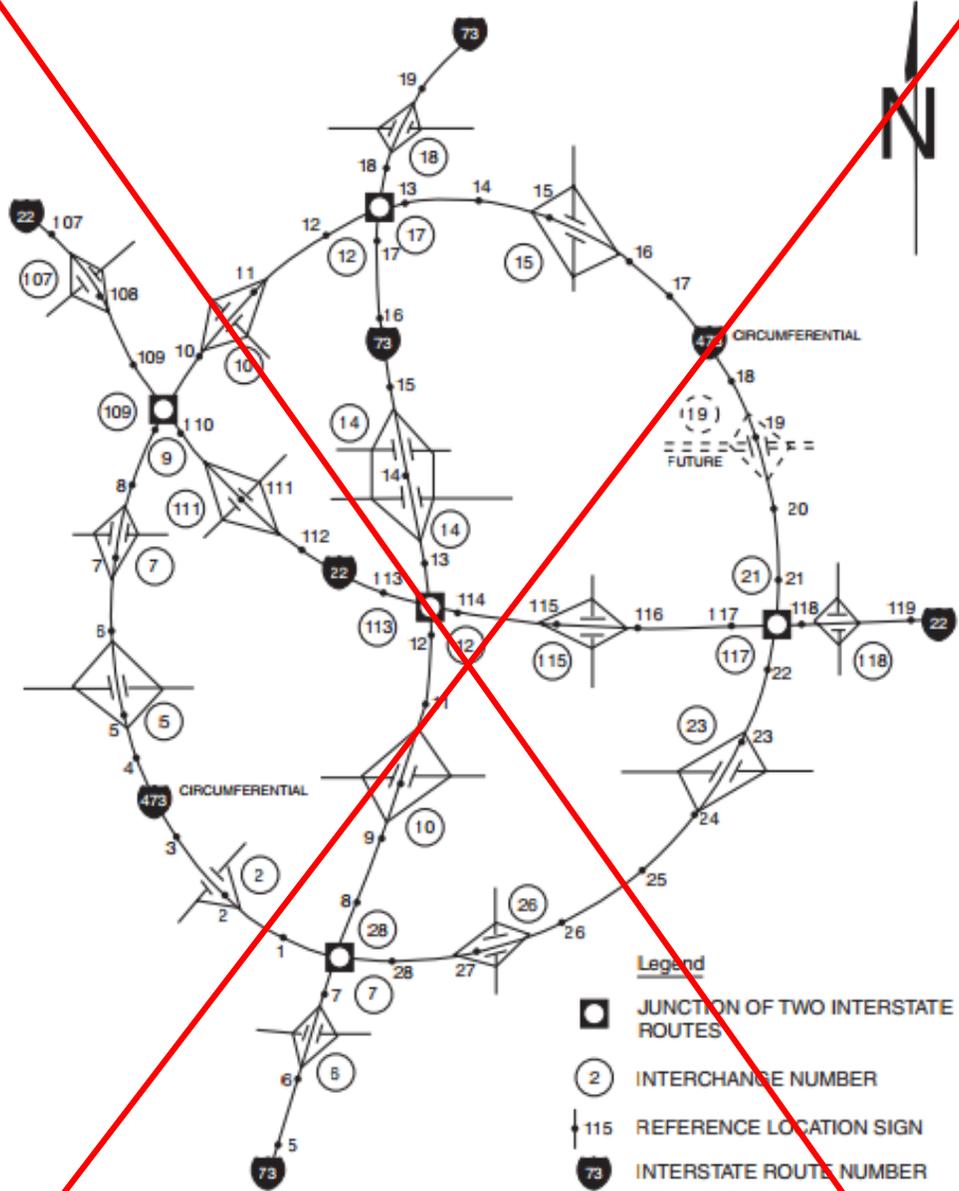
- 9 A EXIT NUMBER
- 115 REFERENCE LOCATION SIGN

