

The Idaho Department of Fish and Game considers the following document to be an agency guidance document for purposes of Idaho Executive Order 2020-002. The guidance document is not new law; it is the Department's interpretation or implementation of existing law.

Department Point of Contact (to obtain additional information or provide input):

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IDAHO DEPARTMENT OF FISH AND GAME

Check Stations POLICY NO.: E-7.0

Revision Date: March 2018

POLICY STATEMENT

The Idaho Department of Fish and Game (Department) recognizes the benefits of wildlife check stations and employee/public safety concerns associated with their use. When planning and administering wildlife check stations, employee/public safety concerns are a priority over any wildlife management or law enforcement need. Check station operations will minimize delay and inconvenience to motorists and sportsmen while collecting biological and harvest data and ensuring compliance with state wildlife laws.

A. Purpose

To effectively manage the state's wildlife resources, check stations allow the Department to:

1. Make field contacts with anglers, hunters, and trappers to collect biological and harvest data to support evaluation and development of wildlife management plans and programs;
2. Receive public input for future management planning;
3. Enforce state laws and commission seasons and rules as they pertain to the management and conservation of state wildlife resources.

B. Legal Authority

Idaho Code 36-1201 supports the Department's use of wildlife check stations and sets forth requirements for public compliance.

C. Definitions

1. Hunters, Fishermen and Trappers must stop:
This check station will have signs directing only hunters, anglers, and trappers to stop at the designated check station site.
2. All traffic must stop:
This check station will have signs directing ALL vehicles to stop at a designated check station site.
3. Major Check Station:
This check station is along a state or federal highway.
4. Secondary Check Station:
This check station is along a road not classified as a state or federal highway.



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D. Planning and Approval

1. Major Check Stations:

- a. Operations require approval from the appropriate Regional Supervisor before submitting a permit application to the Idaho Transportation Department (ITD).
- b. Operations require a permit issued in advance by the appropriate ITD district traffic engineer. At least 30 days prior to check station operation, the Department will submit an application for right-of-way encroachment (ITD Form-2111 or replacement form).

The application must indicate:

1. If the proposed check station is for a mandatory stop of all traffic or a mandatory stop only for all hunters/anglers/trappers; and
 2. Proposed date(s) and times of operation (start to close) and specific location.
- c. Use of Ports of Entry sites for check stations also requires appropriate ITD district Port of Entry supervisor pre-approval.
 - d. ITD-approved check station sites, dates and stipulations may not be altered without ITD approval or local/state law enforcement agency direction.
 - e. ITD approval must be obtained or renewed on an annual basis.

2. Secondary Check Stations:

- a. Operations require approval from a classified employee in a supervisory position (e.g., Regional Wildlife Manager (RWM), Regional Fisheries Manager (RFM), District Conservation Officer (DCO), and Regional Conservation Officer (RCO)).
- b. Operations do not require ITD approval.

E. Safety

All Department check station operations will:

1. Prioritize public and employee safety.
2. Be located where roadway alignment and profile provide safe motor vehicle operation (e.g., no sharp curves or steep grades, adequate sight/stopping distances for weather conditions), and when possible, at existing turn-outs or other dedicated pull-off areas to minimize hazards of stopped vehicles.



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3. Use retro-reflective warning signs.
4. Ensure check station signs do not obstruct or conflict with existing city, county, state or federal highway regulatory signs.
5. Accommodate disabled persons if required to exit their vehicles for inspection purposes.

