

2A APPLICATION

Application, to perform any construction or non-routine maintenance work within State Highway Right-of-Way (R/W), must be made at the appropriate office in the District where the site is located. For commercial driveways, application is made to the District Access Management Office at the District Office. The District Access Management Office is the central point of contact. Application for residential driveways and temporary use driveways are made at the District Area Office. See Appendix A for a list of the District Offices and contact information. An applicant may also apply for a commercial or special encroachment permit application by the department's electronic website AMPS/ [Access Management Permitting System](#)

2A-1 APPLICANT QUALIFICATIONS

Application for a permit under these regulations will be accepted only from the property owner, lessor or an official representing the company, organization or group which owns or leases the property abutting the R/W and upon which the driveway or other permit work will be constructed. In the event the applicant leases the property to be served by the driveway, the lease should be for a period of at least three (3) years; otherwise the permit must be issued to the property owner. In any case, written acknowledgement of the permit work must be obtained from the owner or his agent.

In cases where a site with multiple owners is being developed by a single entity under a development agreement, the developer may apply for the permit. A copy of the development agreement between the developer and all affected property owners must be included with the application. The agreement must give responsibility for developing all affected driveways to the entity that is making application.

When application is made by an agent of the owner or if the owner is a partnership or corporation, written authorization allowing the agent to act on behalf of the owner must be provided by the applicant.

2A-2 PERMIT FORMS

Application for the various permits must be made on the appropriate form:

- DOT 7410 - SPECIAL ENCHROACHMENTS,
- DOT 7410 A –SPECIAL ENCROACHMENT FOR LIMITED LANDSCAPING
- DOT 7412 - DRIVEWAY PERMIT,
- DOT 7414 - TEMPORARY CONDITION.
- DOT 8413A - UTILITY ENCROACHMENTS

Only original forms may be used. Residential driveway applications can be obtained from the appropriate Area Office. All other permit forms will be provided to the applicant after plans are submitted to the Access Management Supervisor. Permit forms consist of multiple copies; each of which must be signed in ink by the applicant and the witness.

PERMIT PROCEDURES

Special encroachments are generally improvements required to accommodate a development that must be made within the right-of-way. An example would be additional lanes added to an existing intersection.

Temporary Condition Permits are typically driveways constructed to perform logging operations or other short duration activity such as construction entrances.

The applicant is asked to complete the “Permit Application Information Sheet” and submit the form along with the first submittal of the plans for review. A copy of the Information Sheet is contained in Appendix B.

Utility Encroachments Permits are generally required of utility companies to install, relocate, or adjust utilities within the right of way. The applicant is required to coordinate with the utilities affected by the driveway work for proper submittal of the appropriate Utility Encroachment Permits. The first submittal of the plans must show the existing and proposed utility facilities. Any review letters stating “no conflict”, “no facilities”, “existing easement”, etc. must be submitted on utility company letterhead.

2A-3 PRELIMINARY /CONCEPTUAL SITE PLAN

For large developments and any location where a property has or will be subdivided,, the applicant’s engineer is encouraged to meet with the District Access Management Office early in the plan development process. Refer to GA Code Section 32-6-151 for regulations regarding planning commission requirements for approval of subdividing property. A preliminary site plan is helpful to facilitate the exchange of information so the Access Management Supervisor can see the intent of the applicant. The preliminary site plan will also be useful in discussing the relevant requirements of these regulations.

Applicants are encouraged to consult their engineers and site designers to develop overall site plans. The site layout should have a central access point(s) to the overall development and access points connecting to alternate or adjacent roadways in order to equally distribute site traffic. The development should provide interior circulation which is set back from the state route where it connects to the main driveway intersecting the state route in order to prevent operational problems at the driveway. Refer to section 3A-3. The overall site plan approved will provide access to the entire site. No future driveways onto the state route will be permitted to individual lots. Future driveways will only be considered if they meet requirements.

2B PERFORMANCE BONDS

Each applicant will provide a performance bond or letter of escrow to assure that the authorized work is accomplished in accordance with the approved permit. In cases of noncompliance, the bond will be used to offset the cost of correcting or removing uncompleted or unauthorized work, and to offset the cost of any damages incurred by the Department or other parties as a result of the work or activities of the applicant in relation to this permit.

PERMIT PROCEDURES

The amount of the bond or letter of escrow is based on the estimated current construction costs as determined by the Department, shown in Table 2-1. A bond may be underwritten by a company housed outside of Georgia only if a Georgia resident agent of said Surety Company countersigns.

