

Roads and Bridges



Roads and bridges are protected under the doctrine of [access rights](#); access created is only unilaterally revocable through [class III](#) legal actions. If the [property owner](#) with access agrees that access can be terminated, then access can be removed.

If the [trebler](#) of a road wishes to terminate access, they must either treble the property having access or negotiate with the owner of that property to terminate access.

Generally, the trebling of roads and bridges is not to terminate access but to collect the [auto pass](#) revenue. This revenue is increased by making the road more enticing, for instance, by eliminating road and pedestrian crossings. This is where access problems occur.

Properties with frontage on the road must have accessible exposure to the new road as well. Bridges or tunnels must be built for crossroad traffic and pedestrian access. Negotiations are possible with the owner of the crossroad, provided the crossroad has access in the other direction from the new road. Negotiations on pedestrian crossings must be done with the overarching [cellular dominion's](#) (the same dominion on both sides of the road) [district](#) with ratification by a 2/3 plurality of that dominion's [direct democracy](#).

Utility access rights are generally easier to handle than frontage rights. Utility access rights to properties on both sides of the road and utility conduits beneath the road must not be interrupted.

Trebling a road to create an expressway above the original route in a dense urban area eliminates most access problems. However, blocking sunlight or additional noise could be considered a negative externality. The expressway developer should poll the community to see whether there is anywhere near a 2/3 plurality that wishes to block the project.

The developer can sell additional access and egress. Once granted, the access rights remain in force forever (until surrendered by the property owner with access).

The expressway developer will install auto-pass readers at all entrances. This is the primary source of revenue. Tolls might not be efficient, but they are a potential source of income. The same applies to metered parking and parking permits that could send people to other roads.

However, giant billboards and overhead advertising will not likely dissuade people from using the road. With no access and egress beyond the new highway (an oasis), [location monopolies](#) keep people on the road longer and bring in monopoly profits of their own.

Truck passes bring in several times the income of auto passes. Truck-only highways will create new efficiencies in transportation.

Using the road surface or ceiling to generate electricity for charging automobiles or automating transportation can generate profits or increase road usage. Road owners can generally collect rents for hosting utility pipes and wires.

Roads are created in new communities by developers. Although the developer enjoys the auto pass money, particularly if the homes have on-street parking, they are not in the business of plowing snow and fixing potholes.

Developers will allow the rent to fall until the road is [trebled](#). They might also negotiate a sale at less than the [33% premium](#) over construction cost just to be done with it. The [level-3 dominion](#) might treble the road into its repository, using [Earth Dividend](#) infrastructure money, and collect the auto pass revenue for plowing and maintenance.

How much are roads worth? Consider an expressway with eight lanes of traffic and a 24-hour average auto density of 1000 cars per mile. Auto pass revenue is the same as if 1000 automobiles were stationary on that road segment for the entire month. Auto pass revenue for that mile alone would be about $5 \text{ (weight)} \times 1000 \text{ (autos)} \times 96\% \text{ (pass revenue)} \times \$64 \text{ (pass cost)} = \$307,200/\text{month}$! Even local community roads should be able to break even.

Bridges have an auto pass weight of 13. A 200 ft. bridge holds an average of 10 cars at a time over a day. Monthly auto pass revenue is $13 \times 10 \times 96\% \times \$64 = \$7,987/\text{month}$. That might be enough to maintain the bridge and take in a small profit.