

ATE Application Preparation Guidance

July, 2026

Location Requirements

- Submit one application per location. A "location" is defined as:
 - A specific address, intersection, or block of the roadway, and
 - One direction of travel (e.g., northbound, southbound, eastbound, or westbound).
- When listing the name of the roadway, if it's also a US or Iowa highway, identify the name of the highway as well.

What Data to Include & Where It Should Come From

- Include crash, citation, and speed data that apply only to the direction for which the ATE device is being requested.
- Use the Iowa Crash Analysis Tool (ICAT) for crash statistics. Include only those crashes that are directly tied to the subject roadway and direction being evaluated.
- All data provided for a location should be from the same corridor of influence.

Defining the Corridor of Influence

The corridor of influence is the area around an ATE location where the system and its associated signs might be expected to influence driving behavior. The boundaries of the corridor are defined by the upstream limit and the downstream limit, as measured from the ATE system location.

- Upstream limits should not exceed the distances below:
 - Mobile installations: 500 feet in advance of the location
 - Permanent installations: 1,500 feet in advance of the location
- Downstream limits should not exceed the distances listed below. For posted speeds that aren't listed, use the distance for the next higher posted speed.
 - 25 mph posted speed: ¼ mile (1,320 feet) beyond the location
 - 35 mph posted speed: ½ mile (2,640 feet) beyond the location
 - 45 mph posted speed: ¾ mile (3,960 feet) beyond the location
 - 55 mph posted speed: 1 mile (5,280 feet) beyond the location
 - 60 mph or more posted speed: 1½ miles (7,920 feet) beyond the location

Documenting Critical Traffic Safety Issues

Identify the critical safety issues at the site; specifically:

- Traffic violations that resulted in crashes, and
- Crashes that resulted in serious injuries or fatalities.

What Else Has Been Tried at the Location

Describe:

- What non-ATE measures have already been used,
- What measures haven't been tried (and why), and
- Why traditional speed enforcement methods are difficult, dangerous, or impractical at the location. Examples include but are not limited to poor sight distance, lack of safe enforcement pull-off locations, and geometric constraints. Lack of adequate staffing will not be considered.

How to Present Data

- Crash data (from ICAT):
 - List the severity level for each crash (e.g., fatal, serious injury, minor injury, property damage only).
 - Include the DOT case number for each crash.
 - Identify violations involved in each crash.
 - A violation can occur without a citation being issued.
 - Review citation data and also relevant contributing circumstances (e.g., "Lost Control," "Reckless", etc.).
 - Identify which crashes are speed-related.
 - Put crash data into buckets to show which crashes would be considered Critical Traffic Safety Issues, either by injury severity (fatal/serious injury) or by violation (e.g., speeding, reckless driving, etc.). Label the violation type.
- Speed data:
 - Summarize speed data by month (do not attach data logs).
 - Use these speed "buckets":
 - At or below the speed limit
 - 1–10 mph over
 - 11–20 mph over
 - 21+ mph over
 - For each bucket, include:
 - Counts and percentages of total observations
 - Any citation data associated with speeding
- Violation data:
 - Present data in spreadsheet format
 - At a minimum, list the date, time, and name of each violation.

Roadway and Site Details

Provide information that establishes the context of the location:

- Current photo(s) of the location (note that online street-view images might be outdated).
- Number and width of travel lanes.
- Number, width, and type of turn lanes.
- Presence and width of shoulders (paved or unpaved).
- Presence and location of sidewalks and crosswalks.
- Presence and width of bicycle lanes.

Supporting Information

- Include any additional photos or materials that you feel support your request at the end of the application.
- Do not submit raw data. If needed, it will be requested separately.