Blanket performance bonds are acceptable. The amount of the bond will be based on the construction estimates shown in Table 2-1, and the estimated number of permits to be requested statewide during the active period covered by the blanket bond. The blanket bond must contain the name of the owner or entity that is making application for permit. If the site is being developed on behalf of more than one owner under a development agreement, the surety must be in the name of the developer making application. The Department will allow the use of a Letter of Credit/ LOC if provided in a format preapproved by the Department. A copy of the most current format is available from the District Permit Engineer.

Posted Speed Limit	Number of Turn Lanes*	Roadway Type**	Calculated Cost	Minimum Bond amount ***
<=35	one	rural	\$34,263	\$40,000
<=35	one	urban	\$53,238	\$60,000
<=35	two	rural	\$64,890	\$70,000
<=35	two	urban	\$83,865	\$90,000
40-45	one	rural	\$44,143	\$50,000
40-45	one	urban	\$63,118	\$70,000
40-45	two	rural	\$98,975	\$100,000
40-45	two	urban	\$117,950	\$120,000
50-55	one	rural	\$51,553	\$60,000
50-55	one	urban	\$70,528	\$80,000
50-55	two	rural	\$119,722	\$120,000
50-55	two	urban	\$138,697	\$140,000
>=60	one	rural	\$61,432	\$70,000
>=60	one	urban	\$80,407	\$90,000
>=60	two	rural	\$145,410	\$150,000
>=60	two	urban	\$164,385	\$170,000
Add \$120,000 to Bond if new signal, add \$60,000 for existing signal modification				

- * For multiple driveways, add the bond amounts for each drive
- ** Urban = with curb and gutter; Rural = Paved or graded shoulders
- ***Bond amount may be increased at the District Engineer's discretion

TABLE 2-1 PERFORMANCE BOND AMOUNTS

For locations where no turn lanes will be constructed of for a Special Encroachment Permit review, the bond amount will be ½ of the minimum bond amount, or higher depending on the scope of the work, as determined by the Access Management Supervisor.

2C PLAN REQUIREMENTS

The applicant must submit appropriate plans with the permit application. Plans must conform to the minimum guidance described herein. In addition, the applicant's engineer shall also use his judgment to prepare plans that conform to accepted guidance including but not limited to the most current edition of *A Policy on Geometric Design of Highways and Streets* published by the [American Association of State Highway and Transportation Officials](#) (AASHTO Green Book).

When submitting plans for review, the applicant must provide three (3) sets. The Department prefers plans with 24" x 36" sheet size or smaller.

When submitting final plans, the applicant must provide two or three sets of 11" x 17" sheet size plans (GO, local government, District copies) and two or three sets full sheet size 24" x 36" plans (applicant, inspector, or District copies) as directed.

2C-1 PLAN CHECKLIST

The following checklist contains information that should be shown on plans submitted for Commercial Driveway and Special Encroachment Permit requests. For initial or concept reviews, two sets of plans should be submitted (three sets for requests that include a traffic signal), one copy of the Hydrology Report, and one copy of the Traffic Impact Study, if applicable. Plans should be 24" X 36". The scale of the plans should be 1"= 20'. If a smaller scale is used for overall plans, then enlarged details of the work on the RW must be furnished on a 1"= 20' scale. All sheets should be numbered and dated, with a north arrow.

1. A title block showing the name(s) of the property owner(s) of record as listed on the property deed, the permit applicant, if different from the property owner, and the name of the engineer or individual who prepared the plans. The Land Lot Number, Section Number, Georgia Militia District where applicable, District Number and the county in which the project is located. Contact information should include e-mail addresses for all owners, developers, and the engineer preparing the plans.
2. Location sketch map showing the location of the property in the surrounding area.
3. An overall site plan showing the road name, State Route number, US Route number, names of all intersecting roads, and the posted speed limit.
4. All existing features should be shown with screened line weights or dashed lines and all proposed features shown with solid lines. The designer may also screen existing features for clarity. This should be clearly shown on the plan legend.
5. Locations of all traffic signal equipment pull boxes, utility easements, existing above and below ground utilities and the proposed relocations for above and below ground utilities.

