Conventional Road Signs

Originally Issued: 04-04-06, Last Revised: 04-23-07

General

Standards for conventional road guide signs shall apply to any road or street other than low-volume roads (as defined in MUTCD Section 5A.01), expressways and freeways. For purposes of the Traffic and Safety Manual, conventional roads are defined as two-lane and multi-lane undivided highways as well as certain multi-lane divided highways with raised median or lowered median less than 30 feet wide. This section does not address signing at interchanges but should be referred to for at-grade intersection guide signing on expressways.

The guidelines contained in sections 2A-7, 2A-8, 2A-9 and 2A-10 of the Traffic and Safety Manual are intended to give field maintenance personnel the information needed to install and maintain post mounted regulatory, warning and guide signs on the Primary Road System.

Color

Route signs have distinct color combinations for each highway system. For the Interstate system the signs are blue with white letters with the word Interstate on a red background. For Interstate business routes the signs are green with white letters. For the U.S. system the signs consist of black numerals on a white shield surrounded by a black background. Iowa route signs are similar but with a circle rather than a shield. County route signs are of a pentagon shape with a yellow county name, route number and border on a blue background. Auxiliary signs match the color of the route sign they supplement. Colors used for memorial highways, historic trails and scenic trails shall be as approved by the Office of Traffic and Safety.

Green is used on destination and distance signs and most directional and general information signs. This includes traffic generators that are not open to the general public, such as camps operated by civic, religious or nonprofit charitable organizations.

Blue is used on General Service signs, including Food, Phone, Gas, Lodging, Hospital, and Camping. Blue is also used for Specific Service signs and Tourist-oriented Directional signs, as well as for Rest Area, Tourist Information Center, Scenic Area, Roadside Park, and some general information signs such as Weather Information, Car Pool, and Travel Information.

When the name of the hospital is used on the sign, the background color is green rather than blue.

Brown is used on signs for Recreational and Cultural Interest areas that are open to the general public for the purpose of play, amusement, or relaxation. Examples are parks, sports complexes, river accesses, wildlife areas, preserves, recreation areas, ski areas, historical sites, historical markers, and museums.

Route Signs and Auxiliary signs

The criteria to be considered in determining if route signs are to be placed on a primary route are contained in Policy Number 620.11 of the Policies and Procedures Manual.

A route sign assembly consists of a route sign and auxiliary signs that further identify the route and indicate the direction. Information on the use of route sign assemblies on the primary road system is contained in Section 2A-8 of the Traffic and Safety Manual. At the intersection of a primary road and a secondary road the Iowa DOT will furnish primary route and auxiliary signs for installation on the secondary road and install secondary route and auxiliary signs furnished by the county on the primary route.

Signing requirements, responsibilities and procedures for erection of signs for numbered business routes, memorial highways, historic trails and scenic trails are covered in Administrative Rule 761-131.

Signing requirements, responsibilities and procedures for erection of signs for the Iowa Scenic Byway Program are covered in Administrative Rule 761-132.

Destination Signs Primary to Primary Routes

Destination signs at an intersection of a primary route to a primary route indicate the name, direction and distance to a city or cities. Not more than one destination in each direction or more than a total of three lines of copy shall be on one sign. The following terms, when used in this section, have the meanings shown.

- "Adjacent to" means that the corporate limits shall not be more that one mile from the highway.
- A "Primary Interstate Route" crosses the state from boundary to boundary and extends into another state.
- A "Primary Intrastate Route" does not cross the entire state but may extend into another state.
- A 'Primary Stub Route" is not longer than 20 miles and may extend into another state.

The guidelines for determination of which cities are to be shown on destination signs at intersections are shown below. Where there are two or more concurrent routes, a review of the situation shall be made by the Office of Traffic and Safety and the destination signing shall conform to the guidelines. Destination signs at a junction in a city may be omitted if space is not available.

Primary Interstate Routes

At the junction of two primary interstate routes, the following destinations shall be shown:

- The next county seat on or adjacent to the primary interstate route in each direction. If a city of 1,000 population or more is closer to the junction than the county seat, it shall be shown instead of the county seat.

At the junction of a primary interstate route and a primary intrastate route, the following destinations shall be shown:

- The next county seat on or adjacent to the primary interstate route in each direction. If a city of 1,000 population or more is closer to the junction than the county seat, it shall be shown instead of the county seat.
- The next county seat on or adjacent to the primary intrastate route in each direction. If a city of 300 population or more is closer to the junction than the county seat, it shall be shown instead of the county seat.

At the junction of a primary interstate route and a primary stub route in one direction, the following destinations shall be shown:

- The next county seat on or adjacent to the primary interstate route in each direction. If a city with a population of 1,000 or more is closer to the junction than the county seat, it shall be shown instead of the county seat.
- The city at the end of the primary stub route shall be shown unless there is an intermediate city of 200 or more population on or adjacent to the route, in which case it shall be shown instead of the city at the terminus.

At the junction of a primary interstate route and primary stub route extending two directions, the following destinations shall be used:

- The next county seat on or adjacent to the primary interstate route in each direction. If a city with a population of 1,000 or more is closer to the junction than the county seat, it shall be shown instead of the county seat.
- The city at the end of the primary stub route shall be shown unless there is an intermediate city of 200 or more population on or adjacent to the route, in which case it shall be shown instead of the city at the end of the route.

Primary Intrastate Routes

At the junction of two primary intrastate routes the following destinations shall be shown:

- The next county seat located on or adjacent to the highway in all directions. If a city of 300 or more population is closer than the county seat, it shall be shown instead of the county seat.

