January 2026

TRAFFIC ENGINEERING MANUAL

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

LADOTD Traffic Engineering Manual

For questions or comments related to the LADOTD Traffic Engineering Manual please email: TrafficEngineering@la.gov with the SUBJECT: LADOTD Traffic Engineering Manual Feedback or LADOTD Traffic Engineering Manual Question.

The Reference area in each section of the Traffic Engineering Manual may contain links to the Hotlink Version of the MUTCD and the Louisiana Revised Statutes website. Other resources also have links to online versions. Additionally, all Section, Figure, Table, and Example references within the manual are clickable and will take you to the mentioned location.

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Section 1.01 - CURRENT MUTCD ADOPTION MEMO

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

INTRADEPARTMENTAL CORRESPONDENCE

REFERRED TO

____ REFERRED FOR ACTION
____ ANSWER FOR MY SIGNATURE
____ FOR FILE
____ FOR YOUR INFORMATION
____ FOR SIGNATURE
____ RETURN TO ME
____ PLEASE SEE ME
____ PLEASE TELEPHONE ME
____ FOR APPROVAL
____ PLEASE ADVISE ME

BY _____ DATE _____
BY _____ DATE _____
BY _____ DATE _____

POLICY TO ADOPT MUTCD AND SUPPLEMENT

TO: Office of Project Delivery
Office of Operation

FROM: André Fillastre, P.E. PTOE
Assistance Traffic Engineering Administrator

DATE: January 6, 2026

SUBJECT: 11'th Edition of the Manual on Uniform Traffic Control Devices and Traffic Engineering Manual

Louisiana Revised Statutes 32:235 state that "The Department shall adopt a manual and specifications for a uniform system of traffic control devices consistent with the provisions of this Chapter (RS32:1 to RS 32:299) for use upon highways within this state. Such uniform system shall correlate with and so far as possible confirm to the system then current as provided by the United Sates Department of Transportation, Federal Highway Administration, …"

In December 2023 the Federal Highway Administration published the 11'th Edition of the Manual on Uniform Traffic Control Devices (MUTCD) in the Federal Register with an effective date of January 18, 2024. The rule required that States adopt changes to the MUTCD within 2 years of the effective date. In accordance with this rule, the effective adoption date for the 11'th Edition of the MUTCD by the Department will be January 18, 2026.

The 11'th Edition of the MUTCD and the Traffic Engineering Manual are to be used as the minimum requirements for the study and the preliminary design of all traffic control devices, which are scheduled to begin on or after January 18, 2026.

Procurement of copies of the MUTCD is the responsibility of each Section and District. The complete manual can be viewed or downloaded from the MUTCD website, mutcd.fhwa.dot.gov.

Cc: Ms. Mindy Roberson, FHWA
Each District Administrator
Each District Traffic Operations Engineer
Each Division Administrator

RECOMMENDED FOR APPROVAL 1-6-26 DATE

RECOMMENDED FOR APPROVAL DATE

RECOMMENDED FOR APPROVAL DATE

APPROVED 1/6/26 DATE

Section 1.02 - TRAFFIC ENGINEERING MANUAL PURPOSE

1.02.1 REFERENCES

- 23 CFR 655.603 Subpart F – Traffic Control Devices on Federal-Aid and Other Streets and Highways – Standards
- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System

1.02.2 PURPOSE

The purpose of the Traffic Engineering Manual is to supplement the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD is supplemented by providing guidance for implementing traffic control devices on roadways within the State of Louisiana to maintain consistency and uniformity across the State. This includes additional information related to the MUTCD including clarifications to "Guidance" statements and procedures for the implementation of traffic control devices. The Traffic Engineering Manual also provides information related to Louisiana specific policies for the use of traffic control devices. The Traffic Engineering Manual is intended to be used in conjunction with other Traffic Engineering manuals such as the following LADOTD manuals:

- LADOTD Traffic Signal Manual
- LADOTD Sign Manual
- LADOTD Pavement Marking Manual

Section 1.03 - TRAFFIC ENGINEERING EXCEPTIONS AND WAIVERS

1.03.1 REFERENCES

- 23 CFR 655.603 Subpart F – Traffic Control Devices on Federal-Aid and Other Streets and Highways – Standards

1.03.2 PURPOSE

Exceptions and/or waivers are required when an EDSM, the Traffic Engineering Manual, Traffic Signal Manual, Sign Manual, Pavement Marking Manual, or other Traffic Engineering policy requirements are not met.

The purpose of this section is to define procedures to request an exception or a waiver.

1.03.3 PROCEDURE

When either an exception or waiver is being requested, an intradepartmental memo from the requester shall be provided. The memo should provide the following based on the request:

- Executive Level Summary
- State the EDSM, Manual or other policy that the exception or waiver request is for. For Manuals the exact section shall be provided.
- Reasoning for the exception or waiver
- Mitigations that will be provided
- Description of any attached Reports, Plans, Standards, or other supporting documentation

1.03.4 TRAFFIC ENGINEERING EXCEPTIONS

All exceptions shall be addressed to the Chief Engineer unless stated otherwise in the Traffic Engineering Manual. Any interdepartmental memo's addressed to the Chief Engineer should have the following recommended for approval signatures unless stated otherwise in the Traffic Engineering Manual:

- District Traffic Operations Engineer
- District Administrator
- Assistant Traffic Engineering Division Administrator
- Traffic Engineering Division Administrator

All EDSMs shall require an exception unless they state otherwise when their requirements are not met. All "*shall"* statements provided in the Traffic Engineering Manual, Traffic Signal Manual, Sign Manual, or Pavement Marking Manual shall require a Traffic Engineering Exception.

Guidance portions of the MUTCD shall require an exception unless otherwise noted in an EDSM, the Traffic Engineering Manual, Traffic Signal Manual, Sign Manual, Pavement Marking Manual or other Traffic Engineering policy requirements.

1.03.5 TRAFFIC ENGINEERING WAIVERS

All waivers shall be addressed to the Traffic Engineering Division Administrator unless stated otherwise in the Traffic Engineering Manual. Any interdepartmental memos addressed to the Traffic Engineering Division Administrator should have the following recommended for approval signatures unless stated otherwise in the Traffic Engineering Manual:

- District Traffic Operations Engineer
- District Administrator
- Assistant Traffic Engineering Division Administrator

A waiver is required for any *should* statement provided in the Traffic Engineering Manual, Traffic Signal Manual, Sign Manual, or Pavement Marking Manual.

Section 1.04 - ENGINEERING STUDY AND JUDGMENT

1.04.1 DEFINITION

The following definitions are used when referring to these terms within Traffic Engineering related documents.

Engineering Study – the comprehensive analysis and evaluation of available pertinent information, data, and the application of appropriate principles, provisions, and practices as contained in the Department manuals, Federal manuals and other sources, for the purpose of deciding upon the applicability, design, use, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented. Examples of different studies are listed below:

- Spot Speed Study
- Intersection Study
- Corridor Study
- Safety Study
- Curve Speed Study

Engineering Judgment – the evaluation of available pertinent information, and the application of appropriate principles, provisions, and practices as contained in the Department manuals, Federal manuals, and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering Judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required, except when used within an Engineering Report. Documentation of engineering judgment is the written explanation of the Engineer's thought process for a decision.

Engineering Report – An Engineering Report is a written collection of Engineering Studies used to analyze a location, situation, or circumstance to determine existing conditions and improvements to address a determined issue. For locations, situations, or circumstances with multiple possible solutions, a comparison of alternatives is included in the Engineering Report. The Engineering Report does require the documentation of

any Engineering Judgment used during the development of the Engineering Report. An Engineering Report shall be signed and sealed by the Engineer of Record. The purpose of documenting Engineering Judgment in an Engineering Report is to provide better understanding as to "Why" decisions are made. The basic goal of an Engineering Report is to clearly document these "Why?" decisions being made. This documentation helps to not only make today's decisions but also future decisions. Examples of different Engineering Reports are listed below:

- Marked Crosswalk Report
- Intersection Control Evaluation Report
- Speed Limit Report
- Access Justification Report

1.04.2 PURPOSE

The purpose of this section is to provide guidance related to Engineering Study, Engineering Judgment, and Engineering Report.

The requirement to document Engineering Judgment within an Engineering Report is intended to create a record for Engineering decisions made by the Department. This allows for future Department staff and Engineers to reference and understand why a traffic control device was installed. Since traffic control devices are installed with an intent, there could be circumstances where a traffic control device is performing as intended but is believed not to be needed due to a lack of record. The simplest example of this situation would be a traffic control device decreasing or eliminating crashes. Yet future Department staff has no record, so the device is removed or modified believing it is no longer required. This same scenario could be said for traffic control device that was installed but no longer serves the intended purpose. Without a record for these decisions a proper determination may not be possible.

1.04.3 EXAMPLES

This section provides examples to assist with understanding the definitions of Engineering Study, Engineering Judgment, and Engineering Report.

- Examples of Engineering Judgment not requiring documentation:
  - During the application (installation or plan design) of a traffic control device, such as lane lines, the Engineer may determine that portions of the lane lines are not required. This determination is done related to the available data, MUTCD, LADOTD policies and manuals.

    - The update of signal timings based on the traffic flow and land use changes.

- Example of Engineering Judgment requiring documentation:
    - While the Engineer of Record is creating or overseeing a Engineering Report creation they make a determination based on collected data, the MUTCD, LADOTD policies and manuals that certain traffic control device(s) are applicable to the report location. The explanation of the determination and thought process is considered Engineering Judgment that requires documentation. The documentation is required for record managing purposes related to “Why” the traffic control device(s) was chosen.

Section 1.05 - ENGINEERING STUDY AND DATA TOOLBOX

1.05.1 REFERENCE

- ITE Manual of Transportation Engineering Studies 2nd Edition

1.05.2 EXPLANATION

Throughout the Traffic Engineering Manual an Engineering Report may be required. These reports require the collection of data and performing Engineering Studies. The purpose of this section is to provide a “tool box” of possible data and studies that may be considered when evaluating a traffic control device, a traffic issue, or other circumstance. The lists provided should not be considered exhaustive of all available types of data or studies. It is the Engineer of Record’s responsibility to research appropriate data and studies for the location and circumstance being analyzed.

The following is a list of some Engineering Studies that may be considered when analyzing a location or circumstance (Details about each study can be found in the ITE Manual of Transportation Engineering Studies 2nd Edition or in the Traffic Engineering Manual Part III):

- Gap Study
- Spot Speed Study
- Crash Study
- Intersection and Driveway Studies
- Travel-Time and Delay Studies
- Pedestrian Walking Speed Study
- Transit Performance Measures Study
- Parking Usage Study

Data that can be used to support Engineering Judgment within an Engineering Report may come in different forms. All data shall be Quality Checked. It should be kept in mind that the data used to support the engineer’s judgment should be site specific to meet the needs of the site. The following is a list of possible data that could be used as support:

- Traffic volume data
  - Turning Movements
  - AADT

    - Pedestrian Volumes
    - Bicycle Volumes
- Speed data
- Crash data
- Origin and destination
    - Including crossing patterns for Pedestrians
- Existing network conditions
    - Sidewalk and sidewalk ramps
- Sight distances
- Sight obstructions
- Roadway Features
    - Grades
    - Curvature
    - Pavement widths
    - Number of vehicle and bicycle lanes
    - Location of adjacent driveways
    - On-street parking
    - Location of drainage structures
- Street lighting
- Traffic Signal Information
    - Timing settings
    - Signal progression
    - Support type
    - Detection type
- Sign Placement

Section 1.06 - APPLICATION OF TRAFFIC ENGINEERING MANUALS AND SPECIFICATIONS ON NON-STATE ROADWAYS

1.06.1 REFERENCES

- 23 CFR 655 Subpart F – Traffic Control Devices on Federal-Aid and Other Streets and Highways
- MUTCD
  - Section 1B.01 – National Standard
- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System

1.06.2 PURPOSE

The purpose of this policy is to provide guidance on how the Traffic Engineering Manuals and specifications are handled for facilities not owned by the Department. The primary goal is to ensure that the highway system within Louisiana has uniformity related to traffic control devices. This uniformity helps improve communication to the facility users.

1.06.3 POLICY

For facilities not owned by the Department, they shall meet all Standard and Guidance requirements stated in the MUTCD. A local governing body may develop policies addressing the Guidance statements. In addition, the following Sections of the Traffic Engineering Manual Apply:

- Section 1.15 - PEDESTRIAN CROSSWALK TRAFFIC CONTROL DEVICE EVALUATION
- Section 2.09R - INSTALLATION AND MAINTENANCE OF STOP SIGNS
- Section 2.16W - USE OF ADVANCED TRAFFIC CONTROL SIGNS
- Section 2.18W - WARNING SIGNS FOR PLAY ACTIVITIES
- Section 2.19W - WARNING SIGNS FOR ANIMALS

The Sections listed above contain additional guidance related to the application of the policy on facilities not owned by the Department. All approvals for policies shall go through the appropriate local positions.

Specifications

Local governing bodies are not required to use the Department specifications on portions of the highway system not owned by the Department. Local governing bodies are required to ensure all traffic control device related specifications meet or exceed those developed by the Department.

Section 1.07 - STUDY OF TRAFFIC ENGINEERING LOCATIONS

1.07.1 PROCEDURE

Typically, the following conditions should require a new Traffic Report:

- If a location has been studied within 5 years of the current project letting date, a new study may be conducted at the discretion of the DTOE. Possible reasons for a new Traffic Engineering Report are provided below:
    - Major Traffic Generator impacts the Traffic Engineering Report area
    - Traffic Volumes added to Traffic Engineering Report area
    - Changes to Traffic Engineering Report area geometrics and traffic control

The DTOE may at their discretion adjust the magnitude/requirements of a Traffic Engineering Report based on the unique conditions of the report location.

For Traffic Engineering Reports that are not implemented via a project the evaluation timeframe is within 2 years of the implementation of the report decisions.

1.07.2 DOCUMENTATION FOR APPROVAL

A memo shall accompany all completed Traffic Reports on intradepartmental letterhead with signature blocks for the required recommended for approval signatures and final approval signature. The memo should state what is being recommended for approval.

For approvals that involve external stakeholders a letter should be provided stating the approvals.

The following is the link to intradepartmental letterhead and the file titled DOTD MEMO Format.doc should be used. http://ladotnet/administration/templates/

Section 1.08 - GENERAL DEFINITIONS

1.08.1 REFERENCES

- MUTCD
  - Chapter 1C – Definitions, Acronyms, and Abbreviations used in this Manual

1.08.2 PURPOSE

The purpose of this section is to provide important definitions for the Traffic Engineering Manual and other manuals such as the Traffic Signal Manual, Sign Manual, Pavement Markings, and Complete Streets Manual. The definitions provided in this section should not be considered all inclusive.

1.08.3 DEFINITIONS

Traffic Signal Upgrade: Work which involves any one of the following for non-emergency purposes; the installation of a new controller and cabinet, rewiring the entire signal, installing all new poles or changing the layout of the signal.

Section 1.09 - INTERSECTION CONTROL EVALUATION (ICE) REQUIREMENTS

1.09.1 REFERENCES

- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System

1.09.2 PURPOSE

This policy 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.

1.09.3 POLICY

a. A project that will change capacity, geometrics, traffic control or access shall require a traffic report as defined in this Policy.

b. All traffic engineering reports that change capacity, geometrics, traffic control or access shall:

i. Analyze existing and no build traffic operations and safety,

ii. Identify a data driven problem,

iii. Perform a high level analysis of possible alternatives and

iv. 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.

c. 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.

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

e. This policy applies to the studies required by EDSM IV.2.1.4 Multi-Lane Roadways and Median Openings and Traffic Engineering Manual Section 1G.3 Public Involvement for Traffic Control Device Changes and Access Management. Any variation from these policies require an exception signed by the Chief Engineer. These EDSM's can be found at:

(https://dotd.la.gov/media/b5kft0fr/edsm_iv_2_1_4.pdf)

f. 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 Operation Engineer and approved by the Traffic Engineering Division Administrator.

g. 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;

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

h. This policy does not apply to signal timing studies (including phase changes and upgrades), speed studies, signing studies. See other sections of the DOTD Traffic

Engineering Manual for study and report requirements. This policy does not apply to determining length of turn lanes or if a traffic analysis is or is not required.

1.09.4 APPLICATION OF STANDARDS

All directives, memoranda, or instructions issued heretofore in conflict with this directive are hereby rescinded.

1.09.5 WAIVERS AND EXCEPTIONS

The Chief Engineer may approve an exception 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 exceptions shall be requested in writing along with engineering justification for the variation from policy.

Section 1.10 - MEDIAN OPENINGS ON DIVIDED MULTI-LANE ROADWAYS

1.10.1 REFERENCES

- Louisiana Revised Statutes
  - 32:82 – Driving on Divided Highways

1.10.2 PURPOSE

This section sets forth the Department of Transportation and Development's (DOTD) policy for planning, design, maintenance, permitting, and operation of medians and median openings on multi-lane roadways. Controlling the spacing and type of median openings is a technique of Access Management, which promotes safe and efficient use of the transportation network. Limiting the number of median openings will reduce the number of conflict points, hence reducing the potential for crashes.

The spacing of median openings is critical because median opening spacing determines future traffic signal spacing on a corridor. As traffic volumes increase with time, traffic signals can become justified at full access median openings. Reasonably spaced traffic signals on major arterials improve traffic flow, reduce congestion, improve safety, and improve air quality. Poorly spaced traffic signals lead to a degradation of the efficiency of the roadway and an increase in maintenance costs. Studies have shown that signals spaced on a four lane divided roadway at ½ mile intervals have the same capacity as a six lane roadway with signals spaced at ¼ mile intervals. (TRB Access Management Manual 2003 p.144) Increasing the distance between median openings helps to manage the spacing between future traffic signals. This policy assists DOTD in managing the number of conflict points and the efficiency of the roadway.

This policy gives alternatives to full access median openings, such as median U-turns and partial median openings with restricted movements. These types of managed median openings assist in reducing conflict points and improving the efficiency of the roadway for all users.

1.10.3 SCOPE

This policy applies to all multi-lane, divided, state-maintained, non-controlled access highways.

1.10.4 DEFINITIONS

A. **Corridor Study**: A study of a series of adjacent intersections which include a travel time and level of service analysis of all signalized intersections. The limits of the study shall be approved by the District Traffic Operations Engineer (DTOE). The study shall present results of the before and after travel time, level of service and approach delay for each intersection of concern and the roadway as a whole.

B. **Directional U-turn Opening** is defined as a median opening that serves one direction of U-turn. When a pair of U-turn median openings is provided, they shall be physically separated by a minimum of 100 ft and shall be designed to allow for adequate sight distances. U-turn openings shall be designed with a turn lane of adequate length for queue storage. The sight distance and storage length shall be verified and approved by the DTOE.

C. **Full Access Median Opening** is defined as a median opening that allows all directions of movement, including all turning movements (left turns, right turns, and through movements). It may also allow U-turns when they are needed and can be safely provided. This median opening may be signalized or unsignalized. This definition does not apply to roundabout intersections due to the reduced number of conflict points.

D. **Median** is defined as a raised or depressed area separating opposing directions of the traveled way.

E. **Median Opening** is defined as any opening in the median. This may include, but is not limited to, signalized intersections, unsignalized intersections, directional u-turns, or partial median openings. All median openings shall be designed with turn lanes and the storage lengths provided for those turn lanes are verified by the DTOE.

F. **Median U-Turn (MUT) Intersection** is defined as the use of two or four directional U-turn openings, placed on each side of an intersection, combined with the prohibition of all left turns at the intersection. This type of intersection is typically the crossing of two major arterials where the through move is heavier than the left turns. All through movements and right turns at the intersection are permitted. The openings must be appropriately spaced with one directional median opening on each side of the partial median opening. The distance between two of these treatments is also critical. The main intersection is typically signalized and the U-turns may be unsignalized or signalized, depending on volumes.

G. **Multi-Lane Roadway** is defined as a roadway having two (2) or more through lanes in at least one direction.

H. **Partial Median Opening** is defined as a median opening that allows for left turns from the mainline and right-in/right-out from the minor roadway (or access connection). This type of opening prohibits left turns or through movements from the minor roadway (or access connection). The Restricted Crossing U-Turn Intersection and the Median U-Turn Intersection are examples of uses of partial median openings.

I. **Restricted Crossing U-Turn (RCUT) Intersection** is defined as a non-traditional intersection system that utilizes a combination of one partial median opening and two directional median openings. This type of intersection is typically the crossing of major and minor arterials where the left turn moves are relatively high. The openings must be appropriately spaced with one directional U-turn opening or one partial median opening on each side of the partial median opening. The distance between two of these systems is also critical. The intersection and U-turns may be unsignalized or signalized, depending on volumes.

J. **Turn Lane** is defined as the roadway widening required to store vehicles waiting to make the associated move.

1.10.5 POLICY

A. Design of multi lane roadway projects

1. All multi-lane roadways independent of their roadway classification shall be designed with a median as defined herein.
2. Refer to the DOTD Design Guidelines for Roadways.
3. A corridor study shall be performed prior to design or redesign of a median roadway. Preservation only projects are exempt from performing a corridor study.

B. Design of median openings on roadways where a median did not exist prior to the current project (i.e., 2-lane to 4-lane divided or 4-lane undivided to 4-lane divided)

1. Median U-turn openings for passenger cars should be spaced at ¼ mile distances. This minimizes the distance for a vehicle to turn right, make a U-turn and get back to where they started to no more than ½ mile.
2. Signalized Restricted Crossing U-Turn Intersection should be designed only for public roadways that meet MUTCD Traffic Signal Warrant 1A (100%). Turn lanes with adequate queue storage (verified and approved by the DTOE) shall be provided.

3. Full access median openings will only be allowed if the provisions of Traffic Engineering Manual Section 1G.1 Intersection Control Evaluation Requirements are met, and full analysis utilizing the following alternatives predicts that the Full Access Median Opening will be safer and more efficient.
4. A Full Access Median Opening must be recommended by the DTOE and the Traffic Engineering Division Administrator and approved by the Chief Engineer.

C. Design of median openings on roadways where a median exists (i.e., 4-lane to 6-lane, addition of turn lanes or changes in access). The median openings shall be redesigned based on the following requirements. In order to meet these requirements it may be necessary to relocate or close existing median openings.

1. Median U-turn openings for passenger cars desirable spacing is at ¼ mile distances. This minimizes the distance for a vehicle to turn right, make a U-turn and get back to where they started to no more than ½ mile.
2. Partial median openings will be permitted. The partial median openings desirable spacing is 1/2 mile but would depend upon the corridor study and existing traffic generators. The DTOE shall verify that the queue from adjacent signals do not interfere with the opening.
3. Full access median openings will only be allowed if the provisions of Traffic Engineering Manual Section 1G.1 Intersection Control Evaluation Requirements are met, and full analysis utilizing the following alternatives predicts that the Full Access Median Opening will be safer and more efficient.
4. A Full Access Median Opening must be recommended by the DTOE and the Traffic Engineering Division Administrator, and approved by the Chief Engineer. All other median openings shall be approved by the DTOE.

D. This policy does not apply to the design of median openings on roadways where a median exists but the projects are limited to preservation (i.e. overlay only),

E. Permits for median openings and access connections (driveways) on roadways where a median exists shall follow this Policy and the DOTD Access Connection Policy.

F. Design vehicles shall be approved by the DTOE based on the following guidance:

Access Type and Spacing	Truck Percentage	
	< 5%	≥ 5%
Minor Median U-turn Openings (Typical ¼ mile spacing)	P	SU
Major Median U-turn Openings (Typical 2 mile spacing)	SU	WB-67
Signalized Intersections and Roundabouts	WB-67	WB-67

It is not necessary to design each opening for a WB-67 but openings along the route should allow WB-67's to make U-turns within reasonable distances. Engineering judgment should be used in determining U-turns and bulb outs.

1.10.6 APPLICATION OF STANDARDS

This policy shall apply immediately to all design projects in Stage 0, Stage 1 and all permits that have not been approved. All standards, directives, memoranda or instructions issued heretofore in conflict with this directive are hereby rescinded.

1.10.7 WAIVER AND EXCEPTIONS

A exception on median and median openings may be granted but must be recommended by the District Administrator, the Traffic Engineering Administrator and approved by the Chief Engineer.

Section 1.11 - PUBLIC INVOLVEMENT FOR TRAFFIC CONTROL DEVICE CHANGES AND ACCESS MANAGEMENT

1.11.1 REFERENCES

- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System

1.11.2 PURPOSE

The purpose of this policy is to provide guidance on public outreach related to traffic control changes. These changes may occur via projects (ex: Access Management projects) or normal Department operations. The primary goal is to ensure that the Department provides information to the public as it relates to changes that will influence a traveler's path.

1.11.3 DEFINITIONS

A. **Median** – a raised or depressed area separating opposing directions of the traveled way. (For purposes of this policy, a center turn lane will not be considered a median.)

B. **Median Barrier** – a curb or raised device such as a bollard that is installed to deter traffic from crossing.

C. **Median Opening** – any opening in the median. This may include, but is not limited to, signalized intersections, unsignalized intersections, directional u-turns, or partial median openings.

D. **Full Access Median Opening** – a median opening that allows all directions of movement, including all turning movements (left turns, right turns, and through movements). It may also allow u-turns when they are needed and can be safely provided. This median opening may be signalized or unsignalized.

E. **Partial Median Opening** – a median opening that allows some movements and restricts others such as allowing for left turns from the mainline and right-in/right-out from the minor roadway (or access connection). This type of opening prohibits left turns or through movements from the minor roadway (or access connection). The Median U-Turn Intersection and the Restricted Crossing U-Turn Intersection are examples of uses of partial median openings.

F. **Median U-Turn (MUT) Intersection** – the use of two or four directional u-turn openings, placed on each side of an intersection, combined with the prohibition of all left turns at the intersection. This type of intersection is typically the crossing of two major arterials where the through move is heavier than the left turns. All through movements and right turns at the intersection are permitted. The openings must be appropriately spaced with one directional median opening on each side of the partial median opening. The distance between two of these treatments is also critical. The main intersection is typically signalized and the u-turns may be signalized or unsignalized, depending on volumes.

G. **Restricted Crossing U-Turn (RCUT) Intersection** – a non-traditional intersection system that utilizes a combination of one partial median opening and two directional median openings. This type of intersection is typically the crossing of major and minor arterials where the left turn moves are relatively high. The openings must be appropriately spaced with one directional u-turn opening or one partial median opening on each side of the partial median opening. The distance between two of these systems is also critical. The intersection and u-turns may be signalized or unsignalized, depending on volumes.

H. **Roundabout** – a type of circular intersection or junction in which road traffic flows almost continuously in one direction around a central island.

I. **Traffic Signals** – signaling devices positioned at road intersections to control competing flows of traffic.

J. **Connection** – any driveway, street, turnout, or other means of providing for the movement of vehicles to and/or from the public roadway system.

K. **Stage 0 Sponsor** – the DOTD person responsible for initiating the Stage 0 study.

L. **Attendance Sheets** – the sign-in sheets at the entrance table which include a place to provide mailing and email addresses.

M. **Public Meeting** – a meeting held at convenient and accessible locations to provide reasonable opportunities for the general public to provide input on proposed DOTD construction projects. The notices are:

1. Published two times as display ads, preferably in a prominent section of the newspaper, with substantial circulation in the project area;
2. Mailed or emailed to the state and applicable parish/city officials;
3. Emailed to radio or television stations in the project area via posting on MyDOTD website and
4. Posted on DOTD's internet website.

These notices contain the purpose of the meeting, a brief project description and the location, date, time and place of meeting and statement that should assistance be required to participate due to a disability, and the meeting organizer should be notified at least 5 days in advance so accommodations can be arranged. Handouts that include preliminary information about the proposed project are distributed at meetings. Written comment forms with return mailing address are provided in the handout. A transcript of the meeting will be kept as record of meeting. The transcript includes, at a minimum, copies of the meeting notice (information on the date, time and place of the meeting), handouts, attendance sheets, and copies of written comments with responses. The handouts usually include project information (description, location, alternatives, purpose, and need, etc.), exhibits, survey forms, if applicable, verbatim transcript of moderated presentation and/or print-out of the continuous multimedia presentation, verbatim transcript of verbal comments and responses and contact information for submitting written comments. Additional items that may be included in the transcript are: high quality copies of exhibits, photographs taken during the event, scripts of videos shown, description of the meeting format, information on how meeting was advertised and to whom notices were distributed, and copies of the advertisements/public notices/announcements that appeared in publications, internet and social media.

N. **Elected & Public Officials Meeting** – a meeting held prior to the public or stakeholder meetings with the elected officials who represent the area where the project is proposed. The meeting notice will be sent to the state legislators, parish president, mayors, parish and/or town council members and Metropolitan Planning Organization (MPO), if applicable. The meeting notice may be sent out as an email request at least 2 weeks in advance of scheduled meeting. A record shall be kept of this meeting and at a minimum shall include copies of the meeting notice (information on the date, time and place of the meeting), agenda, presentation, handouts, attendance sheets, and summary of comments.

O. **Property Owner and/or Business Owner meeting** – a meeting held with the affected property/business owners to discuss the project and proposed access changes/restrictions on their property/business.

1.11.4 POLICY

Intersection Traffic Control Changes

When the traffic control device is changed for an intersection, public notification is required prior to the change. The public notification shall include the following:

- Public Notice via the DOTD Website. Notice shall be provided a minimum of 14 days prior to any traffic control change.
- Press Release, The press release shall be provided a minimum of 14 days prior to any traffic control change.
- The temporary placement of signs or message boards with information on the change that will be implemented. These signs or message boards shall be provide a minimum of 7 days prior to any traffic control change. The signs or message boards shall be left at the location 7 days after the any traffic control change.

The traffic control changes at intersections is typically one of the following:

- Conversion of an intersection to All-way Stop
- Conversion of an intersection from Stop Control to Traffic Signal

Access Management and Public Involvement

Informational meetings held for the general public, elected officials and property/business owners are required to provide those impacted by proposed changes an opportunity to be informed about proposed improvements. The DOTD Stage 0 Sponsor is responsible for ensuring meetings are conducted in accordance with this policy when access or traffic control changes are known at the time of Stage 0. If the changes occur at a later stage then the project manager is responsible for ensuring compliance. It is their responsibility to coordinate the meeting to ensure appropriate DOTD staff are included. For purpose of this policy, the District Administrator is assumed the DOTD Stage 0 Sponsor for permits. Prior to any meeting the DOTD Stage 0 Sponsor shall submit the traffic study and layouts for concurrence to the Traffic Engineering Division.

1. A meeting with affected property owners and/or business managers/owners is required for the following changes in access and traffic control:
    a. A project that will close less than 4 existing median openings.
    b. A project that installs a median barrier that restricts access to less than 4 connections.

c. Restricting/prohibiting turning movements from existing connections at 4 or less isolated locations.
d. Removing 4 or less connections to a state highway.

2. A public meeting is required for the following changes in access and traffic control:
    a. A project that will close at least 4 existing median openings.
    b. Reducing number of through lanes.
    c. A project that installs a median barrier that restricts access to at least 4 connections.
    d. A project that will change at least 4 full access median openings to a restricted opening such as a RCUT, MUT or a partial median opening.
    e. Restricting/prohibiting any turning movements from existing connections from more than 4 locations.
    f. Removing a traffic signal.
    g. Restricting movements at a traffic signal such as no left out from the side street or no left in.
    h. Constructing a roundabout.
    i. Removing more than 4 connections to a state highway.

3. An elected and public officials meeting in addition to a public meeting is required for the following changes in access and traffic control:
    a. A project that will add a median to a roadway where no median exists. This may include, but is not limited to, a 2 lane roadway to 4 lane divided roadway or 5 lane roadway to 4 lane divided roadway.
    b. A project that installs a median barrier that restricts access to 10 or more connections.
    c. A project that will close 10 or more existing median openings.

4. Meetings with public officials and the public should be held as soon as practical once a decision has been made to pursue changes to access or traffic control as described elsewhere in this policy. The meeting should be held as soon as the impacts can be identified to avoid wasted effort. Typically, the impacts can be identified and exhibits developed during scoping for Stage 0's or early in preliminary plan development. The public involvement shall be scheduled and held prior to beginning final plans. For projects already in final plans, public meetings shall be held prior to advertising the project for letting.

