

Highlights from Iowa's supplement to the MUTCD

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Editor's note: This article is part of a series introducing a new resource: Iowa Traffic Control Devices and Pavement Markings: A Manual for Cities and Counties. The manual was funded by the Iowa Highway Research Board (TR-441) and supplements the Manual on Uniform Traffic Control Devices (MUTCD). For information, contact Jim Hogan, library coordinator, 515-294-9481, hoganj@iastate.edu, or Tom McDonald, Safety Circuit Rider, 515-294-6384, tmcdonal@iastate.edu. The manual is online, www.ctre.iastate.edu/pubs/itcd/.

IN RURAL IOWA, it's relatively common to find bridges and other structures that are narrower than the roadway. One-lane bridges and culverts can present particular safety concerns and traffic control challenges.

Signing and marking reduced-width structures

Iowa's new manual for cities and counties presents several straightforward options for signing and marking narrow and one-way structures, particularly on paved roads, in Section C11, "Narrow Bridges and Culverts." For example, the manual describes the appropriate use of signs illustrated at left.

Accommodating farm equipment on narrow structures

Wide agricultural equipment crossing narrow

structures can damage signs, markers, and guard-rail, reducing safety and increasing maintenance costs.

Several signing options that accommodate wide equipment are also described in Section C11 of Iowa's manual. These options include

- installing flexible supports,
- installing markers on one side of the structure only, and
- reducing sign mounting height.

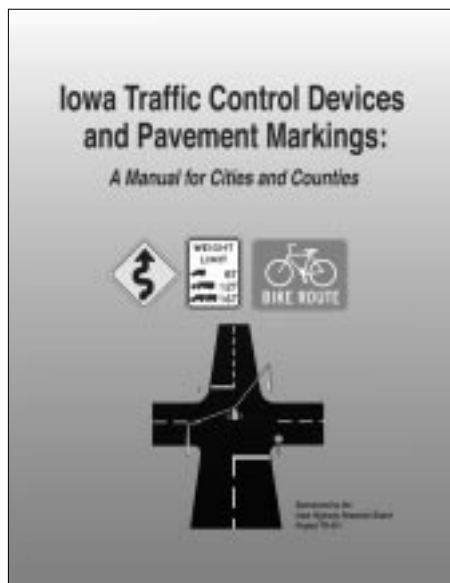
Tapering the roadway

A tapered pavement or roadway edge can be used to guide drivers away from hazardous obstacles in the area of a narrow structure. Section C11 of Iowa's manual recommends minimum taper lengths according to operating speeds.

For more information

An innovative feature for bridges and other structures, developed in Des Moines County and described on the following page, could be particularly useful on narrow structures.

Sections 2C.13 through 2C.15 of the *Manual on Uniform Traffic Control Devices* (MUTCD) present several signs that can be installed to warn approaching drivers of narrow structures. Part 3 of the MUTCD contains specific recommendations pertinent to marking narrow pavements. •



See the conference calendar on page 11 for dates and locations of MUTCD training workshops scheduled in Iowa during fall 2001.

Iowa's supplement to the millennium MUTCD (left) addresses issues of particular importance to Iowa's city and county road departments.

The Iowa DOT will mail copies of the official millennium edition of the MUTCD (right) to Iowa cities and counties this fall.