At the junction of a primary intrastate route and a primary stub route in one direction, the following destinations shall be shown:

- The next county seat on or adjacent to the primary intrastate route in each direction. If a city of 300 or more population is closer than the county seat, it shall be shown instead of the county seat.
- The city at the end of the primary stub route shall be shown unless there is an intermediate city of 200 or more population on or adjacent to the route, in which case it shall be shown instead of the city at the end of the route.

At the junction of a primary intrastate route and a primary stub route in two directions, the following destinations shall be shown:

- The next county seat on or adjacent to the primary intrastate route in each direction. If a city of 300 or more population is closer than the county seat, it shall be shown instead of the county seat.
- The city at the end of the primary stub route shall be shown unless there is an intermediate city of 200 or more population on or adjacent to the route, in which case it shall be shown instead of the city at the end of the route.

Distance Signs

Distance Signs are used on primary routes leaving cities and are typically placed 300 feet outside the corporate limits as shown on Figure 6 of Traffic and Safety Manual Section 2A-10. The following terms, when used in this section, have the meanings shown.

- “Adjacent to” means that the corporate limits shall not be more that one mile from the highway.

- A "Primary Interstate Route" crosses the state from boundary to boundary and extends into another state.
- A "Primary Intrastate Route" does not cross the entire state but may extend into another state.
- A "Primary Stub Route" is not longer than 20 miles and may extend into another state.

The guidelines for determination of which cities are to be shown on distance signs are listed below. Where there are two or more concurrent routes, a review of the situation shall be made by the Office of Traffic and Safety and the distance signing shall conform to the guidelines. Distance signs may be used along with or in lieu of destination signs at primary route intersections. An out of state city may be used where appropriate, or the distance to the state line may be used in lieu of an out of state city. Not more than three lines of copy shall be on one sign and the number of lines on a sign is to be reduced as appropriate for a given situation.

Primary Interstate Routes

Line one – The next city on or adjacent to the route regardless of population.

Line two – The next county seat or city of 1000 or more on or adjacent to the route.

Line three – The next city of 15,000 or more on or adjacent to the route.

Primary Intrastate Routes

Line one - The next city on or adjacent to the route regardless of population.

Line two - The next county seat or city of 500 or more on or adjacent to the route.

Line three - The next county seat or city of 5000 or more on or adjacent to the route.

Primary Stub Routes

Line one – The next city on or adjacent to the route regardless of population.

Line two – The route number of the intersected primary route.

Destination Signs Primary to Secondary or Municipal Routes

The requirements and procedures for placing signs for certain destinations are set forth in the Administrative Rules and the Policies and Procedures Manual. Other similar destinations are provided for in this section of the Traffic and Safety Manual. If needed, adequate trailblazing signs shall be provided on local roads and streets by the local jurisdiction. The trailblazing signs must be installed before the signs are placed on the primary highway. A secondary road destination shall not be located beyond the next primary highway. Except for incorporated communities, signs for destinations of the type listed in this section shall not be placed at primary to primary intersections since the only destinations used at those intersections are cities, as noted in the preceding section. If not otherwise specified, the procedure for requests and approvals of destination signing shall be as listed in Administrative Rule 761-131.

Requirements and procedures are written primarily for destinations on County roads and may be modified appropriately for City streets.

Signing on Primary Roads

The requirements and procedure for placing certain destination signs on a primary highway at the intersection of a secondary road are set forth in Administrative Rule 761-131. Destinations included are:

- Another primary highway
- An incorporated community
- An unincorporated village shown on the state transportation map
- A publicly maintained park
- A public-use or publicly owned airport
- A historical site recognized and approved by the department of cultural affairs
- Schools
- Sanitary Landfills

Signing For Campgrounds and Ski Areas

The requirements and procedure for placing destination signs for campgrounds and ski areas are set forth in Policy 620.07. Destinations included are:

- Campgrounds
- Camps operated by civic, religious or non-profit charitable organizations
- Ski area facilities

Costs incurred for sign fabrication and installation by the Iowa DOT shall be borne by the campground, camp or ski facility.

Signing For County Conservation Areas and DNR Designated Water Trail Access

The requirements and procedure for erection of signs for County Conservation Areas are set forth in Policy Number 620.12 of the Policies and Procedures Manual. Destinations included in this policy are:

- County Conservation Parks
- County Conservation Water Access Points
- County Conservation Wildlife Areas

Costs incurred for the fabrication of approved county conservation signs shall be borne by the County. Costs incurred for the placement of these signs shall be borne by the Iowa DOT.

Signing For State Parks Managed By Other Government Entities

Some State Parks are managed by other government entities, generally County Conservation Boards, and are signed as County Conservation Parks in accordance with Policy Number 620.12. The Iowa Department of Natural Resources maintains the list of parks managed by others at http://www.iowadnr.com/

State Wildlife Management Area Signs

The Iowa Department of Natural Resources (DNR) has established state wildlife management areas. The signs are provided, installed and maintained by the Iowa Department of Transportation at locations agreed to by the DNR and the Office of Traffic and Safety. Funding for the signs is from the parks and institutional roads fund. Signs on county roads and city streets may also be funded by the parks and institutional roads fund but are not erected by the Iowa DOT.

