Regulatory Analysis

Notice of Intended Action to be published: 761—Chapter 130
"Traffic Control Device Manual"

Iowa Code section(s) or chapter(s) authorizing rulemaking: 307.12(1)"j"
State or federal law(s) implemented by the rulemaking: Iowa Code sections 321.249 and 321.252 and 23 U.S.C. §655.601

Public Hearing

A public hearing at which persons may present their views orally or in writing will be held as follows:

September 11, 2025 3 to 3:30 p.m.	Microsoft Teams Or dial: 515.817.6093 Conference ID: 278 155 414#

Public Comment

Any interested person may submit written comments concerning this Regulatory Analysis, which must be received by the Department of Transportation no later than 4:30 p.m. on the date of the public hearing. Comments should be directed to:

Chris Poole
800 Lincoln Way
Ames, Iowa 50010
Email: chris.poole@iowadot.us

Purpose and Summary

The purpose of proposed Chapter 130 is to implement Iowa Code section 321.252 and to comply with federal law by formally adopting the national Manual on Uniform Traffic Control Devices (MUTCD) as the State's manual and specifications governing the installation of traffic control devices. Traffic control devices include all signs, signals, markings, and other devices used to regulate, warn, or guide traffic.

This proposed rulemaking adopts the 11th Edition of the national MUTCD that was published in December 2023, with two exceptions added for the use of portable STOP signs in school zones and law enforcement pictographs on memorial signs. This proposed rulemaking also reflects the manual's application not just to highways, but to any street, highway, or bicycle trail open to public travel.

Analysis of Impact

1. **Persons affected by the proposed rulemaking:**

- **Classes of persons that will bear the costs of the proposed rulemaking:**

There is no cost associated with this proposed rulemaking for any particular class of person.

- **Classes of persons that will benefit from the proposed rulemaking:**

All Iowans will benefit from signs, signals, markings, and other devices that notify road users of regulations and provide warning and guidance needed for the uniform and efficient operation of all elements of the traffic stream in a manner intended to minimize the occurrence of crashes.

2. **Impact of the proposed rulemaking, economic or otherwise, including the nature and amount of all the different kinds of costs that would be incurred:**

- **Quantitative description of impact:**

It is expected that the uniform installation of traffic control devices will lead to fewer crashes.

- **Qualitative description of impact:**

It is expected that the uniform installation of traffic control devices will result in improved user satisfaction with the transportation system.

3. **Costs to the State:**

- **Implementation and enforcement costs borne by the agency or any other agency:**

The costs cannot be determined. Compared to the 10th Edition of the national MUTCD, the new 11th Edition that this proposed rulemaking adopts contains many incremental changes to the requirements for the installation of signs, pavement markings, and other traffic control devices. Depending on the characteristics of the roadways within a particular jurisdiction, some of these changes would be expected to increase expenditures, while others may decrease expenditures.

- **Anticipated effect on State revenues:**

There is no anticipated effect on State revenues.

4. **Comparison of the costs and benefits of the proposed rulemaking to the costs and benefits of inaction:**

Not adopting the national MUTCD would place the State in violation of federal law and may jeopardize federal funding.

5. **Determination whether less costly methods or less intrusive methods exist for achieving the purpose of the proposed rulemaking:**

The only less intrusive option would be to adopt the national MUTCD in its entirety, without any exceptions.

6. **Alternative methods considered by the agency:**

- **Description of any alternative methods that were seriously considered by the agency:**

One option considered was to adopt the national MUTCD in its entirety, without any exceptions. Another option considered was to develop an Iowa-specific MUTCD that is in substantial conformance with the national MUTCD.

- **Reasons why alternative methods were rejected in favor of the proposed rulemaking:**

Although adopting the national MUTCD without exceptions would be simpler, the two exceptions to the national MUTCD are desirable to Iowa's schools and to Iowa's law enforcement community.

Developing an Iowa-specific MUTCD would be time-intensive and cost-prohibitive and would not provide any significant benefit compared to adopting the national MUTCD with exceptions.

Small Business Impact

If the rulemaking will have a substantial impact on small business, include a discussion of whether it would be feasible and practicable to do any of the following to reduce the impact of the rulemaking on small business:

- Establish less stringent compliance or reporting requirements in the rulemaking for small business.
- Establish less stringent schedules or deadlines in the rulemaking for compliance or reporting requirements for small business.
- Consolidate or simplify the rulemaking's compliance or reporting requirements for small business.
- Establish performance standards to replace design or operational standards in the rulemaking for small business.
- Exempt small business from any or all requirements of the rulemaking.

If legal and feasible, how does the rulemaking use a method discussed above to reduce the substantial impact on small business?

There is no impact on small business.

Text of Proposed Rulemaking

ITEM 1. Rescind 761—Chapter 130 and adopt the following **new** chapter in lieu thereof:

CHAPTER 130
TRAFFIC CONTROL DEVICE MANUAL

761—130.1(307,321) Manual. The "Manual on Uniform Traffic Control Devices" (MUTCD), 11th Edition, dated December 2023, published by the U.S. Department of Transportation, Federal Highway Administration, constitutes the manual and specifications for a uniform system of traffic control devices for use upon any street, highway, or bicycle trail open to public travel within this state.

130.1(1) The department makes the following exception to the MUTCD in Part 2, Section 2B.06, General Considerations, paragraph 10. In lieu of the sentence, "Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.", the department adopts the following: "Portable or part-time YIELD signs shall not be used except for emergency and temporary traffic control zone purposes. Portable or part-time STOP signs may be used only in the following situations:

"1. When necessary for emergency and temporary traffic control zone purposes, or

"2. In school zones at appropriate school crosswalks."

130.1(2) The department makes the following exception to the MUTCD in Part 2, Section 2M.10, Memorial or Dedication Signing, paragraph 08. In lieu of the sentence, "Decorative or graphical elements, pictographs, logos, or symbols shall not be displayed on memorial or dedication signs.", the department adopts the following: "Decorative or graphical elements, pictographs, logos, or symbols shall not be displayed on memorial or dedication signs, with the exception of an official pictograph representing an Iowa law enforcement agency."

130.1(3) Information regarding this chapter is available from: Traffic and Safety Bureau, Iowa Department of Transportation, 800 Lincoln Way, Ames, Iowa 50010. The MUTCD is available at www.mutcd.fhwa.dot.gov.

This rule is intended to implement Iowa Code sections 307.12(1)*"j,"* 321.249 and 321.252.