Sub-part 7501 - Maintenance

Chapter 04013 Driveway and Street Connections, Median Openings, Frontage Roads

Purpose

100 To establish a policy on issuing permits for construction and maintenance of driveways, other connections, median openings, frontage roads and signs on partially controlled access highways.

101 This rule sets forth the requirements necessary to regulate the use of state highway rights of way for the construction and maintenance of driveways, other connections, median openings, frontage roads and signs on partially controlled access highways.

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DEFINITIONS

200 Mississippi Transportation Commission, hereinafter “Commission”

201 Mississippi Department of Transportation, hereinafter “Department”.

GENERAL REQUIREMENTS

300 The maintenance of minimum standards for entrances and exits to highways are in the interest of public welfare and safety, and the following general requirements should be met before any driveway application is approved.

301 Reference is made to the current edition of the AASHTO Roadside Design Guide, and the recommendations therein as are applicable to the location and construction of driveway, road and street connections to the highway. The cut and fill slope requirements for these connections are listed below in Paragraphs 301.1 and 301.2. Culverts and sidedrains under such connections must be of a length sufficient to accommodate the side slope requirements listed below in Paragraphs 301.1 and 301.2.

1. Applications for driveway, road and street connection permits to the highway on highways built prior to the adoption of the AASHTO Roadside Design Guide shall meet the requirements of the highway as constructed or reconstructed. However, in no case, shall the cut and fill slopes within the clear zone be steeper than three to one.
2. Applications for driveway, road and street connection permits to the highway on highways constructed or reconstructed after the adoption of the AASHTO Roadside Design Guide shall not be steeper than six to one foreslopes and three to one backslopes within the clear zone.

In areas beyond the clear zone, the slopes may be increased but, in no case, shall the slopes be steeper than three to one.

302 Driveways shall not be permitted to connect with any highway, road, street or frontage road at a location if it does not meet the minimum stopping sight distance (as outlined in the current edition, and any interim requirements, of the MDOT Roadway Design Manual-using 3R criteria), vertical or horizontal alignment, terrain or other reasons which will cause an undue hazard to the traveling public.

303 As there are already many conflicting traffic movements in intersections, no driveway will be permitted to enter directly into an intersection. Driveways must turn traffic into the traffic stream of the highway and/or intersecting road or street before it is permitted to pass through the intersection.

304 Islands having a minimum length of twenty-five (25) feet measured parallel to the highway will be built between closely spaced driveways to form definite entrances and exits to the degree needed to channelize traffic and prevent paving

of the entire frontage, thereby eliminating parking on the highway right of way directly in front of business places and immediately adjacent to the roadway.

305 Suitable drainage must be provided to drain the roadway surface, shoulders and side ditches. No water shall be ponded by the building of the driveway.

306 Should the land use for the property for which the driveway was originally permitted be changed (i.e. residential to commercial), the permit shall be revoked and a new permit must be applied for reflecting the new land use. This paragraph is applicable to all permits granted by the Department prior to and after the approval of this Rule.

307 Reference: Rule 37.I.7501.04002, Right of Way Encroachment Permits, for further access requirements for large traffic generators.

308 Reference: Rule 37.I.7501.04002, Right of Way Encroachment Permits, for definitions of Type 1, Type 2A, Type 2B and Type 3 highways.

309 The applicant accepts the responsibility for the safety of the traveling public and his/her workers, and agrees to furnish, place and maintain traffic control devices, if required, in accordance with Part 6 of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD), Current Edition, as a minimum. The applicant shall attach a special traffic control plan to the application if special traffic control details are required.

310 All permit applicants shall be required to comply with the Corps of Engineers' regulations for wetlands and the MDEQ-Office of Pollution regulations for stormwater runoff, and to obtain any necessary permits prior to performing any work on the right of way.

311 The applicant shall construct all facilities to the applicable State and Federal laws, rules, regulations and standards, and shall indemnify and hold the Mississippi Transportation Commission and the Mississippi Department of Transportation harmless for any and all liability resulting from injury to all members of the public which is proximity caused by said facilities.

SCOPE OF PERMIT

400 Such clearing and pruning of trees and vegetation necessary for the proposed construction will be shown on the application in detail.

401 Any grading desired to be done on the right of way other than is necessary for the construction of the driveway will be shown on the application in detail.

402 Drainage data and proposed drainage structures will be shown on the application.

403 For large traffic generators, a vicinity map shall be furnished covering the entire area to be developed. (Reference: Rule 37.I.7501.04002, Right of Way Encroachment Permits).

DRIVEWAY CONNECTIONS TO CONVENTIONAL HIGHWAYS AND FRONTAGE ROADS (TYPE 3).

500 Applications for the construction of driveways must be for the purpose of securing access to property and not for the purpose of providing space for the parking or servicing of vehicles on highway right of way.

501 The location, design and construction of driveways described in the application shall be in accordance with the following:

1. No more than two (2) combined driveway entrances and exits shall be permitted for any parcel of property which has a frontage of two hundred (200) feet or less. Additional entrances or exits for parcels having a frontage in excess of two hundred (200) feet shall be permitted only if an additional entrance would create a safer condition. Additional entrances or exits must be reviewed and recommended by the State Traffic Engineer and approved by the State Maintenance Engineer or the District Engineer as applicable. Where frontage is fifty (50) feet or less, only one (1) combined entrance and exit is permitted, the width of which shall not exceed twenty-five (25) feet measured parallel to the centerline of the highway.
2. The width of any driveway entrance or combined entrance and exit, except as restricted above shall not exceed fifty (50) feet measured parallel to the centerline of the highway. Areas on the right of way between driveways shall not be used for vehicular travel or parking. These areas shall be considered as restricted areas or neutral areas, and may be graded or filled in only as hereinafter provided in SECTION 502 below.
3. The grade of the driveway entrance and exit shall follow the shoulder slope for a distance equal to the width of the shoulder or ten (10) feet from the pavement edge, whichever is greater, and then continue on a 2% to 4% slope downward and away from the roadway to a point twenty (20) feet from the pavement edge. The driveway slope shall then continue on a slope not to exceed 15% until it connects with the original ground line. When field conditions are such that a steeper driveway is required due to restricted right of way, the driveway profile may be increased to 20% maximum.
4. The construction of parking areas on the highway right of way is specifically prohibited. Businesses requiring parking space for their customers shall provide such space off the highway right of way.
5. Sections of driveway entrances and exits constructed parallel to the highway for access to gasoline pumps or other structures shall be constructed off the right of way. Such pumps and other structures requiring parallel driveways are to be located a minimum distance of

twelve (12) feet, with fifteen (15) feet recommended to the edge of the pump island, outside the right of way in order that the parallel section of the driveway shall not encroach upon the right of way.

