

## **Frequently Asked Questions**

### **Q: Why are the exits being renumbered?**

A: The exits are being renumbered to conform to Federal standards. Reference location (mileage) based exit numbering is a requirement of the [MUTCD \(Manual on Uniform Traffic Control Devices\), Section 2E.31](#), published by the Federal Highway Administration. The MUTCD is the national standard and is adopted by reference in the [Federal Code of Regulations Title 23: Highways Part 655.603](#).

### **Q: What are the benefits to a mileage-based exit numbering system?**

A:

- National Uniformity  
Same exit numbering system as almost every other state.
- Driver friendly navigation  
Allows drivers to quickly determine distances to destinations  
Easier to calculate miles traveled
- More accurate emergency response  
Improves reporting of highway incidents, resulting in better navigation of emergency services
- Easier to add future exits without renumbering entire corridor

### **Q: Which highways will get new exit numbers?**

A: All limited access roadways within the State will be renumbered to mileage-based numbering as required by the Federal Highway Administration (FHWA).

### **Q: When will new signs be installed on my route?**

A: New exit numbers will be provided when signs are replaced in corridor sign projects. Projects are programmed based on need when signs reach or exceed their useful service life. The list below includes major routes only and the year is the approximate construction completion year. Please note that the schedule is subject to change.

- CT-2: 2024 (State Project 0172-0490)
- CT-8: 2024 (State Project 0015-0381)
- CT-9: Completed 2023
- CT-15: late 2024 or early 2025 (State Project 0083-0271)
- I-84: 2026
- I-91: 2027
- I-95: 2028
- I-291: 2024 (State Project 0171-0481)
- I-384: 2024 (State Project 0170-5026)

- I-395: Completed 2015
- I-691: Completed 2023

**Q: Will there be an Exit 0?**

A: No. The Federal Highway Administration allows Exit 0 but does not require its use. CTDOT has decided not to use Exit 0 to reduce potential confusion.

**Q: How are the new exit numbers determined?**

A: Exit numbers will be determined based on the mileage contained in the CTDOT Linear Referencing System. Mileage typically runs from south to north and west to east.

- No Exit 0
- Mileage 0.00 – 1.49 = Exit 1
- Mileage 1.50 – 2.99 = Exit 2
- Mileage 3.00 – 3.99 and beyond.
  - + Round down to the nearest whole mile
- CTDOT may round up or down to the next nearest whole mile to reduce suffix letters or utilize the existing exit number.
- Splits on off-ramps will not be designated as separate numbers/suffix letters.

**Q: Will there be any traffic impacts?**

A: We anticipate minimal impact to traffic during construction. The public will be notified in advance of construction start and CTDOT will use electronic changeable message signs to alert motorists of lane closures during construction.

**Q: How will the program be paid for?**

A: The exit numbers will be revised as a component of corridor sign replacement projects. These projects are typically paid for by a mixture of State and Federal funds. The renumbering component of the project makes up about 2-5% of the total project construction cost.

**Q: What is CTDOT doing to notify the public of this conversion?**

A: CTDOT issues a press release during the design phase of each corridor sign replacement project. CTDOT then reaches out to the highest elected official in each of the municipalities directly impacted by the numbering change and provides a link to the press release which contains the future numbering. This communication allows municipalities to inform local business and emergency services of the upcoming change.

As construction commences, CTDOT will publish another press release relating to the project. At least two (2) weeks prior to the renumbering occurring, portable changeable message signs will be installed notifying drivers of the upcoming revision. As the numbers are revised, the "OLD EXIT" numbers will be posted at select locations throughout the corridor, typically for 2 years. The changeover takes about 1-6 weeks per route depending on the length of the route and the complexity with revising the numbers, such as the quantity of overhead vs side mounted signs.

CTDOT will coordinate the changes with the various GPS companies (Waze, Apple, Google, Garmin, etc).

**Q: How will this impact businesses?**

A: "OLD EXIT" signs will be installed and remain in place typically for a minimum of 2 years, providing businesses with time to adjust to the new exit numbers and update advertising materials.

**Q: What will the new exit signs look like?**

A: Exit sign panels will look the same, just the numbers themselves will change. "OLD EXIT" signs will typically have a yellow background with black lettering and will be installed at key locations for a minimum of 2 years. "OLD EXIT" signs on the Merritt Parkway will have a green background with white lettering.

