

Table 1
Administrative Fee for Application for State Highway Approach
By Vehicle Trips per Day
(OAR 734-051-0070)

	Amount of Fee
Base Fee for first approach for:	
29 or fewer vehicle trips per day	\$ 200.00
30 to 99 vehicle trips per day	500.00
100 to 599 vehicle trips per day	1000.00
600 to 2,999 vehicle trips per day	2000.00
3,000 to 5,999 vehicle trips per day	3000.00
6,000 to 9,999 vehicle trips per day	4000.00
Greater than or equal to 10,000 vehicle trips per day	5000.00
Fee for each additional approach¹for:	
29 or fewer vehicle trips per day	\$ 80.00
30 to 99 vehicle trips per day	200.00
100 to 599 vehicle trips per day	400.00
600 to 2,999 vehicle trips per day	800.00
3,000 to 5,999 vehicle trips per day	1200.00
6,000 to 9,999 vehicle trips per day	1600.00
Greater than or equal to 10,000 vehicle trips per day	2000.00

¹ This fee is charged for each additional approach requested and applies only to additional approaches requested at the time the initial application is submitted and that are within the same development (For example, a request for three approaches to subject property with 600 to 2,999 vehicle trips per day would be: \$2,000 for the first approach + \$800 for the second approach + \$800 for the third approach = \$3,600 in total administrative fees.)

Table 2
Access Management Spacing Standards for
Private and Public Approaches on Statewide Highways⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾
(OAR 734-051-0115)
(Measurement is in Feet)*

Posted Speed ⁽⁵⁾	Rural Expressway **	Rural	Urban Expressway ** ***	Urban ***	STA
≥55	5280	1320	2640	1320	
50	5280	1100	2640	1100	
40 & 45	5280	990	2640	990	
30 & 35		770		720	(6)
≤25		550		520	(6)

NOTE: The numbers in superscript ⁽¹⁾ refer to explanatory notes that follow Table 4.

* Measurement of the approach road spacing is from center to center on the same side of the roadway.

** Spacing for Expressway at-grade intersections only. See the OHP for interchange spacing guidelines.

***These standards also apply to Commercial Centers.

Table 3
Access Management Spacing Standards for
Private and Public Approaches on Regional Highways⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾
(OAR 734-051-0115)
(Measurement is in Feet)*

Posted Speed ⁽⁵⁾	Rural Expressway **	Rural	Urban Expressway ** ***	Urban ***	STA
≥55	5280	990	2640	990	
50	5280	830	2640	830	
40 & 45	5280	750	2640	750	
30 & 35		600		425	(6)
≤25		450		350	(6)

NOTE: The numbers in superscript ⁽¹⁾ refer to explanatory notes that follow Table 4.

* Measurement of the approach road spacing is from center to center on the same side of the roadway.

** Spacing for Expressway at-grade intersections only. See the OHP for interchange spacing guidelines.

***These standards also apply to Commercial Centers.

Table 4
Access Management Spacing Standards for
Private and Public Approaches on District Highways⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾
(OAR 734-051-0115)
(Measurement is in Feet)*

Posted Speed ⁽⁵⁾	Rural Expressway **	Rural	Urban Expressway ** ***	Urban ***	STA
≥55	5280	700	2640	700	
50	5280	550	2640	550	
40 & 45	5280	500	2640	500	
30 & 35		400		350	(6)
≤25		400		350	(6)

NOTE: The numbers in superscript ⁽¹⁾ refer to explanatory notes that follow Table 4.

* Measurement of the approach road spacing is from center to center on the same side of the roadway.

** Spacing for Expressway at-grade intersections only. See the OHP for interchange spacing guidelines.

***These standards also apply to Commercial Centers.

Notes on Tables 2, 3, and 4:

⁽¹⁾ These access management spacing standards are for unsignalized approaches only. Signal spacing standards supercede access management spacing standards for approaches.

⁽²⁾ These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-0115(1)(c) and 734-051-0125(1)(c).

⁽³⁾ For infill and redevelopment, see OAR 734-051-0135(4).

⁽⁴⁾ For deviations to the designated access management spacing standards see OAR 734-051-0135.

⁽⁵⁾ Posted (or Desirable) Speed: Posted speed can only be adjusted (up or down) after a speed study is conducted and that study determines the correct posted speed to be different than the current posted speed. In cases where actual speeds are suspected to be much higher than posted speeds, the Department reserves the right to adjust the access management spacing accordingly. A determination can be made to go to longer access management spacing standards as appropriate for a higher speed. A speed study will need to be conducted to determine the correct speed.

⁽⁶⁾ Minimum access management spacing for public road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum access management spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).

