



## IDAHO COURT CLARIFIES THE WIDTH OF PRESCRIPTIVE RIGHTS-OF-WAY

By David E. Wynkoop, LHTAC Attorney\*

The Idaho Supreme Court has recently issued a decision of great importance to Idaho highway agencies. In the case of *Halvorson v. North Latah Highway District*, the Court ruled that the width of Idaho prescriptive rights-of-way is a minimum of fifty feet. Charlotte and Don Halvorson (the Halvorsons) sued the North Latah Highway District and its Commissioners and Foreman (collectively, NLHD) for numerous claims including a wrongful taking of the Halvorson's property by NLHD.

Camps Canyon Road (the Road) runs through property owned by the Halvorsons and in one area serves as the boundary between the Halvorson's property and another property. Where the Road runs between the Halvorsons and neighboring properties, the centerline of the Road constitutes the boundary line between the properties. The Road has been open to and used by the public since the 1930s. The Road has been maintained by NLHD since at least 1974. The Road was not deeded or dedicated to the NLHD.

Until 1996 the Road was a narrow, single track road. In 1996 NLHD widened the Road with the permission of the Halvorson's predecessors. Later in 1996 the Halvorsons pur-

chased the property on which the Road is located. The Halvorsons built a fence on the north side of the Road about fifteen feet from the centerline. The Halvorsons complained to NLHD of recurring damage caused to the fence by NLHD's maintenance and snow removal activities.

In 2005 NLHD further widened the Road by about four feet, without the permission of the Halvorsons. The widening involved blasting and drilling by NLHD. The Halvorsons complained to NLHD about alleged damage to their property. They filed a Notice of Tort claim with NLHD on November 6, 2007 and sued NLHD on March 3, 2008. The Halvorsons claimed damages based upon various legal theories, including inverse condemnation.



The district court ruled in favor of NLHD. The court found that a prescriptive public right-of-way existed for the Road based upon at least five years of public use and public maintenance. The court found that the width of the Road was fifty feet based upon Idaho Code §40-2312. Because all of the Halvorson's damages occurred within the fifty feet width of the Road, NLHD was acting within its statutory authority and thus had no liability to the Halvorsons. The Halvorsons then appealed to the Idaho Supreme Court.

The Supreme Court held that a prescriptive right-of-way was clearly established based upon Idaho Code §40-202(3) which

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Idaho Association of Highway Districts

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## IDAHO T2 ADVISORY BOARD

*The people listed below help guide and direct the policies and activities of the Idaho T2 Center. You are invited to contact any of them to comment, make suggestions, or ask questions about the T2 Program.*

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Road Supervisor  
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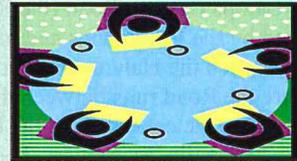
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ITD Research Program Manager  
208-334-8296

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Community Planner  
FHWA-Idaho Division  
208-334-1843 Ext. 132



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## Meeting Information Request

*for the Local Highway Jurisdictions'  
Multi-Jurisdictional Regional Transportation Planning Committees*

In an effort to attend more of the Local Highway Jurisdictions' Multi-Jurisdictional Regional Transportation Planning Committee meetings, LHTAC staff wishes to obtain your committee's upcoming meeting schedules and information to include: *meeting dates, times, locations, and a contact person*. LHTAC staff makes every effort to coordinate our meeting travel schedules to include these planning committee meetings. We would appreciate receiving this information at your earliest convenience. Please sent to: LHTAC attn: Nancy Ziebarth, email: [nziebarth@lhtac.org](mailto:nziebarth@lhtac.org), or call 800-259-6841, fax 208-344-0789 or mail to: 3330 Grace St, Boise, ID 83703.

*Thank You!*

Local Highway Technical Assistance Council (LHTAC)  
Idaho Technology Transfer (T2) Center—LTAP

3330 Grace Street, Boise, ID 83703

Phone: (208) 344-0565 (800) 259-6841

Fax: (208) 344-0789

LHTAC Website, [www.lhtac.org](http://www.lhtac.org)

Idaho T2 Center Website, [www.idahot2.org](http://www.idahot2.org)

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provides "all highways used for a period of five (5) years, provided they shall have been worked and kept up at the expense of the public, or located and recorded by order of a board of commissioners, are highways". The court then addressed the Halvorsons taking claim and held that no taking had occurred since a prescriptive right-of-way was established prior to 1996 when the Halvorsons purchased their property. The Court noted that any takings or inverse condemnation claim must have been commenced within four years from the date of the alleged taking, that is from the date the Road was first established.

