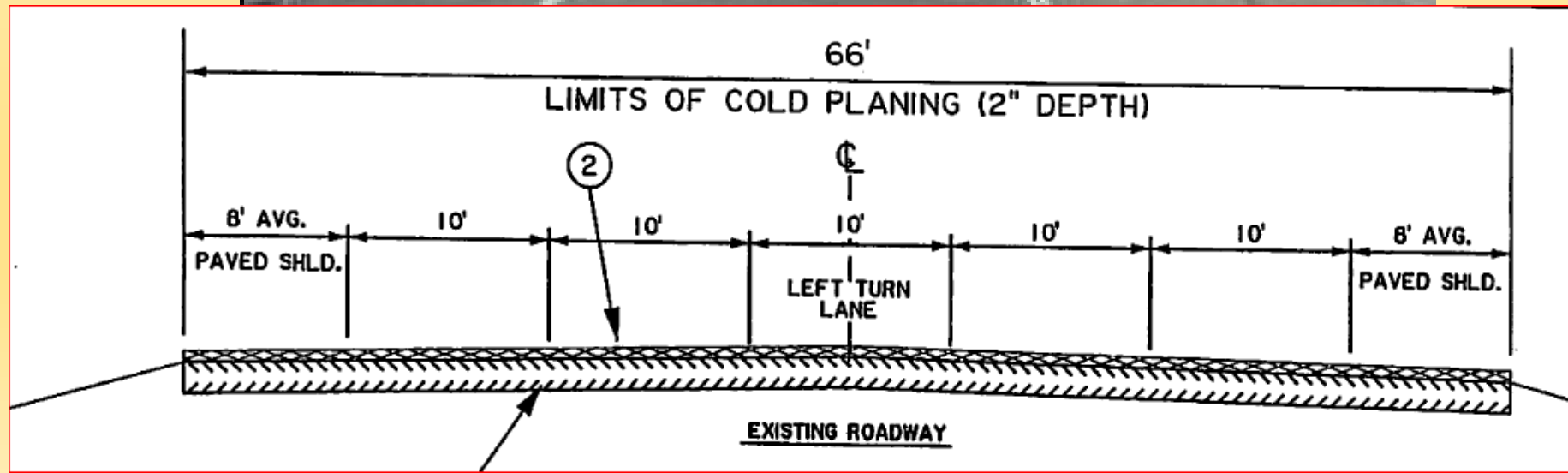


LADOTD District 03

Operational Striping Modifications

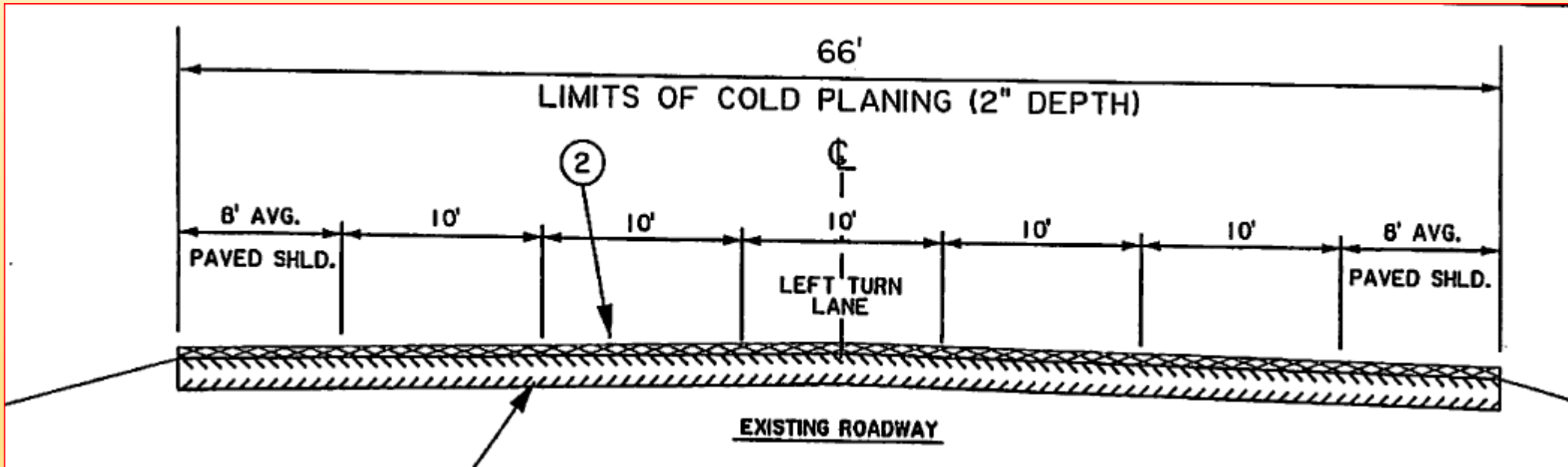


US 167 (Johnston St.) – 2003 Visidata



US 167 (Johnston St.)

- 080-02-0029 (Let 4/28/04)
- Cold Plane and Overlay
- Plan Changed Bike lanes into the Project (3.6 miles)
- Bike lanes placed on shoulders
- Construction completed in 2005



US 167 (Johnston St.)



Johnston St. Bike Crashes

	1995 - 2003	2006 - 2014	Change
Col w/bicycle	38	25	-34%

Before



After



4-Lane Undivided Roadways

- 1,530 miles of undivided multilane roadways within LADOTD system.
- 93% of these roadways are in urban and suburban classified areas.



