Community Wayfinding Guide

September 2015

Traffic Engineering Division

MDOT Community Wayfinding Guide

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Section 1—Introduction

1.1 Purpose

This guide has been prepared to assist communities in their efforts to establish a community wayfinding signing plan. A well designed wayfinding signing system motorists in navigation throughout a community to key destinations that serve the needs of motorists. Wayfinding is also an effective way to limit sign clutter that makes roadways more confusing and less safe by causing critical driver information to be lost in a mass of messages.

Guide signs are essential to direct road users along streets and highways, with a variety of information that will help them along their way in the most simple and direct manner possible. Further, community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other road users to key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area.

Once a city establishes its desire to develop a wayfinding signing system, it may be necessary to coordinate with the Mississippi Department of Transportation (MDOT) to help implement the plan. A permit will be required from MDOT to allow a city or county to install wayfinding signs on State Routes. MDOT can provide technical assistance during the development of the wayfinding signing plan to ensure that the plan will be in compliance with these and other MDOT guidelines.

Currently, all references to the Manual on Uniform Traffic Control Devices (MUTCD) are from the 2009 edition. The core information pertaining to wayfinding in this document has been taken from MUTCD Section 2D.50, Community Wayfinding Signs. In all cases, wayfinding signs shall conform to mandatory design and location requirements in accordance with the MUTCD and as specified in MDOT's signing policies.

This guide is provided to assist users in designing wayfinding signs in keeping with the MUTCD; however, this guide does not supersede the MUTCD. In addition, users should be advised there may be other standards found in the MUTCD not included in this guide for which a proposed wayfinding signing plan may be held responsible when applying for an MDOT permit.

1.2 General

It is anticipated that most local wayfinding systems will include some signs to be located on MDOT rights of way. Therefore, this section will outline the conditions under which MDOT will permit or install signs pertaining to a comprehensive wayfinding system.

A permit is both the document and the process that allows the applicant permission from MDOT to make an improvement to the State highway system (in this case, wayfinding signs). The permit applicant will be responsible for all costs of materials and those associated with the installation of the wayfinding signs as detailed in the permit. Permit holders will also be responsible for the maintenance of the wayfinding signs according to the terms and conditions set forth in the permit.

MDOT will permit the installation of wayfinding signs that are part of a comprehensive wayfinding system only on Type 2A or Type 3 Highways, as defined by MDOT's roadway classification system (see Section 6 for definitions), provided they are in compliance with these wayfinding guidelines. MDOT will not permit installation of wayfinding signs on Type 1—fully controlled access highways (freeways) or Type 2B—partially controlled access highways (expressways).

However, MDOT will install and maintain supplemental guide signs directing motorists to the wayfinding district on Type 1 or Type 2B highways (as shown in MUTCD Figure 2D-19) provided 1) the wayfinding system is in substantial compliance with MDOT's wayfinding guidelines and 2) space is available at the interchange or intersection in question. MDOT signing policies limit the number of destinations signed at any given interchange or intersection to a maximum of four (4) destinations.

If a destination that is already signed by MDOT is proposed to be included as part of a wayfinding system, then the MDOT placed sign will be removed by MDOT maintenance forces when the wayfinding signs are installed. Destinations and attractions that meet MDOT's signing policies may still be signed by MDOT in a wayfinding district subsequent to the installation of the wayfinding system unless the wayfinding district opts to sign the requesting destination through permit. A destination will not be signed by MDOT if it is signed in a wayfinding sign system.

Signs installed by MDOT on Type 1, Type 2, and Type 3 roadway facilities, will be fabricated and installed to MDOT standards including size, color, font, and typeface. These signs will not be modified to match a local entity's wayfinding sign style.

