

Traffic Signal Agreements



Traffic Signal Agreements (TSA)

- When are they Required?
 - Outlined as part of a TIS/TOA.
 - Determined through the plan review process.
 - Modifications are being made to existing signals or ITMS infrastructure.
 - Accessing an additional leg of a signalized intersection.
 - If existing signal equipment is located along property frontage.

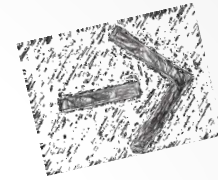
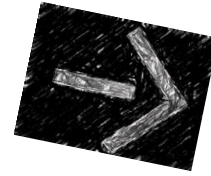
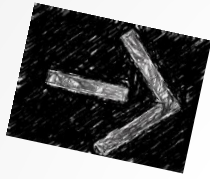


3 Types of Agreements

- Right of Entry Signal Agreement
- Maintenance & Cost Agreement
- Traffic Signal Revolving Fund Agreement



Right Of Entry Signal Agreement



- This agreement simply allows DeIDOT right of entry onto the property to install, operate, and maintain signals and ITS devices.
- Property owners must willingly enter into this agreement without compensation.
- If the property owner would like compensation, then this agreement is not applicable and the full DeIDOT right-of-way process must be followed or the design must be redone to avoid property impacts.

Maintenance and Cost Agreement



- Most common type, and used for any modifications to signals or future maintenance needs.
- Outlined by a TIS/TOA or through the plan review process.
- This agreement can be required for on or offsite improvements.
- This agreement might include fees with necessary signal modifications.

Traffic Signal Revolving Fund Agreement



- A more widely accepted option, now!
- A developer has the option of voluntarily contributing to a Traffic Signal Revolving Fund (TSRF) and thus entering into a Traffic Signal Revolving Fund Agreement.
- Direct impact to existing signal equipment is **not applicable** for a TSRFA.
- To use this in place of the standard agreement it's a proportional share of site traffic.
- For intersections beyond the site access, the costs shall be based on the developer's share of existing background traffic plus committed and proposed development traffic.