6. Location of the RW line, centerline of the road, all property lines with the names of the property owners on either side of the property being developed, and all existing driveways on both sides of the road.
7. The distance from the centerline of the highway or road to the R/W line at each corner of the property. (A general statement such as "Right-of-Way Varies" is not acceptable.)
8. The distance along the RW line from the centerline of the nearest named intersecting street to the property corner and the total property frontage. The total length of frontage of the property owned and, if different, the length of the frontage being developed under the permit.
9. Location of existing and proposed buildings, pumps, signs, grease racks, wash racks, underground storage tanks, etc. The distances between buildings, pumps, signs or any foundations on the property and the R/W line(s).
10. The width of existing and proposed roadway pavements, lane widths, lane lines, striping, pavement markings, RPMs, roadway signs, and direction of travel (using directional arrows) within the lanes.
11. The proposed driveway width, measured either from face of curb to face of curb (GA STD) or from edge of pavement to edge of pavement (GA STD). This measurement shall be perpendicular to the centerline of the driveway at its narrowest point. The intersecting angle of the proposed driveway to the highway centerline
12. The distance from the centerline of the driveway to each property line, measured along the R/W line.
13. The distance between driveways, if more than one driveway is proposed or existing, on both sides of the State Route. The distance to the nearest driveway on the adjacent property in each direction, and the opposite side of the road, measured along the R/W line.
14. The radii of all curves on the proposed driveways measured to the edge of pavement or face of curb.
15. Wheelchair ramps, designed in compliance with [*Americans with Disabilities Act*](#) and in accordance with current Georgia DOT Standards, shall be included at all driveways and streets where sidewalk is proposed.
16. Sight distances from each proposed driveway.
17. The proposed deceleration lane, including length of lane, length of taper, width of lane (measured from edge of existing travel lane to edge of pavement or to face of curb).
18. The proposed left turn lane and tapers with lengths and striping.

PERMIT PROCEDURES

19. For multi-lane facilities, existing and proposed signing and marking may be on a separate sheet.
20. The difference in elevation between the roadway and the driveway at the R/W line. The slope should not be greater than +/- 6.25%, if practical. There are situations that require greater slopes; these should be examined carefully before approving their use.
21. The distance from the edge of pavement to the center of the side ditch and the direction of the flow of water within the ditch.
22. Existing and proposed contour lines or elevations sufficient to show the natural and proposed drainage features within the property to be developed. This should include the entire adjacent highway R/W and any elevations needed to show how water flows once it leaves the property.
23. Cross sections for extensive grading on the Right of Way/RW.
24. Driveways and any new shoulder work on a tangent section should slope downward and away from the edge of pavement for a distance of at least 12' at a slope rate of 2.08% (1/4" per foot), generally, including any decel lane. If located in a super-elevated section, all construction should match the super-elevation for at least 12'. Shoulder cross slopes (behind curb and gutter) shall not exceed 2.08%.
25. The location and size of any existing and proposed side drain or cross drain culverts, catch basins, detention ponds, pipes, etc. and direction of flow within the structure(s).
26. Location, size, type, inverts and direction of flow of any proposed pipes or culverts, detention ponds, catch basins, inlets, etc. All pipes 48" and larger must have an inlet and an outlet headwall. Only safety headwalls are allowed on the RW. All pipes on the RW up to 48" must have [GDOT STD](#) Safety End Sections. If located outside the clear zone or behind guardrail, standard flared end sections may be used.
27. All structures which are to be extended must be extended in like kind. All drainage structures within the RW must be concrete or HDPE if approved by the Area Engineer. If additional fill is to be placed over an existing structure, the structure must be analyzed for strength to carry the additional load. Pipes and structures on the permit may match an active DOT construction project.
28. Drainage computations for all drainage structures including any existing structures which are to be extended. All drainage computations must show the drainage area, runoff coefficients, time of concentration and discharge for the required storm frequency. These computations must be in a report format and show high waters above the inlet of the pipe or above the flow line of the grate. All structures must have computations for inlet and outlet control and should include pre and post development runoffs. The post development runoff rate must not exceed the pre development runoff rate.