Next, the Supreme Court addressed the key issue of the case. What is the width of prescriptive rights-of-way in Idaho? The Court began its analysis with Idaho Code §40-2312 which provides: "All highways, except bridges and those located within cities, shall be not less than fifty (50) feet wide, except those of a lesser width presently existing, and may be as wide as required for proper construction and maintenance..." This statute was first adopted in 1887, and no evidence was presented that the Road predated 1887. The Halvorsons argued that Idaho Code §40-2312 applies only to dedicated or deeded highways and not highways established by prescriptive use. Thus, according to the Halvorsons, the width of the Road was only what NLHD could prove was actually used and maintained. Since the Halvorson's fence was fifteen feet from the centerline of the road, there could be no public use and maintenance inside of the fence.

The Court rejected the Halvorson's argument and ruled that Idaho Code §40-2312 does indeed apply to prescriptive highways. Thus, once the elements for a prescriptive highway are established, i.e. five years of public use and public maintenance, the width of the highway is fifty feet. Because all of NLHD's maintenance and construction activities occurred within the fifty foot right-of-way, there could be no successful taking or damages claim.

The holding in the Halvorson case provides a valuable tool to Idaho's cities, counties and highway districts. Dealing with encroachments is an ongoing problem whether it be fences, landscaping, signs, etc. The facts in this case are a prime example of the problem highway agencies face. Shortly after the Halvorsons purchased the property in 1996, they built a fence fifteen feet from the centerline of the road; i.e. ten feet inside the fifty foot right-of-way. The Halvorsons complained and ultimately sued for damages claiming that NLHD damaged the fence during the course of maintenance and snow removal activities. The Halvorsons further argued that there could be no public right-of-way established on the property owners' side of the fence line since there could not have been public maintenance and public use inside the fence line. They argued the right-of-way width was reduced based upon the permanent encroachment.

The Court ruled that the Halvorsons built their fence within the public right-of-way and could not complain about damages to the fence. Nor could the Halvorsons complain when NLHD widened the road since all construction occurred within the fifty foot width.

One result of the case is to place prescriptive rights-of-way on more of an even footing with dedicated or deeded rights-of-way. Idaho Courts have long ruled that there can be no permanent encroachments into dedicated or deeded rights-of-way.

While this case is favorable to highway agencies, some caution is in order. First, the Halvorsons represented themselves and made significant mistakes in arguing their case. Well-represented property owners may do a better job of presenting their cases to the courts. Second, there must be clear proof of five years of continual public use and public maintenance or other ownership prior to invoking the fifty foot width. Third, if a highway agency asserts the fifty foot width but loses the case for any reason, the agency may be held liable for a taking or an inverse condemnation. In such event, the agency will likely be ordered to pay the property owner's attorney fees and court costs.

The best approach when widening a road is to communicate with the affected property owners and try to come to a mutually acceptable agreement. The Halvorson case should prove helpful in negotiating with property owners as well as in situations where an agreement cannot be achieved.

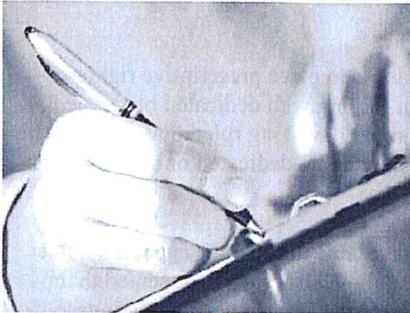


*\*Mr. Wynkoop represents approximately forty Idaho highway agencies. He has actively practiced law in Idaho for 32 years. His address is 730 N. Main St., Meridian, Idaho 83642, telephone 208-887-4800.*

*Reference: David E. Wynkoop, Attorney, Sherer & Wynkoop, LLP*

# Rules And Regs... We All Have To Live By Them

By Eric Deicher



*Federal LPA project reviews are conducted to make sure federal funding is being spent according to federal guidelines.*

## Recent federal LPA review in Kansas yields some lessons learned.

As the Local Liaison for the Bureau of Local Projects, one of my responsibilities is to review projects from Local Public Agencies (LPAs) to make sure that state and federal regulations were followed in acquiring right-of-way for their projects. The Federal Highway Administration (FHWA) also periodically selects projects across Kansas for this same review process. A federal review was recently completed. This article will describe a few things learned from that review.

In June, John Knowles from the Kansas Division of FHWA selected for review seven LPA projects in Kansas for which right-of-way was acquired. He randomly selected one project in each KDOT District and an additional one in a MPO area. He and I conducted the reviews, and, for the most part, they were uneventful. Of the seven, six were accepted without needing any additional reviews of

their project, but they did have issues to address, which I'll mention later.

Unfortunately, one project review did not go so well. This particular project had absolutely no documentation within the project files or even files of public record to show that the needed property was ever acquired for the project. And that is a problem. Here's why:

Federal regulations prohibit federal funds being spent on private property. On this particular project, approximately \$425,000 in federal funding was spent in the construction phase. If this LPA is unable to document, in a timely manner, that the local government obtained the needed right-of-way, they may have to repay the entire \$425,000 back to FHWA. And if you think that can't happen, go back my article in the Fall 2009 *Kansas LTAP Newsletter* and read how an LPA in Nebraska had to pay back \$6.9 million for not properly acquiring the right-of-way for their project.