F. Supervision of Operations and Conduct of Enforcement Activities

1. Each check station will have a designated "person in charge" (e.g., RWM, RFM, research project leader, enforcement Senior Conservation Officer (SCO), DCO, RCO). At major check stations, the "person in charge" is responsible for compliance with the ITD permit requirements, including possession of the ITD permit for inspection by ITD or local law enforcement, signage compliance with the *ITD Manual on Uniform Traffic Control Devices* (MUTCD), and other ITD policies as described in the permit.
2. In compliance with the STATE v. MEDLEY court ruling (6-29-95), employees will:
 - a. Conduct check stations in the spirit of wildlife conservation and long-term management objectives, in a manner that minimizes intrusion and delay for sportsmen and the general public.
 - b. Be authorized, with demonstrated need, to staff check stations with up to two local/federal law enforcement officers (e.g., state police, deputy sheriffs, wildlife/forest agents) to assist with non-title 36 violations inadvertently encountered or detected while obtaining management data and checking for Title 36 compliance.
 - c. Not allow assisting local/federal law enforcement officers to routinely conduct non-Title 36 compliance checks (e.g., checking for driver's licenses, proof of insurance, wood cutting permits) without direct association with the investigation of a wildlife violation or an obvious plain view or inadvertently detected violation or public safety issue.
3. In cases where a vehicle does not stop at a check station, and there is reasonable, articulable (explainable) suspicion that the vehicle contains hunters, anglers or trappers, only Conservation Officers operating emergency response vehicles may pursue and stop that vehicle for Title 36 compliance purposes.

G. Major Check Stations – Hunters/anglers/trappers only (Figures 1 & 4)

Major check stations stopping hunters/anglers/trappers only will:

1. Use traffic control plan on Figure 1 (Two-way Traffic) or Figure 4 (Interstate).



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2. During hours of darkness or poor visibility, regardless of time of day, have MUTCD-compliant white-light illumination (flood lights) at the stopping point in a manner that does not interfere with approaching motorist vision.
3. Traffic flagging is not required at check stations for hunters/angers/trappers only.

H. Major Check Stations – ALL traffic stop (Figures 2 & 3)

Major check stations to stop all traffic will:

1. Use traffic control plan on Figure 2 or Figure 3.
2. During hours of darkness or poor visibility, regardless of time of day, have a flashing blue light, activated and visible to approaching motorists, at the stopping point.
3. Use traffic flagging by ITD-certified flagging personnel in compliance with the ITD Flagging Manual.

I. Secondary Check Stations – Hunters/anglers/trappers only

Secondary check stations to stop hunters/anglers/trappers only will:

1. If the posted speed limit exceeds 45 mph, use traffic control plan on Figure 1.
2. If the posted speed limit is 45 mph or less, or there is no posted speed limit:
 - a. Be established at a point clearly visible at a distance of not less than 300 feet in either direction.
 - b. Have, at the stopping point, a stop sign displaying letters of sufficient size and luminosity to be readable to approaching motorists at a distance of not less than 150 feet.
 - c. Have a minimum of two signs, warning of the check station ahead, at 300-foot intervals placed at the side of the highway, starting at a distance at least 600 feet from the stopping point; signs will display letters of sufficient size and luminosity to be readable to approaching motorists.

J. Secondary Check Stations – ALL traffic stop (Figures 2 & 3)

Secondary check stations planned to stop all traffic will:

1. If the posted speed limit exceeds 45 mph, use traffic control plan on Figure 3.



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2. If the posted speed limit is 45 mph or less, or there is no posted speed limit, and not designated as a state or federal highway, use the secondary signs on page 12 in accordance with paragraph I.2.
3. During hours of darkness or poor visibility, regardless of time of day, use a flashing blue light, activated and visible to approaching traffic, at the stopping point.

K. TRAINING

1. Check station operations training will be administered as follows:
 - a. Regional program managers (e.g., RCOs, RWMs, etc.) should schedule and administer periodic policy and operations training for employees expected to work/operate check stations.
 - b. Employees performing flagging activities must have training and certification per ITD requirements.
 - c. Regional program managers will maintain training and certification records for check station operations and flagging.



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TRANSPORTATION DEPARTMENT – CONTACTS AND APPLICATION FORMS

DISTRICT OFFICES

District 1

District Traffic Engineer
600 W Prairie
Coeur d'Alene, ID 83815-8764
(208) 772-1200