The following criteria for signing shall be met prior to placement of the signs on a primary highway:

- The area shall be no more than 10 miles from the primary highway on which the proposed signs will be placed.
- The route between approved signs and the area shall not intersect any primary highway other than the one on which the signs are located.
- Area parking shall be provided for no fewer than five vehicles. Parking provided off the shoulder of an adjacent roadway is not acceptable. The required parking area shall be surfaced with crushed rock, gravel or another all-weather surface.
- All property boundaries shall be clearly identified.
- Area identification signs shall be posted at or near the main entrance to the area.

State Park, Preserve and Recreation Area Signs

State Park, State Preserve and State Recreation Area signs on primary highways are provided, installed and maintained by the Iowa DOT. Funding for the signs is from the parks and institutional roads fund. Signs on county roads and city streets may also be funded by the parks and institutional roads fund but are not erected by the Iowa DOT.

City Park Signs

City Park signs on primary highways are provided, installed and maintained by the Iowa DOT. The initial cost of the signs is from cost center 6310 with all future costs from the local maintenance cost center.

Roadside Park Signs

Roadside Park signs are provided, installed and maintained by the Iowa DOT at small roadside parks, many of which are adjacent to the highway where traffic using the area remains in the right-of-way. Advance signs, normally showing one half mile, and final guide signs are used for roadside parks.

Roadside parks are considered to be a service rather than a recreational facility, so the signs are white on blue in color, as for rest areas, rather than white on brown. It is preferable for roadside parks to have restroom facilities as well as parking, and they may have picnic tables, shelters and drinking water.

Small roadside parks adjacent to the highway that are City owned and/or maintained should be signed as City Parks, normally with a sign off the right of way near the entrance. Small roadside parks within cities may be signed as roadside parks if owned and maintained by the Department of Transportation. Small roadside parks adjacent to the highway in rural areas that are County owned and/or maintained may be signed as roadside parks provided the area has no recreational facilities such as camping, hiking or swimming and provided there is no interior circulation to other parts of a larger park. Otherwise they should be signed as County Parks, normally with a sign off the right of way near the entrance. An Application to Sponsor Safety Rest Area, Form 610004, is available from the Roadside Section of the Office of Design for establishment of a new roadside park.

Historic Site Signs

Historical site signs are provided, installed and maintained by the Iowa DOT for sites that are open at least five days per week and 20 hours per week, receive at least 5000 visitors per year and meet criteria provided by the State Historical Society of Iowa as listed below:

Required

1. The main activity at the property is to interpret events, persons, or architecture important in history, the connections of which have been verified through background research and documentation;
2. Interpretation to the public is presented on-site through exhibits, display techniques, or by attendant personnel;
3. The property appears much as it did during the time of its historical importance;
4. Open to the public frequently, at regularly scheduled and posted times;
5. Commercial activity is a supplement to, rather than the purpose of, the site;
6. Acceptable condition of maintenance and repair;

Extra Credit

1. The property is listed, or eligible for listing, in the National Register of Historic Places;
2. The property is in a State Preserve;

Other Considerations

1. Parking sufficient to accommodate the expected numbers of visitors;
2. Visitor traffic justifies the cost of sign installation;
3. Free to the public or nominal admission charge;
4. Easily accessible to the public (e.g., ADA accessibility);
5. Public restrooms (ADA accessibility a plus)

Approved Signage

The property name identified on the sign will be that of the historic site, not the name of the current owner of the business.

Museum Signs

Museum signs are provided, installed and maintained by the Iowa DOT for museums that meet the applicable historic site criteria.

National Historic Landmark Signs

Destination signs for National Historic Landmarks are provided, installed and maintained by the Iowa DOT on primary highways in conjunction with a promotional program administered by the Iowa Department of Economic Development.

Industrial Park and Business Park Signs

Industrial and Business Park signs on primary highways are provided, installed and maintained by the Iowa DOT.

Park and Ride Signs

Park and Ride signs are provided, installed and maintained by the Iowa DOT at parking facilities that have been designated for parking of carpool or transit riders. The sign is specific for carpools, transit, or both, as appropriate for the location.

Historical Marker Signs

Historical Marker signs are provided, installed and maintained by the Iowa DOT to direct traffic to a site where only a marker remains to indicate the location of a significant historical site.

Fairgrounds Signs

Fairgrounds signs are provided, installed and maintained by the Iowa DOT for State, County or Regional fairgrounds.

Library Signs

Library symbol signs and supplemental plaques are installed and maintained by the Iowa DOT.

Business District Signs

Business District signs are provided, installed and maintained by the Iowa DOT.

Sheriffs Office Signs

Sheriffs Office signs are provided, installed and maintained by the Iowa DOT.

Sports Complex Signs

Sports Complex signs are provided, installed and maintained by the Iowa DOT. To be approved for signing the location for signing must be an at-grade intersection and all of the following criteria must be met:

- The complex must be publicly owned and available for public use.
- The complex must have at least ten sports fields.
- The parking lot must have an all weather surface for at least 500 vehicles.
- The complex must host events during at least six months of each year.
- The complex must be host to at least two regional or statewide tournaments per year.
- The complex must draw teams from more than a 50-mile radius to be considered regional.

Special Event Signing

The requirements and procedure for erection of signs for special events are included in Administrative Rule 761-131.

General Information Signs

Of interest to the traveler, though not directly necessary for guidance, are numerous kinds of useful information that can be conveyed by general information signs.

Street Name Signs

Street name signs are the responsibility of the City or County. In rural areas they should be located near the right-of-way line. Supplemental advance street name signs may be installed separately or with an intersection-related warning sign. They will be provided and maintained by the Iowa DOT for intersections with County roads under a program established for that purpose. Cities may install the signs in coordination with the Iowa DOT Maintenance Supervisor.