The Kansas LPA in question is now working hard to correct this situation and I am sure that in the end they will have all of the documentation in hand and they will not have to repay any of those federal dollars back to FHWA.

As I mentioned, the other six LPAs did have some minor issues we had to address.

Those largely had to do with the lack of proper documentation within their tract files. That has been a persistent issue for most

LPAs throughout my career here at KDOT.

Here are some examples:

**1) Lack of certificates of title showing ownership of property to be acquired.** You have to know who owns the property being acquired so you can be sure you have obtained the signatures of all those with a legal interest. Some properties have multiple owners.

**2) Lack of dates on the documentation.** You need to have to the documents dated. During federal and state reviews, we check the sequence of the documents. The proper sequence is property appraisal, appraisal review by another appraiser, agency approval of the appraisal, and written offer to property owner(s). Each of those steps needs to be documented with dates of completion.

**3) Improper documentation of payment justification in Administrative Settlements.** Administrative Settlements are used when a landowner is paid more than the amount he or she was originally offered. The settlement must document *why* the LPA authorized the increase in payment.

**4) Lack of documented agency approval prior to written offer being made.** The Agency [the LPA's elected officials] must approve the amount of the appraised amount prior to a written offer being made. It is that action that establishes "Just Compensation."

**5) Lack of written negotiation notes.** The acquisition agent needs to prove that he or she negotiated in good faith with the landowner. This is

**Documents need to be dated to verify that the steps of ROW acquisition were done in the correct order.**

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documented in written negotiation notes. The notes also need to demonstrate that the landowner was provided with the acquisition brochure making them aware of their rights as a landowner. This brochure is available by downloading it from <http://www.ksdot.org/burLocalProj/default.asp>.

**6) Lack of proof of payment to landowner.** The landowner is to be paid for the land before you have the

right to use it. This is documented by some type of proof from the treasurer that payment was made.

Bottom line: When it comes to a state or federal review of an LPA project activity, if there is no documentation in the file, we have to come to the conclusion that it did not happen.

As always, if you have any questions about acquiring right-of-way,

please feel free to call or e-mail me anytime.

*Eric Deitcher is local liaison for the Kansas Department of Transportation's Bureau of Local Projects. You can reach him at (785) 296-0413 or at [EricD@ksdot.org](mailto:EricD@ksdot.org).*

*Reference: Kansas LTAP Newsletter, Summer 2010*

## THERE MAY BE A 'POT HOLE' IN THE ROAD TO FEDERAL FUNDS

By Larry Rincover

The Idaho Real Estate Commission has, for the first time (12/2010) claimed oversight authority over right-of-way agents; a determination that right-of-way agents, in their scope of work for public agencies, are "transacting real estate", and are therefore subject to the Idaho real estate license laws and rules. While some states do require agents to hold a real estate license, Idaho does not. The impact of the Real Estate Commission interpretation on highway districts, cities, and counties is unclear.

Question: When a highway district issues an RFP (request for proposal) should it include a requirement that the right-of-way agent hold a real estate license in Idaho? According to the Idaho Real Estate Commission, yes. If a highway district requires experience qualifications and inclusion on the Idaho Transportation Department approval list for example, it may also be advisable to require a real estate license. If federal funds are involved, it would seem even more prudent to stipulate the licensing requirement. Federal funds are available

if the project meets certain qualifications and standards. The standards: Meeting the ITD eminent domain acquisition process and following all federal, state and local laws. A contractor, right-of-way agent, that is unlicensed and transacting real estate would, according to the Idaho Real Estate Commission, not be legal. Why, then, would any highway district, city or county put its' federal funds at risk by not imposing a licensing requirement on their right-of-way contractor?

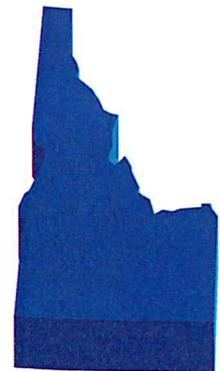
The bottom line; until there is clarification by the Idaho Legislature, right-of-way agents must hold a real estate license and answer to an Idaho Real Estate Broker. If unlicensed, he/she would be subject to the fines and penalties imposed by transacting real estate without a license.

Highway districts, cities and counties might consider taking precautionary measures when entering into a professional services agreement for rights-of-way. A prudent requirement to avoid putting federal funds at risk.

If you have questions on the authority of the Idaho Real Estate Commission, you might call Craig Boyack, Chief Investigator at 208-334-3285 or send an e mail to: [craig.boyack@irec.idaho.gov](mailto:craig.boyack@irec.idaho.gov)

By asserting its' interpretation; the Real Estate Commission, in my view, is circumventing the Idaho Legislature and imposing requirements not intended. Hopefully, this is an issue which the Legislature will clarify in the near future.