6. When curb and gutter is constructed or removed and reconstructed, the driveway entrance and exit shall be constructed or reconstructed of equivalent or other acceptable material, and the curbing along the entrance and exit shall be returned to the roadway on a radius as shown on MDOT Roadway Standard Drawing SD-1. Minimum Turning Radii shall conform to the most current version of the MDOT Roadway Design Manual, Chapter 6. The grade of entrances and exits shall conform to the grade of sidewalks, if any, and a neat junction between the apron of the entrances, exits, and the sidewalk shall be made. Where such new entrance or exit will cause heavy vehicular traffic or frequent light vehicular traffic to cross a sidewalk designed for pedestrian traffic only and will not withstand the expected vehicular traffic, the permit application will include removal and replacement of the inadequate sidewalk. The new sidewalk and the portion of the driveway where the new sidewalk extends across the driveway shall conform to the requirements of the current edition of the Americans with Disabilities Act Accessibility Guidelines (ADAAG). Transitions between the sidewalk and the driveway surface and the slope and cross-slope of the driveway crossed by the sidewalk are of particular importance.
7. All driveway entrances and exits shall be so constructed that vehicles approaching or using them will have adequate stopping sight distance in accordance with the current edition, and any interim requirements, of the MDOT Roadway Design Manual - 3R criteria in both directions along the highway in order that the driver may enter or leave the highway without unduly interfering with highway traffic. Any driveway application that does not provide adequate sight distance as outlined in the above listed design manual shall be denied. In order to provide adequate stopping sight distance in both directions when entering the highway, driveway entrances and exits shall not be constructed on an angle of less than 60 degrees with the highway.
8. At intersections where no provision has been made for sight distance or clear vision areas (flared right of way), no part of a driveway entrance or exit may be permitted to connect with either the highway or crossroad or street within fifty (50) feet from the outside shoulder line of the adjacent street. No part of a driveway entrance or exit may be permitted within a corner radius.
9. No part of a driveway entrance or exit may be permitted to encroach upon additional right of way secured outside the continuation of the normal right of way lines for the purpose of channeling traffic or to provide adequate sight distance or clear vision for intersecting traffic. The driveway return will begin at a point no nearer such additional right of way than its point of intersection with the normal right of way line of the highway and its intersection with the normal right of way line of the

crossroads or street. These areas described here and in SECTION 501.8 above shall be restricted areas and may be graded or filled in only as hereinafter permitted in SECTION 502 below.

10. At some intersections additional right of way has been secured for construction purposes and not for channeling traffic or for sight distance. The project plans should be checked to determine the reason for purchase of such additional right of way. Driveway entrances and exits complying with all other requirements may encroach into the additional area purchased for construction purposes, but they may not be permitted to encroach into any part of the additional right of way purchased for channeling traffic or purchased for or necessary for sight distance or clear vision for intersecting traffic. The denial of vehicular ingress and egress across sight distance or clear vision areas on the older projects is based upon the regulatory powers of the Commission in connection with traffic safety. Additionally, on the newer projects, the plans may show the erection of traffic barriers along the outer limits of additional right of way purchased for sight distance or clear vision areas, which is considered sufficient notice to the property owner of the conditions under which the right of way was purchased.
11. SECTIONS 501.8, 501.9, and 501.10 above will also apply at frontage road intersections with other roads and streets.

502 Restricted or neutral areas as described in SECTIONS 501.2, 501.8, and 501.9 above may be graded or filled only when the following requirements have been complied with:

1. Surface drainage is provided to drain all surface water on the graded or filled in areas away from the roadway in a suitable manner and be deposited into the natural drain. Sub-surface drainage shall be provided where required to prevent development of a high ground level that will endanger the highway pavement.
2. The drainage opening underneath the area is adequate to carry the water to its natural drain or its roadside ditches. Pipe culverts installed under these areas shall be not less than fifteen (15) inches in diameter.
3. Permanent provisions are made to separate the area from all traveled ways in order to prevent its use for entrance or exit, or for vehicular parking, by constructing concrete or other acceptable masonry curb that conform to the current edition of the MDOT Roadway Design Standard Drawings around the perimeter of the area.
4. Restricted or neutral areas' length, width and shape will vary at different locations. The lot frontage, right of way width and many other factors will determine the size and shape of such areas. When curbs are used to channelize areas they should be constructed five (5) to ten (10) feet from edge of pavement, or a greater distance if necessary to clear the prevailing shoulder width. Channelized areas shall extend to the right of way line.

503 All driveways shall be so located within the applicant's frontage that the flared portion or return adjacent to the traveled way will not encroach on adjacent frontage. A minimum distance of twelve and one-half (12-1/2) feet should be reserved between driveway and boundary or property line so as to preserve a twenty-five (25) foot neutral area between driveways. Applications for joint use driveways (two adjacent property owners using the same driveway) or for driveways with less than the required twenty-five (25) foot neutral area between driveways will be reviewed for approval on a case by case basis; however, in all such applications, both affected property owners' signatures are required on the permit.

504 Driveways shall be built so that vehicles will not have to back into the roadway.

505 Graded areas and areas in which the sod has been destroyed during construction shall be solid sodded, sprig sodded or seeded, fertilized and watered as necessary to promptly re-establish an acceptable vegetative cover. Seeding is to be done with approved seed and in season only. Proper ground preparation is required prior to re-sodding or seeding. (Reference: Rule 37.I.7501.04002, Right of Way Encroachment Permits, Seeding and Sodding Section).

506 Drainage onto the highway right of way is handled as follows:

1. Raw sewage, septic tank effluent, wash rack runoff, or other objectionable matter will not be permitted to drain upon the roadside or into roadside ditches.
2. Effluence from a sewage treatment plant may be allowed to drain on the right of way if the following conditions are met:
   A. The applicant must obtain a permit from the Mississippi Department of Environmental Quality (MDEQ) - Office of Pollution Control in Jackson.
   B. The applicant must contact the owners of the property on which the effluence is discharged to get their permission. Failure to obtain permission would result in a revision to the proposed plan of discharge or not issuing the permit.
   C. The applicant must supply written notice from the MDEQ-Office of Pollution Control documenting the estimated discharge rate per day.
   D. The determination of the point of discharge will be based upon a case by case review of what effects the discharge or discharge point will have on existing structures and the maintenance and aesthetics of the highway and right of way.
   E. The District Engineer shall decide upon review of field conditions if the sewage treatment plant discharge would create a maintenance problem. If a potential maintenance problem would be created, the permit will be denied.

