

January 10, 2007

## **Permanent and Temporary Access Break Needs**

### **General**

For any type of need (permanent or temporary) that crosses over, under, or physically through WSDOT limited access, including trails, pedestrian structures, utility installations, etc., a break request and approval are required. The request should be in such detail that someone conducting research 20 years from now can thoroughly understand why the request was made. This documentation is the historical record for the reason behind the action.

An access break request is worked with and submitted to the NWR Local Agency and Development Services office. If the access break is part of the interstate system, (I 5, I 90, I 405) the request will be submitted to FHWA for their approval. There is a minimum 30 day approval time for FHWA.

### **Permanent Limited Access Break Requirements**

The following questions need to be answered to request a permanent access break:

Who is making the request? Is it a developer or local agency?

Why? Note the need, background and history for the request.

What other alternatives have been looked at and why won't they work? Is there alternate access available? Why can't that be used? Typically, cost in itself is not a sufficient reason to allow a break in access.

What types of impacts will the break create and how will they be mitigated? (An example of an impact would be a pedestrian trail within the right of way and how the pedestrians will be kept separate from traffic. Or another example is a utility installation where a part of the R/W fence is removed during the construction. How would you protect the R/W?)

Where is the break located? Include a R/W sheet with the request showing location of work, proposed break locations, and access notes. When a request for a permanent break in access can be approved, the R/W L/A plan needs to be updated. Region submits a red and green revision showing the location for the break(s) with stations for each break. In some cases access notes need to be included in the plan revisions. The Access and Hearings office can help with the wording of the access notes. Normally the plan update is submitted with the break request packet.

How often will the break be used? This usually comes up with utilities after the initial construction is completed and the need is for periodic maintenance.

Is there a permanent property right associated with this request? Is a lease or easement needed? NWR Real Estate Services will make this determination.

Include a plan sheet showing work to be done.

If applicable, show a Traffic Control Plan.

## Temporary Break Request

Who is making the request? Is it a developer or local agency?

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 won't the alternate access 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 so how will traffic be protected?

Is a traffic control plan required?

If the break request location is within the interstate system, (I 5, I 90, I 405) the request must be approved by FHWA. There is a 30 day approval time for FHWA.

## Contact NWR Local Agency and Development Services

- Ramin Pazooki (206) 440-4710 Local Agency & Development Services Manager
- Celine Vogler (206) 440-4711 Assistant Manager
- John Sutherland (206) 440-4712 King County
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- George Chambers (206) 440-4912 Snohomish County
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- Steve Benenati (206) 440-4915 Snohomish County
- Roland Storme (360) 757-5961 Island, San Juan, Skagit and Whatcom Counties