District 2

District Traffic Engineer
PO Box 837
Lewiston, ID 83501-0837
(208) 799-5090

District 3

District Traffic Engineer
PO Box 8028
Boise, ID 83707-2028
(208) 334-8300

District 4

District Traffic Engineer
216 S. Date St.
Shoshone, ID 83352-0820
(208) 886-7800

District 5

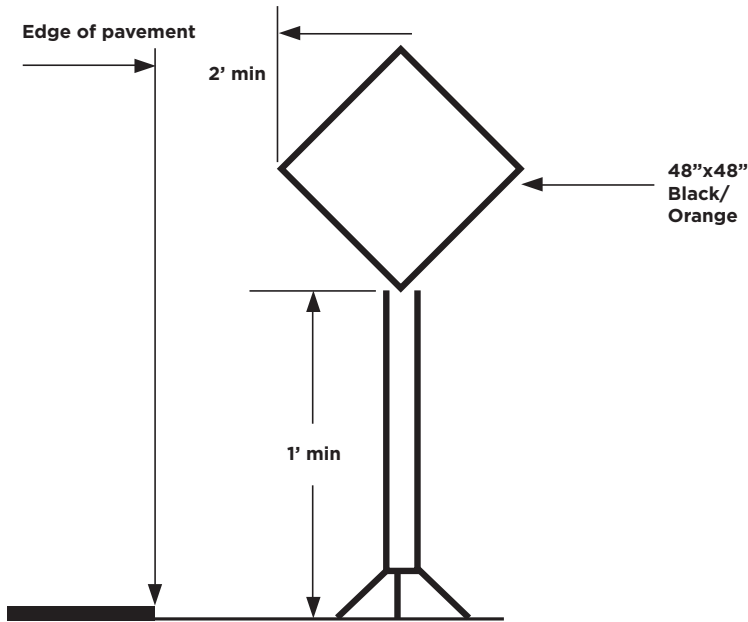
District Traffic Engineer
PO Box 4700
Pocatello, ID 83205-4700
(208) 239-3300

District 6

District Traffic Engineer
PO Box 97
Rigby, ID 83442-0097
(208) 745-7781

ALL HUNTERS, FISHERMEN AND TRAPPERS MUST STOP

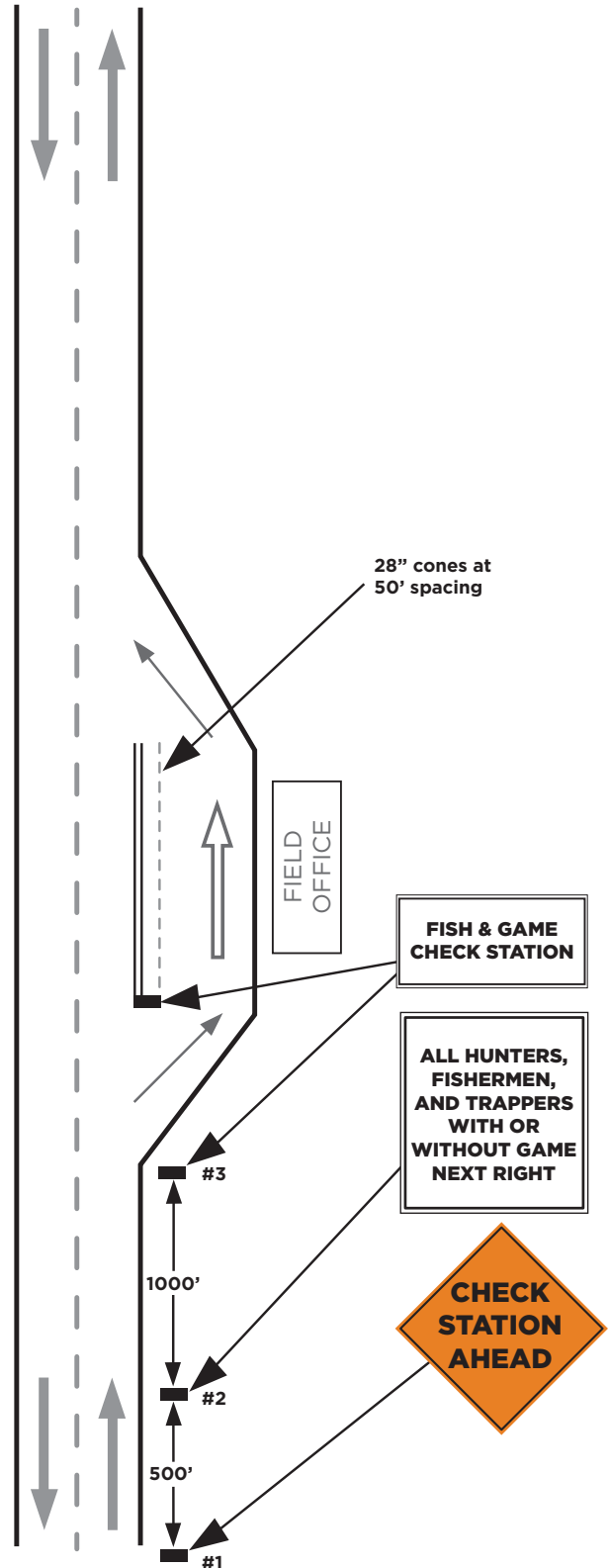
Figure #1
Traffic Control Plan One
Two-way with turnout



