

IDAPA 39  
TITLE 03  
CHAPTER 41

## 39.03.41 – RULES GOVERNING TRAFFIC CONTROL DEVICES

### 000. LEGAL AUTHORITY.

The Idaho Transportation Board adopts this rule under the authority of Section 40-312(1), Idaho Code, to meet the provisions of Sections 40-313(1) and 49-201(3), Idaho Code. (3-29-12)

### 001. TITLE AND SCOPE.

**01. Title.** This rule shall be known as IDAPA 39.03.41, “Rules Governing Traffic Control Devices,” IDAPA 39, Title 03, Chapter 41. (3-30-01)

**02. Scope.** It is the purpose of this rule to establish standards, ~~options~~, guidance, ~~options~~ and supporting information for the design, construction and implementation of traffic control devices. (X-XX-19)

### 002. WRITTEN INTERPRETATIONS.

This chapter does not provide for written interpretations. (3-30-01)

### 003. ADMINISTRATIVE APPEALS.

This chapter does not provide for administrative appeals. (3-30-01)

### 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 2009 edition including revisions 1 and 2 of the Manual with an effective date of June 13, 2012, 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: (4-4-13)

**01. Section 1A.10, Interpretations, Experimentations, Changes, and Interim Approvals.** On page 7, delete paragraphs 19 and 20. (X-XX-19)

**02. Section 1A.11, Relation to Other Documents.** On page 7, ~~in the first~~ replace paragraph 01 under Standard, change the paragraph to read as follows:

**01. 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 Supplement to the Standard Highway Signs and Markings book; 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). (X-XX-19)**

Add the following to the end of paragraph 04:

43. “Standards and Procedures for Specific Service Signs.” 20XX Edition (ITD)

44. “Standards and Procedures for Tourist Oriented Directional Signs (TODS) for Motorist Services Facilities Along the State Highway System Except Fully Controlled Access Highways.” 20XX Edition (ITD)

**03. [Table 2B-1]. Regulatory Sign and Plaque Sizes.** On page 46, remove R1-5b, “Stop Here for Peds,” R1-5c, “Stop Here for Pedestrians,” R1-6a, and R1-9a. (X-XX-19)

**Comment [RL1]:** Combined from IDAPA 39.03.62 and 39.03.64

**Comment [RL2]:** Application of 49-702

**04. Section 2B.11. Yield Here To Pedestrians Signs and Stop Here For Pedestrian Signs (R1-5 Series).** On page 54 delete “and Stop Here For Pedestrian” from the title. Replace the Section with the following:

**Comment [RL3]:** Application of 49-702

**Standard:**

**01 Yield Here To Pedestrians (R1-5, R1-5a) signs (see Figure 2B-2) shall be used if yield lines are used in advance of a marked crosswalk that crosses an uncontrolled multi-lane approach. The legend Stop Here For Pedestrians shall not be used.**

**Support:**

**02 Idaho law requires drivers to yield to a pedestrian in an uncontrolled crosswalk.**

**Guidance:**

**03 If yield lines and Yield Here To Pedestrian signs are used in advance of a crosswalk that crosses an uncontrolled multi-lane approach, they should be placed 20 to 50 feet in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-17), and parking should be prohibited in the area between the yield line and the crosswalk.**

**04 Yield lines and Yield Here To Pedestrian signs should not be used in advance of crosswalks that cross an approach to or departure from a roundabout.**

**Option:**

**05 Yield Here To Pedestrian signs may be used in advance of a crosswalk that crosses an uncontrolled multi-lane approach to indicate to road users where to yield even if yield lines are not used.**

**06 A Pedestrian Crossing (W11-2) warning sign may be placed overhead or may be post-mounted with a diagonal downward pointing arrow (W16-7P) plaque at the crosswalk location where Yield Here To Pedestrian signs have been installed in advance of the crosswalk.**