Statewide Crash Rates for a 4-lane Undivided vs 3-lanes or 5-lanes

	4-lane Undivided	5-Lane	3-Lane
Total Crashes (per MVM)	7.17	6.13 (15% < 4-lane Und)	5.32 (29% < 4-lane Und)
Total Injuries (per MVM)	3.50	2.73 (22% < 4-lane Und)	2.65 (24% < 4-lane Und)



LADOTD District 03 Reconfigurations

4-lane to 5-lane conversions:

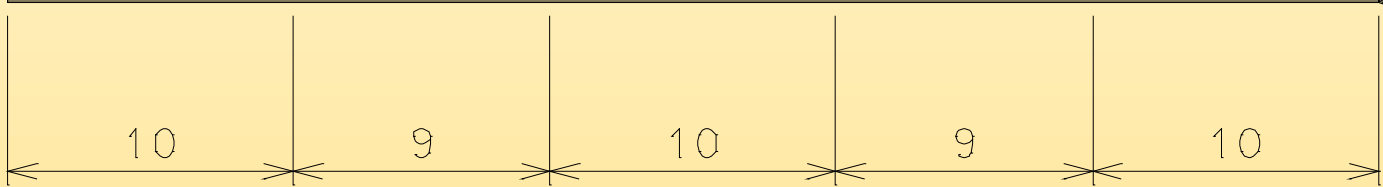
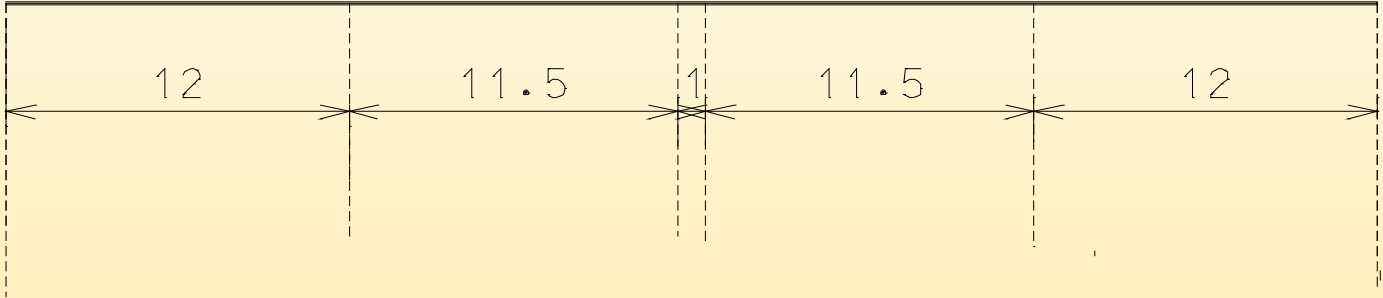
- LA 3025 (S. College) in Lafayette (2003)
- LA 182 in Opelousas (2007)
- LA 14 in New Iberia (2007)
- LA 93 in Sunset (2009)
- LA 14-Bypass in Abbeville (2011)
- LA 14 (Charity) in Abbeville (2011)
- US 167 in Maurice (2012)
- US 190 in Eunice (2012)

4-lane to 3-lane conversions:

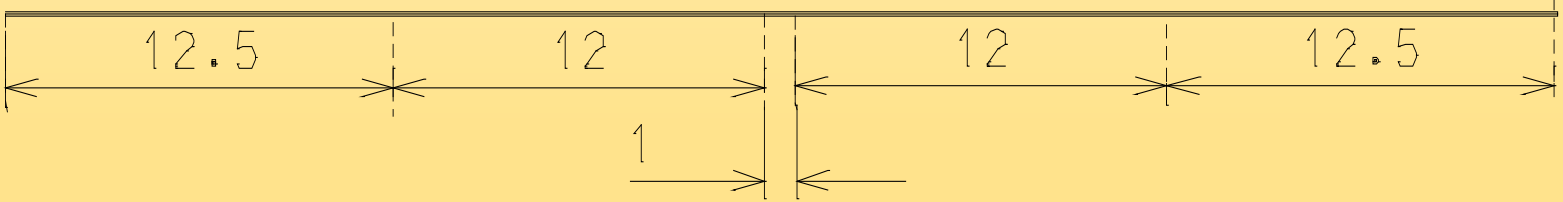
- LA 14 (Charity) in Abbeville (2011)
- LA 3025 (N. Bertrand) in Lafayette (2013)
- LA 70 in Morgan City (2016)
- LA 3025-Spur (Bertrand) in Lafayette (2016 under construction) **Bike Lanes**
- LA 176 (Moss St.) in Lafayette (2016 being considered) **Bike Lanes**
- US 167 (Johnston St.) in Lafayette (2017 being considered) **Bike Lanes**

4-Lane Undivided Roadways Restriped to 5-Lanes by District Forces

LA 3025 - S. College (1.23 miles)



LA 182 Opelousas (1.0 miles)