Proposed wayfinding signs must be in compliance with these wayfinding guidelines in details concerning, but not limited to, sign size, font, letter height, color, arrow type, and post type. MDOT's Traffic Engineering Division can provide technical assistance as wayfinding signing plans are prepared for permit submission. The requesting wayfinding district must receive an approved permit by the appropriate MDOT District office prior to any sign installation. To obtain a permit for any wayfinding sign to be placed on MDOT right of way, application can be made with the permit office of the applicable MDOT District. (A list of contact information for each District and the Traffic Engineering Division is found in Appendix A.) The application must include the signs proposed for installation and the comprehensive wayfinding plan for the community. All proposed signs must be part of the comprehensive plan.

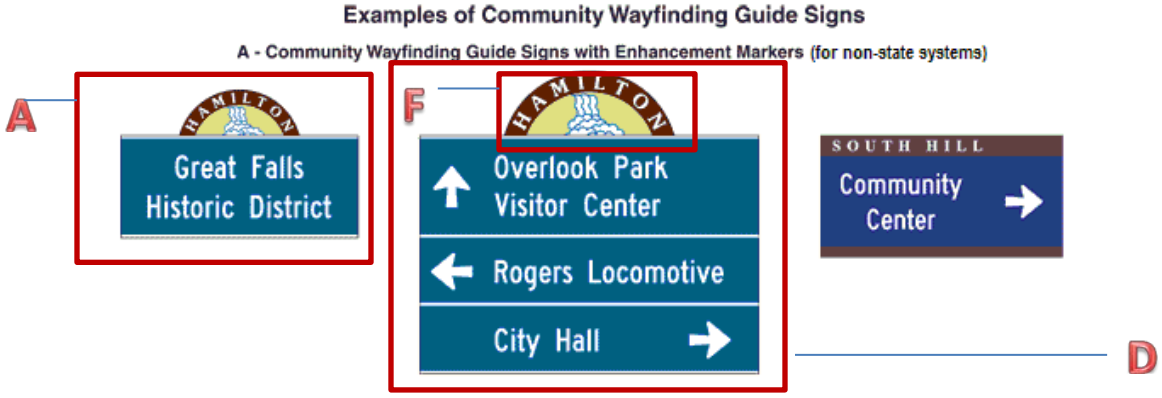
All permitted signs must be maintained by the applicable city or county. Failure to maintain permitted wayfinding signs may result in removal from MDOT rights of way. MDOT will not be responsible for replacement of any sign damaged by a roadway accident or natural causes. Any signs that are removed will be held for pick up by the owner at the closest MDOT maintenance facility. On occasion, a sign may have to be removed and/or relocated in an area due to routine maintenance or construction. Following completion of these activities, the sign will be reset in the same location or an agreed upon new location.

Monument style gateway signs will not be allowed on MDOT rights of way except for those signs that meet the criteria for a "Welcome To" sign under the provisions of MDOT Rule 09002, Control of Outdoor Advertising Adjacent to the Federal Aid Interstate and Federal Aid Primary Highway System, Section 1700, Directional and other official signs and notices. Monument style signs will not be allowed on MDOT rights of way for individual districts within a wayfinding system.

It is advised that administrators of wayfinding signing systems establish their own signing policies that will inform those sign requests that fall within the jurisdiction of city and/or county maintained local roads. MDOT signing policies will inform which type of attractions, destinations and traffic generators will be allowed to be signed in a wayfinding system that fall within MDOT rights of way.