The images at the end of this document are examples of what you can expect to see after the numbers have been revised in future projects. The "OLD EXIT" signs will be removed approximately 2 years after installation. Actual installation may be slightly different as adjustments may be needed during field installation.

**Q: How can I submit my questions?**

A: All inquiries relating to exit numbering should be sent to [DOT.TrafficEngineering@ct.gov](mailto:DOT.TrafficEngineering@ct.gov) with the subject line Exit Numbering.

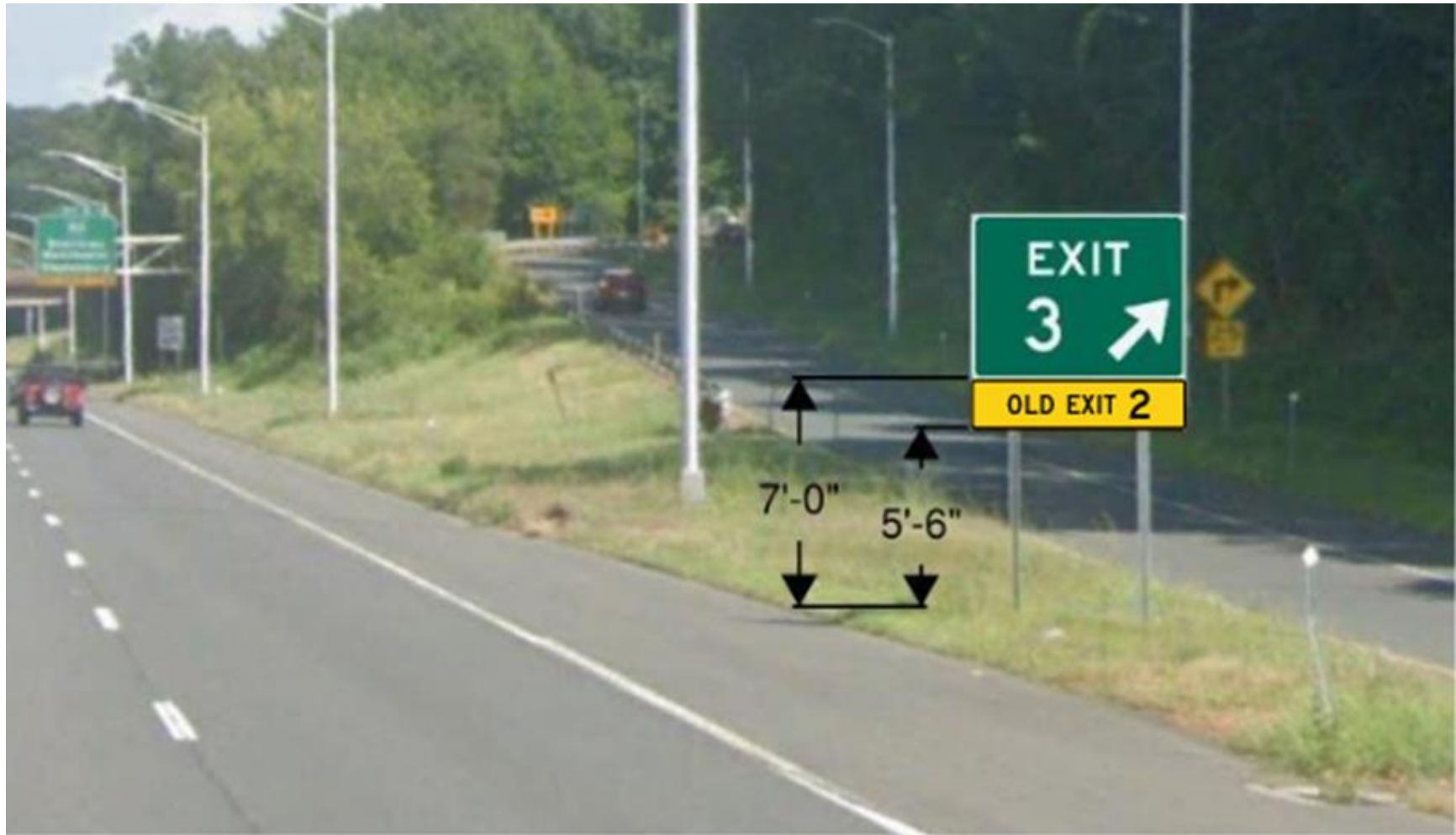
Example Overhead: Applies to all routes other than the Merritt Parkway