**07 The legend STATE LAW may be displayed at the top of the R1-5 and R1-5a signs.**

**Standard:**

**08 If a W11-2 sign has been post-mounted at the crosswalk location where a Yield Here To Pedestrians sign is used on the approach, the Yield Here To Pedestrian sign shall not be placed on the same post as or block the road user’s view of the W11-2 sign.**

**Option:**

**09 An advance Pedestrian Crossing (W11-2) warning sign with an AHEAD or a distance supplemental plaque may be used in conjunction with a Yield Here To Pedestrians sign on the approach to the same crosswalk.**

**10 In-Street Pedestrian Crossing signs and Yield Here To Pedestrian signs may be used together at the same crosswalk. (X-XX-19)**

**05. Section 2B.12. In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).** On page 55 delete R1-6a and R1-9a from the title. Replace paragraph 01 as follows:

**Comment [RL4]:** Application of 49-702

**Option:**

**01 The In-Street Pedestrian Crossing (R1-6) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6 and R1-9 signs. On the R1-6 sign, the legend YIELD may be used instead of the YIELD sign symbol.**

**On page 56, replace paragraphs 08 and 09 and add paragraph 09a as follows:**

**Standard:**

**08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at crosswalks on approaches controlled by a traffic control signal, pedestrian hybrid beacon, or an emergency**

vehicle hybrid beacon.

<sup>09</sup> The legend STOP FOR PEDESTRIANS shall not be used on In-Street Pedestrian Crossing signs or Overhead Pedestrian Crossing signs.

Support:

<sup>09a</sup> Idaho law requires drivers to yield to a pedestrian in an uncontrolled crosswalk.

On page 56, add paragraph 11a as follows:

<sup>11a</sup> The In-Street Pedestrian Crossing sign or the Overhead Pedestrian Crossing sign may be used at intersections or midblock pedestrian crossings with flashing beacons.

On page 56, replace paragraph 15 as follows:

<sup>15</sup> In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To Pedestrian signs may be used together at the same crosswalk. (X-XX-19)

**06. Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs.** On page 55, delete signs R1-5b, R1-5C, R1-6a and R1-9a. (X-XX-19)

**Comment [RL5]:** Application of 49-702.

**07. Section 2B.69. SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS (R16-101) sign.** On page 102, add the following section:

**Comment [RL6]:** Application of 49-624.

Support:

<sup>01</sup> State law requires drivers approaching stationary police, emergency, tow truck, or highway incident response vehicles to slow on two-lane highways and to slow and move over on multi-lane highways.

Option:

<sup>02</sup> The SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS (R16-101) sign (see Figure 2B-33) may be used to inform road users of the state law on multi-lane highways.

Standard:

<sup>03</sup> If used, the SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS sign shall only be used on highways with two or more lanes in each direction.

Option:

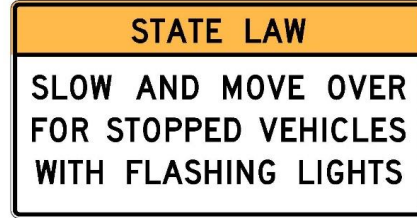
<sup>04</sup> The legend STATE LAW may be displayed at the top of the SLOW AND MOVE OVER FOR STOPPED VEHICLES WITH FLASHING LIGHTS sign.

Standard:

<sup>05</sup> If used, the legend STATE LAW shall be black with a black border on a yellow background. (X-XX-19)

**08. Figure 2B-33. Slow and Move Over for Stopped Vehicles with Flashing Lights Sign.** On page 102, add the following figure: (X-XX-19)

**Figure 2B-33. Slow And Move Over For Stopped Vehicles With Flashing Lights Sign**



**09. Section 2B.70, CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES (R16-201) sign.** On page 102, add the following section:

**Comment [RL7]:** Application of 49-948.

**Standard:**

**01 CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES (R16-201) signs (see Figure 2B-34) shall be installed when mountain passes are determined to be unsafe by the Idaho Transportation Department. If used, two or more CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES signs shall be installed in advance of an area that has been provided for drivers to pull off of the highway to install chains on their tires (see Section 2I.07).**