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**REPLACED FIGURE**

**Figure 2E-19. Example of Interchange Numbering for Mainline and Circumferential Routes**



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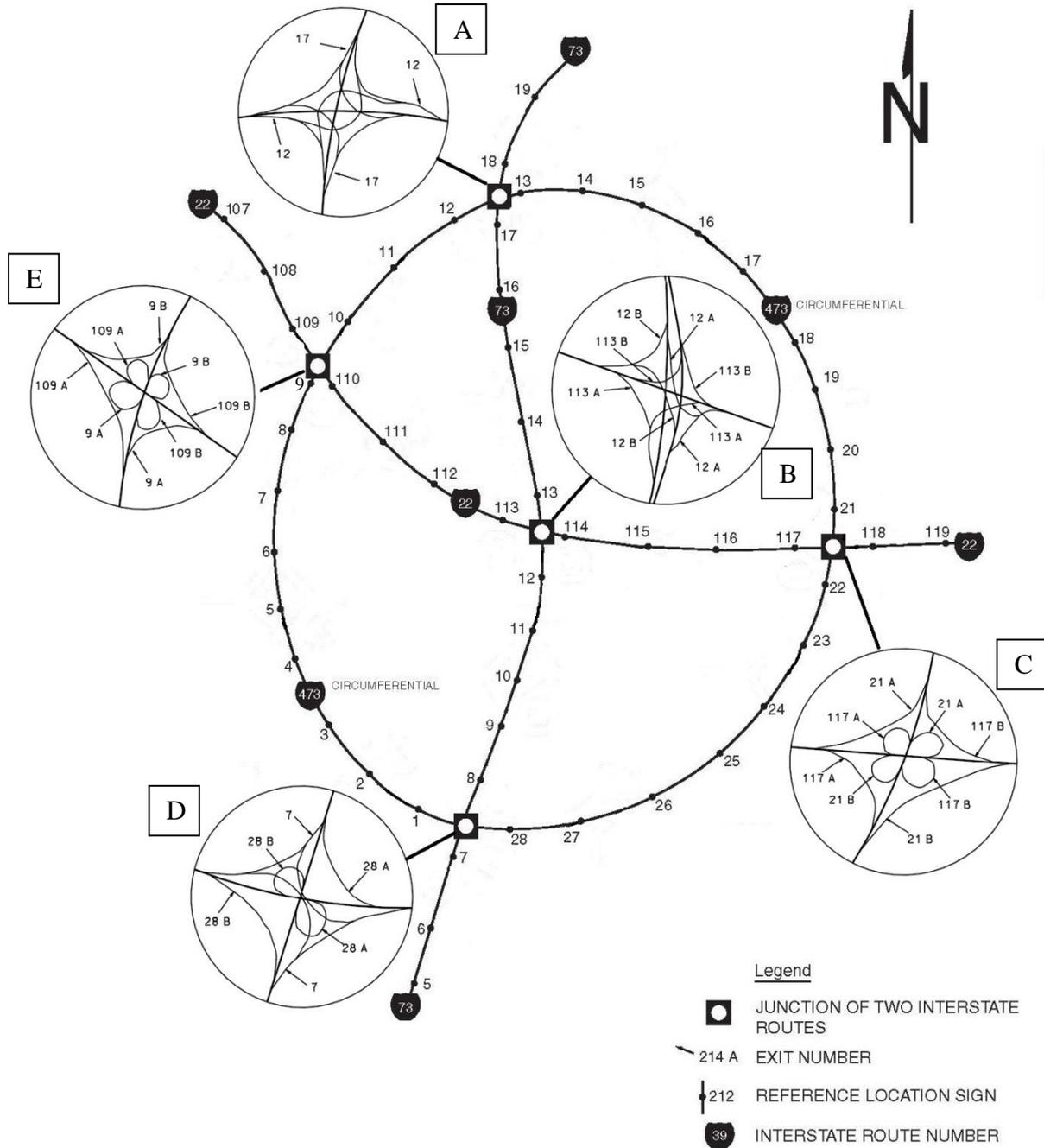
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2009 Edition

**NEW FIGURE**

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**Figure 2E-19. Example of Interchange Numbering for Mainline and Circumferential Routes**