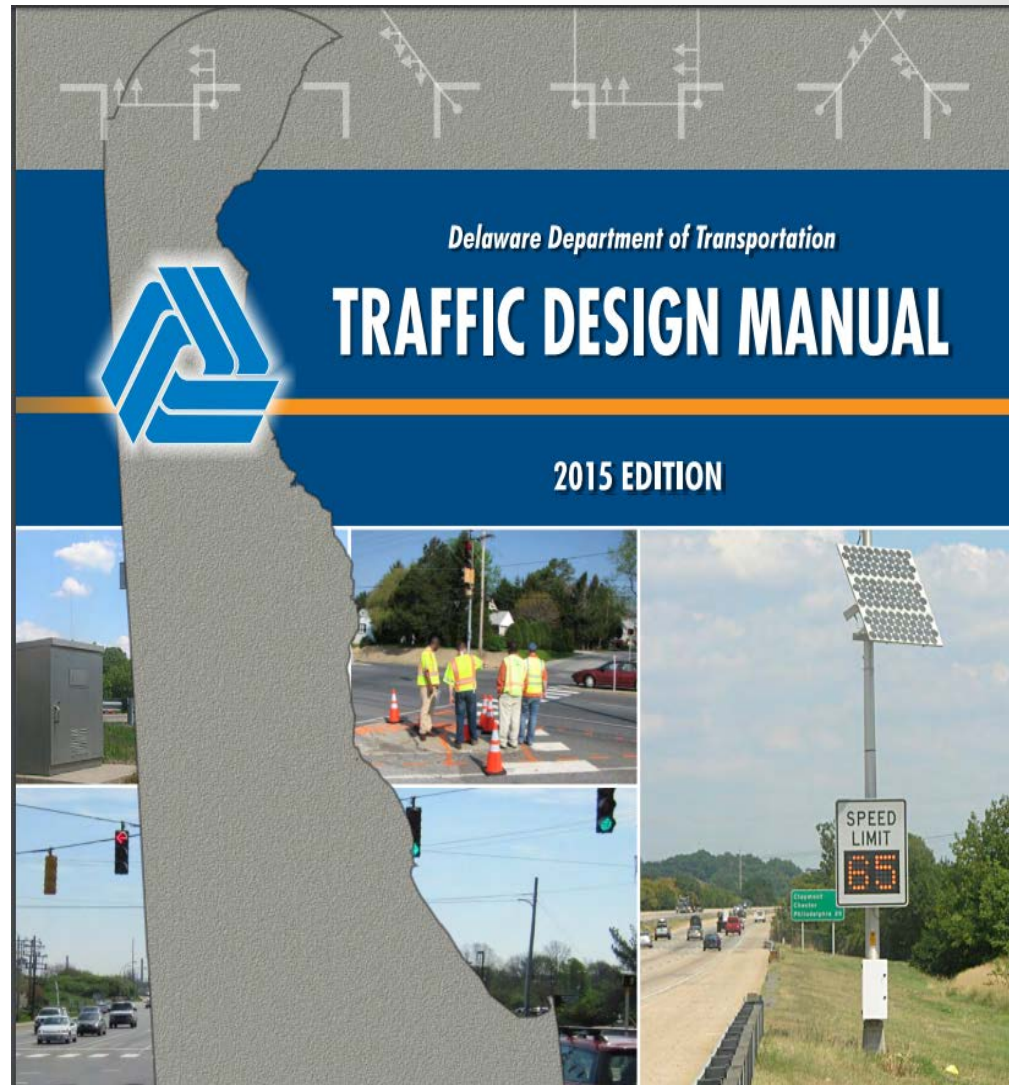
Traffic Signal Revolving Fund Agreement



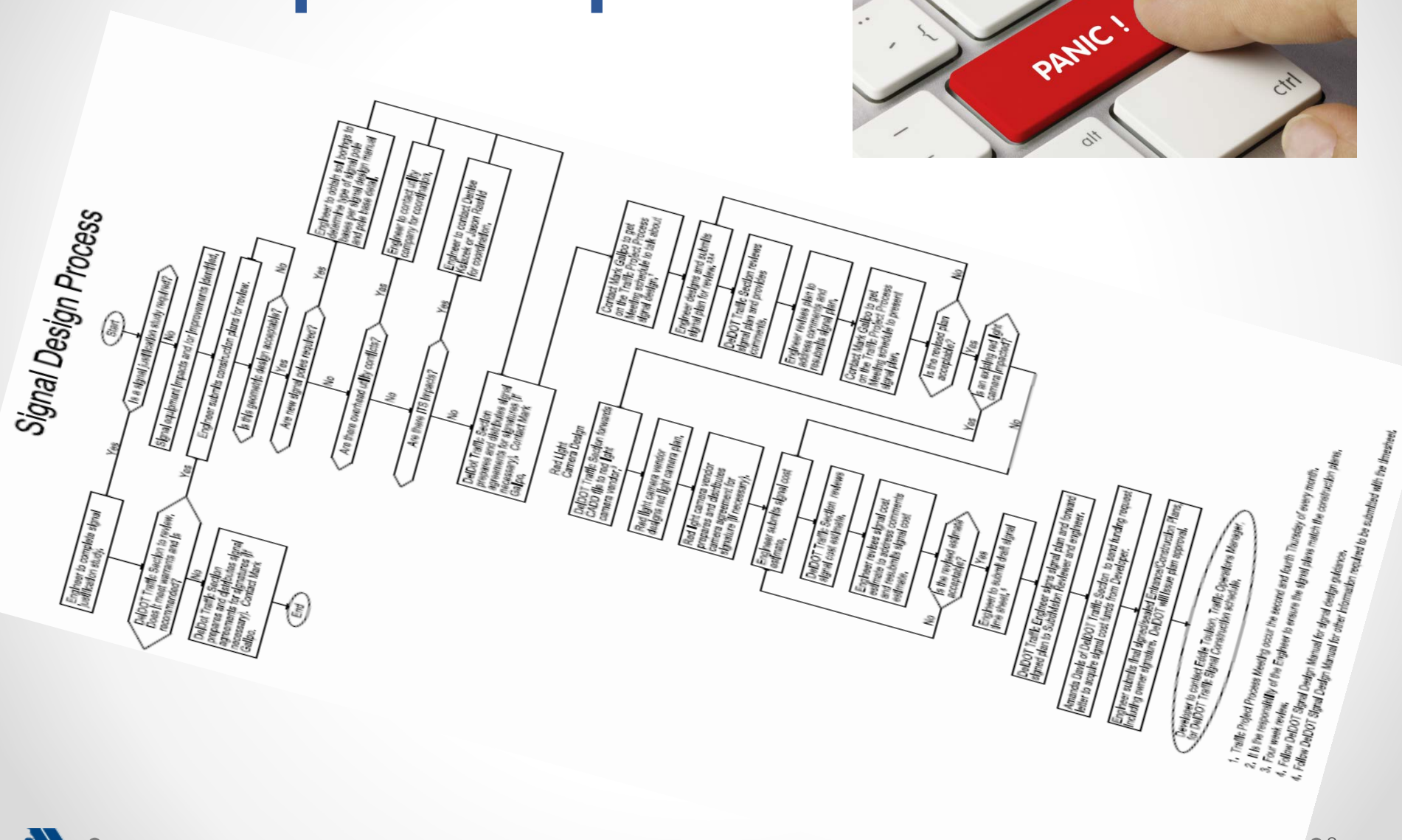
- The current construction cost of installing a new signal for the purpose of contributing to the TSRF, is estimated to be \$275,000 if they are the sole contributor to a required new signal.
- Contributing to the TSRF requires a signal maintenance cost of 5%.
- Once the payment is made and agreement signed, the developer will have no further financial obligations to the signal.
- For more information on the Traffic Signal Agreements please see the Development Coordination Manual.

