

Dear Senators HAMMOND, Brackett, Werk, and  
Representatives PALMER, Ellsworth, Ringo:

The Legislative Services Office, Research and Legislation, has received the enclosed rules of  
the Idaho Transportation Department:

IDAPA 39.03.41 - Rules Pertaining To The Rules Governing Traffic Control Devices (Docket No.  
39-0341-1101).

Pursuant to Section 67-454, Idaho Code, a meeting on the enclosed rules may be called by the  
cochairmen or by two (2) or more members of the subcommittee giving oral or written notice to Research  
and Legislation no later than fourteen (14) days after receipt of the rules analysis from Legislative  
Services. The final date to call a meeting on the enclosed rules is no later than 09/30/2011. If a meeting is  
called, the subcommittee must hold the meeting within forty-two (42) days of receipt of the rules analysis  
from Legislative Services. The final date to hold a meeting on the enclosed rules is 10/28/2011.

The germane joint subcommittee may request a statement of economic impact with respect to a  
proposed rule by notifying Research and Legislation. There is no time limit on requesting this statement,  
and it may be requested whether or not a meeting on the proposed rule is called or after a meeting has  
been held.

To notify Research and Legislation, call 334-4845, or send a written request to the address or FAX  
number indicated on the memorandum enclosed.



Jeff Youtz  
Director

# Legislative Services Office Idaho State Legislature

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*Serving Idaho's Citizen Legislature*

## MEMORANDUM

**TO:** Rules Review Subcommittee of the Senate Transportation Committee and the House Transportation & Defense Committee

**FROM:** Principal Legislative Research Analyst - Eric Milstead

**DATE:** September 13, 2011

**SUBJECT:** Idaho Transportation Department

IDAPA 39.03.41 - Rules Pertaining To The Rules Governing Traffic Control Devices (Docket No. 39-0341-1101)

The Idaho Transportation Department has submitted the following temporary and proposed rule: IDAPA 39.03.41 - Rules Pertaining To The Rules Governing Traffic Control Devices (Docket No. 39-0341-1101). The rule reflects the adoption of an updated version of a manual and specifications for a uniform system of traffic-control devices for use on highways within the state. The temporary and proposed rule adopts and incorporates by reference the 2009 edition of the Manual on Uniform Traffic Control Devices for Street and Highways published by the Federal Highway Administration.

The effective date of the temporary rule is September 15, 2011.

The temporary and proposed rule appears to be authorized pursuant to Section 40-312, Idaho Code.

cc: Idaho Transportation Department  
Carl Main, Traffic Services Engineer

# IDAPA 39 - IDAHO TRANSPORTATION DEPARTMENT

## 39.03.41 - RULES GOVERNING TRAFFIC CONTROL DEVICES

DOCKET NO. 39-0341-1101

### NOTICE OF RULEMAKING - TEMPORARY AND PROPOSED RULE

**EFFECTIVE DATE:** The effective date of the temporary rule is September 15, 2011.

**AUTHORITY:** In compliance with Sections 67-5221(1) and 67-5226, Idaho Code, notice is hereby given that this agency has adopted a temporary rule, and proposed rule-making procedures have been initiated. The action is authorized pursuant to Section 40-312, Idaho Code, to meet the provisions of Sections 40-312(1) and 40-313(1), Idaho Code.

**PUBLIC HEARING SCHEDULE:** Public hearing(s) concerning this rulemaking will be scheduled if requested in writing by twenty-five (25) persons, a political subdivision, or an agency, not later than September 21, 2011.

The hearing site(s) will be accessible to persons with disabilities. Requests for accommodation must be made not later than five (5) days prior to the hearing, to the agency address below.

**DESCRIPTIVE SUMMARY:** The following is the required finding and concise statement of its supporting reasons for adopting a temporary rule and a nontechnical explanation of the substance and purpose of the proposed rule-making:

As required in Section 49-201(3), Idaho Code, the Idaho Transportation Department adopts a manual and specifications for a uniform system of traffic-control devices consistent with the provisions in Title 49 for use on highways within the state. To meet that requirement, this rulemaking adopts and incorporates by reference, the 2009 edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, published by the Federal Highway Administration of the U.S. Department of Transportation, with an effective date of January 15, 2010, with conforming additions, as specified in the rulemaking, and approved by FHWA/Idaho.

**TEMPORARY RULE JUSTIFICATION:** Pursuant to Section 67-5226(1)(b), Idaho Code, the Governor has found that temporary adoption of the rule is appropriate for the following reasons:

Compliance with 23 CFR Part 655, Subpart F, National Standards for Traffic Control Devices, requiring implementation of the 2009 Manual on Uniform Traffic Control Devices within two years of the January 15, 2010 effective date established in the Final Rule. Failure to do so could jeopardize Federal Aid funding for transportation projects.

**FEE SUMMARY:** The following is a specific description of the fee or charge imposed or increased: There is no fee or charge imposed or increased by this rulemaking.

**FISCAL IMPACT:** The following is a specific description, if applicable, of any negative fiscal impact on the state general fund greater than ten thousand dollars (\$10,000) during the fiscal year: There is no fiscal impact on the general fund.