*Reference: Larry Rincover, Managing Partner, Negotiation Services, LLC*



# ***iWorQ Pavement & Sign Management***

## ***Check the list to see if you have access...***

*By Jim Zier, LHTAC Asset Manager*

LHTAC and iWorQ may provide Pavement and Sign Management capabilities to all Cities with up to 6,000 in population and all Counties, Highway Districts and Indian Reservations in the State of Idaho for no charge to the jurisdiction. When a Local Highway Jurisdiction (City, County, Highway District) logs-in, iWorQ offers advertising to vendors to help pay for their services.

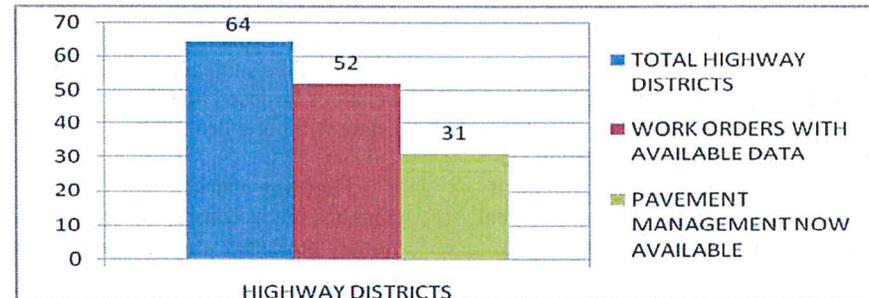
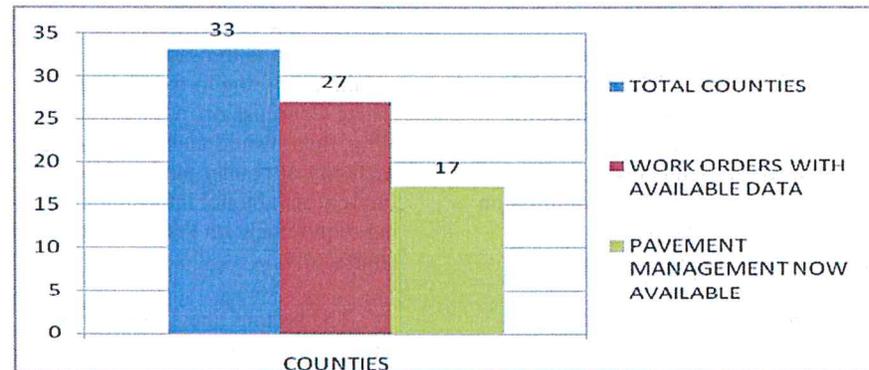
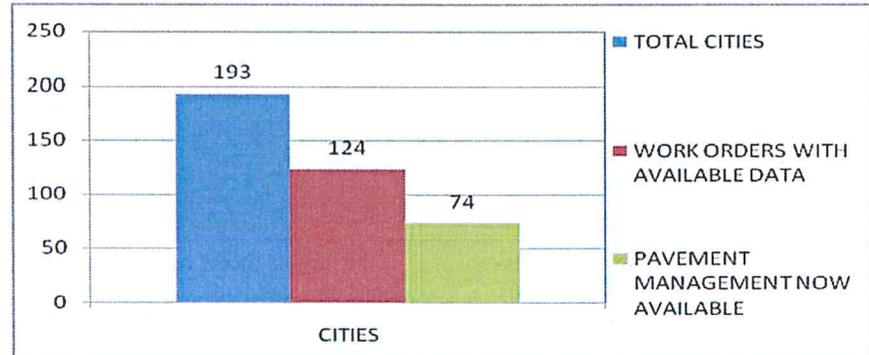
Local Highway Jurisdictions (LHJs) that have had data collected in past years by LHTAC or by an engineering firm (for transportation plans), and those who have shape files and databases of their roads and signs may migrate into iWorQ. This software has log-in and password features and can be used from any computer with internet connection. If you already have data and are interested, LHTAC can help you take advantage of the programs to manage your pavements and signs with no fees.

If your jurisdiction currently does not have a transportation plan or data collected, you may be eligible for a grant to collect road centerline data and sign data. To apply for this grant, the *2011 Pavement and Sign Management/Data Collection application* is now available online at [www.lhtac.org](http://www.lhtac.org).

Data that is available to LHTAC for LHJs, has been password protected and work orders assigned to make these services available to you. On the right are three graphics that show the total number of LHJs in Idaho that are up and running. Also listed (see page 7) are those LHJs that have service.