The Signal Design Process

- Our new signal design process flow chart!
- Impacts and how they effect design.
- Who to contact and when??



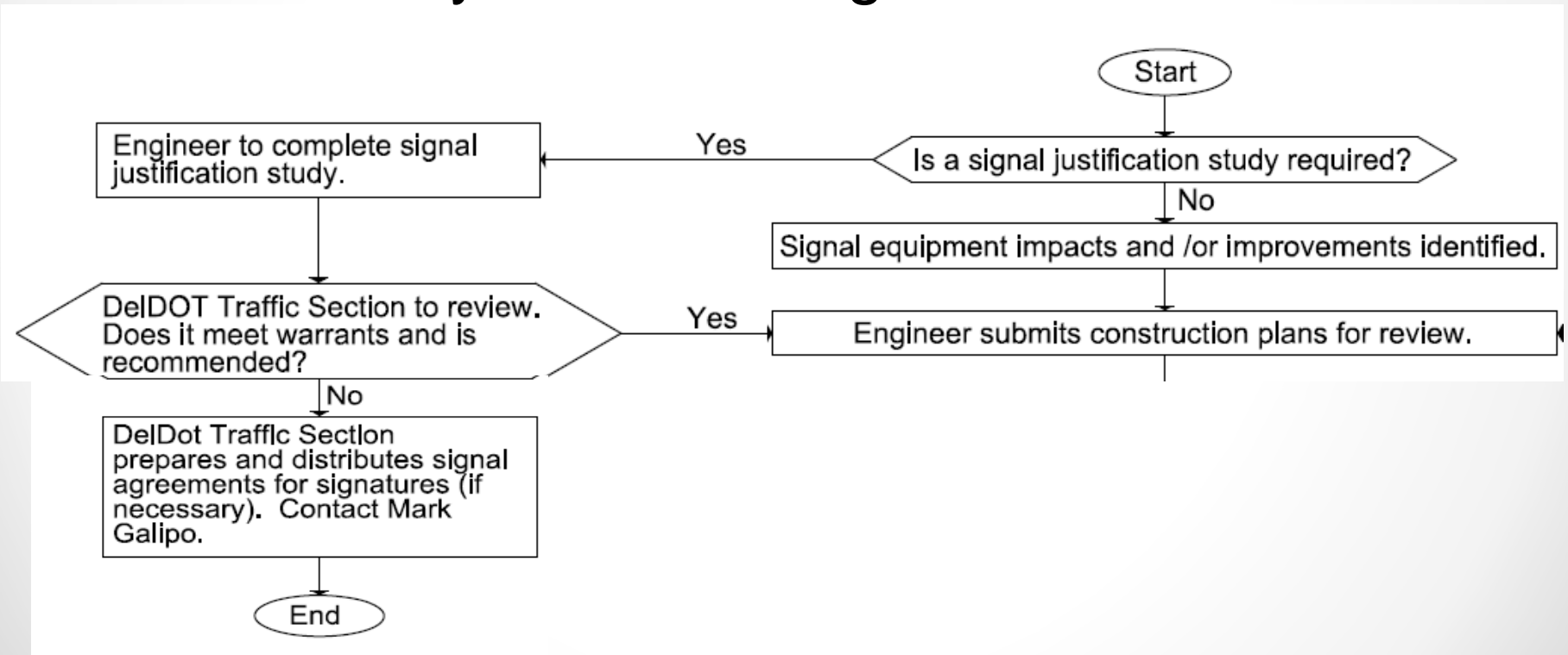
Super Simple!!



