



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 (MUTCD) 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(27) – The Department may place traffic control devices prohibiting parking on state highways.
- 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 costs for installation, operation, and maintenance of traffic control devices (including those for bicycles and pedestrians) and lighting on the State Highway System are shared, participants shall execute a cooperative 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 and Non-motorized Traffic Control Devices

- If a new signal is planned 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 lanes on the state system excluding any lanes that are not directly controlled by the signal, e.g., free-right-turn lanes; or as negotiated in a cooperative agreement.
- At existing signalized intersections, signal operation and maintenance costs shall be shared by the Department and the local jurisdiction in proportion to the number of lanes from the local jurisdiction and the number of lanes from the state system; excluding any lanes that are not directly controlled by the signal, e.g., free-right-turn lanes; or as negotiated in a cooperative agreement.



- 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.
- Districts should consider having a 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, Pedestrian Hybrid Beacons, and Rectangular Rapid Flashing Beacons or other similar crossing enhancements may be installed and maintained by local jurisdictions at their expense, provided they meet applicable warrants. Proposed installations and operations require the District Engineer's approval.

Lighting

- Use the ITD Traffic Manual to determine where and when lighting devices are located. Proposed lighting installations require the District Engineer's approval.
- Costs for interstate highway lighting including on the ramps are paid by the Department.
- Signalized intersection lighting is typically included with signal installation. If a local jurisdiction requests additional lighting, e.g. roadway lighting, decorative lighting, bike/pedestrian lighting, all associated costs are paid by the local jurisdiction.

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

Appeals

Appeals regarding the decisions of the Department shall follow the process described in IDAPA 39.03.42 Section 002 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 (TME) 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



Parking Restriction

a. Rural Prohibition	49-202 (27) and 49-661(3)	Entire State Highway System – TME	District Engineer
b. Urban Angle Parking	49-202 (27) and 49-661 (3)	Urban highways – TME	District Engineer

Traffic Regulations	Code Reference	Area Of Application (TME = Traffic Minute Entry)	Approval Authority
<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 (or reduce from) and State Highway speeds to 70 mph (or reduce from) are prepared by the Districts and provided to the Traffic Operations Engineer for presentation to the Board for approval. Annually, Districts check the operational performance of these corridors and provide an update to the Traffic Operations Engineer to inform the Board.
- *2 Inform the Board in the monthly ITD Board Meeting Information Calendar of any planned adjustments to permanent speed zones (other than for speeds specified in Note *1) prior to the District Engineer TME approval.
- *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 Section 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 the ITD Traffic Manual along with a public outreach plan coordinated with the Office of Communication.

With respect to speed zone adjustments, the engineering study and traffic investigation documentation shall be prepared and stamped with the seal of a professional engineer licensed in Idaho. Once approved, update the State speed zone log; attach a copy of the approved Traffic Minute Entry and the sealed engineering study and traffic investigation. Follow the procedures above for new route additions, extensions, and realignments with the engineering design documents representing the initial engineering study. After a suitable driver acclimation period (typically 30–90 days), conduct a follow-up speed study to verify that the posted speed limit remains justified. File the new study in the speed zone log.

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

Alberto Gonzalez
Director

Date 8-21-26