Table 5
Minimum Spacing Standards Applicable to Freeway Interchanges
with Two-Lane Crossroads
(OAR 734-051-0125)

Category of Mainline	Type of Area	Spacing Dimension			
		A	X	Y	Z
FREEWAY	Fully Developed Urban*	1 mile (1.6 km)	750 feet (230 m)	1320 feet (400 m)	750 feet (230 m)
	Urban	1 mile (1.6 km)	1320 feet (400 m)	1320 feet (400 m)	990 feet (300 m)
	Rural	2 miles (3.2 km)	1320 feet (400 m)	1320 feet (400 m)	1320 feet (400 m)

- Notes:** 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
2) No four-legged intersections may be placed between ramp terminals and the first major intersection.
3) No application shall be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal (OAR 734-051-0070(4)(a)).
4) Use four-lane crossroad standards for urban and suburban locations that are documented to be widened in a Transportation System Plan or corridor plan.

- A = Distance between the start and end of tapers of adjacent interchanges
X = Distance to the first approach on the right; right in/right out only
Y = Distance to first intersections where left turns are allowed
Z = Distance between the last right in/right out approach road and the start of the taper for the on-ramp
* Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See definition in the 1999 Oregon Highway Plan at page 181.

Figure 1: Measurement of Spacing Standards for Table 5

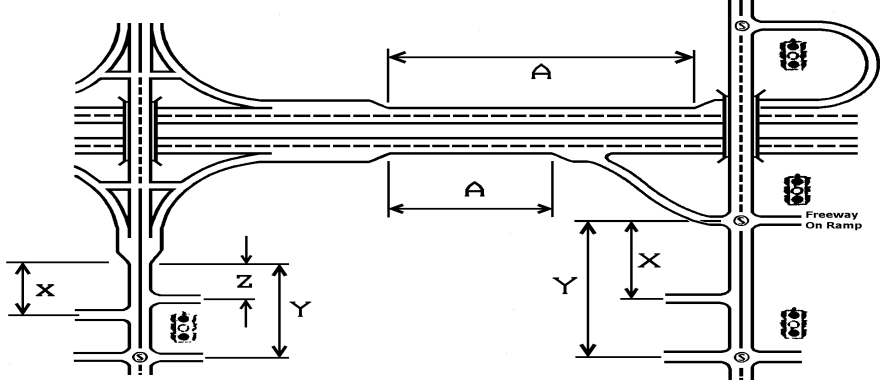


Table 6
Minimum Spacing Standards Applicable to Freeway Interchanges
with Multi-Lane Crossroads
(OAR 734-051-0125)

Category of Mainline	Type of Area	Spacing Dimension			
		A	X	Y	Z
FREEWAY	Fully Developed Urban*	1 mile (1.6 km)	750 feet (230 m)	1320 feet (400 m)	990 feet (300 m)
	Urban	1 mile (1.6 km)	1320 feet (400 m)	1320 feet (400 m)	1320 feet (400 m)
	Rural	2 miles (3.2 km)	1320 feet (400 m)	1320 feet (400 m)	1320 feet (400 m)

- Notes:** 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
 2) No four-legged intersections may be placed between ramp terminals and the first major intersection.
 3) No application shall be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal (OAR 734-051-0070(4)(a)).

- A = Distance between the start and end of tapers of adjacent interchanges
 X = Distance to the first approach on the right; right in/right out only
 Y = Distance to first intersections where left turns are allowed
 Z = Distance between the last right in/right out approach road and the start of the taper for the on-ramp

* Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See the definition in the 1999 Oregon Highway Plan at page 181.

Figure 2: Measurement of Spacing Standards for Table 6

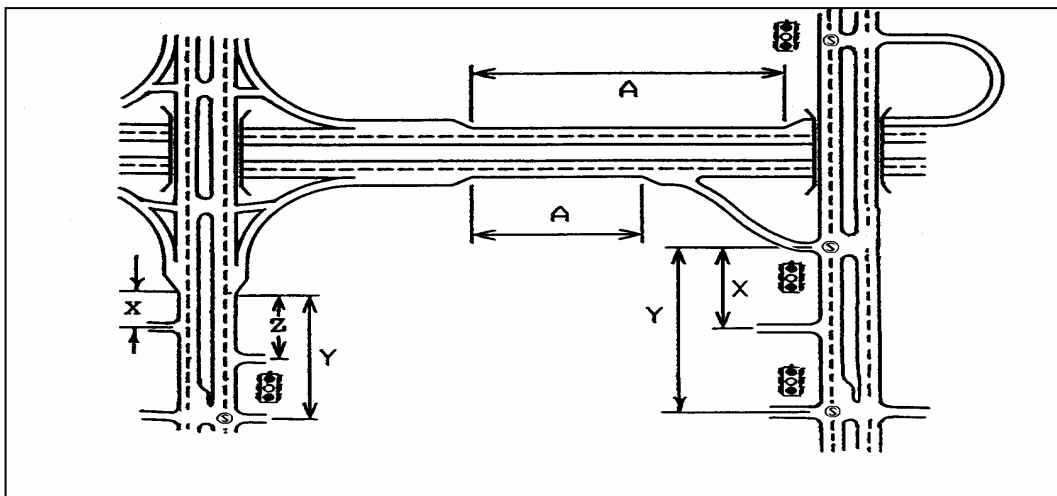


Table 7
Minimum Spacing Standards Applicable to Non-Freeway Interchanges
with Two-Lane Crossroads
(OAR 734-051-0125)