Crash Reductions Experienced

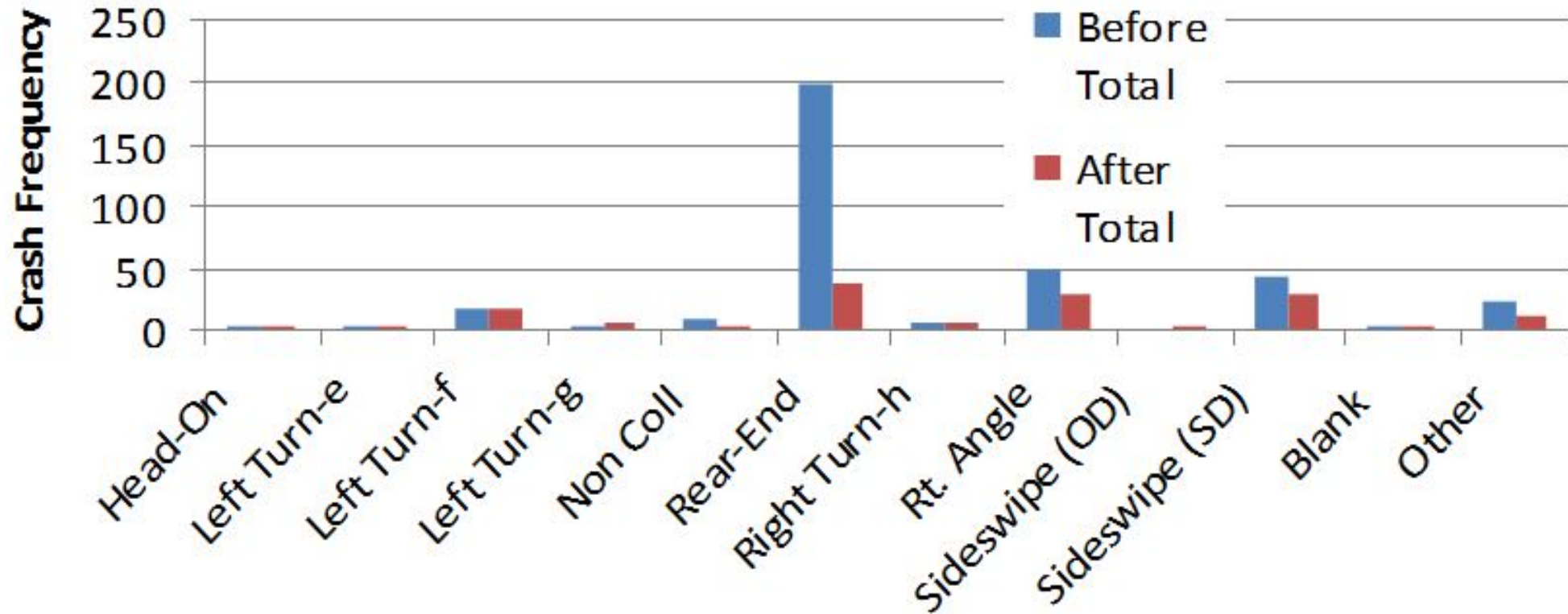
	Before 2000-2002 for LA 3025 2004-2006 for LA 182		After 2004 -2006 for LA 3025 2008-2010 for LA 182		Percentage Change	
	Crashes	Average Crash Rate (crashes per MVM)	Crashes	Average Crash Rate (crashes per MVM)	Crashes	Average Crash Rate (crashes per MVM)
LA 3025	358	10.05	147	4.59	-59%	-54.3%
LA 182	178	8.12	85	3.53	-52%	-51.3%



Journal:	<i>Journal of Transportation Safety & Security</i>
Manuscript ID:	UTSS-2012-0020
Manuscript Type:	Original Article
Date Submitted by the Author:	24-Apr-2012
Complete List of Authors:	Sun, Xiaoduan; University of Louisiana, Civil Engineering Das, Subasish; University of Louisiana, Civil Engineering Früge, Nicholas; Louisiana Department of Transportation and Development,
Keywords:	Crash Data, Highway, Cost/benefit effectiveness analysis, Poisson distribution, Traffic Injury

