



MEMORANDUM

TO: District Engineers

DATE: August 3, 2011

FROM: John A. Barton, P.E. *John A. Barton, P.E.*

SUBJECT: Control of Access

With the close of the legislative session, several bills were passed that will affect the department including the compensation of buying and selling access to abutting property owners. As such, the denying of access to the state system needs to be clarified.

The denial of access to the state system will be limited to areas where the department owns such access, the Commission has designated the facility as full control access, or where control is needed for specific mobility and safety reasons. Attached is a policy statement for control of access on the state highway system reflecting these changes, M.O. 108544, 43 TAC §15.54, and examples of access control for different highway applications.

Questions related to right of way mapping and deeds may be directed to John Zimmerman, J.D., Right of Way Division at (512) 416-2928 and questions related to access management may be directed to Aurora (Rory) Meza, P.E., Design Division, at (512) 416-2678.

Attachments

cc: Amadeo Saenz, Jr., P.E.
David B. Casteel, P.E.
Bob W. Jackson, OGC
Owen Whitworth, AUD
Russel W. Lenz, P.E., CST
Mark A. Marek, P.E., DES
Aurora (Rory) Meza, P.E., DES
Toribio Garza, P.E., MNT
John P. Campbell, P.E., ROW
John B. Zimmerman, J.D., ROW
Carol T. Rawson, P.E., TRF
Mark E. Tomlinson, P.E., TTA
John D. Ewald, OGC
Suzanne L. Mann, OGC

CONTROL OF ACCESS ON THE STATE HIGHWAY SYSTEM

POLICY STATEMENT

A. LEGAL CONCEPTS.

It is well established case law in the State of Texas that an implied easement of ingress and egress exists for the benefit of real property that adjoins a public road, including a state highway. This right of access to and from the adjoining state highway facility is not absolute, but is subject to:

- (1) a valid exercise of regulatory authority by the Department;
- (2) purchase by the Department; and
- (3) statutory denial by Transportation Code, §203.034 for a new controlled access highway location.

(1) Regulatory Authority - Transportation Code, §§203.002 and 203.003 specifically authorize the Texas Transportation Commission to "...lay out, construct, maintain, and operate a designated state highway, with control of access as necessary to facilitate the flow of traffic and promote the public safety and welfare...." In addition to the Department's general ability to control access at specific locations on any state highway, Transportation Code, §203.031 authorizes the Commission to designate entire segments of a state highway as a controlled access highway with access from or to adjoining real property to be denied except as otherwise designated. The exercise of this police power is a legitimate and necessary authority of the State.

Title 43 Texas Administrative Code Chapter 11, Subchapter C, as recently amended, sets out the Department's access management policy and driveway regulations. According to §11.50, access management "... is an engineering and planning method of balancing the needs of mobility and safety on a highway system with the needs of access to adjacent land uses ..." and "... can promote a more coordinated intergovernmental, long term approach to land use and transportation decisions in the context of quality of life, economic development ...and public safety." Section 11.52 incorporates into the rules the Access Management Manual that governs the location, design, construction, and maintenance of all access connections.

If TxDOT limits an adjoining property owner's pre-existing access rights to a state highway **prior to September 1, 2011**, there is no compensation to be paid to the owner for TxDOT's exercise of access control provided that the property is left with reasonable access. If, however, there is a complete denial of access (the property is landlocked) or the control of access results in a material and substantial impairment of access to the property (no reasonable access remains), the owner is entitled to damages. **Effective September 1, 2011, this compensation standard will change.** After that date, Property Code, Section 21.042, provides that an abutting property owner will be entitled to compensation for a "material impairment of direct access on or off the remaining

property that affects the market value of the remaining property." "Direct access" for state highways means ingress and egress on or off a highway at a location where the remaining property adjoins that highway, but does not include increased circuitry of travel or diversion of traffic." This new compensation standard has not yet been tested or interpreted by the courts and its true meaning will be developed over time. It is clear, however, that the standard for assessing damages related to access denial will be lowered and result in increased costs to the State for acquisition of right of way. The Department is developing its interpretation and will begin appraising right of way parcels using the new impairment of access standard for acquisitions occurring after September 1, 2011.

(2) Purchase - The right of access to a state highway (either complete denial, or a material impairment of direct access) can be valued by an appraiser as a real property interest and purchased by the Department.

(3) Statutory Denial - Transportation Code, §203.034 specifically states that "...An owner of real property adjoining a new controlled access highway location is not entitled to access to the new highway location as a matter of right" and provides further that the initial denial of access is not a ground for damages. Section 203.034, however, does not mandate that all access will be denied. The Commission has the same authority under Transportation Code, §§203.03 and 203.031 to designate permitted locations of access. Section 203.034 merely prevents a claim of damages if access to a specific property adjoining the new controlled access highway location is denied. There is no claim to compensation for the denial of access because no prior right of implied access to a public road existed before the new highway was built. If, however, the practical result of the new location highway is to landlock a property that previously had access to another public road, the Department may be liable for damages.

B. POLICY FOR ACCESS TO NEW LOCATION HIGHWAYS.

I. Prior Policy for New Location Highways.

Minute Order 108544, dated June 28, 2001, established the Department's most recent policy for granting or denying access on new location highways (copy attached). Specific orders in the minute order provide that "...all new location relief routes on the state highway system shall be full controlled access..." and that "...the executive director will minimize the construction of any frontage roads along newly designated controlled access highways ... consistent with the criteria outlined in 43 TAC §15.54...." A copy of §15.54 is also attached. Following adoption of the minute order, the Department generally complied with a strict philosophy to control access whenever possible through both design schematic and right of way acquisition, to include all new location highways as well as the widening of existing highways (regardless of whether the highways were relief routes or freeways with only main lanes).

