

Rule No.: 941 - 7501 - 04017

Agency: Mississippi Department of Transportation

Agency Effective Date: May 15, 2005

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Secretary of State Authority Date: May 15, 2005 Supercedes Rule:

Division: MAINTENANCE

Rule Title: Location of Above Ground Utility or Other Structures Affecting Traffic Safety and Scenic Enhancement

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**The person to be contacted regarding the proposed rule is:** Facility and Records Management Director

**Name of person originating the proposed rule:** John Vance

**Name of supervisor or person who approved the proposed rule:** Melinda McGrath

**Purpose:**

To establish permit policy for locating above ground utility and other encroachments permitted on the right of way so as to promote traffic safety and scenic enhancement.

**Summary:**

This rule sets forth the requirements necessary to regulate the location of above ground utility and other encroachments permitted on the right of way so as to promote traffic safety and scenic enhancement.

**The full text of the proposed rule is:**

**All cites herein refer to the most current version of the cited document.**

GENERAL:

Reference is made to the MDOT's Roadway Design Manual

A. ABOVE GROUND INSTALLATIONS

1. Low Speed Highways (Urban Areas Only)

Low Speed highways are those highways and frontage roads on which the average daily traffic (ADT) is less than 750 and on which the design speed is less than 50 MPH. On these highways above ground utility installations should be located as far from the traveled way as is practicable and feasible and a minimum distance of 30 feet from the traveled way if practicable and feasible. Poles and other obstructions when nearer than 30 feet from the traveled way should be placed on top of cut banks, behind safety barriers or in other locations inaccessible to out of control vehicles to the extent practicable and feasible. The use of signs and light standards with break away type bases meeting the requirements of NCHRP Report 350 and underground facilities, where above ground facilities will be a serious hazard to the motorist, should be encouraged.

Where practical limitations prevent better conditions for traffic safety, poles and other obstructions are to be placed not closer than two (2) feet from the shoulder, not closer than one and one-half (1 ½) feet from the curb face of an auxiliary lane, and not closer than one and one-half (1 ½) feet from the curb face of any

outside through traffic lane. A clear recovery area of at least ten (10) feet from the edge of the through traffic lane, free of unyielding objects, is desirable (See Attachment A).

2. High Speed Highways (Urban Areas Only)

High speed highways are those highways and frontage roads on which the average daily traffic (ADT) is 750 or more or on which the design speed is 50 MPH or more. On these highways, no above ground installations are to be placed nearer than 30 feet from the traveled way where such locations are accessible to out of control vehicles. Above ground installations located within 30 feet from the traveled way will be relocated 30 or more feet from the traveled way or to points inaccessible to out of control vehicles at such time as the installation requires a major rebuilding (replacement of above ground structure and restringing). When locating new lines or relocating old lines, installations which cannot be placed 30 or more feet from the traveled way or at points inaccessible to out of control vehicles will be protected by properly designed and approved safety barriers except that light standards and poles with break away type bases meeting the requirements of NCHRP Report 350 may be located to clear the usable shoulder, normally at least ten (10) feet from the edge of any through traffic lane. In curb and gutter sections, these standards or poles shall clear any curb face of through traffic lanes a minimum of one and one-half (1 ½) feet and this clearance shall be a minimum of one and one-half (1 ½) feet from the curb face of auxiliary lanes (See Attachment A).

On rights of way which do not have adequate widths for the required clearances for above ground facilities, below ground installations may be required.

3. Clear Zones For Rural Areas

The criteria for rural facilities states that the clear zone will be determined assuming that the facility is uncurbed; i. e., the clear zone criteria presented in the Table 9-2A listed in the MDOT Roadway Design Manual will apply to all rural facilities whether curbed or uncurbed.

4. Municipalities

Generally, curbed street sections and highly developed urban sections will have operating speeds below 50 MPH and practical limitations exist in the location of above ground structures; however, the best possible conditions for traffic safety should be obtained. The requirements of Paragraph 2 above will apply to those urban sections constructed on wide rights of way and which are high speed highways.

5. Scenic Strips, Overlooks, Landscaped Areas, Welcome Centers, Rest Areas, Recreation Areas, etc.

Utility installations shall not be permitted within scenic strips, overlooks, landscaped areas, welcome center areas, rest areas, and recreation areas except where it is found by the State Maintenance Engineer that the installations will not adversely affect or otherwise mar the appearance of the area traversed. Underground installations are preferred when services are to be provided for these areas.

## B. UNDERGROUND INSTALLATIONS

Underground cables and conduits, where practicable and feasible, are to be located outside of construction limits. Underground utilities shall not be permitted within scenic strips, overlooks, landscaped areas, welcome centers, rest areas and recreation areas except where it is found by the State Maintenance Engineer that the installations will not adversely affect or otherwise mar the appearance of the area traversed.

## C. TEMPORARY INSTALLATIONS

Temporary installations are those appurtenances necessary for construction of the utility. Above ground temporary installations shall comply with the location requirements of paragraphs A.1. and A.2. above.

Where compliance is not possible, temporary above ground obstructions with or without breakaway construction will clear the usable shoulder at least four and one half (4 ½) feet and clear the edge of any through traffic lane at least ten (10) feet. Above ground temporary installations not meeting the location requirements of paragraphs A.1., A.2., and A.4. may be installed provided an approved safety barrier is placed and shall be effectively lighted and/or reflectorized so as to be visible at night and will be removed as soon as no longer needed.

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

1. MDOT Roadway Design Manual
  2. AASHTO Roadside Design Guide
  3. 941-7501-04002, Right-of-Way Encroachment Permits
  4. Section 65-1-59, Mississippi Code, Annotated (1972)
  5. MDOT Roadway Design Standard Drawings
- For Mississippi Code see [www.state.ms.us](http://www.state.ms.us)
  - MDOT specific rules, forms, publications, SOPs, and other support documentation are available for review at MDOT

## ATTACHMENT 'A' (URBAN AREAS ONLY)