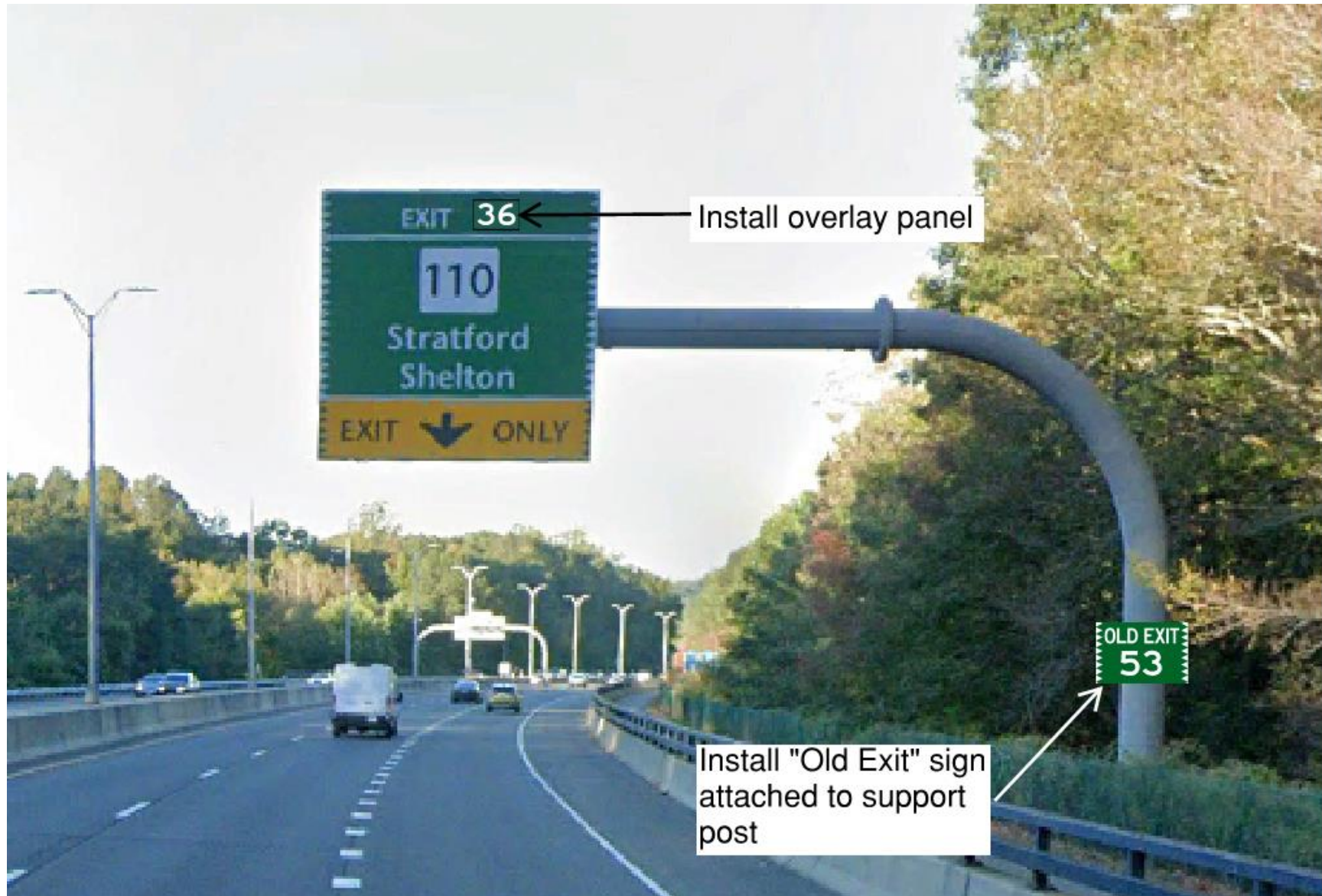
Example Ground Mounted: Applies to all routes other than the Merritt Parkway



Example Gore: Applies to all routes other than the Merritt Parkway



Example Overhead: Applies to the Merritt Parkway only



Example Ground Mounted: Applies to the Merritt Parkway only





Example Gore: Applies to the Merritt Parkway only