2. New Policy for New Location Controlled Access Highways.

a. Highways With Full Control of Access. The Department will continue the policy described in the specific provisions of Minute Order 108544 that apply the requirement of full controlled access to all new location relief routes and minimize the construction of frontage roads along newly designated controlled access highways in accordance with the requirements of 43 TAC §15.54. The policy requiring full control of access (no direct access from adjoining property to the main lanes) should also be applied to other state highway facilities designed for through traffic on main lanes, such as interstates and freeways.

b. Highways With Less Than Full Control of Access. The policy of full controlled access should not, however, be automatically applied to all new location highways. Within the broad legal concepts of access management, TxDOT has a great deal of flexibility. Consideration should be given to the type and purpose of the particular highway facility, including whether it is a relief route, an interstate, freeway, U.S. highway, other major arterial, or a frontage road. Except for the highway facilities described above in Paragraph 2. a., all other new location controlled access highways, including extensions and realignments of an existing facility, should be designed with access to be restricted only as determined by the District Engineer or designee working in conjunction with Design Division and Administration. Access should be permitted or denied in accordance with the Roadway Design and Access Management Manuals and sound engineering judgment. The same concepts should be applied to the widening of existing controlled access highways that are not subject to full control.

c. Frontage Roads. The Department will continue the policy described in the specific provisions of Minute Order 108544 that limit the construction of frontage roads along newly designated controlled access highways in accordance with the requirements of 43 TAC §15.54.

(1) Continuous frontage roads between logical termini. If frontage roads are constructed between logical termini, access should be permitted except where denied for safety or mobility reasons in accordance with the Roadway Design and Access Management Manuals and sound engineering judgment, and in locations where TxDOT already owns access rights.

(2) Short segments to relieve landlocked properties. If short segments of frontage roads are constructed to relieve landlocked properties, access will be negotiated between the Department and affected property owners as part of the right of way acquisition process. Permitted access will still be subject to safety concerns in accordance with the Roadway Design and Access Management Manuals and sound engineering judgment.

d. Public Road or Street Access to Highway. When requests are received for a new public road or street seeking permission to access an existing controlled access facility on the state highway system, or other location where access at

the proposed location is currently denied, such requests require Commission approval. As this is an intersection of two public roads, there is no sale or purchase of access rights involved, but only the designation to show a new access point for the public road.

e. Temporary Access. In the case of a new location highway that will be constructed in phases, temporary access may be permitted to the main lanes when a property would otherwise be landlocked. The terms and conditions of temporary use will be clearly stated in the access permit as provided in the Access Management Manual.

f. Change in Condition. When a change in condition of either the highway facility or the adjoining property occurs after construction of the new location highway and the change materially impacts access to the property, the District or Region should coordinate a response with Design Division and Administration.

3. Policy for New Location Non-Controlled Access Highway. New location non-controlled access highways, including state highways and farm to market road, should be designed with access permitted except where denied for safety and mobility reasons in accordance with the Roadway Design and Access Management Manuals and sound engineering judgment.

C. POLICIES FOR THE APPLICATION OF ACCESS CONTROL ON SCHEMATICS.

1. Prior Policy. Following the 2001 Minute Order, an informal policy was adopted to show on schematics a denial of access along the right of way line in all locations except where existing driveways were located or negotiated. This policy was applied to all types of highways. Within the last couple of years, the policy has been altered to provide fewer denials of access.

2. New Policy. The extent of TxDOT's access control along the right of way line will continue to be shown on design schematics. Except for highways with full control of access, such as interstate or freeway, access along the right of way line should not be shown as denied in advance on design schematics (whether new location or a widening of the highway facility) unless the denial of access at a particular location is necessary for safety or mobility reasons. A denial, however, will continue for locations where TxDOT already owns access rights. In locations where access is to be controlled for safety or mobility reasons, the denial should be annotated as "access denied." For all other areas, the annotation should normally be "Access may be permitted in accordance with Access Management Manual guidelines."

In addition to the designation of denied access along the right of way line, a "no crossing line" may also be inserted between the frontage road and main lanes in those locations where it is appropriate to specifically identify a prohibition of direct access to the main lanes. This no crossing line will be identified with a "NC" to distinguish it from the standard access denial line along the right of way.

D. POLICIES FOR THE ACQUISITION OF ACCESS RIGHTS ON HIGHWAY FACILITIES.

1. Prior Policy. Following the 2001 Minute Order, an informal policy was adopted to indicate on the legal description and survey plats of right of way deeds a denial of access in all locations except where existing driveways were located or negotiated. This policy was applied to all types of highways. Within the last couple of years, the policy has been altered to provide fewer denials of access.

2. New Policy. Legal descriptions and survey plats for the acquisition of right of way parcels needed for a highway improvement project will continue to be based on design schematics. Those schematics will comply with the new policy for limited denial of access along the right of way line described above in Section C.

a. Legal descriptions and survey plats for right of way deeds should identify locations where access is to be denied for safety or mobility reasons, and such denial should be described by reference to a denial or prohibition across a described line of access denial coincident with the proposed right of way line. For all other areas along the right of way line that are not designated as "access denied," there should not be any identification or annotation of access control. Language in the right of way deed or court judgment should indicate that in the areas where access is not denied, access may be permitted in accordance with Access Management Manual guidelines.

b. Right of way parcels may also be created for acquiring access only (AC parcels) when access needs to be controlled at that location, but no land from that adjoining property is needed for the highway improvement project.

E. DESIGN AND RIGHT OF WAY MANUALS - DISTRICT TRAINING.

The Design Division and the Right of Way Division will each revise its manuals to reflect the new policy and training will be conducted throughout the State for all affected Department employees including both management and staff.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 1 of 1

Districts VARIOUS

The Texas Department of Transportation (department) is committed to following its frontage road rules in Title 43 Texas Administrative Code (TAC) §15.54; however, further clarification would aid their full implementation for new controlled access highways.

It is the policy of the department to design new location relief routes to function as conduits through populated areas without adversely impacting the through traffic or local traffic.

Since access points lead to congestion on the main lanes of controlled access highways, sound engineering practices dictate that a controlled access highway, such as a relief route on the Texas Trunk System, should be designed with as few access points as feasible.

The department plans to develop all relief routes designated in the future as full controlled access facilities, to the extent possible.