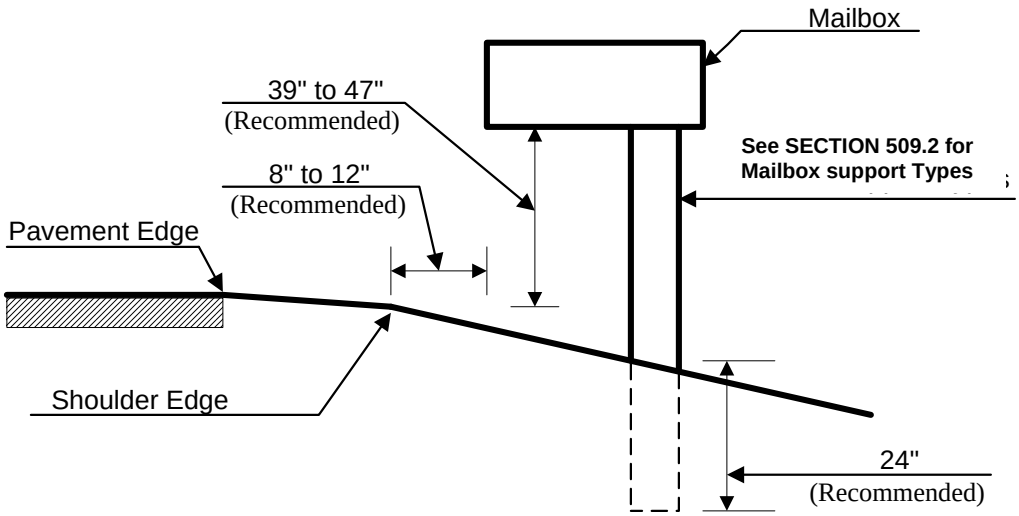
3. Violations shall be reported to the MDEQ – Office of Pollution Control and/or the Mississippi Department of Health.

507 On highways which have been designated as partially controlled access facilities and other locations on the highway system where there is sufficient right of way for construction of additional traffic lanes, frontage roads or other facilities which would require a change or relocation of the driveway entrance and exit, the following statement shall be made part of the permit: "The applicant acknowledges that this permit is granted and accepted in accordance with the powers vested in the Mississippi Transportation Commission by Section 65-1-8, Mississippi Code 1972, Annotated, and such permit is temporary in nature in that it does not in any way create or grant a permanent easement of use in or to the right of way of the highway. Such permit may be altered or changed at the discretion of the Department at any time additional improvement construction or re-construction of said highway is undertaken at the said location."

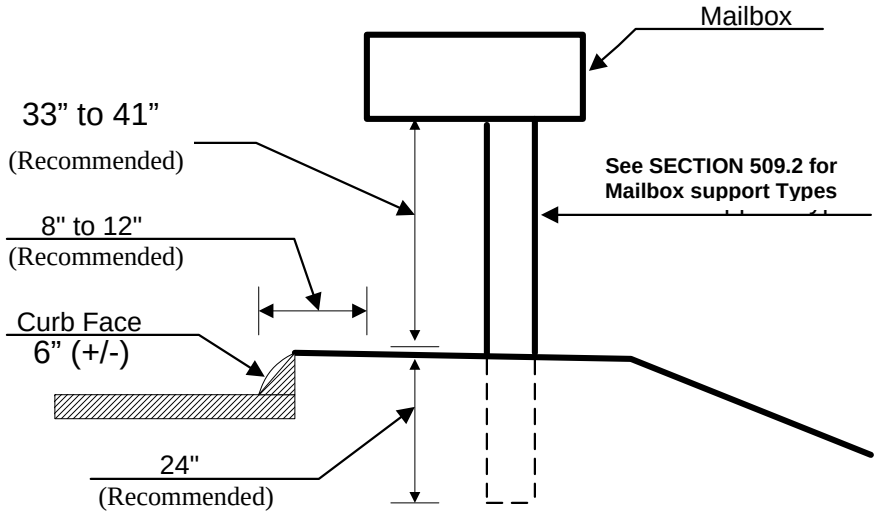
508 Data relative to the proposed location, relocation, design and construction of driveways and approaches as may be required shall be furnished by the applicant free of cost. The applicant shall make any and all changes or additions necessary to make the proposed driveways or approaches satisfactory to the Department.

509 Mail Boxes to be placed on highway right of way must meet the following specifications which are to be made a part of driveway permit applications:

1. Mailbox materials and size shall conform to the requirements of the United States Postal Service.
2. Mailbox supports may be 4" x 4" square or 4" diameter round wood posts, 6" diameter PVC pipe, or any other mailbox supports listed in the current edition of the AASHTO Roadside Design Guide, Chapter 11 (The Roadway Design Division has a copy), or any mailbox found acceptable and certified under the NCHRP 350 testing program.
3. Mailbox front is recommended to be 8" to 12" from the edge of the shoulder or the curb face, with the post/support to be 39" to 47" above the shoulder edge or at a height specified by the local United States Postal carrier.
4. A cross-section view of the roadway at the mailbox location is shown below:



OPEN SHOULDER SECTION
Not To Scale



CURB SECTION
Not To Scale

5. Any deviation from the above specifications must be approved by the District Engineer.

510 Multiple compartment mailbox units shall not be allowed on state highway right of way. Exceptions to this policy may be allowed when the State Maintenance Engineer determines there is due justification and that:

1. The unit(s) are not within the traffic recovery zone (clear zone).

2. The unit(s) will not block a motorist's sight distance.
3. The unit(s) shall have sufficient off-road access/parking area for traffic being generated.
4. Any exception must be approved by the State Maintenance Engineer.

511 Reference is made to plans of typical driveway connections included in this Rule.

DRIVEWAY CONNECTIONS TO PARTIALLY CONTROLLED ACCESS HIGHWAYS (TYPE 2A and 2B).

600 For Type 2B highways, the access rights to the highway between median openings were purchased with the right of way, and on these projects no driveway or other connection will be permitted except at locations opposite existing median openings. SECTIONS 601 and 602 below do not apply to these projects.

601 For Type 2A highways, direct driveway connections from abutting property may be permitted to the traveled way of a partially controlled access highway on a temporary basis if frontage roads are not in existence. At such time as a frontage road is constructed, all such temporary driveway connections will be reconstructed to connect with the frontage road and thereafter will not connect with the traveled way of the highway. Proper notice of the condition of approval shall be placed on the permit application as per SECTION 507 of this Rule.

602 The requirements for driveway connections to conventional highways and frontage roads beginning on Page 2 of this Rule will also apply to driveway connections to partially controlled access highways and frontage roads thereon, except as modified or supplemented elsewhere in this Rule.

DRIVEWAYS - INTERSTATE AND OTHER CONTROLLED ACCESS HIGHWAYS (FREEWAYS) (Type 1).

700 Applications for driveway connections to Interstate and other controlled access highways will only be approved to connect with existing frontage roads. Driveway applications will not be approved where frontage roads do not exist, nor will they be approved on intersecting roads or streets where the proposed driveway location is within the 'no access' limits. Applications for driveway connections on such roads or streets are to show the location of the proposed driveway with reference to the 'no access' limits where same are in close proximity. The regulations for driveway connections to conventional highways and frontage roads beginning on Page 2 of this Rule will also apply to driveway connections to frontage roads on the Interstate and other Freeways.