Category of Mainline	Type of Area	Speed of Mainline	Spacing Dimension				
			B	C	X	Y	Z
Expressways, Statewide, Regional and District Highways	Fully Developed Urban*	45 mph (70 kph)	2640 ft (800 m)	1 mile (1.6 km)	750 feet (230 m)	1320 feet (400 m)	750 feet (230 m)
	Urban	45 mph (70 kph)	2640 ft (800 m)	1 mile (1.6 km)	1320 feet (400 m)	1320 feet (400 m)	990 feet (300 m)
	Rural	55 mph (90 kph)	1 mile (1.6 km)	2 miles (3.2 km)	1320 feet (400 m)	1320 feet (400 m)	1320 feet (400 m)

- Notes:** 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
2) No four-legged intersections may be placed between ramp terminals and the first major intersection.
3) No application shall be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal (OAR 734-051-0070(4)(a)).
4) Use four-lane crossroad standards for urban and suburban locations that are documented to be widened in a Transportation System Plan or corridor plan.
5) No at-grade intersections are allowed between interchanges less than 5 miles apart.

B = Distance between the start and end of tapers

C = Distance between nearest at-grade and ramp terminal intersections or the end/start of the taper section

X = Distance to the first approach on the right; right in/right out only

Y = Distance to first intersections where left turns are allowed

Z = Distance between the last right in/right out approach road and the start of the taper for the on-ramp

* Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the influence area are developed at urban densities and many have driveways connecting to the crossroad. See the definition in the 1999 Oregon Highway Plan at page 181.

Figure 3: Measurement of Spacing Standards for Table 7

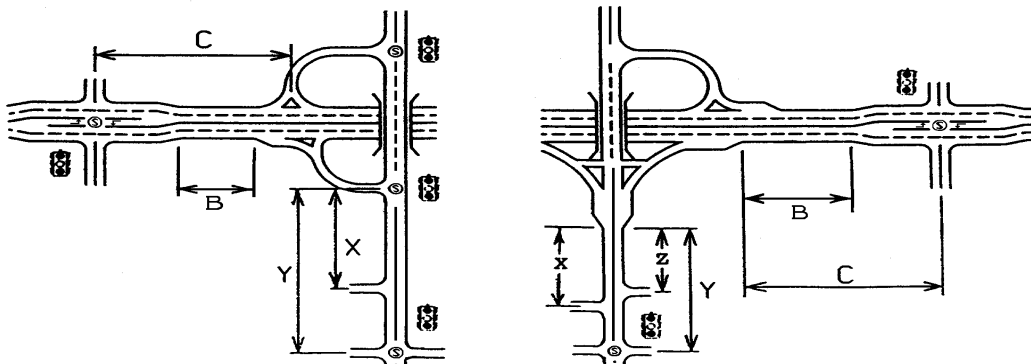


Table 8
Minimum Spacing Standards Applicable to Non-Freeway Interchanges
with Multi-Lane Crossroads
(OAR 734-051-0125)

Category of Mainline	Type of Area	Speed of Mainline	Spacing Dimension				
			B	C	X	Y	Z
Expressways, Statewide, Regional and District Highways	Fully Developed Urban*	45 mph (70 kph)	2640 ft. (800 m)	1 mile (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	45 mph (70 kph)	2640 ft. (800 m)	1 mile (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	55 mph (90 kph)	1 mile (1.6 km)	2 miles (3.2 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)

- Notes:** 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
2) No four-legged intersections may be placed between ramp terminals and the first major intersection.
3) No application shall be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal (OAR 734-051-0070(4)(a)).
4) No at-grade intersections are allowed between interchanges less than 5 miles apart.

B = Distance between the start and end of tapers

C = Distance between nearest at-grade and ramp terminal intersections or the end/start of the taper section

X = Distance to the first approach on the right; right in/right out only

Y = Distance to first intersections where left turns are allowed

Z = Distance between the last right in/right out approach road and the start of the taper for the on-ramp

* Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See the definition in the 1999 Oregon Highway Plan at page 181.

Figure 4: Measurement of Spacing Standards for Table 8