Interchanges are to be spaced to preserve the capacity on the main lanes and industrial and local development is to be limited to the adjacent on and off-system roadway network.

New controlled access highways are to be developed without frontage roads whenever feasible.

During and after the planning stage, the need for frontage roads must be fully justified in accordance with TAC §15.54 (d), and when it is the only feasible alternative after all other alternatives have been considered.

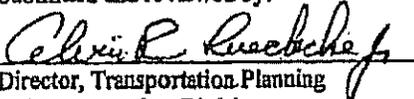
IT IS THEREFORE ORDERED by the Texas Transportation Commission (commission) that all new location relief routes on the state highway system shall be full controlled access.

IT IS FURTHER ORDERED by the commission that the executive director will minimize the construction of any frontage roads along newly designated controlled access highways in Texas, consistent with sound engineering judgment and with the criteria outlined in 43 TAC §15.54.

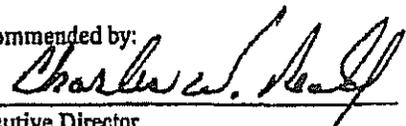
IT IS UNDERSTOOD that this order will apply to projects with Long-Range Project Status and, whenever possible, to projects being developed in Priority 2.

IT IS FURTHER ORDERED that the existing rules in §15.54 (d) be reviewed and modified as necessary to better define this policy.

Submitted and reviewed by:


Director, Transportation Planning
and Programming Division

Recommended by:


Executive Director

108544 JUN 28 01

Minute Number	Date Passed
------------------	----------------

[<<Prev Rule](#)

Texas Administrative Code

[Next Rule>>](#)

<u>TITLE 43</u>	TRANSPORTATION
<u>PART 1</u>	TEXAS DEPARTMENT OF TRANSPORTATION
<u>CHAPTER 15</u>	FINANCING AND CONSTRUCTION OF TRANSPORTATION PROJECTS
<u>SUBCHAPTER E</u>	FEDERAL, STATE, AND LOCAL PARTICIPATION
RULE §15.54	Construction

(a) Purpose. This section describes the conditions under which state, federal and local financing of construction costs are to be shared.

(b) Funding. Construction costs may be funded by the commission at the entire expense of the department, with local participation, and/or with federal participation, as described in §15.55 of this title (relating to Construction Cost Participation), and in accordance with criteria set forth by federal and state law and regulations. The local government shall also be responsible for the total cost of any work included which is ineligible for federal or state participation as specified in §15.52 of this title (relating to Agreements).

(c) Sidewalks. The department will also provide for sidewalk construction, accomplished in accordance with the requirements of the Americans with Disabilities Act and other applicable state and federal laws, on designated state highway system routes:

- (1) when replacing an existing sidewalk;
- (2) where highway construction severs an existing sidewalk system (the state will make connections within highway right of way to restore sidewalk system continuity); or
- (3) where pedestrian traffic is causing or is expected to cause a safety conflict.

(d) Control of Access on Freeway Mainlanes.

(1) For facilities with full control of access, such as interstate highways or freeways developed by commission designation pursuant to Transportation Code, Chapter 203, access to the main travel lanes is fully controlled through designation, purchase of access rights, or provision of frontage roads.

(2) The department will include frontage roads in the planning stage of highways with full access control when:

- (A) it is necessary to unlandlock the remainder of a parcel of land which has a value equal to or nearly equal to the cost of the frontage road;
- (B) the appraised damages, resulting from the absence of frontage roads at the time of planning, would exceed the cost of the frontage roads; or
- (C) it is necessary to restore circulation of local traffic due to local roads or streets being severed or seriously impaired by the construction of the controlled access highway, and an economic analysis shows the benefits derived more than offset the costs of constructing and maintaining the frontage roads.

(3) In those instances where requests for additional frontage roads are received during or subsequent to the planning stage or after the freeway has been constructed, they may be considered and placed in order of the priority of highway needs.

(A) When right of way and utility adjustment costs are shared with a local government on a standard participation basis applicable to the highway designation, the department may assume 100% responsibility for additional frontage road construction as follows:

(i) on relatively short sections of frontage roads where through lane traffic is experiencing high accident rates due to local access and where such construction can be expected to substantially improve safety; or

(ii) in heavily traveled urban corridors where gaps occur in the existing frontage road systems, and closing these frontage road gaps will restore system continuity and provide a cost-effective method of enhancing traffic operations in the corridor.

(B) The department may assist a requesting local government in the construction of additional frontage roads as follows:

(i) where a usable section of frontage road that will be of benefit to the traveling public is to be developed (usable section being defined as an addition or extension from a cross road separation to cross road separation or connecting to a public roadway or major traffic generator);

(ii) where such frontage road construction is judged to not adversely impact existing traffic operations or safety;

(iii) where the department is responsible for design and construction of the added frontage roads; and

(iv) except as provided in subparagraph (E) of this paragraph, and as adjusted under §15.55 of this title (relating to Construction Cost Participation), when the requesting local government furnishes 100% of needed right of way and utility adjustment costs and 50% of the cost of construction, including preliminary and construction engineering.

(C) The department may approve additional frontage road construction, which is 100% funded by the requesting local government as follows:

(i) if the frontage road construction primarily provides new or improved access to abutting property and does not necessarily provide a usable section as defined in subparagraph (B)(i) of this paragraph (a type of addition that would provide limited benefits to the general traveling public); and

(ii) except as provided in subparagraph (E) of this paragraph, where the department is responsible for designing and constructing the frontage road and the requesting local government is responsible for 100% of the construction, right of way, and utility adjustment costs including preliminary and construction engineering.

(D) Where right of way costs are 100% the responsibility of the requesting local government, relocation assistance benefits will also be 100% the responsibility of the local government and must be accomplished in compliance with department policies and procedures.

(E) The department may waive any one or more of the cost conditions stated in subparagraphs (B)(iv) and (C)(ii) of this paragraph, provided that the waiver is first approved by written order of the commission. In approving a waiver, the commission will base its decision on consideration of the population level, bonded

indebtedness, tax base, and tax rate of the local government involved, or other conditions the commission deems pertinent.