TYPICAL CONSTRUCTION SIGN INSTALLATION

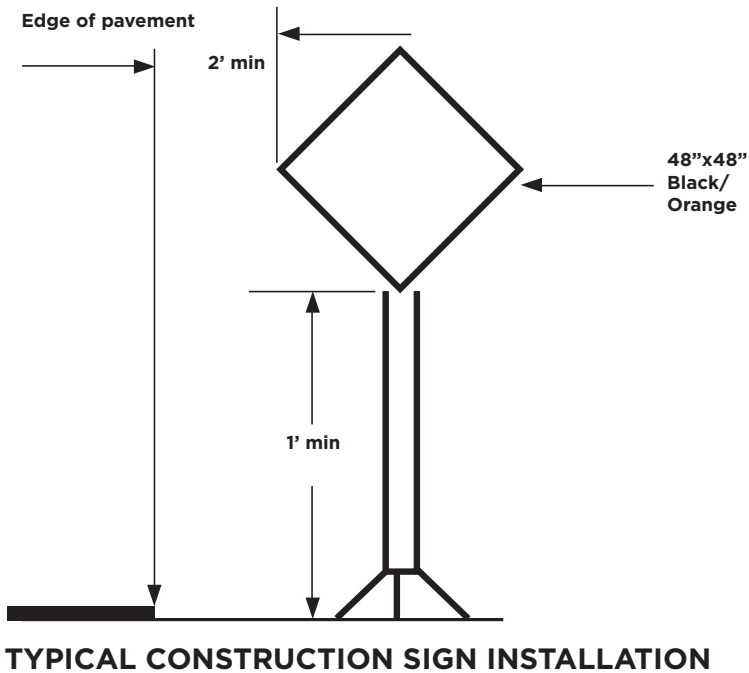
NOTES

1. Install signs beginning at #1 then #2 then #3. Remove signs in the reverse order.
2. If the check station are operated during hours of darkness or poor visibility, auxiliary white light illumination is required at the stopping point.
3. Minimum sign sizes will be as follows:
#1-48"x48" Black/Orange
#2-48"x60" Black/White
#3-60"x24" or 60"x30" Black/White
 (size depends on arrow)



