

## From Tracie Leix, Local Agency Program Engineer

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*This advisory is superseded by any subsequent revisions to the references listed in this index.*

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### MDOT TRUNKLINE SIGNAL WORK WITHIN LOCAL AGENCY PROJECTS

The goal of this advisory is to update local agency staff and their consultants who are designing projects that will be utilizing federal or state funding that include a MDOT traffic signal within the limits of the project.

If a local agency project impacts a MDOT traffic signal, a MDOT prequalified consultant is required to conduct the design work associated with the traffic signal. A list of MDOT prequalified consultants is at:

<http://mdotjboss.state.mi.us/PSVR/searchByClassification.htm?codeVal=DTS&longDesc=Design - Traffic: Signal>

**Design for removal and replacement of in-pavement loop detectors in-kind is the ONLY exception to the requirement for use of MDOT prequalified consultants. There are no exceptions for agencies that have performed similar MDOT signal design work in the past or currently perform MDOT signal design work.**

MDOT traffic signal impacts that require signal design work by a MDOT prequalified consultant include but are not limited to:

- Signal modernization
- Adding detection or changing location or type of number of detectors
- Bagging signals, signal timing, or other construction related maintenance of traffic activities
- Relocating a pedestrian button
- Addition of flashing beacons to MDOT maintained stop or warning signs on locally owned approaches
- All other traffic signal design work except removal and replacement of in-pavement loop detectors

MDOT recommends the local agency or its consultant contact the MDOT Signals Unit as early as possible in the local agency's design phase, preferably before the design is 50% complete, if MDOT traffic signal or appurtenances are located in the project area. Early coordination will allow for adequate time to determine the scope of any traffic signal work to be included in the project, minimizing delays to the project. Be prepared to provide the MDOT Signals Unit the following:

- Project scope and limits
- Plans, if available
- Milling activities within 400' of any MDOT traffic signal
- In-pavement loop detectors impacted, even if only a locally owned approach
- Proposed changes to lanes or curb lines
- Staging impacts to MDOT signals
- Proposed pedestrian facilities at a MDOT signal

If the MDOT Signals Unit determines traffic signal design work is required for the project, the local agency or its consultant should obtain a layout request

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from the MDOT Signals Unit which defines the scope of signal work to be included in the design.

The local agency's GI and final design packages should include or address all of the information received from the MDOT Signals Unit.

Please contact the MDOT Traffic Signals Unit Supervisors Doug Adelman (Operations) at [AdelmanD@Michigan.gov](mailto:AdelmanD@Michigan.gov) or Erik Smalley (Design) at [SmalleyE@Michigan.gov](mailto:SmalleyE@Michigan.gov) for project coordination and requirements.

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