1.11.5 APPLICATION OF STANDARDS

This policy shall apply immediately to all construction projects that have not been advertised for letting and to all permits not approved. This policy shall not apply where public involvement is required to complete the NEPA process when the proposed access or traffic control changes are presented in that process.

1.11.6 EXCEPTIONS AND WAIVERS

The Stage 0 sponsor or project manager may apply for an Exception to the Chief Engineer with proper justification.

Section 1.12 - AJR NETWORK STUDY

1.12.1 PURPOSE

The following study is to accompany the Access Justification Reports as defined in EDSM I.4.3.2: Request for New or Modified Access on Control of Access Facilities.

1.12.2 PROCEDURE

There are 2 phases in the AJR study process. Phase 1 is for existing AJR network studies and Phase 2 is for alternative AJR studies.

Phase 1 - AJR Existing Network Study:

I. GROWTH RATES

A. Proposed growth rates

i. The sponsor will be expected to submit the proposed growth rates along with assumptions for each roadway within the study area for the existing network.

ii. Sponsor shall follow all applicable DOTD policy and guidance.

I. GROWTH RATE DELIVERABLES

A. Report of assumptions for growth rates.

II. DATA COLLECTION

A. Counts

i. Counts shall be taken when all schools are in session. No holiday weeks.

ii. Prior to the counts starting the DTOE and the Traffic Engineering Division shall approve all count dates and times in writing.

iii. If counts exist, they must be no older than 2 years from date of initiation meeting.

iv. Exact count types and locations shall be spelled out in the MOU but at a minimum there should be:

1. 7 day 24 hour counts and classification counts in both directions one per corridor for non-interstate routes within the study area

2. For an IJR 7 day 24 hour counts and classification counts for both directions on the interstate one on each side of adjacent interchanges and one at proposed interchange site
3. For an IMR 7 day 24 hour counts and classification counts for both directions on the interstate one each side of the interchange

v. The 7 day 24 hour counts shall be delivered to the Traffic Engineering Division and the DTOE for approval of peak hour times. Turning Movement Counts (TMC) shall be taken during the approved hours. Typically there should be no more than 4 and no fewer than 2 turning movement counts per intersection. The turning movement counts shall include queue lengths every 15 minutes on each approach.

vi. 48 hour counts and classifications shall be required for each approach of major intersections at the same time as the turning movement counts.

vii. 15 minute counts may be required at minor roadway approaches, driveways and median openings

B. Signal Warrant Analysis for major intersections for existing conditions
   i. All MUTCD warrants
   ii. If reduction is applicable, must analyze with reduction and at 100%

C. Speed Study
   i. Minimum of 1 per corridor and within each speed zone
   ii. Must meet requirements in EDSM VI.1.1.1

D. Crashes
   i. All crash records are to be pulled for the last three years within the study area
   ii. Summary of all crash manner of collision, contributing factors, and locations
   iii. Over represented crash manner of collision and contributing factors - each relevant crash report shall be read
   iv. Safety Performance Function (SPF) comparison (intersections, segments, spots)
   v. Existing Conflict types shall be identified
   vi. Crash diagrams presented on an aerial
   vii. Report given to DOTD to detail which crash reports were not reported correctly on the crash listing and what needs to be corrected

E. Travel Time
   i. Average Vehicle Method utilizing the maximum car technique is to be used (Traffic Engineering Division may approve other methods upon request)
   ii. Minimum length of route shall be 1 mile
   iii. Shall be run at each approved peak hour
   iv. The number of runs for each peak hour shall be determined with a confidence level of 95%.
   v. The date, time of run, weather, direction, starting location, ending location, trip length, trip time, travel speed, running time, stopped time, running speed shall be noted for each run.
   vi. A summary with averages for all data points shall be completed for each peak hour.

F. Peak hour Observations at Major Intersections and along corridors within study area
   i. Performed by a Professional Engineer licensed in Louisiana.

II. DATA COLLECTION DELIVERABLES

A. 7 day 24 hour counts with recommended peak hours for turning movement counts (TMC) {MUST BE APPROVED PRIOR TO PERFORMING ANY OTHER COUNTS}
   i. Electronic copy (excel or other approved software)
   ii. Hardcopy showing hourly counts
   iii. Recommended peak hours

B. Counts
   i. 48 hour electronic copy (excel or other approved software) and hardcopy showing hourly counts
   ii. Peak hour hardcopy showing TMC and 15 minute counts
   iii. Layout of peak hour counts on map

C. Warrant Analysis printout of warrants, volumes and which hours meet
D. Speed Study printouts as described in EDSM VI.1.1.1
E. Crashes
   i. Crash diagrams for each major intersection
   ii. Summary charts of overrepresented crashes
   iii. Charts of State Averages
   iv. Summary of conflict types
   v. Report on incorrect crash reports
F. Travel time runs
G. Peak hour observations report given to DOTD highlighting any issues at the intersections within the study area such as queuing, turning conflicts etc.

H. Layout on map for build and future analysis with % growth rate and traffic generator
    i. Explanation of the traffic generator location assumptions and how growth was determined
I. QA/QC documentation

III. EXISTING NETWORK ANALYSIS

A. Software Analysis tools shall be defined in the MOU
    i. No micro simulation tools shall be used in this step
B. Scenarios for analysis for build year and design year as defined in MOU
    i. Existing network no build
    ii. Existing network with Transportation Systems Management (TSM) Alternatives for entire study area
        1. At a minimum, 4 alternatives are to be considered including the no build
    iii. Analysis shall include network components within study area such as:
        1. Basic freeway segments
        2. Freeway Merge/Diverge segments
        3. Freeway Weaving Segments
        4. Major intersections
    iv. Analysis results of network components with appropriate Measures of Effectiveness (MOE) shall be defined in the MOU. These may include but not limited to:
        1. Delay
        2. Travel Time
        3. Queue
        4. v/c
        5. Density
        6. LOS

IV. EXISTING NETWORK ANALYSIS DELIVERABLES

A. Report of results for each scenario during build and design year including:
    i. Summary of assumptions, analysis and findings (All deliverables from A & B)
    ii. Table of network freeway components and appropriate MOE
    iii. Table of network major intersections and appropriate MOE
    iv. Figures of lane configuration and layout to scale with aerial
    v. Appendix with relevant software analysis output
    vi. Signed and Stamped by Professional Engineer licensed in Louisiana
B. Electronic files of report (pdf) and of the software analysis
C. QA/QC documentation

V. MEETING

The Traffic Engineering Division will call a meeting to determine if the proposed TSM alternatives adequately address deficiencies defined in Purpose and Need and Goals and Objectives as outlined in the MOU

A. Attendees:
    i. Sponsor
    ii. LADOTD Traffic Engineering Division
    iii. LADOTD Safety
    iv. FHWA
B. Review of Existing Network Analysis Deliverables
C. Decision to be made after meeting if AJR study continues
    v. If study doesn't continue then alternative is chosen from the Existing Network Analysis
    vi. If study does continue then MOU is modified and Phase II Alternative Analysis process begins

Phase 2 - AJR Alternative Study:

I. ALTERNATIVE ANALYSIS DATA

A. Adjust Study Area
    i. Should include a length of interstate for an interstate corridor study according to point 6 in the Federal CFR
B. Volume Distribution Diagram
C. Evaluation Criterion defined
    i. Traffic Operations
    ii. Right of Way
    iii. Environmental/Social Impacts
    iv. Costs
D. Interchange Form Consideration/Screening Matrix
    i. Perform Tier 1 Analysis (as described in ITE Freeway and Interchange Geometric Design Handbook): All interchange forms are considered and screened for fatal flaws. The process begins with the identification of the "System-Area Environment" which identifies base conditions in terms of broad controls. The various interchange forms are considered based on the system area environment as described. These are then screened for fatal flaws. The screening considerations are then evaluated and decision making criterion established. By documenting the evaluation of alternatives in Tier 1, the planner/engineer considers all potential interchange candidates and records why some alternatives were eliminated from further study.

I. ALTERNATIVE ANALYSIS DATA DELIVERABLES

A. Aerial outlining the adjusted study area with major intersections labeled
B. A list of any new required data due to the adjusted study area
C. Volume Distribution Diagram
D. Interchange Screening Matrix
E. QA/QC documentation

II. ALTERNATIVE ANALYSIS DATA MEETING

The Traffic Engineering Division will call a meeting to determine which interchanges from Tier 1 analysis will move on to full alternative analysis

A. Attendees:
    i. Sponsor
    ii. Sponsor's consultant
    iii. LADOTD Traffic Engineering Division
    iv. LADOTD Safety
    v. FHWA
B. Review of Alternative Analysis Data Deliverables
C. Decision to be made at meeting which interchange types move to full alternative analysis (at least 3 alternatives)
D. Discuss future study criteria for alternatives to be studies
    i. MOE
    ii. Software
E. After meeting Study Criteria Memorandum will be distributed for review and signature by Traffic Engineering Division

III. STUDY CRITERIA MEMORANDUM

The study criteria memorandum shall include:

A. Volume distribution
B. Software to be used for analysis of the 3 alternatives
C. MOEs
   The MOEs may include but are not limited to:
    i. Delay
    ii. Travel time
    iii. Queue
    iv. v/c
    v. Density
    vi. LOS
    vii. ROW/COA Cost
    viii. Construction cost
    ix. Known utility constraints
    x. Throughput

xi. Conflict points (by type)
xii. Geometric areas of concern

D. Scaled conceptual drawings
E. Timelines for submittals and reviews

IV. FULL ALTERNATIVE ANALYSIS

A. Analysis will include network components within study area such as, but not limited to:
   i. Basic Freeway segments
   ii. Freeway Merge/Diverge Segments
   iii. Freeway Weaving Segments
   iv. Major Intersections
B. Analyze the alternatives defined in the Study Criteria Memorandum to include:
   i. MOEs as defined in the memorandum
   ii. Future traffic and lane requirements for entire study area
   iii. Public transportation plan, pedestrian and bicycle requirements
   iv. Future highway network
   v. Land use, environmental and right of way considerations
   vi. ITS strategies and HOV facilities
   vii. Design guidelines and criteria
   viii. Safety analysis
      1. Include analysis of new conflict points. This may be accomplished using the predictive method in the HSM or another approved method.
C. Prepare conceptual layouts to scale for each alternative to include at a minimum:
   i. Identify utility conflicts
   ii. Proposed and existing ROW
   iii. Signing
   iv. Striping
   v. Geometric details
   vi. Driveways and roadway connections with labels
   vii. Drainage structures and bridges

IV. FULL ALTERNATIVE ANALYSIS DELIVERABLES

A. Signed and stamped report by Professional Engineer licensed in Louisiana to include
   i. Summary of findings
   ii. Summary of analysis

iii. Summary of assumptions
iv. Relevant Software analysis output
v. Design guidelines and criteria
vi. Safety analysis
vii. MOE comparison for 3 alternatives, no build alternative and the alternative with TSM improvements for design and build year
    1. Table of network freeway components and appropriate MOE
    2. Table of network major intersections and appropriate MOE

B. Electronic copy of software analysis
C. Scaled Conceptual Layout

V. FINAL AJR SUBMITTAL

A. Combine all Deliverables into final report format
    viii. Address all 8 points in Federal CFR
    ix. Sign and Stamp by Professional Engineer licensed in Louisiana
B. Check list
C. 4 Hardcopies delivered to Traffic Engineering Division
D. Electronic copy of report

Section 1.13 - SPEED STUDY

1.13.1 REFERENCE

- MUTCD
  - Section 2B.21 Speed Limit Sign (R2-1)
- EDSM VI.1.1.1 – Establishment of Speed Zones

1.13.2 PURPOSE

The following study is to accompany the Establishment of Speed Zones EDSM VI.1.1.1. The purpose of the SPEED STUDY is to determine the basic measure of traffic performance. The study is also used to measure speeds at locations under the traffic and environmental conditions prevailing at the time of the study.

When performing a SPEED STUDY consider the following:

> "*When the 85th-percentile speed is appreciably greater than the posted speed limit, and the roadway context does not support setting a higher speed limit, the engineering study should consider whether changes to geometric features, enforcement, and/or other speed-reduction countermeasures might improve compliance with the posted speed limit. A similar approach should be used if the results of past speed studies indicate that the 85th-percentile speed has consistently increased.*"

1.13.3 EQUIPMENT AND PERSONNEL

Test vehicle (passenger car/vehicle), driver, observer, radar unit, laser unit or stopwatch, SPOT SPEED STUDY TABLE (Example 1.13-2) to input data.

1.13.4 PROCEDURE

The following is the minimum that should be collected and/or examined:

1. Calculate the 95th, 85th, and 50th percentile speeds and the 10 miles per hour pace speed range.
   - **Equipment** – Radar Unit, Laser Unit or Stopwatch.
   - **Locations** – where drivers can obtain uninterrupted free flow speed (i.e. tangent sections, outside of braking area for intersection); should not be taken at a curve or a controlled intersection approach.
   - **Sample size** – a minimum of 100 vehicles of spot speeds should be recorded. If 100 vehicles cannot be achieved, 2 hours of data is sufficient.
   - **Time of Day** – Outside of peak hours. Typically, 10am-noon or 1pm-3pm depending upon location.
   - **Weather** – dry and sunny

2. Note the following roadway factors, such as but not limited to:

   - Roadway characteristics (such as lane widths, pavement and shoulder condition, grade, alignment, median type, and sight distance)
   - ADT
   - Roadway Environment (such as roadside development, number and frequency of driveways and access points, and land use)
   - Functional classification
   - Public transit volume and location of stops
   - Parking practices
   - Pedestrian and Bicycle facilities and activity
   - Geographic Context (such as an urban district, rural town center, non-urbanized rural area, or suburban area)
   - Multi-modal trip generation

3. Crash analysis for the last 3-5 years (i.e. over-represented crash types, crash type, crash summary, traffic volumes, etc.)

1.13.5 GUIDANCE

The following is some useful guidance when preparing the SPEED STUDY REPORT and determining conclusions.

- Use of the FHWA Speed Limit Setting Handbook. The handbook can be found here: https://highways.dot.gov/sites/fhwa.dot.gov/files/Speed-Limit-Setting-Handbook.pdf
- Use of the NCHRP Research Report 966 Tool.
  The NCHRP Research Report 966 can be found here:
  https://www.nationalacademies.org/read/26216/chapter/1
  The NCHRP Research Report 966 Tool can be found here:
  https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_966Toolmacro.xlsm
- Transition zones should be used sparingly due to driver expectations. If the roadway doesn't change (such as no change in land development, lane widths are the same, etc.) then the driver doesn't receive roadside clues to slow down.
- Probe data may be used to show how existing speed zones are operating. This information may provide support for maintaining existing speed zones on proposed new Chief Engineer's Orders. Engineering judgment should be used to determine if locations requires further investigation. When using engineering judgment to determine if probe data will be used it should be kept in mind the limitations of the data.

1.13.6 SPEED STUDY REPORT

The report should follow the order below and include all described information.

1. Description of roadway characteristics
2. Reason for zoning study (if set for transition zone as stated in EDSM VI.1.1.1 or for reasons other than for the 85th percentile as stated in EDSM VI.1.1.1, then the 85th percentile is not needed.)
3. Write up with supporting documentation
4. Crash analysis and crash summary with description (i.e. over-represented crash types, crash type, crash summary, traffic volumes, etc.)
5. Explanation of additional information deemed necessary by engineering judgment.
6. Conclusion. The conclusion should summarize the reasons for the proposed Chief Engineer's Order.

7. Proposed Chief Engineer's Order (not required if speed is statutory) – The order must include a description containing intersecting street or bridge names, control section and logmiles from Agile Assests for the beginning and end of the zone. An example Chief Engineer's Order is shown below:

   "No person shall operate any vehicle at a **speed** in excess of **45 miles per hour** on **State Route LA 447** between (1) a point 470 feet north of its intersection with Crotwell Drive (CS 268-01, LM 6.08) and (2) its intersection with State Route LA 1027 (CS 268-02, LM 0.04), in the Town of Walker, all in Livingston Parish."

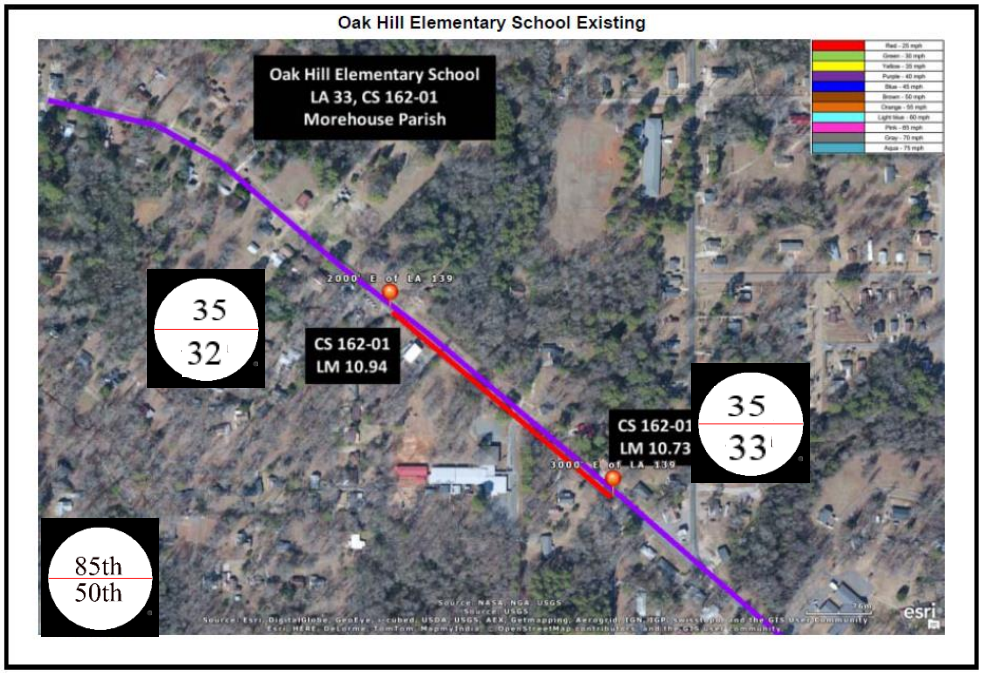
   Copy of Existing CEO – This includes the existing CEO and any other CEOs that may have previously revoked portions of the CEO.

8. **Current Speed Zone Map on aerial** (Figure 1.13.A) – Shows the existing speed limit(s), location, logmiles, and speed study locations with the 85th and 50th percentile speeds identified.

   All maps included in the report should follow the coloring scheme below.

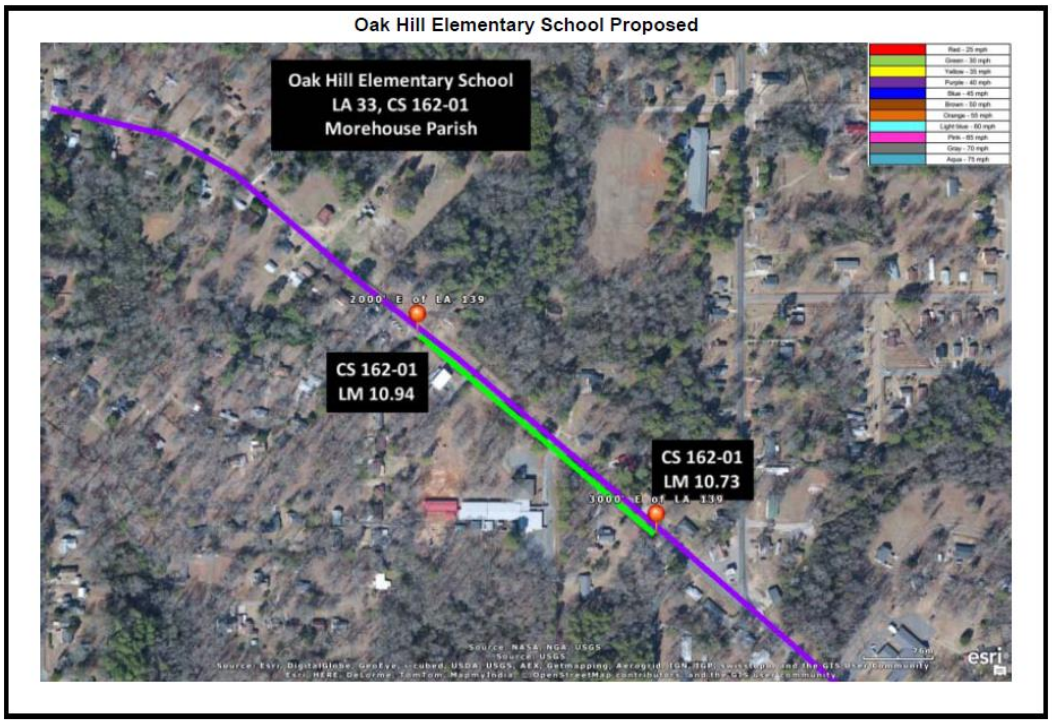
	Red - 25 mph
	Green - 30 mph
	Yellow - 35 mph
	Purple - 40 mph
	Blue - 45 mph
	Brown - 50 mph
	Orange - 55 mph
	Light blue - 60 mph
	Pink - 65 mph
	Gray - 70 mph
	Aqua - 75 mph

Figure 1.13.A - Current Speed Zone Map Example



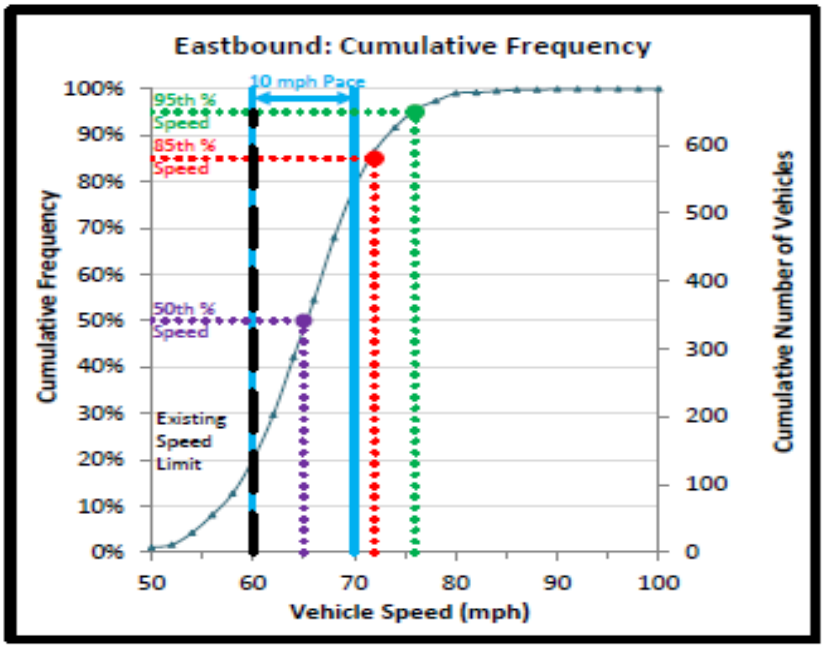
9. **Suggested Speed Zone Map on aerial** (Figure 1.13.B) – Shows the proposed speed limit (s) location, and logmiles. The 85th and 50th percentile are not to be shown on this map.

Figure 1.13.B - Suggested Speed Zone Map Example



10. **Spot Speed Study Table** (Example 1.13-2) – Shows the 95th, 85th, and 50th percentile speeds along with the 10 miles per hour pace range.
11. **Cumulative Frequency Curve Form** (**Figure 1.13.C**) – Shows a graphical representation of the 95th, 85th, and 50th percentile speeds.

Figure 1.13.C - Cumulative Frequency Curve Example



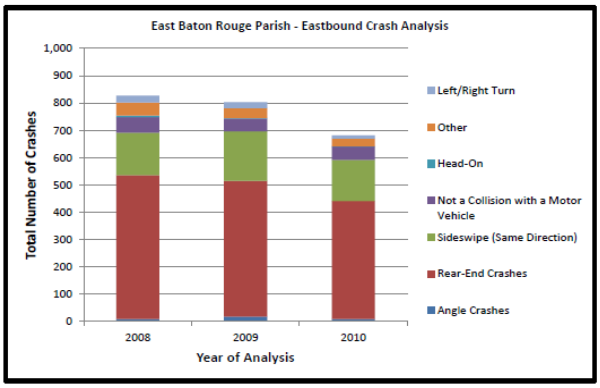
12. **Crash Data Tables** (**Example 1.13-1** Crash Data Table Example) – Must include 3-5 years of crash data describing all types of crashes.

Example 1.13-1 Crash Data Table Example

East Baton Rouge Parish

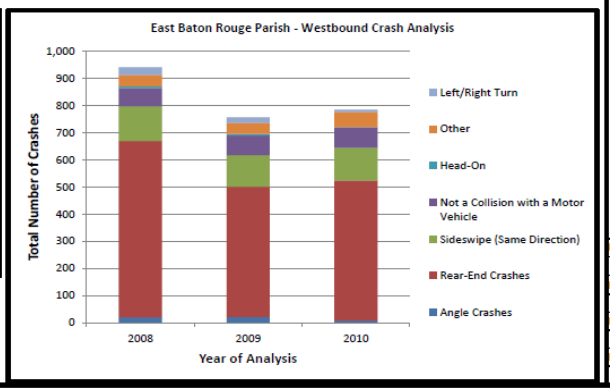
East Baton Rouge Parish - Eastbound Crash Analysis

Segment Length =	14.4	2008	2009	2010
Crash Type	Angle Crashes	10	19	10
	Rear-End Crashes	526	496	432
	Sideswipe (Same Direction)	156	181	150
	Not a Collision with a Motor Vehicle	56	48	49
	Head-On	6	2	1
	Other	48	35	28
	Left/Right Turn	25	22	12
Crash Summary	Total	827	803	682
	Fatal Crashes	2	1	4
	Injury Crashes	200	185	118
Traffic	Annual Million Vehicle Miles Traveled (MVMT)	294	275	279



East Baton Rouge Parish - Westbound Crash Analysis

		2008	2009	2010
Crash Type	Angle Crashes	20	21	8
	Rear-End Crashes	649	480	516
	Sideswipe (Same Direction)	128	116	120
	Not a Collision with a Motor Vehicle	66	72	75
	Head-On	7	6	1
	Other	42	41	56
	Left/Right Turn	28	20	8
Crash Summary	Total	940	756	784
	Fatal Crashes	0	2	1
	Injury Crashes	236	190	150
Traffic	Annual Million Vehicle Miles Traveled (MVMT)	294	275	279



Example 1.13-2 - Spot Speed Study Table Example

SPOT SPEED STUDY

LOCATION :	On US 167, 1000' north of the LA 8 intersection, in Bentley.		
REPORT #		*TIME OF STUDY:*	10:20 A-11:30 A
DATE:	5/29/2013	*WEATHER:*	Partly Cloudy
DIRECTION OF TRAVEL :	Southbound	*ROAD CONDITIONS:*	Dry
ROUTE:	US 167	*PARISH:*	Grant
CONTROL SECTION:	023-02	*POSTED SPEED LIMIT:*	45 mph

MEAN (AVERAGE):	47.0	*50 TH PERCENTILE:*	46
MODE:	51	*85 TH PERCENTILE:*	51
MEDIAN:	46	*95 TH PERCENTILE:*	55
BOTTOM OF10 MPH PACE SPEED:	43	*NO. OF OBSERVATIONS:*	104
TOP OF 10 MPH PACE SPEED:	52	*% OF VEHICLES IN PACE RANGE:*	72.1%

SPEED	FREQ.	Percent	Cumlative Percent	SPEED	FREQ.	Percent	Cumlative Percent
15				49	3	2.88	64.42%
16				50	7	6.73	71.15%
17				51	13	12.50	83.65%
18				52	5	4.81	88.46%
19				53	4	3.85	92.31%
20				54	1	0.96	93.27%
21				55	1	0.96	94.23%
22				56	2	1.92	96.15%
23				57	2	1.92	98.08%
24				58	2	1.92	100.00%
25				59			
26				60			
27				61			
28				62			
29				63			
30				64			
31				65			
32				66			
33				67			
34	1	0.96	0.96%	68			
35				69			
36				70			
37	2	1.92	2.88%	71			
38				72			
39	1	0.96	3.85%	73			
40	3	2.88	6.73%	74			
41	7	6.73	13.46%	75			
42	3	2.88	16.35%	76			
43	11	10.58	26.92%	77			
44	10	9.62	36.54%	78			
45	11	10.58	47.12%	79			
46	1	0.96	48.08%	80			
47	6	5.77	53.85%				
48	8	7.69	61.54%				

Section 1.14 - CURVE SPEED STUDY

1.14.1 PURPOSE

The purpose of the Curve Speed Study is to determine the speed that a vehicle can negotiate a given horizontal curve under ideal conditions and other conditions which may require a recommended advisory speed. The study is also used to determine where turn and curve signs with advisory speed plates are required for horizontal curves. The study shall be sealed by a Louisiana registered professional engineer taking responsibility for the study recommendations and conclusions.

1.14.2 EQUIPMENT AND PERSONNEL

Test vehicle (passenger car/vehicle), driver, observer, ball bank indicator (slope meter safe curve indicator), Distance Measuring Instrument (DMI), and the Curve Speed Study form to input data.

1.14.3 PROCEDURE FOR USE OF EQUIPMENT

1. The ball bank indicator is used to measure the overturning force (side friction), measured in degrees, on a vehicle negotiating a horizontal curve. The ball bank should be mounted in such a position as to allow the ball to rest freely at the zero degree position when the vehicle is standing level. The movement of a car around a curve to the left, for example, causes the ball to swing to the right of the zero degree position. The faster the car moves around the curve or the sharper the curve, the greater degree indication from the zero-degree position.

2. Beginning well in advance of the curve being checked during free flow conditions, the driver should enter the curve at a predetermined speed (mph as stated in the paragraph below), drive the car parallel with the centerline of that travel lane, and *maintain uniform speed throughout the curve*. The curve should be driven a number of times until at least two identical ball bank readings (degrees) for each direction of travel are obtained. Each direction of travel shall be considered separately. See Table 1.14-1 for criteria in determining the curve advisory speed.

Table 1.14-1 - Criteria for Curve Advisory Speed Determination

Speeds (mph)	Ball Bank Reading (degrees)
≤ 20	16
25-30	14
≥ 35	12

3. The first trial run is made at a speed below the anticipated maximum speed. Subsequent trial runs are conducted at 5 mph speed increments. Readings of 16 degrees for speeds of 20 mph or less, 14 degrees for speeds of 25 mph through 30 mph and 12 degrees for speeds of 35 mph or greater are the usually accepted limits beyond which riding discomfort will be excessive and loss of vehicle control may occur.

4. The recommended advisory speed should be to the nearest 5 mph less than the maximum negotiable speed determined separately for each direction of travel. Considerations of sight distance, intersections, crash records, and other conditions may result in a recommended speed lower than that derived by the ball bank indicator method.

5. Advisory speed plates (mph) should be used in conjunction with curve and turn signs when the operating speed is below the posted or prevailing speed on the roadway. When plates are used with curve and turn signs, the miles-per-hour value shown on each plate should be determined by the use of the ball-bank indicator. The lowest speed (to the nearest 5 mph) obtained during trial runs that create a reading equal to or more than the degrees stated in Table 1.14-1with the corresponding mph should be posted. Each direction should be checked independently and may be posted with different speeds.

6. A horizontal alignment sign with advisory speed plates shall be required for speed advisories differing more than 9 mph from the posted speed. A horizontal alignment sign may be installed for alignments differing less than 9 mph. To decide if the horizontal alignment sign should be a turn or a curve sign, the driver should make test runs at 30 mph (or less, for safety). If the ball bank indicator exceeds 12 degrees or more, a turn sign will be required. If the indicator reading is less than 12 degrees at test run speeds of 30 mph, then test runs should be made at greater speeds. If the indicator exceeds 12 degrees at speeds between 31 and 65 mph, then a curve sign is required. See **Table 1.14-2** below and Table 2C-4 in the MUTCD for further guidance.