**To obtain your iWorQ log-in and password, contact Garyn Parrett, iWorQ President, at 1-888-655-1259. For more information, please contact Jim Zier, LHTAC Asset Manager at 1-800-259-6841 or [jzier@lhtac.org](mailto:jzier@lhtac.org).**

Jurisdictions	TOTAL JURISDICTIONS	Work Orders With Available Data	Pavement Management Now Available	% Up and Running	% Work Orders
Cities	193	124	74	<b>38.34%</b>	<b>64%</b>
Counties	33	27	17	<b>51.52%</b>	<b>82%</b>
Highway Districts	64	52	31	<b>48.44%</b>	<b>81%</b>
	290	203	122	<b>42.07%</b>	<b>70%</b>



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## ATTENTION: If your entity is listed below, iWorQ is ready for you!

### CITIES

City of American Falls  
 City of Bellevue  
**City of Blackfoot\***  
 City of Bonners Ferry  
 City of Bovill  
 City of Bruneau  
 City of Carey  
 City of Challis  
**City of Chubbuck\***  
 City of Clifton  
 City of Crouch  
 City of Dayton  
 City of Deary  
 City of Dietrich  
 City of Driggs  
 City of Dover  
 City of Eden  
 City of Elk River  
 City of Fairfield  
 City of Franklin  
 City of Genesee  
 City of Glens Ferry  
 City of Grand View  
 City of Greenleaf  
 City of Hailey  
**City of Hayden\***  
 City of Hazelton  
 City of Homedale  
 City of Horseshoe Bend  
 City of Idaho City  
 City of Juliaetta  
 City of Kellogg  
 City of Kendrick  
 City of Ketchum  
**City of Kootenai\***  
 City of Lapwai  
 City of Mackay  
 City of Marsing  
 City of McCall  
 City of Melba  
 City of Menan  
 City of Moyie Springs  
 City of Mullan

City of Murphy  
 City of New Plymouth  
 City of Notus  
 City of Onaway  
 City of Orofino  
 City of Osborn  
 City of Oxford  
 City of Parma  
 City of Pierce  
 City of Pinehurst  
 City of Placerville  
 City of Plummer  
**City of Pocatello\***  
**City of Ponderay\***  
**City of Post Falls\***  
**City of Rathdrum\***  
 City of Richfield  
 City of St. Maries  
**City of Sandpoint\***  
 City of Shoshone  
 City of Smelterville  
 City of Spirit Lake  
 City of Stanley  
 City of Tensed  
 City of Troy  
 City of Victor  
 City of Wallace  
 City of Wardner  
 City of Weiser  
 City of Weston  
 City of Wilder

### COUNTIES

Bear Lake County Road & Bridge  
 Benewah County Road & Bridge  
 Bonner County Road & Bridge  
 Boundary County Road & Bridge  
 Butte County Road & Bridge  
 Camas County Road & Bridge  
 Clearwater County Road & Bridge  
 Custer County Road & Bridge  
 Franklin County Road & Bridge  
 Gem County Road & Bridge  
 Lemhi County Road & Bridge

### Madison County Road & Bridge\*

Oneida County Road & Bridge  
 Owyhee County Road & Bridge  
 Payette County Road & Bridge  
 Shoshone County Road & Bridge  
 Teton County Road & Bridge

### HIGHWAY DISTRICTS

Atlanta Highway District  
 Bliss Highway District  
 Buhl Highway District  
 Deer Creek Highway District  
 Dietrich Highway District  
 Doumeq Highway District  
**Eastside Highway District\***  
 Filer Highway District  
 Glens Ferry Highway District  
 Golden Gate Highway District  
 Hillsdale Highway District  
 Highway District No.1  
 Homedale Highway District  
**Independent Highway District\***  
 Jerome Highway District  
 Kimama Highway District  
**Lakes Highway District\***  
 Lost River Highway District  
**Minidoka Highway District\***  
 Mountain Home Highway District  
 North Latah Highway District  
 Notus-Parma Highway District  
 Oakley Highway District  
 Plummer-Gateway Highway District  
**Post Falls Highway District\***  
**Power County Highway District\***  
**Raft River Highway District\***  
 Richfield Highway District  
 Shoshone Highway District  
 White Bird Highway District  
 Worley Highway District

\*Previous Users



## LPA Resource Page Now Available

**Check out the new Local Public Agency (LPA) page in the resource section of the LTAP/TTAP website! [www.ltap.org/resources/lpa](http://www.ltap.org/resources/lpa)**

A Local Public Agency (LPA) is any agency that receives Federal Highway Administration (FHWA) federal transportation funds. These funds are passed through the State DOT to the qualifying agency for improving their infrastructure or providing transportation services. Each agency which receives these funds has a designated local LPA coordinator with the responsibility to ensure the compliance of all State and Federal-aid regulations related to the delivery process of locally administered projects.

A national review of federal-aid projects administered by LPAs conducted by FHWA found that the administration of Federal-aid projects by LPAs appeared to lack a systematic or comprehensive oversight approach. One of the most common findings was a lack of knowledge of the processes and procedures for establishing and administering federal-aid projects, as well as the federal and state requirements that need to be met in order to secure and maintain federal funding.