City Name Signs

City name signs are placed at the corporate limit line as shown in Traffic and Safety Manual Section 2A-10.

Unincorporated Community Name Signs

Signs may be placed on primary highways to identify the approximate beginning of the built up area of unincorporated communities that are shown on the Iowa Transportation Map.

County Name Signs

County name signs are placed on primary highways as near as possible to the county line.

Border Crossing Signs

A series of signs is placed on primary highways for traffic entering the State of Iowa. Some of these signs are also strategically located around the state at locations on record in the Office of Traffic and Safety and/or as listed in the tables in this section.

- County Name
- Route and Cardinal Direction assembly
- Speed Limit
- Welcome to Iowa
- Distance
- Highway Emergency Long Distance Phone (See Table 1 below)
- Buckle Up (See table 2 below)
- Fines Double/Road Workers (See Table 2 below)
- Unlawful to Pass Stopped School Bus
- Litter Disposal

The list above is basic for rural conditions and may be altered due to conditions at a particular site. Where a city is near the state line, the last signs listed will be placed for traffic leaving the city as shown on Figure 6 of Traffic and Safety Manual Section 2A-10, rather than entering the state. If the County Name sign cannot be placed near the state line it should be eliminated. The Route and Cardinal Direction assembly and Speed Limit signs may also be eliminated if warranted by site conditions. The Welcome to Iowa sign should be placed near the state line if possible.

Only the first five signs from the above list are posted on a Primary Stub Route, one that is not longer than twenty miles.

Unlawful to Pass Stopped School Bus and Litter Disposal Signs

Unlawful to Pass Stopped School Bus and Litter Disposal signs are placed on primary highways for traffic leaving cities over 1000 population as shown on Figure 6 of Traffic and Safety Manual Section 2A-10.

Highway Emergency Long Distance Phone Sign

Highway Emergency Long Distance Phone signs are placed at the locations listed in Table 1.

Table 1
Highway Emergency Long Distance Phone Sign Locations

Route	County	Location	Facing
2	Davis	E of W Jct 63	EBT
2	Lee	W of Fort Madison	WBT

2	Ringgold	E of W Jct 169	EBT
9	Allamakee	W of Lansing	WBT
9	Dickinson	W of E Jct 71	WBT
9	Kossuth	W of E Jct 169	WBT
9	Lyon	E of W Jct 75	WBT
18	Clayton	W of McGregor	WBT
20	Dubuque	W of Dubuque	WBT
30	Clinton	W of Clinton	WBT
30	Harrison	E of Missouri Valley	EBT
34	Des Moines	W of 61	WBT
59	Fremont	N of MO State Line	NBT
59	Osceola	S of 9	SBT
60	Osceola	S of 9	SBT
61	Dubuque	S of S Jct 52	SBT
61	Lee	N of Keokuk	NBT
63	Howard	S of Chester	SBT
64	Jackson	W of 52	WBT
65	Wayne	N of Lineville	NBT
65	Worth	S of Northwood	SBT
69	Winnebago	S of N Jct 9	SBT
71	Page	N of Braddyville	NBT
92	Louisa	W of W Jct 61	WBT
175	Monona	E of Onawa	EBT
218	Mitchell	E of St. Ansgar	EBT
275	Fremont	N of S Jct 2	NBT

Buckle Up Sign and Fines Double Sign

"Buckle Up" and "Fines Double" signs are placed at the locations listed in Table 2. The "Fines Double in Construction Zones" regulatory message is combined with the "Road Workers Give 'em a Brake" warning message on the same sign.

Table 2
Fines Double Signs
Buckle Up Signs

Route	County	Location	Facing
1	Washington	N of Washington	NBT
2	Appanoose	E of Centerville	EBT
2	Davis	W of Bloomfield	WBT
2	Fremont	E of NE State Line	EBT
3	Bremer	E of Waverly	EBT
3	Bremer	W of Waverly	WBT
3	Butler	E of Allison	EBT
3	Butler	W of Allison	WBT
3	Cherokee	E of Cherokee	EBT

Route	County	Location	Facing
3	Cherokee	W of Cherokee	WBT
3	Dubuque	W of Dubuque	WBT
3	Fayette	W of Oelwein	EBT
3	Franklin	E of Hampton	EBT
3	Franklin	W of Hampton	WBT
3	Humboldt	E of Dakota City	EBT
3	Humboldt	W of Humboldt	WBT
3	Plymouth	E of SD State Line	EBT
3	Plymouth	E of Le Mars	EBT
3	Pocahontas	E of Pocahontas	EBT
3	Pocahontas	W of Pocahontas	WBT
4	Emmet	S of MN State Line	SBT
4	Palo Alto	N of Emmetsburg	NBT
5	Appanoose	N of MO State Line	NBT
5	Appanoose	N of Centerville	NBT
5	Marion	S of Knoxville	SBT
5	Monroe	N of Albia	NBT
5	Monroe	S of Albia	SBT
6	Cass	E of Atlantic	EBT
7	Buena Vista	E of Storm Lake	EBT
9	Allamakee	W of WI State Line	WBT
9	Dickinson	E of Spirit Lake	EBT
9	Lyon	W of Rock Rapids	WBT
9	Lyon	E of SD State Line	EBT
10	Sioux	E of SD State Line	EBT
14	Grundy	N of Grundy Center	NBT
14	Jasper	N of Newton	NBT
14	Marshall	N of Marshalltown	NBT
14	Marshall	S of Marshalltown	SBT
15	Emmet	S of MN State Line	SBT
18	Cerro Gordo	W of Clear Lake	WBT
18	Chickasaw	W of New Hampton	WBT
18	Clay	W of Spencer	WBT
18	Clay	E of Spencer	EBT
18	Clayton	W of WI State Line	WBT
18	Fayette	W of West Union	WBT