Table 1.14-2 - Turn Sign vs. Curve Sign

Number of Alignment Changes	Advisory Speed Sign	
	≤ 30 mph	**> 30 mph**
1	Turn (W1-1)	Curve (W1-2)
2	Reverse Turn (W1-3)	Reverse Curve (W1-4)
3 or more	Winding Road (W1-5)	

1.14.4 PLACEMENT OF WARNING SIGNS

1. Since warning signs are primarily for the benefit of the driver who is unfamiliar with the road, it is very important that care be given to the placement of such signs. Warning signs should provide adequate time for the driver to perceive, identify, decide, and perform any necessary maneuver to safely negotiate the curve. This total time to perceive and complete a reaction to a sign is the sum of the times necessary for perception, identification/understanding, emotion/decision-making, and execution of decision. This time may vary from approximately 3-seconds for general warning signs to as much as 10-seconds for high driver judgment condition warning signs. The advance distance for the placement of warning signs is determined by the posted speed or the 85th percentile speed as calculated from speed study data and conditions that exist on the section of roadway being studied. Once the type of warning signs has been selected, the proper sign location can be determined. The advance warning sign placement shall be in accordance with Table 2C-3 Guidelines for Advance Placement of Warning Signs in the current adopted edition of the MUTCD.

2. Warning signs and advisory speed plates shall be erected in accordance with the general requirements of the MUTCD.

*1.14.5 USE OF CURVE SPEED STUDY FORM (**Example 1.13-1**)*

1. Enter the *Roadway I.D.* and *Location* so that the curve speed study location is thoroughly identified. The street name(s), state road number(s), parish, and control section should be included.

2. Enter the *Posted Speed Limit*, *Pavement Condition*, *Date of Study*, and *Observer(s)* in the appropriate spaces. Include any information that may need to be considered in addition to data being collected in the *Remarks* area.

3. In the *Direction of Travel* column enter *North*, *East*, *South*, or *West* indicating the direction of the study vehicle. In the *Logmile* column enter the logmile for the beginning of the curve or in the GPS column enter the gps coordinates of the beginning of the curve. In the *Speed on Curve* column enter the constant speed of the study vehicle as the vehicle travels through the curve. In the *Degree of Deflection* column, enter the degree of deflection as shown on the ball bank indicator for constant speed of the study vehicle as the vehicle passed through the curve.

Example 1.14-1 - Curve Speed Study Example

State of Louisiana Department of Transportation and Development

CURVE SPEED STUDY

Traffic Engineering

Speeds (mph)	Ball Bank Reading (degrees)
≤ 20	16
25 - 30	14
≥ 35	12

LOCATION I.D.: US 190 (Near Cedar Ridge Road)

PARISH: EBR | **CONTROL SECTION:** 013-05

POSTED SPEED (mph): 55 | **PAVEMENT CONDITION:** Dry

DATE: 01-10-10 | **OBSERVERS:** Todd Humphreys & Monique Ordogne

REMARKS: None

LOGMILE/GPS: BEGIN CURVE 8.317 END CURVE 8.428

DIRECTION OF TRAVEL	SPEED ON CURVE	DEGREE OF DEFLECTION	# of curves	Less than or equal to 30 mph	Greater than or equal to 35 mph
North	40	8	1	 W1-1	 W1-2
South	40	7			
North	45	10			
South	45	8	2	 W1-3 L or R	 W1-4 L or R
North	50	12			
South	50	11			
North	45	10	3 or more	 W1-5 L or R	 W1-5 L or R
South	45	9			
North	45	10			
South	45	8	Advisory Speed:		
			Recommended Signs:		
			Approved by District Traffic Oper. Engineer:		

1.14.6 EQUIPMENT AND PERSONNEL

A reproducible copy of the CURVE SPEED STUDY is in Appendix A. This form is also available on the Departments internet site under Traffic Engineering.

Section 1.15 - PEDESTRIAN CROSSWALK TRAFFIC CONTROL DEVICE EVALUATION

1.15.1 REFERENCE

- Traffic Engineering Manual
  - Section 1.09 - INTERSECTION CONTROL EVALUATION (ICE) REQUIREMENTS
- MUTCD
  - Section 1D.01 – Purpose and Principles of Traffic Control Devices
  - Chapter 3C - Crosswalk Markings – see this entire chapter for information related to crosswalk markings. This section of the Traffic Engineering Manual references specific location of Chapter 3C.
  - Part 4 – Highway Traffic Signals
- Louisiana Revised Statutes
  - 32:212 – Pedestrians right-of-way in crosswalks
  - 32:213 – Crossing at other than crosswalks
- EDSM II.2.1.14 – Complete Streets
- EDSM VI.3.1.2 – Flashing Beacons and LED Flashing Signs

1.15.2 CROSSWALK TYPES

In general, there are two crosswalk types, marked and unmarked crosswalks. There are design requirements and traffic control devices required for both marked and unmarked crosswalks. This section of the Traffic Engineering Manual focuses on the evaluation of specific locations and not a corridor type project. When evaluating a corridor or along a project see Traffic Engineering's other LADOTD Manuals and Traffic Engineering Manual Section 1.09 ICE for more information on evaluating multiple locations together.

LADOTD separates marked crosswalks into the following locations:

- a school,
- a non-intersection (mid-block) and uncontrolled intersection approach;
- a controlled approach at stop or yield controlled intersection;
- or signalized locations.

These locations have different sets of criteria for installation.

1.15.3 DEFINITIONS

1. ***Uncontrolled Approach**:* An approach at an intersection that is not controlled by either a traffic signal, a yield sign, or a stop sign.

2. ***Controlled Approach**:* An approach at an intersection that is controlled by either a traffic signal, a yield sign, or a stop sign.

3. ***Pedestrian Generator**:* Destinations that facility users may be walking or biking to such as schools, libraries, community centers, shopping centers, bus stops, etc.

4. ***Adequate stopping sight distance**:* See AASHTO manuals.

5. ***Pedestrian Refuge**: Is a space that is intended to help protect a facility user while attempting to cross the roadway. See Traffic Engineering's other LADOTD Manuals for more information.*

6. ***Pathway:** a general term denoting a public way for purposes of travel by authorized users outside the traveled way and physically separated from the roadway by an open space or barrier and either within the highway right-of-way or within an independent alignment. Pathways include shared-use paths, but do not include sidewalks.*

7. ***ADA Compliant (*Americans with Disabilities Act)**: This means the sidewalks must be the correct width, slopes, grades, offsets, ramps must be present with truncated domes and meet all ADA requirements, etc. Blended transitions (flush with the roadway) with truncated domes are also used to meet ADA requirements. This also includes the pavement/concrete to be in good condition, signs for the crossing direction, pedestrian signal heads, and audible pedestrian pushbuttons with a tactile button.
    a. *Review and consider other LADOTD manuals for other design elements and features that may be required to meet ADA compliance.*

1.15.4 PURPOSE

The purpose of traffic control devices for pedestrian crosswalks is to designate pedestrian crossing areas at intersections or mid-block locations. They serve practical and legal functions to improve pedestrian safety and guide traffic behavior. This is done by ensuring that traffic control devices (crosswalk markings, signs, signals, etc) are placed appropriately to meet the following principles:

- Fulfill a need
- Command attention
- Convey a clear, simple meaning
- Command respect from road users, and
- Give adequate time for proper response.

Design, placement, operation, maintenance, and uniformity are aspects that should be carefully considered when looking at these 5 principles. Based on this, DOTD will implement the following criteria below.

1.15.5 TRAFFIC ENGINEERING REPORT

A Traffic Engineering Report shall be created for all crosswalk locations being evaluated for traffic control device installations. The Report is to document if the location meets the conditions noted in Traffic Engineering Manual – Section 20.4.6 USE CONDITIONS. The Report is to include all data, studies, and documentation collected related to the crosswalk evaluation. The Report is to provide a recommendation describing all needed traffic control devices at the crossing location. These recommendations shall be explained within the report using the collected data, studies, and documentation to support the recommendation. Any design constraints and possible mitigations shall be included within the Report.

Each location may require different data and studies based on its unique situation, geometry, and use. The Engineer of Record may refer to Traffic Engineering Manual - Section 1D.1 for possible data and studies that may be used for Engineering Reasoning within the Traffic Engineering Report. The following shall be the starting list for the data and studies to be included for a Crosswalk Traffic Control Device Evaluation Traffic Engineering Report:

- Location Description (this should include pedestrian and bike generators)
- Roadway Context
- Existing Geometric Conditions
- Peak Period Counts and/or Peak Hour Counts (Both Existing and Projected)
    - Pedestrian Counts
    - Bicycle Counts

    - Vehicular Counts
- Peak Period Observations
- Crash Analysis (All modes)
- Sight Triangles for pedestrians and vehicular traffic (this should include moving site distance issues)
- Pedestrian Delay Study

See Form 1.15-1 and Form 1.15-2 for the Pedestrian Volume and Summary Sheets. Projected pedestrian and bicycle counts shall be documented. The documentation for the projected counts may be from the ITE Trip Generation Manual, documented rerouted/consolidated movements, bus ridership, etc.

1.15.6 USE CONDITIONS

Traffic control devices for crosswalks may be installed when the following criteria are met:

1. Connects a pedestrian network that is crossing at the intersection or approach. Pedestrian networks refers to sidewalks or pathways associated with pedestrian generators.
2. Locations must meet ADA compliance as defined in this Traffic Engineering Manual – Section 1.15.3, or be upgraded before the devices are installed.
3. Adequate sight distance between pedestrians and motorists shall exist. (See other LADOTD Manuals for more information)
4. Meets the requirements and warrants as defined in:
    a. 1.15.7 SCHOOLS
    b. 1.15.8 NON-INTERSECTIONS (MID-BLOCK) AND UNCONTROLLED INTERSECTION APPROACH
    c. 1.15.9 A CONTROLLED APPROACH AT STOP OR YIELD CONTROLLED INTERSECTION
    d. 1.15.10 SIGNALIZED INTERSECTION

The following traffic control devices do not require an evaluation for installation:

- Pedestrian signal heads and push-buttons at a signalized intersection
- Pedestrian warning signs

1.15.7 SCHOOLS

See Traffic Engineering Manual Section 7A.2 for school crosswalks.

1.15.8 NON-INTERSECTIONS (MID-BLOCK) AND UNCONTROLLED INTERSECTION APPROACH

For non-intersection (Mid-Block) and uncontrolled intersection approach crosswalks, the installation of a marked crosswalk shall be evaluated. Other traffic control devices may be evaluated by the Engineer of Record unless stated otherwise in the section. In addition to the requirements stated in Traffic Engineering Manual - Section 1.15.5, the following data shall be considered by the Engineer of Record for use in the Traffic Engineering Report per MUTCD Section 3C.02 paragraph 04. The considerations and reasoning are to be documented within the Traffic Engineering Report.

- Total number of approach lanes
- The presence of a median
- The distance from adjacent signalized intersections or other controlled crossings
- Projected pedestrian and bicyclist volumes
- Pedestrian and bicyclist paths of travel
- Pedestrian ages and abilities
- Pedestrian and bicyclist delays
- Location or frequency of public transit stops
- Average daily traffic (ADT)
- Speed limit or the 85th-percentile speed
- The horizontal and vertical geometry of the crossing location
- The possible consolidation of multiple crossing points
- The availability of street lighting

The installation of other traffic control devices and design measures shall be evaluated as mitigations based on the following conditions:

- The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater, or
- The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater, or
- The posted speed limit is 40 mph or greater, or
- A crash analysis reveals that multiple-threat crashes are the predominant crash type on a multi-lane approach, or
- When adequate visibility cannot be provided by parking prohibitions

If any of the above conditions are met then the uncontrolled location may require additional traffic control devices. The location shall be evaluated to determine what traffic control devices should be installed. This evaluation shall require a comparison of the existing and projected conditions to the following traffic control devices:

- Stop Control
  - If a Stop Control is the recommended traffic control device it shall follow the requirements and approval process as stated in the Traffic Engineering Manual Section 2B.8
- Yield Control (if applicable per MUTCD)
- Rectangular Rapid Flashing Beacon (if applicable per MUTCD)
- Pedestrian Hybrid Beacon
- Pedestrian Signal
- Traffic Signal with pedestrian equipment
  - If a Traffic Signal is the recommended traffic control device, it shall follow the requirements and approval process as stated in LADOTD Traffic Engineering Manual Section 1G.1 - ICE

The goal of the traffic control devices and other design measures are to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence.

The following are the Warrants for an Uncontrolled Approach at an Intersection and Non-Intersections (Mid-Blocks):

Applies to Intersections:

A. May install if:

1. Applies to Intersections
   a) There are a minimum of 20 pedestrians crossing in a 2 hour period during any 24 hour period and the pedestrians have fewer than 5 gaps in traffic per 5 minute period; or
2. Engineering Report indicates a need.

B. Should not install if:

1. Posted speeds exceed 40 mph or over without additional traffic control;
2. On a roadway with 4 or more lanes:
   a. without a raised median or crossing island that has (or will soon have) an ADT of 12,000 or more;
   b. with an ADA compliant raised median or crossing island that has (or will soon have) an ADT of 15,000 or more;
3. Engineering Report indicates not to install.

Applies to Non-Intersections (Mid-Blocks)

A. May install if:
1. There are 40 or more pedestrians that cross during a one hour period or 25 or more cross per hour for 4 consecutive hours and fewer than 5 gaps in traffic during the peak 5 minute period; and
2. The Average Daily 2 way traffic is above 3500 vehicles per day; or
3. Engineering Report indicates a need.

B. Should not install if:
1. When placed between intersections that are spaced less than 600';or
2. Within the functional area of a nearby intersection, or
3. At locations with posted speeds 40mph or over without additional traffic control, or
4. If Engineering Report indicates not to install.

1.15.9 A CONTROLLED APPROACH AT STOP OR YIELD CONTROLLED INTERSECTION

The following are the Warrants for marking a crosswalk at a stop or yield controlled approach at an Intersection:

A. May install if:
1. There are a minimum of 20 pedestrians crossing in a 2 hour period during any 8 hour period; or
2. If Engineering Report indicates a need.

Note: If there is a large number of turning vehicles that conflict with the pedestrian movements, then countermeasures such as protected only turns or no turns on red at a signalized intersection should be considered.

1.15.10 SIGNALIZED INTERSECTION

Signalized Intersections will have marked crosswalks installed based on need at the intersection and not due to the presence of a signal. The purpose of this is to prioritize marked crosswalks where pedestrians are present. A signalized intersection should be looked at as a whole, but may not need marked crosswalks installed on all approaches.

The following are the Warrants for a Signalized Intersection:

A. May install if:

1. There are a minimum of 20 pedestrians crossing a single approach in a 2 hour period during any 8 hour period; or
2. There are a minimum of 20 pedestrians crossing at all approaches in a 2 hour period during any 8 hour period; or
3. If Engineering Report indicates a need.

1.15.11 EQUATIONS

Usable gap (seconds) = [W /pedestrian crossing rate] + 3 + (n-1) * 2

Where ***W*** =the distance, in feet, from the curb, minus the parking lane or the distance, in feet, from the curb to a raised pedestrian refuge island;

pedestrian crossing rate = 2.5 ft/sec to 3.5 ft/sec depending on pedestrian make up; ***3*** = the perception and reaction time in seconds; ***n***=is the number of rows of pedestrians, consisting of 5 pedestrians in each row, n=1 for any group less than 5 (a group of 16 pedestrians, n=4)

{Gaps should be observed during both peak traffic hours and peak pedestrian use time, if the peak traffic hours and peak pedestrian use time are not the same.}

Average number of gaps per 5 minute period = total usable gap time in seconds divided by pedestrian crossing rate (2.5 ft/sec to 3.5 ft/sec) multiplied by 12.

1.15.12 APPROVAL

The District Traffic Operations Engineer may approve the installation of traffic control devices for crosswalks based on the Engineering Report created for the location. For traffic control devices that require additional approvals due to other policies, those approvals are still required prior to installation of the traffic control device.

1.15.13 WAIVER AND EXCEPTIONS

Not applicable to this policy.

1.15.14 DESIGN

For Marked Crosswalk design, see LADOTD Standard Plan PM-08. See the LADOTD Traffic Signal Manual for design requirements related to pedestrians and traffic signals. The implementation of an approved traffic control device crosswalk evaluation may require additional analysis for design. At the District Traffic Operations Engineer's discretion, additional analysis may be required prior final installation.

1.15.15 MAINTENANCE

Each marked crosswalk location should be repaired or replaced as necessary. This includes not only the pavement markings but also the signs associated with the crossing.

Each crosswalk associated with a school crossing should be inspected according to Section 7A.2 Policy for School Areas in this manual.

1.15.16 IMPLEMENTATION

All new installations shall follow this policy. All other locations may be reexamined using this policy through normal maintenance activities.

1.15.17 NON-STATE ROADWAYS

For local roadways and intersections that are not with a State route, local governing bodies shall follow the MUTCD for pedestrian traffic control devices. Local governing bodies should follow the Traffic Engineering Manual Section 1I.4 if they do not have policies for pedestrian traffic control device evaluations for their local roadways. Local governing bodies may be required to provide documentation (Engineering Report, Policy, etc.) if Federal or State monies are used for the pedestrian traffic control device. Approvals for pedestrian traffic control devices on local roadways and intersection that are not with a State route are to follow the normal approval process for the local governing bodies.

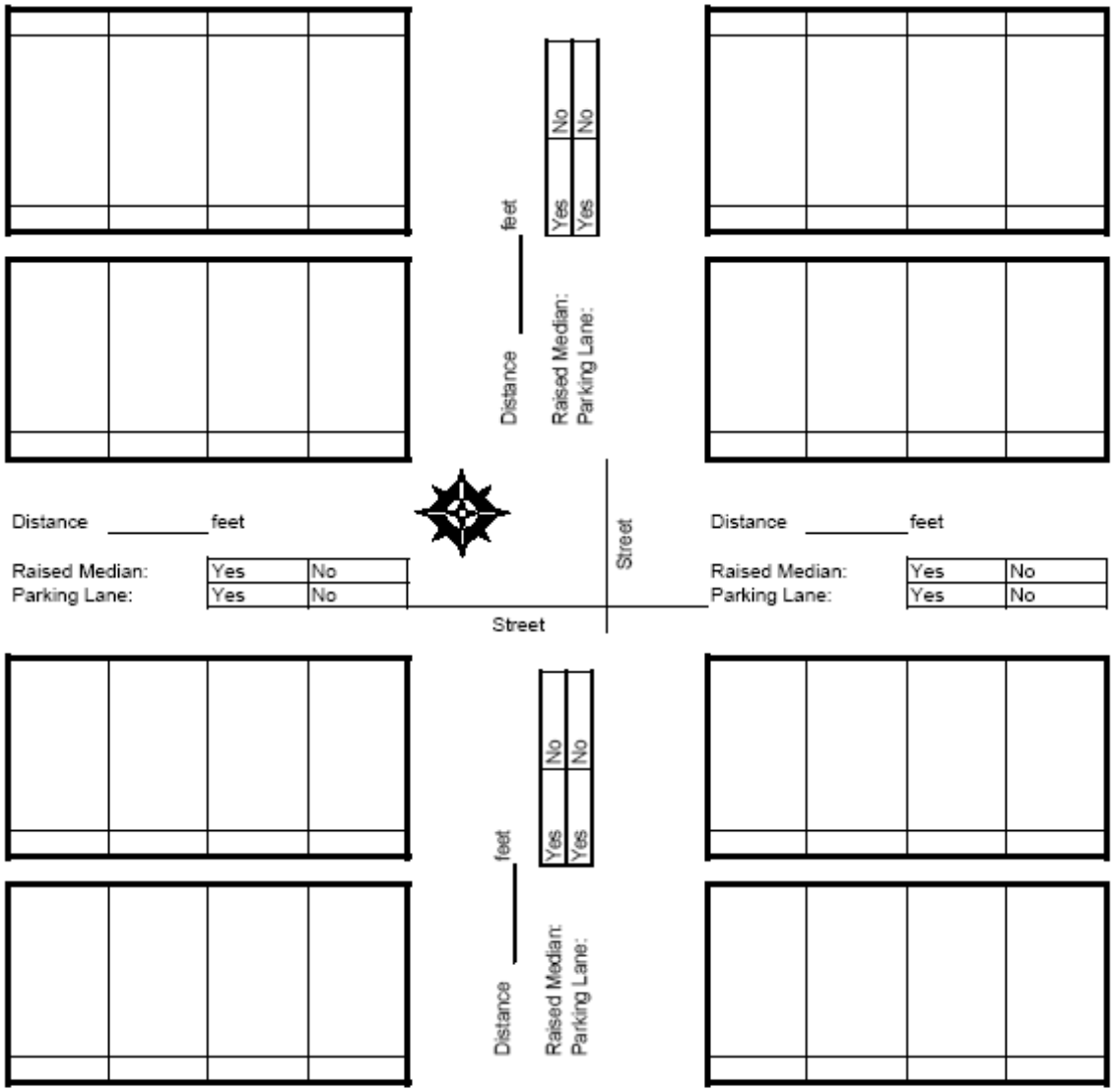
1.15.18 PEDESTRIAN SIGNALS

Refer to LADOTD Traffic Signal Design Manual for the Department's policy on pedestrian related timing information, pedestrian signal heads and pushbuttons.

Form 1.15-1 - Pedestrian Volume Sheet

Pedestrian Volume Sheet

Location ID:			
Parish:	City:	Type of Control:	
Study Date:	Time From: to		Observer:
Remarks:			



Distance =	from the curb, minus the parking lane or from the curb to a raised pedestrian refuge island
Raised Median=	Check yes if the raised median is at least 4 feet wide and capable of providing refuge to pedestrians crossing the street
Age of Pedestrians-	Make a note on the crossings as to the age and physical condition of the pedestrians

Form 1.15-2 - Summary of Pedestrian Movements

Summary of Pedestrian Movements

Location ID:		
District:	Parish:	Date:
Observer:	City:	Weather:
 Sketch of crossings. Show proposed crosswalks/signs if any.		Roadway Width (feet): N/S E/W Median Width (feet): >= 4 feet ○ <4 feet ○ Remarks:

Pedestrian Movements

TIME	NORTH	SOUTH	EAST	WEST
TOTAL				

* Note the age and ability of Pedestrians

Chapter 2 – SIGNS

Section 2.01- SIGNS

2.01A.1 REFERENCE

- MUTCD
  - Part 2. Signs

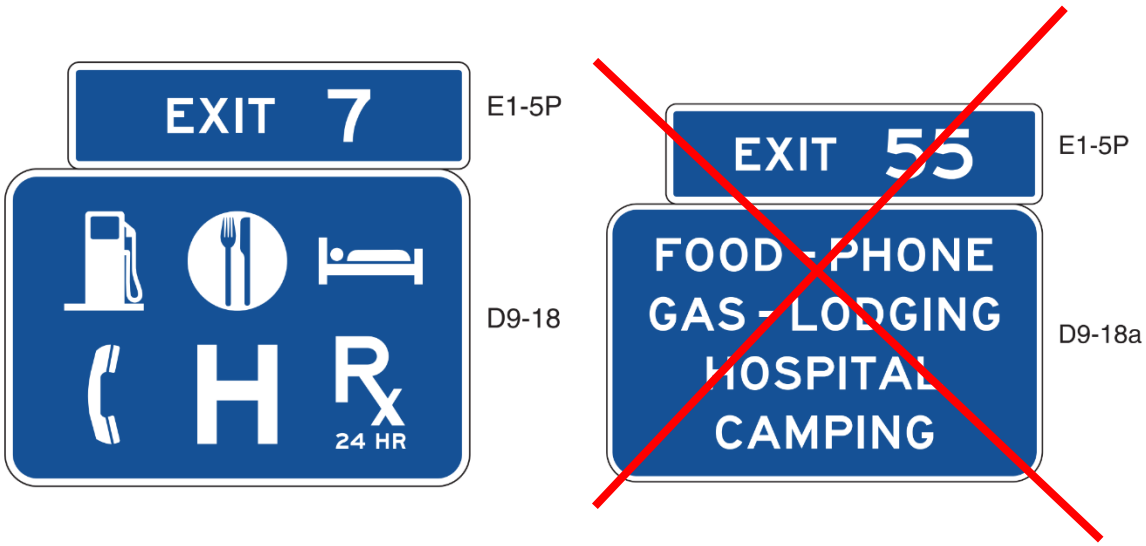
2.01A.2 POLICY

Word messages shall not be used if a symbol design is available in the current DOTD adopted MUTCD.

2.01A.3 EXAMPLES

Figure 2.01.A - Symbol Sign Example 1

Figure 2.01.B - Symbol Sign Example 2



USE **DON'T USE**

Section 2.02A - SIGN LOCATIONS AND PRIORITIZATION

2.02A.1 REFERENCE

- MUTCD
  - Section 2A.13 Standardization of Location
  - Section 2A.20 Excessive Use of Signs

2.02A.2 EXPLANATION

The basic role of traffic control devices are to provide only as much information to the facility user as necessary to promote the safe and efficient operations of transportation facilities. This role in conjunction with the amount of time facility users have to consume and digest the provided information requires proper selection and prioritization of traffic control devices. Specifically for signs this can lead to situations where signs are used excessively creating sign clutter. Excessive sign use, especially for warning and regulatory signs, can lead to signs losing their effectiveness there by decreasing the safety and efficiency benefits they provide. Sign clutter can create difficulty for the facility users related to processing and seeing the desired information. This can have an impact on entire sequence of signs.

To help decrease excessive sign use and sign clutter, LADOTD evaluates signs throughout multiple stages of a projects life. LADOTD also provides guidance within this manual and the LADOTD Sign Manual. One of the most important tools LADOTD uses for sign evaluation and implementation is the Engineering Reasoning and Decision Document (ERDD) for signs. The ERDD provides a record for documenting the why and location for signs being installed. Guidance for the ERDD can be found in the LADOTD Sign Manual.

2.02A.3 APPLICATION

Section 2A.13 Standardization of Location paragraph 11 of the MUTCD states that a priority for sign installation should be established. Understanding which signs are the most important is dependent on the location and the situation where the signs are being considered/installed. Due to this LADOTD has determined an initial sign priority order for Engineers to use when

evaluating a location for sign layouts. The sign priority order is based on Section 2A.13 paragraph 13 of the MUTCD.

Sign Priority

1. *Critical*
    a. Regulatory and Warning Signs
    b. Guide Signs
2. *Non-Critical* – These are typically placed based on policy requirements. More information can be found within this manual, the MUTCD, EDSMs, and LADOTD Permits for the signs listed below.
    a. Acknowledgment Guide Signs
    b. Community Wayfinding signs
    c. Logo Signs
    d. All other signs

It is the responsibility of the Engineer of Record to evaluate a location to determine priority. For situations where the priorities need to be varied the Engineer of Record shall document the reasoning for the chosen priorities within the Engineering Reasoning and Decision Document called out in the LADOTD Sign Manual.

Section 2.03R - USE OF TRUCK ROUTE SIGNS

2.03R.1 REFERENCE

- MUTCD
  - Section 2B.66 TRUCK ROUTE signs (R14-1)
- Louisiana Revised Statute
  - 32:282 – Obstruction to driver's view or driving mechanism
  - 32:380 – Width; projecting loads on vehicles

2.03R.2 LOUISIANA LAW

Revised Statute 32:380 (D) and 32:382 (D) requires the Department to designate a truck route system for large trucks 96 to 102 inches in width and combinations of vehicles consisting of three vehicles.

2.03R.3 TRUCK ROUTE SYSTEM

The Truck Route System designated by the Department is detailed on the Official Truck Route map maintained by the DOTD Office of Planning Division.

Large trucks may also use adjacent state routes within 10 miles (3 miles in Orleans Parish) of the truck routes for food, fuel, repairs, and rest unless otherwise posted.

2.03R.4 REQUESTS

Requests for TRUCK ROUTE signs should be made by the local jurisdiction by resolution or other official document.

A Traffic Engineering Report should be prepared in response to this request addressing pertinent traffic issues.

2.03R.5 APPROVAL

All TRUCK ROUTE signs must be recommended by the District Traffic Operations Engineer (DTOE) and approved by the District Administrator.

2.03R.6 LOCATION AND PLACEMENT

Signs should be placed at the beginning of the designated route and repeated as necessary.

2.03R.7 LOCATION TRACKING

The District Traffic Operations Engineer may consider documenting the locations of the TRUCK ROUTE signs by either LRS ID - Logmile, Control Section – Logmile or GPS coordinates.

Section 2.04R - USE OF NO TRUCK SIGNS

2.04R.1 REFERENCE

- MUTCD
  - Section 2B.68 National Network signs – National Network Prohibition sign (R14-5)
- Louisiana Revised Statute
  - 32:282 – Obstruction to driver's view or driving mechanism
  - 32:380 – Width; projecting loads on vehicles

2.04R.2 LOUISIANA LAW

Revised Statute 32:380 (D) and 32:382 (D) requires the Department to designate a truck route system for large trucks 96 to 102 inches in width and combinations of vehicles consisting of three or more vehicles.

2.04R.3 TRUCK ROUTE SYSTEM

The Truck Route System designated by the Department is detailed on the Official Truck Route map maintained by the Planning Division of DOTD's Office of Project Delivery.

All state routes are open to trucks less than 96" wide unless otherwise posted.

2.04R.4 USE CONDITIONS

Routes being considered for a National Network Prohibition sign (R14-5) installation shall meet the following warrants:

The route is **not** designated as a truck route **and** one of the following conditions are met:

1. The route has a specific weight limitation.
2. The route has a specific geometric limitation.

2.04R.5 REQUESTS

Requests for No Truck Route signs should be made by the local jurisdiction by resolution or other official document.

A Traffic Engineering Report should be prepared in response to this request addressing pertinent traffic issues.

2.04R.6 APPROVAL

All National Network Prohibition signs shall be approved by the Traffic Engineering Division Administrator (or designated Traffic Engineering approver) prior to installation. Once approved, the request shall be forwarded to Office of Planning for documentation and the District Traffic Operation Engineer for installation.

2.04R.7 LOCATION AND PLACEMENT

Signs should be placed at the beginning of the designated route and repeated as necessary.

2.04R.8 LOCATION TRACKING

The Traffic Engineering Management shall document the locations of the No Truck Route signs by either LRS ID – Logmile, Control Section – Logmile or GPS coordinates.

Section 2.05R - USE OF WEIGHT LIMIT SIGNS

2.05R.1 REFERENCE

- MUTCD
  - Section 2B.64 WEIGHT LIMIT signs (R12-1 Through R12-7)
- Louisiana Revised Statute
  - 32:386 – Weight

2.05R.2 LOUISIANA LAW

Revised Statute 32:386 (J) gives the Department the authority to limit truck weights on any state route including designated truck routes.

2.05R.3 USE CONDITIONS

Weight Limit restrictions determination is made by the DOTD Bridge Maintenance.

2.05R.4 LOCATION AND PLACEMENT

The WEIGHT LIMIT sign (R12-5) shall be placed in advance of the applicable section of highway or structure.

A WEIGHT LIMIT sign (R12-5) with an appropriate distance plaque shall be placed in advance of the nearest intersection or other points where prohibited vehicles can detour or turn around.

2.05R.5 APPROVAL

All WEIGHT LIMIT signs shall be approved by both the ADA of Operations and the Chief Engineer. Once approved the DOTD Bridge Maintenance Section shall be informed to post on the Department website. Once approved and posted to the Department website, the District Traffic Operations Engineer is to be informed and District personnel shall install the signs.

2.05R.6 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the WEIGHT LIMIT signs and the WEIGHT LIMIT with advisory distance ahead plaque signs by either LRS ID – Logmile, Control Section – Logmile or GPS coordinates.

Section 2.06R - USE OF NO HAZARDOUS CARGO SIGNS

2.06R.1 REFERENCE

- MUTCD
  - Section 2B.67 Hazardous Material Signs – Hazardous Material Prohibition Sign (R14-3)
- Louisiana Revised Statute
  - 32:1521 – Restriction on transportation of hazardous materials

2.06R.2 LOUISIANA LAW

Presently, Revised Statute 32:1521 prohibits the transport of hazardous cargo along LA 73 in Ascension Parish, and all routes in Caddo and Bossier Parishes except specific main named highways.

2.06R.3 USE CONDITIONS

Limitations of the transport of hazardous cargo are set by specific acts of the legislature.

Temporary restrictions on the transport of hazardous cargo due to homeland security issues may be implemented by the Department.

2.06R.4 LOCATION AND PLACEMENT

Signs on the Interstate system shall supplement all Advance Guide Signs to the Exit.

On all other state routes, signs shall supplement all Junction and Advance Junction Signs.

2.06R.5 APPROVAL

Hazardous Cargo signs are approved by an Act of Legislation or by an Official Request from the Office of Homeland Security.

