LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

DEPARTMENT OF TRANSPORTATION AND 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
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____ FOR APPROVAL
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BY _____ DATE _____
BY _____ DATE _____
BY _____ DATE _____

MEMORANDUM

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

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

DATE: **December 2, 2020**

SUBJECT: **Update of EDSM VI.1.1.2**

I am requesting approval to update EDSM VI.1.1.2 Intersection Control Evaluation.

This is an update to the EDSM to clarify which type of projects require an intersection control evaluation. Currently, we have requirements spread out in multiple documents. Attached are the redline changes for your information.

Please sign the attached proposed updated EDSM if you approve this request.

Attachments

RECOMMENDED FOR APPROVAL 12/2/20
DATE

RECOMMENDED FOR APPROVAL
DATE

RECOMMENDED FOR APPROVAL
DATE

APPROVED 12/2/2020
DATE

ENGINEERING DIRECTIVES AND STANDARDS

Volume	Chapter	Section	Directive Number	Effective Date
VI	1	1	2	12/2/2020

SUBJECT: INTERSECTION CONTROL EVALUATION (ICE) REQUIREMENTS

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

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

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

2. **POLICY:**

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

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

   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 EDSM VI.1.1.9 Access Management and Public Involvement. Any variation from these policies require a waiver signed by the Chief Engineer. These EDSM's can be found at:

   (http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM/EDSM_IV_2_1_4.pdf)

   (http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM/EDSM_VI_1_1_9.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 / mile from nearest signalized intersection;
5) Services a public road on at least one minor approach;
6) Construct left turn lanes on all main line approaches and any other required turn lanes prior to signal turn on;
7) Chief Engineer approval is required for a new traffic signal that does not meet all of the above requirements and the District Traffic Operations Engineer, the District Administrator and the Traffic Engineering Division Administrator recommend approval of the report. The full access traffic signal will be the preferred alternative.

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

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

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

5. EFFECTIVE DATE: This EDSM shall be effective immediately.

CRISTOPHER P. KNOTTS, P.E.
CHIEF ENGINEER