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**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 Sections 40-313 and 49-201(3), Idaho Code. (5-1-10)

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 and supporting information for the design, construction and implementation of traffic control devices. (3-20-04)

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 2003 edition of the Manual and all subsequent amendments, through and including revision number two (2) dated December 21, 2007, are 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)

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. (4-1-05)

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: 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 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)

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. (4-1-05)

04. Section 2C.39, Traffic Signal Signs (W25-1, W25-2). On page 2C-20, delete the section in its entirety, and Figure 2C-8. Intersection Warning Signs, on page 2C-20, remove the W25-1 and W25-2 signs from the figure. (4-1-05)

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)

06. Section 2E.28, Interchange Exit Numbering. On page 2E-24, in the fourth sentence under Standard, revise the sentence to read as follows: “The standard exit number plaque shall include the word EXIT, 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)

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)

08. Section 3C.01, Object Marker Design and Placement Height. On page 3C-1 under “Standard:” add the following paragraphs as a second paragraph under Type 1, Type 2 and Type 3 Object Markers to allow an alternate method of marker construction: (5-1-10)

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. (5-1-10)

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). (5-1-10)

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 inches (3 in)). (5-1-10)

d. Add a category for Type 4 object markers, to read as follows: (5-1-10)

i. Type 4 - a striped marker, eight hundred thirty-eight (838) millimeters by nine hundred sixty-five (965) millimeters (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 a 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)

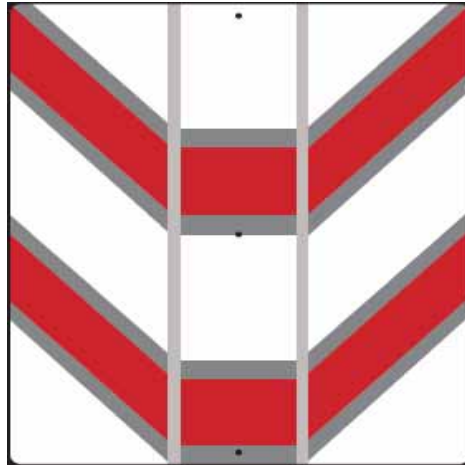
ii. Under “Support:” add the following as paragraph three (3): (5-1-10)

(1) The Type 4 object marker, known in Idaho as OM-4 (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. (5-1-10)

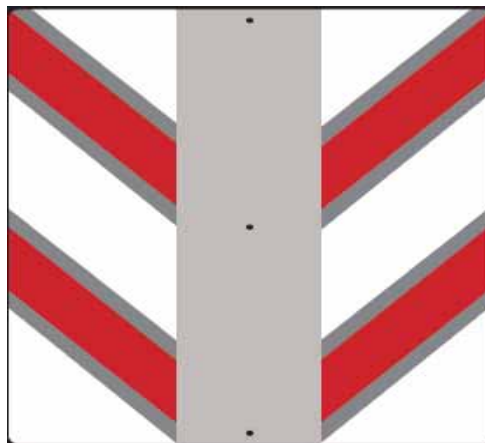
(2) On page 3C-2 Figure 3C-1. Object Markers and End-of-Roadway Markers, add a Type 4 Object Marker category to the figure which shall include an example of an OM-4 object marker known in Idaho as IdaShield. (5-1-10)

Type 4 Object Markers
OM-4 (IdaShield)

FRONT



BACK



(5-1-10)

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, 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 red or a RED ARROW signal indication is displayed, vehicular traffic facing a CIRCULAR RED signal indication may cautiously enter the intersection to turn right, or to turn left from a one (1) way or two (2) way street into a one (1) way street, after stopping in conformance with the provisions of the Idaho Vehicle Code.” (4-1-05)

11. Section 4K.03, Warning Beacon. On page 4K-2, in the second paragraph under Standard, revise the second sentence to read as follows: “The beacon shall not be included within the border of the sign.” (4-1-05)

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 YIELD Signs (R1-1, R1-2). On page 5F-1, delete the first paragraph titled as Option Statement, retaining the Standard for Stop Ahead (W3-1) or Yield Ahead (W3-2) signs and insert the following paragraph as the second 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)

14. Section 7B.11, School Speed Limit Assembly (S4-1, S4-2, S4-3, S4-4, S4-6, S5-1). On page 7B-7, in the fourth paragraph under Option, revise the second 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)

15. Section 8B.05, EXEMPT Highway-Rail Grade Crossing Signs (R15-3, W10-1a). (5-1-10)

a. On page 8B-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-rail grade crossings. (5-1-10)

16. Section 8B.08, STOP (R1-1) or YIELD (R1-2) Signs at Highway-Rail Grade Crossings. On page 8B-6, 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: “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)

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.” (4-1-05)

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

19. Section 8D.07, Traffic Control Signals at or Near Highway-Rail Grade Crossings. On page 8D-07, in the tenth paragraph titled Standard, add text “if justified by an engineering study,” to the end of the final sentence in the paragraph. (4-1-05)

20. Section 10C.04, STOP (R1-1) Or YIELD (R1-2) Signs at Highway-Light Rail Transit Grade Crossings. On page 10C-2 and 10C-4, 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)

21. Section 10C.10, EXEMPT Highway-Rail Grade Crossing Sign (R15-3, W10-1a). (5-1-10)

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. (4-1-05)

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 it’s entirety. (4-1-05)

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)

005. 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
605 Prairie, Coeur d’Alene
Mailing address -- P.O. Box D, Coeur d’Alene, Idaho 83814
Office Hours -- 7 a.m. to 4 p.m., Pacific Time Zone
Phone -- (208) 772-1200 (3-20-04)

b. Idaho Transportation Department District 2
26th and North and South Highway, Lewiston
Mailing address -- P.O. Box 837, Lewiston, Idaho 83501
Office Hours -- 7 a.m. to 4 p.m., Pacific Time Zone
Phone -- (208) 799-5090 (3-20-04)

c. Idaho Transportation Department District 3
8150 Chinden Blvd., Boise
Mailing address -- P.O. Box 8028, Boise, Idaho 83707
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone
Phone -- (208) 334-8300 (3-20-04)

d. Idaho Transportation Department District 4
216 Date Street, Shoshone
Mailing address -- P.O. Box 2-A, Shoshone, Idaho 83352
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone
Phone -- (208) 886-7800 (3-20-04)

e. Idaho Transportation Department District 5
5151 South 5th, Pocatello
Mailing address -- P.O. Box 4700, Pocatello, Idaho 83201
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone
Phone -- (208) 239-3300 (3-20-04)

f. Idaho Transportation Department District 6
206 North Yellowstone, Rigby
Mailing address -- P.O. Box 97, Rigby, Idaho 83442
Office Hours -- 8 a.m. to 5 p.m., Mountain Time Zone
Phone -- (208) 745-8735 (3-20-04)

006. 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)

007. -- 099. (RESERVED).

100. 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 005. The Manual and subsequent amendments are also available for review at the Idaho State Library. (3-20-04)

02. Purchase of Manual. The Manual and all subsequent amendments dated December 21, 2007, with Revision No. 1 and Revision No. 2 changes may be viewed and printed from the Federal Highway Administration website, <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)

101. -- 999. (RESERVED).

Subject Index

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