2.06R.6 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the Hazardous Material Prohibited Signs (R14-3) signs by either LRS ID – Logmile, Control Section – Logmile, or GPS coordinates.

Section 2.07R - UNMUFFLED COMPRESSION BRAKE PROHIBITED SIGNS

2.07R.1 DEFINITION

"Unmuffled compression brake" or (engine brake) means any motor vehicle brake that is operated by the compression of the engine of the motor vehicle. An unmuffled compression brake is also referred to as a "jake brake".

This policy is intended to provide guidance on the issuance of permits to local governments for UNMUFFLED COMPRESSION BRAKE PROHIBITED signs.

2.07R.2 USE CONDITIONS

The Department will not install UNMUFFLED COMPRESSION BRAKE PROHIBITED signs. Applications for a Regulatory Sign permit may be sent to the District Office to which the requested sign would belong.

To obtain a Regulatory Sign permit:

1. A permit request form for Regulatory Signs must be signed by an official of the local government requesting the sign
2. The request must specify where the signs will be placed
3. The following must be attached to the request:
   a. A map illustrating where the signs will be placed
   b. A copy of the local ordinance banning the use of unmuffled compression brakes specifically (a broad noise ban ordinance will not be accepted)
   c. Shop drawings illustrating the size of sign, lettering height, font, legend, and type of material (sheeting) to be used

2.07R.3 LOCATION AND PLACEMENT

The UNMUFFLED COMPRESSION BRAKE PROHIBITED signs shall only be placed in an area with a current ordinance prohibiting unmuffled compression brakes that has been passed by the local governing agency requesting the permit for these signs. The sign shall be mounted as an independent sign assembly that meets DOTD current sign installation standards.

2.07R.4 SIGN DESIGN

The UNMUFFLED COMPRESSION BRAKE PROHIBITED signs shall be designed as described below:

1. White background on the sign
2. Black lettering:
   a. Two lane roadways – 4 - 6 inch lettering
   b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
   c. Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
   d. Control of Access roadways – 13 inch lettering
3. E mod font shall be used on COA roadways and C font on all others
4. The sign shall be retroreflective to show the same shape and similar color both day and night

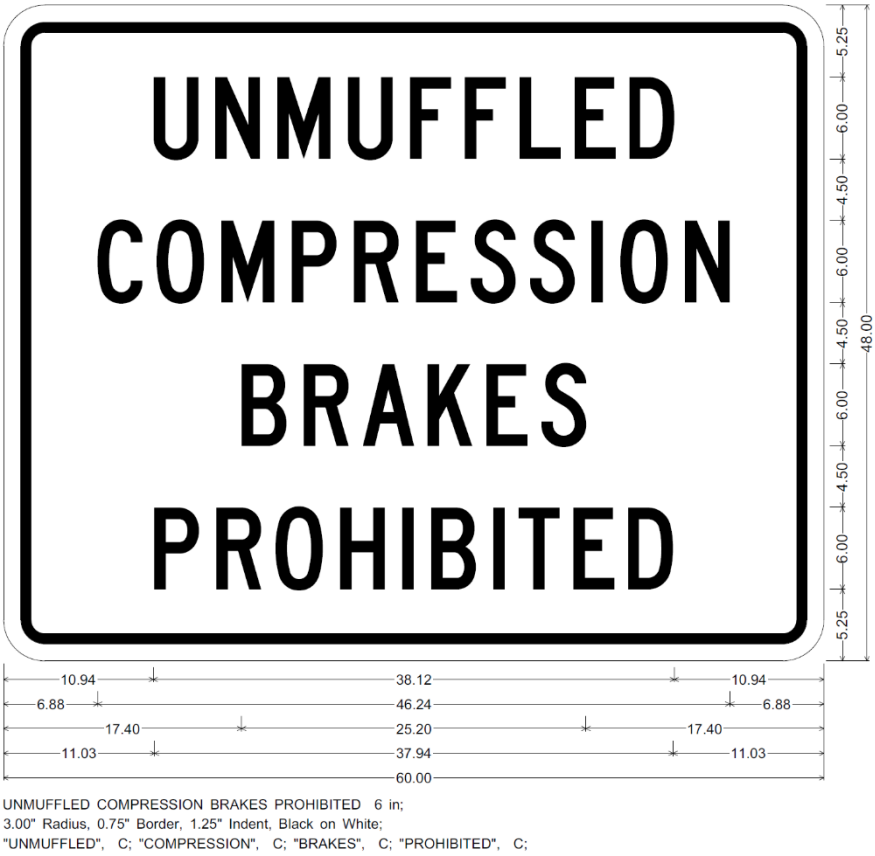
The back of UNMUFFLED COMPRESSION BRAKE PROHIBITED signs shall have the following information either on a weatherproof sticker or written neatly in black permanent marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

2.07R.5 IMPLEMENTATION

All new requests for UNMUFFLED COMPRESSION BRAKE PROHIBITED signs shall follow this policy. All existing signs installed under an approved DOTD permit are grandfathered in until they are replaced due to damage or routine maintenance.

Figure 2.07.A - Example of Unmuffled Compression Brakes Prohibited Standard sign for a multilane roadway with a speed limit of 50 mph or greater.



2.07R.6 APPROVAL

The District Traffic Operations Engineer shall recommend for approval the UNMUFFLED COMPRESSION BRAKE PROHIBITED signs and the Traffic Engineering Division Administrator (or designated approver) shall approve. If the sign is non-standard, the Traffic Engineering Division Administrator (or designated approver) shall approve the sign prior to installation.

2.07R.7 LOCATION TRACKING

Traffic Engineering shall document the locations of the UNMUFFLED COMPRESSION BRAKE PROHIBITED signs by either LRS ID – Logmile, Control Section – Logmile, or GPS coordinates.

Section 2.08R - LOUD MUSIC PROHIBITED SIGNS

2.08R.1 DEFINITION

This policy is intended to provide guidance on the issuance of permits to local governments for LOUD MUSIC PROHIBITED signs.

2.08R.2 USE CONDITIONS

The Department will not install LOUD MUSIC PROHIBITED signs. Applications for a Regulatory Sign permit may be sent to the District Office to which the requested sign would belong.

To obtain a Regulatory Sign permit:

1. A permit request form for Regulatory Signs must be signed by an official of the local government requesting the sign
2. The request must specify where the signs will be placed
3. The following must be attached to the request:
   a. A map illustrating where the signs will be placed
   b. A copy of the local ordinance banning loud music specifically (a broad noise ban ordinance will not be accepted)
   c. Shop drawings illustrating the size of sign, lettering height, font, legend, and type of material (sheeting) to be used

2.08R.3 LOCATION AND PLACEMENT

The LOUD MUSIC PROHIBITED signs shall only be placed in an area with a current ordinance prohibiting loud music that has been passed by the local governing agency requesting the permit for these signs. The sign shall be mounted as an independent sign assembly that meets DOTD current sign installation standards.

2.08R.4 SIGN DESIGN

The LOUD MUSIC PROHIBITED signs shall be designed as described below:

1. White background on the sign

2. Black lettering:
   a. Two lane roadways – 4 - 6 inch lettering
   b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
      Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
   c. Control of Access roadways – 13 inch lettering
3. E mod font shall be used on COA routes and C font on all others
4. The sign shall be retroreflective to show the same shape and similar color both day and night

The back of LOUD MUSIC PROHIBITED signs must have the following information either on a weatherproof sticker or written neatly in black permanent marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

2.08R.5 IMPLEMENTATION

All new requests for LOUD MUSIC PROHIBITED signs shall follow this policy. All existing signs installed under an approved DOTD permit are grandfathered in until they are replaced due to damage or routine maintenance.

Figure 2.08.A - Example of Loud Music Prohibited Standard sign for a multilane roadway with a speed limit of 50 mph or greater.

2.08R.6 APPROVAL

The District Traffic Operations Engineer shall recommend for approval the LOUD MUSIC PROHIBITED signs and the Traffic Engineering Division Administrator (or designated approver) shall approve.

2.08R.7 DOCUMENTATION

Traffic Engineering Division shall document the locations of the LOUD MUSIC PROHIBITED signs by either LRS ID – Logmile, Control Section – Logmile or GPS coordinates.

Section 2.09R - INSTALLATION AND MAINTENANCE OF STOP SIGNS

2.09R.1 Reference

- MUTCD
  - 2A.13 Standardization of Location
  - 2B.03 Size of Regulatory Signs
  - 2B.04 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)
  - 2B.11 Minor Road Stop Control
  - 2B.12 All-Way Stop Control
  - 2B.18 STOP Sign or YIELD Sign Placement

2.09R.2 USE CONDITIONS

When a location is being evaluated for the installation of a STOP sign refer to 2B.11 Minor Road Stop Control or 2B.12 All-Way Stop Control. For locations being evaluated for All-Way Stop Control a Traffic Engineering Report shall be required. The Traffic Engineering Report shall evaluate the following warrants:

- All-Way Stop Control Warrant A: Crash Experience
- All-Way Stop Control Warrant B: Sight Distance
- All-Way Stop Control Warrant D: 8-Hour Volume

All-Way Stop Control Warrants C and E should be considered based on individual location being evaluated.

2.09R.3 INSTALLATION AND MAINTENANCE

The following states the responsibilities for the installation and maintenance of STOP signs.

(1) State Routes. DOTD shall be responsible for installing and maintaining STOP signs on all state routes where applicable. This includes the STOP signs for local roads that intersect with state routes. The owner of the publicly owned road shall be responsible for

all warning signs associated with the non-state owned approaches. The owner of the publicly owned road shall maintain the visibility of the STOP sign.

(2) Private Roads/Drives. The owner of the private road or driveway shall install STOP signs on their road as directed by DOTD. The private road or driveway owner shall maintain the STOP signs and any warning signs associated with the privately owned approaches.

2.09R.4 LOCATION AND PLACEMENT

See Section 2A.13 Standardization of Location and Section 2B.18 STOP Sign or YIELD Sign Placement

2.09R.5 SIGN DESIGN

See Section 2B.03 Size of Regulatory Signs and Section 2B.04 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

2.09R.6 LOCAL ROADWAYS

The owner of the publicly owned road shall install STOP signs on their road where applicable per the MUTCD. DOTD shall install and maintain all STOP signs on publicly owned roads at the intersection of the state highway. The owner of the publicly owned road shall be responsible for all warning signs associated with the non-state owned approaches. The owner of the publicly owned road shall maintain the visibility of the STOP sign.

2.09R.7 APPROVAL

The District Traffic Operations Engineer shall approve STOP signs.

2.09R.8 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the STOP signs maintained by DOTD by either LRS ID – Logmile, Control Section – Logmile or GPS coordinates.

Section 2.10R - KEEP RIGHT EXCEPT TO PASS / SLOWER TRAFFIC KEEP RIGHT SIGNS

2.10R.1 MUTCD SECTION REFERENCE

- MUTCD
  - 2B.38 KEEP RIGHT EXCEPT TO PASS sign (R4-16), SLOWER TRAFFIC KEEP RIGHT sign (R4-3)

2.10R.2 USE CONDITIONS

The District Traffic Operations Engineer may evaluate a route to determine if drivers need to be directed to stay in the right lane unless passing. This determination should be based on crashes, observations, and lane utilization.

The following conditions will determine which sign should be installed along the route:

- KEEP RIGHT EXCEPT TO PASS (R4-16) signs should only be installed on routes that have two-lanes traveling in the same direction.
- SLOWER TRAFFIC KEEP RIGHT (R4-3) signs should only be installed routes where there are 3 or more lanes traveling in the same direction.

Non-Interstate urbanized roadways, as defined by highway class in the Highway Needs database, shall not have these signs installed on them.

2.10R.3 LOCATION

a. Interstate:
   Signs shall be placed after each rural ramp entrance and placed in rural areas at 15 mile spacing.
b. Non-Interstate:
   Rural areas, with low ADT, signs spaced every 5 miles or after major intersections.

2.10R.4 APPROVAL

The District Traffic Operations Engineer shall approve the use of KEEP RIGHT EXCEPT TO PASS/SLOWER TRAFFIC KEEP RIGHT signs on non-interstate routes. The Traffic Engineering Division Administrator (or designated approver) shall approve KEEP RIGHT EXCEPT TO PASS/SLOWER TRAFFIC KEEP RIGHT signs for interstate routes. For interstate routes, once approved, the request is to be sent to Traffic Services (Section 45) for installation.

2.10R.5 LOCATION TRACKING

The District Traffic Operations Engineer may consider documenting the date of installation, and/or the date of removal and the locations of the KEEP RIGHT EXCEPT TO PASS/SLOWER TRAFFIC KEEP RIGHT signs by either LRS ID – Logmile, Control Section – Logmile, or GPS coordinates. All interstate signs shall be documented in Agile.

Section 2.11R - MOVE ACCIDENTS FROM TRAVEL LANES SIGNS

2.11R.1 USE CONDITIONS

MOVE ACCIDENTS FROM TRAVEL LANES signs may be placed where the District Traffic Operations Engineer determines that drivers need to be directed to remove vehicles from the travel lanes after a crash to alleviate congestion.

2.11R.2 LOCATION

When it is determined and approved that MOVE ACCIDENTS FROM TRAVEL LANES signs are to be installed the placements shall meet the following:

a. Interstate:
   The MOVE ACCIDENTS FROM TRAVEL LANES sign is placed after each urban interstate ramp entrance and then can be spaced at a 2 mile interval when the ADT is greater than or equal to 50,000 and at 5 mile intervals when the ADT is less than 50,000 for urban interstates.
b. Non-interstate:
   The MOVE ACCIDENTS FROM TRAVEL LANES sign is placed every 1 mile or after a major intersection in urban areas.

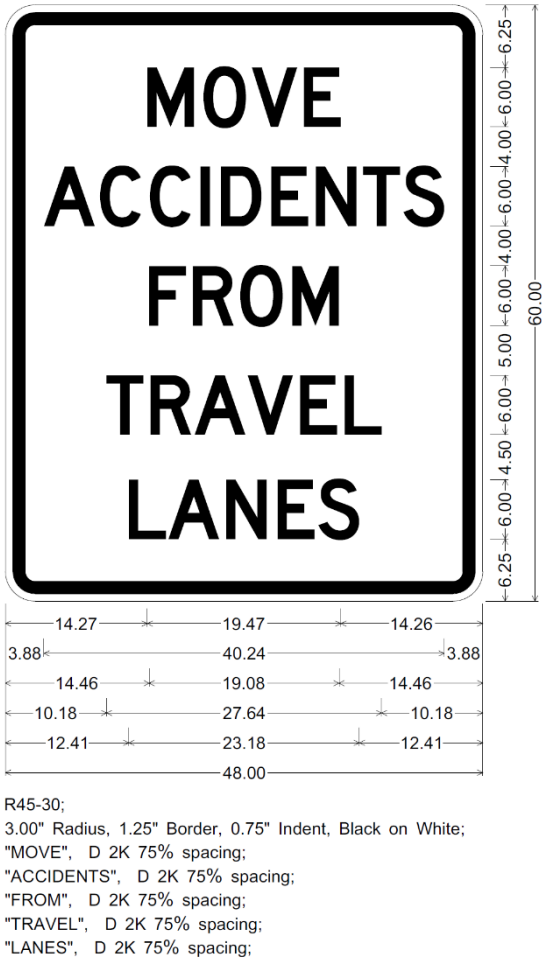
The LADOTD Sign Manual provides additional guidance on exact placement of MOVE ACCIDENTS FROM TRAVEL LANES signs.

2.11R.3 SIGN DESIGN

The MOVE ACCIDENTS FROM TRAVEL LANES signs shall be designed as described below:

1. White background on the sign
2. Black lettering:
   Multilane roadways with 50 mph or greater – 6 inch lettering
3. Series D font shall be used
4. The sign shall be retroreflective to show the same shape and similar color both day and night

Figure 2.11.A - Move Accidents from Travel Lanes LADOTD Standard Signs



R45-30;
3.00" Radius, 1.25" Border, 0.75" Indent, Black on White;
"MOVE", D 2K 75% spacing;
"ACCIDENTS", D 2K 75% spacing;
"FROM", D 2K 75% spacing;
"TRAVEL", D 2K 75% spacing;
"LANES", D 2K 75% spacing;

2.11R.4 APPROVAL

The District Traffic Operations Engineer shall approve the use of MOVE ACCIDENTS FROM TRAVEL LANES sign on non-interstate routes. The Traffic Engineering Division Administrator (or designated approver) shall approve the use of MOVE ACCIDENTS FROM TRAVEL LANES signs for interstate use.

2.11R.5 LOCATION TRACKING

The District Traffic Operations Engineer may consider documenting the date of installation, and/or the date of removal and the locations of the MOVE ACCIDENTS FROM TRAVEL LANES signs by either LRS ID – Logmile, Control Section – Logmile, or GPS coordinates. All interstate signs shall be documented in Agile.

Section 2.12R - MOVE OVER

2.12R.1 REFERENCE

- MUTCD
  - Section 2B.71 Move Over or Reduce Speed signs (R16-3)
- Louisiana Revised Statutes
  - 32:125 – Procedure on approach of an authorized emergency vehicle; passing a parked emergency vehicle

2.12R.2 USE CONDITIONS

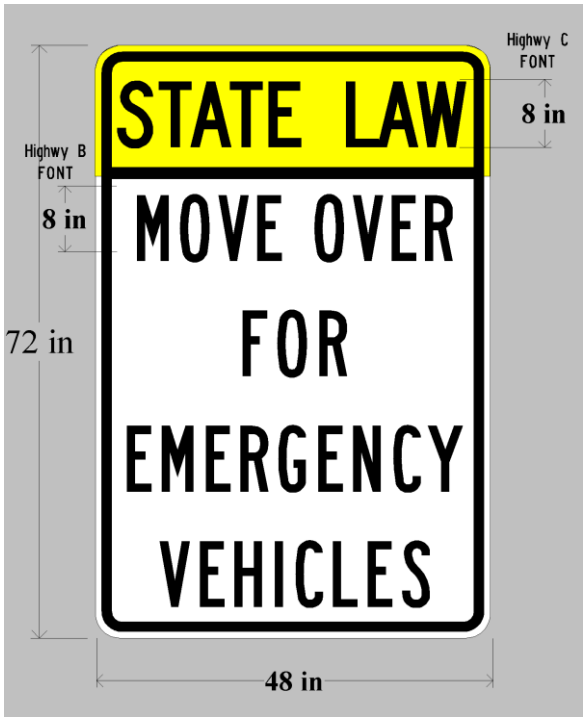
The MOVE OVER signs are placed where DOTD in coordination with the Louisiana State Police Troop Commanders determines that drivers need to be alerted to emergency vehicles.

2.12R.3 LOCATION

Shall be placed at the State Lines. **Current Location to be maintained by DOTD:**

Elevated Roadways			
Route	**Name**	**PARISH**	**Troop**
I-10	Atchafalaya Basin Bridge	Iberville & St. Martin	A & I
US 190	Morganza Floodway Bridge	Point Coupee	A
I-55	Pass Manchac / Ruddock	Tangipahoa & St. John	B
I-10	Bonnet Carre Spillway	St. Charles	B
I-10	Twin Spans Bridge	Orleans & St. Tammany	B & L
I-10	Reserve Relief Br. (3 mi. Bridge)	St. John	B
I-310	N/A (I-10 to Luling Br)	St. Charles	B
US 90Z	Pontchatrain Expy / W. Bank Expy	Jefferson & Orleans	B
US 90	E.J. Lionel Grizzaffi Bridge	St. Mary	I
US 90	N/A (Donner to Ellsworth)	Terrebonne	C
LA 1	Gateway to the Gulf Expy	LaFourche	C
I-220	I-20 W to I-20 E (Cross Lake Bridge)	Caddo & Bossier	G
LA 3132	Inner Loop Expy	Caddo	G
I-49	US 167 to Airbase Road	Rapides	E
State Gateway			
Route	**LOCATION / STATE LINE**	**PARISH**	**Troop**
I-10	Texas	Calcasieu	D
I-10	Mississippi	St. Tammany	L
I-59	Mississippi	St. Tammany	L
I-55	Mississippi	Tangipahoa	L
I-20	Texas	Caddo	G
I-20	Mississippi	Madison	F

Figure 2.12.A - Move Over Standard signs



2.12R.4 APPROVAL

The District Traffic Operations Engineer shall approve the use of MOVE OVER sign on non-interstate routes. The Traffic Engineering Division Administrator (or designated approver) shall approve MOVE OVER signs for interstate use.

2.12R.5 LOCATION TRACKING

The District Traffic Operations Engineer shall document the date of installation, and/or the date of removal and the locations of the MOVE OVER signs by either LRS ID – Logmile, Control Section – Logmile, or GPS coordinates. This information shall be provided to the Traffic Engineering Division (TrafficEngineering@la.gov) to track via GIS map.

Section 2.13R - USE OF EMERGENCY VEHICLE WEIGHT LIMIT SIGNS

2.13R.1 REFERENCE

- MUTCD
  - Section 2B.64 - Emergency Vehicle Weight Limit Signs (R12-7 and R12-7aP)
- EDSM I.1.1.8 – Establishment of Uniform, Regulatory Truck Weight Limit for Structurally Deficient Highway Bridges Located on Public Road

2.13R.2 USE CONDITIONS

Upon determination of DOTD Bridge Maintenance.

2.13R.3 LOCATION AND PLACEMENT

The Emergency Vehicle Weight Limit Sign (R12-7) shall be placed in advance of the applicable section of highway or structure when the bridge has not been posted (i.e. an R12-5 sign is not installed).

The Emergency Vehicle Weight Limit Plaque (R12-7aP) shall be placed under existing R12-5 sign.

Sign or Plaque	Sign Designation	Conventional Road		Freeway
		Single Lane	Multi-Lane	
Emergency Vehicle Weight Limit	R12-7	30 x 36	30 x 36	48 x 60
Emergency Vehicle Weight Limit (plaque)	R12-7aP	30 x 30	30 x 30	30 x 30

2.13R.4 APPROVAL

All Emergency Weight Limit signs shall be determined by the Bridge Maintenance and Facilities Maintenance Section. The Bridge Maintenance and Facilities Maintenance Administrator (or designee) shall approve. The signs shall be installed by District personnel.

2.13R.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the EMERGENCY VEHICLE WEIGHT LIMIT and the EMERGENCY VEHICLE WEIGHT LIMIT with advisory distance ahead plate signs by either LRSID – Logmile, Control Section – Logmile or GPS coordinates.

Section 2.14W - “NEW” SIGN PLAQUES

2.14W.1 REFERENCE

- MUTCD
  - Section 2A.11 - Enhanced Conspicuity for Standard Signs – W16-15P

2.14.2 USE CONDITIONS

The use of W16-15P “NEW” plaque signs are not a typical sign installed or used by LADOTD. Any application of the sign requires coordination with the District Traffic Operations Engineer. This coordination requires discussion about how long the sign will be installed and the engineering judgment behind why the sign is being requested. The District Traffic Operations Engineer may require written documentation prior to the installation of the sign. The written documentation may be a letter of request explaining the need or included within a Traffic Engineering Report.

2.14W.2 APPROVAL

The District Traffic Operations Engineer shall approve the installation and time duration for W16-15P “NEW” plaque signs for non-interstate routes.

The Traffic Engineering Division Administrator (or designated approver) shall approve for Interstate routes.

2.14W.3 LOCATION TRACKING

The District Traffic Operations Engineer shall document the date of installation, the date of removal, and location of W16-15P “NEW” plaque signs installed on non-interstate routes by either LRS ID and GPS coordinates. The Traffic Engineering Division shall document the date of installation, the date of removal, and location of W16-15P “NEW” plaque signs installed on the interstate routes by either LRS ID - Logmile and GPS coordinates.

Section 2.15W - TRAFFIC SIGNAL UNDER STUDY FOR REMOVAL SIGN

2.15W.1 PURPOSE

The purpose of the TRAFFIC SIGNAL UNDER STUDY sign is to define the sign to be used for informing the public of a traffic signal removal study. This sign shall be used in conjunction with Section 4.01 - REMOVAL OF TRAFFIC SIGNALS of the Traffic Engineering Manual.

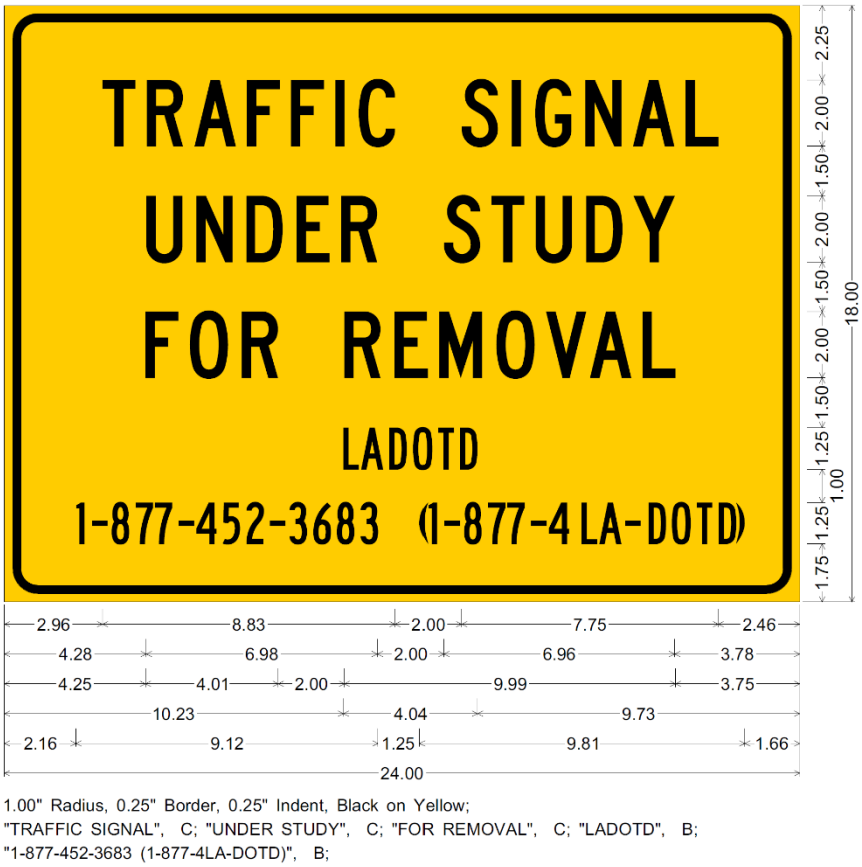
2.15W.2 SIGN DESIGN

The signs shall be designed as described below:

1. The signs shall be made with yellow background reflective sheeting. The primary legend in black reflective sheeting in Series D font.
2. Signs within the clear zone shall be installed on breakaway posts or shall be installed behind existing guardrail. Breakaway posts shall be AASHTO approved.
3. The signs shall be 24” X 18”.
4. Minimum letter heights for capital letters for the primary message are 2 inch lettering and 1.25 inch lettering for the remaining information.

The back of the signs must have the installation date either on a weatherproof sticker or written neatly in black permanent marker.

Figure 2.15.A - Example of Traffic Signal Under Study for Removal sign



1.00" Radius, 0.25" Border, 0.25" Indent, Black on Yellow;
"TRAFFIC SIGNAL", C; "UNDER STUDY", C; "FOR REMOVAL", C; "LADOTD", B;
"1-877-452-3683 (1-877-4LA-DOTD)", B;

2.15W.3 PLACEMENT

When sign is installed at the traffic signal location(s), contact the District Administrator, District Public Information Officer, and Headquarters Public Affairs office to notify them.

2.15W.4 APPROVAL

The District Traffic Operations Engineer shall approve the use of the TRAFFIC SIGNAL UNDER STUDY signs based on Section 4.01 - REMOVAL OF TRAFFIC SIGNALS of the Traffic Engineering Manual.

Section 2.16W - USE OF ADVANCED TRAFFIC CONTROL SIGNS

2.16W.1 REFERENCE

- MUTCD
  - Section 2C.35 Advance Traffic Control Signs
  - Table 2C-3 Guidelines for Advance Placement of Warning Signs
  - Table 4D-2 Minimum Sight Distance for Signal Visibility

2.16W.2 USE CONDITIONS

The District Traffic Operations Engineer shall erect SIGNAL AHEAD (W3-3) signs at locations:

1. Temporarily for thirty (30) days where a new signal has been turned on or
2. Permanently on an approach to a signal where a continuous view of at least two signal faces for the distance specified in *MUTCD Table 4D-2 Minimum Sight Distance for Signal Visibility* does not exist or
3. If crashes pertaining to traffic control device compliance exist.

The District Traffic Operations Engineer shall erect STOP AHEAD (W3-1) or Yield Ahead (W3-2) signs at locations:

1. Temporarily for thirty (30) days where a new stop or yield sign has been installed or
2. Permanently on an approach to a stop or yield sign where a continuous view for the distance specified in *MUTCD Table 2C-3 Guidelines for Advance Placement of Warning Signs* does not exist, or
3. If crashes pertaining to traffic control device compliance exist.

2.16W.3 LOCATION AND PLACEMENT

Advanced Traffic Control signs (W3-1, W3-2, and W3-3) shall be placed according to *MUTCD Table 2C-3 Guidelines for Advance Placement of Warning Signs* using a Stop Condition (deceleration speed of 0 mph). Placement of Advanced Traffic Control signs (W3-1, W3-2, and W3-3) shall require coordination with local municipalities when required on a local roadway approach connecting to an intersection with a State owned traffic signal.

2.16W.4 APPROVAL

The District Traffic Operations Engineer shall approve the use of Advance Traffic Control signs.

2.16W.5 LOCATION TRACKING

The District Traffic Operations Engineer may consider documenting the date of installation, and/or the date of removal and the locations of the SIGNAL AHEAD (W3-3) signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

2.16W.6 LOCAL ROADS

The owner of a local road is responsible for the installation and maintenance of any Advance Traffic Control signs on their facilities per MUTCD requirements.

Section 2.17W - USE OF LOW CLEARANCE SIGNS

2.17W.1 REFERENCE

- MUTCD
  - Section 2C.25 Low Clearance Signs (W12-2 and W12-2a)
  - Section 2C.61 Distance Plaques (W16-2 and W16-3)
- Louisiana Revised Statutes
  - 32:381 - Height

2.17W.2 USE CONDITIONS

LOW CLEARANCE signs shall be installed for the following conditions:

1. Interstate and within one roadway mile of interstate access.
   At locations where it has been determined, a structure is less than 12 inches above the statutory maximum vehicle height of 14’-0” set by Revised Statute 32:381. Therefore, any vertical clearance equal to or less than 15’-0” shall be signed
2. Non-Interstate and greater than one roadway mile of interstate access.
   At locations where it has been determined, a structure is less than 12 inches above the statutory maximum vehicle height of 13’-6” set by Revised Statute 32:381. Therefore, any vertical clearance equal to or less than 14’-6” shall be signed

2.17W.3 LOCATION AND PLACEMENT

LOW CLEARANCE (W12-2a) sign shall be placed on the structure. If this sign cannot be placed on the structure, then the LOW CLEARANCE (W12-2) sign shall be placed on the ground in advance of the structure.

LOW CLEARANCE (W12-2) with a DISTANCE AHEAD (W16-2 or W16-3) plaque shall be placed at the nearest intersecting road where a vehicle can detour or turn around.

2.17W.4 APPROVAL

The District Traffic Operations Engineer shall approve the use of LOW CLEARANCE (W12-2P) signs for outside of control-of-access. Traffic Division Administrator (or designated approver) shall approve the use for Control-of-access.

2.17W.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the LOW CLEARANCE signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

Section 2.18W - WARNING SIGNS FOR PLAY ACTIVITIES

2.18W.1 REFERENCE

- MUTCD
  - Section 2C.02 Design of Warning Signs
  - Section 2C.56 Playground Sign (W15-1)

2.18W.2 USE CONDITIONS

Playground signs and non-standard Play Activity signs shall not be installed on Louisiana state owned roadways. Local owned roadways may choose to use the Play Activity signs. When Play Activity signs are installed on local owned roadways they shall follow all MUTCD standards. The MUTCD states that the use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs. The intent of this sign does not inform the motorist to do anything more than what they should be doing already and that is pay attention. These signs just remind the motorist to be aware of their surroundings.