STREET AND ROAD CONNECTIONS TO CONVENTIONAL HIGHWAYS, PARTIALLY CONTROLLED ACCESS HIGHWAYS AND FRONTAGE ROADS

800 Street and road connections are special cases which necessarily must be treated on an individual basis. Many of the regulations applying to driveway connections would also apply to street and road connections. Street and road connections have a much greater traffic potential and must be constructed at right angles to the roadway. Difficult situations should be referred to the State Maintenance Engineer for consultation with the Roadway Design Division Engineer and the State Traffic Control.

801 Connections to existing streets and roads will be provided by the Department at the time a highway is constructed or reconstructed as a part of the plans for such highway.

802 New street or road connections to existing highways will be constructed in accordance with the approved permit application and at the expense of the applicant, except as provided in Rule 37.I.7501.03002, Construction and Maintenance of Driveway, County Road and Municipal Street Connections to State Highways. Temporary median openings, additional median openings and left turn bays must be approved and be provided in accordance with Paragraphs G and H below.

803 Where frontage roads exist, new streets or roads will be connected to the frontage road and not the through lanes unless approved by the Commission.

804 Reference is made to plans of typical road and street connections included in this Rule.

TEMPORARY CONNECTIONS FOR STREETS AND ROADS TO PARTIALLY CONTROLLED ACCESS HIGHWAYS

900 The following provision will apply to permits for construction of temporary connections for street or road connections to partially controlled access highways:

1. Where officially platted and dedicated streets and roads, or other streets and roads, are improved or constructed after completion of a partially controlled access highway on which frontage roads have not been provided, and on which access rights between median crossovers were not purchased with the right of way, permits may be approved on a temporary basis by the Chief Engineer for direct connections to the traveled way and temporary median openings conforming to <u>spacing requirements in SECTION 1001.1 below.</u> Temporary median openings not in compliance with SECTION 1001.1 require approval of the Commission by order spread upon its minutes as outlined in SECTIONS 1001.1 through 1001.4 below. The governing authority (county, city, etc.) constructing such streets or roads will be responsible for the entire cost of providing such temporary connections. When median openings for such temporary connections are authorized, such openings including necessary left turn bays, together with all approved traffic control devices, will be constructed and erected by the Department. The widths of such

intersecting street or road connections will be limited to the normal intersecting street or road width and turning radii specified as deemed sufficient for the type of traffic expected. Minimum Turning Radii shall conform to the most current version of the MDOT Roadway Design Manual, Chapter 6.

2. It is required that such temporary connections will be constructed to connect with the frontage road at the time a frontage road is provided and will not thereafter connect with the through traffic lanes. When the temporary connection is reconstructed to connect with the frontage road, the median opening will be removed by the Department. Proper notice to this condition of approval shall be placed on the permit. (Reference: SECTION 507 of this Rule).

ADDITIONAL MEDIAN OPENINGS AND LEFT TURN BAYS ON CONVENTIONAL AND PARTIALLY CONTROLLED ACCESS HIGHWAYS

1000 Medians separating opposite direction travel lanes are installed for the primary purpose of moving traffic in a safe and efficient manner. The introduction of median openings or crossovers impedes the smooth flow of traffic, thus reducing the capacity of the highway. Regulation of median openings on existing multi-lane divided highways with conventional or partial control of access is necessary to provide reasonably convenient access to adjacent roadside property in a uniform manner and still maintain the integrity of the system.

1001 The following provisions will apply to the construction of additional median openings and left turn bays on conventional highways, and on partially controlled access highways on which access rights between the median openings were not purchased with the right-of-way:

1. The normal spacing between median openings will not be less than 880 feet in urban areas as defined and shown on maps published by the Department (or areas which are urbanized due to heavy strip development) and 1760 feet in rural areas. Strip development may be either residences or businesses that are located on either or both sides of the highway and which average 200 feet or less apart for a distance of not less than 1320 feet measured along the highway, provided the distance from the center of the proposed median opening is not less than 880 feet from the center of any existing median opening. Additional median openings in compliance with these spacing requirements may be approved by the Chief Engineer.
2. Exceptions to the normal minimum spacing intervals of 880 and 1760 feet for additional median openings will be considered for access to commercial activities and political subdivisions (city, county, school, etc.) provided all the following criteria are met:
   A. It must be documented that the additional median opening will benefit the overall safety and traffic flow of the users of the main facility and does not just serve a particular development for their own benefit.

B. Adequate distances are available for the construction of tapers, left turn bays and for turning movements of traffic.
C. Stopping sight distance meets the current edition, and any interim requirements, of the MDOT Roadway Design Manual, using 3R criteria.
D. U-turn traffic movement restrictions for class vehicles accessing adjacent properties must be addressed.

3. The State Traffic Engineer reviews all requests for additional median openings. This includes the conversion of a 4-lane divided highway to a 5-lane facility. Upon completion of the review, the State Traffic Engineer will forward recommendations to the Assistant Chief Engineer-Field Operations.
4. Additional median openings not in compliance with Paragraph 1001.1 above will require approval of the Commission by order spread upon its minutes.
5. The construction of additional median openings and necessary left turn bays together with all approved traffic control devices will be as follows:
   A. If the business/traffic generator existed at the requested location of the median crossover prior to the award of the highway contract to construct the divided highway, the Department will be responsible for construction of the median crossover, necessary left turn bays, and traffic control devices as required.
   B. If the business/traffic generator was not in existence prior to the award of the highway contract to construct the divided highway, then the business/traffic generator will be responsible for performing all necessary work in accordance with the Department's regulations, standards and permits.
6. Relocation of an existing median crossover can only be approved if the following conditions are met:
   A. Spacing requirements as described in Paragraph 1000.1 above are met;
   B. Property owners affected by the proposed relocation must agree to the new location; and
   C. All relocation requests must be approved by the State Traffic Engineer.

CONSTRUCTION OF FRONTAGE ROADS ON CONVENTIONAL AND PARTIALLY CONTROLLED ACCESS HIGHWAYS

1100 SECTIONS 1101 and 1102 below do not apply to those projects on which the access rights between median openings were purchased with the right of way. On these projects no provision was made for construction of frontage roads either partly or wholly on the right of way.

1101 Applications for permits may be approved for construction of frontage roads on the highway right of way, or partly on highway right of way, in instances where the abutting property has not been sufficiently developed to warrant construction of a frontage road at State expense. In these instances, the permit will provide for such construction to be in accordance with plans and specifications approved by the Department, and further provide that the frontage road will be maintained by the applicant. A condition for approval of the permit is the applicant maintains the

facility as a public road. In the case that ownership of the property changes from the original applicant, then responsibility for such maintenance carries over to the new property owner.

1102 Applications for permits may be approved for construction of frontage roads on the highway right of way, or partly on the highway right of way, where same is made necessary by commercial or residential development of abutting property which, without construction of a frontage road, would adversely affect traffic safety. Such construction will be in accordance with plans and specifications approved by the Department and may be accomplished as agreed upon. If the facility is to be maintained by the applicant, a condition for approval of the permit is the applicant or subsequent property owners as discussed above in Paragraph I(2), maintain the facility as a public road. Where maintenance of the completed facility is to be the responsibility of the Department, the applicant will furnish an appropriate instrument or conveyance on any additional right of way necessary for the maintenance of the completed facility.