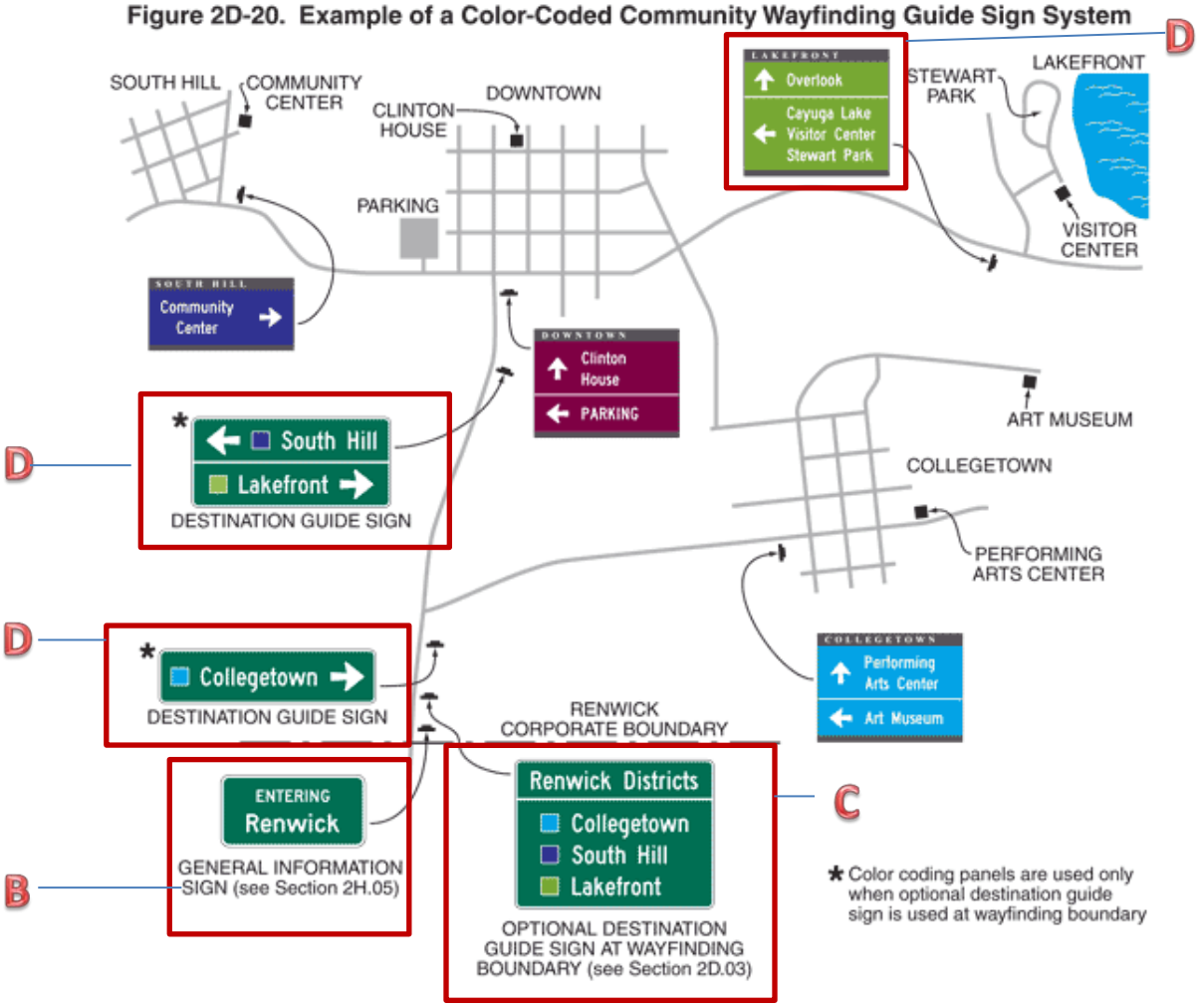
1.3 Wayfinding Guide Sign Types

Community Wayfinding Guide Sign – Community wayfinding guide signs are a type of destination guide sign for conventional roads with a common color and/or identification enhancement marker for destinations within an overall wayfinding guide sign plan for an area. (MUTCD 2D.50; paragraph 02) The following section provides descriptions of the individual sign types typically included in a wayfinding system. In this section, each sign type labeled with a letter in the following images has a corresponding description.



MUTCD Figure 2D-18

MUTCD Figure 2D-19



MUTCD Figure 2D-20

MUTCD Figure 2D-1

As noted previously, each letter below corresponds to a specific sign type and description that has been identified in the preceding images.

A. Boundary Sign – A boundary sign is used as part of an overall wayfinding system to demarcate a specific district or area within the system. The examples of boundary signs are from MUTCD Figure 2D-18 and MUTCD Figure 2D-19.