Figure 2.18.A - Examples of Play Activity signs

W15-1 (Standard)

Figure 2.18.B - Examples of Play Activity signs based on MUTCD Section 2C.02 Paragraph 7

Section 2.19W - WARNING SIGNS FOR ANIMALS

2.19W.1 REFERENCE

- MUTCD
  - Section 2C.55 - Non-Vehicular Warning Signs
    - W 11-3 (Deer), W 11-4 (Cow), W11-7 (Horseback rider), W 11- 16 (Bear), W11-17 (Sheep), W11-18 (Bighorn Sheep), W 11-19 (Donkey), W11-20 (Elk), W11-21 (Moose), W11-22 (Wild Horses) and any non-standard word message warning of an animal crossing.
  - Figure 2C.15 - Non-Vehicular Warning Signs

2.19W.2 USE CONDITIONS

Animal warning signs shall not be installed on Louisiana state owned roadways. Local owned roadways may choose to use non-vehicular warning signs. When non-vehicular warning signs are installed on local owned roadways they shall follow all MUTCD standards. The MUTCD states that the use of warning signs should be kept to a minimum as the unnecessary use of warning signs tends to breed disrespect for all signs. The intent of this sign does not inform the motorist to do anything more than what they should be doing already and that is pay attention. These signs just remind the motorist to be aware of their surroundings. Animals can be found alongside all of our highways and do not cross at a crosswalk or a sign.

Figure 2.19.A - Examples of Animal Crossing Signs

W 11-18
(Bighorn Sheep)

W 11-3
(Deer)

W11-4
(Cattle)

W 11-7
(Horse Back Ridder)

Section 2.20W - CHURCH WARNING SIGN POLICY

2.20W.1 REFERENCE

- MUTCD
  - Section 2C.54 - Vehicular Traffic Warning Signs
- Louisiana Revised Statutes
  - 48:277 – Signs in advance of driveways for churches

2.20W.2 USE CONDITIONS

Church Warning signs may be used when vehicles on the state highway cannot see vehicles in the church driveway by the sight distances according to the AASHTO Green Book. If there are objects such as trees, fences, etc. blocking the driver's vision to the church driveway on the church property, the objects should be removed and the site shall be re-evaluated prior to sign approval.

2.20W.3 APPROVAL

Church Warning signs shall be approved by the District Traffic Operations Engineer if the Use Conditions in section 2C.8.3 of the Traffic Engineering Manual are met.

2.20W.4 LOCATION TRACKING

The District Traffic Operations Engineer may consider documenting the locations of the Church Warning signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

Section 2.21W - BRIDGE ICES BEFORE ROAD SIGN POLICY

2.21W.1 REFERENCE

- MUTCD
  - Section 2C.30 Surface Condition Signs (W8-13)

2.21W.2 USE CONDITIONS

BRIDGE ICES BEFORE ROAD signs should be installed on all bridges 100 feet or longer. Engineering Judgment should be used to determine if other warning signs take priority.

2.21W.3 APPROVAL

BRIDGE ICES BEFORE ROAD signs shall be approved by the District Traffic Operations Engineer for non-interstate routes. For interstate routes, shall be approved by the Traffic Engineering Division Administrator (or designated approver).

2.21W.4 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the non-interstate locations of the BRIDGE ICES BEFORE ROAD signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates. The Traffic Engineering Division shall document the interstate signs for BRIDGE ICES BEFORE ROAD signs by either LRS ID – LOGMILE, Control Section – Logmile, or GPS.

Section 2.22W - BE PREPARED TO STOP WHEN FLASHING SIGN

2.22W.1 REFERENCE

- MUTCD
  - 2C.02 Design of Warning Signs
  - 2C.04 Placement of Warning Signs
  - 2C.35 Advanced Traffic Control Signs - BE PREPARED TO STOP WHEN FLASHING (W3-4, W16-13P)

2.22W.2 USE CONDITIONS

The BE PREPARED TO STOP (W3-4) sign supplemented with the WHEN FLASHING (W16-13P) plaque sign should be considered for installation:

1. On an approach to a signal where there is a crash history related to high speed and/or signal visibility (See NCHRP 705/CMF- Install Dynamic Signal Warning Flashers), or
2. On new signal installations based on a Engineering Report considering the following:
   a. Speed
   b. Stopping Sight Distance
   c. Signal Head Visibility Distance (MUTCD Table 4D-2)
   d. Roadway context and proximity to nearby signals

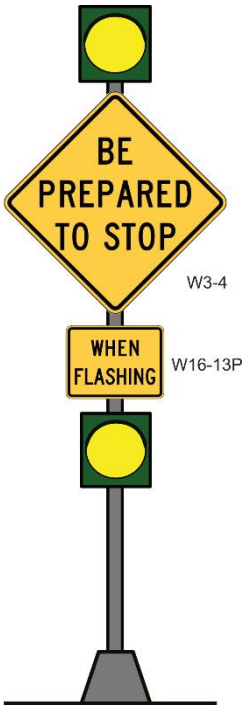
2.22W.3 LOCATION AND PLACEMENT

Should be placed overhead and connected to the corresponding signal for activation. A Signal Ahead (W3-3) shall be installed in conjunction with any BE PREPARED TO STOP WHEN FLASHING installations. Warning Signs shall be placed based on MUTCD Section 2C.04 Placement of Warning Signs.

2.22W.4 SIGNAL AND SIGN DESIGN

For the design of the overhead beacon and the connection to the signals, see the LADOTD Traffic Signal Manual. See the LADOTD Sign Manual for the warning sign shop drawing.

Figure 2.22.A – Example warning sign



2.22W.5 APPROVAL

BE PREPARED TO STOP WHEN FLASHING assembly shall be approved by the District Traffic Operations Engineer.

2.22W.6 LOCATION TRACKING

The District Traffic Operations Engineer shall document the locations of the BE PREPARED TO STOP WHEN FLASHING assemblies by updating the Traffic Signal Inventory (TSI) that will operate the installation. The update shall include the sign assembly and appropriate programming.

Section 2.23D - JURISDICTIONAL BOUNDARY SIGNS ON INTERSTATE AND NON-INTERSTATE HIGHWAYS

2.23D.1 REFERENCE

- MUTCD
  - Section 2H.05 Jurisdictional Boundary Signs (I2-1)
- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System
  - 48:347 – Removal of obstacles or hazards from highway or vicinity; campaign signs
- Louisiana Administrative Code – Title 70
  - LAC 70:701 provides criteria for the permitting of flagpoles within the highway right of way.
  - LAC 70:117 provides criteria for the permitting of landscaping within the highway right of way.

2.23D.2 PURPOSE

The purpose of this section is to provide requirements for Jurisdictional Boundary Signs. For signs and structures not meeting these requirements, see Section 2.24D - GATEWAYS ON INTERSTATE AND NON-INTERSTATE HIGHWAYS.

2.23D.3 DEFINITIONS

1. Jurisdictional Boundary Signs:
   a. Standard Jurisdictional Boundary Signs are highway signs designating the state line, parish line, and corporate limits with the official name.
   b. Permitted Jurisdictional Boundary Signs are signs that contain the official seal of the jurisdiction in addition to the Standard Jurisdictional Boundary Sign requirements.

2. Railroad Stations, Bus Stations, and Commercial Aviation Airports: Must provide at least two scheduled movements (one-way) per day.
3. General Aviation Airports: Facility must accommodate freight, charter, and private aircraft, have a minimum of five year-round based aircraft, and have a fixed-based operator.
4. Hospital: Must have 24-hr inpatient treatment facilities.

2.23D.4 CRITERIA FOR PLACING SIGNS

Standard Jurisdictional Boundary signs may be installed by DOTD on controlled and uncontrolled access routes. A local governing agency may apply for permitted Jurisdictional boundary signs to be installed and maintained in a community by the local governing agency. Un-incorporated communities as well as incorporated ones shall have a letter of concurrence from the parish government concurring with the name and location of the signs.

A. Standard Jurisdictional Boundary Signs on Controlled Access Routes:

The Department may install Standard Jurisdictional Boundary signs (examples in Figure 2.23.A) on controlled access routes but only at the following locations:

1. State line
2. Parish line
3. Corporate limits (city must be incorporated)

B. Standard Jurisdictional Boundary Signs for Non-Controlled Access Routes:

The Department may install Standard Jurisdictional Boundary signs (examples in Figure 2.23.A) on non-controlled access routes at the above locations as well as for Jurisdictional boundaries for communities which are recognized by the parish government and that have one of the following public facilities:

1. Railroad Station
2. Bus Station,
3. Commercial Airport
4. General Aviation Airport.
5. Post Office
6. Driver's License Office
7. Police
8. Fire Station

9. Library
10. Public Community Center
11. Public School
12. Technical College
13. Private College
14. Hospital

If a community does not have one of the above facilities, but still recognized by the parish, it may apply for a permit.

C. Permitted Jurisdictional Boundary Signs:

Any community may apply for a permit to replace existing Jurisdictional boundary signs located on controlled access and non-controlled access routes with Permitted Jurisdictional Boundary signs. The permit sign shall include the original boundary designation and the official seal of the jurisdiction. These signs shall be installed and maintained by the local governing agency requesting the permitted sign.

2.23D.5 PERMITS

Only local governments will be permitted to install and maintain jurisdictional boundary signs in accordance with the provision of the Jurisdictional Boundary Permit Request Form. All costs associated with the installation and maintenance of permitted signs shall be borne by the local government.

Applications for a Jurisdictional Boundary Sign Permit Request may be sent to the District Office to which the requested sign would belong.

To obtain a Jurisdictional Boundary permit:

1. The permit must be signed by an official of the local government requesting the sign
2. The signs shall be installed on a breakaway support.
3. The following must be attached to the request:
    a. A map illustrating where the signs will be placed
    b. If incorporated: a legal copy of the limits of corporation showing the city or town limits
    c. If un-incorporated: a signed document by the parish government agreeing to the sign placements at the boundaries
    d. Shop drawings illustrating the size of sign, lettering height, font, legend, and type of material (sheeting) to be used

2.23D.6 SIGN DESIGN PERMITTED

The Jurisdictional boundary signs are standard highway signs and shall be designed as follows:

1. The signs shall be made with green background reflective sheeting with the primary legend in white reflective sheeting in a standard font. Other legends and symbols may be in different colors, and fonts..
2. Signs within the clear zone shall be installed on breakaway posts or shall be installed behind existing guardrail. Breakaway posts shall be MASH approved.
3. The signs shall contain no commercial advertising or sponsorship including clubs and nonprofits.
4. Minimum letter heights for capital letters are shown below for all messages outside of a logo:
   a. Two lane roadways – 4 - 6 inch lettering
   b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
   c. Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
   d. Control of Access roadways – 13 inch lettering
5. E mod font shall be used on COA roadways and C font on all others
6. The sign shall be retroreflective to show the same shape and similar color both day and night

The back of the boundary sign shall have the following information either on a weatherproof sticker or written neatly in black permanent marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

2.23D.7 APPROVAL

Standard Jurisdictional Boundary Sign (meets Traffic Engineering Manual 2.23D.4 Part B): District Traffic Operations Engineer may approve the permit and install the sign for non-interstate. For interstate signs, the Traffic Engineering Division Administrator (or designated approver) shall approve, and Traffic Services (Section 45) shall install approved sign.

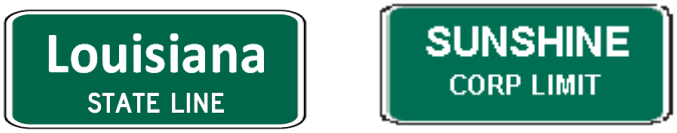
Permitted Jurisdictional Boundary Sign: District Traffic Operations Engineer shall recommend for approval and Traffic Engineering Division Administrator (or designated approver) shall approve the permit. Local governments shall install and maintain the sign. If the sign requires replacement, then a new permit will be required.

2.23D.8 LOCATION AND PLACEMENT

Standard and Permitted Jurisdictional Boundary signs are to be placed at the official corporate limits or as close as possible. Un-incorporated communities shall have a letter of concurrence from the parish government concurring with the name and location of the signs. Location of each sign shall be shown on the permit form and approved by the District Traffic Operations Engineer.

2.23D.9 EXAMPLES OF STANDARD JURISDICTIONAL BOUNDARY SIGNS INSTALLED BY DOTD

Figure 2.23.A - Example of Standard Jurisdictional Boundary Signs for State Limits and Corporate Limits installed by DOTD



Section 2.24D - GATEWAYS ON INTERSTATE AND NON-INTERSTATE HIGHWAYS

2.24D.1 REFRENCES

- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System
  - 32:236 - Privately owned signs on public rights of way prohibited; exceptions; authority of municipalities and department of highways; advertising on convenience facilities at public transit stops
  - 48:347 – Removal of obstacles or hazards from highway or vicinity; campaign signs
- Louisiana Administrative Code – Title 70
  - LAC 70:701 provides criteria for the permitting of flagpoles within the highway right of way.
  - LAC 70:117 provides criteria for the permitting of landscaping within the highway right of way.

2.24D.2 DEFINITIONS

Gateways Signs/Structure: Their construction may include wood, masonry or other non-standard sign material. Additionally, they may incorporate landscaping around the Gateway sign or sign structure. The Gateway Sign or Sign Structure may include lighting, a flagpole, etc., these included items are not considered traffic control devices. The sign legend typically states “Welcome to..”. A Gateway sign is not an advertisement and shall not contain advertisements.

Local Entity: A Local Entity is defined as a local governing body with local municipal authority.

Pictograph: a pictorial representation used to identify a governmental jurisdiction, an area of jurisdiction, a governmental or other public transportation agency or provider, a military base or branch of service, a governmental-approved university or college, a governmental-approved institution, or a toll payment system. (MUTCD Section 1C.02)

2.24D.3 POLICY

All Gateway signs or sign structures installed on State right-of-way require a permit requested and signed by the Local Entity; this includes signs installed under a construction project. Un-incorporated communities, neighborhoods, etc. shall have a letter of concurrence from the parish government concurring with the name and location of the signs.

A. Gateways on Controlled Access Routes:

With proper permits, gateways may be placed on controlled access routes for communities which have an incorporated government and a population of at least 10,000 residents.

B. Gateways on Non-Controlled Access Routes:

With proper permits, gateways may be placed on non-controlled access routes for communities. These permits shall be signed by a Local Entity.

2.24D.4 PERMITS

Only a Local Entity will be permitted to install and maintain gateways in accordance with the provision of the Gateway Sign Permit form. All costs associated with the installation and maintenance of permitted signs shall be borne by the Local Entity for the entire sign assembly. Depending on the design of the Gateway, landscaping and other items additional permits may be required.

Signs to be proposed to be within the Control of Access of the Interstate shall require approval of the FHWA prior to final permit approval.

A permit request form for a Gateway Sign permit may be sent to the District Office to which the requested sign would belong.

To obtain a Gateway Sign permit:

1. A Permit Request Form for a Gateway Sign must be signed by an official of the local government requesting the sign.
2. The following must be attached to the request:
    a. A map illustrating where the signs will be placed

b. If incorporated: a legal copy of the limits of corporation showing the city or town limits
c. If un-incorporated: a signed document by the parish government agreeing to the sign placements at the boundaries
d. Shop drawings illustrating the size of sign, lettering height, font, legend, and type of material (sheeting) to be used
e. Lighting plan, if applicable
f. Landscaping plan, if applicable

2.24D.5 GATEWAY SIGN DESIGN

Gateway Signs Installations

Signs installed with Gateways are not standard highway signs but may contain messages and shall be designed as follows:

2. Legends shall be made with retroreflective sheeting or illuminated by appropriately placed spotlights or streetlights.
3. Gateways should be placed outside of the clear zone. If not possible, the Gateway sign or sign structure within the clear zone shall be installed on breakaway supports or shall be installed behind existing guardrail. Breakaway posts shall be MASH approved. For installations within Control of Access the Gateway shall be breakaway even outside the clear zone.
4. Gateways shall contain no commercial advertising or sponsorships, this includes any social club, Non-profit or organization. Gateways may contain only one pictographs such as a state seal, state university, etc. and one message.

5. Minimum letter heights for capital letters are as shown below for all messages outside of a logo:
   a. Two lane roadways – 4 - 6 inch lettering
   b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
   c. Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
   d. Control of Access roadways – 13 inch lettering

2.24D.6 LOCATION AND PLACEMENT

Gateways are to be placed at the official corporate limits or as close as possible. Un-incorporated communities shall have a letter of concurrence from the parish government concurring with the name and location of the signs. . Location of each sign shall be shown on the permit form and approved by the District Traffic Operations Engineer. For Gateway signs requesting to be installed COA facilities, the preference should be given to installing the signs at or near any interchanges. This is due to possible increase of available space and being an exit point for the COA facility.

2.24D.7 APPROVAL

Gateway signs shall be recommended by the District Traffic Operations Engineer and approved by the Traffic Engineering Division Administrator (or designated approver) along with FHWA if applicable. Additionally, if landscaping is included the DOTD Landscape Architect shall review. If Lighting is included, then the Electrical certification form shall be included.

2.24D.8 DOCUMENTATION

The Traffic Engineer Division shall track all locations.

2.24D.9 EXAMPLES GATEWAYS INSTALLED BY PERMIT

Figure 2.24.A - Example of a Non-Interstate Gateway Installed by Permit

Note: The sign is a wood sign within clear zone on 6" x 6" breakaway wood posts with the legend:

“Welcome to St. Francisville, Audubon Pilgrimage, Third Weekend in March.”

Figure 2.24.B - Example of a Non-Interstate Gateway Installed by Permit

Note: The sign is a brick sign is located in median (outside of clear zone) with lights and landscaping with the legend: "Welcome to Historic Natchitoches."

Figure 2.24.C - Example of an Interstate Gateway Installed by Permit

Note: The sign is a brick sign located in an interchange (outside of clear zone) with flagpoles, lights, and landscaping with the legend: "Welcome to Shreveport Bossier."

Figure 2.24.D - Example of a Permitted Gateway at a Corporate Limit Installed by Permit to a Local Community

Section 2.25D - USE OF HOSPITAL SPECIFIC SERVICE SIGNS ON INTERSTATES/NON-INTERSTATES FOR EMERGENCY SERVICES

2.25D.1 REFERENCE

- MUTCD
  - Section 2I.02 – General Service Signs for Conventional Roads
  - Section 2I.03 – General Service Signs for Freeways and Expressways

2.25D.2 USE CONDITIONS

HOSPITAL (D9-13aP, D9-2) signs shall only be used at qualifying hospitals with approval from the appropriate source. Primary consideration shall be to provide access for motorist unfamiliar with the area to the emergency entrances of the hospital.

Qualifying hospitals shall be open to the public, have no other guide signs installed on the roadway such as supplemental signs, shall be located no further than 5 miles from the interchange (intersection) and must meet all requirements in the MUTCD listed below:

1. 24-hour service, 7 days per week
2. Emergency department facilities with a physician (or emergency care nurse on duty within the emergency department with a physician on call) trained in emergency medical procedures on duty
3. Licensed or approved for definitive medical care by an appropriate state authority
4. Equipped for radio voice communications with ambulances and other hospitals

2.25D.3 LOCATION AND PLACEMENT

Hospital signs may be placed on both non-interstate and interstate routes.

A. Placing HOSPITAL (D9-2) signs and Directional Arrow signs on Non-Interstate Routes

1. No trailblazing will be allowed. If approved, two Hospital (D9-2) and directional arrow signs will be placed only on the route leading directly to the hospital (only one set allowed in each direction).
2. No sign shall be placed in front of the facility.
3. Engineering judgment shall be used for the placement of these signs and to determine whether the amount of existing signs allows space for the HOSPITAL (D9-2) and directional arrow signs.

B. Placing HOSPITAL (D9-2) signs and Directional Arrow signs on Interstate Routes

1. HOSPITAL (D9-2) signs shall only be installed at the bottom center of the ½ mile interstate guide sign. Once installed, if the HOSPITAL (D9-2) sign touches a guide sign leg, then it needs to be reinstalled at the bottom center of the interstate guide sign above the hinge point. In addition, HOSPITAL (D9-2) signs shall be installed on the off ramp with an appropriate directional arrow (both on the guide sign below the hinge point of the leg in the direction required to travel to the facility). One additional trailblazer sign may be installed if necessary.
2. If more than one hospital qualifies at a particular interchange, additional arrows may be added to the off-ramp sign.

See 2.25D.7 - EXAMPLES OF NON-INTERSTATE AND INTERSTATE ROUTE HOSPITAL SIGNS for illustrations.

2.25D.4 SIGN DESIGN

Only HOSPITAL (D9-2) signs that follow the dimensions and design illustrated in the MUTCD will be approved for use. The word Hospital (D9-13aP) shall not be used.

2.25D.5 APPROVAL

On Interstates:

Hospital signs shall be recommended by the District Traffic Operations Engineer and approved by the Traffic Engineering Division Administrator (or designated approver).

On Non-Interstates:

Hospital signs shall be approved by the District Traffic Operations Engineer.

2.25D.6 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the hospital signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinate.

2.25D.7 EXAMPLES OF NON-INTERSTATE AND INTERSTATE ROUTE HOSPITAL SIGNS

Figure 2.25.A - Hospital Assembly for Non-Interstate Routes

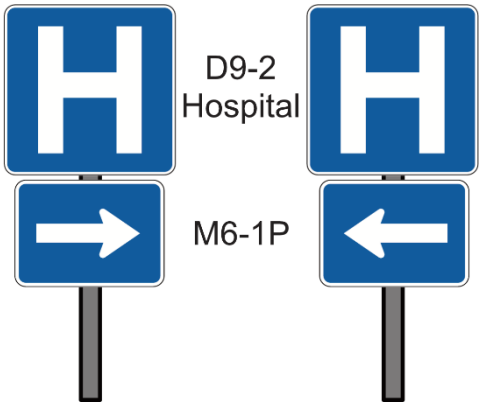


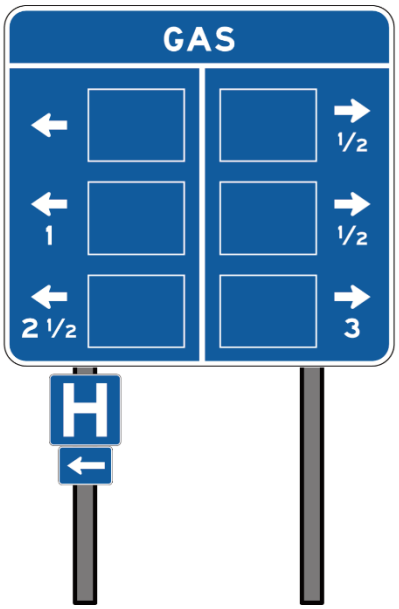
Figure 2.25.B - Hospital Assembly for Interstate Mainline

½ Mile Assembly

Figure 2.25.C - Hospital Assembly for Interstate Off-Ramp

Off-Ramp Assembly
Option 1
(Preferred Option)

Off-Ramp Assembly
Option 2



Off-Ramp Assembly
Option 3

Section 2.26D - USE OF PHARMACY SIGNS

2.26D.1 REFERENCE

- MUTCD
  - Chapter 2I - General Service Signs (D9-20)

2.26D.2 USE CONDITIONS

Qualifying pharmacies shall be open to the public and shall have a State-licensed pharmacist present and on duty, 24 hours a day, 7 days a week, 365 days a year and be located within 3 miles of an interchange with the State's Interstate system. This sign shall not be installed on non-interstate routes.

2.26D.3 LOCATION AND PLACEMENT

1. Pharmacy signs shall only be installed on the leg of the ½ mile interstate guide sign (below the hinge point) and on the leg of the exit gore sign. In addition, Pharmacy signs shall be installed on the off ramp with an appropriate directional arrow. See Figure 2.26.A.
2. If more than one pharmacy qualifies at a particular interchange, additional arrows may be added to the off-ramp sign.

2.26D.4 SIGN DESIGN

Pharmacy (D9-20) signs shall be as shown in Figure 2.26.A.

2.26D.5 APPROVAL

The District Traffic Operations Engineer shall study the request and if signing is warranted, shall make such recommendation in a report to the Traffic Engineering Division Administrator (or

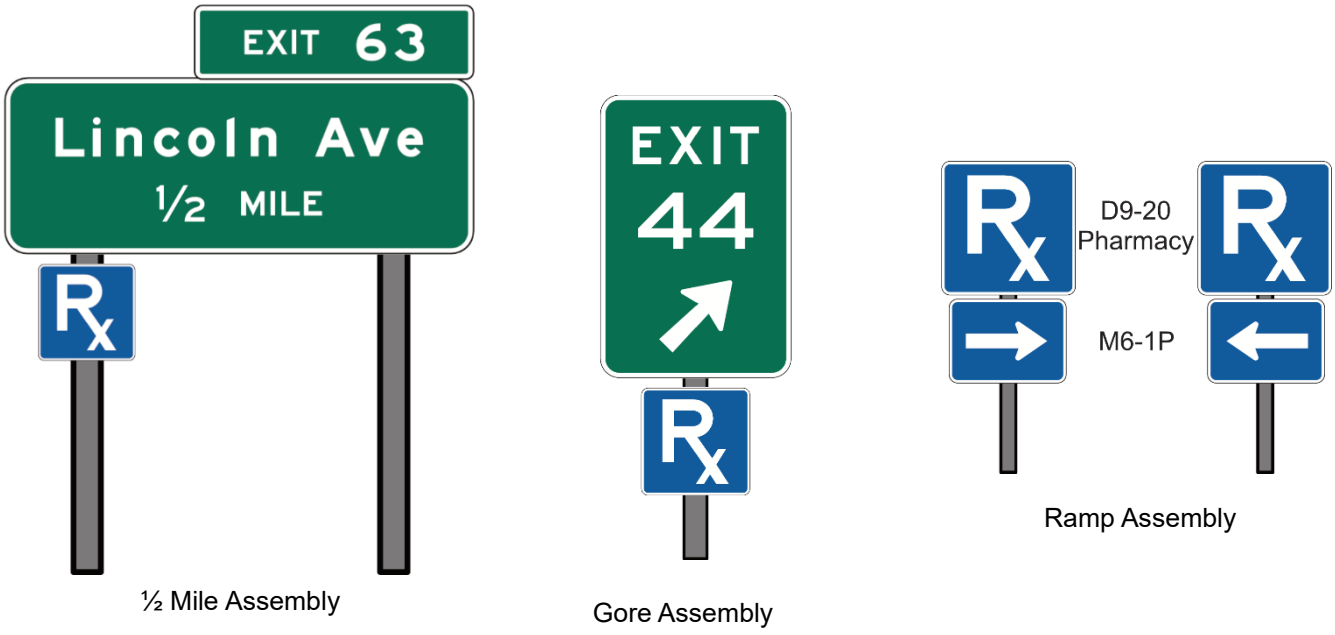
designated approver). Pharmacy (D9-20) signs shall only be authorized by the Traffic Engineering Division Administrator (or his designated approver).

2.26D.6 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the pharmacy signs by either Control Section – Logmile or GPS coordinate.

2.26D.7 EXAMPLE PHARMACY SIGNS

Figure 2.26.A - Pharmacy (D9-20) Assembly for Interstate Routes



Section 2.27D - USE OF SUPPLEMENTAL GUIDE SIGNS ON NON-INTERSTATE HIGHWAYS AND INTERSTATE RAMPS

2.27D.1 REFERENCES

- MUTCD
  - Section 2A.20 – Excessive Use of Signs
  - Chapter 2D
  - Chapter 2E
  - Chapter 2M
- Louisiana Revised Statutes
  - 32:238 – Directional Signs
  - 48:274.3 – Placing of major shopping area guide signs on interstate highways
- EDSM VI 2.1.3 – Supplemental Guide Signs on Interstate Highways

2.27D.2 DEFINITION

A Supplemental Guide Sign is a “directional sign” which serves the public purpose of directing vehicular traffic to or identifying buildings, facilities, or other entities or locations which are of interest to the public.

Governing Authority within this policy only refers to the governing authority of any parish, municipality, or school board per RS 32:238.

2.27D.3 PURPOSE

Normal guide, information, and destination signs are used to inform facility users to guide them to their destination. Private or public developments, which generate significant traffic volumes, are developed adjacent to or near a highway; these developments are known as traffic generators. A traffic generator may attract unfamiliar travelers to the local area. To help provide guidance to additional guide signs may be installed to direct facility users to these traffic generators.

The purpose of a Supplemental Guide Sign is to provide guidance that will inform facility users of developments that generate a comparatively large volume of traffic. The Supplemental Guide Signs helps improve traffic flow and safety near traffic generators. Per the MUTCD, excessive use of signs and sign placement are important to ensure that the facility user is not overloaded with information. In order to control the use of Supplemental Guide Signs, the Department has established criteria for determining which traffic generators should be shown on Supplemental Guide Signs. The goal of the criteria is to have traffic generators shown which best satisfy the information requirements of facility users that are unfamiliar with the area. The criteria should also limit the number of traffic generator signs installed to minimize confusion and information overload for facility users.

Not all facilities that meet the criteria for signing should automatically receive it. Signing for traffic generators is considered supplemental to the overall signing. Supplemental signs are NOT meant for advertisement.

2.27D.4 USE CONDITIONS

1. The request for Supplemental Guide Signs shall be in the form of a resolution unanimously passed by the governing authority making the request. However, if the request is to sign for a state park or state museum, the request shall come on official letterhead from the Secretary of the Department. The following information shall be stated in the request/resolution:
    a. The information which is to appear on the sign
    b. the traffic generator name,
    c. general location where the public is being directed
    d. the general location at which the sign is to be located
2. The distance of the generator shall be no more than 5 road miles from the intersection of a state route or interstate unless it is a state park.
3. A traffic generator shall have Supplemental Guide Signs only on 2 state routes. No trailblazing or multiple signs directing people onto multiple routes (state or local) shall be allowed except for state parks and state museums.
4. DOTD shall not place a sign in front of the facility.
5. Signs at the facility and on local routes shall be in place prior to DOTD signing.
6. The name shown on the Supplemental Guide Signs shall match the official name of the traffic generator (including what is on the facility sign and on the internet). Abbreviations are allowed and must meet all MUTCD requirements.
7. Only 3 supplements (both green and brown) shall be installed at an intersection for non-interstate routes.
8. If 2 or more facilities share a location, then only one sign shall be installed with one common name.
9. Supplemental Guide Signs request on the interstate shall meet the EDSM VI 2.1.3. Only 2 supplemental (any combination of both green and brown) shall be installed at interstate interchanges. The 2 supplemental guide signs at interstate interchanges shall match the supplemental guide signs shown on the mainline of the interstate.
10. See Figure 2.27.A below for locations that qualify for non-interstate.

Figure 2.27.A - Non-Interstate Highway Traffic Generator Criteria
(Only facilities listed in chart will qualify for a sign.)