Types of Crashes on S. College Before and After

LA3025

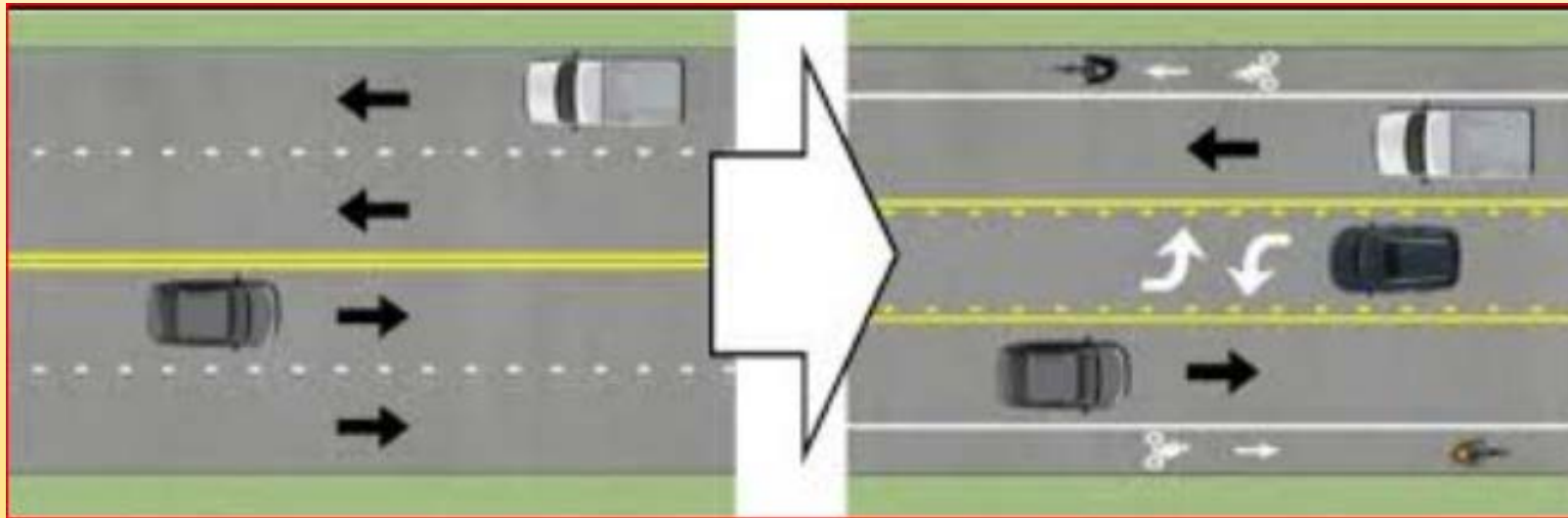


Crash Severity Before and After

Crashes by Severity	LA3025			LA182		
	Before	After	% Change	Before	After	% Change
Total crashes	358	147	-58.9%	178	85	-52.3%
PDO crashes	277	105	-62.1%	124	63	-49.2%
Injury Crashes	81	40	-50.6%	54	22	-59.3%