The LTAP/TTAP Centers can play a vital role to bridge this knowledge gap among their partners and customers in the local roads community. Each Center will determine its own strategies

and level of activity with other LPA stakeholders to help move local agencies forward and make a difference. The range of involvement of each Center will vary throughout the country; from very little participation to development and delivery of LPA training.

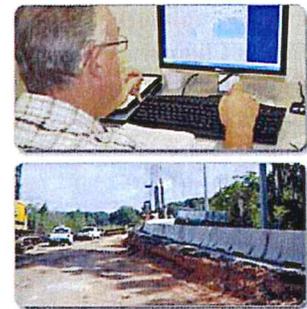
The required amount of training for LPA coordinators varies from state to state, and one size does not fit all. The following tools have been developed by FHWA to help your Center position itself as a conduit of information within your State throughout your local road community.

### LPA Resources

- Federal Resources
- State Resources
- Center Resources

### Questions?

For additional information regarding LPA please contact Mark Sandifer at [mark.sandifer@dot.gov](mailto:mark.sandifer@dot.gov) or (708)283-3528.



*Reference: LTAP/TTAP Update, December 2010, Edited by LHTAC Staff*

## Project Selection Process for Applications

### 2011 Local Federal-aid Incentive & 2012 Local Rural Highway Investment

The application rankings for the LHTAC 2011 Federal-aid Incentive Program and 2012 Local Rural Highway Investment Program (LRHIP) were discussed during the March 11, 2011 quarterly meeting of the Council. The following information outlines the application process for both programs:



**Federal-aid Incentive Program—Project Selection:** Eligible projects are identified, prioritized, and requested by Local Highway Jurisdictions through a formal project application process (November–February). Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects (based on available funding) is then presented to

the Idaho Transportation Board, for inclusion in the draft State-wide Transportation Improvement Program (STIP) in June.

### Local Rural Highway Investment Program (LRHIP)—Project Selection:

Each September LHTAC makes the application available to all cities under 5,000 in population, all counties with road and bridge departments, and all highway districts. Once the applications are returned by the December deadline, LHTAC rates the applications and the highest rated applications will be funded up to the amount of funds available in any given year.



Both program application ranking results are made available on LHTAC's web site [www.lhtac.org](http://www.lhtac.org) after the March Council meeting each year.

## Steps to Guard Against Tort Liability



If you can answer “yes” to the following questions, your public works department is in a good position to defend itself against tort liability:

### Training

- Do employees regularly receive training appropriate for the work they perform and for the materials and equipment they use?  YES  NO
- Do employees understand the importance of using reasonable care in performing their duties?  YES  NO
- Are employees instructed to report hazardous conditions and to act on them?  YES  NO

### Signs and Markings

- Do you make an up-to-date copy of the Manual on Uniform Traffic Control Devices and other agency governing documents available to employees?  YES  NO
- Are employees familiar with the MUTCD and other governing documents?  YES  NO
- Are signs and markings adequate, properly installed and well-maintained?  YES  NO
- Do you have an up-to-date inventory of signs, signals and markings, and a plan for maintaining conformance with the MUTCD and other governing documents?  YES  NO
- Do you have and follow a plan for periodic day and-night review of signs and markings?  YES  NO
- Are identified road hazards posted with appropriate warning signs based on the MUTCD and other governing documents?  YES  NO

- Are bridges properly posted for weight restrictions and low clearance?  YES  NO

### Roads, Culverts, and Bridges

- Do you have a current inventory of road, culvert, and bridge conditions, and a plan for addressing deficiencies?  YES  NO
- Is the right-of-way for your roads properly established and recorded?  YES  NO
- Do you keep good records on agency activities, including roadway conditions, crashes, and maintenance work?  YES  NO
- Do you use current versions of accepted guidelines in road design, construction, operations, and maintenance?  YES  NO
- Are dead end roads and railroad crossings properly signed?  YES  NO
- Do you provide proper temporary traffic control in work zones?  YES  NO
- Are sight lines clear at intersections?  YES  NO

### Administration

- Are your roadways inspected on a regular basis?  YES  NO
- Is your equipment in good repair and are employees instructed to report faulty equipment immediately?  YES  NO
- Do you follow objective procedures in setting priorities?  YES  NO
- Are your maintenance standards achievable with the resources available?  YES  NO
- Do you have an established procedure for receiving complaints, acting on them, and recording all actions?  YES  NO
- Do you meet periodically with your legal counsel to review the status of roadway-related claims filed against your agency?  YES  NO

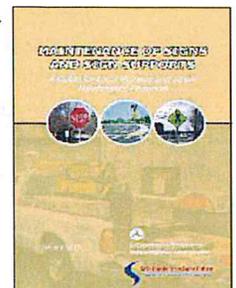
Reference: UNH T2 Center, Road Business, Fall 2010, Vol. 25, No. 3