(4) For additional frontage roads requested subsequent to the planning stage or after the freeway has been constructed, control of access as originally conceived for the facility may be modified to allow access to the proposed frontage road only to the extent as may be permitted by safety considerations and in keeping with department policies and procedures. The sale or disposal of access rights shall be accomplished in accordance with Chapter 21, Subchapter F of this title (relating to Disposal of Real Estate Interests).

(5) Access driveway connections shall be for securing access to abutting property. Costs and provision thereof shall be in accordance with the criteria and responsibilities established in §§11.50-11.55 of this title (relating to Access Connections to State Highways).

(e) Drainage Construction Costs.

(1) In general, it shall be the duty and responsibility of the department to construct, at its expense, a drainage system within state highway right of way, including outfalls, to accommodate the storm water which originates within and reaches state highway right of way from naturally contributing drainage areas.

(2) Where a drainage channel, man-made, natural, or a combination of both, is in existence prior to the acquisition of highway right of way, including right of way for widening the highway, it shall be the duty and responsibility of the state to provide for the construction of the necessary structures and/or channels to adjust or relocate the existing drainage channel in such a manner that the operation of the drainage channel will not be injured. The construction expense required shall be considered a construction item. The acquisition of any land required to accomplish this work shall be considered a right of way item, with cost participation to be in accordance with §15.55 of this subchapter (relating to Construction Cost Participation).

(3) The department, at its expense, shall adjust the structure and/or channels within the existing highway right of way as necessary to accommodate the approved drainage plan:

(A) where an existing highway crosses an existing drainage channel, and a political unit or subdivision with statutory responsibility for drainage develops a drainage channel to improve its operation, both upstream and downstream from the highway;

(B) after the state establishes that the drainage plan is logical and beneficial to the state highway system;

(C) where there is no storm water being diverted to the highway location from an area which, prior to the drainage plan, did not contribute to the channel upstream of the highway; and

(D) after construction on the drainage channel has begun or there is sufficient evidence to insure that the drainage plan will be implemented.

(4) A drainage facility may not be built across state highway right of way unless the person building the facility pays the entire costs of construction and maintenance. The design, construction, operation, and maintenance procedures for the facility within state highway right of way must be acceptable to the department.

(5) A local government may not use a department drainage system unless it pays for the entire cost of collecting and carrying its water to the department system and its proportional share of all costs relating to the system and outfall. The local government's proportional share shall be the ratio of cubic feet of water per

second that it delivers into the department system, divided by total cubic feet of water per section that is carried by the system. The local government requesting the drainage diversion shall indemnify the state against or otherwise acknowledge its responsibility for damages or claims for damages resulting from such diversion.

(f) Highway adjustments for reservoir construction.

(1) Where existing highways and roads provide a satisfactory traffic facility in the opinion of the department and no immediate rehabilitation or reconstruction is contemplated, it shall be the responsibility of the reservoir agency, at its expense, to replace the existing road facility disturbed by reservoir construction in accordance with the current design standards of the department, based upon the road classification and traffic needs.

(2) Where no highway or road facility is in existence but where a route has been designated for construction across a proposed reservoir area, the department will bear the cost of constructing a satisfactory facility across the proposed reservoir, on a line and grade for normal conditions of topography and stream flow, and any additional expense as may be necessary to construct the highway or road facility to line and grade to comply with the requirements of the proposed reservoir shall be borne by the reservoir agency.

(3) In soil conservation and flood control projects involving the construction of flood retarding structures where a highway or road operated by the department will be inundated at less than calculated 50-year frequencies by the construction of a floodwater retarding structure, the soil conservation service or one of its cooperating agencies will provide funds as necessary to raise or relocate the road above the water surface elevation which might be expected at 50-year intervals. In those cases where a highway or road operated by the department will not be inundated by floods of less than 50-year calculated frequency, it will be the responsibility of the department to underwrite this hazard for the general welfare of the state and continue to operate the road at its existing elevation until such time as interruption and inconvenience to highway travel may necessitate raising the grade.

(g) Irrigation crossings.

(1) Where an irrigation facility is in existence prior to the acquisition of highway right of way, including right of way for widening, and the highway project will interfere with such a facility, the following provisions shall govern.

(A) If, at the place of interference, the irrigation facility consists primarily of an irrigation canal which crosses the entire width of the proposed right of way, this shall be considered a crossing and it shall be the duty and responsibility of the department to construct and maintain an adequate structure and to make the necessary adjustments or relocations of minor laterals and pumps, etc., associated with the crossing, in such a manner that the operation of the irrigation facility will not be injured. The construction work at a crossing will be considered a construction item with the expense to be borne by the department. The acquisition of any land required to accomplish the adjustments and/or relocation shall be a right of way item.

(B) Any irrigation facility encountered which does not cross the right of way and consists primarily of a longitudinal canal and/or associated irrigation appurtenances such as pumps, gates, etc., which must be removed and relocated shall be considered a right of way item.

(C) In those cases where both crossing and longitudinal adjustments or relocation of irrigation facilities are encountered, each segment shall be classified in accordance with subparagraph (A) and (B) of this paragraph.

(2) An irrigation facility may not be built across state highway right of way unless the person building the facility pays the entire cost of construction and maintenance. The design, construction, operation, and

maintenance procedures for the facility within highway right of way must be acceptable to the department.

(h) Traffic signals and continuous and safety lighting systems. The installation, maintenance, and operation of traffic signals and continuous and safety lighting systems shall be accomplished in accordance with §25.5 of this title (relating to Installation, Operation, and Maintenance of Traffic Signals) and §25.11 of this title (relating to Continuous and Safety Lighting Systems).