December 2009

Sect. 2E.31

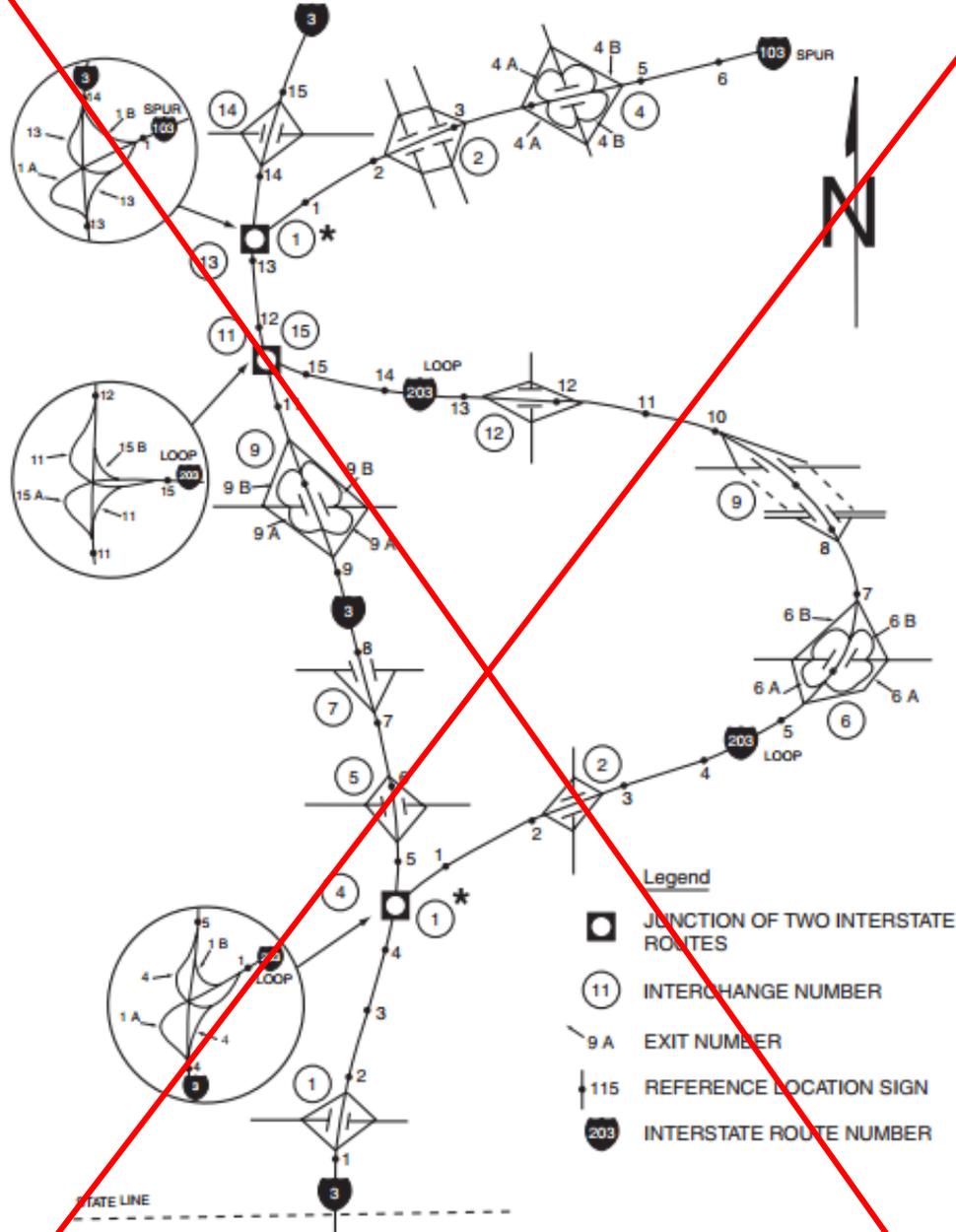
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**REPLACED FIGURE**