B. General Information Sign – Similar to the Boundary Sign, the General Information Sign designates a municipal boundary. General information signs contain information that is considered to be of use to the traveler, though not directly necessary for guidance. General Information signs shall have white legends and borders on green rectangular-shaped backgrounds. General Information signs, as shown in Figure 2D-20, are typically installed by MDOT.

C. Informational Guide Sign or Destination Guide Sign at Wayfinding Boundary – At the boundaries of the geographical area within which community wayfinding guide signing is used, an informational guide sign may be posted to inform road users about the presence of wayfinding signing and to identify the meanings of the various color codes or pictographs that are being used. The examples of Informational or Destination Guide Signs are shown in Figures 2D-1 and Figure 2D-20.

Informational guide signs shall have a white legend and border on a green background and shall have a design similar to that illustrated in Figure 2D-1 and shall be consistent with the basic design principles for guide signs as found in the MUTCD Section 2D.50, paragraph 14.

D. Destination Guide Sign – These signs are used to supplement guidance provided by route numbers since it is often desirable to supply the road user information concerning the destinations that can be reached by way of numbered or unnumbered routes. The format of the sign should have the closest destination straight ahead at the top of the sign or assembly and below it the closest destinations to the left and to the right, in that order. The Destination Guide Sign installed on a freeway or expressway ramp, as shown in Figure 2D-19, is one that will typically be installed by MDOT; the Destination Guide Sign, that is part of the wayfinding system,

as shown in Figure 2D-20, is one that is typically installed under permit as part of a wayfinding plan.

E. Supplemental Guide Sign – Road users should be guided with consistent signing on the approaches to interchanges, when they drive from one State to another, and when driving through rural or urban areas. Because geographical, geometric, and operating factors regularly create significant differences between urban and rural conditions, the signing should take these conditions into account. One function of guide signs on freeways and expressways is to provide directions to destinations, or to streets or highway routes, at intersections or interchanges. For wayfinding, a supplemental guide sign can be used to provide direction to a named wayfinding district within a comprehensive plan. An example of a freeway/expressway supplemental guide sign is shown in MUTCD Figure 2D-19. These are signs that are installed by MDOT.

F. Identification Enhancement Markers – Graphics can be used on the overall sign assembly and/or sign supports to specifically identify the wayfinding system. An enhancement marker consists of a shape, color, and/or pictograph that is used as a visual identifier for the community wayfinding guide signing system for an area. MUTCD Figure 2D-18 shows examples of identification enhancement marker designs that can be used with community wayfinding guide signs. The other images are examples from existing signs.

Section 2—Sign Placement

This section contains excerpts from the MUTCD Section 2D.50 and other related sections pertaining specifically to sign placement.

Community wayfinding guide signs should not be used on a regional or statewide basis where infrequent or sparse placement does not contribute to a continuous or coordinated system of signing that is readily identifiable as such to the road user.

The use of community wayfinding guide signs shall be limited to conventional highways (Type 3 and 2A). A Conventional Road can be defined as a street or highway other than a low-volume road , expressway, or freeway.

Community wayfinding guide signs shall not be installed on freeway or expressway mainlines or ramps. Direction to community wayfinding destinations from a freeway or expressway shall be limited to the use of a Supplemental Guide sign on the mainline and a Destination sign on the ramp to direct road users to the area or areas within which community wayfinding guide signs are used (Refer to Figure 2D-19 in Section 1.3). The individual wayfinding destinations shall not be displayed on the Supplemental Guide and Destination signs except where the destinations are in accordance with the State or agency policy on Supplemental Guide signs.

Because regulatory, warning, and other guide signs have a higher priority, community wayfinding guide signs shall not be installed where adequate spacing cannot be provided between the community wayfinding guide sign and other higher priority signs. Community wayfinding guide signs shall not be installed in a position where they would obscure the road users' view of other traffic control devices.

Community wayfinding guide signs shall not be mounted overhead.