PERMIT PROCEDURES

29. Ditches should be designed to carry the design year storm, with erosion protection provided for a 10 year storm.
30. Driveway and side drain pipes should be designed for the 25 year storm unless a pipe emptying into the ditch leading to the driveway pipe is designed to carry a lesser frequency.
31. Open ended DOT cross drain structures which must be extended should be designed for the 50 year storm with no overtopping occurring during the 100 year storm.
32. On site detention pond designed for the 10 year storm, with computations, unless local jurisdictions require a lesser frequency.
33. On site detention pond outlet structures, including spillways, designed for the 100 year storm, with computations, unless local jurisdictions require a lesser frequency.
34. Curb inlets and grated inlets should be designed for the 10 year storm, except low points which shall be designed for the 50 year storm.
35. Erosion Control Plan.
36. Roadway Typical Section.
37. Suitable photographs of the site showing all existing features may be required for proper review of the application.
38. For requests that include landscaping or irrigation, a separate plan which shows the location, size and type of any trees, shrubs, bushes or other vegetation that exist on State R/W; the location, size, quantity and common botanical names of any proposed trees, shrubs or other vegetation; the location, size, type and direction of spray of any irrigation lines and heads proposed on the RW; and the location of a manual shut off valve behind the RW line. All irrigation systems on the RW must be wrapped in metallic tape during installation. An Indemnity Agreement must be signed by the property owner for all irrigation systems installed on the RW. A RW Mowing and Maintenance agreement is required for the applicant to maintain plantings on the RW.

2D TRAFFIC IMPACT STUDIES

The applicant is encouraged to conduct traffic studies as needed in order to identify geometric facilities that will be needed to satisfy the access/egress requirements of the site. The Department will require a traffic impact study for any site estimated to generate more than 2,000 gross daily trips using ITE Trip Generation Rates. The Department may require impact studies in other cases as deemed necessary. The studies may recommend alternative access configurations such as roundabouts or signalization. For studies considering these alternatives, the study should include analyses of both configuration alternatives with respective efficiencies of each. The study should recommend a preferred configuration based on analysis. Recommendation of final access configuration should consider types of traffic control at adjacent intersections for corridor consistency.

All traffic impact studies shall be conducted under the supervision of a Professional Engineer licensed in Georgia and all such reports shall be stamped and signed by the engineer. All traffic impact studies shall contain a **Certification** page, as shown in Appendix C. The certification should appear immediately behind the report cover.

The engineer must certify whether the proposed development, as shown in a preliminary site plan to be included with the impact study, conforms to the spacing and geometric design criteria as specified herein. If the proposed development does not comply, the traffic engineer should indicate the reasons for nonconformity and the Department may consider allowing the noted exceptions. If smaller developers wish to hand-draw their plans, this will be acceptable by the Department; however if any plans are drawn by an engineer, the engineer must be a professional engineer.

2E PERMIT PROCEDURES

The plan review and application process is initiated when the applicant or their engineer submits plans for review. For commercial driveways and special encroachments, the plans are submitted to the Access Management Supervisor in the District Office. For residential driveways, temporary condition driveways, and utility driveways the plans are submitted to the Area Engineer in the appropriate Area Office. Check with district offices for the use of the term "Certificate of Completeness."

Any traffic impact studies, traffic signal warrant analysis or hydrology studies necessary to complete a review of the request should be submitted with the first set of plans.

During the plan review and application process, the Access Management Supervisor will notify the applicant or their agent of any studies or documents that may be required for permit approval. These documents may include but not limited to a copy of the property owners Warrantee Deed, Lease Agreement, Right of Way Deed, Right of Way Mowing and Maintenance Agreement, Indemnity Agreement, Radius Encroachment Agreement. The applicant or their agent must supply all required documents, signed application and approvable plans to the Access Management Supervisor prior to receiving approval for the requested permit.

When final approval of the permit is made, the applicant will receive a letter of approval and an original Performance Bond form and any other document forms that may be required). The letter will include instructions on how to proceed with completing and submitting the Performance Bond, and other documents, if necessary. Once the applicant has furnished the completed Performance Bond and documents, the Area Engineer will issue the applicant's copy of the approved permit plans and permit poster. At that time, a preconstruction meeting shall take place with the Area Engineer and the applicant; and/or contractor.

The contractor is required to notify the Permit Inspector when the work will begin and when the work is complete. The work must be completed to the satisfaction of the Inspector before the project can be accepted and the bond is released. The project must be constructed according to the approved permitted plans. If during the construction of the work, questions arise or unforeseen conditions are encountered, the contractor shall contact the Permit Inspector for consultation. The Permit Inspector will require "as-built" drawings if significant modifications are approved in the field. The Permit Inspector shall not change design without first consulting the District for review and approval.

2E-1 DEPARTMENT APPROVAL

Department personnel will accomplish the processing of permits in an expeditious manner. The District Access Management Supervisor will be the primary point of contact for permits. The goal of the Department is to provide a decision on the permit within 20 working days after receiving all required information. The District Utilities Engineer will review all utility facilities shown on the plans and Utility Encroachment Permits or "no conflict", "no facilities", "existing easement" letters and approve or disapprove within 5 working days after receiving an acceptable submission from the District Access Management Supervisor. The District Traffic Engineer will be available for advice and guidance, if needed, and will assist in the review of a permit application, usually within 10 working days of a request.