## Updated Sign Maintenance Guide is Now Available

The *Maintenance of Signs and Sign Supports: a Guide for Local Highway and Street Maintenance Personnel* guidebook can now be downloaded at: [http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa09025/](http://safety.fhwa.dot.gov/local_rural/training/fhwasa09025/)

Highway signs are the means by which the road agency communicates the rules, warnings, guidance, and other highway information that drivers need to navigate their roads and streets. This guide, which is an update to the same titled guide published in 1990, is intended to help local agency maintenance workers ensure that their agency’s signs are maintained to meet the needs of the road user. The guide succinctly covers the following topics: a description of sign types, sign materials, and sign supports; sign installation; and the elements of a sign management system, including inventory, inspection, preventive maintenance, repair and replacement, and recordkeeping.

Reference: *Technology for Alaskan Transportation* Fall 2010



### National Work Zone Awareness Week 2011

The 2011 National Work Zone Awareness Week is scheduled for April 4-8, 2011.

The theme for this year is *"Safer driving. Safer work zones. For everyone."*

The National Kickoff event will be held in Maryland at the Inter-county Connector (ICC) project site. For details, go to: [http://ops.fhwa.dot.gov/wz/outreach/wz\\_awareness.htm](http://ops.fhwa.dot.gov/wz/outreach/wz_awareness.htm)

The National Work Zone Awareness Week Executive Committee has announced future (tentative) dates for National Work Zone Awareness Week events. The dates for 2012-2014 are:

- 2012—April 23-27
- 2013—April 15-19
- 2014—March 31-April 4



Reference: American Traffic Safety Services Association

In an effort to help save the environment by reducing paperwork and cost, we are offering to provide this publication by E-mail. If you would prefer an E-mailed copy of this publication instead of a printed copy, please send your request to: [cstewart@lhtac.org](mailto:cstewart@lhtac.org)

Thank you!

## Safety Fest of the Great Northwest 2011 Schedule



Safety Fest of the Great Northwest is in its 6th year of **FREE** 4 day training conferences available to the construction and general industry communities to provide safety and health training to the Northwest Region's front line workers. This includes anyone who desires to improve the safety performance of their business! Please visit our websites:

POCATELLO, ID

**Dates:** April 26-29, 2011 **REGISTRATION—closes April 1, 2011**

**Location:** Idaho National Guard Armory, 10714 Fairgrounds Rd., Pocatello, ID 83201  
<http://www.safetyfest-easternidaho.org>

LEWISTON, ID

**Dates:** October 25-28, 2011 **REGISTRATION—please watch website!**

**Location:** LCSC – Williams Conference Center, 500 8th Avenue, Lewiston, ID 83501  
<http://www.safetyfest-lewiston.org>

The Idaho T2 Center will be hosting the Pocatello and Lewiston events. For information about these or any of the Safety Fest events, please contact Denise Shields, T2 Event Coordinator at 208-344-0565, 800-259-6841 or email to: [dshields@LHTAC.org](mailto:dshields@LHTAC.org)

## Idaho T2 Center 2010 and 2011 Road Scholars

### Road Scholar 2010 Recipient



*Tim Hinson, Highway District #1, Foreman*

Tim Hinson is originally from Templeton, CA. He graduated from New Plymouth High in 1985 and attended Eastern Oregon State University. Tim was also in the U.S. Army from 1987 through 1991. Tim's personal activities and hobbies include coaching sports, hunting, fishing and spending time with his two children.

### Road Scholar 2011 Recipient

*Jon Tullis, Bonneville County Road & Bridge, Project Manager*

Jon is from Pocatello Idaho and he has been with the Bonneville County Road & Bridge Department for seven years. Jon attended Idaho State University Vo-Tech and received an Associate of Applied Science degree in Electro-mechanical Drafting. He spent 17 years as a multi-disciplined Drafter/Designer at the Idaho National Engineering Laboratory. Jon is a board member for the Idaho Falls Silhouette Association. He enjoys spending his spare time with his family and grandkids and enjoying the great outdoors. "I would like to mention a word of thanks for my County Commissioners and Public Works Directors for allowing me to attend the Idaho T2 classes. The classes have been very beneficial to me in performing my job duties". —Jon Tullis