**NEGOTIATED RULE-MAKING:** Pursuant to Section 67-5220(2), Idaho Code, negotiated rulemaking was not conducted because the MUTCD is the nationwide standard for traffic control devices and the department is required by statute to adopt such a standard with conforming additions to address needs and exceptions unique to Idaho.

**INCORPORATION BY REFERENCE:** Pursuant to Section 67-5229(2)(a), Idaho Code, the following is a brief synopsis of why the materials cited are being incorporated by reference into this rule:

The MUTCD is an extremely large publication, more than 2,400 pages in total. It would be impractical and very costly to include the actual text of this manual in the rule.

**ASSISTANCE ON TECHNICAL QUESTIONS, SUBMISSION OF WRITTEN COMMENTS:** For assistance on technical questions concerning the temporary and proposed rule, contact Carl Main, Traffic Services Engineer, 334-8558.

Anyone may submit written comments regarding the proposed rule-making. All written comments must be directed to the undersigned and must be delivered on or before September 28, 2011.

DATED this 5th day of August, 2011.

Linda L. Emry  
Office of Governmental Affairs  
Idaho Transportation Department  
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Boise ID 83707-1129  
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**THE FOLLOWING IS THE TEMPORARY RULE & PROPOSED TEXT OF DOCKET NO. 39-0314-1101**

**000. LEGAL AUTHORITY.**

The Idaho Transportation Board adopts this rule under the authority of Sections 40-313~~2~~<sup>2</sup>(1), Idaho Code, to meet the provisions of Sections 40-313(1) and 49-201(3), Idaho Code. ~~(5-1-10)~~(9-15-11)T

**(BREAK IN CONTINUITY OF SECTIONS)**

**004. INCORPORATION BY REFERENCE.**

The "Manual on Uniform Traffic Control Devices for Streets and Highways" is published by the Federal Highway Administration of the U.S. Department of Transportation. The 200~~3~~<sup>9</sup> edition of the Manual ~~and all subsequent amendments, through and including revision number two (2) with an effective~~ dated ~~of December 21~~ January 15, 2007~~10, are is~~ hereby incorporated by reference and made a part of the Rules of the Idaho Transportation Department. The following conforming additions to the Manual are adopted by the Idaho Transportation Board: ~~(5-1-10)~~(9-15-11)T

**01.** ~~Section 2H-04, General Design Requirements for Recreational and Cultural Interest Area Symbol Signs. On page 2H-1, modify the first sentence under Standard to read as follows: Recreational and cultural interest area symbol signs shall be square or rectangular in shape and shall have a white symbol or message and white border on a brown background, with the exception of Scenic Byway signs which shall be allowed to use a multi-colored format.~~ Section 1A.09, Engineering Study and Engineering Judgment, Page 4 - replace the section in its entirety with Section 1A.09, page 1A-3 as published in the 2003 MUTCD, to read as follows:

**"Standard:**

**This Manual describes the application of traffic control devices, but shall not be a legal requirement for their installation.**

Guidance:

The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while this Manual provides Standards, Guidance, and Options for design and application of traffic control devices, this Manual should not be considered a substitute for engineering judgment.

Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of the roads and streets that the devices complement. Jurisdictions with responsibility for traffic control that do not have engineers on their staffs should seek engineering assistance from others, such as the State transportation agency, their County, a nearby large City, or a traffic engineering consultant.”

(4-1-05)(9-15-11)T

02. **Section 1A.11, Relation to Other Documents.** On page ~~1A-7~~ - in the first paragraph under Standard, change the paragraph to read as follows: To the extent that they are incorporated by specific reference, the latest editions of the following publications, or those editions specifically noted, shall be a part of this Manual: “Standard Highway Signs and Markings” book, the Idaho Transportation Department (ITD) Sign Chart; and “Color Specifications for Retroreflective Sign and Pavement Marking Materials” (appendix to subpart F of Part 655 of Title 23 of the Code of Federal Regulations). ~~The “Standard Highway Signs” book (FHWA) shall be a part of this Manual as a supporting document and a~~ Add the following as the first sentence of the “Support” statement: Idaho Transportation Department Sign Chart includes all signs approved for use on a highway under the jurisdiction of the Idaho Transportation Department, their sign number designations and a cross reference index for comparison of all MUTCD approved signs and those included on the Idaho Transportation Department sign chart. (4-1-05)(9-15-11)T

03. ~~Section 2C.30, Speed Reduction Signs (W3-5, W3-5a) on page 2C-15, delete “W3-5” from the title of the section and from the first sentence of the Guidance Statement, and Figure 2C-5, Advisory Speed and Speed Reduction Signs, on page 2C-16, remove the W3-5 sign from the figure.~~ **Section 1A.13, Definitions of Words and Phrases in this Manual.**

On page 10, modify the definition of A. Standard to read as follows:

**Standard** - a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used. The verbs “should” and “may” are not used in Standard statements. Standard statements are sometimes modified by Options.