Because regulatory and warning information is more critical to the road user than guidance information, regulatory and warning signing whose location is critical should be displayed rather than guide signing in cases where conflicts occur. Community wayfinding signs should have a lower priority as to placement than other guide signs.

To the degree possible, signs should be spaced no closer than 200 feet from any other roadway sign. Wayfinding guide signs should not be any closer than 200 feet to the intersection where a turn is required by a motorist.

The minimum height, measured vertically from the bottom of the sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way, of signs installed at the side of the road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur or where the view of the sign might be obstructed, shall be 7 feet.

All post-mounted sign supports shall be crashworthy (breakaway, yielding, or shielded with a longitudinal barrier or crash cushion). Refer to Section 6 for a definition of crashworthy.

For post-mounted signs, the minimum lateral offset should be 12 feet from the edge of the traveled way to the edge of the sign. If a shoulder wider than 6 feet exists, the minimum lateral offset for post-mounted signs should be 6 feet from the edge of the shoulder. Where it is impractical to locate a sign with the lateral offset limits described above a lateral offset of at least 2 feet may be used.

All supports should be located as far as practical from the edge of the shoulder. Advantage should be taken to place signs behind existing roadside barriers, on over-crossing structures, or other locations that minimize the exposure of the traffic to sign supports.

In business, commercial or residential areas where sidewalk width is limited or where existing poles are close to the curb, a lateral offset of at least 2 feet from the face of the curb should be used.

Sign posts, foundations, and mountings shall be so constructed as to hold signs in a proper and permanent position, and to resist swaying in the wind or displacement by vandalism.

Section 3—Sign Details

This section contains excerpts from the MUTCD Section 2D and other related sections pertaining specifically to sign details such as layout, color, and design.

3.1 Layout

Community wayfinding guide signs, exclusive of any identification enhancement marker used, should be rectangular in shape. Simplicity and uniformity in design, position, and application as described in Section 2A.06 of the MUTCD are important and should be incorporated into the community wayfinding guide sign design and location plans for the area.

Internet and e-mail addresses, including domain names and uniform resource locators (URL), shall not be displayed on any community wayfinding guide sign or sign assembly.

Arrows shall be of the designs provided in Section 2D.08 of the MUTCD.

An arrow pointing to the right shall be at the extreme right of the sign, and an arrow pointing left or up shall be at the extreme left.

The closest destination lying straight ahead should be at the top of the sign or assembly, and below it the closest destinations to the left and to the right, in that order.

If more than one destination is displayed in the same direction on a Destination Guide Sign, the name of the nearer destination shall be displayed above the name of a destination that is further away.

For State routes, no more than three (3) destinations shall be shown on a single destination sign. For non-State, conventional roads, no more than four (4) destinations shall be used on a single destination sign. If space permits, four destinations should be displayed as two separate signs at two separate locations.

3.2 Colors

Color coding is sometimes used on community wayfinding guide signs to help road users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area.

Community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system; however, The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-

priority regulatory and warning sign color meanings readily understood by road users.

3.3 Text and Legend

Community wayfinding guide signs should be limited to three destinations per sign.

A minimum specific ratio of 1 inch of letter height per 30 feet of legibility distance should be used.

Abbreviations should be kept to a minimum, and should include only those that are commonly recognized and understood. See Section 1A.15 in the MUTCD for a list of acceptable abbreviations.

Word messages should not contain periods, apostrophes, question marks, ampersands, or other punctuation or characters that are not letters, numerals, or hyphens unless necessary to avoid confusion.

The sign lettering for names of places, streets, and highways shall be composed of a combination of lower-case letters with initial upper-case letters.

All other word messages on community wayfinding guide signs shall be in all upper-case letters.

The unique letter forms for each of the Standard Alphabet series shall not be stretched, compressed, warped, or otherwise manipulated.