1103 Frontage roads constructed under SECTIONS 1101 and 1102 above will connect to existing roads or streets entering the highway at a median opening, or connect to the highway at an existing median opening, or at a location where a median opening can be constructed in accordance with the requirements for additional median openings on conventional and partially controlled access highways. No permit shall be approved for a frontage road to connect with the highway except at a location opposite an existing median opening, or opposite a location at which a median opening may be constructed in accordance with the requirements for additional median openings on conventional and partially controlled access highways. The width of the connections of frontage roads with the traveled way will be limited to not more than fifty (50) feet measured parallel to the highway and the turning radii specified as required by the MDOT Roadway Design Manual for the type of traffic expected.

REFERENCES (All references herein to other materials are as to the most current version of that particular document.)

1200 AASHTO Roadside Design Guide, Current Edition.

1201 MDOT Roadway Design Manual, Current Edition.

1202 MDOT Roadway Design Manual Standard Drawings, Current Edition.

1203 Mississippi Department of Environmental Quality - Office of Pollution.

1204 Mississippi State Department of Health.

1205 Section 65-1-8, Mississippi Code 1972 Annotated.

United States Postal Service.

37.I.8101.00001, Types of Highways.

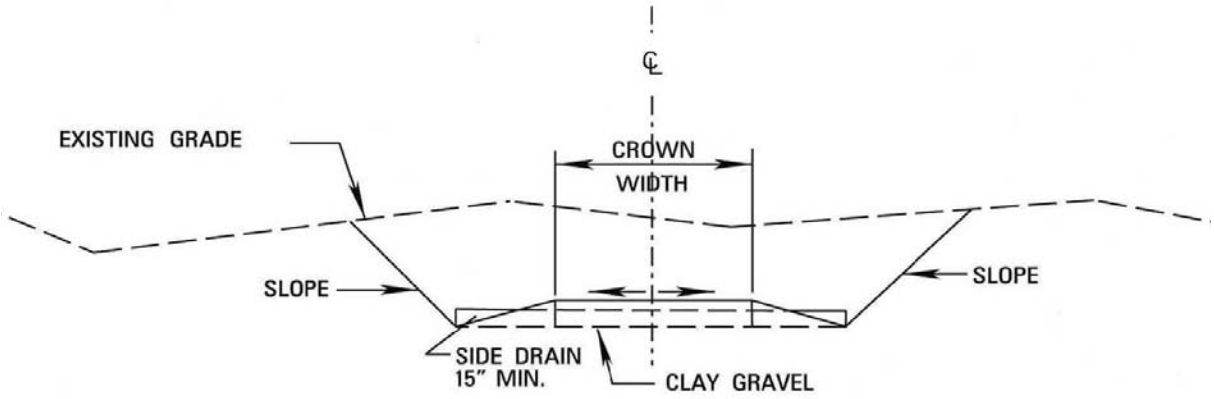
37.I.7501.03001, Processing of Permits.

37.I.7501.03002, Construction and Maintenance of Driveway, County Road and Municipal Street Connections to State Highway.

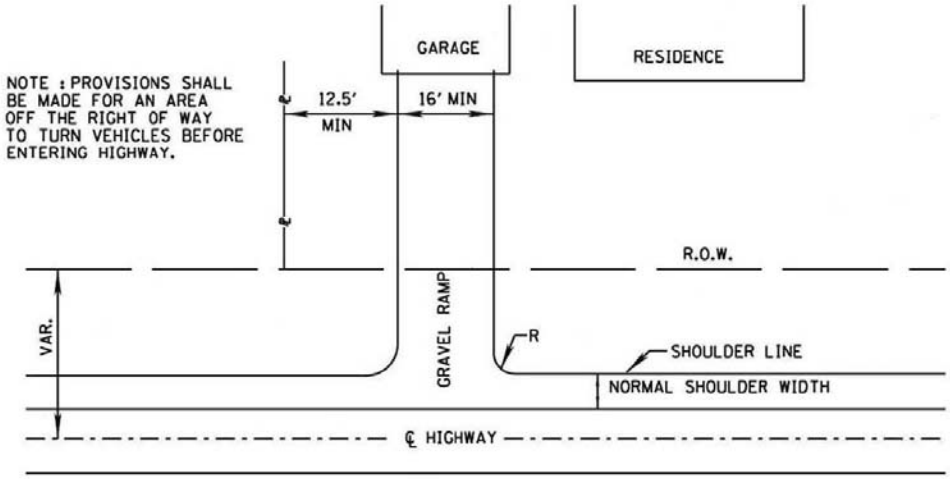
For Mississippi Code see www.state.ms.us

For Federal Government U.S. Code see www.gpoaccess.gov or www.dot.gov

MDOT specific rules, forms, publications, SOPs, and other support documentation are available for review at MDOT