On page 14, replace definition 64, Engineering Judgment, with the definition 25, Engineering Judgment, as published in the 2003 MUTCD on page 1A-11:

**Engineering Judgment** - the evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

On page 14, replace definition 65, Engineering Study, with the definition 26, Engineering Study, as published in the 2003 MUTCD on page 1A-11:

**Engineering Study** - the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, Standards, Guidance, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

(4-1-05)(9-15-11)T

**04.** Section ~~2C.3948~~, **Traffic Signal Signs (W25-1, W25-2)**. On page ~~2C-20 128~~ - delete the section in its entirety, and Figure 2C-~~89~~. Intersection Warning Signs and Plaques, on page ~~2C-20 127~~, remove the W25-1 and W25-2 signs from the figure. (4-1-05)(9-15-11)T

~~05.~~ Section ~~2D.15~~, **Cardinal Direction Auxiliary Signs (M3-1 Through M3-4)**. On page 2D-6, change the first sentence under Standard to read as follows: "To improve the readability, the first letter of the cardinal direction words shall be ten percent larger, rounded up to the nearest whole number size, except for those sign installations that were in existence prior to the adoption of this rule." (4-1-05)

**085.** Section ~~3C.01 2C.63~~, **Object Marker Design and Placement Height**. On page ~~3C-1 134~~ - under "Standard:" add the following paragraphs as a second paragraph under Type 1, Type 2 and Type 3 Object Markers make the following changes to allow an alternate methods of marker construction and additional types of markers:

**Support:**

Type 1, 2, 3, 5 and 6 object markers are used to mark obstructions within or adjacent to the roadway. Type 4 object markers are used to mark the end of a roadway, Type 5 for Rail-grade Crossings and Type 6 for Truck Escape Ramps.

**Standard:**

When used, object markers (see Figure 2C-13) shall not have a border and shall consist of an arrangement of one (1) or more of the following types:

(5-1-10)(9-15-11)T

**a.** Type 1 - either a ~~marker consisting of a rigid substrate sheeted with yellow ASTM 4956D, TYPE IV retroreflective sheeting screen printed to display nine (9) yellow retroreflective circles, each with a minimum diameter of seventy five (75) millimeters (three (3) inches), arranged symmetrically on a black (OM1-2) diamond shaped panel four hundred fifty (450) millimeters (eighteen (18) inches) or more on a side; or an all-yellow ASTM 4956D, TYPE IV retroreflective diamond shaped panel (OM1-3) of the same size~~ diamond-shaped sign, at least eighteen (18) inches on a side, consisting of either a yellow (OM1-1) or black (OM1-2) sign with nine (9) yellow retroreflective devices, each with a minimum diameter of three (3) inches, mounted symmetrically on the sign, or an all-yellow retroreflective sign (OM1-3) or a marker consisting of a rigid substrate sheeted with yellow retroreflective sheeting screen printed to display nine (9) yellow retroreflective circles, each with a minimum diameter of three (3) inches, arranged symmetrically on a black (OM1-2) diamond shaped panel eighteen (18) inches or more on a side; or an all-yellow retroreflective diamond shaped panel (OM1-3) of the same size. (5-1-10)(9-15-11)T

**b.** Type 2 - either a marker (OM2-1V or OM2-1H) consisting of ~~a rigid substrate sheeted with white ASTM 4956D, TYPE IV retroreflective sheeting and displaying three (3) yellow circles of ASTM 4956D, TYPE IV retroreflective sheeting, each with a minimum diameter of seventy five (75) millimeters (three (3) inches), arranged either horizontally or vertically on a white panel measuring at least one hundred fifty (150) millimeters by three hundred (300) millimeters (six (6) inches by twelve (12) inches); or on an all-yellow horizontal or vertical retroreflective panel (OM2-2V or OM2-2H), sheeted with ASTM 4956D, TYPE IV retroreflective sheeting measuring at least one hundred fifty (150) millimeters by three hundred (300) millimeters (six (6) inches by twelve (12) inches)~~ three (3) yellow retroreflective devices, each with a minimum diameter of three (3) inches, arranged either

horizontally or vertically on a white sign measuring at least six (6) inches by twelve (12) inches; or an all-yellow horizontal or vertical retroreflective sign (OM2-2V or OM2-2H), measuring at least six (6) inches by twelve (12) inches; or a marker (OM2-1V or OM2-1H) consisting of a rigid substrate sheeted with white retroreflective sheeting and displaying three (3) yellow circles of retroreflective sheeting, each with a minimum diameter of three (3) inches, arranged either horizontally or vertically on a white panel measuring at least six (6) inches by twelve (12) inches; or on an all-yellow horizontal or vertical retroreflective panel (OM2-2V or OM2-2H), sheeted with retroreflective sheeting measuring at least six (6) inches by twelve (12) inches. ~~(5-1-10)(9-15-11)T~~

c. Type 3 - a striped marker, ~~three hundred (300) millimeters by nine hundred (900) millimeters (twelve (12) inches by thirty-six (36) inches)~~, consisting of a rigid substrate sheeted with yellow ~~ASTM 4956D, TYPE IV~~ retroreflective sheeting screen printed to display a vertical rectangle with alternating black stripes and retroreflective yellow stripes sloping downward at an angle of forty-five (45) degrees toward the side of the obstruction on which traffic is to pass. The minimum width of the yellow and black stripes shall be ~~seventy-five (75) millimeters (three (3-in) inches)~~. ~~(5-1-10)(9-15-11)T~~