Route	County	Location	Facing
18	Floyd	E of Charles City	EBT
18	Hancock	W of Garner	WBT
18	Hancock	E of Garner	EBT
18	Kossuth	W of Algona	WBT
18	Kossuth	E of Algona	EBT
18	O'Brien	E of Sheldon	EBT
18	Palo Alto	W of Emmetsburg	WBT
18	Palo Alto	E of Emmetsburg	EBT
18	Sioux	W of Sheldon	WBT
18	Sioux	E of SD State Line	EBT
20	Calhoun	W of Rockwell City	WBT
20	Sac	W of Sac City	EBT
20	Sac	E of Sac City	EBT
23	Mahaska	S of Oskaloosa	SBT
25	Union	S of Creston	SBT
26	Allamakee	S of MN State Line	SBT
27	Lee	N of MO State Line	NBT
30	Carroll	E of Carroll	EBT
30	Carroll	W of Carroll	WBT
30	Clinton	W of IL State Line	WBT
30	Crawford	W of Denison	WBT
30	Crawford	E of Denison	EBT
30	Greene	E of Jefferson	EBT
30	Greene	W of Jefferson	WBT
30	Harrison	E of NE State Line	EBT
30	Harrison	W of Logan	WBT
30	Harrison	E of Logan	EBT
30	Tama	W of Toledo	WBT
30	Tama	E of Tama	EBT
34	Adams	E of Corning	EBT
34	Adams	W of Corning	WBT
34	Clark	E of Osceola	EBT
34	Clark	W of Osceola	WBT
34	Lucas	E of Chariton	EBT
34	Lucas	W of Chariton	WBT
34	Mills	E of Glenwood	EBT
34	Monroe	E of Albia	EBT

Route	County	Location	Facing
34	Montgomery	E of Red Oak	EBT
34	Montgomery	W of Red Oak	WBT
34	Union	E of Creston	EBT
34	Union	W of Creston	WBT
38	Jones	N of Anamosa	NBT
52	Jackson	W of IL State Line	WBT
52	Winneshiek	S of MN State Line	SBT
52	Winneshiek	N of Decorah	NBT
52	Winneshiek	S of Decorah	SBT
59	Ida	N of Ida Grove	NBT
59	Ida	S of Ida Grove	SBT
59	Fremont	N of MO State Line	NBT
59	Osceola	S of MN State Line	SBT
60	Osceola	N of Sibley	NBT
60	Osceola	S of Sibley	SBT
60	O’Brien	N of Sheldon	NBT
60	Plymouth	N of Le Mars	NBT
60	Sioux	S of Orange City	SBT
60	Sioux	N of Orange City	NBT
60	Sioux	S of Sheldon	SBT
61	Louisa	S of Wapello	SBT
61	Louisa	N of Wapello	NBT
63	Chickasaw	S of New Hampton	SBT
63	Chickasaw	N of New Hampton	NBT
63	Davis	N of MO State Line	NBT
63	Davis	N of Bloomfield	NBT
63	Howard	S of MN State Line	SBT
63	Mahaska	N of Oskaloosa	NBT
65	Hardin	N of Iowa Falls	NBT
65	Wayne	No MO State Line	NBT
65	Worth	S of MN State Line	SBT
69	Decatur	N of MO State Line	NBT
69	Worth	S of MN State Line	SBT
71	Dickinson	S of MN State Line	SBT
71	Dickinson	S of Spirit Lake	SBT
71	Audubon	N of Audubon	NBT

Route	County	Location	Facing
71	Audubon	S of Audubon	SBT
71	Buena Vista	N of Storm Lake	NBT
71	Buena Vista	S of Storm Lake	SBT
71	Carroll	N of Carroll	NBT
71	Carroll	S of Carroll	SBT
71	Cass	S of Atlantic	SBT
71	Page	N of MO State Line	NBT
75	Lyon	S of MN State Line	SBT
75	Lyon	S of Rock Rapids	SBT
78	Allamakee	S of MN State Line	SBT
81	Van Buren	N of MO State Line	NBT
86	Dickinson	S of MN State Line	SBT
92	Keokuk	W of Sigourney	WBT
92	Keokuk	E of Sigourney	EBT
92	Mahaska	W of Oskaloosa	WBT
92	Mahaska	E of Oskaloosa	EBT
92	Marion	W of Knoxville	WBT
92	Marion	E of Knoxville	EBT
92	Pottawattamie	E of NE State Line	EBT
92	Washington	W of Washington	WBT
92	Washington	E of Washington	EBT
122	Cerro Gordo	W of Mason City	WBT
136	Clinton	W of IL State Line	WBT
139	Winneshiek	S of MN State Line	SBT
148	Taylor	N of MO State Line	NBT
150	Buchanan	S of Independence	SBT
150	Buchanan	N of Independence	NBT
150	Fayette	S of Oelwein	SBT
150	Fayette	S of West Union	SBT
150	Fayette	N of West Union	NBT
202	Appanoose	N of MO State Line	NBT
169	Humboldt	N of Humboldt	NBT
169	Humboldt	S of Humboldt	SBT
169	Kossuth	S of Algona	SBT
169	Kossuth	S of MN State Line	SBT
169	Ringgold	N of MO State Line	NBT
175	Monona	E of NE State Line	EBT

Route	County	Location	Facing
175	Monona	E of Onawa	EBT
218	Mitchell	S of MN State Line	SBT
275	Fremont	N of MO State Line	NBT
370	Mills	E of NE State Line	EBT

River Signs

The guidelines for signing rivers are contained in Policy Number 620.02. The policy identifies which rivers are to be signed where they intersect primary and interstate highways.