Source Note: The provisions of this §15.54 adopted to be effective September 26, 1996, 21 TexReg 8957; amended to be effective January 1, 1998, 22 TexReg 12090; amended to be effective November 22, 1998, 23 TexReg 11661; amended to be effective February 21, 1999, 24 TexReg 1194; amended to be effective January 9, 2005, 29 TexReg 12241

[Next Page](#)

[Previous Page](#)

[List of Titles](#)

[Back to List](#)

[HOME](#) | [TEXAS REGISTER](#) | [TEXAS ADMINISTRATIVE CODE](#) | [OPEN MEETINGS](#) | [HELP](#)

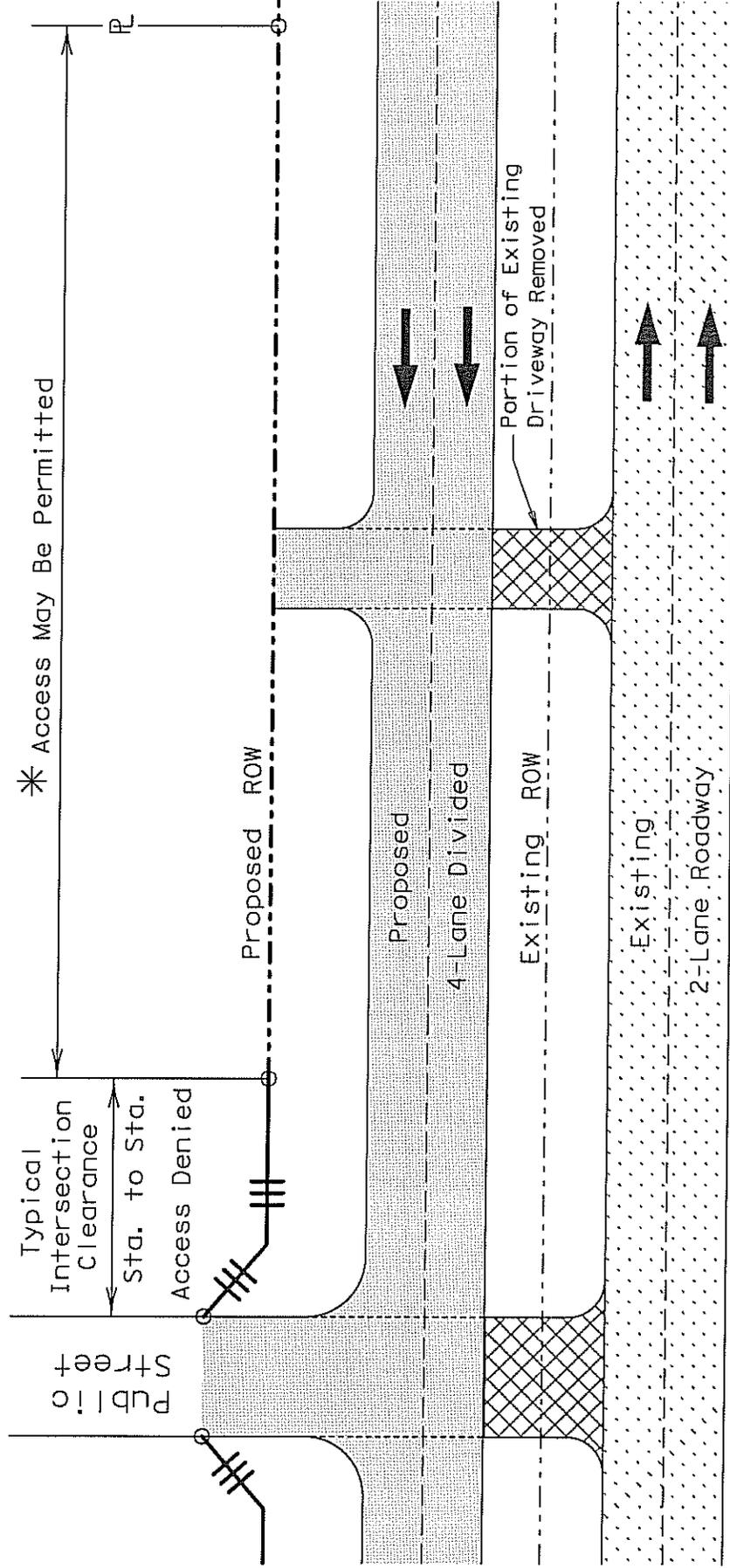
Non-Controlled (Managed) Access Highway

(2-Lane to 4-Lane Divided Expansion)

Factors:

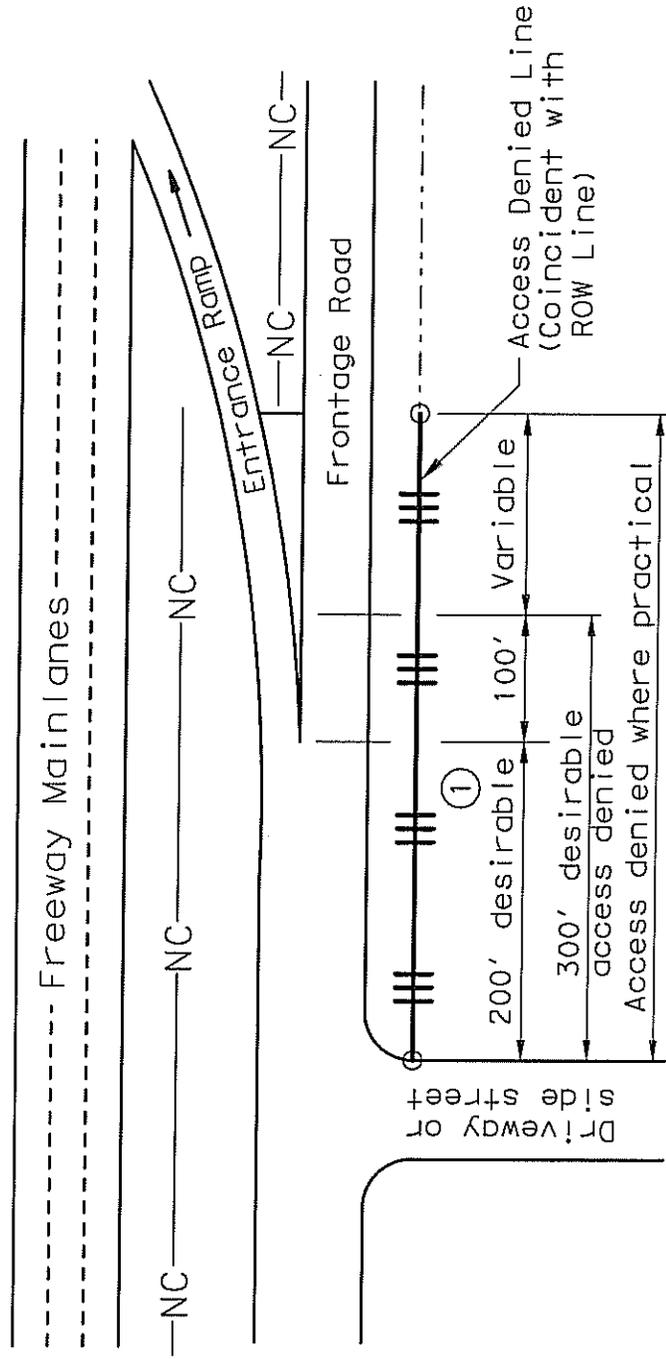
1. Right of way is being acquired for expansion of an existing facility
2. Prior to expansion, property owners may have existing right of access