d. ~~Add a category for~~ Type 4 ~~object markers, to read as follows: - a diamond-shaped sign, at least eighteen (18) inches on a side, consisting of either a red (OM4-1) or black (OM4-2) sign with nine (9) red retroreflective devices, each with a minimum diameter of three (3) inches, mounted symmetrically on the sign, or an all-red retroreflective sign (OM4-3).~~ ~~(5-1-10)(9-15-11)T~~

e. Type ~~45~~ - ~~add a category for Type 5 object markers to read as follows: a striped marker, eight hundred thirty-eight (838) millimeters by nine hundred sixty-five (965) millimeters (to be used for marking of Highway-Rail Grade or Highway-Light Rail Transit Grade crossings ONLY. The marker is to be thirty-three (33) inches by thirty-eight (38) inches)~~, consisting of a vertical rectangle with two (2), ~~two hundred ninety-two (292) millimeter (eleven point five (11.5) inch)~~ side wings and an ~~two hundred sixteen (216) millimeter (eight point five (8.5) inch)~~ center section which are formed by bending the panel from top to bottom at a forty-five (45) degree angle away from approaching traffic. The rigid substrate panel is sheeted on both sides with white ~~ASTM 4956D, TYPE IX~~ diamond grade prismatic retroreflective sheeting and has reflective chrome stripes and red transparent ink stripes applied to the side wings sloping downward from the top outer corners at an angle of forty-five (45) degrees toward the center of the marker where they meet corresponding stripes which have been placed at a ninety (90) degree angle across the center section of the marker, except on the back of the marker which shall have the center section unsheeted and on the areas of the bends which shall have a ~~nineteen (19) millimeter (point seventy-five (.75) inch)~~ wide strip from top to bottom left unsheeted. The stripes shall meet the following dimensions: chrome stripes shall be ~~thirty-eight (38) millimeters (one point five (1.5) inches)~~ and red stripes shall be ~~one hundred forty (140) millimeters (five point five (5.5) inches)~~. ~~(5-1-10)(9-15-11)T~~

f. Type 6 - ~~add a category for Type 6 object markers to read as follows: a striped marker, twelve (12) inches by thirty-six (36) inches, consisting of a vertical rectangle with alternating white and retroreflective red stripes sloping downward at an angle of forty-five (45) degrees toward the side of the obstruction on which traffic is to pass, to be used for entrance to Truck Escape Ramps ONLY. The minimum width of the white and red stripes shall be three (3) inches. Red retroreflective stripes shall meet the minimum requirements of sheeting.~~

Under "Support:" add the following revised paragraph 2:

Type 3 and Type 6 object markers with stripes that begin at the upper right side and slope downward to the lower left side are designated as right object markers (OM3-R) or (OM6-R). Object markers with stripes that begin at the upper left side and slope downward to the lower right side are designated as left object markers (OM3-L) or (OM6-L).

Under "Support:" add the following as paragraph 3:

The Type ~~45~~ object marker, known in Idaho as OM-~~45~~ (IdaShield), shall be placed below the Highway-Rail Grade or Highway-Light Rail Transit Grade crossing Crossbuck Sign Assembly on the right hand side of the roadway on each approach to a crossing where automatic signal warning devices do not exist. The bottom of the shield should be ~~six hundred ten (610) millimeters (twenty-four (24) inches)~~ above the top of the rail and shall not be more than ~~nine hundred fifteen (915) millimeters (thirty-six (36) inches)~~ above the ground.

Under “Guidance:” add the following as paragraph 3 to read as follows:

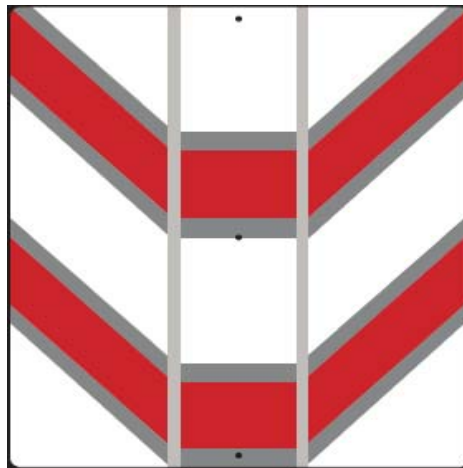
The Type 5 object marker, known in Idaho as OM-5 (IdaShield), shall be placed below the Highway-Rail Grade or Highway-Light Rail Transit Grade crossing Crossbuck Sign Assembly on the right hand side of the roadway on each approach to a crossing where automatic signal warning devices do not exist. The bottom of the shield should be twenty-four (24) inches above the top of the rail and shall not be more than thirty-six (36) inches above the ground.

~~(5-1-10)~~(9-15-11)T

~~(2)g.~~ On page ~~3C-2~~ 135, Figure ~~3C-1~~ 2C-13, Object Markers ~~and End-of-Roadway Markers~~ - add a Type ~~4~~ 5 and Type 6 Object Marker category to the figure which shall include an example of an OM-~~4~~ 5 object marker known in Idaho as IdaShield and the OM-6 object marker known as the Idaho Truck Escape Ramp marker.