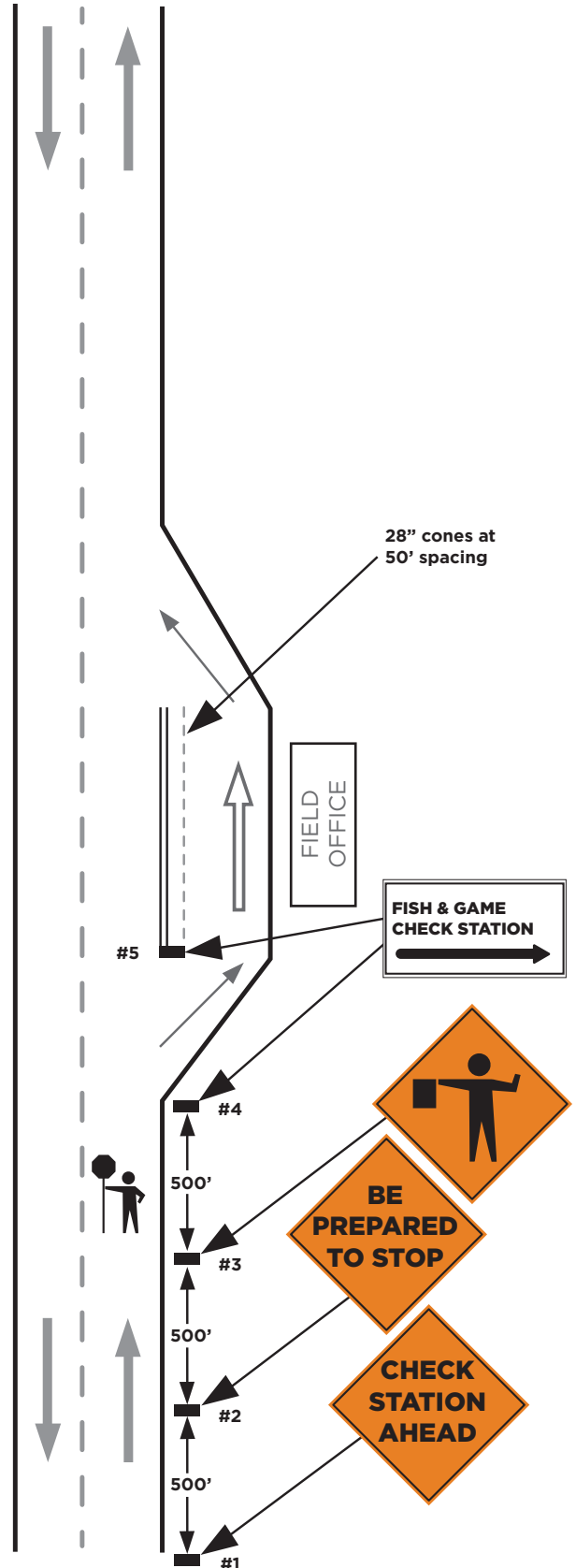
ALL TRAFFIC MUST STOP TO DETERMINE ACTIVITY

Figure #2
Traffic Control Plan Two
Two-way with turnout



NOTES

1. Install signs beginning at #1 then #2, then #3 & #4. Remove signs in the reverse order.
2. If the check station are operated during hours of darkness or poor visibility, at least one (1) blue light will be activated at the final stopping point.
3. Minimum sign size shall be:
#1, #2, & #3 - 48" X 48" Black/Orange
#4 & #5 - 60" X 30" Black/White