## Idaho T2 Center Spring Classes 2011

Date	Workshop	Instructor	Workshop Location	Road Scholar Program	Early Registration Deadline
7-Apr	Traffic Monitoring for Technicians	L2 Data Collection	Lewiston	Elective	24-Mar
12-Apr	Idaho Paving Materials	John Duval	Coeur d Alene	Road Master	29-Mar
12-Apr	Traffic Monitoring for Technicians	L2 Data Collection	Twin Falls	Elective	29-Mar
13-Apr	Pavement Management II	John Duval	Lewiston	Road Master	30-Mar
18-Apr	Basic Welding	Tom Cook	Coeur d Alene	Elective	4-Apr
19-Apr	Advanced Welding	Tom Cook	Coeur d Alene	Elective	5-Apr
19-Apr	Gravel Road Maintenance and Design	Steve Monlux	Pocatello	Elective	5-Apr
20-Apr	Basic Welding	Tom Cook	Lewiston	Elective	6-Apr
21-Apr	Advanced Welding	Tom Cook	Lewiston	Elective	7-Apr
21-Apr	Gravel Road Maintenance and Design	Steve Monlux	Payette	Elective	7-Apr
25-Apr	Basic Welding	Tom Cook	Payette	Elective	11-Apr
26-Apr	Advanced Welding	Tom Cook	Payette	Elective	12-Apr
27-Apr	Basic Welding	Tom Cook	Hailey	Elective	13-Apr
28-Apr	Advanced Welding	Tom Cook	Hailey	Elective	14-Apr
2-May	Basic Math	Bruce Drewes	Salmon	Road Scholar	18-Apr
3-May	Basic Survey	Bruce Drewes	Salmon	Road Scholar	19-Apr
4-May	Basic Math	Bruce Drewes	St. Anthony	Road Scholar	20-Apr
4-May	Roadway Drainage	TBD	Lewiston	Road Master	20-Apr
5-May	Basic Survey	Bruce Drewes	St. Anthony	Road Scholar	21-Apr
5-May	Roadway Drainage	TBD	Coeur d Alene	Road Master	21-Apr
11-May	Speed Limits & Speed Zones	TBD	Sandpoint	Road Master	27-Apr
16-May	Basic Math	Bruce Drewes	Bingham County	Road Scholar	2-May
17-May	Basic Survey	Bruce Drewes	Bingham County	Road Scholar	3-May
18-May	Basic Math	Bruce Drewes	Preston	Road Scholar	4-May
18-May	Road Safety 365	TBD	St. Anthony	Elective	4-May
19-May	Basic Survey	Bruce Drewes	Preston	Road Scholar	5-May
19-May	Road Safety 365	TBD	Hailey	Elective	5-May

### Registration Fees

*New Registration Costs - Be sure to register early!*

Heavy Equipment Courses Local government: \$300 / Outside organizations: \$450	Agency	Early Registration	After Reg. Deadline
	ATSSA Traffic Control Technician & Traffic Control Supervisor Courses Please contact the Idaho T2 Center for the requirements, class description, and cost information.	Local	\$40
	State & Federal	\$75	\$85
	Out of state & Private	\$105	\$115

### How To Register

Go to the Idaho T2 Center website: [www.idahot2.org](http://www.idahot2.org) and log into the site with your user name and password. If you do not have a user name and password, on the left side of the webpage, click on the link "request logon". Once logged in you can register by viewing available classes on the training calendar or go to "Your Info" on the left navigation bar.

### Class Information

- Class information is posted online: [www.idahot2.org](http://www.idahot2.org)
  - All classes start at 8:30 AM unless noted otherwise.
  - Attendees will have a one-hour lunch break; lunch will not be provided.
  - Register two or more weeks in advance to receive the early registration discount (discount does not apply to heavy equipment courses.)
    - Registration Cut Off: Is two weeks prior to the class
  - Cancellation Policy: If you must cancel, please call us at 208-344-0565 or at 800-259-6841.
- There will be no refunds unless a cancellation is received at least two (2) business days before the class.

Local Highway Technical Assistance Council  
Idaho Technology Transfer Center  
3330 W. Grace St.  
Boise, Idaho 83703

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MARCH 2011

## CALENDAR OF EVENTS

April 15-23, 2011	NACE Annual Conference	Minneapolis, MN
April 25, 2011	Become a Power User Microsoft Excel— <a href="http://www.NationalSeminarsTraining.com">www.NationalSeminarsTraining.com</a>	Boise, ID
April 26-27, 2011	2011 Project Development Conference—Idaho Transportation Department	Boise, ID
May 2, 3 & 4, 2011	Essential Skills for the New manger or Supervisor— <a href="http://www.pryor.com">www.pryor.com</a>	Pocatello, Twin Falls, Boise, ID
June 9, 2011	Idaho Technology Transfer (T2) Center Semi-Annual Board Meeting	Boise, ID
June 10, 2011	Local Highway Technical Assistance Council Meeting	Boise, ID
June 22-24, 2011	Association of Idaho Cities (AIC) 64th Annual Conference	Boise, ID
September 19-23, 2011	Idaho Association of Counties Annual Conference 2011	Moscow, ID
November 8-9, 2011	Idaho Association of County Engineers and Road Supervisors	Boise, ID
November 9-11, 2011	Idaho Association of Highway Districts 63th Annual Conference	Boise, ID

*If you are interested in additional information regarding any of the above referenced meetings and/or training sessions, please contact Cindy Stewart at 1-800-259-6841 or [cstewart@lhtac.org](mailto:cstewart@lhtac.org).*