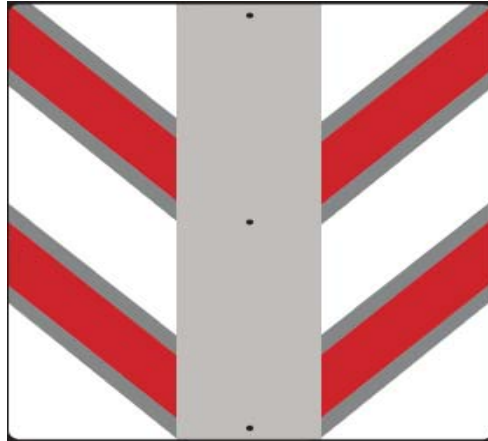
**Type 5 Object Markers**  
**OM-5 (IdaShield)**

**FRONT**





BACK



**Type 6 Object Markers**  
**OM-6 (Truck Escape Ramp)**



OM6-L OM6-R

~~(5-1-10)~~(9-15-11)T

**06. Section 2D.43, Street Name Signs (D3-1 or D3-1a).** (9-15-11)T

**a.** On page 162, change the second sentence of the fourteenth paragraph under the Standard statement to read as follows: The color of the legend and border shall contrast with the background color of the sign. (9-15-11)T

**b.** On page 162, change the fifteenth paragraph under the Option statement to read as follows: The border may not be omitted from a street name sign if used on the State Highway System or related roadways. (9-15-11)T

**067. Section 2E.2831, Interchange Exit Numbering.** On page ~~2E-24~~ 212, in the fourth sentence under “Standard” revise the sentence to read as follows: “The ~~standard~~ exit number plaque (E1-5P) (see Figure 2E-22) shall be thirty-six (36) inches in height and shall include the word “EXIT” along with the appropriate exit number ~~and the suffix letter A or B (on multi-exit interchanges) in a single-line format on a plaque thirty-six (36) inches in height, except for those sign installations that were in existence prior to the adoption of this rule.~~” (5-1-10)(9-15-11)T

**07. Section 2E.37, Interchange Sequence Signs.** On page 2E-38, revise the last Standard to an Option to read as follows: “Interchange Sequence signs located in the median may be installed at overhead sign height.” (4-1-05)

**Subsection 004.08 has been moved and renumbered to proposed Subsection 004.05**

~~09.~~ **Table 4C-1, Warrant 1, Eight-Hour Vehicular Volume.** On page 4C-3, remove all references to the fifty six percent (56%) volume columns and note “d” and Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume, on page 4C-4, remove the Option statement in its entirety. (4-1-05)

~~10.~~ **Section 4D.04, Meaning of Vehicular Signal Indications.** On page 4D-2 451- in the second paragraph of Item C.1, substitute the following for the first sentence: “Except when a sign is in place prohibiting a turn on steady circular red signal or a RED ARROW signal indication is displayed, vehicular traffic facing a steady CIRCULAR RED signal indication may ~~cautiously enter the intersection to~~ turn right, or ~~to~~ turn left from a one-(+)-way or two-(2)-way street highway into a one-(+)-way street, after stopping in conformance with the provisions of the Idaho Vehicle Code.” (4-1-05)(9-15-11)T

~~11.~~ **Section 4K-2 524, Warning Beacon.** On page 4K-2 524 - in the second paragraph under “Standard,” ~~revise~~ add the following as a second sentence to read as follows: “The beacon shall not be included within the border of the sign or marker.” (4-1-05)(9-15-11)T

**10. Figure 5C.1, Horizontal Alignment and Intersection Warning Signs and Plaques and Object Markers on Low-Volume Roads.** On page 536, add a Type 5 Object Marker OM-5 (IdaShield) and a Type 6 Object Marker OM-6 (Truck Escape Ramp). (9-15-11)T

~~12.~~ **Section 5F.02, Highway Rail Grade Crossing (Crossbuck) Sign Assembly (R15-1, R15-2).** On page 5F-1, in the title add the word “Assembly” after the word “Sign,” and Under Standard, insert the following text as the first sentence: “The Highway Rail Grade Crossing (Crossbuck) (R15-1) sign (see Figure 5F-1) may be an assembly consisting of separate sign blades, assembled to appear as a single sign when installed at a highway rail grade crossing.” (4-1-05)

~~13.~~ **Section 5F.04, STOP ~~or~~ and YIELD Signs (R1-1, R1-2).** On page 5F-1 543, delete ~~the first paragraph titled as Option Statement, retaining the Standard for Stop Ahead (W3-1) or Yield Ahead (W3-2) signs~~ “and YIELD” from the title and insert the following paragraph as the ~~second~~ third paragraph under “Standard”: “Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.” (4-1-05)(9-15-11)T

**12. Table 7B.1, School Area Sign and Plaque Sizes.** On page 733, remove S4-2P, “When Children Are Present.” (9-15-11)T

**13. Figure 7B.1, School Area Signs.** On page 735, remove figure S4-2P. (9-15-11)T

**14. Section 7B.~~15~~, School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1).** (9-15-11)T

**a.** On page 7B-7 742, remove S4-2P in the title; and (9-15-11)T

**b.** On page 743, in the second paragraph under “Standard” remove the S4-2P and in the ~~fourth~~ third paragraph under “Option” ~~revise~~ add the ~~second~~ following as a fourth sentence to read as follows: “The lenses of the Speed Limit Sign Beacon shall not be positioned within the face of the School Speed Limit (S5-1) sign.” (4-1-05)(9-15-11)T