**Support:**

**02 Commercial vehicles required to use chains include:**

- **Vehicles with a combined weight in excess of 26,000 pounds including a trailer with a rating of more than 10,000 pounds**
- **Vehicles with weight in excess of 26,000 pounds**

**03 Commercial vehicles exempt from chain requirements include:**

- **Idaho Transportation Department vehicles used in the maintenance of the highway**
- **School busses or other vehicles used to transport school children and teachers**
- **Vehicles used by farmers to transport agricultural products, supplies, or farm equipment**
- **Mail carrier vehicles**
- **Motor carriers transporting forest products or chips**
- **Motor carriers transporting mining products including sand, gravel, and aggregates, but not petroleum products**
- **Tow trucks**

**Standard:**

**04 The CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES signs shall be removed or covered when the condition no longer applies.**

**05 The CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES sign shall have a black legend and border on a white background.**

**Option:**

**06 The legend STATE LAW may be displayed at the top of the CHAINS REQUIRED ON NON-EXEMPT COMMERCIAL VEHICLES sign.**

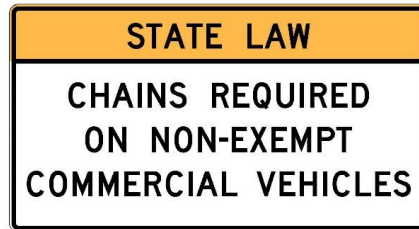
**Standard:**

**07 If used, the legend STATE LAW shall be black with a black border on a yellow background.**

(X-XX-19)

10. Figure 2B-34. Chains Required on Non-Exempt Commercial Vehicles Sign. On page 102, add the following figure: (X-XX-19)

**Figure 2B-34. Chains Required On Non-Exempt Commercial Vehicles Sign**



~~02. Section 2C.48, Traffic Signal Signs (W25-1, W25-2). On page 128 delete the section in its entirety, and Figure 2C-9, Intersection Warning Signs and Plaques, on page 127, remove the W25-1 and W25-2 signs from the figure. (3-29-12)~~

~~03. Section 2C.63, Object Marker Design and Placement Height. (4-4-13)~~

~~a. On page 134 make the following changes to allow alternate methods of marker construction and additional types of markers:~~

~~Support:~~

~~Type 1, 2, 3, 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, 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:~~

~~Type 1 either a 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.~~

~~Type 2 either a marker (OM2-1V or OM2-1H) consisting of 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 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.~~

~~Type 3—a striped marker, twelve (12) inches by thirty-six (36) inches, consisting of a rigid substrate sheeted with yellow 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 three (3) inches.~~

~~Type 4—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).~~

~~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.~~

(4-11-19)

b. On page 134 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).

(4-4-13)

c. On page 135, Figure 2C-13, Object Markers—add a Type 6 Object Marker category to the figure which shall include an example of the OM-6 object marker known as the Idaho Truck Escape Ramp marker:



(4-11-19)

**1104. Section 2D.43, Street Name Signs (D3-1 or D3-1a).**

(3-29-12)

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.” (3-29-12)

b. On page 162, change the fifteenth paragraph under the Option statement to read as follows: The border may not be omitted from a sStreet nName sign if used except on the State Highways System or related roadways. (X-XX-19)

**12. Table 2E-1. Freeway or Expressway Guide Sign and Plaque Sizes.** On page 186, replace the first 16 lines of the table with the following:

<b>Sign or Plaque</b>	<b>Sign Designation</b>	<b>Section</b>	<b>Minimum Size</b>
<u>Exit Number (plaque)</u>			
<u>1-, 2-Digit Exit Number</u>	<u>E1-5P</u>	<u>2E.31</u>	<u>114 x 36</u>
<u>3-Digit Exit Number</u>	<u>E1-5P</u>	<u>2E.31</u>	<u>132 x 36</u>
<u>1-, 2-Digit Exit Number (with single letter suffix)</u>	<u>E1-5P</u>	<u>2E.31</u>	<u>138 x 36</u>
<u>3-Digit Exit Number (with single letter suffix)</u>	<u>E1-5P</u>	<u>2E.31</u>	<u>156 x 36</u>
<u>1-, 2-Digit Exit Number (with dual letter suffix)</u>	<u>E1-5P</u>	<u>2E.31</u>	<u>168 x 36</u>
<u>3-Digit Exit Number (with dual letter suffix)</u>	<u>E1-5P</u>	<u>2E.31</u>	<u>186 x 36</u>
<u>Left (plaque)</u>	<u>E1-5aP</u>	<u>2E.33</u>	<u>72x36</u>
<u>Left Exit Number (plaque)</u>			
<u>1-, 2-Digit Exit Number</u>	<u>E1-5bP</u>	<u>2E.31</u>	<u>114 x 60</u>
<u>3-Digit Exit Number</u>	<u>E1-5bP</u>	<u>2E.31</u>	<u>132 x 60</u>
<u>1-, 2-Digit Exit Number (with single letter suffix)</u>	<u>E1-5bP</u>	<u>2E.31</u>	<u>138 x 60</u>
<u>3-Digit Exit Number (with single letter suffix)</u>	<u>E1-5bP</u>	<u>2E.31</u>	<u>156 x 60</u>
<u>1-, 2-Digit Exit Number (with dual letter suffix)</u>	<u>E1-5bP</u>	<u>2E.31</u>	<u>168 x 60</u>
<u>3-Digit Exit Number (with dual letter suffix)</u>	<u>E1-5bP</u>	<u>2E.31</u>	<u>186 x 60</u>

(X-XX-19)

**1305. Section 2E.31, Interchange Exit Numbering.** On page 212, substitute the following for the fourth sentence of paragraph 04 under “Standard” revise the sentence to read as follows: “The 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.” (X-XX-19)

**14. Section 2M.10, Memorial or Dedication Signing.** On page 339, replace the section with the following:

**Support:**

01 Legislative bodies will occasionally adopt an act or resolution memorializing or dedicating a highway, bridge, or other component of the highway. State law identifies the following as memorial highways or bridges in Idaho:

- Bennett Bay Bridge on I-90 as Veterans Memorial Centennial Bridge
- US-93 bridge over the Snake River as I B Perrine Bridge
- US-95 between Midvale and Cambridge as Stu Dopf Memorial Highway
- I-90 as the Purple Heart Trail
- SH-3 as North Idaho Medal of Honor Highway
- I-84 as Vietnam Veterans Memorial Highway
- US-20 as Idaho Medal of Honor Highway

**Guidance:**

02 Except as provided in Paragraphs 03 and 04, memorial or dedication names should not appear on or along a highway, or be placed on bridges or other highway components. If a route, bridge, or highway component is officially designated as a memorial or dedication, and if notification of the memorial or dedication is to be made on the highway right-of-way, such notification should consist of installing a memorial or dedication marker in a rest area, scenic overlook, recreational area, or other appropriate location where parking is provided with the signing inconspicuously located relative to vehicle operations along the highway.

**Option:**

03 If the installation of a memorial or dedication marker off the main roadway is not practical, memorial or dedication signs may be installed on the mainline.

**Comment [RL8]:** Application of 40-513 through 40-513F.

Guidance:

04 Except as provided in paragraphs 06 and 07, freeways and expressways should not be signed as memorial or dedicated highways.

Standard:

05 Where memorial or dedication signs are installed on the mainline, (1) memorial or dedication names shall not appear on directional guide signs, (2) memorial or dedication signs shall not interfere with the placement of any other necessary signing, and (3) memorial or dedication signs shall not compromise the safety or efficiency of traffic flow. Except as provided in paragraph 07, the memorial or dedication signing shall be limited to one sign at an appropriate location in each route direction, each as an independent sign installation. Sign location shall be determined by engineering judgement.

06 Memorial or dedication signs shall be installed for the Veterans Memorial Centennial Bridge, I B Perrine Bridge, and North Idaho Medal of Honor Highway.