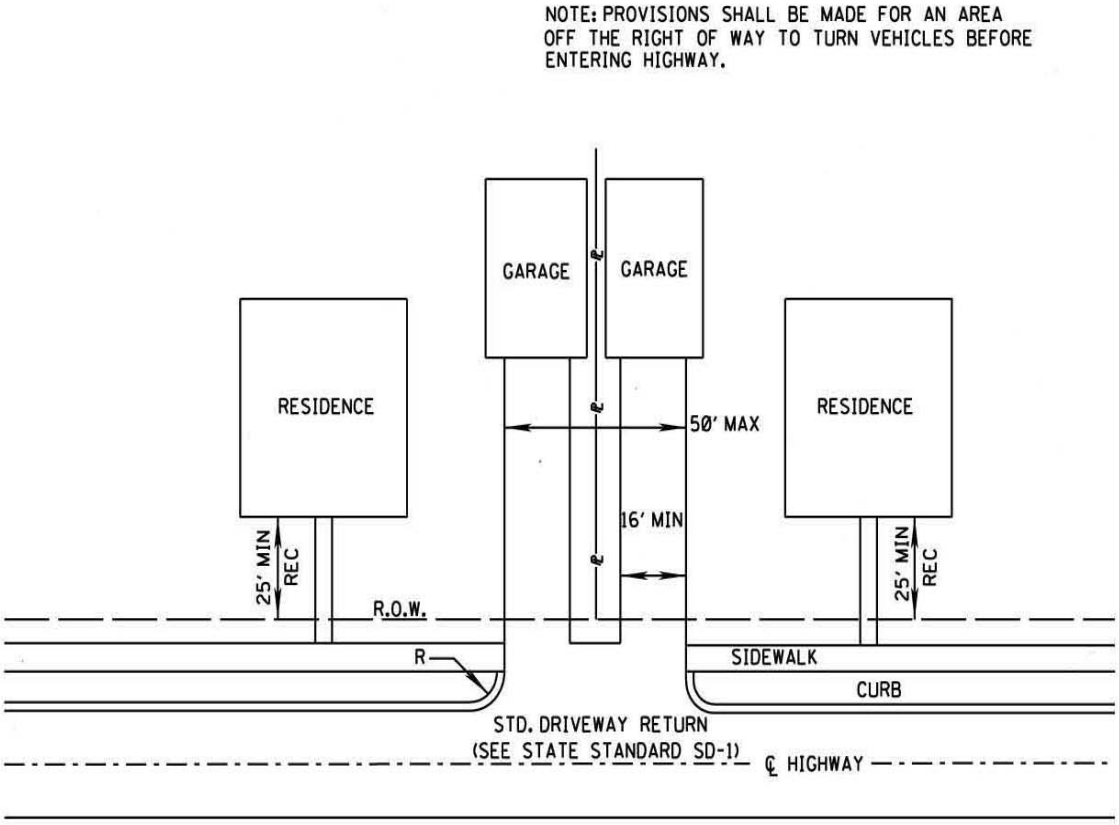
TYPICAL DRIVEWAY CUT SECTION



PLAN OF TYPICAL ENTRANCE TO RESIDENCE
(RURAL)

NOTE: FOR NUMBER OF ENTRANCES ALLOWED, SEE SECTION 501.1

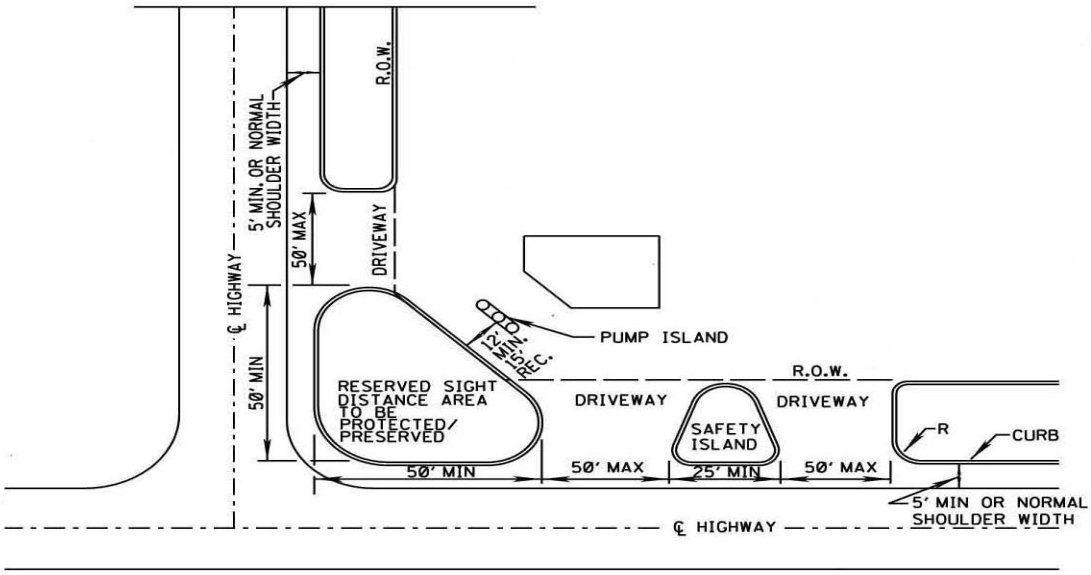
R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.



PLAN OF TYPICAL ENTRANCE TO RESIDENCE (URBAN)
JOINT USE DRIVEWAYS

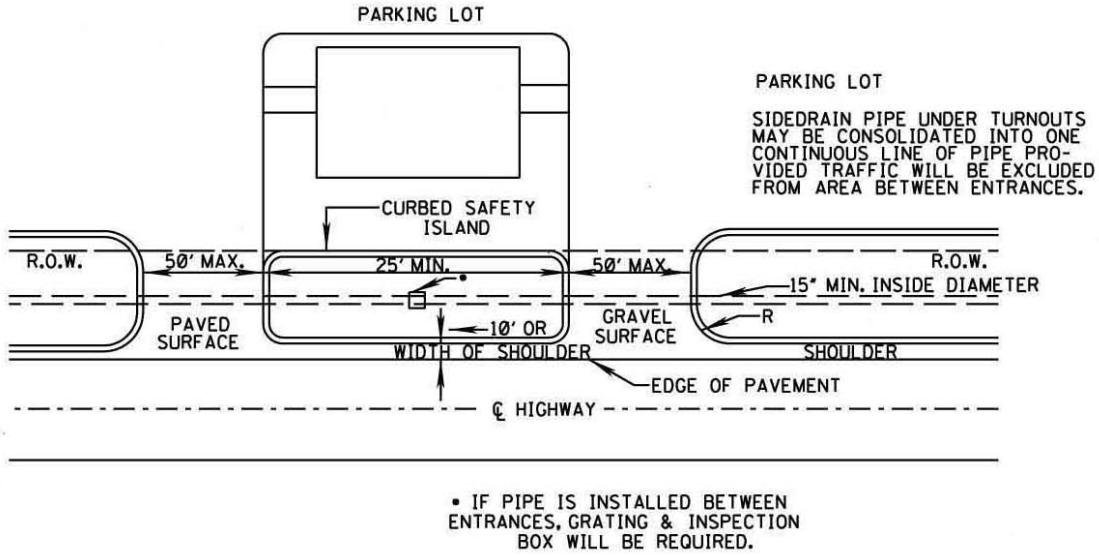
NOTE: BOTH PROPERTY OWNERS MUST SIGN THE PERMIT, SEE SECTION 503

R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.