District 03

4-lane to 3-lane Conversions



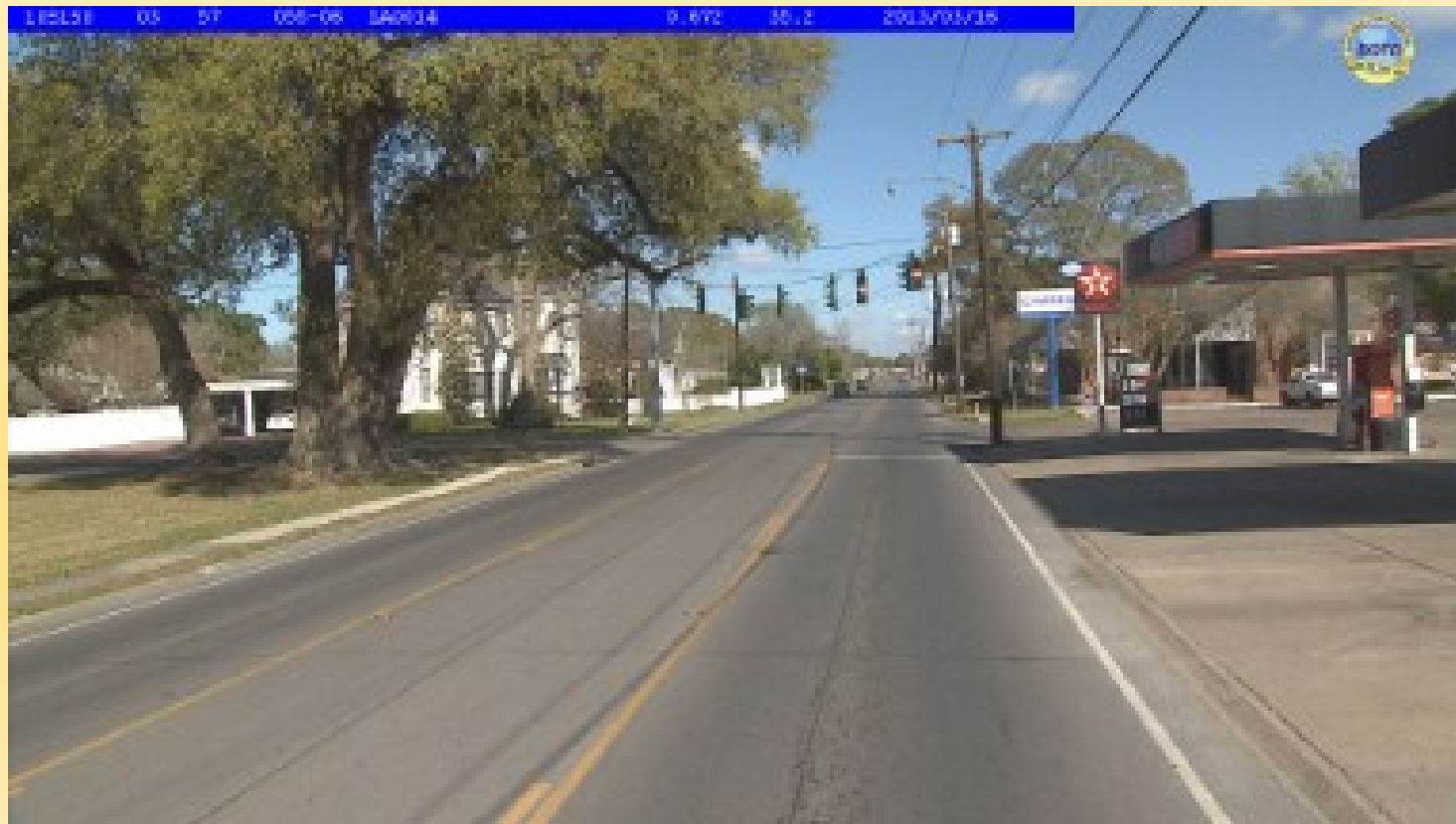
LA 14 - Abbeville

H.001299

Patch and Overlay

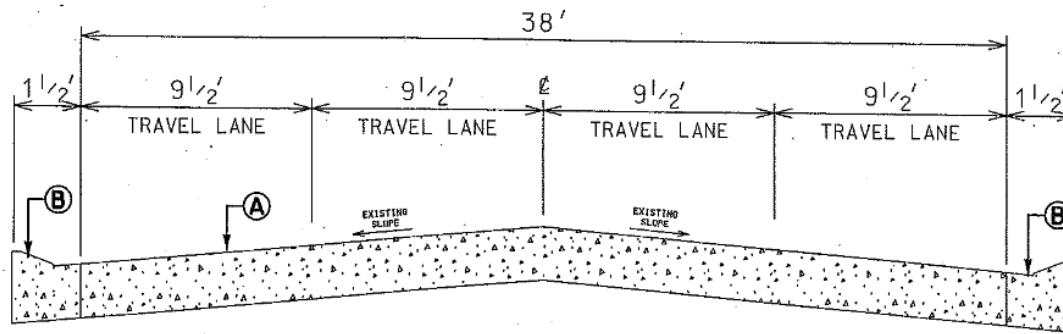
\$613,609

1.42 miles



LA 14 – Abbeville (Before)
9688 veh/day With 3 signalized Intersections





TYPICAL SECTION OF EXISTING ROADWAY

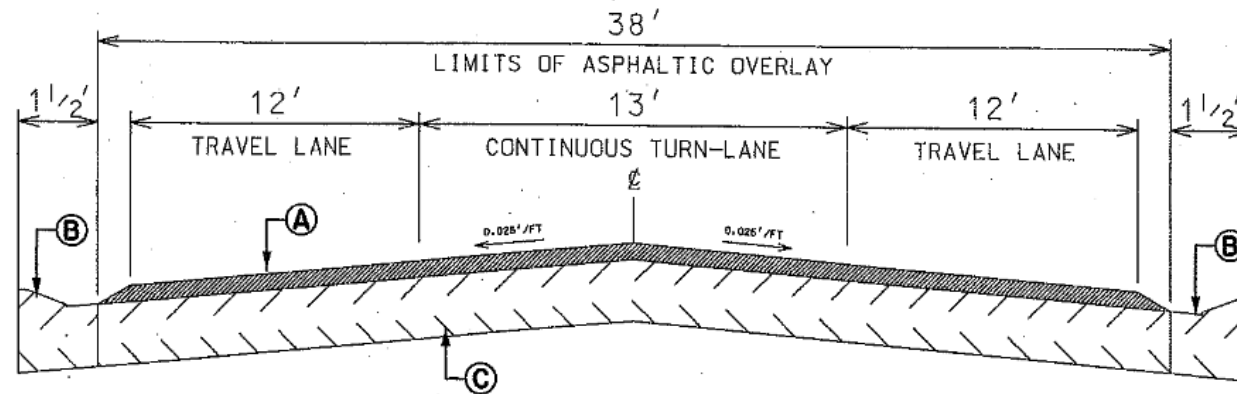
TYPICAL 1

LA 14

TO APPLY FROM: STATION 900+00 TO STATION 974+88

PROJECT NUMBER	5
PARISH	VERMILION
FEDERAL PROJECT	
STATE PROJECT	055-06-0081
DESIGN DESCRIPTION	

LA 14 Abbeville



TYPICAL SECTION OF PROPOSED ROADWAY

LA 14– Abbeville (After)



LA 14– Abbeville Crashes

Year	Total Crashes	Injury Crashes	# People Injured
2006	58	21	36
2007	59	32	61
2008	78	24	41
2009	59	20	37
2010	56	20	39
2011	27	6	8
2012	30	11	18
2013	29	10	13
2014	22	8	13

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LA 14– Abbeville Crashes

- 56 % reduction in Total Crashes / yr
- 70% reduction in # Injured People / yr





Overlaying results
in drop offs
at catch basins

Approximately
\$3000/catch basin
to modify



- 64 catch basins on H.001299 project
- \$192,000 approximate cost
to modify all of the catch basins
- Would have increased project cost by 31%



