

**761—112.11(306A) Policy on acquisition of access rights.**

**112.11(1) General.** It is necessary that every effort be made to preserve the public investment in the primary highway system. Where efficiency of traffic movement is desired, this investment is preserved by acquiring the adjacent property's access rights and limiting or prohibiting direct access to the primary highway. This provides a safer environment for the highway user, increases the free and efficient movement of through traffic, and reduces highway accidents by minimizing the number of conflict points or entrances located along the highway.

**112.11(2) Project development.** During the initial stages of project development for a highway improvement project, the department shall determine if access rights to the primary highway will be acquired and the applicable access priority classification to be applied.

The department shall consider average daily traffic, proposed design features of the facility, terrain, the function of the particular section in relation to the total highway system, the commercial/industrial network of highways, service level, continuity of the system and sound engineering judgment.

**112.11(3) Access rights at at-grade intersections with city streets and secondary roads.** When access rights to a primary highway are acquired, the department may also acquire access rights along a city street or secondary road where an at-grade intersection with the highway exists or is proposed. If access rights are acquired, they will be acquired along the city street or secondary road for a distance of 150 feet from the near edge of the primary highway traveled way. However, the department may acquire more or less than 150 feet of access rights after considering the severity of damage to adjacent properties and traffic volumes and other safety factors.

**112.11(4) Access rights at at-grade primary intersections.**

*a.* When access rights to a primary highway in a rural area are acquired, the department may also acquire access rights along an intersecting at-grade primary highway for a minimum distance from the intersection of the centerlines of the two primary highways as follows:

1. 150 feet when the intersecting primary highway carries less than 2,500 vehicles per day.
2. 300 feet when the intersecting primary highway carries 2,500 or more vehicles per day.

However, the department may acquire more or less than the specified access rights after considering the severity of damage to adjacent properties and traffic volumes and other safety factors.

*b.* If the intersection is channelized, access rights shall be acquired and no access shall be permitted along the channelized primary highway for a minimum distance of 100 feet beyond the beginning or end of the median. For the purpose of access control, the beginning or end of a median is the point where the distance between the edges of the opposing traveled lanes is 4 feet.

**112.11(5) Access rights along intersecting roadways at interchanges.**

*a.* When an interchange is constructed on a primary road, the department shall acquire access rights along the public road or street intersecting the primary road. Once access rights are acquired, no access is allowed. The following are the minimum distances where access rights shall be acquired along the intersecting public road or street; in each case, the greater distance shall prevail.

1. 600 feet from the point of ramp bifurcation in a rural or fringe area.
2. 300 feet desired, 150 feet minimum, from the point of ramp bifurcation in a built-up area.
3. 150 feet from the beginning of a deceleration lane or taper.
4. 100 feet from the beginning or end of a median.

However, the department may acquire more or less than the specified access rights after considering the severity of damage to adjacent properties and traffic volumes and other safety factors.

*b.* When an interchange is constructed as a half-diamond or partial cloverleaf, the department may permit an access directly opposite a ramp connection to the primary road.

**112.11(6) Agreement with city or county.** When access rights are acquired along a city street or secondary road, the department shall negotiate an agreement with the city or county which states that access rights shall be acquired by the department in the state's name or in the name of the city or county and that the city or county shall not permit any third party to use the controlled portion of the street or road without the prior written consent of the department.