Classification	Criteria	Color	Sign Supplied, by:
Transportation Facilities	Provide 2 Scheduled movements (one way) per day, such as RR stations, bus stations & commercial airports.	Green	Permit
Educational Institutions & Non-Professional Sports facilities	**1.** Post high-school institutions which own their facilities or have a long term lease (at least 10 years) having a minimum of 1,000 full time students or part-time students where every day at least 500 students must attend a class located on the signed campus grounds. **2.** State schools for special education such as Louisiana School for the Deaf & Louisiana School for the Visually Impaired. **3.** Public or private schools or non-professional sports facilities that have a football stadium, soccer fields, baseball fields, track or gymnasium where at least 4 events are held each year at the signed campus with rival teams from out of town. **4.** Public or private schools that host at least 4 educational competitions each year with out-of-town schools participating.	Green	**1.** Permit **2.** DOTD **3.** Permit **4.** Permit
Correctional Institutions	Federal or state operated facilities such as correctional centers, youth camps or prisons	Green	DOTD
Hospital and Health Care Facilities	**1.** State or federally owned hospitals, operating 24 hours/day, 7 days/week and/or maintained medical facilities having 10 licensed beds or more, properly staffed and equipped for the diagnosis, treatment and care of persons admitted for overnight stay or longer who are suffering from illness, injury or deformity or other physical or mental condition for which medical, surgical and/or obstetrical services would be available and appropriate. **2.** Signs can also be permitted if on DHH hospital site, http://new.dhh.louisiana.gov/index.cfm/directory/category/169?sidx=1.	Green	**State Owned –** DOTD **Other –** Permit
Large Traffic Generating Entertainment Areas	Minimum of 500,000 attendees per year in facilities such as arenas, auditoriums, convention halls, stadiums, fairgrounds or racetracks. This sign shall lead to parking areas.	Green	Permit

Governmental Facilities	Any building complex housing a local, state or federal governmental agency that is open 8 hours a day for at least 5 days a week & has at least 12 public meetings per year or is open for public business such as military bases, courthouses, police stations, locations of the Department of Motor Vehicles, post offices or libraries.	Green	**State/Fed Owned –** DOTD **Other –** Permit
Parking Facilities	Open to the public, located no more than 4 blocks off the marked route**,** and a minimum of 400 parking spaces	Green	Permit
Recreational Facilities *(Signs shall lead only to the headquarters buildings for National Parks & National Forests.)*	Open to the public at least 8 months out of the year, and governmentally owned such as wildlife management or refuge areas, national forests or parks, state parks, lakes, beaches or dams.	Brown	**State & Federally Owned –** DOTD **Other –** Permit
Historical Facilities, State or Federally Owned	**1.** Open to the public for 8 hours a day for at least 5 days a week with advertised hours of operation (if seasonal – open for at least 8 months), and at least 1000 visitors per year. **2.** Historical Districts have to be on the historical registry.	Brown	DOTD
National Cemeteries, State or Federal Historical Sites	Open to the public**,** and if a historical site, then shall be on historical registry.	Brown	DOTD

Note: If a facility is not on this list, they should apply for Tourist Oriented Directional Signs (TODS).
https://louisiana.interstatelogos.com/state/

2.27D.5 EXAMPLES THAT DO NOT WARRANT SIGNING

DOTD does **not** install or permit signs for:

TV/Radio stations; Theaters; Motels/Hotels/Inns; Small city or parish parks; Dog parks; Trailer parks; Local, state or private cemeteries; Nursing homes; Halfway houses; Retirement facilities; Animal medical facilities; Churches; Subdivisions; Country Clubs; Golf Courses; Fish Hatcheries; Game farms, preserves or refuges; Tree nurseries; Maintenance facilities; National Guard Armory; City Museum; Governmental offices not open to the public; Doctor's offices (including VA Doctor's offices); Trucking distribution centers; Ports

2.27D.6 APPROVAL

Supplied by permit: The owner shall request the sign through a permit application in which the District Traffic Operations Engineer shall recommend for approval. The unanimously passed resolution and supplemental guide sign permit request form shall be submitted to the District for processing. The Traffic Engineering Division Administrator (or designated approver) will approve the permit.

Once the supplemental guide sign permit has been approved by DOTD and assigned a permit number, the requesting governing authority shall deliver the sign to their local DOTD District for installation according to RS 32:238 with attached permit number to the back of the sign.

DOTD Installed signs: DTOE shall submit a shop drawing request with documentation supporting Section 2.27D.3. The Traffic Engineering Division Administrator (or designated approver) will approve.

2.27D.7 SIGN DESIGN

The Supplemental Guide Signs are standard highway signs and shall be designed as follows:

1. The signs shall be made with background reflective sheeting in the color specified in Figure 2D.6.1. The primary legend in white reflective sheeting in a standard font.
2. Signs within the clear zone shall be installed on breakaway posts or shall be installed behind existing guardrail. Breakaway posts shall be MASH approved.
3. The sign may contain a pictograph as defined in the MUTCD
4. The signs shall contain no commercial advertising, sponsorship, Logos, clubs, or nonprofits.
5. Minimum letter heights for capital letters for the primary message are:
   a. Two lane roadways – 4 - 6 inch lettering

b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
c. Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
d. Control of Access roadways – 13 inch lettering

2.27D.8 MAINTENANCE

The Department will be responsible for maintaining all supplemental guide signs that meet this policy. Upon the replacement of any supplemental guide sign, the Department may investigate if the locations listed on the sign are still active and meet MUTCD requirements. The Department will remove any locations that are no longer active. If a location is determined not to meet MUTCD requirements, then the Department will contact the Governing Authority and the location on record to discuss possible resolutions.

2.27D.9 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the location of the supplemental signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

Section 2.28D - DESTINATION SIGNING FOR NON-CONTROL OF ACCESS ROUTES

2.28D.1 REFERENCE

- MUTCD
  - Section 2D.36 Destination Signs (D1 Series)
  - Section 2D.42 Location of Destination Signs
- Louisiana Revised Statutes
  - 48:273 – Placing of distance markers on highways

2.28D.2 USE CONDITIONS

1. Destination signs shall be installed with no more than 3 destinations shown on the sign.

2. The destination shall be warranted if it is an AASHTO designated interstate highway control city or if it is incorporated and has a population of at least 5,000 residents.

2.28D.3 LOCATION AND PLACEMENT

Destination signs shall be placed outside of a built-up area after a state route junction. See MUTCD and the LADOTD Sign Manual for more information.

2.28D.4 SIGN DESIGN

Destination signs are standard highway signs and shall be designed as follows:

1. The signs shall be made with green background reflective sheeting with the primary legend in white reflective sheeting in a standard font.
2. Signs within the clear zone shall be installed on breakaway posts or shall be installed behind existing guardrail. Breakaway posts shall be MASH approved.
3. The signs shall contain no commercial advertising, sponsorship, Logos, clubs, or nonprofits.
4. Minimum letter heights for capital letters for the primary message are:
   a. Two lane roadways – 4 - 6 inch lettering

b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
c. Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering

2.28D.5 APPROVAL

District Traffic Operations Engineer shall submit sign request documentation supporting Section 2D.7.3 to Traffic Services. Traffic Services will create a shop drawing for approval by the Traffic Engineering Division Administrator (or designated approver).

2.28D.6 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the location of the destination distance signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

2.28D.7 EXAMPLE OF DESTINATION DISTANCE SIGNS FOR NON-INTERSTATE ROUTES INSTALLED BY DOTD

Figure 2.28.A – Example of DOTD Destination Distance Sign with Mileage

Figure 2.28.B – Example of DOTD Destination Sign with Arrows

Section 2.29D – INSTALLATION AND MAINTENANCE OF LOCAL STREET NAME SIGNS

2.29D.1 REFERENCE

- MUTCD
  - 2C.41 Intersection Warning Signs (W2-1 through W2-8)
  - 2D.45 Street Name Signs (D3-1 and D3-1a)
  - 2D.46 Advance Street Name (D3-2 Series)
  - 2C.58 Design of Supplemental Warning Plaques
  - 2C.65 Advance Street Name Plaque (W16-8P and W16-8aP)

2.29D.2 LOCAL STREET NAME

When state routes pass through municipalities, these routes also bear local street names.

The Department requires official action (typically ordinances) by the local governing bodies for changes to street names that appear on Interstate exit guide signs since changes in local street names may require expensive modifications to these Interstate exit guide signs. Additionally, local governing bodies should be aware that any names on Interstate Guide Signs may require modifications such as abbreviations due to limitations in sign designs and support designs. The Department encourages local governing bodies to contact District offices to discuss possible issues related to local road names that may appear on Interstate Guide Signs early on.

The naming or numbering of local roads is completely under the jurisdiction of the local government. The local government shall provide documentation stating the official road name to the Department. Honorary road names shall follow Traffic Engineering Manual Section 2.36D - MEMORIAL AND DEDICATION SIGNS.

2.29D.3 INSTALLATION AND MAINTENANCE

DOTD shall not fabricate, pay for, install or maintain Street Name signs on any roadway.

The installation and maintenance of these street name signs as well as intersecting street name signs is the responsibility of the local governing body.

Permits are only required for the following situations:

1. Street Name Signs on existing signal supports or LADOTD owned poles.
2. Overhead street name signs on signal supports – These will only be approved if the local government has a full signal maintenance agreement with LADOTD and the poles can handle the wind loads.

2.29D.4 PERMITS

Only local governments will be permitted to install and maintain street name signs in accordance with the provision of the Local Street Name Permit. If local street name sign is installed overhead on a signal pole, then a Traffic Signal Permit shall be required. All costs associated with the installation and maintenance of permitted signs shall be borne by the local government. Shop drawings shall be attached to the permit along with a map showing the proposed location of the signs.

The back of the signs must have the following information either on a weatherproof sticker or written neatly in black permanent marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

2.29D.5 APPROVAL

All local street name signs shall be approved by the District Traffic Operations Engineer.

2.29D.6 SIGN DESIGN

See Section 2D.45 of the currently adopted MUTCD for sign color, letter size, font, border, reflectivity, and shape or logo information.

Section 2.30D - LANDSCAPE SPONSORSHIP SIGNS FOR ROUNDABOUTS

2.30D.1 REFERENCE

- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System
- Louisiana Administrative Code – Title 70

2.30D.2 DEFINITION

This policy is intended to provide guidance on the issuance of permits to any entity for signs displaying the sponsorship of landscaping in the center island of roundabouts.

2.30D.3 CONDITIONS FOR PLACING SIGN

The Department shall not install landscaping sponsorship signs. Applications for a Gateway or Roundabout Landscaping Sponsorship Sign permit may be sent to the District Office to which the requested sign would be installed.

To obtain a Gateway or Roundabout Landscaping Sponsorship Sign permit:

2. A permit request form for Gateway or Roundabout Landscaping Sponsorship
3. The request must specify where the signs will be placed
4. The following must be attached to the request:
   a. A map illustrating where the signs will be placed
   b. Shop drawings(could be drawn by LADOTD) illustrating the size of sign, lettering height, font, legend, and type of material (sheeting) to be used

2.30D.4 LOCATION AND PLACEMENT

The Roundabout Landscaping Sponsorship signs shall only be placed in an area within the center island of the roundabout behind the truck apron curb. The sign shall be mounted as an independent sign assembly that is 2 feet above ground.

2.30D.5 SIGN DESIGN

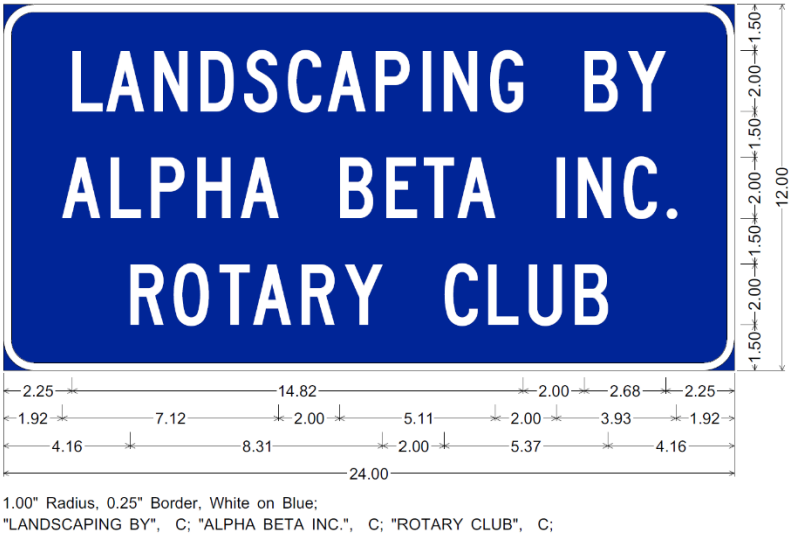
Sponsorship signs are non-standard highway signs and shall be designed as follows:

1. The signs shall be made with blue background reflective sheeting with the primary legend in white reflective sheeting.
2. Signs shall be installed with breakaway square tubing.
3. Letters are capitalized in 2-inch font.

The back of the sponsorship sign shall have the following information either on a weather proof sticker or written neatly in black permanent marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

Figure 2.30.A - Example Landscape Sponsorship Sign for a roundabout on a state highway



2.30D.6 APPROVAL

The applicant shall request the sign through a Gateway Sign and Sponsorship Signs for Roundabout Landscaping permit application in which the District Traffic Operations Engineer shall recommend for approval. The Traffic Engineering Management Administrator (or designate approver) shall approve the permit.

2.30D.7 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the Sponsorship signs by either LRS ID – Logmile, Control Section – Logmile or GPS coordinates.

Section 2.31D - TOURIST INFORMATION AND WELCOME CENTER SIGNING

2.31D.1 REFERENCE

- MUTCD
  - Section 2I.08 - Tourist Information and Welcome Center Signs (D5-7 Series and D5-8)

2.31D.2 BACKGROUND

MUTCD section *Tourist Information and Welcome Centers* contains only one specific criterion, Item 3, which states “Continuous staffed or unstaffed operation 8 hours a day, 7 days a week is required.” The MUTCD does permit States to develop additional criteria.

DOTD and the Department of Culture, Recreation & Tourism jointly sponsor the Louisiana Welcome Centers at the borders and at regional locations. These State run Welcome Centers shall take precedence over local tourist information centers.

2.31D.3 CRITERIA FOR PLACING SIGN

1. For Interstate routes, signing shall be limited to one tourist information center, per parish, per Interstate route.
2. For non-Interstate routes, signing should be limited to signing for one tourist information center per community.
3. Tourist information centers shall operate all year, 7 days a week, and at least 8 hours a day. The centers may be staffed or unstaffed during these times of operation, but shall be staffed at least five days a week, and at least 40 hours a week. During unstaffed operations, at a minimum, printed material shall be made available to the public including, official state maps and state tour guides.
4. Tourist information centers shall provide statewide travel and tourism information, and should have a person available to provide travelers with knowledgeable directions to area attractions and amenities.
5. Tourist information centers shall provide adequate public visitor services such as restrooms, public telephone (or make a private telephone available to the public),

drinking water, adequate parking, and be handicapped accessible as per the Americans Disabilities Act.

6. Tourist information centers signs should not be provided for tourist information centers contained in commercial businesses such as shops, galleries, restaurants, and service stations.
7. All tourist information center signing not meeting this criteria should be identified for removal.
8. For all routes, tourist information centers shall be within 3 miles of the Interstate exit or highway intersection where the initial sign is located.
9. The number of supplemental sign panels installed with Tourist Information or Welcome Center signs shall be limited to 3.

2.31D.4 APPROVAL

The District Traffic Operations Engineer shall recommend, and the Traffic Engineering Division Administrator (or designated approver) shall approve.

2.31D.5 SIGN DESIGN

Tourist Information Center signs shall be blue with white legend. On interstates, the signs shall be supplemental panels attached to the advance guide signs. These signs shall typically extend downward from the main sign between the sign posts.

Louisiana Welcome Center signs shall be blue with white legend. The signs shall be primary guide signs for exclusive exits and supplemental guide signs for shared exits.

2.31D.6 LOCATION AND PLACEMENT

Tourist Information signs may be installed as supplemental guide signs or as general service signs. As supplemental signs they may be installed individually or in combination with other qualifying supplemental destinations. As general service signs they shall be installed below existing guide signs or on the legs of cantilever or trusses. When used as a supplemental guide sign see Section 2.27D - USE OF SUPPLEMENTAL GUIDE SIGNS ON NON-INTERSTATE HIGHWAYS AND INTERSTATE RAMPS and EDSM VI.2.1.3.

2.31D.7 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the community signs by either LRSID – Logmile, Control Section – Logmile or GPS coordinates.

Figure 2.31.A - Example Tourist Information and Welcome Center Signs

Example of Supplemental Sign

D9-10
Tourist Information

General Service Sign

Section 2.32D - SCENIC RIVER SYSTEM SIGNING

2.32D.1 BACKGROUND

The Louisiana Legislature established the states scenic river system with the passage of the Louisiana Scenic Rivers Act during the 1988 Regular Session. Rules developed under this Act required that "A sign indicating a LOUISIANA NATURAL AND SCENIC RIVER will be placed in a prominent location along the bridge approaches on both sides of the stream." For more information, Scenic Rivers | Louisiana Department of Wildlife and Fisheries

2.32D.2 APPROVAL

The District Traffic Operations Engineer shall approve.

2.32D.3 SIGN DESIGN

Louisiana Natural and Scenic River sign shall be an 18" X 24" green sign with white legend "LOUISIANA NATURAL AND SCENIC RIVER SYSTEM".

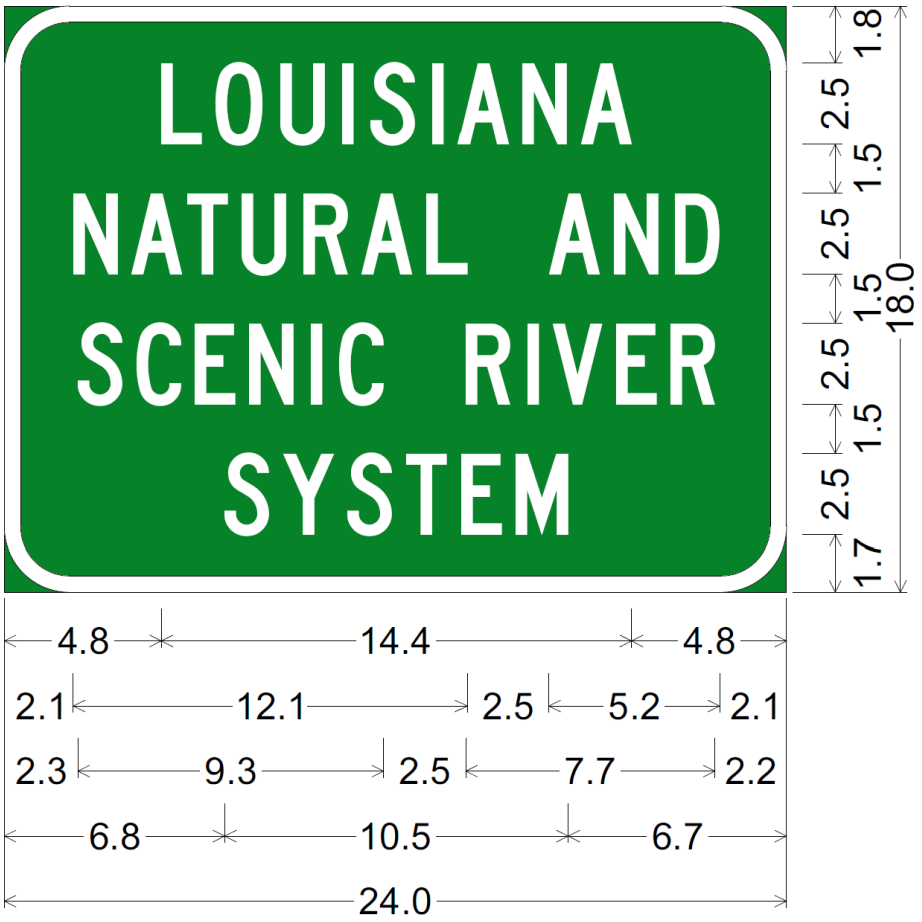
2.32D.4 LOCATION AND PLACEMENT

Louisiana Natural and Scenic River signs shall be installed under the stream or river sign that is part of the scenic river system.

2.32D.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the river system signs by either LRSID – Logmile, Control Section – Logmile or GPS coordinates.

Figure 2.32.A - Example Louisiana Natural Scenic River System Sign



2.0" Radius, 0.5" Border, White on Green;
"LOUISIANA", C; "NATURAL AND", C;
"SCENIC RIVER", C; "SYSTEM", C;

Section 2.33D - WATERWAY SIGNING

2.33D.1 DEFINITION

A waterway is signed when it is a geological & political boundary for parishes or if it is part of the scenic river system (See Section 2.32D - SCENIC RIVER SYSTEM SIGNING).

2.33D.2 APPROVAL

The DTOE shall submit a request to Traffic Services for a Waterway Sign. Traffic Services will create a shop drawing for approval by the Traffic Engineering Division Administrator (or designated approver).

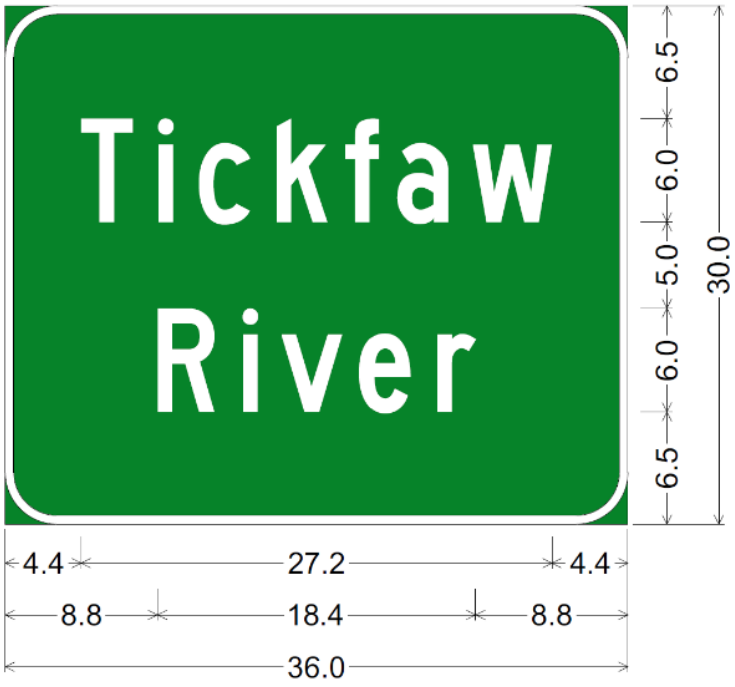
2.33D.3 SIGN DESIGN

The waterway sign shall be a green sign with white legend naming the specific waterway.

Minimum letter heights for capital letters for the primary message are:

1. two lane roadways – 4 - 6 inch lettering
2. multilane roadways, 45 mph or less – 4 - 6 inch lettering
3. multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
4. Control of Access roadways – 13 inch lettering

Figure 2.33.A - Example of a Waterway Sign



I2-2;
3.0" Radius, 0.5" Border, White on Green;
"Tickfaw", C; "River", C;

2.33D.4 LOCATION AND PLACEMENT

Waterway signs shall be installed at the boundary of the stream or river sign that is located on a state route.

2.33D.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the waterway signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

Section 2.34D - ACKNOWLEDGEMENT SIGNS OR PLAQUES

2.34D.1 REFERENCE

- MUTCD
  - Section 2H.13 Acknowledgement Signs and Plaques (I20 Series), also FHWA Order 5160.1A

2.34D.2 DEFINITION

An acknowledgement sign is a way of recognizing a company, business, or volunteer group that provides a highway-related service.

2.34D.3 SIGN DESIGN

The acknowledgment sign shall have a maximum area of 24 square feet. The maximum sponsor logo area shall be 1/3 of the entire sign assembly. See Figure 2.34.A for examples.

The acknowledgement plaque sign shall have an area less than 1/3 of the qualifying General Service sign or 24 square feet. The plaque must include a legend such as “SPONSORED BY”.

2.34D.4 LOCATION AND PLACEMENT

Acknowledgment signs shall be installed near the sponsored service except for rest areas, which may be located on highway mainlines.

Acknowledgement plaques shall be installed below qualifying General Service signs.

2.34D.5 APPROVAL

The District Traffic Operations Engineer shall approve.

2.34D.6 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the acknowledgment signs by either LRSID – Logmile, Control Section – Logmile or GPS coordinates.

Figure 2.34.A - Example of Acknowledgement Signs

Section 2.35D - USE OF ALTERNATIVE FUELS CORRIDOR SIGNS ON INTERSTATE HIGHWAYS

2.35D.1 REFERENCE

- MUTCD
  - Section 2H.14 – Alternative Fuel Corridor
  - Chapter 2I - General Service Signs

2.35D.2 USE CONDITIONS

A Alternative Fuels Corridor signs shall only be installed along Interstate Highways that meet the Federal requirements as designated by FHWA. (https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/)

2.35D.3 LOCATION AND PLACEMENT

Alternative Fuel Corridor signs (D9-19) shall be installed at the beginning and end of a qualifying corridor. A Begin (M4-14P) and End (M4-6P) Plaque shall be installed below the Alternative Fuels Corridor (D9-19) at the Begin and End of an Alternative Fuels Corridor.

The Department does not install general service signs at interchanges. For signage at interchanges use the LADOTD Interstate Logo Program to apply for signage.

2.35D.4 APPROVAL

The District Traffic Operations Engineer shall submit a request if the signs are warranted and provide recommendation to the Traffic Engineering Division. General Service signs (D9-11) signs shall only be authorized by the Traffic Engineering Division Administrator (or designated approver).

2.35D.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the General Services signs by either LRS-ID – Logmile, Control Section – Logmile or GPS coordinate.

Section 2.36D - MEMORIAL AND DEDICATION SIGNS

2.36D.1 REFERENCE

- MUTCD
  - 2M.10 - Memorial or dedication signing
- Louisiana Revised Statutes
  - 32:235 – Uniform Highway Marking System
  - 48:192 – Engineering Standards; Naming State Highways

2.36D.2 PURPOSE

This policy is intended to define DOTD installations of memorial and dedication signing. The Louisiana Legislature may memorialize or dedicate highways or other component of the highway. A highway designated as a memorial or dedication is not considered to be a named highway, hence the address would not be affected.

For officially named roadways, see Section 2.29D – INSTALLATION AND MAINTENANCE OF LOCAL STREET NAME SIGNS.

2.36D.3 LOCATION AND PLACEMENT

When a Legislative Act directs the installation of signs by the Department Section 2M.10 of the MUTCD shall apply. Paragraph 7 of MUTCD Section 2M.10 is to be followed when determining the location and placement of a Memorial or Dedication sign.

Additionally, if a Memorial or Dedication sign is to be placed the following restrictions shall apply:

1. Roadway segment (interstate and non-interstate): 2 signs, one in each direction of travel at beginning of memorialized road
2. Interstate interchange: 1 sign on each entrance ramp, total of 2 signs
3. Non interstate intersection: 1 sign downstream of the intersection on the main roadway, total of 2 signs

4. Bridge: 1 sign in each direction of travel at the bridge structure, 2 signs total, ground mounted
5. Bridge approach: 1 sign approximately 250 feet prior to bridge structure, 1 sign total

2.36D.4 MEMORIAL GUIDE SIGN DESIGN

For Legislative Acts which direct the Department to install signs, the Department will install brown signs with white legends on each end of the route at appropriate locations per Section 2.36D.3 LOCATION AND PLACEMENT. The signs are made of 0.08-inch aluminum, with brown reflective sheeting and the sign legends are white reflective sheeting. There shall be no graphical elements, logos or pictograph symbols. The legend shall match the Revised Statute but may use abbreviations if the sign legend is too large for installation. Also, the word MEMORIAL or DEDICATED TO shall be on the sign even if the Revised Statute doesn't have it as part of the RS.

The sign and legend are sized according to the route type. All signs are limited to a 10ft width or the available right-of-way width, whichever is smaller. The legend size is to be adjusted based on the sign width. The minimum letter heights for capital letters are:

a. Two lane roadways – 4 - 6 inch lettering
b. Multilane roadways, 45 mph or less – 4 - 6 inch lettering
c. Multilane roadways and interstate (COA) ramps/CD roads with 50 mph or greater – 6 -8 inch lettering
d. Control of Access roadways – 8-13 inch lettering

2.36D.5 MEMORIAL GUIDE SIGN DESIGN APPROVAL

The Traffic Engineering Division shall review the Acts of Legislature and the sign fabrication request created by Traffic Services. Upon approval, Traffic Services shall fabricate the sign for the District to install unless the sign is on the interstate. If the sign is located on the interstate, Traffic Services shall install it. All installations shall follow Department standards and specifications.

Figure 2.36.A - Example DOTD Memorial Guide Sign

2.36D.6 HISTORICAL PLAQUE SIGN DESIGN

For Acts of the Legislature that do not require signs, but signs are requested, the Department has developed a standard Historical plaque shown below for installation at appropriate locations. The plaque is made of 0.08 inch aluminum, is 24 inches by 30 inches, letter size is 1-½ inches, the background is brown reflective sheeting, and the legend are white reflective sheeting. There shall be no graphical elements, logos or pictograph symbols.

2.36D.7 HISTORICAL PLAQUE APPROVAL

To submit for a Historical Plaque please the below webpage and submit an Application:
https://www.explorelouisiana.com/industry/louisiana-historical-marker-program-guidelines

Figure 2.36.B - Example DOTD Memorial Plaque

2.36D.8 HISTORCIAL MARKERS BY OTHERS

In both cases the local government also has the ability to erect memorial markers such as the one shown in Figure 2.36.C thru the Louisiana Historical Marker Program. The local government

is responsible for the cost of the sign, the permit application, the installation of the sign, and the maintenance of the sign.

2.36D.9 HISTORICAL MARKER INSTALLATION LOCATION APPROVAL

If the Historical Marker will be installed in Department Right-of-Way, the District Traffic Operations Engineer shall coordinate installation, as typically these markers are installed in parks or rest areas where motorists can safely stop to read the marker.

Figure 2.36.C - Example of a Historical Marker

2.36D.10 UNOFFICIAL ROADSIDE MEMORIALS

Unofficial roadside memorials consisting of crosses, flowers, ribbons, or other items are occasionally placed by friends or relatives on highways at or near the site of crashes which involve fatalities. Such encroachments on DOTD right of way and are illegal (LA R.S. 48:347). However, DOTD does not regularly remove such memorials unless complaints are received, an unreasonable safety hazard is created, or they interfere with routine mowing and roadside maintenance functions.

Figure 2.36.D - Unofficial Roadside Memorial

2.36D.11 DOCUMENTATION

The District Traffic Operations Engineer may consider document the locations of the memorial/dedication signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

Section 2.37D - HURRICANE EVACUATION SIGNS

2.37D.1 REFERENCE

- MUTCD
  - Section 2N.03 - Evacuate Route Signs (EM1 Series), Hurricane Evacuation Route Sign (EM-1)

2.37D.2 DEFINITION

This policy is intended to provide guidance for DOTD installed and maintained signs and on the issuance of permits to local governments for HURRICANE EVACUATION ROUTE signs.

2.37D.3 CONDITIONS FOR PLACING SIGNS

The Department will only install and maintain HURRICANE EVACUATION ROUTE signs listed on the map, (Figure 2.37.A). Applications for any additional non-interstate signs by permit may be sent to the appropriate District Office.

To obtain a Hurricane Evacuation Route Sign permit:

1. A permit request form must be signed by an official of the local government requesting the sign
2. The request must specify where the signs will be placed
3. A map illustrating where the signs will be placed must be attached to the permit request
4. The applicant must agree to maintain the Hurricane Evacuation Route signs.

2.37D.4 LOCATION AND PLACEMENT

The HURRICANE EVACUATION ROUTE signs shall only be placed in an area that does not conflict with any other signs. The sign shall be mounted as an independent sign assembly that meets DOTD current sign installation standards.

The back of HURRICANE EVACUATION ROUTE signs must have the following information either on a weatherproof sticker or written neatly in black permanent marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

Figure 2.37.A – Department Hurricane Evacuation Route Sign Map

2.37D.5 SIGN DESIGN

Figure 2.37.B shows an image of the standard Hurricane Evacuation Route Sign EM-1.

Figure 2.37.B - Hurricane Evacuation Route Standard Sign

EM-1

2.37D.6 APPROVAL

The District Traffic Operations Engineer shall recommend for approval the HURRICANE EVACUATION ROUTE signs for non-interstate and the District Administrator shall approve.

2.37D.7 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the HURRICANE EVACUATION ROUTE signs by either LRS ID – LOGMILE, Control Section – Logmile or GPS coordinates.

Chapter 3 – PAVEMENTS MARKINGS

Section 3.01 - NO PASSING ZONES

3.01.1 REFERENCE

- MUTCD
  - Section 3B.03 - No-Passing Zone Pavement Markings
  - Section 2B.36 - DO NOT PASS (R4-1) sign
- Louisiana Revised Statutes
  - 32:71 – Driving on right side of road; exceptions
  - 32:75 – Limitations on Passing on the left
  - 32:76 – Further limitations on passing on the left
  - 32:77 – No passing zones

3.01.2 USE CONDITIONS

DOTD shall not stripe no passing zones at intersections as per state law. No Passing Zones shall be marked at:

a. Any approach controlled by a stop, yield, traffic signal or flashing beacon.
b. All highway-rail grade crossings as shown in the Pavement Marking Manual.
c. Narrow bridges for a bridge culvert that has a clear width less than the approach roadway (travel lanes plus shoulders).
d. Approaches to crosswalks
e. Locations determined by Engineering Report

The Engineering Report may include some of the following data:

1. ADT volumes
2. Directional distribution of traffic
3. Approach speeds
4. Turning movements
5. Vehicle classification
6. Accident history
7. Sight distance
8. Roadway widths
9. 85th percentile speed

Calculate no passing zones based on the posted speed or the 85th percentile speed.

No Passing Zone markings are to be connected when the distance between two zones is less than 400 feet.