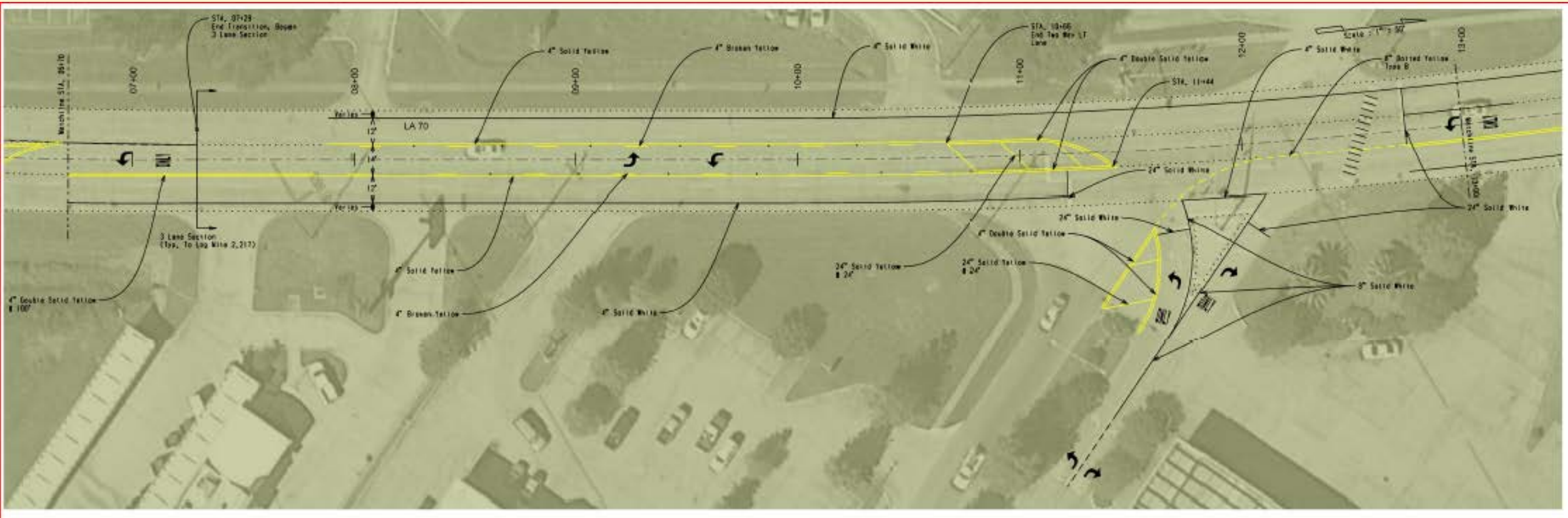
Cheaper Way to modify Catch Basins?

Does a standard need to be created?