07 The Purple Heart Trail, Vietnam Veterans Memorial Highway, and Idaho Medal of Honor Highway shall have memorial or dedication signs installed at each end of the highway and at intermediate locations along the highway.

Guidance:

08 Memorial or dedication signs should have a white legend and border on a brown background.

Standard:

09 Memorial or dedication signs shall be rectangular in shape. The legend displayed on memorial or dedication signs shall be limited to the name of the person or entity being recognized and a simple message preceding or following the name, such as “Dedicated to” or “Memorial Parkway.” Additional legend, such as biographical information, shall not be displayed on memorial or dedication signs. Except as provided in paragraph 10, decorative or graphical elements, pictographs, logos, or symbols shall not be displayed on memorial or dedication signs. All letters and numerals displayed on memorial or dedication signs shall be as provided in the “Standard Highway Signs and Markings” book (see Section 1A.11). The route number or officially mapped name of the highway shall not be displayed on the memorial or dedication sign

10 The design of the Idaho Medal of Honor Highway sign shall include three different designs of the medal of honor.

Option:

11 The lettering for the name of the person or entity being recognized may be composed of a combination of lower-case letters with initial upper-case letters.

Standard:

12 Memorial or dedication names shall not appear on supplemental signs or on any other information sign on or along the highway or its intersecting routes.

Support:

13 Named highways are officially designated and shown on official maps and serve the purpose of providing route guidance, primarily on unnumbered highways. A highway designated as a memorial or dedication is not considered to be a named highway. Section 2D.53 contains provisions for the signing of named highways.

(X-XX-19)

15. Section 2J.11, Signing Policy. On page 319, add the following after paragraph 01:

Support:

01a The Idaho Transportation Department’s specific service signs policy can be found in “Standards and Procedures for Specific Service Signs” (see Section 1A.11).

(X-XX-19)

**Comment [RL9]:** Combined from IDAPA 39.03.62



**16. Section 2K.07, State Policy. On page 324, add the following after paragraph 02:**

**Comment [RL10]:** Combined from IDAPA 39.03.64

**Support:**

03 The Idaho Transportation Department's tourist-oriented directional signing policy can be found in "Standards and Procedures for Tourist Oriented Directional Signs (TODS) for Motorist Services Facilities Along the State Highway System Except Fully Controlled Access Highways" (see Section 1A.11). (X-XX-19)

**1706. Section 4D.04, Meaning of Vehicular Signal Indications. On page 451 - in the second paragraph of Item C.1, substitute the following for the first sentence: "Except when a ~~sign~~ traffic control device is in place prohibiting a turn on ~~steady circular~~ red signal or a steady RED ARROW signal indication is displayed, vehicular traffic facing a steady CIRCULAR RED signal indication ~~may is permitted to enter the intersection to~~ turn right or turn left from a one-way or two-way highway street into a one-way street, after stopping ~~in conformance with the provisions of the Idaho Vehicle Code.~~"** (X-XX-19)

**Comment [RL11]:** Application of 49-802(3)(b)

**07. Section 4L.03, Warning Beacon. On page 524 in the second paragraph under "Standard," 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."** (3-29-12)

**08. Figure 5C.1, Horizontal Alignment and Intersection Warning Signs and Plaques and Object Markers on Low Volume Roads. On page 536, add a Type 6 Object Marker OM 6 (Truck Escape Ramp).** (4-11-19)

**09. Section 5F.04, STOP and YIELD Signs (R1-1, R1-2). On page 543, delete "and YIELD" from the title and insert the following paragraph as the 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."** (3-29-12)

**Comment [RL12]:** 49-202(25) was repealed.

**18. Table 6F-1. Temporary Traffic Control Zone Sign and Plaque Sizes. On page 578, remove R2-6aP, "Begin Higher Fines Zone," R2-6bP, "Fines Double (plaque)," and R2-10, "\$XX Fine (plaque)."** (X-XX-19)

**19. Figure 6F-3. Regulatory Signs and Plaques in Temporary Traffic Control Zones. On page 584, remove figures R2-6aP, R2-6bP, and R2-10.** (X-XX-19)

**20. Section 6B.12, Work Zone and Higher Fines Signs and Plaques. On page 586, replace the section with the following:**

**Standard:**

01 **Where increased fines are imposed for exceeding a reduced speed limit, a FINES HIGHER (R2-6P) plaque (see Figure 6F-3) shall be installed as a supplement to a Speed Limit (R2-1) sign to identify the beginning point of the higher fines zone.**

**Support:**

02 Law enforcement can assess higher fines if signs indicate the TTC zone, the reduced speed limit, and notice of the enhanced penalty for exceeding the reduced speed limit.