3.01.3 SUPPLEMENTAL TRAFFIC CONTROL DEVICES

The DO NOT PASS (R4-1) sign may be used in addition to pavement markings to emphasize the restriction on passing. DOTD shall not install or replace the pendant NO PASSING ZONE (W14-3) sign.

3.01.4 WAIVER AND EXCEPTIONS

Any deviation from this shall require a Traffic Engineering Exception per Section 1.03 - TRAFFIC ENGINEERING EXCEPTIONS AND WAIVERS of this manual.

3.01.5 IMPLEMENTATION

This policy shall apply to all resurfaced or newly constructed roadways as well as all of the Federal and primary highway system. The remainder of the State maintained system shall be brought into conformance with this policy as time permits.

Construction requirements, items, and Standard plan information can be found within the Pavement Marking Manual.

Chapter 4 – SIGNALS

Section 4.01 - REMOVAL OF TRAFFIC SIGNALS

4.01.1 REFERENCE

- MUTCD
  - Section 4B.04 - Basis of Installation of Traffic Control Signals
  - Section 4B.05 - Basis of Removal of Traffic Control Signals

4.01.2 JUSTIFICATION FOR REMOVAL

The purpose of this procedure is to establish the process to be followed to remove a traffic signal. The objective is to clarify and streamline the process so that it can be completed with improved efficiency and consistency.

4.01.3 DOCUMENTATION

The District Traffic Operations Engineer shall maintain documentation of the signal removal process.

4.01.4 SIGNAL REMOVAL

A. Not within a construction project
To start the signal removal process the District Traffic Operations Engineer shall fill out Procedure for Traffic Signal Removal in Form 4.01-1 - Procedure for Traffic Signal Removal Form

B. Within a construction project
EDSM VI.3.1.6 shall be followed as appropriate. A public meeting shall be held to inform the public and give the public a chance to comment.

4.01.5 APPROVAL

The District Traffic Operations Engineer is authorized to remove traffic signals.

The District Traffic Operations Engineer shall update the maintenance database and inform the Traffic Engineering Division to update their traffic signal database.

Form 4.01-1 - Procedure for Traffic Signal Removal Form
(See following 3 pages.)

Procedure for Traffic Signal Removal

Purpose and Objective:
The purpose of this procedure is to establish the process to be followed to remove a traffic signal. The objective is to clarify and streamline the process so that it can be completed with improved efficiency and consistency. For convenience, this procedure is designed to be used as a form.

References:
Manual of Uniform Traffic Control Devices
Traffic Engineering Manual
DOTD Traffic Signal Manual
EDSM VI.3.1.6

Process:

1. Existing signalized intersection is identified as one that may function better as an unsignalized intersection.
   Location: _____
   Identified by: _____ Date: _____
   Why was intersection selected to be studied for removal? _____
   _____

2. Complete a traffic engineering study that includes the following:
   - ☐ Warrant Analysis Summary
   - ☐ Crash History
   - ☐ Site conditions, especially sight distance problems
   - ☐ Public, business, school board or governmental complaints resulting in the original signal installation
   - ☐ Present and future developmental growth
   - ☐ Known reasons for change in traffic patterns or volumes
   - ☐ Capacity analysis for the alternate traffic control scheme most likely to be installed if signal is removed
   - ☐ Analysis of the cost of continued signal operation versus a one-time signal removal cost
   - ☐ Discussion of traffic volume growth needed to warrant the signal

   Study completed by: _____ Date: _____
   Recommended alternate form of traffic control (i.e. two-way stop, all-way stop, etc.)_____

3. Decide whether or not to proceed with removal process based on study.

   - ☐ Continue with removal process
   - ☐ Defer removal of traffic signal
     If removal is deferred, the location shall be reconsidered for removal every year until a signal warrant or other determination of permanent retention is satisfied.
   - ☐ Traffic Signal to remain based on the following:

   _____

   _____

4. Host an open house public meeting. Location:_____ Date: _____
   Attach attendance roster.

Organization	Contact	Method (i.e. email, letter)	Date

5. Prepare intersection for alternate traffic control.
   Remove or reduce intersection sight distance restrictions, if needed.
   Date Completed: _____
   Install the "Traffic Signal Under Study for Removal" sign next to the signal heads on each approach. See attachment.
   Date Completed: _____
   Public Affairs Contacted Date: _____
   Check the controller cabinet wiring to ensure that the color of the flashing indications will agree with the alternate traffic control scheme.
   Date Completed: _____
   Install the alternate traffic control devices (i.e. Stop signs and advanced warning signs). DO NOT remove stop lines on the uncontrolled approaches at this time.
   Date Completed: _____
   Press release sent out Date: _____

6. Flash or Cover the signal heads for 90 days
   Beginning Date of 90 day period: _____
   End Date of 90 day period: _____
   Monitor, investigate, and respond to concerns of the public.

Name	Affiliation	Source (email, letter, etc.)	Date Received	Date Responded

Sum up the comments received – did certain concerns keep resurfacing, could any of the concerns be mitigated by making changes to the site conditions or other appropriate countermeasure?

_____
_____
_____
_____
_____

Monitor the crash experience throughout the 90 day period.
Did crashes of types susceptible to correction by traffic signal control increase by more than two? Yes ☐ No ☐
If no, continue with removal process.
If yes, the signalized location shall remain covered for an additional 60 day period.
Last day of 60 day period: _____
During the 60 day period, did more than two crashes of types susceptible to correction by traffic signal control occur? Yes ☐ No ☐
If no, continue with the removal process.
If yes, the signal shall be placed into operation until the site conditions can be improved to reduce the crash frequency.

7. Remove signal heads and signs with poles. Leave controller cabinet in place for a minimum of 60 days.
Monitor the crashes during the 60 day period.
Did the absence of flashing traffic signals result in an increase in crashes? Yes ☐ No ☐
If yes, should traffic signal be converted to a flashing beacon? Yes ☐ No ☐
8. Remove the equipment
Remove poles, foundations, pull boxes, overhead cables, and controller; underground conduit and cables may be abandoned in place.
Date removal is completed: _____
Will the site be monitored for an extended period of time? Yes ☐ No ☐
If yes, are poles and cables to be left in place for a period up to one year? Yes ☐ No ☐
Date Completed: _____

9. Notify all affected parties of removal of the traffic signal and termination of any applicable agreements.
Is the traffic signal part of a maintenance agreement? Yes ☐ No ☐
If yes, update maintenance agreement.
Update Traffic Signal Database.

10. Final summary and comments
When was the signal placed in flash? _____
When was the signal shut off? _____
When was the equipment removed? _____
Was traffic signal removed? Yes ☐ No ☐
Why or why not? _____
_____
_____
_____
What other changes were made to the intersection? _____
_____
_____
_____
_____
Is any further action needed? Yes ☐ No ☐
If yes, please explain: _____
_____
_____

Attached Documents:
- ☐ Initiating letter, study, etc.
- ☐ Traffic Engineering Study (Step 2)
- ☐ Copies/documentation of all correspondence
- ☐ Crash Data obtained throughout study for removal
- ☐ Other information: _____

Section 4.02 - USE OF NON-STANDARD TRAFFIC SIGNAL POLES ON STATE ROUTES

4.02.1 DEFINITIONS

A Non-Standard Signal Pole is any traffic signal pole that is not stocked by DOTD such as ornamental poles, painted poles, luminary poles etc.

4.02.2 JUSTIFICATION

For a governmental body to request the installation of a non-standard traffic signal pole there must be either:

1. A full signal maintenance agreement with the city where the city has accepted responsibility for installation and maintenance of any non-standard poles; or
2. An agreement must be made with the governmental body that states they will pay the difference to DOTD for the cost of the non-standard poles and if the poles are damaged DOTD will replace with either stock poles or non-standard poles supplied by the governmental body.

4.02.3 APPROVAL

The District Traffic Operations shall recommend the use of non-standard traffic signal poles and the Traffic Engineering Division Administrator (or designated approver) shall approve.

4.02.4 DOCUMENTATION

It shall be the responsibility of the District Traffic Operations Engineer to document the request for installation of non-standard poles.

When a full signal maintenance agreement does not exist the District Traffic Operations Engineer will be responsible for establishing an agreement with the governmental body as described in this policy.

Section 4.03 - REMOVAL OF INTERSECTION CONTROL BEACONS

4.03.1 REFERENCE

- MUTCD
  - Chapter 4S - Flashing Beacons
- EDSM VI.3.1.2 – Flashing Beacons and LED Flashing Signs

4.03.2 FLASHING BEACON JUSTIFICATION

This justification is the same as when a location for a new flashing beacon is being considered and/or if there was a project to correct a geometric issue at the intersection.

4.03.3 TRAFFIC ENGINEERING REPORT

A Traffic Engineering Report shall be created providing the information defined in EDSM VI.3.1.2. As part of the report, the sight distance from all approaches shall be checked.

4.03.4 DOCUMENTATION

The District Traffic Operations Engineer shall maintain documentation of the beacon removal process.

4.03.5 FLASHING BEACON REMOVAL

If the existing flashing beacon does not meet current Department Policy for Flashing Beacon Justification the District Traffic Operations Engineer shall make the following determination depending on the type of beacon:

- Intersection Control Beacon: place oversize stop signs and any warning signs deemed necessary.

Once the flashing beacons have been authorized for removal then the signal heads and overhead signs shall be removed with the poles and cabinet.

4.03.6 APPROVAL

The District Traffic Operations Engineer is authorized to remove unwarranted flashing beacons.

Traffic Engineering Division (TrafficEngineering@la.gov) shall receive a copy of the final authorization for removal.

Chapter 5 – TRAFFIC CONTROL DEVICE CONSIDERATIONS FOR AUTOMATED VEHICLES

This Chapter is reserved for future policies related to traffic control devices and automated vehicles.

Chapter 6 – TEMPORARY TRAFFIC CONTROL

Section 6.01 - QUEUE ANALYSIS FOR LANE CLOSURES ON INTERSTATE

6.01.1 REFERENCE

- Louisiana Revised Statutes
  - 48:279 – Night time work on construction and maintenance projects; exceptions

6.01.2 DEFINITION

This policy is regarding queue analyses for scheduled Interstate lane closures for construction, maintenance and permit projects.

6.01.3 POLICY

The queue analysis shall determine delay caused by lane closures. A queue analysis shall be performed for all lane closures on Interstates with ADT's equal to and greater than 25,000. Lanes shall not be closed during the hours when the lane capacity exceeds 1,309 vehicles per hour lane. The restrictions may be more restrictive if the District Traffic Operations Engineer (DTOE) or Project Engineer (PE) deems necessary.

i. Queue analysis shall be requested by:
   1. Construction projects - during Stage 0 and reevaluated by the Project Manager at Stage 3 and Stage 4 to validate traffic volumes
   2. Maintenance projects - during the planning stage by Maintenance Project Managers
   3. Permitted projects - prior to issuance of the permit by the District

ii. The DTOE, Metropolitan Planning Organizations, Office of Planning and Programming, or consultants may collect traffic volumes. Traffic volumes shall consist of 24-hour, 7 day counts in 15-minute intervals.

iii. Adjust raw volumes with adjustment factors obtained from the DOTD Planning Division. These factors are:

1. % Trucks
2. Axle Adjustments
3. Adjustment for month of count
4. Adjustment for month of construction

iv. The DTOE shall perform or review and approve all queue analyses based on the following method:
    1. Using the 7-day 24 hour adjusted volumes, the minimum work restrictions shall occur where there are more than 1,309 vehicles per hour per open lane (*Highway Capacity Manual*, 2010, Ch.10)

v. The PE shall report back to the DTOE on actual queues experienced during construction. This will allow the DTOE to refine the queue analysis.

Alternatives to Prevent, Reduce, and Mitigate Queues Due to Lane Closures:

i. Projects with expected delay due to lane closures shall include:
    1. Standard Temporary Traffic Control Details (TTC) in plans
    2. Standard specification for Temporary Traffic Control pay item

ii. The designer should consider the following to mitigate delays when lane closures are necessary:
    1. Alternate route plan
    2. Limit lane closures to off peak weeknights and weekends
    3. Limit maximum physical length of lane closure
    4. Maintain existing number of lanes with lane narrowing and lane shifts
    5. Merge left before a lane closure
    6. Public information program identifying alternate routes through press releases

6.01.4 APPROVAL

The District Traffic Operations Engineer shall perform or review all queue analyses based on using 7 day 24 hour adjusted volumes and the minimum work restrictions where 1,309 vehicles per hour per open lane.

The Project Engineer shall report back to the DTOE during construction to allow for the refinement of the queue analysis.

6.01.5 WAIVERS & EXCEPTIONS

The minimum work restrictions may be less restrictive with a written justification based on the history of a previous project and/or providing a queue and delay analysis of the workzone using the HCM Facility Traffic Analysis tool. The request is considered an Exception (See TEM Section 1B.1) .

Chapter 7 – TRAFFIC CONTROL FOR SCHOOL AREAS

Section 7.01 - POLICY FOR SCHOOL AREAS

7.01.1 REFERENCE

- MUTCD
  - Part 7 Traffic Control for School Areas
- Louisiana Revised Statutes
  - 32:59 – Use of wireless telecommunications device prohibited; exceptions

7.01.2 SCHOOL WARNING SIGN ASSEMBLY (S1-1 AND W16-9p)

School Warning Sign Assembly shall be warranted when the school has at least one driveway on a state route and enrollment is greater than 100 students in any combination of grades K-12.

Schools accepting state vouchers may receive a permit to install all school warning signs and flashing beacons when the school has at least one driveway on a state route no matter the number of students attending the school. DOTD will not be required to install or maintain these School Warning Sign Assembly signs.

Colleges, Universities, and Preschools/Daycares shall not be signed or marked as a School Zone.

7.01.3 SCHOOL CROSSWALKS

A School Crosswalk shall be warranted when the School Warning Sign Assembly is warranted and the volume of school children crossing the state route exceeds 10 during a period extending from not earlier than 45 minutes before school starts until 15 minutes after school starts or a period from 15 minutes before the end of school to 45 minutes after school ends.

A School Crosswalk shall not be installed:

1. within 600 ft of another school crosswalk or a pedestrian crosswalk
2. at any location that has inadequate stopping sight distance
3. where approach speeds exceed 50 mph
4. for colleges, universities and preschools/daycares
5. for loading and unloading zones

7.01.4 REDUCED SCHOOL SPEED ZONES

A Reduced School Speed Zone may be installed for schools where the School Warning Sign Assembly is warranted.

7.01.5 FLASHING SCHOOL SIGNS

DOTD will not install or maintain flashing beacon signs at schools. The school, school board or local government may complete a Warning Sign & School Sign with Flashing Beacon Permit and submit to the appropriate District Office. The sign post shall be break away.

To obtain a Warning Sign & School Sign with Flashing Beacon permit:

2. A Warning Sign & School Sign with Flashing Beacon permit must be signed by an official of the local government, school board or school administration requesting the sign
3. The request must specify where the signs will be placed. This includes the distance from the edge of the travel lane and sign location in relation to the school property
4. The following must be attached to the request:
    a. A map illustrating where the signs will be placed
    b. A shop drawing of the signs which would indicate type of material, size of sign, height of assembly, height of foundation from the pavement, electrical service
    c. Foundation design

7.01.6 TIME

The enforceable periods of reduced speed in a Reduced Speed School Zone shall be as short a duration as possible. The enforcement period shall be a time extending from not earlier than 45 minutes before school begins until 15 minutes after school begins and a period extending from 15 minutes prior to the end of school to not later than 45 minutes after school ends.

A supplemental plaque stating the times of operations (S4-1) should be placed under the reduced speed limit sign. If a flashing beacon is installed by the school then the supplemental plaque WHEN FLASHING (S4-4 or S5-1) may be placed under the reduced speed limit sign.

If a flashing beacon is installed by the school and an adult crossing guard is present, then the flashing beacon should be operated only while the crossing guard is present.

7.01.7 SPEED REDUCTIONS

The following table should be used as a reference for maximum speed limit reductions:

Table 7.01-1 - Speed Limit Reductions for a School Zone

SPEED LIMIT REDUCTIONS	
EXISTING SPEED LIMIT (MPH)	**REDUCTION (MPH)**
25 OR LESS	0
30	5
35-45	10
50 OR ABOVE	15

7.01.8 CHIEF ENGINEER'S ORDER

If a Reduced School Speed Zone is justified then a Chief Engineer's Order shall be written. The Chief Engineer's Order shall include the reduced speed, the beginning and ending control section log-miles and the time of the Reduced School Speed Zone.

If a Reduced School Speed Zone is justified, it should be between 200 feet and 500 feet from the school property line.

The time will be stated such that the Reduced School Speed Zone shall start in the morning 45 minutes before the start of school and shall end 15 minutes after the start of school. The afternoon Reduced School Speed Zone shall start 15 minutes before the end of school and shall end 45 minutes after school ends. (Specific times will not be stated in the Order.)

Example of School Zone wording for Chief Engineer's Order:

"No person shall operate any vehicle at a speed in excess of 30 miles per hour on State Route US 65 in Madison Parish between (1) a point located 2888 feet north of its junction with US 80 (C.S. 020-07, LM 0.547) and (2) a point located 3976 feet north of its junction with US 80 (C.S. 020-07, LM 0.753) during school days beginning 45 minutes before school starts until 15 minutes after school starts and 15 minutes before school dismissal until 45 minutes after school dismissal."

7.01.9 SIGNS AND LOCATIONS

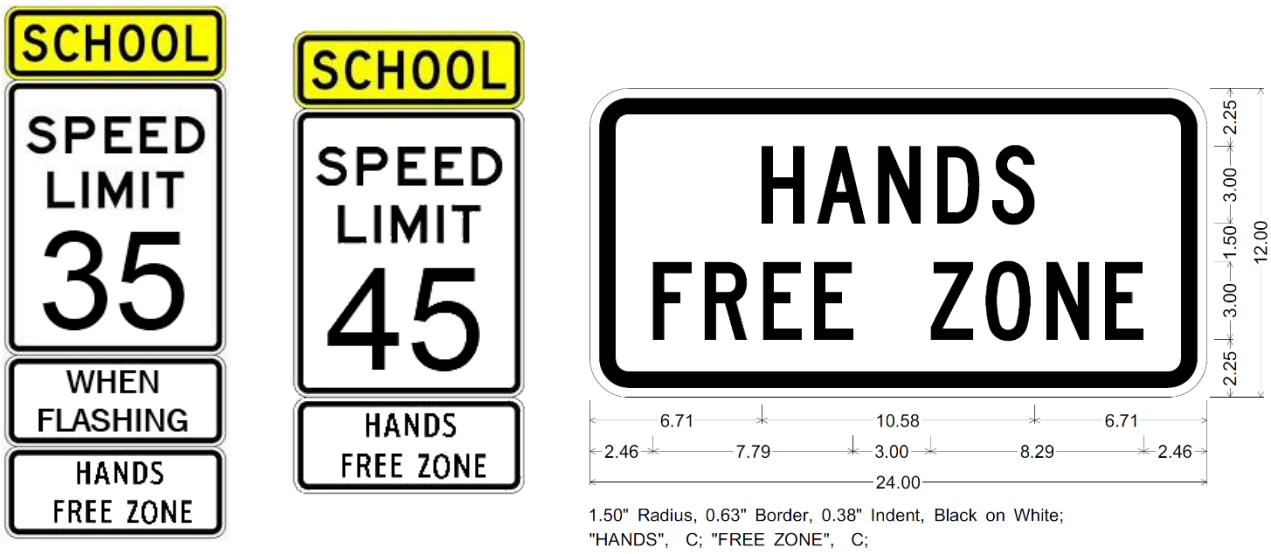
A SCHOOL CROSSWALK WARNING ASSEMBLY (S1-1 AND W16-7p) shall be placed at the crosswalk for both directions of travel.

A SCHOOL ADVANCE WARNING ASSEMBLY (S1-1 AND W16-9p) shall be placed 300’ before the crosswalk only when no Reduced Speed Zone is associated with the School Zone.

The SPEED LIMIT XX AHEAD (W3-5) fluorescent yellow-green sign with the SCHOOL (S4-3P) plaque should be used in advance of a reduced school speed zone. This sign should be placed according to the MUTCD Table 2C-3. The sign placement shall be adjusted where the signs are competing with higher priority signs or traffic control devices.

Louisiana Revised Statute 32:59 declares that all public roads in Louisiana are hands free. The HANDS FREE ZONE supplemental plaques may be installed on with school zone speed limit signs. HANDS FREE ZONE supplemental plaques are to be mounted under the existing school zone speed limit signs via permit only. DOTD will not install the HANDS FREE ZONE sign.

Figure 7.01.A - Example of Hands Free Zone plaque design and placement



The end of an authorized and posted school speed zone shall be marked with a standard SPEED LIMIT sign showing the speed limit for the section of highway that follows or with an END SCHOOL ZONE sign.

7.01.10 MAINTENANCE

Every school in the District with school signs and markings on state routes shall be inspected and repaired before the start of the new school year. Any maintenance for sign flasher assemblies installed via permit are the responsibilities of the applicant. New permits may be required based on the work needing to be performed.

7.01.11 DOCUMENTATION

Each District Traffic Operations Engineer may consider maintaining a Road Log for each school in their District that has any school signs associated with it. The Road Log will consist of a sketch of the area with the following noted (See Example 7.01-1):

1. Traffic volumes
2. Pedestrian volumes
3. 85th percentile speed
4. Road characteristics such as width and condition of the roadway, width and condition of shoulders, number of traffic lanes
5. Anything leading to shortened sight distance such as the existence of curves, hills and nearby buildings
6. Parking and loading zones
7. All locations and conditions of traffic control devices such as school crossing signs, pavement markings, signals, school patrol locations, school zone warning signs and speed limit signs
8. Sidewalks
9. Fencing

Example 7.01-1 - Example of a Road Log for School Zones

ROAD LOG FOR Red Creek Elementary School

State Route: LA 45
Control Section: 450-20
Beginning Logmile: 22.2
Ending Logmile: 22.27

Enrollment: 225
Grades: K-5

Approx. Length of Zone: 400 FT

Roadway:
Type: Bit
Width: 24'
Condition: Fair Condition: Fair
Number of Traffic Lanes: E 1 W 1

Shoulder:
Type: Gravel (some bit)
Width: 6' – 10'

Posted Speed Limit: 45 mph
85th Percentile Speed: 48 mph

Sight Distance Restriction: No
Vehicular Volumes: 1200 ADT

Pedestrian Volumes: 25 School Children Cross at Willows Sub. in am
20 School Children Cross at Willows Sub. in pm

Crash Experience:
Study Period: 1999-2003
Number of School Related Crashes: None
Number of Pedestrian Accidents: None

Sidewalk: on Willows Sub **Condition:** Good
School Cross Walk: at Willows Sub. **Condition**: Poor
School Warning Sign Assembly Warrant met: Yes
School Crosswalk Warrant met: Yes
Reduced School Speed Zone Warrant met: Yes **if yes then the**
Recommended School Speed Limit is: 35 mph

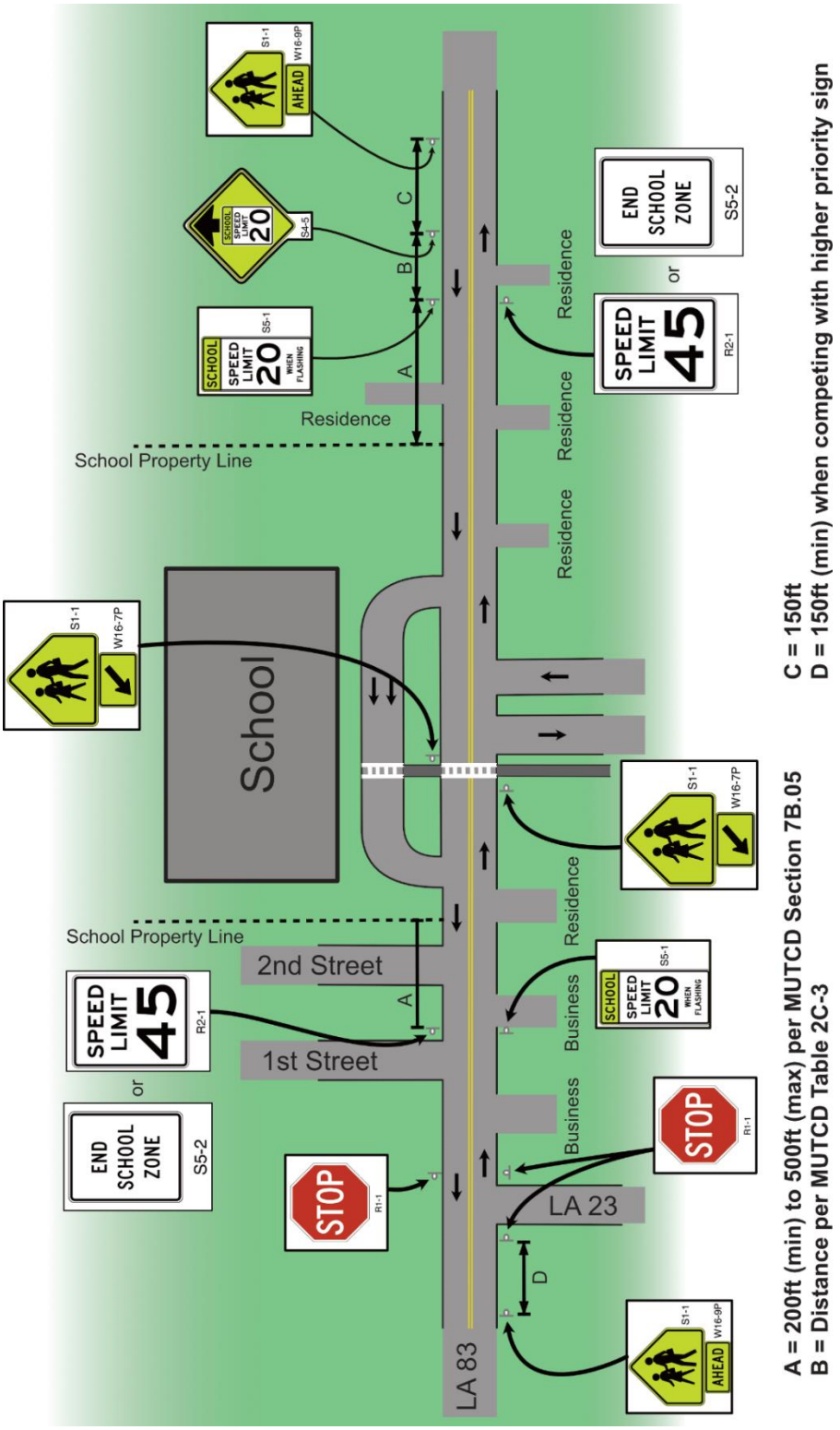
Land Use: all residential in the school zone, some business located outside of the zone
Cross Traffic at: Willows Sub. and Second Street

Sight Distance Restrictions: none

General Comments: The school has installed flashing beacons and there is an adult crossing guard on duty in the morning and afternoons to assist the children in crossing both the school driveway and the state highway. Also, there is a chain link fence in front and the west side of the school.

Study By: Sam Dell Date: 2/25/05
Approved By: Ronald Streep Date: 3/10/05

Figure 7.01.B - School Zone Sign placement Example



Chapter 8 – TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS

Section 8.01R - DO NOT STOP ON RAILROAD TRACKS

8.01.1 REFERENCE

- MUTCD
  - Section 8B.07 - DO NOT STOP ON TRACKS Signs (R8-8)

8.01.2 USE CONDITIONS

DO NOT STOP ON TRACKS sign shall be installed at all Traffic Signals with railroad preemption. The sign should only be installed on the approach where queuing is expected on the track. DO NOT STOP ON TRACKS signs may also be installed at other railroad crossings based on engineering judgment.

8.01.3 APPROVAL

DO NOT STOP ON TRACKS signs shall be approved by the District Traffic Operations Engineer.

8.01.4 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the DO NOT STOP ON TRACKS signs by either LRSID – Logmile, Control Section – Logmile or GPS coordinates.

Section 8.02W - RAILROAD STORAGE SPACE SIGNS

8.02.1 REFERENCE

- MUTCD
  - Section 8B.21 - Storage Space Signs (W10-11, W-11a, and W-11b)

8.02.2 USE CONDITIONS

When an engineering study determines that adequate space is not available to store a design vehicle(s) between the highway intersection and dynamic envelope of a railroad crossing, W10-11, W10-11a and W-11b signs may be installed.

8.02.3 LOCATION AND PLACEMENT

W10-11 and W10-11a signs may be mounted as close as practical to the stop bar prior to the railroad crossing on their own pole.

W10-11b may be used beyond the grade crossing on a local road and state highway intersection mounted under a STOP or YIELD sign (MUTCD 8B.21 paragraph 03).

8.02.4 APPROVAL

W10-11, W10-11a and W10-11b signs shall be approved by the District Traffic Operations Engineer.

8.02.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the W10-11a signs by either LRSID – Logmile, Control Section – Logmile or GPS coordinates.

Chapter 9– TRAFFIC CONTROL FOR BICYCLE FACILITIES

Section 9.01 - BICYCLE SHARE THE ROAD ASSEMBLY

9.01.1 REFERENCE

- MUTCD
  - Section 9C.04 - Bicycle Warning Sign (W11-1) Sign
  - Section 9C.08 - In Road (W16-1P) Sign

9.01.2 USE CONDITIONS

All installations of the BICYCLE (W11-1) and IN ROAD (W16-1P) signs and pavement markings will require a Share the Road permit sent to the appropriate District Office. The BICYCLE (W11-1) and IN ROAD (W16-1P) signs and pavement markings shall only be placed in an area that has adopted an official local bike plan passed by the local governing agency. See Figure 9.01.A and Figure 9.01.B.

To obtain a Share the Road permit:

1. A Share the Road permit must be signed by an official of the local government requesting the sign (or markings)
2. The request must specify where the signs (or markings) will be placed
3. The following must be attached to the request:
   a. A map illustrating where the signs will be placed
   b. A copy of the official adopted local bike plan
   c. Break away sign support specifications
   d. Specifications for pavement markings

9.01.3 SIGN DESIGN

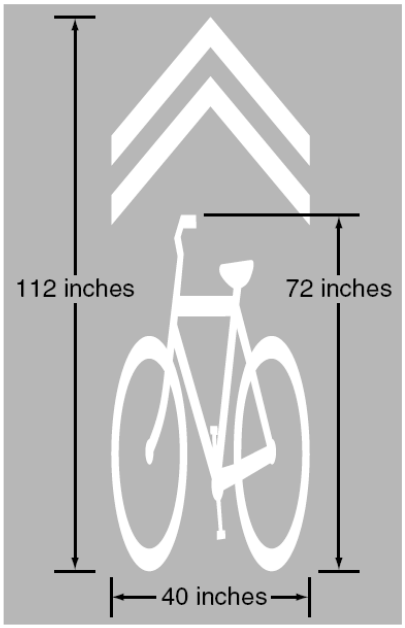
Only BICYCLE (W11-1) and IN ROAD (W16-1P) signs that follow the dimensions and design as illustrated in the *MUTCD* will be approved for use. This sign shall have a yellow or fluorescent yellow/green background with black lettering and border.

The back of the BICYCLE (W11-1) signs installed by permit must have the following information either on a weatherproof sticker or written neatly using a black marker:

1. The proper agency to call for maintenance
2. The permit number
3. The installation date

Figure 9.01.A - Share the Road Assembly

Figure 9.01.B - Shared Lane Pavement Marking



9.01.4 APPROVAL

If the conditions for use in Section 9.01.2 are met and are justified, then the District may approve the Share the Road Pavement Markings & Crosswalks on State Right of Way Permit.

9.01.5 DOCUMENTATION

The District Traffic Operations Engineer may consider documenting the locations of the community signs by either LRS-ID – Logmile, Control Section – Logmile or GPS coordinates.

Appendix A – Table of Figures

Appendix B – Table of Tables

Appendix C – Table of Examples

Appendix D – Louisiana Revised Statutes

The following Appendix contains copies of Louisiana Revised Statutes mentioned within this manual as of the date this manual. The Revised Statutes are provided in number order. Each heading provides a link to the Louisiana Revised Statute mentioned on the Louisiana State Legislature website.

32:59 – Use of wireless telecommunications device prohibited; exceptions

§59. Use of wireless telecommunications device prohibited; exceptions

A. Unless otherwise provided in this Subsection, all terms used in this Section shall have the same meaning as defined in R.S. 32:1. As used in this Section, the following terms shall apply:

(1) "Autonomous vehicle" means a vehicle that is equipped with autonomous technology as defined in R.S. 32:1, which is licensed to operate on the public roads and highways of this state and shall meet all applicable financial responsibility requirements.