Design layouts for conventional road guide signs showing interline spacing, edge spacing, and other specification details shall be as shown in the "Standard Highway Signs and Markings" book. The principal legend on guide signs shall be in letters and numerals at least 6 inches in height for all upper-case letters, or a combination of 6 inches in height for upper-case letters and 4.5 inches in height for lower-case letters. On low-volume roads with speeds of 25 mph or less, and on urban streets with speeds of 25 mph or less, the principal legend shall be in letters at least 4 inches in height for all upper-case letters, or a combination of 4 inches in height for upper-case letters and 3 inches in height for lower-case letters.

3.4 Luminance and Retroreflectivity

The minimum luminance ratio of legend to background for community wayfinding guide signs shall be 3:1.

All messages, borders, legends, and backgrounds of community wayfinding guide signs and any identification enhancement markers shall be retroreflective.

Wayfinding guide signs shall be retroreflective or illuminated to show the same shape and similar color by both day and night. The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.

Green signs shall maintain minimum sign retroreflectivity levels as shown in Table 2A-3 in the MUTCD. Signs shall be replaced when they fail to meet the specified minimum retroreflectivity levels.

3.5 Pictographs

Pictographs shall be simple, dignified, and devoid of any advertising. Business logos, commercial graphics, or other forms of advertising shall not be used on community wayfinding guide signs or sign assemblies.

Pictographs may be used on community wayfinding guide signs.

If a pictograph is used, its height shall not exceed two times the height of the upper-case letters of the principal legend on the sign.

Except for pictographs, symbols that are not approved in this Manual for use on guide signs shall not be used on community wayfinding guide signs.

3.6 Identification Enhancement Markers

An identification enhancement marker may be used in a community wayfinding guide sign assembly, or may be incorporated into the overall design of a community wayfinding guide sign, as a means of visually identifying the sign as part of an overall system of community wayfinding signs and destinations.

The sizes and shapes of identification enhancement markers shall be smaller than the community wayfinding guide signs themselves. Identification enhancement markers shall not be designed to have an appearance that could be mistaken by road users as being a traffic control device.

The area of the identification enhancement marker should not exceed 1/5 of the area of the community wayfinding guide sign with which it is mounted in the same sign assembly.

Section 4—Informational Guide Signs

This section contains excerpts from the MUTCD Section 2D.50 and other related sections pertaining specifically to informational guide signs.

Informational guide signs are not for use on all roadway types. Specifically, Informational guide signs shall not be installed on freeway or expressway mainlines or ramps.

The color coding or a pictograph of the identification enhancement markers of the community wayfinding guide signing system shall be included on the informational guide sign posted at the boundary of the community wayfinding guide signing area. The color coding or pictographs shall apply to a specific, identifiable neighborhood or geographical subarea within the overall area covered by the community wayfinding guide signing.

Color coding or pictographs shall not be used to distinguish between different types of destinations that are within the same designated neighborhood or subarea. The color coding shall be accomplished by the use of different colored square or rectangular panels on the face of the

informational guide sign, each positioned to the left of the neighborhood or named geographic area to which the color-coding panel applies. The height of the colored square or rectangular panels shall not exceed two times the height of the upper-case letters of the principal legend on the sign.

The different colored square or rectangular panels may include either a black or a white (whichever provides the better contrast with the color of the panel) letter, numeral, or other appropriate designation to identify the destination.

Section 5—Sign Content

This section contains excerpts from the MUTCD Section 2D.50, MDOT's and the American Association of State Highway and Transportation Officials' (AASHTO) signing policies and other related sections pertaining specifically to sign placement.

Only facilities that adequately serve the needs of motorists will be signed.

No more than four (4) destinations shall be signed from any one intersection.

Necessary trailblazing signs must be in place from the highway to the facility before wayfinding signs are placed on the highway.

Connecting roads to the facility must be adequate to handle all types of anticipated vehicles under all weather conditions.

If after installation of wayfinding directional signs it is found that the criteria outlined herein are not met, notification will be given to the wayfinding administrator and reasonable time will be allowed for the deficiencies to be corrected. If after that time the criteria are still not met, then the signs will be removed.