Creek Signs

Creek signs are sometimes placed in conjunction with localized special programs. The State Traffic Engineer will provide assistance at the request of the District Office.

Program Recognition Signs

The Iowa Department of Economic Development provides funds for signs to recognize participation of cities in certain programs. The sign is installed by the Iowa DOT and may be placed below the city name sign unless there is a speed limit sign at that location.

There are other programs that recognize city achievement or participation that involve placement of signs on the highway. These signs are provided and placed by the city at locations approved by the Iowa DOT Maintenance Supervisor. The Office of Traffic and Safety maintains a list of approved signs.

Adopt-A-Highway Signs

The Adopt-A-Highway Program and signing system is set forth in Office of Maintenance Instructional Memorandum 5.140. The Adopt-A-Highway sign system is designed for one post and consists of:

- The main Adopt-A-Highway sign panel (36” x 24”)
- The sponsor name panel (18” x 24” = 3 lines)
- A maximum of 10 characters per line (including spaces, hyphens, etc)
- The Workers symbol sign (24” x-24”)

Reference Location Signs

The guidelines for installation and maintenance of Milepost signs, referred to in the MUTCD as Reference Location signs, are contained in Policy Number 620.04. More detailed information on the history, installation and maintenance of mileposts is included below:

History

In 1970 plans were developed and projects let by the Iowa State Highway Commission for the installation of milepost markers on all rural sections of the Primary Highway System. All surveying required to determine the location of mileposts was done by the State. Milepost locations on the Interstate System were determined from stationing directly from design plans. Locations on the U.S. and Iowa Routes were determined “as the wheel rolls” using calibrated odometers. There was a tolerance of fifty feet plus or minus for installing the mileposts at an

actual "mile" location. If the milepost could not be installed within this tolerance, it was to be omitted. In 1981 the Iowa Department of Transportation Districts were instructed to install mileposts on municipal primary extensions. Existing rural mileposts were used as "reference points" for this installation. Mileposts have been used throughout the years for the following purposes:

- Driver assistance for the public
- Accident reporting
- Maintenance activity reporting
- Materials testing activity
- Pavement management and pavement performance activities
- Project boundaries for design purposes

Functions

- The Office of Traffic and Safety is the point of contact for receiving and distributing notifications related to adding, moving, changing or deleting mileposts. All milepost activities will be coordinated by the Traffic Engineering Section with the District Offices.
- The Information Technology Division, Highway Division Support Team, Pavement Management Development Section will act as the "clearinghouse" for milepost updates. This activity will ensure that all milepost files are updated properly and in a timely manner. Information that is maintained by this Section will be reviewed periodically using milepost/milepoint cross-reference programs. The Offices of Traffic and Safety and Transportation Data will be contacted when discrepancies are encountered. Accuracy of milepost data will not be the responsibility of the Section but with the cooperation of the various offices within the Iowa Department of Transportation, accuracy and dependability of milepost information will be maintained.
- The Office of Materials, Special Investigations Section, maintains records that are required for establishing and maintaining "highway test sections" necessary for pavement management testing. A *Test Section by Mileposts* manual that includes county maps and listings of test sections for all primary routes is maintained by the Special Investigations Section and it is critical that test data match these sections. Changes to milepost data always affects data maintained by the Special Investigations Section and it is necessary that milepost changes be provided to them in a timely manner.
- The Office of Design provides milepost information for construction projects. This information in conjunction with letting dates is provided to the Office of Materials to be used in maintaining their test section historical data and to the Office of Document Services, Records Management Section, to be used in maintaining project history and project index data. Milepost limits are used for pavement management and other purposes and it is important that accurate project information is provided in a timely manner.
- The Office of Transportation Data maintains base data records for all highways within the State. Inventories of all highways are conducted at regular intervals by this Office. Milepost and milepoint information contained in the base records is used in all milepost/milepoint cross-reference activities. Base record data provides the foundation upon which the pavement management system is built.

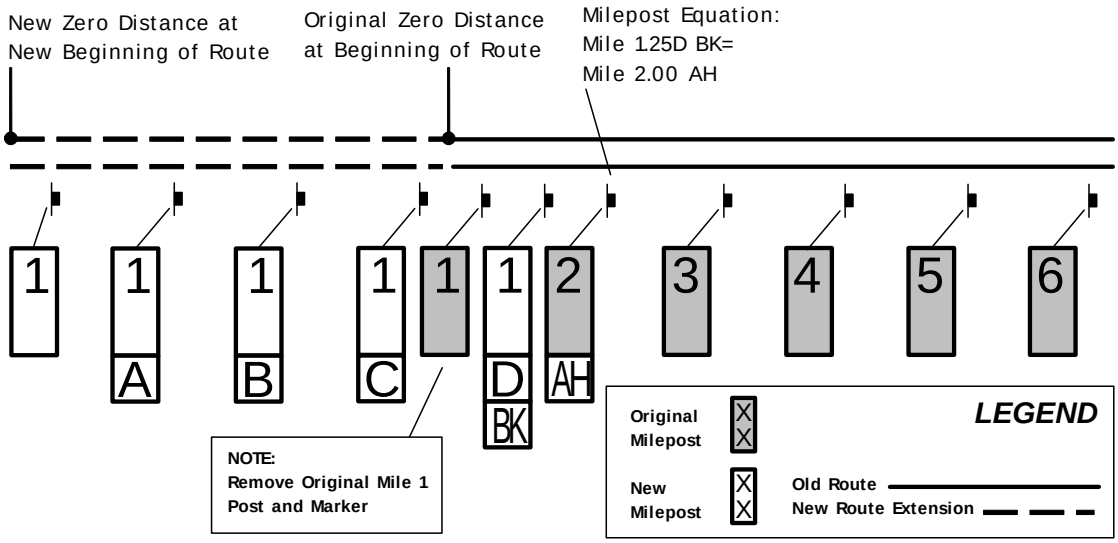
In order to maintain good, accurate and reliable milepost data it is imperative that the above offices work together to provide dependable milepost/milepoint information for use in the Pavement Management System. Once milepost deficiencies are corrected, these guidelines will assist the Iowa Department of Transportation in maintaining accurate milepost information.

