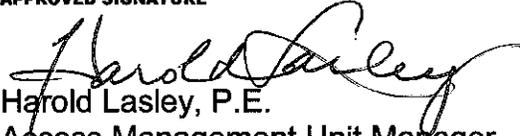




Access Management Unit

BULLETIN

SUBJECT Non-traversable medians as mitigation for private approaches on highways with less than or equal to 5,000 AADT	FINAL NUMBER AM11-01(B)	EFFECTIVE DATE 03/15/2011	VALIDATION DATE 00/00/0000	SUPERSEDES or RESCINDS NEW
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TOPIC/PROGRAM Access Management	APPROVED SIGNATURE  Harold Lasley, P.E. Access Management Unit Manager			

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PURPOSE

This Bulletin provides guidance on when an applicant for a private State Highway Approach Permit may be required to construct a non-traversable median in the highway right of way as mitigation. This guidance applies to highway segments with AADT of 5,000 or less. The Department seldom uses non-traversable medians on highways with AADT of 5,000 vehicles or fewer, and this guidance is not intended to increase the installation of medians on such highways.

GUIDANCE

The Department will require an applicant for a private State Highway Approach Permit to construct a non-traversable median in the highway right of way to mitigate the impact of the approach only when necessary to reduce the negative impacts of the approach to public safety. Several examples of highway safety problems for which the Department may require an applicant to construct a non-traversable median as mitigation are described in the Explanation section below.

Installation of a non-traversable median as mitigation for private approaches on highways with less than or equal to 5,000 AADT may occur only upon approval of the RAME. Prior to approval, the RAME will consult with the Region Roadway Manager regarding median design elements and with the Region Mobility Coordinator to ensure that the requirements of ORS 366.215 (Reduction of Capacity) are met. The RAME will also work with district and/or region staff to ensure that affected property owners are notified and provided an opportunity to discuss their concerns prior to installation.

DEFINITIONS

Annual Average Daily Traffic (AADT) - means the average annual daily traffic as reported in the current publication of the Transportation Volume Tables.

30 **Median** - means the portion of the roadway that separates opposing traffic streams.
31 (OAR 734-051-0040(37)).

32
33 **Mitigation** - means conditions, improvements, modifications, and restrictions set forth in
34 OAR 734-051-0145 and required by the Department or initiated by an applicant for
35 approval of a deviation or an application. (OAR 734-051-0040(38)).

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37 **Non-traversable Median** - means a physical barrier in the highway right of way that
38 separates traffic traveling in opposite directions, such as a concrete barrier or
39 landscaped island. For purposes of this Bulletin a non-traversable median does not
40 include non-traversable barriers that direct and control traffic flow within the driveway or
41 on the subject property, such as "pork-chops" and other traffic separators.

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43 **OAR 734-051** - means Oregon Administrative Rules, Chapter 734, Division 51 -
44 Highway Approaches, Access Control, Spacing Standards and Medians.

45
46 **ORS 374.310** - means Oregon Revised Statute, Chapter 374.310

47
48 **RAME** - means Region Access Management Engineer

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50 **SB 1024** - means Senate Bill 1024, signed into law in March 2010 amending ORS
51 374.310

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53 ***BACKGROUND/REFERENCE***

54 ORS 374.310 and OAR 734-051 authorize ODOT to require mitigation measures
55 for a State Highway Approach Permit. SB 1024, which was signed into law by
56 the Governor in March 2010, added the following provision to ORS 374.310,
57 Section 1:

58
59 (5) The Department shall establish access management rules, *mitigation*
60 *measures* and spacing and mobility standards that are less stringent for
61 highways where the annual average amount of daily traffic is 5,000
62 vehicles or fewer, than for segments where the annual average amount of
63 daily traffic is greater than 5,000 motor vehicles."

64
65 To implement SB 1024, the Department is working with stakeholders to develop less
66 stringent standards for highways with AADT of 5,000 or less. This Bulletin establishes a
67 less stringent standard by eliminating the use of non-traversable medians as mitigation
68 for impacts to highway mobility.

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70 This Bulletin is an interim step toward implementing more comprehensive changes
71 required by SB 1024. This Bulletin will be rescinded when the guidance contained
72 herein has been incorporated into OAR 734-051 and appropriate Department standards
73 and manuals.

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76 **EXPLANATION**

77 The Oregon Highway Plan establishes mobility standards for highways, intersections
78 and approaches on the state highway system. Non-traversable medians are sometimes
79 used as mitigation to improve safety and mobility by reducing vehicle conflicts and
80 improving traffic operations at an approach, at a nearby intersection, or along a highway
81 segment.

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83 As part of implementing SB 1024, the Department will require an applicant for a private
84 State Highway Approach Permit to construct a non-traversable median in the highway
85 right of way only when necessary to reduce the negative impacts of the approach to
86 public safety. Following are several examples of when the RAME may require a non-
87 traversable median to mitigate safety issues:

- 88 • An approach that serves a development that generates a high volume of bicycle or
89 pedestrian traffic, such as a school or recreation destination. A non-traversable
90 median may be necessary for traffic calming and to provide a two-stage cross for
91 bicycles and pedestrians to more safely cross the highway.
- 92 • An approach located within the influence area of a signalized intersection may cause
93 frequent conflicts with vehicles queuing at the intersection, especially during peak
94 hour traffic. A non-traversable median may be necessary to restrict turning
95 movements at the approach to reduce traffic conflicts and improve safety.
- 96 • An approach located within the influence area of an interchange ramp may cause
97 frequent conflicts with traffic entering or exiting the ramp (OAR 734-051 defines the
98 influence area as 1320 feet from the interchange ramp terminal). A non-traversable
99 median may be necessary to reduce traffic conflicts and improve safety.
- 100 • An approach located on a section of highway where the topography, horizontal or
101 vertical roadway curvature, or other factors restrict sight distance. A non-traversable
102 median may necessary to restrict turning movements at the approach and improve
103 safety.
- 104 • An approach located on a section of highway with unusual roadway geometry, such
105 as near an intersection with multiple skewed legs. A non-traversable median may
106 be necessary to guide and control traffic movement through the area of concern and
107 improve safety.
- 108 • An approach that generates vehicle turn movements that are related to a crash
109 pattern. A non-traversable median may be necessary to restrict turning movements
110 that contribute to the crash pattern, especially when the crash rate is greater than
111 the statewide average annual rate for similar roadways, if the approach location is
112 identified as contributing to a top 10 percent SPIS site, or if the median can be
113 shown to reduce the number or severity of crashes at the approach. .

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115 This is not intended to be an exclusive list of potential situations where a median may
116 be appropriate. Other conditions may occur where a non-traversable median is the
117 appropriate mitigation for an existing or potential safety problem.

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121 **RESPONSIBILITIES**

122 RAME's are responsible to coordinate with Region and District staff to implement this
123 guidance, including communication of this Guidance to appropriate staff, such as Permit
124 Specialists, Access Management Coordinators, the Region Roadway Manager, and the
125 Region Mobility Coordinator. RAME's are responsible for working with the management
126 and staff to make changes needed to ensure effective and efficient implementation of
127 this guidance. The Access Management Unit Manager is responsible for revising or
128 rescinding this Guidance in accordance with future changes in the access management
129 program.

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131 **ACTION REQUIRED**

132 Implement the guidance in this Bulletin immediately for all approach applications in
133 process or received after the effective date.

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135 **CONTACT INFORMATION**

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