LA 70 in Morgan City



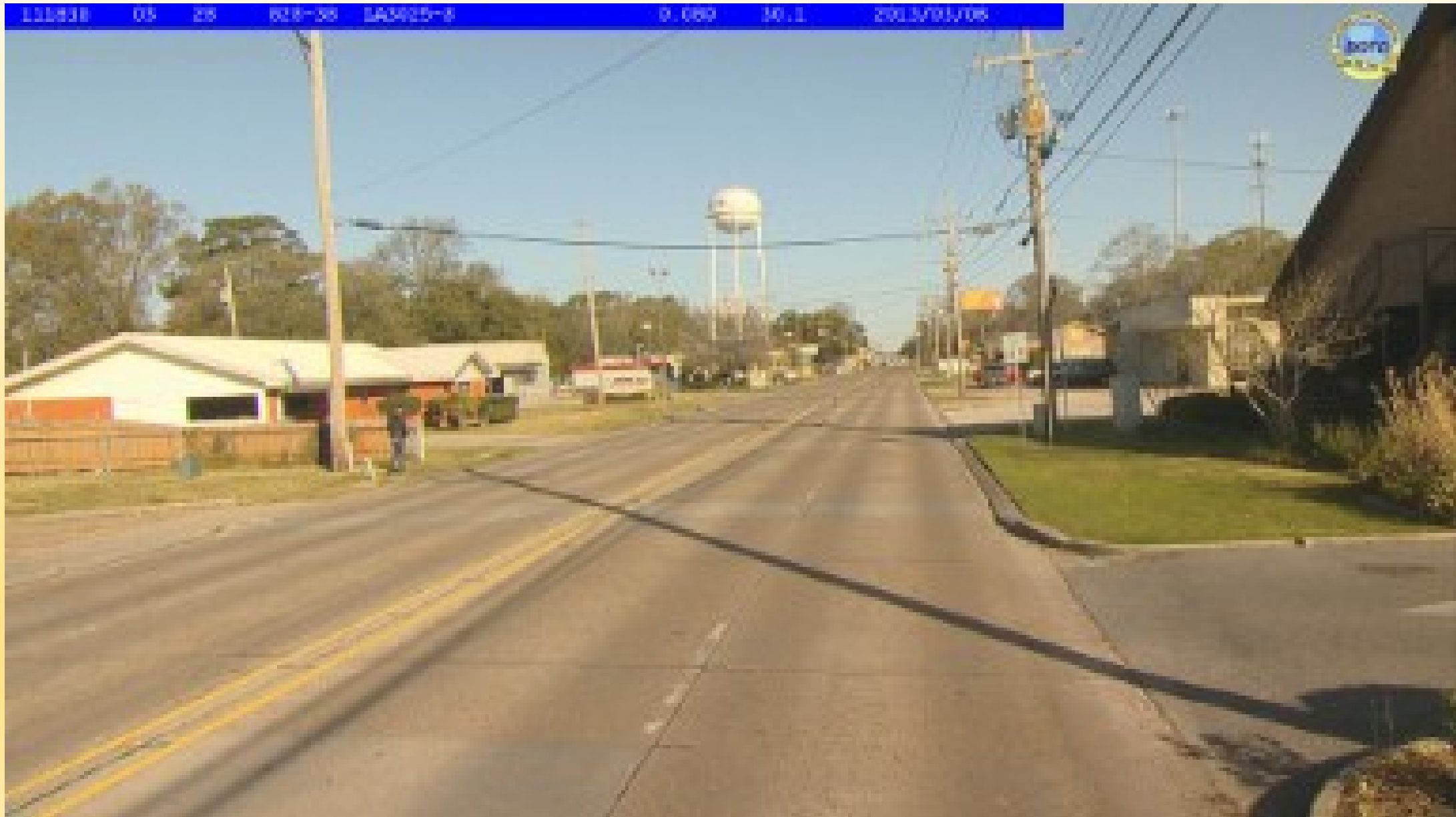
LA 70 Morgan City Restriping Plans



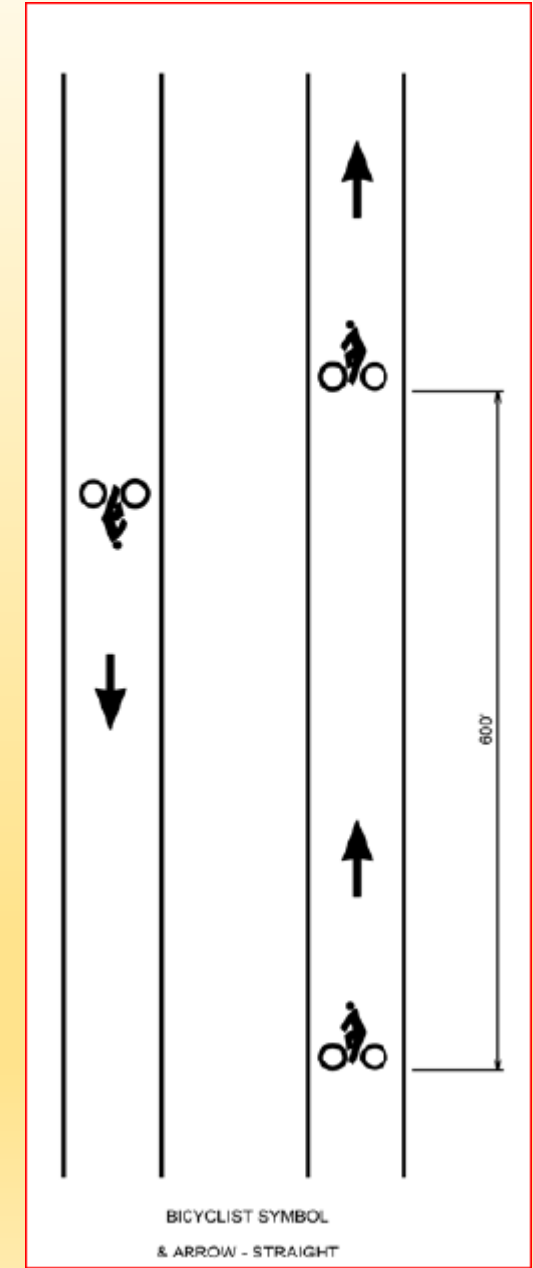
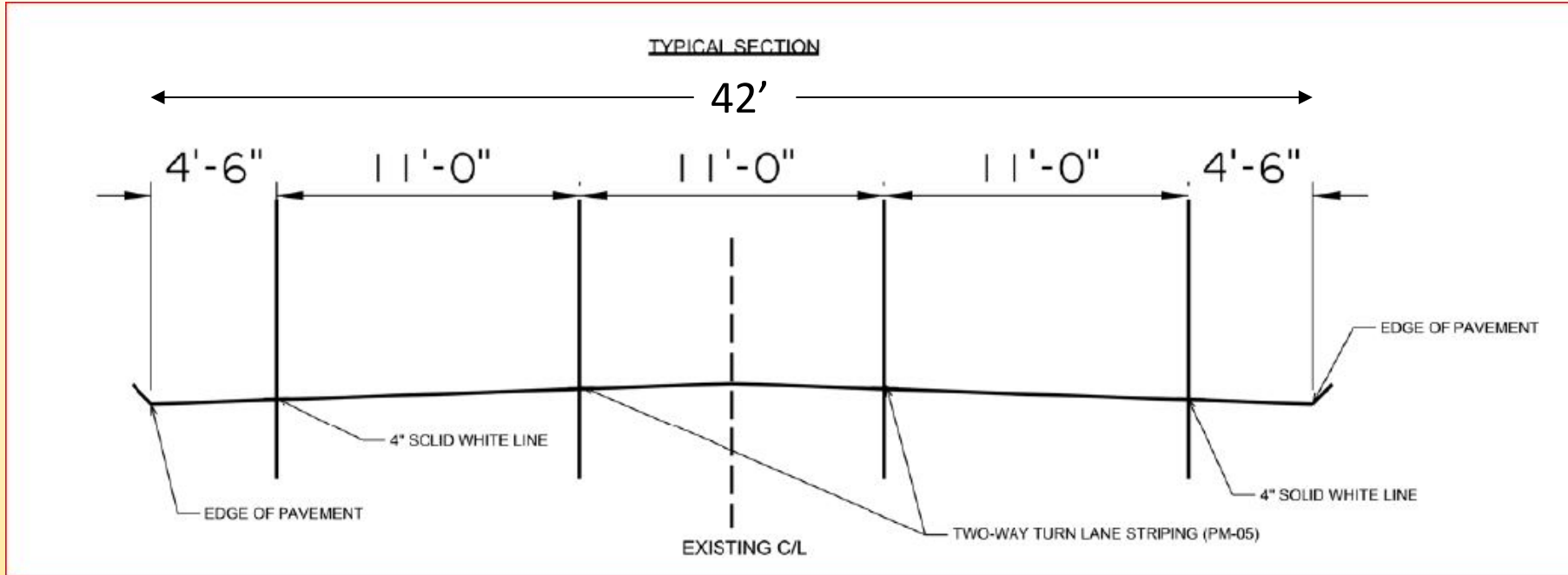
LA 70 in Morgan City (Restriped 1/12/16)