If the permit site is adjacent to a two-lane road or a multi-lane or divided highway, the District Engineer or their designee may approve or disapprove the permit. In the event that the commercial driveway permit does not meet the spacing and turn lane criteria in Chapters 3 and 4, the District Traffic Engineer, may consult with the District Engineer prior to approving the permit and a completed and approved form, APPENDIX E, included in the file.

All permit requests on highways that are within an active GDOT improvement project or a project that is in the plan development process shall be reviewed by the appropriate design office before the permit is approved.

In the case of projects not on the State Highway System or not located on State owned rights-of-way, but for various reasons the Department is monitoring the project through preconstruction and acceptance, the Department will review the driveway request and make known to the local government under what conditions the plan would be acceptable to the Department. On all construction projects, which are monitored by DOT, on R/W owned by a local government, the Department shall approve or deny any access request with a letter to the local government.

2E-1A APPROVAL – MEDIAN CROSSOVERS

The Director of Operations and the State Traffic Engineer or their designee shall approve all requests to construct new median crossovers or to relocate existing crossovers. If the permit site is adjacent to a limited access highway, or involves a Limited Access fence, the DOT Commissioner shall approve or disapprove the permit.

If the applicant or his engineer has submitted plans that do not comply with the median crossover spacing and other geometric design guidance of these regulations, they may request a variance in writing stating the reason and evidenced with supporting data. The Department may consider granting an exception if the exception is in the best interest of the general use of the highway facility.

2E-1B APPROVAL – SCHOOL DRIVEWAYS

For new school facilities or redevelopment of existing school sites, the local governing authority or local school board authority must submit engineering plans with driveway designs in compliance with these regulations. The applicant's engineer is encouraged to meet with the District Access Management Office early in the plan development process. A preliminary site plan is required showing the desired access locations and considering multiple access routes to distribute the concentration of traffic accessing the site. The Department recommends the site plan include separate bus and student drop off points within the school site and include adequate internal circulation and parking to prevent excessive stacking of cars or busses on the highway.

At a minimum, all school driveways are required to have left turn lanes and right turn deceleration lanes as shown in Chapter 4 for each access point on the State Route system.

2E-2 TRAFFIC SIGNAL PERMITS

Traffic signal operation may be needed to safely and efficiently accommodate the access requirements for some developments. Since the type of traffic control affects the pavement marking design and sometimes the geometric design of an intersection, it is necessary to coordinate driveway permits with signal permits. This section will briefly describe the process to be followed when traffic signal operation is desired at the intersection of a proposed driveway with a State Highway. The recommended minimum spacing for traffic signals is 1000 feet.

In those cases where the traffic impact study indicates that traffic signal operation may be beneficial, a TE study should be prepared, to include a traffic signal warrant analysis and a proposed traffic signal design in compliance with the signal spacing requirement in Chapter 3, Section D. If the District Traffic Engineer concurs that traffic signal operation is needed, the TE study should be submitted to the Office of the State Traffic Engineer. An overall site plan of the area to be served by the proposed signal should also be included in the submittal. A traffic signal permit application, signed by the local government, must be submitted along with a letter from the local governing authority supporting the request for a traffic signal and the study indicating the local government's concurrence with the recommendation for the signal and their agreement to bear the costs of the electrical energy and telephone service used to operate the signal.

When the District Traffic Engineer sends a traffic signal study and permit application, for a proposed driveway, to the Office of the State Traffic Engineer for consideration, the District Traffic Engineer will notify the Access Management Supervisor.

The Department strives to be as responsive as possible when processing permits and allows many driveway applications to be approved at the District level. However, all traffic signal permits are reviewed by the Office of the State Traffic Engineer and must be approved by the Chief Engineer. For this reason, a driveway permit having pavement marking and geometric features requiring signalized operation should not be issued until the traffic signal permit has been approved or denied.

2F CONDITIONS PLACED ON PERMITS

The conditions enumerated in this section will be placed on the applicant as part of the application. These conditions to the permit continue to be in effect unless changes are made or authorized by the Department.

Violation of the conditions specified in a permit and in these regulations shall be ground for revocation of the permit. If necessary, the Department has the authority to remove a driveway constructed in violation of the permit and to restore the right of way. The cost of this work will be collected from the applicant or by using the performance bond, escrow, or letter of credit.

