



TRAFFIC AND SAFETY MANUAL

Chapter 2 - Signing 2B – Regulatory Signs

Alignment and Movement Signs

Originally Issued: 12-12-05, Last Revised: 04-23-07

General

The term, Alignment and Movement, for purposes of the Traffic and Safety Manual, is a way of categorizing signs that regulate turning movements; control turning movements from specific lanes; control passing movements; exclude certain types of vehicles; and control wrong way movements. Those signs are included in Sections 2B.17 through 2B.33 of the Manual on Uniform Traffic Control Devices ([MUTCD](#)).

Turn Prohibitions Signs

Turn prohibition signs are used where turns are prohibited. They are placed where they will be most easily seen by road users who might be intending to turn. They may be omitted where One Way signs are used or where the design of the intersection clearly indicates the one-way traffic movements.

As noted in [Administrative Rule Chapter 761, Section 150.4\(1\)](#) the Iowa DOT is not responsible for signs facing traffic on primary road extensions that regulate traffic movements on city cross streets (one-way traffic).

The Iowa DOT will provide and install No U-Turn signs on primary road extensions at locations where U-turns are prohibited by city ordinance as well as on primary roads where U-Turns may create a traffic hazard. No U-Turn signs are also used at freeway maintenance crossovers, mounted back to back on one side of the crossover in the center of the median.

Intersection Lane Control Signs

Intersection Lane Control signs indicate mandatory or optional movements required or allowed from a lane.

Mandatory Lane Control signs are normally omitted where turning bays have been provided and only the road users in such turning bays are permitted to make a similar turn. They may be used where the beginning of a turning bay could be mistaken for the beginning of a through lane. If used for this purpose the sign should be placed in advance of the intersection so that road users can select the appropriate lane. It should be placed either in advance of the taper or at the beginning of the turn lane.

Optional Movement Lane Control signs shall be used for two or more movements from a specific lane where a movement, not normally allowed, is permitted. The Optional Movement Lane Control Sign shall not be used alone to effect a turn prohibition. Advance intersection lane control signs should be used to indicate the configuration of all lanes ahead so that road users can select the appropriate lane.

Two-Way Left Turn Only Signs

Two-Way Left Turn Only signs are used, in conjunction with pavement markings, where a lane is reserved for the exclusive use of traffic in either direction as part of a left turn maneuver. The signs should be placed just beyond major intersections and at intervals of approximately twelve times the speed limit.

Do Not Pass Signs

The Do Not Pass sign may be used in addition to pavement markings to emphasize the restriction on passing. The Iowa DOT uses the Do Not Pass sign only where the pavement markings have been temporarily obliterated for surface maintenance purposes.

Pass With Care Signs

The Pass With Care sign is used at the end of a no-passing zone if a Do Not Pass sign has been installed at the beginning of the zone.

Slower Traffic Keep Right Signs

Slower Traffic Keep Right signs are used on the Interstate System just beyond ramps from rest areas to reduce unnecessary lane changing. They are also used at climbing lanes as shown on Figure 9a of [Section 3B-2](#) of the Traffic and Safety Manual. The signs for both applications are 36-inches by 48-inches in size.

Keep Right and Keep Left Signs

Keep Right signs are placed on, and as close as practical to approach ends of raised medians, islands, piers, and at other locations where it is not readily apparent that traffic is required to keep to the right. The sign should be mounted on the face of or just in front of a pier but may be placed well back from the approach end of a median to reduce the likelihood of being struck by a vehicle. Because the sign is viewed from a location considerably in advance of the median, it can be placed 50 to 75 feet back in rural areas or 10 to 30 feet in urban areas and yet present a proper perspective.

The Keep Right sign should be omitted at intermediate ends of divisional islands and medians unless special conditions indicate the need for the sign. It should also be omitted as shown on Figure 6 of [Section 3B-2](#) of the Traffic and Safety Manual. The Keep Right symbol sign is preferred for use rather than the word message with an arrow.

Where appropriate, a Keep Left sign is used rather than a Keep Right sign.

Do Not Enter Signs

The Do Not Enter sign is used where traffic is prohibited from entering a restricted roadway. It is used in conjunction with other signs to control wrong way movements at crossovers on divided highways as shown on Figures 10 – 29 of [Section 2A-10](#) of the Traffic and Safety Manual. It is also used at interchange exit ramps where the ramp intersects the crossroad in a manner that does not physically discourage or prevent wrong-way entry. The 36-inch size is used except when installed behind a 48-inch Stop sign, in which case the 30-inch size is used so that the shape of the stop sign is not compromised.

The Do Not Enter sign is used at channelized intersections to prevent wrong way movements as shown on Figure 1 of [Section 2A-10](#) of the Traffic and Safety Manual. The 30-inch size is used for this application.

Wrong Way Signs

The Wrong Way sign is used as a supplement to the Do Not Enter sign on interchange exit ramps. Two signs are normally placed on each ramp that does not physically discourage or prevent wrong-way entry. Placement is based on the configuration of the ramp with one sign normally installed on the back of the Stop Ahead or Signal Ahead sign and one on the other side of the ramp, generally opposite the destination sign.

Selective Exclusion Signs

Selective Exclusion signs give notice to road users that State or local statutes or ordinances exclude designated types of traffic from using particular roadways or facilities. Very few selective Exclusion signs are used on primary highways or primary road extensions. If an exclusion is governed by vehicle weight, a Weight Limit sign should be used instead of a Selective Exclusion sign.

Where a section of freeway without a minimum speed limit precedes a section of freeway or interstate with a minimum speed limit, a Selective Exclusion sign must be used to inform drivers of slow moving vehicles that they must exit the freeway. The sign legend is “Vehicle Speed Less Than 40 MPH Must Exit”. The sign is placed on both sides of the road in advance of the last opportunity to exit. Similar signs with the legend “Vehicle Speed Less Than 40 MPH Prohibited” are placed on entrance ramps at the interchange preceding the section with the minimum speed limit.

One Way Signs

The One Way sign is used in conjunction with other signs to control wrong way movements at crossovers on divided highways as shown on Figures 10 – 29 of [Section 2A-10](#) of the Traffic and Safety Manual. It is also used where an exit ramp intersects a crossroad in a manner that does not physically discourage or prevent wrong-way entry. At un-signalized intersections, One Way signs shall be placed on the near right and far left corners of the intersection. At signalized intersections, One Way signs shall be placed either near the appropriate signal faces, on the poles holding the traffic signals, on the mast arm or span wire holding the signals, or at the locations specified for un-signalized intersections. As noted in [Administrative Rule Chapter 761, Section 150.4\(1\)](#) the Iowa DOT is not responsible for signs facing traffic on primary road extensions that regulate traffic movements on city cross streets (one-way traffic).

Divided Highway Crossing Signs

The Divided Highway Crossing sign is used to advise drivers that they are approaching an intersection with a divided highway. It is used in conjunction with other signs to control wrong way movements at crossovers on divided highways as shown on Figures 10 – 29 of [Section 2A-10](#) of the Traffic and Safety Manual.

Document Revision History: 12-12-05, 04-23-07