MEMORANDUM

TO:       Mr. Christopher P. Knotts, P. E.
          Chief Engineer

FROM:     Jody Colvin, P.E.
          Traffic Engineering Division Administrator

DATE:     October 25, 2019

SUBJECT:  Deletion of EDSMs VI.1.1.5 and VI.3.1.6
          Creation of EDSM VI.1.x.x

I am requesting approval to delete the following EDSMs:
   • VI.1.1.5   Roundabout
   • VI.3.1.6   Traffic Signals

I am requesting approval to create the following EDSM:
   • VI.1.x.x   Intersection Control Evaluation (ICE) Requirements

The requirements in the proposed EDSM will replace the requirements in the EDSMs to be deleted. This proposal has been discussed with the Deputy Secretary, Office of Engineering staff, Operations staff (HQ and Districts), and FHWA. The subject documents are attached for your information.

Please sign the proposed EDSM and below if you approve this request.

Attachments
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

ENGINEERING DIRECTIVES AND STANDARDS

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SUBJECT: Intersection Control Evaluation (ICE) Requirements

1. PURPOSE: This directive establishes an integrated, systematic and performance based approach to traffic engineering primarily through the consideration and evaluation of the following:

   - Alternative intersection control practices, access configurations and management strategies.
   - The context of the proposed project and highway facility, including the operating speed and speed differential among highway system users.
   - The needs of drivers, pedestrians, bicyclists and commercial vehicle operators.

Since multiple traffic control, traffic management strategies and configurations may be appropriate for prevailing and/or expected traffic demands and operating conditions at particular locations, it is important to analyze the performance impacts and benefits for each strategy. These should at a minimum reflect the expected increase or reduction in delay and collisions.

2. POLICY:

   a. All traffic engineering studies shall: 1) analyze existing and no build traffic operations and safety, 2) identify a data driven problem, 3) perform a high level analysis of possible alternatives and 4) analyze in detail a range of feasible alternatives for both traffic operations and safety. The Traffic Engineering Process and Report, located on DOTD’s website, may be used as guidance to satisfy the traffic engineering study requirements of this policy.

   b. This policy applies to all improvements to the State highway system regardless of whether funded by state or federal monies or constructed by permit with funding from a private entity, parish government, or local government.

   c. This policy applies to improvements on local roads if funded with federal or state monies.

   d. This policy applies to the studies required by EDSM IV.2.1.4 Multi-Lane Roadways and Median Openings and EDSM VI.1.1.9 Access Management and Public Involvement. Any variation from these policies require a waiver signed by the Chief Engineer. These EDSM’s can be found at: [http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM_IV_2_1_4.pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM_IV_2_1_4.pdf) [http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM_VI_1_1_9.pdf](http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM_VI_1_1_9.pdf)

   e. If the outcome of a study is a recommendation for a roundabout, then in order for the recommendation to be adopted, the associated report must be recommended for approval by the District Traffic Operations Engineer and approved by the Traffic Engineering Division Administrator.

   f. If the outcome of a study is a recommendation for a new traffic signal, then:

      i. The District Administrator may approve the installation of the recommended traffic signal, if all of the following are met:

      1. The report is recommended for approval by the District Traffic Operations Engineer;
      2. The full access signal will be the preferred alternative;
3. **Warrant 1A 100% for build year volumes or Warrant 7 from the MUTCD.** However, if requesting installation because the location meets Warrant 7, then a report must be prepared listing the trial of alternatives that have been tried and failed;

4. Spacing requirements of ½ mile from nearest signalized intersection;

5. **Services a public road on at least one minor approach;**

6. **Construct left turn lanes on all main line approaches and any other required turn lanes prior to signal turn on;**

7. **Chief Engineer approval is required for a new traffic signal that does not meet all of the above requirements and the District Traffic Operations Engineer, the District Administrator and the Traffic Engineering Division Administrator recommend approval of the report. The full access traffic signal will be the preferred alternative.**

   g. This policy does not apply to signal timing studies (including phase changes and upgrades), speed studies, signing studies. See DOTD Traffic Engineering Manual for study requirements. This policy does not apply to determining length of turn lanes or if a traffic analysis is or is not required.

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3. **OTHER ISSUANCES AFFECTED:** All directives, memoranda, or instructions issued heretofore in conflict with this directive are hereby rescinded.

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4. **WAIVER:** The Chief Engineer may approve a waiver for deviations from this policy. The District Traffic Operations Engineer, District Administrator and the Traffic Engineering Division Administrator should recommend for approval. All requests for waivers shall be requested in writing along with engineering justification for the variation from policy.

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5. **EFFECTIVE DATE:** This EDSM shall be effective for all new contracts and new studies started after the effective date of this EDSM.

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Christopher P. Knotts, P.E.
Chief Engineer