

Intersections

Increasing traffic volumes and changes in character, existing terrain and roadway geometrics, crash experience, and public concern are some reasons to consider adopting higher levels of traffic control at intersections.

Very low volume intersections with adequate sight distance require comparably little sign and marking control. No control at all is acceptable at many intersections with these characteristics. However, as conditions change, added measures of traffic control might be required to maintain public safety. The following are a few intersection traffic control options to address traffic operation and safety needs:

- Use no control
- Install Yield signs at minor approaches with Yield Ahead signs as needed.
- Install Stop signs at minor approaches with Stop Ahead signs as needed.
- Add flags to Stop signs.*
- Increase size of Stop signs to 48 or 60 inches.
- Add flashing beacons to Stop signs.
- Install Stop signs and Stop Ahead signs on both sides of the approach road.
- Install rumble strips if approach road is paved.
- Establish an all-way stop at the intersection, if warranted.
- Install roadway lighting.
- Consider signalization, if warranted.

These steps should not be considered as necessarily sequential nor all-inclusive, but rather as options to include in an engineering study if upgrading of intersection traffic control is desirable.

Some jurisdictions effectively use various intersection warning signs (W2-1 through W2-6) to indicate the presence of an intersection and the possibility of conflicting traffic. Several options are available for consideration, and reference to *MUTCD* Section 2C.34 is recommended prior to selection and installation.



W2-1



W2-2

* The *MUTCD* does not address the use of flags to enhance sign visibility. It is suggested that the advice of the Iowa DOT state traffic engineer be sought prior to pursuing this option.