2F-1 GENERAL RESTRICTIONS

1. No driveway approach or other improvement constructed on DOT R/W, as an exercise of the permit shall be relocated or have its dimensions altered without the written permission of either the Access Engineer who approved the permit or a higher authority. A letter from the engineer approving the change must be sent to the applicant and all who received a copy of the original permit.

PERMIT PROCEDURES

2. Parking is prohibited on DOT R/W except in downtown areas where parallel or angle parking is provided by the city, by ordinance and in compliance with O.C.G.A. 32-6-2, 40-6-200, 40-6-202 or 40-6-204, or in those instances where a Temporary Conditional Special Encroachment Permit is approved for parking on the R/W. When approved by the Department, excess R/W may be leased for parking at the current property value rate.
3. Driveways should not be provided within the R/W for purposes of parking loading, servicing, etc.
4. Geometric and safety requirements shall be maintained as stipulated in the permit and shall not be altered by the applicant.
5. The applicant must take possession of an approved permit within 60 days of approval. If not, the permit will be canceled after 90 days.
6. Work under the permit shall begin within 90 days after approval. Failure to begin work will be cause for the permit to be canceled.
7. Construction work authorized by an approved permit shall be completed within twelve (12) months following approval of the permit. Permitted work not completed within twelve (12) months, for just reasons, may be officially extended, by the District Engineer, for an additional six (6) months. Additional permit extensions may be granted with sufficient cause by the District Engineer on an individual basis. If the permitted work is not completed in compliance with the terms, action will be taken to secure the bond or Escrow in order to complete the work to Department standards, or remove the uncompleted work and restore the R/W.
8. Once a permit has been canceled or voided, it cannot be reactivated or reinstated for any reason. A new permit must be submitted when the applicant is ready to begin work. This also includes the appropriate number of copies of up-to-date plans and all related documentation needed to review the application. This is necessary because when a permit is canceled, the file is closed out and placed with permits that have been completed. These are then cataloged and sent to the State Records Center for permanent retention.
9. New driveways to new businesses should not be opened for use by the traveling public until the final inspection and release of any bond or escrow by the District Engineer. This is not always possible; therefore, the Area Engineer may make a preliminary determination and allow it to be used if the Permit Inspector is satisfied that the driveway is complete enough and will operate safely and efficiently. In order to insure a timely release, the applicant is encouraged to coordinate all phases of work with the Permit Inspector.
10. It is the responsibility of the property owner to provide routine maintenance of the commercial driveway up to the radius return at the edge of the roadway without making improvements to it as governed by the permit process. Maintenance or replacement of the side drain pipe installed by the permittee will be their responsibility.

2F-2 LIABILITY AND RESPONSIBILITY OF APPLICANT

Applicants will be required to submit a Hold Harmless Agreement before the permit is approved. A copy of the Hold Harmless Agreement is provided in Appendix D.

The applicant is responsible for the relocation, adjustment or removal of all utility conflicts within the development area at no cost to the Department or the State. All traffic control devices including signs and traffic signal equipment relocated in compliance with the access permit will be completed at no cost to the Department. The Department encourages the applicant to contact the Utilities Protection Center (UPC) for “Design locate requests” which aids in the location of existing utility facilities for pre-design, advance planning purposes, or bidding. The applicant is encouraged to contact the District Traffic Operations Office to locate existing traffic signal equipment within the area of the access permit. Excavators shall contact the UPC in accordance with the Official Code of Georgia Annotated 25.9, before commencing excavation activities. Applicants or their contractors must notify the appropriate Area Office prior to beginning work on the right of way.

The applicant must move, relocate or remove any installation or construction placed on DOT R/W without cost to the Department or the State when instructed in writing to do so by the Department. If necessary, the applicant's performance bond or letter of escrow will be used to accomplish this work.

When determined necessary by the Department, the applicant must exhibit satisfactory evidence of adequate liability insurance to cover all aspects of the work specified under the permit for protection of the traveling public. Limits of such coverage shall be determined separately for each applicant and declared by the Department at its discretion.

2F-3 OWNERSHIP OF COMPLETED WORK

A median crossover constructed under a Special Encroachment or Commercial Driveway Permit becomes a feature of the highway and the unconditional property of the Department. The permit applicant or property owner(s) and/or lessees adjacent to the R/W at the crossover site retain no ownership or legal interest therein. The Department reserves the right and all authority to close, relocate or remove a crossover when such action is deemed necessary in the interest of public safety or efficiency of the roadway.