* Access may be permitted in accordance with Access Management Manual guidelines.



	Existing ROW Line		To Be Obliterated
	Proposed ROW Line		
	Proposed Access Denied Line		

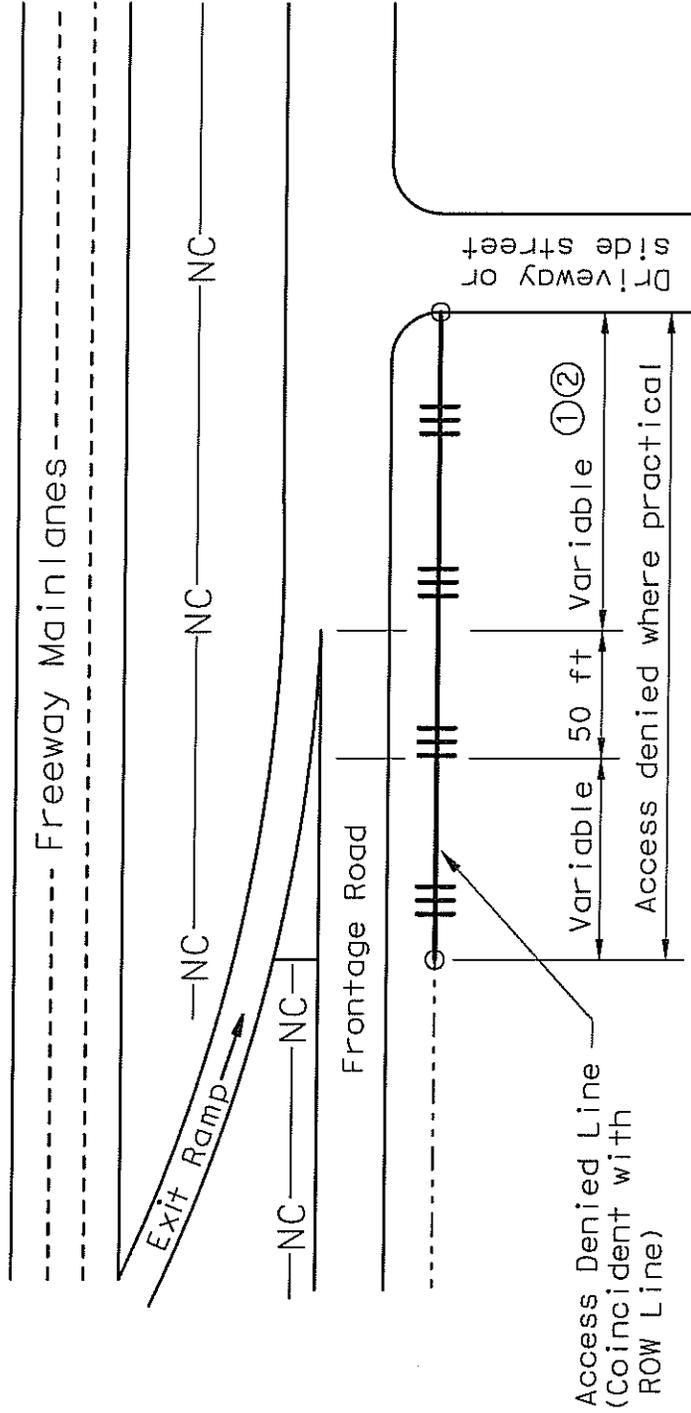
RECOMMENDED ACCESS CONTROL AT ENTRANCE RAMP JUNCTION WITH FRONTAGE ROAD



① When a minimum 100' separation distance cannot be obtained, consideration should be given to channelization methods that would restrict access to driveways within the 100' separation distance.

- Existing ROW Line
- ||| Proposed Access Denied Line
- NC— No Crossing Line

RECOMMENDED ACCESS CONTROL AT EXIT RAMP JUNCTION WITH FRONTAGE ROAD



- ① For exit ramp to driveway, side street, or cross street spacings, see Table 3-16 of the TxDOT Roadway Design Manual.
- ② When a minimum 250 ft separation distance cannot be obtained, consideration should be given to channelization methods that would restrict access to driveways within the 250 ft separation distance.