**Comment [RL13]:** Based on 49-657 and feedback from the Deputy Attorney General.

**Guidance:**

03 *If a FINES HIGHER plaque is used with a Speed Limit sign, an END HIGHER FINES ZONE (R2-11) sign (see Figure 6F-3) should be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone.*

Option:

04 Individual signs and plaques for TTC zone speed limits and higher fines may be combined into a single sign or may be displayed as an assembly of signs and plaques.

05 An END WORK ZONE SPEED LIMIT (R2-12) sign (see Figure 6F-3) may be installed at the downstream end of the reduced speed limit zone

06 A WORK ZONE (G20-5aP) plaque (see Figure 6F-3) may be installed above a Speed Limit sign to emphasize the speed limit in a TTC zone. (X-XX-19)

~~210. Table 7B-1, School Area Sign and Plaque Sizes. On page 733, remove R1-6a, “In-Street Ped Crossing,” R1-6c, “In-Street Schoolchildren Crossing,” and S4-2P, “When Children Are Present.” (X-XX-19)~~

~~224. Figure 7B-1, School Area Signs. On page 735, remove figure S4-2P. (3-29-12)~~

~~23. Section 7B.11, School Advance Crossing assembly. On page 736, delete “or R1-6a” from the first sentence of paragraph 05. (X-XX-19)~~

~~24. Figure 7B-6, In-Street Signs in School Areas. On page 741, delete signs R1-6a and R1-6c and remove “and R1-6a” from note 2. (X-XX-19)~~

~~25. Section 7B.12, School Crossing Assembly. On page 741, replace paragraph 04 with the following:~~

Option:

04 The In-Street Pedestrian Crossing (R1-6) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6b) sign (see Figure 7B-6) may be used at unsignalized school crossings. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (See Figure 7B-6) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.

On page 742, replace paragraphs 06 and 07 with the following:

06 A 12-inch reduced size in-street School (S1-1) sign (See Figure 7B-6) may be used at an unsignalized school crossing instead of the In-Street Pedestrian Crossing (R1-6) or the In-Street Schoolchildren Crossing (R1-6b) sign. A 12 x 6-inch reduced size diagonal downward pointing arrow (W16-7P) plaque may be mounted below the reduced size in-street School (S1-1) sign.

Standard:

07 If an In-Street Pedestrian Crossing sign, an In-Street Schoolchildren Crossing sign, or a reduced size in-street School (S1-1) sign is placed in the roadway, the sign support shall comply with the mounting height and special mounting support requirements for In-Street Pedestrian Crossing (R1-6) signs (see Section 2B.12). (X-XX-19)

~~426. Section 7B.15, School Speed Limit Assembly (S4-1P, S4-2P, S4-3P, S4-4P, S4-6P, S5-1). (3-29-12)~~

~~a. On page 742, remove S4-2P in the title; and (3-29-12)~~

~~b. On page 743, in the second paragraph 09, under “Standard” remove the S4-2P, and in the third paragraph under “Option” add the 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.” (X-XX-19)~~

~~13. 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: “Per Section 49-202(25), Idaho Code, “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~~

**Comment [RL14]:** Application of 49-702, except the removal of R4-2P

**Comment [RL15]:** Application of 49-702.

**Comment [RL16]:** Application of 49-702.

**Comment [RL17]:** Application of 49-702.

**Comment [RL18]:** 49-202(25) was repealed.

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 public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.” (3-29-12)

14. ~~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. (3-29-12)

Comment [RL19]: 49-202(25) was repealed.