(2) "Hands-free wireless telephone" means a wireless telecommunications device that has an internal feature or function, or is equipped with an attachment or addition, whether or not permanently part of such device, by which a user engages in a conversation without the use of either hand. The term "hands-free wireless telephone" as defined in this Paragraph shall not preclude the use of either hand to activate, deactivate, or initiate a function of the device.

(3) "Lawfully stationary" means any motor vehicle that has stopped, is in park or neutral, or is standing while in gear and not moving, while also in a travel lane or on the shoulder of a public road or highway, including when such action is necessary to observe or avoid conflict with traffic or in compliance with the directions of law enforcement or a traffic control device or signal.

(4) "Motor vehicle" means any self-propelled mechanical device on wheels, designed primarily for use or that is primarily used on public roads and highways. The term "motor vehicle" shall not include autonomous vehicles, all-terrain vehicles, golf carts, vehicles propelled or drawn by horses or human power, or motorists wheelchairs operated by handicapped persons.

(5) "Wireless telecommunications device" means a cellular telephone, a text-messaging device, a personal digital assistant, a stand-alone computer or other electronic device, or any other substantially similar portable wireless device that is readily removable from the vehicle and is used to write, send, or read text or data through manual input. The term "wireless telecommunications device" shall not mean any device or component that is permanently affixed to a motor vehicle, or a device used hands-free, citizens band radios, citizens band radio hybrids, commercial two-way radio communications devices, two-way radio transmitters or receivers used by licensees of the Federal Communications Commission in the Amateur Radio Service, or electronic communication devices with a push-to-talk function.

B.(1) Notwithstanding any provision of law to the contrary, except as provided in Subsection C of this Section, no person shall operate any wireless telecommunications device while operating a motor vehicle upon any public road or highway, unless the motor vehicle is lawfully stationary.

(2) Operating a wireless telecommunications device shall include:

(a) Engaging in a call, which means talking or listening during a voice transmission on a wireless telecommunications device or manually entering names or telephone numbers to initiate a voice transmission, except when using a hands-free wireless telephone.

(b) Writing, sending, or reading a text-based communication, which means using a text message, instant message, electronic mail, or other text-based application to communicate with any person.

(c) Accessing, reading, or posting to a social networking site, which means using a wireless telecommunications device to access, read, or post on such device to any web-based service that allows individuals to construct a profile within a bounded system, articulate a list of other users with whom they share a connection, and communicate with other members of the site.

(d) Accessing, viewing, posting, editing, or creating a video, photograph, or other image.

(e) Accessing, reading, viewing, composing, browsing, transmitting, saving, or retrieving electronic data from any application or other media.

(f) Using any application or feature of a wireless telecommunications device by making manual entries of letters, numbers, symbols, commands, or any combination thereof.

(g) Holding or physically supporting a wireless telecommunications device in either or both hands, except for an earpiece or headphone device as defined in R.S. 32:295.2(A) or a device worn on the wrist to talk or listen during a voice transmission.

C. The provisions of Subsection B of this Section shall not apply to a person who uses a wireless telecommunications device to do any of the following:

(1) Report a traffic collision, medical emergency, other emergency, or serious road hazard.

(2) Report a situation in which the person believes that an individual is in jeopardy of serious injury or death.

(3) Relay information between a transit of a for-hire operator, including a transportation network company driver, and that operator's dispatcher, in which the device is affixed to the vehicle.

(4) Operate a wireless telecommunications device while the motor vehicle is lawfully stationary and not in violation of any other law. A utility vehicle or roadside assistance vehicle which is parked while the utility worker or roadside responder is in the course and scope of performing his duties shall be considered lawfully stationary.

(5) Use a wireless telecommunications device in an official capacity as an operator of an authorized emergency vehicle while in performance of official duties as a law enforcement officer, firefighter, or emergency services or EMS practitioner.

(6) View data or images related to navigation of a motor vehicle using a hands-free global positioning system.

(7) Dial 9-1-1 to report a crime in progress.

D.(1) Any violation of this Section shall constitute a nonmoving violation.

(2) If a violation of this Section occurs in a school zone or in a highway construction zone it shall be a primary offense and shall be punishable as follows:

(a) By a fine of two hundred fifty dollars. At the judge's discretion, the fine may be reduced to one hundred dollars with community service not to exceed fifteen hours, at least half of which shall consist of a litter abatement program in a school zone or highway construction zone.

(b) If a person is involved in a crash at the time of the violation, then the fine shall be equal to double the amount of the fine imposed in Subparagraph (a) of this Paragraph and the law enforcement officer investigating the crash shall indicate on the written accident report that the person was using a wireless telecommunications device at the time of the crash.

(3) If a violation of this Section occurs in any location other than a school zone or highway construction zone it shall constitute a secondary offense when the officer detains a driver for an alleged violation of another provision of this Chapter and shall be punishable as follows:

(a) By a fine of one hundred dollars. At the judge's discretion, the fine may be reduced to fifty dollars with community service not to exceed fifteen hours, at least half of which shall consist of the litter abatement program.

(b) If a person is involved in a crash at the time of the violation, then the fine shall be equal to double the amount of the fine imposed in Subparagraph (a) of this Paragraph and the law enforcement officer investigating the crash shall indicate on the written accident report that the person was using a wireless telecommunications device at the time of the crash.

(4) For violations of this Section not resulting in a crash causing bodily injury or death of another person, a person may plead guilty or nolo contendere to the alleged offense and pay the applicable fine specified in this Subsection. If a person pleads guilty or nolo contendere to the alleged offense, the person shall not be required to appear in court if he waives the right to contest the charges and pays the applicable fine specified in this Subsection.

(5) Use of a wireless telecommunications device for any purpose provided for in Subsection C of this Section shall be an affirmative defense to a violation of this Section and the operator of a motor vehicle may produce documentary or other evidence in support of his defense.

(6) For any violation occurring before January 1, 2026, the law enforcement officer shall only issue a written warning.

E.(1) A citation for a secondary offense violation of this Section shall be based solely upon a law enforcement officer's clear and unobstructed view of a person using a wireless telecommunications device as prohibited by this Section.

(2) A law enforcement officer shall not do any of the following based solely upon a secondary offense violation of this Section:

(a) Seize, search, view, or require the forfeiture of a wireless telecommunications device.

(b) Search or request to search a motor vehicle, motor vehicle operator, or passenger.

(c) Make a custodial arrest except upon any open warrant including but not limited to a warrant issued for failure to appear in court when summoned or for failure to pay an imposed fine.

F. The state preempts the field of regulating the use of a wireless telecommunications device by the operators of motor vehicles. The provisions of this Section shall supersede any local laws, ordinances, rules, or regulations enacted by a parish, municipality, or other political subdivision to regulate the use of a wireless telecommunications device by the operator of a motor vehicle.

G. Beginning April 1, 2027, and continuing until April 1, 2032, the Department of Transportation and Development and the Department of Public Safety and Corrections, office of state police shall submit a report annually to the legislature regarding the impact of the provisions of this Section, including the number of crashes caused by inattentive or distracted driving for each year, divided by different areas of the state, as such data is already collected. The report shall be based on data the Department of Transportation and Development and the office of state police collect under existing state law.

Acts 2025, No. 288, §2.

32:71 – Driving on right side of road; exceptions

§71. Driving on right side of road; exceptions

A. Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

(1) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement, including passing lanes;

(2) When the right half of a roadway is closed to traffic while under construction or repair;

(3) Upon a roadway designated and signposted for one-way traffic.

B.(1)(a) Upon all multilane highways, no vehicle shall be driven in the left-hand lane except when directed otherwise, preparing for a left turn at an intersection or private road or driveway, overtaking or passing another vehicle proceeding in the same direction, or when right-hand lanes are congested; however, no vehicle being driven in the left lane except when directed otherwise or preparing for a left turn at an intersection, private road, or driveway shall impede any other vehicle that is traveling in the same lane and behind that vehicle.

(b) Upon all multilane highways, no vehicle traveling in the left-hand lane shall be driven at a speed slower than any vehicle traveling to its right on the same roadway.

(c) Upon all multilane highways any vehicle proceeding at less than the normal speed of traffic at the time and place and under the circumstances then existing, shall be driven in the right-hand lane then available for traffic except when preparing for a left turn at an intersection or into a private road or driveway, or passing or overtaking a vehicle proceeding in the same direction, if passing on the left side of it. Nothing herein contained shall be construed to authorize driving any vehicle in the left lane so as to prohibit, impede, or block passage of an overtaking vehicle in such lane and in such event the vehicle in the left lane prohibiting, impeding, or blocking passage of an overtaking vehicle shall expeditiously merge into the right lane of traffic.

(d) The provisions of this Subsection shall not apply during a declared state of emergency when contraflow has been activated.

(2) Any vehicle proceeding on a multilane highway at a speed slower than the posted maximum speed limit shall be driven in the right hand lane then available for traffic, or as close as practicable to the right hand curb or edge of the roadway, except when overtaking and passing a vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into a private road or driveway. Persons in violation of this Paragraph shall be punished as follows:

(a) A fine of one hundred fifty dollars for the first offense.

(b) A fine of two hundred fifty dollars for a second subsequent offense within a twelve-month period of the first offense.

(c) A fine of three hundred fifty dollars for a third subsequent offense within a twelve-month period of the first offense or imprisonment for not more than thirty days, or both.

C. The Department of Public Safety and Corrections, office of motor vehicles, is directed to include a summary of this Section in any instructional publication for drivers.

D. The Department of Transportation and Development is directed to place signs on multilane highways, in an effort to make motorists aware of the provisions provided for in this Section.

E. The Louisiana Highway Safety Commission and the Department of Transportation and Development are directed to cooperatively develop and engage a public awareness campaign to notify motorists of the provisions of this Section.

Acts 1962, No. 310, §1. Amended by Acts 1970, No. 608, §1; Acts 1975, No. 290, §1; Acts 1988, No. 246, §1; Acts 2009, No. 190, §1; Acts 2025, No. 24, §1.

32:75 – Limitations on Passing on the left

§75. Limitations on passing on the left

No vehicle shall be driven to the left side of the center of the highway in overtaking and passing another vehicle proceeding in the same direction unless such left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or any vehicle overtaken. In every event the overtaking vehicle must return to the right-hand side of the roadway before coming within one hundred feet of any vehicle approaching from the opposite direction.

Acts 1962, No. 310, §1.

32:76 – Further limitations on passing on the left

§76. Further limitations on passing on the left

A. No vehicle shall at any time be driven to the left side of the highway under the following conditions:

(1) when approaching the crest of a grade or upon a curve in the highway, where the driver's view is obstructed within such distance as to create a hazard in the event another vehicle might approach from the opposite direction;

(2) when approaching within one hundred feet of or traversing any intersection or railroad grade crossing;

(3) when the view is obstructed upon approaching within one hundred feet of any bridge, viaduct, or tunnel.

B. The foregoing limitations shall not apply upon a one-way roadway or a multiple lane highway nor to the driver of a vehicle turning left into or from an alley, private road or driveway.

Acts 1962, No. 310, §1. Amended by Acts 1972, No. 163, §1.

32:77 – No passing zones

§77. No passing zones

A. The Department is hereby authorized to determine those portions of any highway where overtaking and passing or driving to the left of the roadway would be especially hazardous, and shall by appropriate signs or markings on the roadway indicate the beginning and end of such zones, and when such signs and markings are in place and are clearly visible to an ordinary observant person, every driver shall obey the directions thereof.

B. Where signs or markings are in place to define a no-passing zone as set forth in paragraph A, no driver shall at any time drive on the left side of the roadway within such zone, or on the left side of any pavement striping, designated to mark such no-passing zone, throughout its length.

Acts 1962, No. 310, §1.

32:82 – Driving on Divided Highways

§82. Driving on divided highways

A.(1) Whenever any highway has been divided into two roadways by a median, physical barrier, or clearly indicated dividing section so constructed as to impede vehicular traffic, every vehicle shall be driven only upon the right hand roadway and no vehicle shall be driven over, across, or within the median, barrier, or section, except through an improved opening or at a crossover or intersection established under authority of this Chapter.

(2) No vehicle, other than an authorized vehicle, shall be driven through or use an improved opening or crossover on any interstate highway. For the purposes of this Paragraph, "authorized vehicle" means "authorized emergency vehicles", as defined in R.S. 32:1, and towing and recovery vehicles operating under the direction of a law enforcement agency.

B. No vehicle shall cross the painted continuous centerline of any multiple lane highway, except for the purpose of making a turn.

Acts 1962, No. 310, §1; Acts 1997, No. 186, §1; Acts 2015, No. 115, §1.

32:125 – Procedure on approach of an authorized emergency vehicle; passing a parked emergency vehicle

§125. Procedure on approach of an authorized emergency vehicle; passing a parked emergency vehicle

A. Upon the immediate approach of an authorized emergency vehicle making use of audible or visual signals, or of a police vehicle properly and lawfully making use of an audible signal only, the driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and as close as possible to, the right-hand edge or curb of the highway clear of any intersection, and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

B. When any vehicle making use of any visual signals as authorized by law, including the display of alternately flashing green, amber, or yellow warning lights, is parked on or near the highway, the driver of every other vehicle shall:

(1) When driving on an interstate highway or other highway with two or more lanes traveling in the same direction, yield the right-of-way by making a lane change into a lane not adjacent to the parked vehicle, if possible with due regard to safety and traffic conditions. If a lane change is not possible, the driver shall slow to a reasonably safe speed.

(2) Maintain a safe speed for road conditions, if unable or unsafe to change lanes, or driving on a two-lane road or highway.

C. This Section shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

D. Any person who violates the provisions of this Section shall, upon conviction, be subject to a fine not to exceed two hundred dollars.

Acts 1962, No. 310, §1. Amended by Acts 1980, No. 160, §1; Acts 2001, No. 583, §1; Acts 2008, No. 429, §1, eff. June 21, 2008; Acts 2008, No. 746, §1; Acts 2021, No. 78, §1, eff. June 4, 2021.

32:212 – Pedestrians right-of-way in crosswalks

§212. Pedestrians right-of-way in crosswalks

A. When traffic-control signals are not in place or not in operation, the driver of a vehicle shall stop and yield the right-of-way, to a pedestrian crossing the roadway within a crosswalk when the pedestrian is upon the roadway upon which the vehicle is traveling or the roadway onto which the vehicle is turning.

B. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield.

C. Whenever any vehicle is stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.

D. Subsection A of this Section shall not apply where the pedestrian is crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided.

Acts 1962, No. 310, §1; Acts 2011, No. 244, §1.

32:213 – Crossing at other than crosswalks

§213. Crossing at other than crosswalks

A. Every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway.

B. Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

Acts 1962, No. 310, §1; Acts 2012, No. 811, §9, eff. July 1, 2012.

32:235 – Uniform Highway Marking System

§235. Uniform highway marking system

A.(1) The department shall adopt a manual and specifications for a uniform system of traffic control devices consistent with the provisions of this Chapter for use upon highways within this state. Such uniform system shall correlate with and so far as possible conform to the system then current as approved by the United States Department of Transportation, Federal Highway Administration, Manual on Uniform Traffic Control Devices (MUTCD), except that the department shall develop a supplement to the manual with all symbol-based or bilingual signs that display terms in both English and Louisiana French, subject to approval by the United States Department of Transportation, Federal Highway Administration, which permits parish governing authorities to adopt such supplement, request that signs along state and federal highways within their boundaries be bilingual, and display terms in both English and Louisiana French. In developing the supplement, the department shall adhere to the following:

(2) The department shall coordinate with the Council for the Development of French in Louisiana pursuant to R.S. 25:651 et seq., prior to application for approval from the United States Department of Transportation, Federal Highway Administration.

(3) The supplement shall provide a process by which a parish governing authority may formally adopt the supplement. In the event the United States Department of Transportation, Federal Highway Administration does not approve the bilingual supplement, it shall be returned to the governing authority of the parish which requested approval of a bilingual supplement. The parish governing authority may only proceed with local adoption of the supplement as it was submitted to the United States Department of Transportation, Federal Highway Administration but shall not erect any bilingual sign on any state or federal highway within the parish; signs installed on parish roads shall be at the expense of the parish.

(4) The department may deviate from the system and erect advisory signs only to post advisory weight limits on state bridges where a state bridge is scheduled for replacement or strengthening within three years from the date of approval by the chief engineer of the department's weight rating evaluation of any state bridge. In addition, the department may deviate from the criteria contained in said system for location of traffic signals to the extent that additional weighted consideration shall be given to pedestrian and vehicular traffic volumes associated with schools which are located on state highways.

(5) The department shall require that any signage on public highways which indicates maximum or minimum speed limits in kilometers also indicate such speed limits in miles per hour.

B. Local municipal and parish authorities in their respective jurisdictions shall place and maintain such traffic control devices upon highways under their jurisdiction as they may deem necessary to indicate and to carry out the provisions of this Chapter, regulations of the department and commissioner adopted pursuant hereto, and local traffic ordinances adopted pursuant to the authority granted by R.S. 32:41 and R.S. 32:42. All such traffic control devices hereafter erected shall conform to the department's manual or specifications. If any such device hereafter erected by a political subdivision of this state fails to conform to the manual or specifications, payment of any funds allocated to that political subdivision shall be withheld by the department until the standards established by the department are complied with.

C. No local municipal or parish authority shall place or maintain any traffic control device upon any state maintained highway without having first obtained the written approval of the department.

D. Wherever any highway crosses the boundaries of and enters into the state of Louisiana, the department may erect appropriate signs giving notice of the maximum speed limits authorized by law for each type of vehicle upon the highways of this state.

E. Proof that any state, parochial or municipal authority was at the time of any incident complained of in compliance with the provisions of the department's traffic control devices manual shall be prima facie evidence of discharge by such authority of its obligations to the motoring public.

Acts 1962, No. 310, §1. Amended by Acts 1968, No. 182, §1; Acts 1968, No. 273, §3; Acts 1977, No. 113, §1, eff. June 22, 1977; Acts 1977, No. 211, §1, eff. July 7, 1977; Acts 1978, No. 35, §1, eff. May 31, 1978; Acts 1995, No. 282, §1; Acts 1995, No. 1125, §1; Acts 2014, No. 263, §2.

32:236 - Privately owned signs on public rights of way prohibited; exceptions; authority of municipalities and department of highways; advertising on convenience facilities at public transit stops

§236. Privately owned signs on public rights of way prohibited; exceptions; authority of municipalities and department of highways; advertising on convenience facilities at public transit stops

A. No person, contractor, or public service corporation shall erect or maintain any sign of any nature or a traffic control device or any thing resembling a traffic control device within the right-of-way of any highway or street, without having official permission to install or maintain same in the public right-of-way under the provisions of R.S. 48:344 and R.S. 48:381, except the governing authority maintaining the highway or street.

B. Contractors may place such signs and warning devices and permit holders may place such temporary signs and warning devices as are authorized to warn the traveling public of dangers arising from the work being done within the right-of-way. The department may place such directional, regulatory, and warning signs, signals and barricades, or other traffic control devices as are desirable in its judgment to guide, inform, regulate, and warn the traveling public.

C. A public body, such as a parish or municipal governing authority maintaining a highway or street, may authorize and adopt rules to regulate advertising on convenience facilities such as benches, shelters, and kiosks, located within the public rights of way at designated stops of a public transit system, as designated or contracted for by the governing authority.

Acts 1962, No. 310, §1. Amended by Acts 1964, No. 299, §1; Acts 1977, No. 113, §1, eff. June 22, 1977; Acts 1990, No. 220, §1; Acts 1992, No. 732, §1.

32:238 – Directional Signs

§238. Directional signs

A. The governing authority of any parish, municipality, or school board may request the Department of Transportation and Development to place directional signs on the rights of way of the streets and highways which are within the state highway system and which are within the territorial jurisdiction of the governing authority making the request.

B. As used in this Section, a "directional sign" is a sign which serves the public purpose of directing vehicular traffic to or identifying streets, highways, buildings, facilities, or other entities or locations which are of interest to the public. Entities or locations which are of interest to the public include but are not limited to governmental buildings, churches, libraries, public or private schools, hospitals, historic districts, seasonal attractions, and tourist attractions.

C. The request for directional signs shall be in writing, shall be in the form of a resolution unanimously passed by the governing authority making the request, and shall state the information which is to appear on the sign, the name and general location of the entity to which the public is to be directed, and the general location at which the sign is to be located.

D. The Department of Transportation and Development shall erect and maintain each sign requested under this Section in accordance with federal regulations.

E. The Department of Transportation and Development shall adopt administrative rules to implement the provisions of this Section as authorized by and in accordance with state law and federal regulations.

F. Any signing requested shall be paid for in advance, sign cost only, by the requestor or public body making such request.

Acts 1990, No. 976, §1; Acts 1999, No. 222, §1.

32:282 – Obstruction to driver's view or driving mechanism

§282. Obstruction to driver's view or driving mechanism

A. No person shall drive a vehicle when it is so loaded, or when there are in the front seat such a number of persons, exceeding three, as to obstruct the view of the driver to the front sides or rear of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle.

B. No passenger in a vehicle shall ride in such a position as to interfere with the view of the driver to the front, sides or rear of the vehicle or to interfere with his control over the driving mechanism of the vehicle.

C. No person shall drive any vehicle with any nontransparent material upon the windshield, side wings, side or rear windows, other than a certificate or other paper required to be so displayed by law, or permitted by regulation of the secretary of public safety.

Acts 1962, No. 310, §1. Amended by Acts 1977, No. 113, §1, eff. June 22, 1977.

32:380 – Width; projecting loads on vehicles

§380. Width; projecting loads on vehicles

A. The width of any vehicle shall not exceed one hundred two inches, exclusive of safety devices.

B. The load on any vehicle shall not project more than twelve inches beyond the width of its body.

C. The width of a farm tractor shall not exceed nine feet.

D. The secretary shall designate the qualifying highway system to which the foregoing width limitations shall apply.

E. Repealed by Acts 2003, No. 347, §2.

Added by Acts 1977, No. 113, §1, eff. June 22, 1977. Acts 1983, No. 416, §1; Acts 1990, No. 51, §1; Acts 1990, No. 896, §1; Acts 2003, No. 347, §§1 and 2.

32:381 - Height

§381. Height

A.(1) The height of any vehicle and its load shall not exceed thirteen feet, six inches, except that the height of any vehicle and its load which operates exclusively on the interstate highway system shall not exceed fourteen feet, provided that vehicles operating on the interstate highway system shall have reasonable access, within one road mile from the interstate highway to terminals and facilities for food, fuel, repairs, and rest, unless prohibited for specific safety reasons on individual routes.

(2) The operator of a vehicle that is higher than thirteen feet six inches shall ensure that the vehicle will pass through each vertical clearance of a structure in its path without touching the structure.

(3) Any damage to a bridge, underpass, or similar structure caused by the height of a vehicle shall be the responsibility of the owner of the vehicle.

B. Nothing in this Section shall be interpreted to require the state or any subdivision thereof or any person, firm, or corporation in this state to raise, alter, construct, or reconstruct any overpass, wire, pole, trestle, or other structure to provide such clearance.

Acts 1962, No. 310, §1. Acts 1977, No. 113, §1, eff. June 22, 1977; Acts 1977, No. 141, §1; Acts 1983, No. 416, §2; Acts 2004, No. 571, §1.

48:192 – Engineering Standards; Naming State Highways

§192. Engineering standards; naming state highways

A. The department shall immediately establish and maintain design standards for the functional classifications of state highways, following the best engineering practices and experiences for the construction of all roads, bridges, drainage structures, or other work which may be necessary from time to time which said standards shall comply with all federal regulations necessary to obtain federal aid for road and bridge construction in Louisiana.

B. The department may take into the state highway system any parish or municipal road needed to complete a necessary segment of a road; however, the total length of the state highway system established hereby is not exceeded and said road taken into the state highway system will not necessarily delay the needed construction and maintenance of roads on the existing system. The department may negotiate an exchange of roads in any parish or municipality for roads on the state-maintained highway system provided that the roads taken into the system in said exchange will not necessarily delay needed construction and maintenance of roads on the existing system.

C. The department may at any time the need justifies transfer a state highway from one functional classification to another.

D. Notwithstanding any other provision of law to the contrary, it shall be unlawful to name any state highway except by an Act of the legislature.

Acts 1955, No. 40, §3; Acts 1990, No. 200, §1; Acts 1997, No. 1028, §1, eff. July 11, 1997.

48:273 – Placing of distance markers on highways

§273. Placing of distance markers on highways

Distance markers, which designate the distances from the point of the marker to the municipality indicated on the marker, shall be placed alongside the highways of this state by the department for incorporated and unincorporated municipalities having a population of five thousand or more persons. The department may place distance markers for incorporated and unincorporated municipalities having a population of less than five thousand persons. The distance markers are to be placed in accordance with regulations promulgated by the Department of Transportation and Development.

Added by Acts 1976, No. 276, §1. Amended by Acts 1977, No. 291, §1; Acts 2006, No. 11, §5.

48:274.3 – Placing of major shopping area guide signs on interstate highways

§274.3. Placing of major shopping area guide signs on interstate highways

A. Definitions. When used in this Section, the following words and phrases have the meaning ascribed to them in this Section, unless the context clearly indicates a different meaning:

(1) "Eligible highway" means a highway that:

(a) A portion of which is located outside an urbanized area with a population of fifty thousand or more; and

(b) Qualifies for a maximum speed limit as established by Louisiana law.

(2) "Eligible urban highway" means an interstate highway, a portion of which is located inside an urbanized area with a population of two hundred thousand or more.

(3) "Major shopping area" means a geographic area that meets either of the following criteria:

(a) Consists of thirty acres or more of land and includes an enclosed retail shopping mall that contains five hundred thousand square feet or more of gross building area.

(b) Includes strip-style outdoor shopping plazas and outlet shopping centers that contain no less than two hundred forty thousand square feet of gross leasable space.

(4) "Major shopping area guide sign" means a rectangular guide sign panel imprinted with the name of a major shopping area, as it is commonly known to the public, and containing directional information to such major shopping area.

B. If an establishment in a major shopping area provides food, the establishment must provide the following in order to be eligible for a listing on a guide sign:

(1) A license or other evidence of compliance with public health or sanitation laws, if required by applicable other law.

(2) Continuous operation at least ten hours a day.

(3) Seating capacity for at least sixteen people.

(4) Public restrooms.

(5) A telephone for use by the public.

C. The department shall establish a program that allows the erection and maintenance of major shopping area guide signs at appropriate locations along eligible highways and eligible urban highways. The department shall promulgate rules in accordance with the Administrative Procedure Act regulating the content, composition, placement, erection, and maintenance of major shopping area guide signs and supports within eligible highway and eligible urban highway rights-of-way and establish appropriate and reasonable fees to implement the provisions of this Section; however, a major shopping area shall be entitled to have its name displayed on major shopping area guide signs if it is located not farther than three miles from an interchange on an eligible highway or an eligible urban highway. A major shopping area that has its name

displayed on a major shopping area guide sign shall reimburse the department for all costs associated with the composition, placement, erection, and maintenance of the sign.

D. Major shopping area guide signs may be included as part of exit direction signs, advance guide signs, and supplemental guide signs and shall include guide signs for both directions of traffic on an eligible highway or eligible urban highway. If the service facilities are not visible from an interchange ramp terminal, additional signs may be placed along the ramp or at the terminal.

E. All fees collected pursuant to the provisions of this Section shall be considered as self-generated revenues and deposited by the secretary of the Department of Transportation and Development into the state treasury for credit to the Department of Transportation and Development. After compliance with the requirements of Article VII, Section 9(B) of the Constitution of Louisiana relative to the Bond Security and Redemption Fund, the monies so deposited shall be appropriated as self-generated revenues to the Department of Transportation and Development.

F. The procedures for obtaining approval for programming, project authorizations, and other actions for federal-aid projects which include these signs shall follow the same procedures as other federal-aid projects in this state.

Acts 1997, No. 552, §1; Acts 1999, No. 606, §1, eff. June 30, 1999; Acts 2001, No. 34, §1.

48:277 – Signs in advance of driveways for churches

§277. Signs in advance of driveways for churches

The department may erect signs indicating the location of churches located along state highways. The points for location of such signs shall be determined by the traffic engineer of the highway district in which the church is located. The signs shall conform to a standard size and design prepared by the department.

Acts 1997, No. 1230, §1.

48:279 – Night time work on construction and maintenance projects; exceptions

§279. Night time work on construction and maintenance projects; exceptions

A. On any construction or maintenance project which requires the temporary closure of a lane on a controlled access principal arterial interstate, the department shall perform a traffic queue analysis and where the analysis determines a potential for traffic which may result in undue hardship or significant delay to the motoring public, the department shall ensure that such construction or maintenance work is performed during non-peak traffic hours, including night work between the hours of 8 p.m. and 6 a.m. and weekends, unless specific traffic studies determine that such non-peak hour work is not feasible. For purposes of this Section, peak traffic hours shall be considered 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. on weekdays. On projects where the department has found non-peak work feasible and provides an incentive to construct expeditiously, the contractor shall perform non-peak work or provide just cause for failure to perform non-peak work in order to qualify for or earn the incentive to construct expeditiously.

B. If after reviewing existing traffic volumes, congestion, traffic control measures, motorist safety, project cost, project quality, inspection obligations, highway user costs, work force availability, work zone lighting, worker safety, and other factors which the department may deem necessary in determining the feasibility of non-peak hour construction or maintenance, the department determines that it is not feasible to perform construction or maintenance work during non-peak hours, the secretary shall provide a written report on the feasibility study to be delivered by certified mail to the cochairmen of the Joint Committee on Transportation, Highways, and Public Works including specific details of factors which contributed to the determination. Within forty-five days of receipt of the report, the joint committee may conduct a hearing to review the report. If at the hearing the committee finds the determination of the department unacceptable by a majority vote of the members, then such determination shall be sent to the governor and the department.

C. When the department determines that a construction or maintenance project on a controlled access principal arterial interstate highway will have the potential of causing significant traffic delays or undue hardship to the public using such highway, advance signing shall be posted on the right of way of such highway at a location in advance of the last exit prior to the traffic buildup in order to allow the operator of a vehicle to exit the highway and avoid such buildup. Such signing shall indicate that there is traffic congestion ahead and such exit is the last opportunity for exiting the highway before such congestion.

Acts 1999, No. 831, §1; Acts 2001, No. 77, §1; Acts 2003, No. 753, §1; Acts 2006, No. 727, §1, eff. June 29, 2006.

48:347 – Removal of obstacles or hazards from highway or vicinity; campaign signs

§347. Removal of obstacles or hazards from highway or vicinity; campaign signs

A. The department may apply to the court for any process necessary to prevent the installation of any structure, sign, obstacle, object, deposit, or thing within the limits of a highway contrary to this Chapter or any lawful regulation issued hereunder.

B. Whenever any advertising sign located within fifty feet of the outer edge of the right of way constitutes a dangerous hazard to the traveling public, the department may, after due notice to the owner thereof to remove it, apply to the district court of the parish in which the sign is located for the process necessary to effect the removal of the sign.

C. Whenever any of the things described in Subsection A of this Section are found to exist within the limits of a highway, the department may summarily remove and dispose of it at the expense of the person responsible therefor. If it retains apparent value, the owner shall be notified, orally or in writing, to remove it within five days or such other period as may be agreed upon. If the owner be unknown or cannot be found, a written notice shall be affixed to the object setting forth that it must be removed within a period not less than five days from the date specified. Failure to remove within the specified period operates as a forfeiture of all rights thereto and the department may remove the object for its own use, or dispose of it at private or public sale, or destroy it, or dispose of it in any manner. The owner and any other person responsible therefor remains liable for any damage to public property or expenditure of highways funds resulting from the installation or removal of such things.

D. Notwithstanding any other provision of law to the contrary, political campaign signs shall not be erected, displayed, or posted within any highway right-of-way or litter-free zone, subject to the provisions and penalties of R.S. 30:2531 and R.S. 30:2544, and the collection and distribution of fines as provided in R.S. 30:2532.

Amended by Acts 1954, No. 126, §1; Acts 1984, No. 225, §1; Acts 1989, No. 768, §4; Acts 1998, 1st Ex. Sess., No. 148, §6.