

OFFICE OF STATE AID ROAD CONSTRUCTION			S.O.P. NO. SA I-1-9
STANDARD OPERATING PROCEDURES			Page 1 of 1
Subject: S.O.P. LOCAL SYSTEM ROAD PROGRAM			Distribution A, B, C, D, E
EFFECTIVE July 1, 2005	ISSUED July 1, 2005	SUPERSEDES Page 1 of 1 S.O.P. NO. SA I-1-9 EFFECTIVE: October 15, 2001	APPROVED J. Brooks Miller, Sr. STATE AID ENGINEER

PURPOSE: To establish guidelines for the Local System Road Program (LSRP).

1. GENERAL:

The Local System Road Program was established with the passage of Senate Bill 2318, during the 2001 regular session. A Local System Road is defined as being any road maintained by a Board of Supervisors that is not included on the County's State Aid or Federal Aid System. The provisions of this Senate Bill are contained in Mississippi Code Sections 65-18-1 through 65-18-17.

2. ADMINISTRATION:

The Office of State Aid Road Construction is charged with the responsibility of administering the Local System Road Program.

- 2.1. The above referenced Code Sections provide that a County may use up to twenty-five percent (25%) of its State Aid funds for Local Systems Road projects. All rules applying to State Aid funds are applicable to funds used for the Local System Road Program.
- 2.2. To be eligible for funding under the Local System Road Program, a road must have a traffic count of less than 400 vehicles per day.
- 2.3. The above referenced Code Sections provide for a County to convert Local System Bridge funds into Local System Road funds only if that County has no remaining bridges eligible for LSBP funds with sufficiency ratings less than fifty (50).

3. DESIGN GUIDELINES:

Design guidelines for Local System Roads are determined by the State Aid Engineer in accordance with the above referenced Code Sections.

- 3.1. Geometric design criteria shall comply with Chapter V, Local Roads and Streets, of the current edition of the AASHTO Policy on Geometric Design of Highways and Streets.
- 3.2. Unless otherwise approved by the State Aid Engineer, base design shall follow procedures in effect for other State Aid projects. The current design guidelines provide that if a road has an ADT of less than 250 VPD, the Board may request that it be designed for maximum loading of 57,650 pounds; otherwise, base and pavement structures shall be designed for a maximum loading of 80,000 pounds.
- 3.3. The current design guidelines provide that drainage structures on Local Systems Road projects be designed for a storm frequency of ten (10) years.