Maintenance

Maintenance of mileposts may be required as a result of accidents, snow removal, vandalism, construction, route renumbering, transfer of jurisdiction, etc. It is very important that reliable milepost records are maintained and that the mileposts are maintained in the proper location.

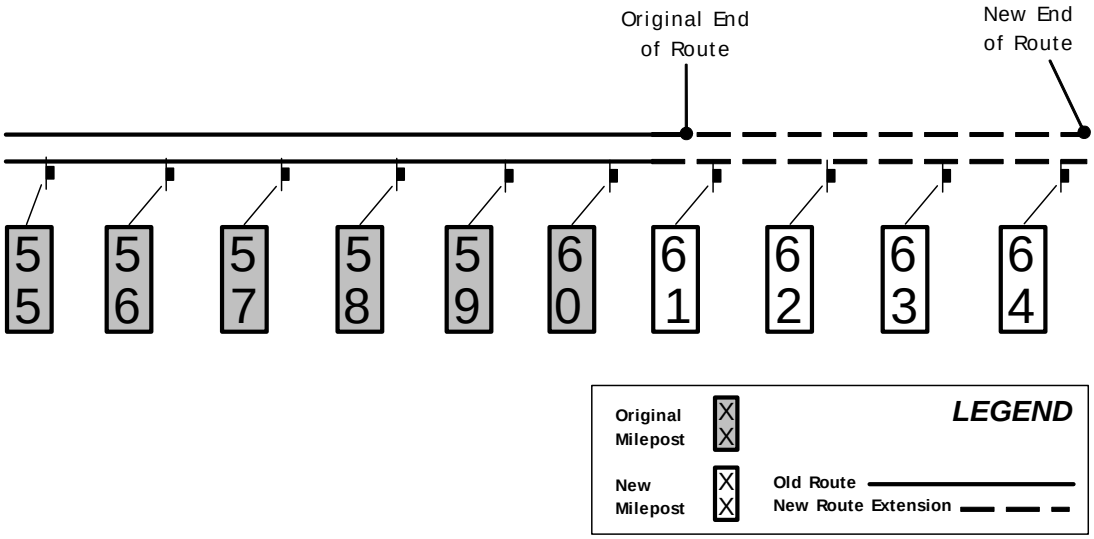
In the event that a milepost is knocked down or removed it is to be replaced in its original location whenever possible. A longitudinal tolerance of 50 feet ahead or back of the original location will be allowed when field conditions warrant. If a milepost cannot be located within this tolerance, the Office of Traffic and Safety shall be contacted for instructions.

A route extension that occurs at the beginning of a route causes the beginning point to move to a new location. The Office of Traffic and Safety will determine whether to install mileposts with suffix letters, 1A, 1B, 1C, etc. and equation panels at milepost 2 on the original route as shown on Figure 1 or to relocate existing mileposts in some other manner appropriate to the particular situation.



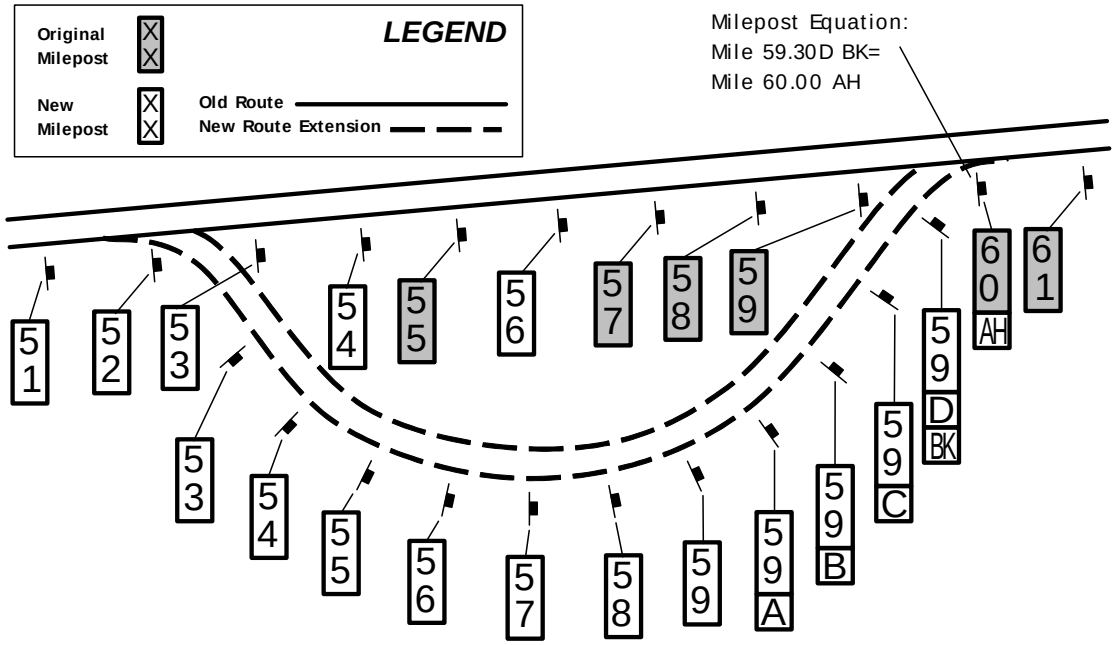
Route Extension at Beginning of a Route
Figure 1