ALL TRAFFIC MUST STOP TO DETERMINE ACTIVITY

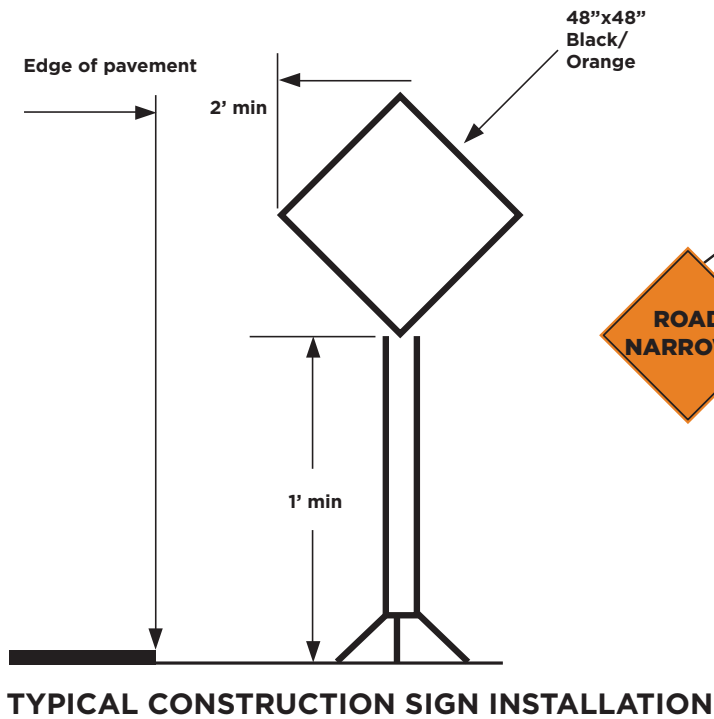
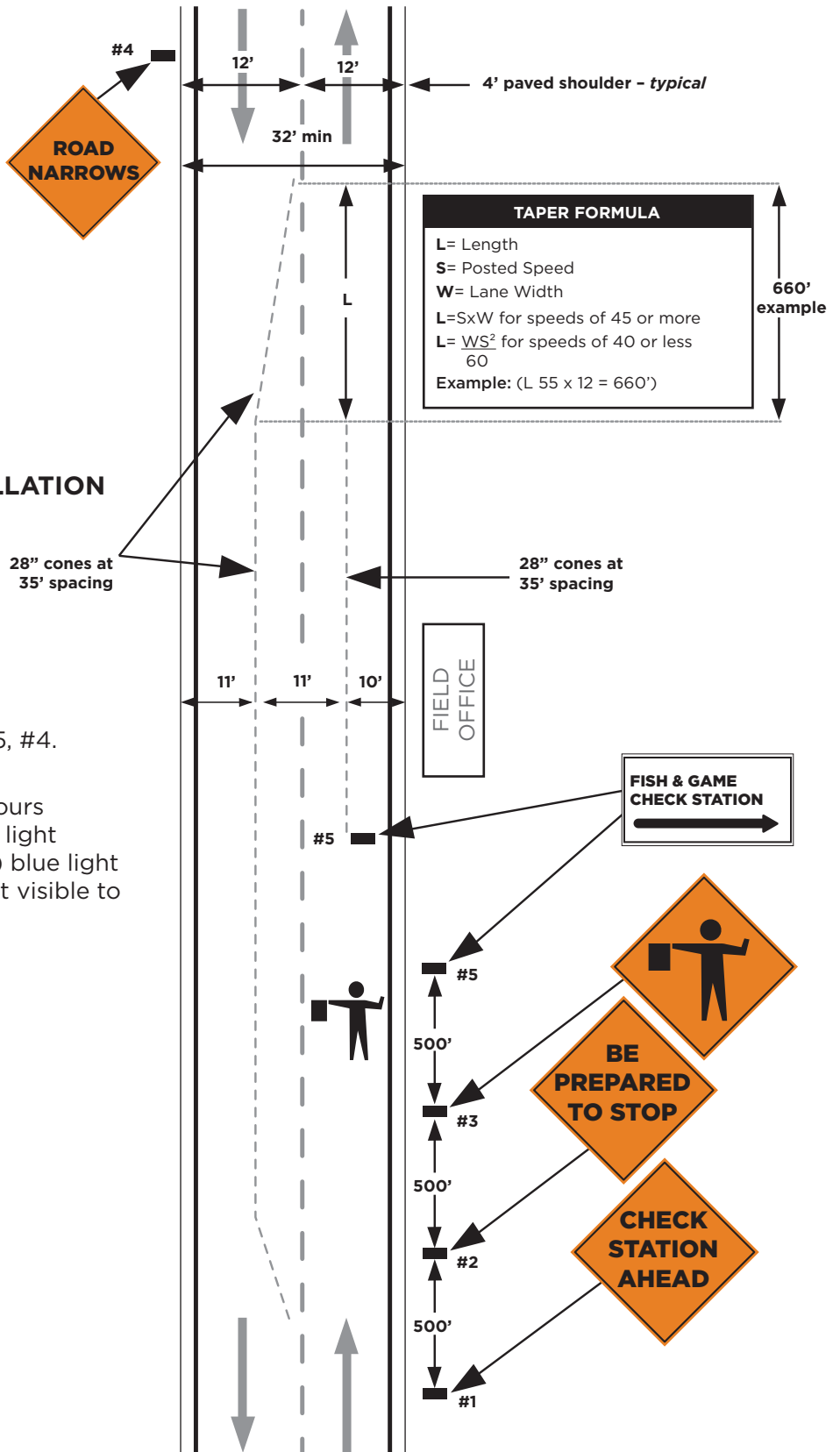


