



TRAFFIC REGULATION

Purpose

This policy implements Board policy 4016 requiring the Department to adopt a Manual on Uniform Traffic Control Devices for Streets and Highways and to install, operate, and maintain traffic control devices in conformance with the manual; record the final determination of any traffic regulations; and to establish cooperative agreements with local jurisdictions regarding the same.

Legal Authority

- Idaho Code 40-313(1) - The Board shall erect and maintain for public safety suitable signs and devices.
- Idaho Code 40-317 - The Board may enter into cooperative agreements with the federal government and with local governments.
- Idaho Code 49-201(3) - The Board shall adopt a manual and specifications for traffic control devices on state highways.
- Idaho Code 49-201(4) – The Board shall determine a reasonable and safe speed limit upon the state highway and interstate highway systems.
- Idaho Code 49-202(20) - The Department shall maintain traffic control devices on state highways.
- Idaho Code 49-202(28) - The Department shall place traffic control devices in cooperation with local highway authorities.
- Idaho Code 49-661 - Regulations in regard to parking on state highways.

Traffic control devices on the State Highway System are approved at the discretion of the Department.

When installation, operation, and maintenance costs of traffic control devices and lighting on the State Highway System costs are shared, participants shall execute a cooperative project agreement specifying each participant's share of the costs, requirements and responsibilities. Additional installation costs for variances from standard traffic control devices and lighting designs shall be paid by the entity requesting the variance. The following criteria shall be considered as a guide in assigning costs of traffic control devices and illumination fixtures.

Traffic Control Devices

- If new signalization is required at a public road approach that is not a state highway, the installation, operation, and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of approach lanes from the local jurisdiction and the number of new lanes on the state system.
- If new development necessitates installation of additional traffic control devices and/or roadway improvements, the developers or special use groups (industry, factory, warehouse, shopping center, etc.) shall pay all design and installation costs, including construction inspection. Signal installation shall not commence until approved by the Department.
- The cooperative agreement shall include a requirement that the developer dedicate to the local jurisdiction a minimum of 15 meters (50 feet) of right of way beyond the state right of way, within the driveway or the future public road approach. Proposed installations require the District Engineer's approval.

- School crossing signals may be installed and maintained by local jurisdictions at their expense, provided the signals meet signal warrants. Proposed installations require the District Engineer's approval.
- Costs for intersection control beacons (flashing beacons) at public road approaches and major private approaches are apportioned among the participants on the same basis as traffic signal costs. Proposed installations require the District Engineer's approval.

Lighting

- The AASHTO publication, "An Informational Guide for Roadway Lighting" shall be used to determine where and when lighting devices are located. Proposed lighting installations require the District Engineer's approval.
- Many rural interchanges with light traffic volumes are sufficiently delineated so as to not require roadway lighting at night. However, in some circumstances, partial interchange lighting or complete interchange lighting is the preferred treatment. All lighting costs at rural interchanges are paid by the Department.
- All costs for interstate highway lighting are paid by the Department.
- If a local jurisdiction requests additional lighting, all associated costs are paid by the local jurisdiction.

If other governmental agencies or private entities request special signal and/or lighting devices, all arrangements for installation, operation, and maintenance shall be specified in the written agreement and the Right of Way Use Permit.

Appeals

Appeals regarding the decisions of the Department shall follow the process described in IDAPA 39.03.42 Section 003 Administrative Appeal.

Traffic Minute Entries

Regulation of traffic on the State Highway System (see following table) shall be made by official entries in Department records or "Traffic Minute Entries." These Traffic Minute Entries shall be approved before the regulation is enforceable. Approval authority is delegated as shown in the following table.

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<u>Speed Zones</u>			
a. Permanent limits	49-201 and 49-202	Entire State Highway System – TME	Board (*1) District Engineer (*2)
b. Temporary limits	49-201	Construction, maintenance speed zones and emergency situations	District Engineer (*3)
c. Bridge limits	49-202 (21)	Entire State Highway System – TME	District Engineer
<u>Parking Restriction</u>			
a. Rural Prohibition	49-202 (28) and 49-661(3)	Entire State Highway System – TME	District Engineer
b. Urban Angle Parking	49-202 (28) and 49-661 (3)	Urban highways – TME	District Engineer

(table continued)

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<u>Traffic Control Signals</u>			
a. Signals/Intersection Flashing Beacons	49-202 (20)	TME required for locations where there is no cooperative agreement between the Idaho Transportation Department and local officials	District Engineer
b. Flashing Beacon with Warning Sign (school zones, etc.)	49-202 (20)	Entire State Highway System	District Engineer
<u>Railroad Grade Crossings</u>	49-202 (25)	TME required for non-signalized railroad crossings (to validate the reasons for not having a stop sign or signal).	District Engineer
<u>Selective Vehicle Exclusion</u>	49-202 (23)	Fully Controlled Access Highways – TME	District Engineer

- *1 Engineering and Traffic Studies to raise Interstate speeds to 80 mph and State Highway speeds to 70 mph are prepared by the Districts and provided to Design/Traffic Services Engineer for presentation to the Board for approval. Annually, Districts refresh the studies and provide them to Design/Traffic Service Engineer for presentation to the Board in the Consent Calendar.
- *2 Traffic Minute Entries (other than for speeds specified in note *1) that have been approved shall be submitted each month to the Board in the Information Calendar.
- *3 Regulation of temporary speeds shall be established and deleted by written approval of the appropriate District Engineer.

In consultation with local government agencies and law enforcement officials, the District Traffic Engineers shall monitor, prepare supporting documentation, and initiate requests for Traffic Minute Entries. Each request for a Traffic Minute Entry shall include an engineering study and traffic investigation in accordance with Section 103 of the Traffic Manual. This documentation shall be prepared and stamped with the seal of a professional engineer licensed in Idaho.

Each Traffic Minute Entry shall have a Public Outreach Plan. The Office of Communications shall review the plan.

A copy of the approved Traffic Minute Entries shall be provided to the Design/Traffic Services Engineer to make monthly reports to Board on the Consent Calendar of changes in speed zoning.

Highway signing shall not be altered until approved by the appropriate authority.

Unresolved differences between Department personnel, local officials and/or the public shall be documented by the District.



Brian W. Ness
Director

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