In order to qualify for wayfinding signing on MDOT routes, destinations shall meet the following criteria:

- Be expected to have public restrooms, drinking water, adequate parking, all weather access roads, and have operating hours and any fees clearly displayed at the entrance to the premises.
- General admission, if collected, must be collected upon entry, and any charges must be clearly displayed to be apparent to the prospective visitors.
- Maintain regular posted hours and schedules which shall include being open to the public at least six (6) days a week, for a minimum of three (3) months of the year.

It is recommended that Communities establish a policy of what type traffic generators will qualify for wayfinding signing within their individual community.

Section 6—Definitions

For the purpose of this manual, the following definitions will apply. Words, terms, and phrases that are not explicitly defined herein will have their commonly accepted meaning.

Approach – all lanes of traffic moving toward an intersection or a midblock location from one direction, including any adjacent parking lane(s).

Arterial Highway (Street) – a general term denoting a highway primarily used by through traffic, usually on a continuous route or a highway designated as part of an arterial system. Arterial highways and streets are characterized by a greater degree of mobility and a lesser degree of access.

Average Annual Daily Traffic (AADT) – the total volume of traffic passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year. Normally, periodic daily traffic volumes are adjusted for hours of the day counted, days of the week, and seasons of the year to arrive at average annual daily traffic.

Average Daily Traffic (ADT) – the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

Crashworthy – a characteristic of a roadside appurtenance that has been successfully crash tested in accordance with a national standard such as the National Cooperative Highway Research Program Report (NCHRP) 350, "Recommended Procedures for the Safety Performance Evaluation of Highway Features" or the Federal Highway Administration's (FHWA) Manual for Assessing Safety Hardware (MASH).

Conventional Highway –a highway consisting of two (2) traffic lanes or divided highways with two (2) or more lanes in each direction without frontage roads on either side, and which has not been designated as either a Freeway or a Partially Controlled Access Highway. A conventional highway is classified as Type 3 under the MDOT roadway classification system.

Engineering Study – the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, provisions, and practices as contained in the MUTCD and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by a licensed engineer, or by an individual working under the supervision of a licensed engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

Expressway – a divided highway with partial control of access. An expressway is classified as Type 2—partially controlled access highway as designated under the MDOT Roadway Classification System. There are two types of partially controlled highways within the roadway classification system: Type 2A and Type 2B. Type 2A may have frontage roads for access; however, in the absence of frontage roads, access may be provided in the same manner as a Type 3 conventional highway until such time when frontage roads are added to the Type 2A highway. Type 2B highways provide access only at established entrances and exits from the highway.

Freeway – a divided highway with full control of access. A freeway is classified as Type 1 under the MDOT

roadway classification system. No abutting property is provided access except at constructed interchanges.

Guide Sign – a sign that shows route designations, destinations, directions, distances, services, points of interest or other geographical, recreational, or cultural information.

Highway – a general term for denoting a public way for purposes of vehicular travel, including the entire area within the right of way.

Logo – a distinctive emblem or trademark that identifies a commercial business and/or the product or service offered by the business.

Low Volume Road – a facility lying outside of built-up areas of cities, towns and communities, and having a traffic volume of less than 400 AADT. A low volume road shall not be a freeway, an expressway, an interchange ramp, a freeway service road, a road on a designated State highway system, or a residential street in a neighborhood.

Overhead Sign – a sign that is placed such that a portion or the entirety of the sign or its support is directly above the roadway or shoulder such that vehicles travel below it. Typical installations include signs placed on cantilever arms that extend over the roadway or shoulder, on sign support structures that span the entire width of the pavement, on mast arms or span wires that also support traffic control signals, and on highway bridges that cross over the roadway.

Pictograph – a pictorial representation used to identify a governmental jurisdiction, an area of jurisdiction, a governmental agency, a military base or branch of service, a governmental-approved university or college, a toll payment system, or a government-approved institution

Retroreflectivity – a property of a surface that allows a large portion the light coming from a point source to be returned directly back to a point near its origin.