**15. Section 8A.03, Use of Standard Devices, Systems, and Practices at Highway-LRT Grade Crossings.** On page 748, under “Standard” add the following statement as a second sentence to read as follows: “Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the

crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence.” (9-15-11)T

**16. Figure 8B.3, Crossbuck Assembly with a YIELD or STOP Sign on a Separate Sign Support (Sheet 1 of 2).** Delete figure in its entirety. (9-15-11)T

**17. Section 8B.22, Dynamic Envelope Markings.** On page 8B-13, revise the first sentence under Standard to read as follows: “If used, the dynamic envelope shall be contrasting pavement color and/or contrasting pavement texture.” And, on page 8B-13, revise the first sentence under Guidance to read as follows: “If used, dynamic envelope pavement markings with contrasting pavement color and/or texture should be placed for a distance of 1.8 m (6 ft.) from the nearest rail, installed parallel to the tracks, unless the operating railroad company advises otherwise.” **Figure 8B.3, Crossbuck Assembly with a YIELD or STOP Sign on a Separate Sign Support (Sheet 2 of 2).** Delete “YIELD or” from the title of the figure. Change Note 1 to read as follows: “Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence.” (4-1-05)(9-15-11)T

**18. Figure 8B-8, Typical Train Dynamic Envelope Pavement Markings.** On page 8B-13, delete Figure in its entirety. (4-1-05)

**168. Section 8B.084, Crossbuck Assemblies with YIELD or STOP (R1-1) or YIELD (R1-2) Signs at Highway-Rail Passive Grade Crossings.** On pages 8B-6 754,757 and 758, delete the first five paragraphs titled as “Option, Support and Guidance Statements,” retaining the Standard for Stop Ahead or Yield Ahead Advance Warning signs and insert the following: paragraph as the second paragraph under Standard: “YIELD or” from the title and modify the Section to read as follows:

**Standard:**  
A grade crossing Crossbuck Assembly shall consist of a Crossbuck (R15-1) sign, and a Number of Tracks (R15-2P) plaque if two (2) or more tracks are present, that complies with the provisions of Section 8B.03, and shall have a STOP (R1-1) sign installed on the same support, as pursuant to the following requirement: “Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence.”

At all public highway-rail grade crossings that are not equipped with the active traffic control systems that are described in Chapter 8C, except crossings where road users are directed by an authorized person on the ground to not enter the crossing at all times that an approaching train is about to occupy the crossing, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-rail grade crossing.

If a Crossbuck sign is used on a highway approach to a public highway-LRT grade crossing that is not equipped with the active traffic control systems that are described in Chapter 8C, a Crossbuck Assembly shall be installed on the right-hand side of the highway on each approach to the highway-LRT grade crossing.

Where restricted sight distance or unfavorable highway geometry exists on an approach to a grade crossing that has a Crossbuck Assembly, or where there is a one-way multi-lane approach, an additional Crossbuck Assembly shall be installed on the left-hand side of the highway.

Guidance:

*The use of STOP signs at passive grade crossings should be placed in accordance with Idaho law.*

Support:

Sections 8A.02 and 8A.03 contain information regarding the responsibilities of the highway agency and the railroad company or LRT agency regarding the selection, design, and operation of traffic control devices placed at grade crossings.

Option:

When a STOP sign is installed for a Crossbuck Assembly at a grade crossing, it may be installed on the same support as the Crossbuck sign or it may be installed on a separate support at a point where the highway vehicle is to stop, or as near to that point as practical, but in either case, the STOP sign is considered to be a part of the Crossbuck Assembly.

Standard:

When a STOP sign is installed on an existing Crossbuck sign support, the minimum height, measured vertically from the bottom of the STOP sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the STOP sign to the elevation of the near edge of the traveled way, shall be four (4) feet (see Figure 8B-2).

If a Crossbuck Assembly is installed on a new sign support (see Figure 8B-2) or if the STOP sign is installed on a separate support (see Figure 8B-3), the minimum height, measured vertically from the bottom of the STOP sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the STOP sign to the elevation of the near edge of the traveled way, shall be seven (7) feet if the Crossbuck Assembly is installed in an area where parking or pedestrian movements are likely to occur.

Guidance:

*If a STOP sign is installed for a Crossbuck Assembly at a grade crossing on a separate support than the Crossbuck sign (see Figure 8B-3), the STOP sign should be placed at a point where the highway vehicle is to stop, or as near that point as practical, but no closer than fifteen (15) feet measured perpendicular from the nearest rail.*

Support:

Certain commercial motor vehicles and school buses are required to stop at all grade crossings in accordance with 49 CFR 392.10.

The meaning of a Crossbuck Assembly that includes a STOP sign is that a road user approaching the grade crossing must come to a full and complete stop not less than fifteen (15) feet short of the nearest rail, and remain stopped while the road user determines if there is rail traffic either occupying the crossing or approaching and in such close proximity to the crossing that the road user must yield the right-of-way to rail traffic. The road user is permitted to proceed when it is safe to cross.