Figure #3
Traffic Control Plan Three
Two-lane or two-way with a minimum width of 32 feet

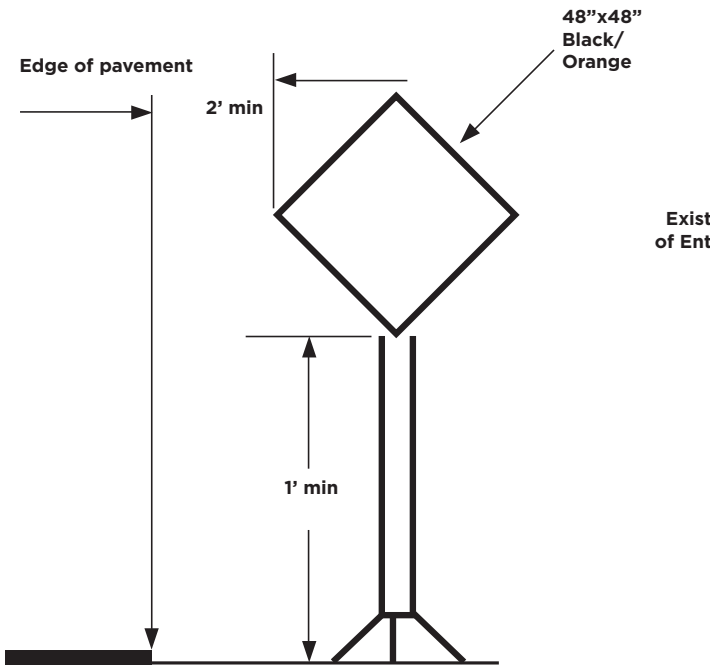


NOTES

1. Install signs beginning at #1 then #2, #3, #5, #4. Remove signs in the reverse order.
2. If the check station are operated during hours of darkness or poor visibility, auxiliary white light illumination is required and at least one (1) blue light will be activated at the final stopping point visible to oncoming traffic.
3. Minimum sign size shall be:
#1, #2, #3 & #4 - 48" X 48" Black/Orange
#5 - 60" X 30" Black/White