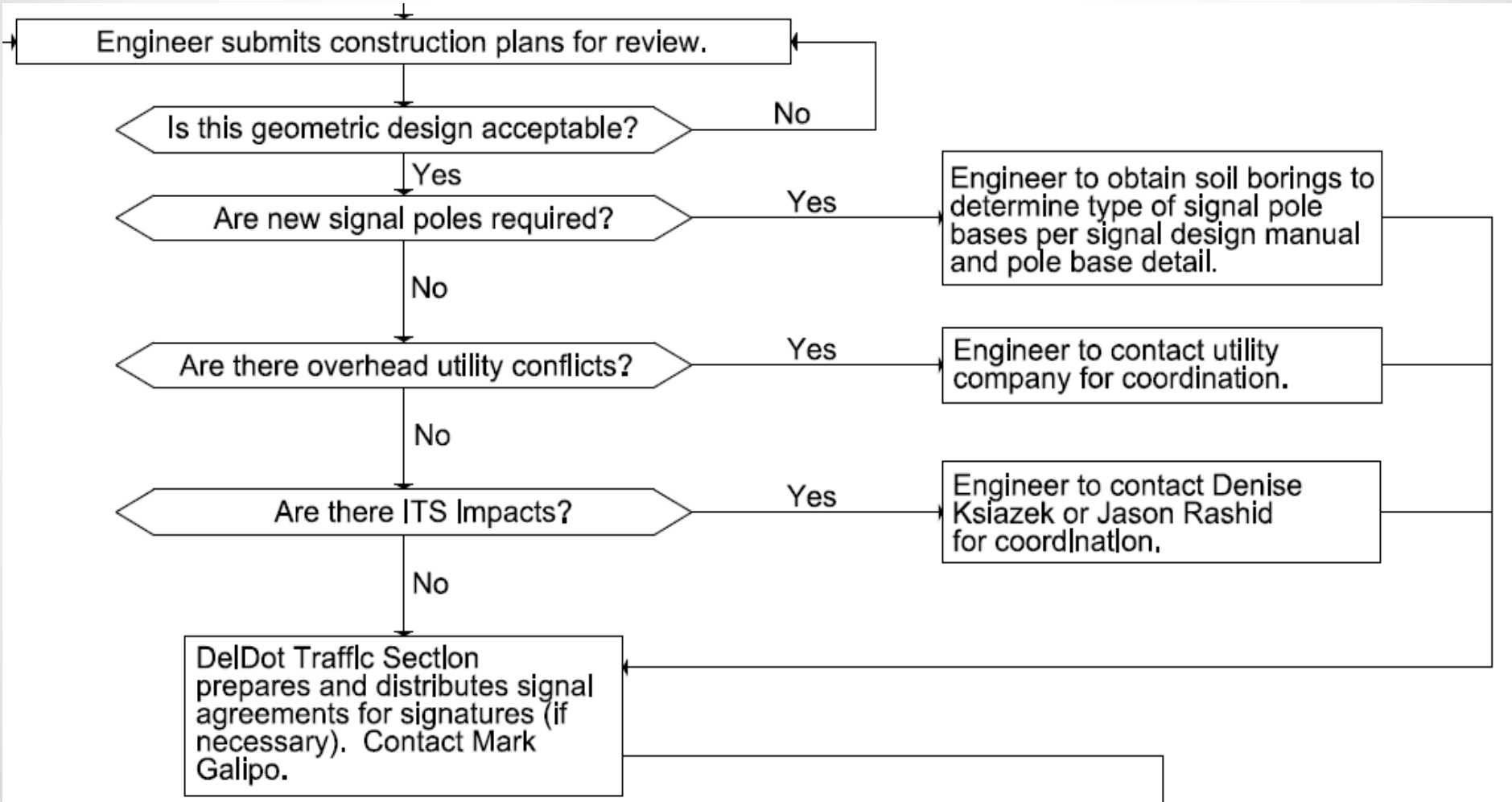
First Things First



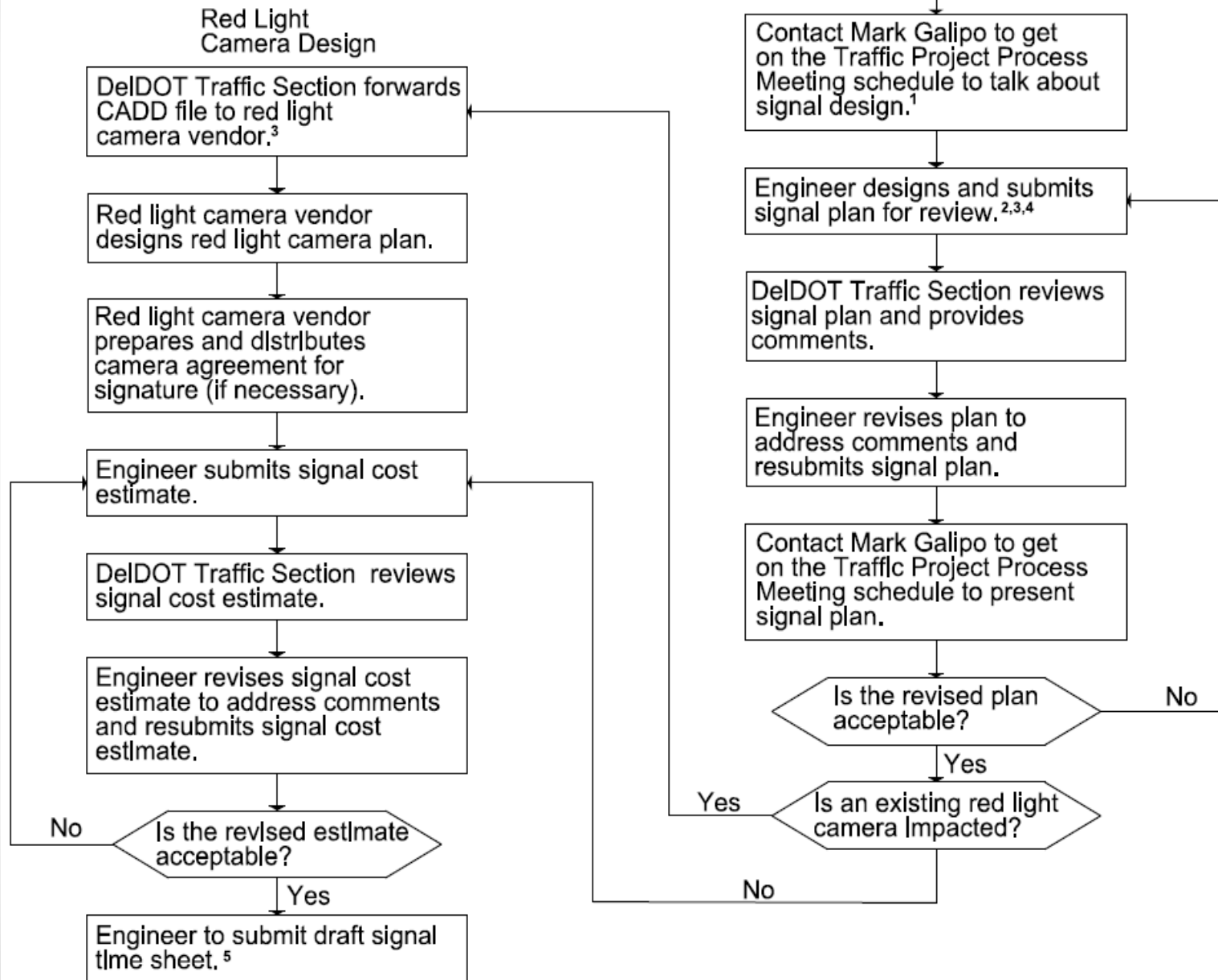
- Is there a signal? Do you want a signal? Does DeIDOT think you need a signal?



Now the Easy Part, Design!



Design continued....



.... Almost....just a few more steps

DeIDOT Traffic Engineer signs signal plan and forward signed plan to Subdivision Reviewer and engineer.

Amanda Davls of DeIDOT Traffic Section to send funding request letter to acquire signal cost funds from Developer.

Engineer submits final signed/sealed Entrance/Construction Plans, including owner signature. DeIDOT will issue plan approval.

Developer to contact Eddie Toulson, Traffic Operations Manager, for DeIDOT Traffic Signal Construction schedule.

1. Traffic Project Process Meeting occur the second and fourth Thursday of every month.
2. It is the responsibility of the Engineer to ensure the signal plans match the construction plans.
3. Four week review.
4. Follow DeIDOT Signal Design Manual for signal design guidance.
- 5 Follow DeIDOT Signal Design Manual for other information required to be submitted with the timesheet.

And now design is complete! Are there
any questions...