- - - - - Existing ROW Line
 -||- Proposed Access Denied Line
 -NC- No Crossing Line

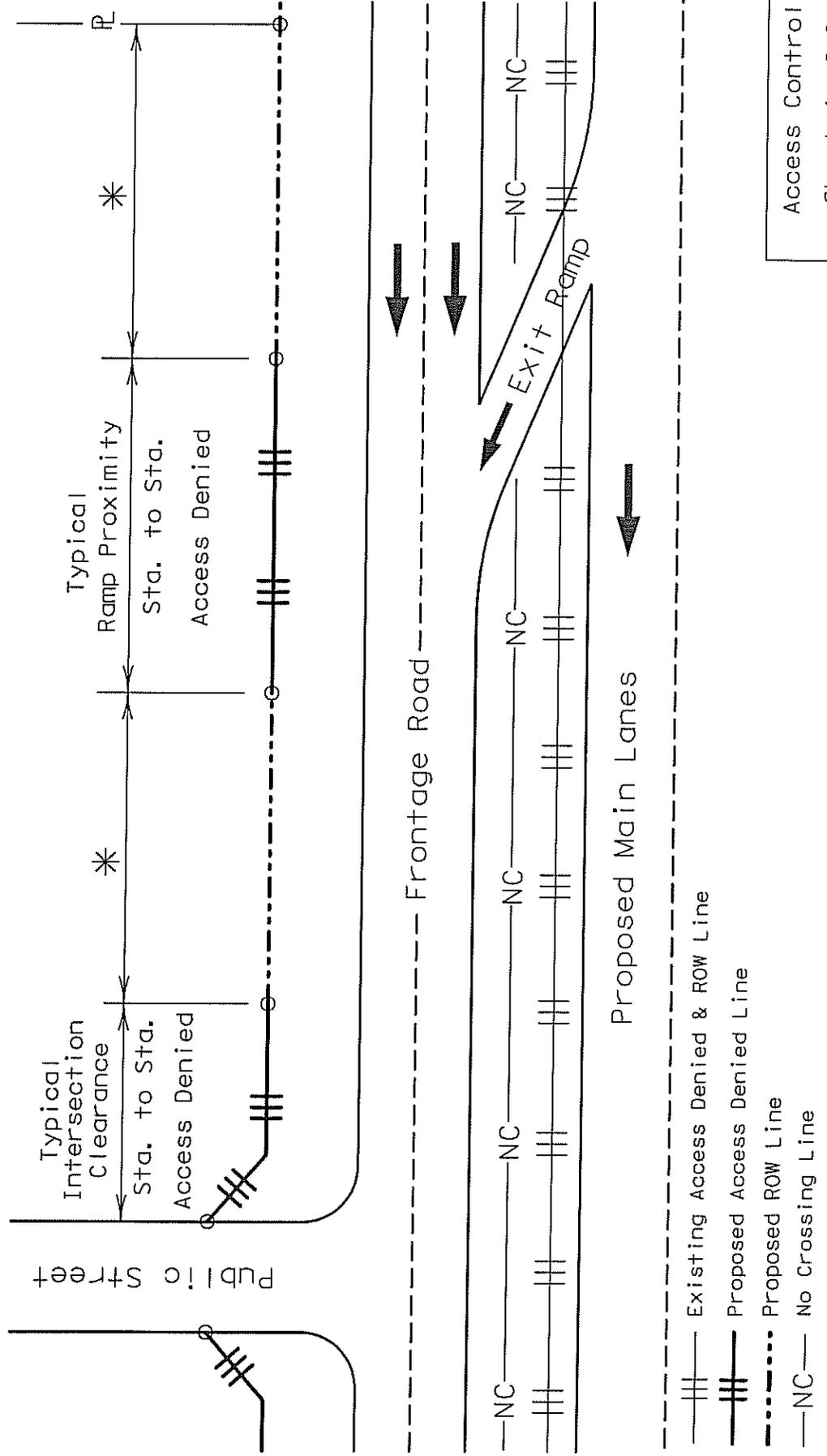
Controlled Access Highway

(Existing Facility)

Factors:

1. Designated, controlled access highway
2. Right of way is being acquired for expansion of an existing facility
3. Prior to expansion, property owners may have existing right of access

* Access may be permitted in accordance with Access Management Manual guidelines.



