

October 4, 2005

Permanent and Temporary Access Break Needs

Permanent Limited Access Break Needs and Sale Criteria -

Permanent Limited Access Break Requests:

For any type of need (permanent or temporary) that crosses over, under or physically through WSDOT limited access, including trails and pedestrian structures, the following items need to be addressed: (Regions the documentation is the historical record for the reason behind the action. The detail should be so that someone conducting research 20 years from now can thoroughly understand why the request was made.)

- ✓ **Why?** Note the need, background and history for the request.
- ✓ **What** other alternatives have been looked at? Is there alternate access available? If so, why will the alternate access not work?
- ✓ **What** type of impacts will the break create?
- ✓ **How** to mitigate those impacts?

There is a detailed listing of limited access break request needs noted in the WSDOT Design Manual, Chapter 1430-10.

This access break request is worked with and submitted to the HQ Access and Hearings Unit. If the access break is part of the Interstate system, the HQ Access and Hearings Unit will submit the request to FHWA for their concurrence.

Selling of WSDOT owned Access Property rights and Additional Users:

When a request comes from an abutting property owner to purchase the right of access that WSDOT owns, in addition to the items above, the following review needs to be take place:

- Is the requested location within a HAC or near a HAL? If so, what factor(s) are creating the HAC or HAL? Would approval of the request contribute to collisions within the HAC or near the HAL?
- Verify the request in the field for correct type of use for the specific roadway, operational and safety needs.
- Bring the request to region traffic, maintenance and the unit administering the limited access program for their review and recommendation. (The request cannot adversely impact the safety and operational efficiency of the roadway.)
- If the region is able to support the request from an operational and safety standpoint, bring the HQ Access and Hearings Unit and region Real Estate Services on board.

- If the request is approved by HQ, then the request will be submitted to RES to begin the value determination portion of the process. **Often this will also include a surplus property review for the property right of limited access.**
- If the proponent wishes to continue the process after receiving notice of the cost to purchase the access, a request to update the R/W L/A plan will need to be processed by the region.

Temporary Limited Access Break Requests -

For any type of need (permanent or temporary) that crosses over, under or physically through WSDOT limited access, the following items need to be addressed: (Regions the documentation is the historical record for the reason behind the action. The detail should be so that someone conducting research 20 years from now can thoroughly understand why the request was made.)

- ✓ **Why?** Note the need, background and history for the request.
- ✓ **What** other alternatives have been looked at? Is there alternate access available? If so, why will the alternate access not work?
- ✓ **What** type of impacts will the break create?
- ✓ **How** to mitigate those impacts?
- ✓ **What** is the duration of the break request?
- ✓ **The** limited access fencing must be replaced nightly or a gate installed. The gate must be locked when not in use.
- ✓ **Does** the request enter onto either mainline or ramps?

If there is use of state right-of-way associated with the break request, contact region real estate services to determine the correct documentation.

Temporary Limited Access Break Requests for WSDOT construction projects:

Active construction access break requests are worked directly between the WSDOT project office and FHWA. Contact Dave Jones in HQ construction (360)705-7832 for assistance.

Updating of the Right of Way/Limited Access plan:

When a request can be approved, the R/W L/A plan needs to be updated. Region submits a red and green showing the location for the break(s) with stations for each break. Normally the plan update is submitted with the break request packet.

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