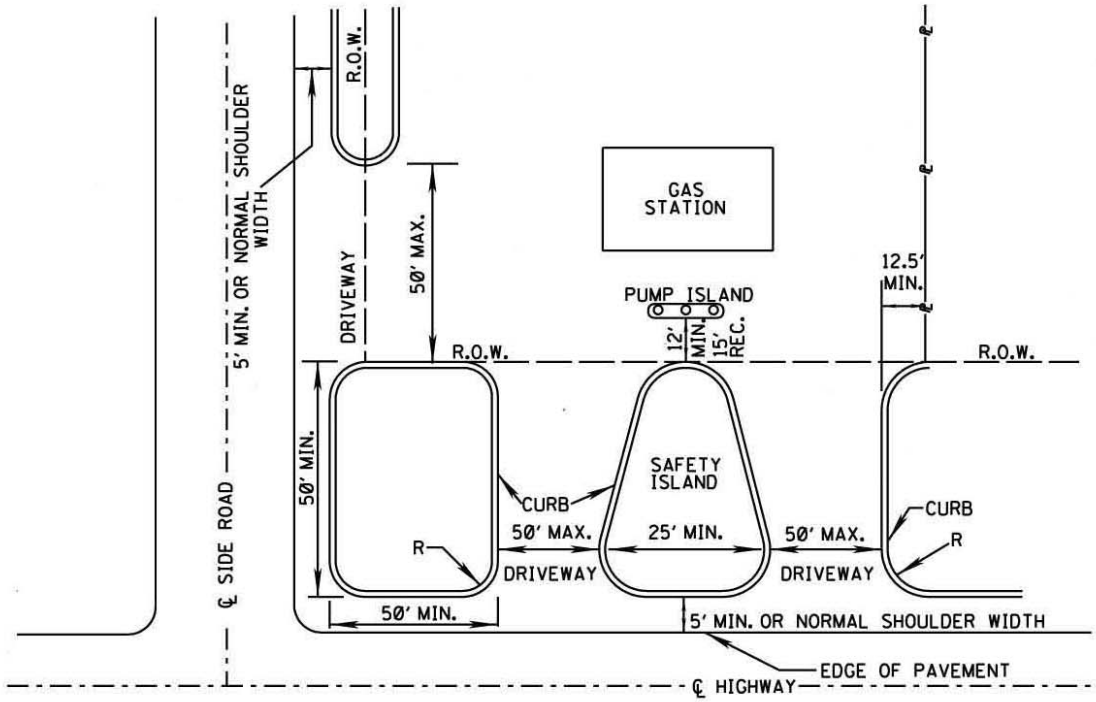
PLAN OF TYPICAL ENTRANCES TO CONVENIENCE STORES/ FOOD MARTS AT HIGHWAY INTERSECTIONS

R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.



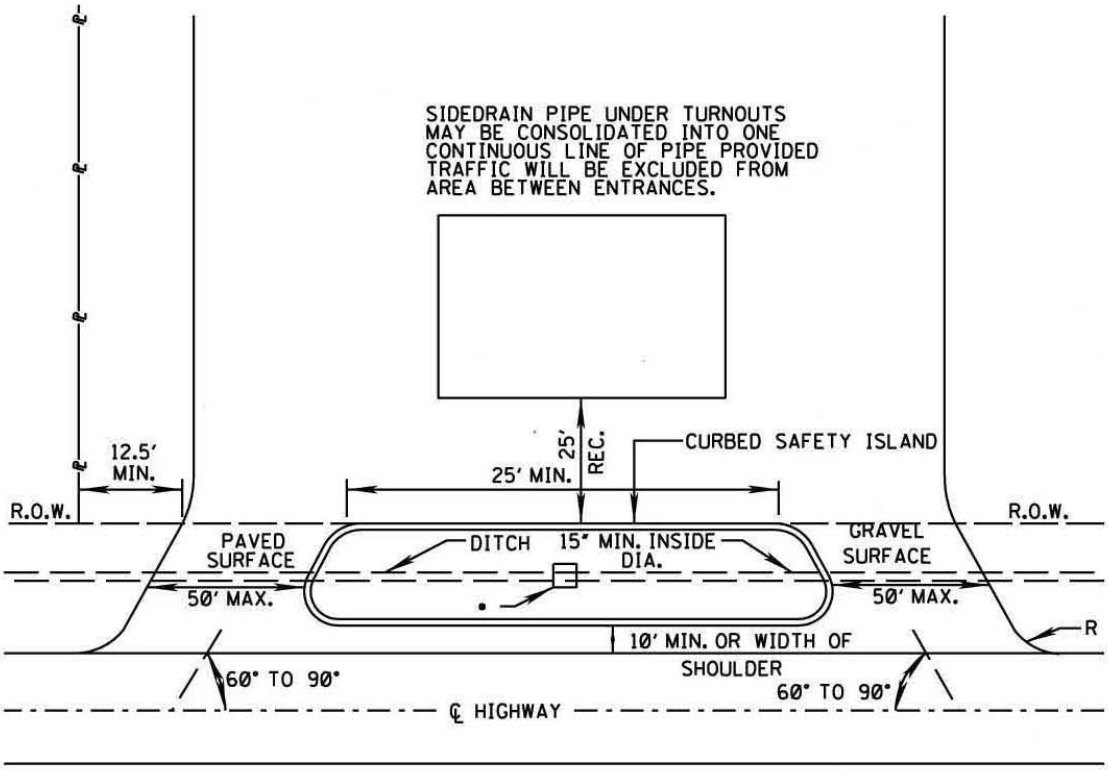
PLAN OF TYPICAL ENTRANCES TO INDUSTRIAL OR COMMERCIAL BUILDINGS

R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.



PLAN OF TYPICAL ENTRANCES TO CONVENIENCE STORES /FOOD MARTS AT JUNCTION OF STATE HIGHWAY INTERSECTIONS

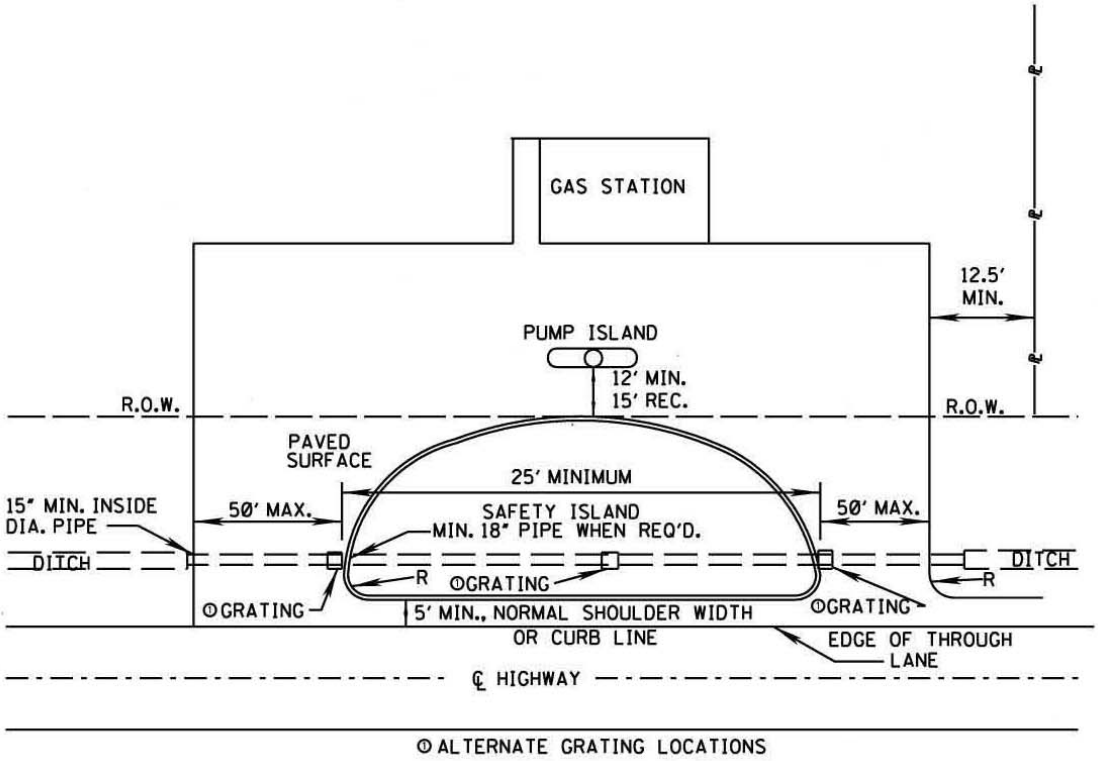
R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.