ALL HUNTERS, FISHERMEN AND TRAPPERS MUST STOP

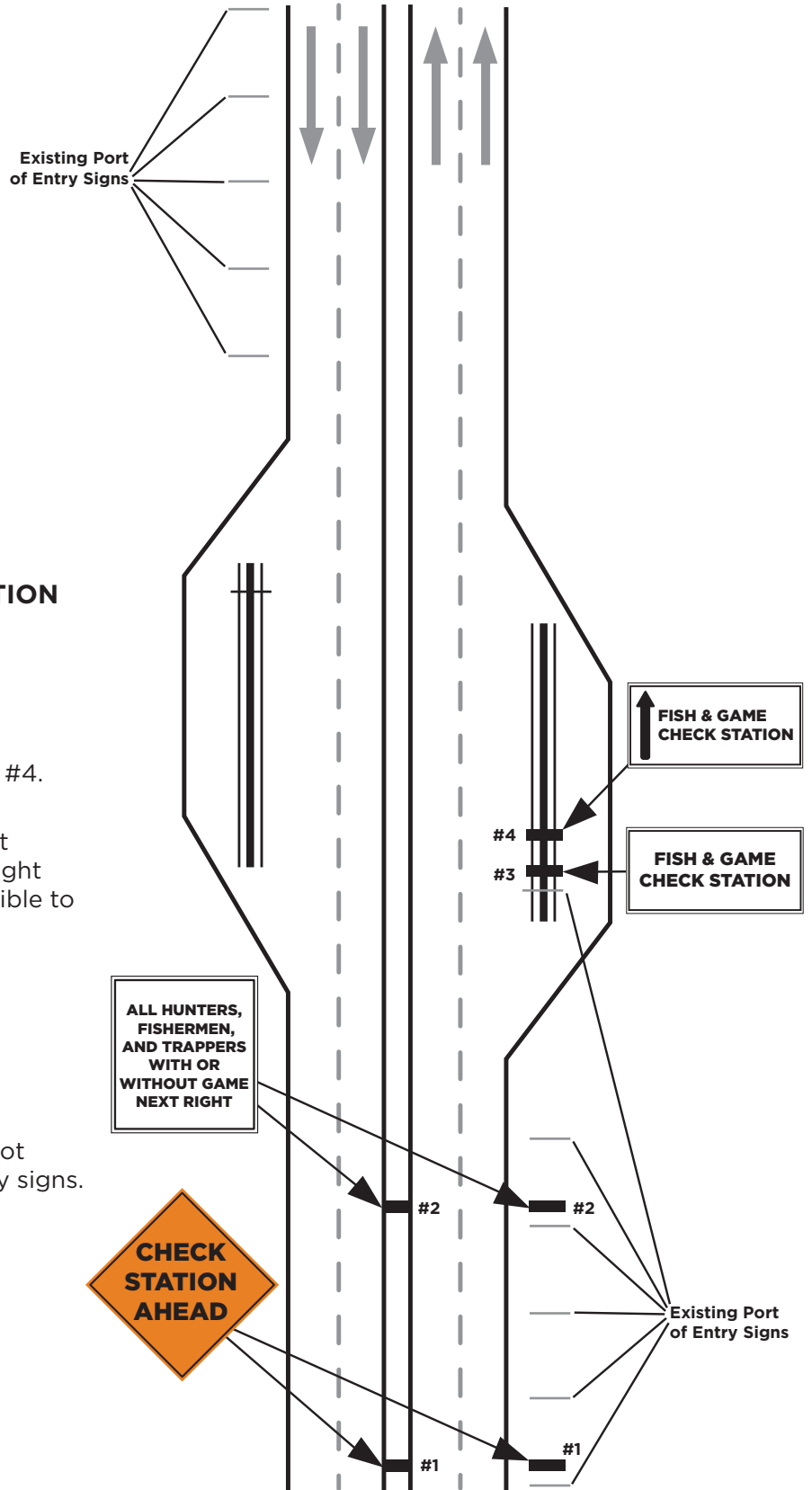
Figure #4
Traffic Control Plan Four
At existing Interstate Weigh Station



TYPICAL CONSTRUCTION SIGN INSTALLATION

NOTES

1. Install signs beginning at #1 then #2, then #3 & #4.
2. If the check station are operated during hours of darkness or poor visibility, auxiliary white light illumination is required and least one (1) blue light will be activated at the final stopping point visible to oncoming traffic.
3. Minimum sign size shall be:
#1, - 48" X 48" Black/Orange
#2, - 60" X 48" Black / White
#3 & #4 - 60" X 24" Black / White
4. 28" cones may be used within the port on the entrance and exit ramps to separate traffic. Additional signing may be required but shall not conflict with or block the existing Port of Entry signs.





IDAHO FISH AND GAME CHECK STATION REQUIREMENTS

SIGN REQUIREMENTS



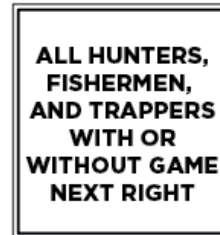
Special Warning
Black/Orange¹
48"x48"



Special Guide
Black/White²
60"x24"



W20-9B
Black/Orange¹
48"x48"



Special Warning
Black/White²
60"x48"



W20-7B
Black/Orange¹
48"x48"



Special Warning
Black/White²
60"x30"



W5-1B
Black/Orange¹
48"x48"



Special Guide
Black/White²
60"x24"

W13-1A
Black/Orange¹
24"x24"

¹BLK/ORG SIGNS SHALL BE "CLASS 'B' SHEETING"
²BLK/WHT SIGNS SHALL BE "CLASS 'A' SHEETING"



IDAHO FISH AND GAME CHECK STATION REQUIREMENTS

SIGN REQUIREMENTS SECONDARY LESS THAN 45MPH



Warning Sign 1
Red/White/Yellow
600ft from Stop Sign
24" w x 30" h



Warning Sign 2
Red/White/Yellow
300ft from Stop Sign
24" w x 30" h



Stop Sign
Red/White/Yellow
24" w x 30" h