Standard:

A vertical strip of retroreflective white material, not less than two (2) inches in width, shall be used on each Crossbuck support at passive grade crossings for the full length of the back of the support from the Crossbuck sign or Number of Tracks plaque to within two (2) feet above the ground, except as provided in Paragraph 16.

~~(4-1-05)~~(9-15-11)T

**2019.** Section ~~10C.04~~ **8B.05**, STOP (R1-1) Or YIELD (R1-2) **Signs without Crossbuck Signs at Highway-Light Rail Transit LRT Grade Crossings.** On page ~~10C-2 and 10C-4~~ 758, delete ~~“Or YIELD (R1-2)”~~ **from the title and delete** the Guidance, ~~and Option~~ Statements, retaining the Standard ~~for Stop Ahead or Yield Ahead Advance Warning signs~~ and insert the following paragraph as the first paragraph under Standard: “Under Idaho law, wherever a highway crosses one (1) or more railroads at grade, the Department or local authorities within their respective jurisdictions, shall place and maintain stop signs, directing vehicular traffic approaching the crossing to come to a full stop prior to entering the crossing at all railroad crossings where electric or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the Department or local authorities, the existence of stop signs at a given crossing would constitute a greater hazard than their absence.”

~~(4-1-05)~~(9-15-11)T

~~1520.~~ Section ~~8B.057~~, EXEMPT Highway-Rail Grade Crossing **Signs Plaques (R15-3P, W10-1aP).**

~~(5-1-10)~~(9-15-11)T

a. On page ~~8B-5~~ 759 - add the following paragraph titled as: “Standard: All EXEMPT (R15-3) signs placed at a highway-rail grade crossing, shall require train crews to flag the crossing and stop all vehicular traffic prior to allowing any railroad equipment to enter the crossing. Placement of an EXEMPT (R15-3) sign shall require a written agreement between the railroad company and the agency having jurisdiction over the highway which requires both parties to comply with the proper procedures for placement of EXEMPT signs at Highway-Rail Grade Crossings. A copy of all agreements shall be forwarded to the Idaho Transportation Department Highway-Rail Safety Coordinator.”

~~(5-1-10)~~(9-15-11)T

b. Retain the “Option” statement and modify the “Support” statement ~~on page 760 to read~~ as follows: Support: These supplemental signs inform drivers of vehicles carrying passengers for hire, school buses carrying students, or vehicles carrying hazardous materials that a stop is not required at certain designated highway-rail grade crossings.

(5-1-10)

21. ~~Section 10C.10, EXEMPT Highway Rail Grade Crossing Sign (R15-3, W10-1a).~~ **Section 8B.09, DO NOT STOP ON TRACKS Sign (R8-8).** On page 760, ~~change the second paragraph of the Guidance statement to read as follows:~~

*When a STOP sign is installed at a location, including at a circular intersection, that is downstream from the grade crossing such that highway vehicle queues are likely to extend beyond the tracks, a DO NOT STOP ON TRACKS sign (R8-8) should be used.*

~~(5-1-10)~~(9-15-11)T

~~a. On page 10C-5, add the following paragraph titled as: “Standard: All EXEMPT (R15-3) signs placed at a highway-rail grade crossing, shall require train crews to flag the crossing and stop all vehicular traffic prior to allowing any railroad equipment to enter the crossing. Placement of an EXEMPT (R15-3) sign shall require a written agreement between the railroad company and the agency having jurisdiction over the highway which requires both parties to comply with the proper procedures for placement of EXEMPT signs at Highway-Rail Grade Crossings. A copy of all agreements shall be forwarded to the Idaho Transportation Department Highway-Rail Safety Coordinator.”~~

~~(5-1-10)~~

~~b. Retain the “Option” statement and modify the “Support” statement as follows: Support: These supplemental signs inform drivers of vehicles carrying passengers for hire, school buses carrying students, or vehicles carrying hazardous materials that a stop is not required at certain designated highway-light rail transit grade crossings.~~

~~(5-1-10)~~

22. ~~Section 10C.25 Dynamic Envelope Delineation.~~ **Section 8B.16, Divided Highway with Light Rail Transit Crossing Signs (R15-7 Series).** On page 762, ~~change the second sentence of the first paragraph of the Option statement to read as follows:~~ The sign shall be mounted separately.