PLAN OF TYPICAL ENTRANCES TO COMMERCIAL BUILDINGS

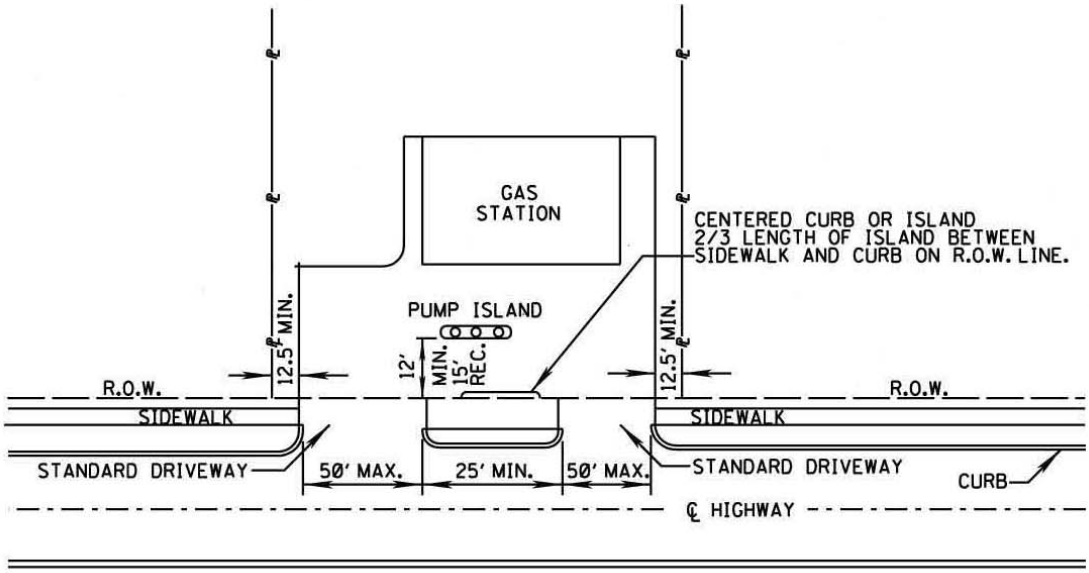
NOTE: IF PIPE IS INSTALLED BETWEEN ENTRANCES, GRATING AND INSPECTION BOX WILL BE REQUIRED.

R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.

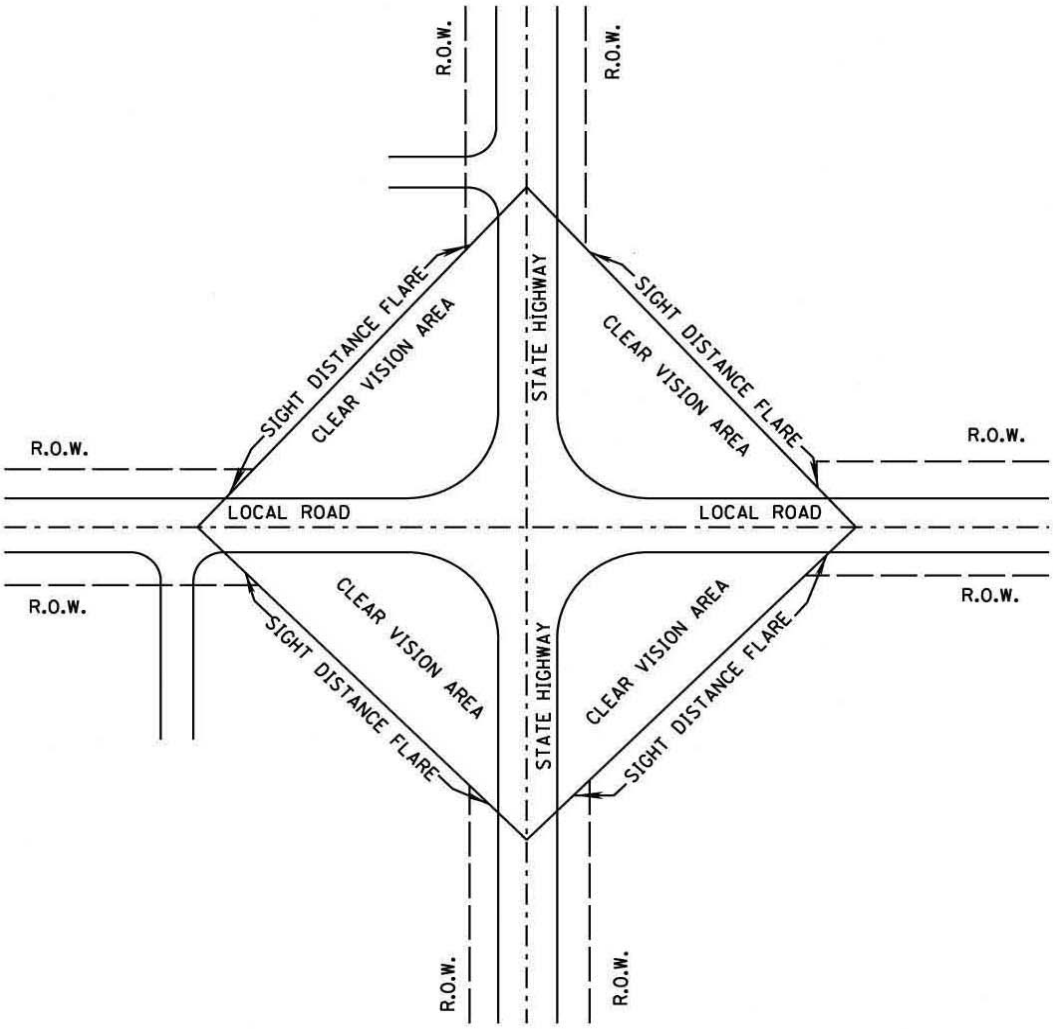


TYPICAL ENTRANCES TO CONVENIENCE STORES/ FOOD MARTS (RURAL)

R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.



PLAN OF TYPICAL ENTRANCES TO CONVENIENCE STORES/FOOD MARTS (URBAN)

R = ALL CURVE RADII SHALL BE AS PER SECTION 501.6 AND WILL BE DETERMINED BY MDOT BASED ON FIELD CONDITIONS.

PLAN VIEW OF ENTRANCES NEAR FLARED R.O.W. INTERSECTION