LA 3025-Spur (Bertrand Dr.) in Lafayette



LA 3025-Spur (Bertrand) 3-lane Reconfiguration w/ Bike Lanes



H.011656

St. Martinville

LA 31: 0.12 MI N LA 96-LEVERT RD

2.24 miles Thin Asphalt Overlay

Construction Cost \$871,474



LA 31– St. Martinville
9357 veh/day With 1 signalized T-Intersection



Crash Analysis

- 80 Total crashes in 3-yr period (2011-2013)
- 44 crashes would be eliminated/correctable with conversion to 3-lane section
- 55% expected reduction with conversion

PROJECT NO. H.011656

PROJECT DESCRIPTION: LA 31 (0.12 mi N. of LA 96 - LA 353)

COMMENT SECTION

Restripe the existing lane configuration of a 4-lane undivided to a 3-lane.
Continue 3-lane striping for entire existing 4-lane undivided north of LA 353.

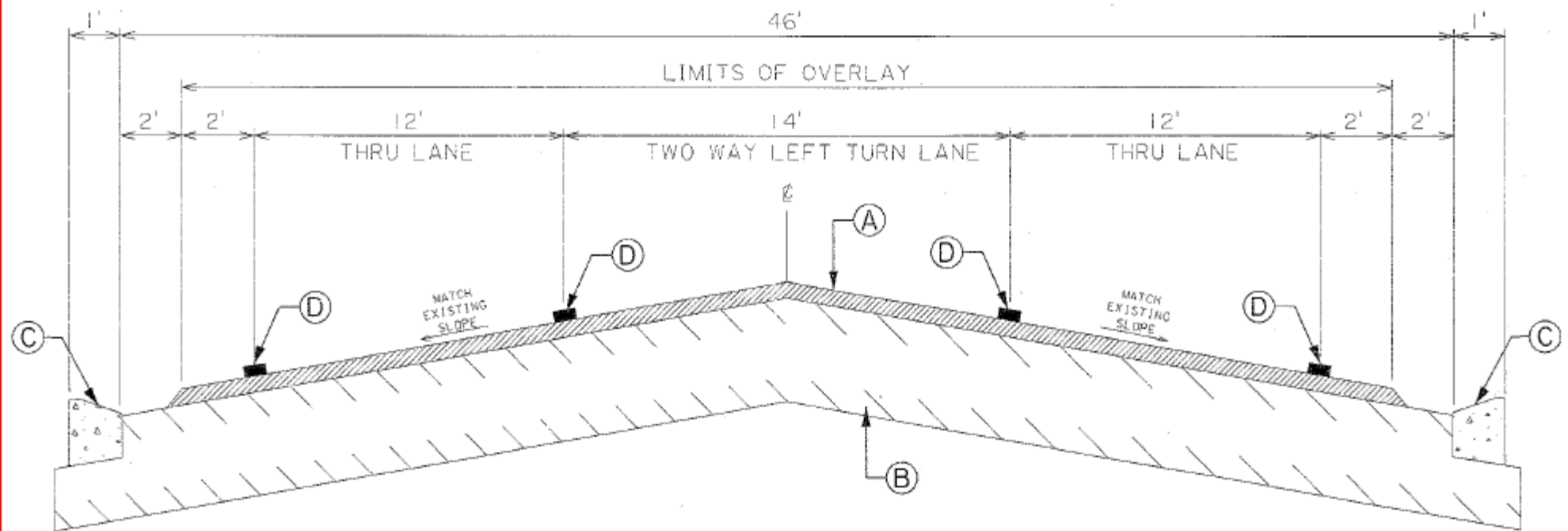
Replace both existing crosswalks by the schools.

Completed By: Toby Bergeson 1-2-15
Design Engineer Date

Reviewed By: Ronald Bertina 2/3/15
District Traffic Operations Engineer or Assistant Date

This document and the information contained herein is prepared solely for the purpose of identifying, evaluating and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409.

09/2013



TYPICAL SECTION OF PROPOSED ROADWAY

LA 31 – St. Martinville



Lane Reduction Plan on Hold in St. Martinville - KATC

Posted: Sep 01, 2015 6:34 PM CDT

Deidra Druilhet with DOTD said it is a preventative maintenance project. They planned to overlay the road but the lane changes are for safety purposes.

"Data showed us that we had about 80 crashes just within that section in 3 years," Druilhet said.

Druilhet said 25 of the wrecks were because of lane changes and the other predominant cause was left turns. If the road was changed to three lanes, Druilhet said it would reduce the number of wrecks by 55 percent.

But city officials disagree with the statistics. According to St. Martinville Police, there have only been 20 crashes.

"There seems to be a disconnect on the data and the amount of wrecks that take place on that stretch," State Sen. Fred Mills, R-St. Martinville, said.

DOTD will be holding a meeting to address any concerns the public has at 5:30 p.m. Wednesday, Sept. 9 at St. Martinville City Hall.

Questions?



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