



Supplemental Requirements for **Approach** **Permits in the State Right of Way**

Permittee **MUST** also follow the **General Requirements** and other applicable **supplemental requirements**.

From IDAPA 39.03.42 Rules Governing Highway Right-of-Way Encroachments on State Highway Rights-of-Way, and ITD Policies & Procedures.

Approaches will be for the bona fide purpose of securing access and not for parking, conducting business, or servicing vehicles on the Highway Right-of-Way. I.D.A.P.A. 39.03.42 lists all prohibited uses.

Unless the requirement is waived by the District Engineer, a Traffic Impact Study will also be required when a new or expanded development seeks direct access to a state highway, and at full build out will generate one hundred (100) or more new trips during the peak hour, the new volume of trips will equal or exceed one thousand (1000) vehicles per day, or the new vehicle volume will result from development that equals or exceeds the threshold values in Table 2. The Traffic Impact Study is created by a licensed engineer in the State of Idaho at their cost.

Only Changes in deeded access will be recorded with the County following the final approval by ITD. The permittee will receive a copy of the recorded document which should be retained for future reference.

Changes in the use, as defined in I.D.A.P.A. 39.03.42, of the permitted access not consistent with the requirements and conditions listed on the permit shall obtain a new permit to use state highway rights-of-way.

Any traffic control features or devices in the State Highway Right-of-Way, such as islands, median openings, traffic signals, illumination, and other traffic control devices required as a condition of a permit, are not an integral part of the approach authorized by the permit and as such will become property of the State upon final inspection and approval by ITD. ITD reserves the right to change these features and devices in the future in order to promote safety and/or mobility within the State Highway Right-of-Way. Expenditure of monies for purchase or installation of said features or devices will not create an ownership interest in the features or devices.

Final acceptance for approaches and public streets must be by signed inspection with supporting documentation.