**Figure 2E-20. Example of Interchange Numbering for Mainline, Loop, and Spur Routes**



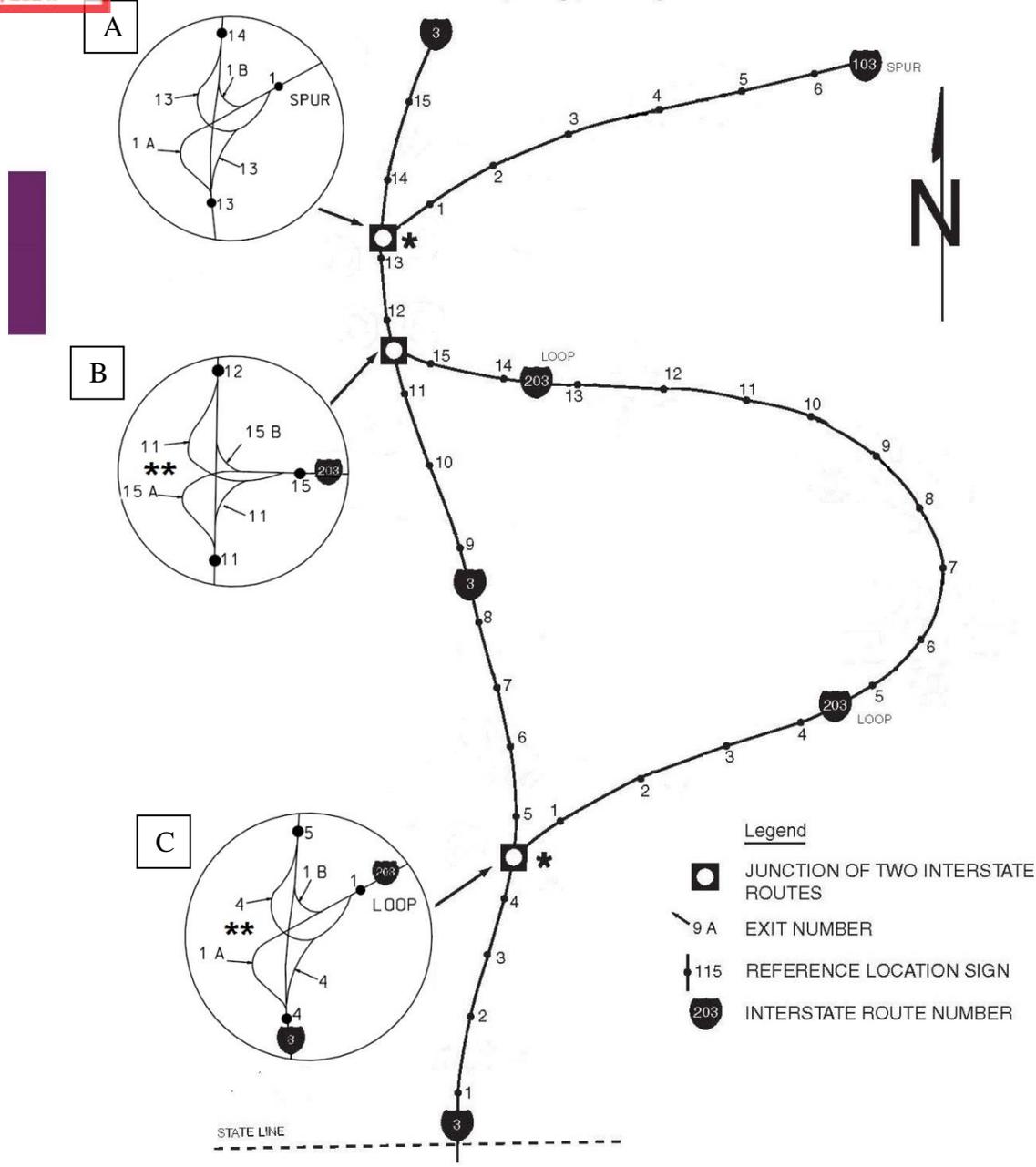
\* The freeway/freeway interchange where the beginning of the loop or spur route intersects with the mainline route may be called either Exit 1 or Exit 0 on the loop or spur route.