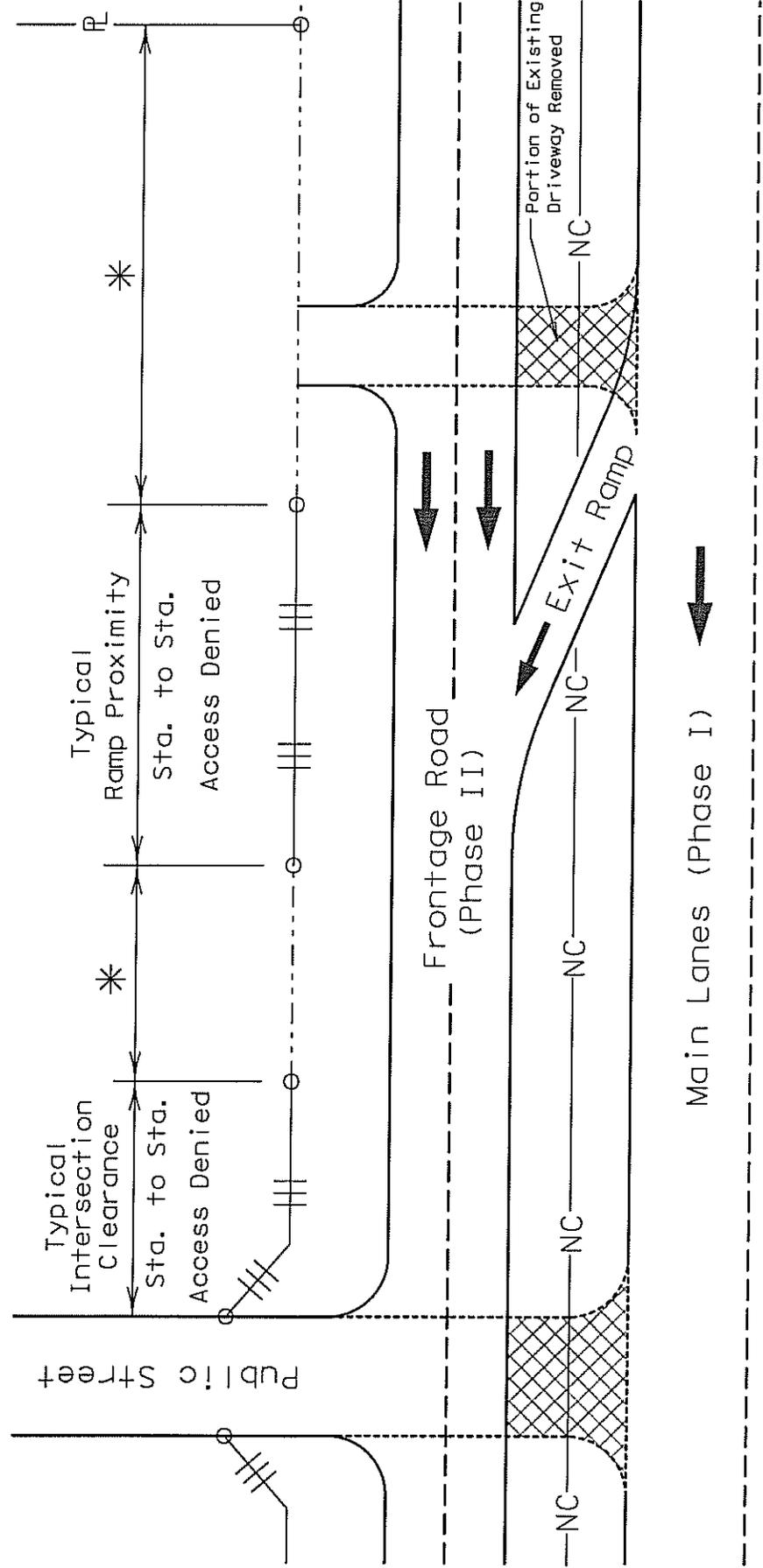
Controlled Access Highway

(Phase Construction)

Factors:

1. Designated, controlled access highway
2. Right of way has been acquired for expansion of an existing facility
3. Prior to expansion, property owners may have existing right of access

* Access may be permitted in accordance with Access Management Manual guidelines.



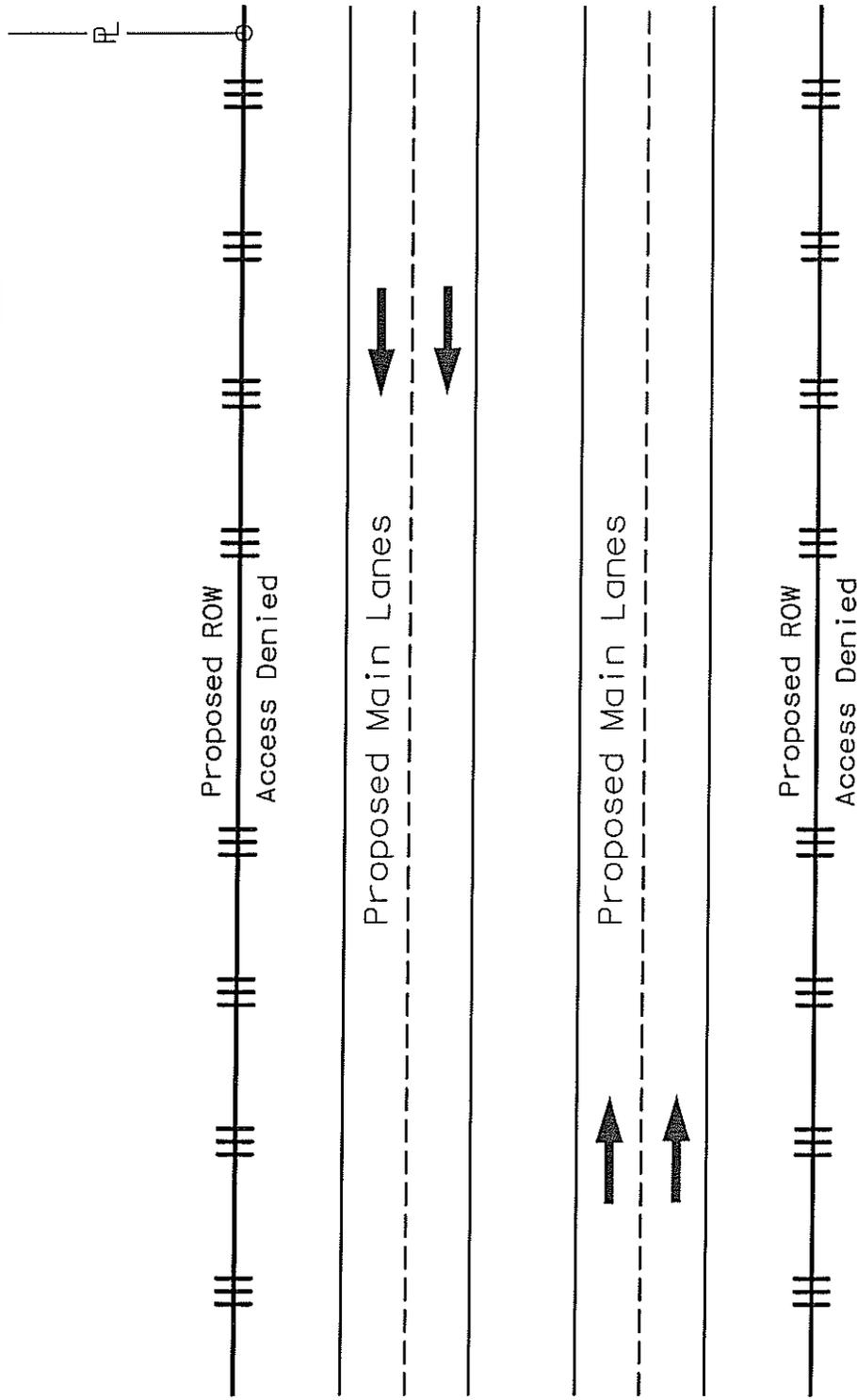
- Existing ROW Line
- ||| Existing Access Denied Line
- NC— No Crossing Line

Full-Controlled Access Highway

(Relief Route)

Factors:

1. Commission designated, full controlled access facility.
2. Right of way is being acquired for new location Relief Route.
3. Prior to new location Relief Route, property owners have NO right of access



—|||— Proposed ROW and Access Denied Line