15. ~~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: “Per Section 49-202(25), Idaho Code, “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 public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.”” (3-29-12)

Comment [RL20]: 49-202(25) was repealed.

16. ~~Section 8B.04, Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings.~~ On pages 754, 757 and 758, delete “YIELD or” from the title and modify the Section to read as follows:

Comment [RL21]: 49-202(25) was repealed.

**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: “Per Section 49-202(25), Idaho Code, “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 public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.””~~

~~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.~~

(3-29-12)

~~17. **Section 8B.05, STOP (R1-1) Or YIELD (R1-2) Signs without Crossbuck Signs at Highway-LRT Grade Crossings.** On page 758, delete "Or YIELD (R1-2)" from the title and delete the Guidance Statement, retaining the Standard and insert the following paragraph as the first paragraph under Standard: "Per Section 49-202(25), Idaho Code, "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~~

**Comment [RL22]:** 49-202(25) was repealed.

or mechanical warning signals do not exist. Placement of these stop signs shall be mandatory except when, in the determination of the public highway agencies, the existence of stop signs at a given crossing would constitute a greater hazard than their absence, based on a recognized engineering study.” (3-29-12)

**18. ~~Section 8B.07, EXEMPT Highway Rail Grade Crossing Plaques (R15-3P, W10-1aP).~~**

(3-29-12)

Comment [RL23]: 49-202(25) was repealed.

~~a. On page 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.” (3-29-12)~~

~~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)~~

**19. ~~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.

(3-29-12)

Comment [RL24]: 49-202(25) was repealed.

**20. ~~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. (3-29-12)

Comment [RL25]: 49-202(25) was repealed.

**21. ~~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. (3-29-12)

Comment [RL26]: 49-202(25) was repealed.

**22. ~~Section 8C.09, Traffic Control Signals at or Near Highway Rail Grade Crossings.~~** On page 777, in the fourth paragraph titled “Standard,” replace “if applicable” with “if justified by an engineering study,” at the end of the final sentence in the paragraph. (3-29-12)

Comment [RL27]: 49-202(25) was repealed.

**005. AVAILABILITY OF THE “MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND OTHER REFERENCED DOCUMENTS.”**

~~01. **Review of Manual.** Persons wishing to review the Manual may do so at any of the locations listed in Section 006. The Manual and subsequent amendments are also available for review on the Federal Highway Administration website at <http://muted.fhwa.dot.gov>. (3-29-12)~~

**021. Purchase Review of Manual Documents.** The Manual with an effective date of June 13, 2012, 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 AASHTO, ATSSA, and ITE. Other referenced documents may be reviewed at the Idaho Transportation Department central office or district offices. Office locations can be found at <https://itd.idaho.gov>. (XX-XX-19)~~

**006. ~~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  
600 W. Prairie, Coeur d'Alene  
Mailing address — 600 W. Prairie, Coeur d'Alene, Idaho 83815-8764  
Office Hours — 7 a.m. to 4 p.m., Pacific Time Zone  
Phone — (208) 772-1200 (3-29-12)~~

~~b. Idaho Transportation Department District 2  
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 (3-29-12)~~

~~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 (3-29-12)~~

~~d. Idaho Transportation Department District 4  
216 South Date Street, Shoshone  
Mailing address — 216 South Date Street, Shoshone, Idaho 83352-0820  
Office Hours — 8 a.m. to 5 p.m., Mountain Time Zone  
Phone — (208) 886-7800 (3-29-12)~~

~~e. Idaho Transportation Department District 5  
5151 South 5th, Pocatello  
Mailing address — P.O. Box 4700, Pocatello, Idaho 83205-4700  
Office Hours — 8 a.m. to 5 p.m., Mountain Time Zone  
Phone — (208) 239-3300 (3-29-12)~~

~~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 (3-29-12)~~

**0078. 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 Title 74, Chapter 1, Idaho Code. (3-20-04)

**0087. -- 999. (RESERVED)**