A route extension that occurs at the end of a route will be mileposted incrementally from the last milepost on the original route as shown on Figure 2.



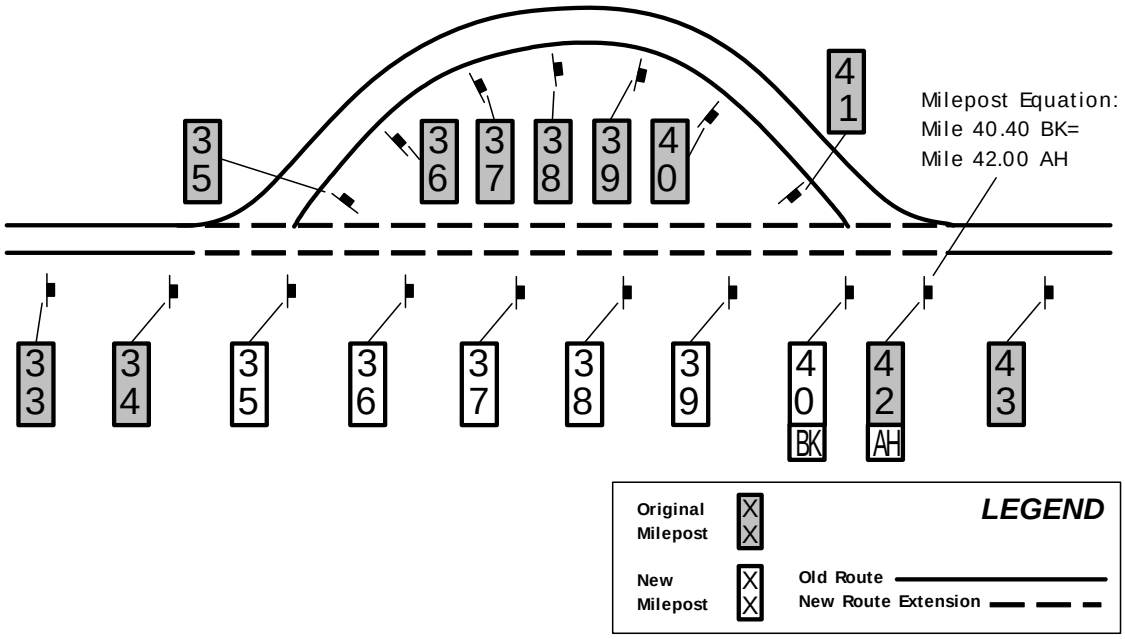
Route Extension at End of a Route
Figure 2

A section that is lengthened within a route will be mileposted as determined by the Office of Traffic and Safety. The mileposts will be numbered consecutively and located at one-mile intervals from either the last existing milepost before the relocation or the first existing milepost after the relocation as shown on Figure 3. Milepost suffix letters, 51A, 51B, 51C, etc. may be used as necessary so there will be no duplicate mileposts. Equation panels will be used as necessary where the bypass section departs from or rejoins the existing route. As an alternative, existing mileposts may be relocated and new ones installed in some other manner appropriate to the particular situation at the discretion of the Office of Traffic and Safety.



Realignment that Lengthens the Mileage
Figure 3

A section that is shortened within a route will be mileposted as determined by the Office of Traffic and Safety. The mileposts will be numbered consecutively and located at one-mile intervals from either the last existing milepost before the relocation or the first existing milepost after the relocation as shown on Figure 4. Equation panels will be used as necessary where the bypass section departs from or rejoins the existing route. As an alternative, existing mileposts may be relocated and new ones installed in some other manner appropriate to the particular situation at the discretion of the Office of Traffic and Safety.



Realignment that Shortens the Mileage
Figure 4

Relocation of routes, extensions at beginning or end of route, bypasses, etc., will require information from the Office of Traffic and Safety to field personnel for the installation of new milepost markers and for the use of milepost equations.

General Service Signs

On conventional roads, commercial services such as gas, food and lodging generally are within sight and are available to the road user at reasonably frequent intervals along the route. Consequently, on this class of road there usually is no need for special signs calling attention to these services.

Hospital Signs

The requirements and procedure for placing Hospital signs are set forth in Policy Number 620.03. If the sign includes the name of the hospital the background color is green rather than blue.

Emergency Medical Care Signs

The Emergency Medical Care sign shall be used only for qualified free-standing emergency medical treatment centers. The State Traffic Engineer will provide evaluation assistance at the request of the District Office.

Camping Signs

The requirements and procedure for placing Camping signs are set forth in Policy Number 620.07.

Tourist-oriented Directional Signs

The requirements and procedure for placing Tourist-oriented Directional signs are set forth in Administrative Rule 761-119.

Document Revision History: 04-23-07