~~(4-1-05)~~(9-15-11)T

~~a. On page 10C-12, delete the word “markings” in the title and, under Support, delete the word~~

~~“markings” and replace with “contrasting pavement color and/or contrasting pavement texture.”~~ (4-1-05)

~~b. On page 10C-12, under Option: Replace the sentence with the following: “The dynamic envelope may be delineated on the pavement using contrasting pavement color and/or contrasting pavement texture (see Figures 10C-7 and Figure 10C-10),” and on page 10C-12, delete “Standard, relating to pavement markings in its entirety,” and on page 10C-12, revise Guidance, to read as follows: “If used at the light rail transit crossing, dynamic envelope contrasting pavement color and/or texture should be placed at a distance of 1.8 m (6 ft.) from the nearest rail, installed parallel to the tracks, unless the transit authority and/or operating railroad company advises otherwise,” and on page 10C-12, delete the work “markings” in all four paragraphs under the second Option and replace with “delineation.”~~ (4-1-05)

~~23. Figure 10C-8, Typical Light Rail Transit Vehicle Dynamic Envelope Delineation Pavement Markings. On page 10C-13, delete Figure 10C-8 in its entirety. Section 8B.18, Emergency Notification Sign (I-13). On page 763, change the second paragraph of the Guidance statement to read as follows: Emergency Notification signs should be oriented so as to face highway vehicles at the grade crossing or on the traveled way near the grade crossing.~~ (4-1-05)(9-15-11)T

~~24. Section 10D.06, Traffic Signal Preemption Turning Restrictions. On page 10D-4, under the third paragraph titled Guidance: add text “if justified by an engineering study,” to the end of the final sentence in the paragraph.~~ (4-1-05)

~~1924. Section 8D.07C.09, Traffic Control Signals at or Near Highway-Rail Grade Crossings. On page 8D-07 777, in the tenth fourth paragraph titled “Standard,” add text replace “if applicable” with “if justified by an engineering study,” to at the end of the final sentence in the paragraph.~~ (4-1-05)(9-15-11)T

## ~~1005. AVAILABILITY OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS.”~~

~~01. Review of Manual. Persons wishing to review the Manual may do so at any of the locations listed in Section 0056. The Manual and subsequent amendments are also available for review at on the Idaho State Library Federal Highway Administration website at <http://mutcd.fhwa.dot.gov>.~~ (3-20-04)(9-15-11)T

~~02. Purchase of Manual. The Manual and all subsequent amendments dated with an effective date of December 21 January 15, 200710, with Revision No. 1 and Revision No. 2 changes may be viewed and printed from the Federal Highway Administration website at <http://mutcd.fhwa.dot.gov>, or purchased from a number of organizations described on the website, such as the U.S. Government Printing Office, AASHTO, ATSSA, and ITE.~~ (5-1-10)(9-15-11)T

## ~~0056. OFFICE -- OFFICE HOURS -- MAILING AND STREET ADDRESS -- PHONE NUMBERS.~~

~~01. Street and Mailing Address. The Idaho Transportation Department maintains a central office in Boise at 3311 W. State Street with a mailing address of P.O. Box 7129, Boise, ID 83707-1129.~~ (3-20-04)

~~02. Office Hours. Daily office hours are 8 a.m. to 5 p.m. except Saturday, Sunday and state holidays.~~ (3-20-04)

~~03. Telephone and FAX Numbers. The central office may be contacted during office hours by phone at 208-334-8000 or by fax at 208-334-3858.~~ (3-20-04)

~~04. Idaho Transportation Department District Offices. Offices are at the following locations:~~ (3-20-04)

- ~~a. Idaho Transportation Department District 1  
6050 W. Prairie, Coeur d'Alene  
Mailing address -- P.O. Box D 600 W. Prairie, Coeur d'Alene, Idaho 838145-8764  
Office Hours -- 7 a.m. to 4 p.m., Pacific Time Zone~~



Phone -- (208) 772-1200 ~~(3-20-04)~~(9-15-11)T

- b. Idaho Transportation Department District 2  
~~26th and North and South Highway~~ 2600 Frontage Road, Lewiston  
Mailing address -- P.O. Box 837, Lewiston, Idaho 83501-~~0837~~  
Office Hours -- 7 a.m. to 4 p.m., Pacific Time Zone  
Phone -- (208) 799-5090 ~~(3-20-04)~~(9-15-11)T
- c. Idaho Transportation Department District 3  
8150 Chinden Blvd., Boise  
Mailing address -- P.O. Box 8028, Boise, Idaho 83707-~~2028~~  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 334-8300 ~~(3-20-04)~~(9-15-11)T
- d. Idaho Transportation Department District 4  
216 South Date Street, Shoshone  
Mailing address -- ~~P.O. Box 2-A~~ 216 South Date Street, Shoshone, Idaho 83352-~~0820~~  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 886-7800 ~~(3-20-04)~~(9-15-11)T
- e. Idaho Transportation Department District 5  
5151 South 5th, Pocatello  
Mailing address -- P.O. Box 4700, Pocatello, Idaho 8320-~~5-4700~~  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 239-3300 ~~(3-20-04)~~(9-15-11)T
- f. Idaho Transportation Department District 6  
206 North Yellowstone Highway, Rigby  
Mailing address -- P.O. Box 97, Rigby, Idaho 83442-~~0097~~  
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone  
Phone -- (208) 745-8735 ~~(3-20-04)~~(9-15-11)T

**0067. PUBLIC RECORDS ACT COMPLIANCE.**

Rules contained herein are promulgated in accordance with Title 67, Chapter 52, Idaho Administrative Procedures Act (IDAPA) and IDAPA 04.11.01, "Idaho Rules of Administrative Procedure of the Idaho Attorney General." All records associated with this chapter are subject to and in compliance with the Idaho Public Records Act, as set forth in Sections 9-337 through 9-350, Idaho Code. (3-20-04)

**0078. -- 0999. (RESERVED)**