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**NEW FIGURE**

**Figure 2E-20. Example of Interchange Numbering for Mainline, Loop, and Spur Routes**

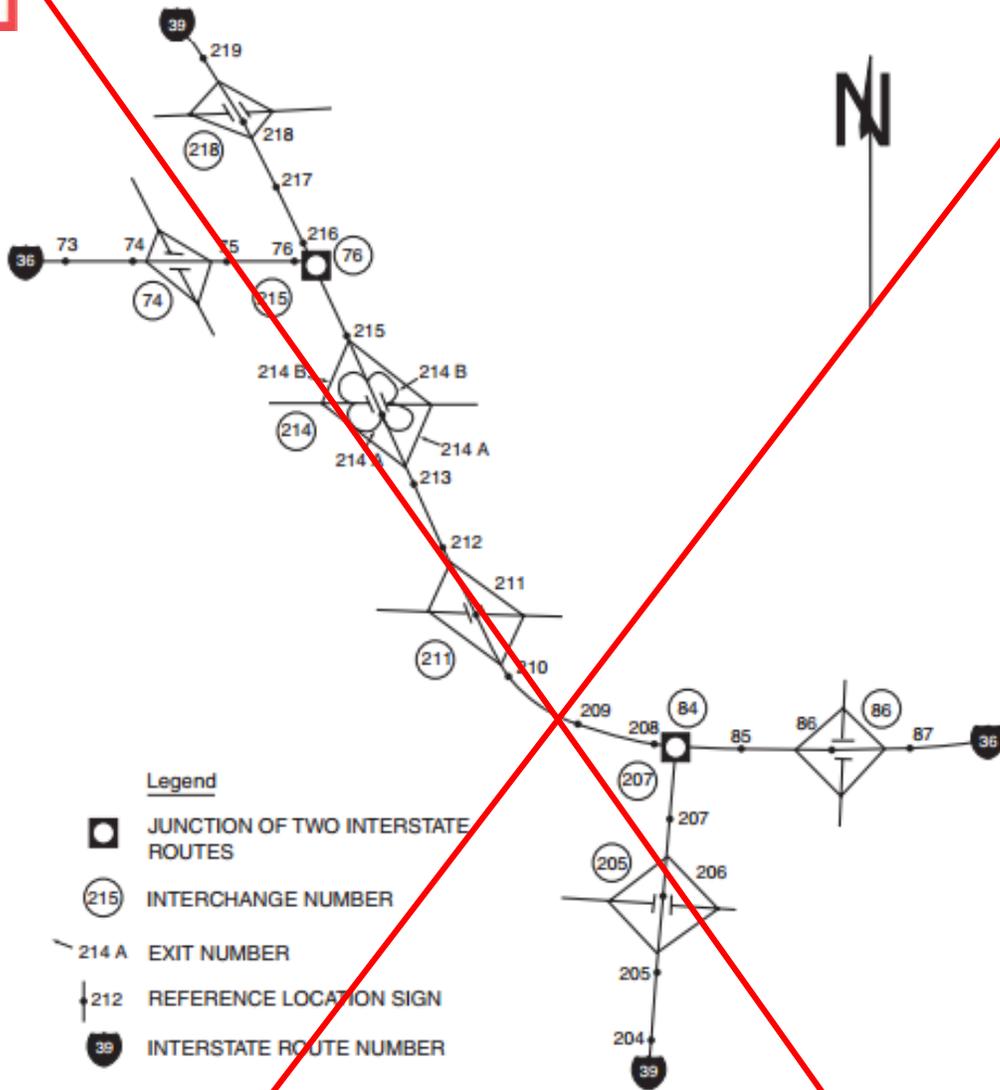


- \* The freeway/freeway interchange where the beginning of the loop or spur route intersects the mainline route may be called either "Exit 1" or "Exit 0" on the loop or spur route
- \*\* Exit numbers and suffixed are used at the end of loop and spur routes as these roadways physically end and all traffic must exit and continue on another route. The convention of the suffix "A" being used for the left exit and "B" being used for the right exit at a route that terminates is similar to the convention of a left destinations being listed first over a right destination on a guide sign.

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**REPLACED FIGURE**

**Figure 2E-21. Example of Interchange Numbering for Overlapping Routes**



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NEW FIGURE

**Figure 2E-21. Example of Interchange Numbering for Overlapping Routes**