Sign – any traffic control device that is intended to communicate specific information to road users through a word, symbol, and/or arrow legend. Signs do not include highway traffic signals, pavement markings, delineators, or channelization devices.

Sign Assembly – a group of signs, located on the same support(s), which supplement one another in conveying information to road users.

Sign Legend – all word messages, logos, pictographs, and symbol and arrow designs that are intended to convey specific meanings. The border, if any, on a sign is not considered to be a part of the legend.

Symbol – the approved design of a pictorial representation of a specific traffic control message for signs, pavement markings, traffic control signals, or other traffic control devices, as shown in the MUTCD.

Traffic Control Device – a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel, by authority of the private owner or private official having jurisdiction.

Type 1 Highway – See the definition for “Freeway”.

Type 2A Highway – See the definition for “Expressway”.

Type 2B Highway – See the definition for “Expressway”.

Type 3 Highway – See the definition for “Conventional Highway”.

Urban Street – a type of street normally characterized by relatively low speeds, wide ranges of traffic volumes, narrower lanes, frequent intersection and driveways, significant pedestrian traffic, and more businesses and houses.

Appendix A: MDOT Contact Information

MDOT's District Offices

District 1 – Tupelo (662.842.1122)

District One encompasses the counties of Alcorn, Chickasaw, Choctaw, Clay, Itawamba, Lee, Lowndes, Monroe, Oktibbeha, Pontotoc, Prentiss, Tippah, Tishomingo, Union, Webster, and Winston.

District 2 – Batesville (662.563.4541)

District Two encompasses the counties of Attala, Benton, Calhoun, Carroll, Coahoma, Desoto, Grenada, Lafayette, Leflore, Marshall, Montgomery, Panola, Quitman, Tallahatchie, Tate, Tunica, and Yalobusha

District 3 – Yazoo City (662.746.2513)

District Three encompasses the counties of Bolivar, Washington, Sunflower, Humphreys, Sharkey, Issaquena, Yazoo, Holmes, Warren, Claiborne, Jefferson, and Copiah.

District 5 – Newton (601.683-3341)

District Five encompasses the counties of Hinds, Kemper, Lauderdale, Leake, Neshoba, Newton, Noxubee, Madison, Rankin, and Scott.

District 6 – Hattiesburg (601.544.6511)

District Six encompasses the counties of Jasper, Clarke, Jones, Wayne, Lamar, Forrest, Perry, Greene, Pearl River, Stone, George, Hancock, Harrison, and Jackson.

District 7 – McComb (601.684.2111)

District Seven encompasses the counties of Amite, Adams, Pike, Walthall, Simpson, Jefferson Davis, Covington, Wilkinson, Franklin, Marion, Lawrence, Lincoln, and Smith.

MDOT's Traffic Engineering Division

Traffic Engineering Division – Jackson (601.359-1454)

Manual References

Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition, web address: http://mutcd.fhwa.dot.gov/

Standard Highway Signs and Markings, web address: http://mutcd.fhwa.dot.gov/ser-shs_millennium.htm

MDOT Rule 941-7601-00400, Directional Signing Policy for General Traffic Generators and Attractions, web address: http://mdot.ms.gov/apa_data/apa_rules/PDF_Record/traffic%20engineering/941-7601-00400/941-7601-00400.pdf

AASHTO Guidelines for the Selection of Supplemental Guide Signs for Traffic Generators Adjacent to Freeways (Draft—not published)

MDOT Rules Chapter 04002, Right of Way Encroachment Permits, web address: http://mdot.ms.gov/apa_data/apa_rules/PDF_Record/maintenance/37.i.7501.04002/37.i.7501.04002.pdf

MDOT Rules Chapter 09002, Control of Outdoor Advertising Adjacent to the Federal Aid Interstate and Federal Aid Primary Highway System, web address: http://mdot.ms.gov/apa_data/apa_rules/PDF_Record/maintenance/37.i.7501.09002/37.i.7501.09002.pdf