Appendix C:[1]

Access Management Standards

Access Management Spacing Standards

The following tables show the access spacing standards for the access management classifications listed in Goal 3, Policy 3A: Classification and Spacing Criteria, Action 3A.1.

Table 12: Interchange Spacing (1)

Access Management Classification	Area	Interchange Spacing(2)(3)
Interstate* and Non-Interstate Freeways (NHS)	Urban	3 miles (5 kilometers)
	Rural	6 miles (10 kilometers)
All Expressways (NHS), Statewide (NHS), Regional and District Highways	Urban	1.9 miles (3 kilometers)
	Rural	3 miles (5 kilometers)

Notes for Table 12:

* Interstate interchange spacing must be in conformance with federal policy.

(1) The spacing standards in Table 12 are for planning and design of new interchanges on freeways or expressways. A design exception is required to change these standards. A proposed design exception should also consider the spacing requirements in the Interchange Access Management Area Tables 16-19.

(2) Crossroad to crossroad centerline distance.

(3) A design exception is required to change these planning spacing standards.

[1] Appendix C was replaced as part of Technical Amendment 06 - 21 to include changes adopted as Amendments 04 - 13 snd 05 - 16.

Table 13: Access Management Spacing Standards For Statewide Highways [1][2][3][4]

(Measurement 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]

Notes: The numbers in parentheses refer to explanatory notes that follow tables 13-15.

* 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 Table 12 for interchange spacing.

*** These standards also apply to Commercial Centers.

**** The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

Table 14: Access Management Spacing Standards for Regional Highways [1][2][3][4]

(Measurement 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]

Notes: The numbers in parentheses refer to explanatory notes that follow tables 13-15.

* 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 Table 12 for interchange spacing.

*** These standards also apply to Commercial Centers.

**** The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

Table 15: Access Management Spacing Standards for District Highways (1)(2)(3)(4)

(Measurement 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)

Notes: The numbers in parenthesis refer to explanatory notes that follow tables 13-15.

* 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 Table 12 for interchange spacing.

*** These standards also apply to Commercial Centers.

**** The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

Notes on Tables 13, 14 and 15:

(1) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes 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 in-fill 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 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 is less than 350 feet (110 meters).

Access Management Spacing Standards for Interchange Area

The following tables show the access spacing standards for interchanges as discussed in Goal 3, Policy 3C: Interchange Access Management Areas.

Table 16: Minimum Spacing Standards Applicable To Freeway Interchanges with Two-Lane Crossroads

Category of Mainline	Type of Area	Spacing Dimensions			
		A	X	Y	Z
FREEWAY	Fully Developed Urban	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	750 ft. (230 m)
	Urban	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	990 ft. (300 m)
	Rural	2 mi. (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 will be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal.
4) Four-lane crossroad standards apply for urban and suburban locations that are documented to be widened in a Transportation System Plan or corridor plan.

Notes for Figure 18:

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.

Figure 18: Measurement of Spacing Standards for Table 16

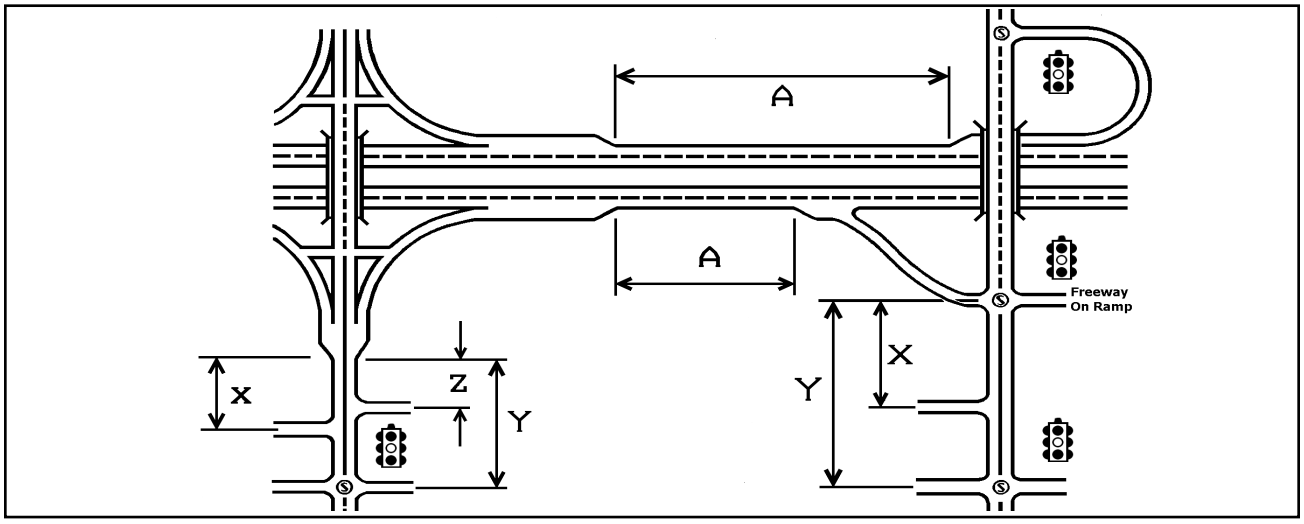

Table 17: Minimum Spacing Standards Applicable to Freeway Interchanges with Multi-Lane Crossroads

Category of Mainline	Type of Area	Spacing Dimensions			
		A	X	Y	Z
FREEWAY	Fully Developed Urban	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	2 mi. (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 places between ramp terminals and the first major intersection.
3) No application will be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal.

Notes for Figure 19:

A = Distance between the start and end of adjacent interchanges.
X = Distance to 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 approach road and the start of the taper for the on-ramp.

Figure 19: Measurement of Spacing Standards for Table 17

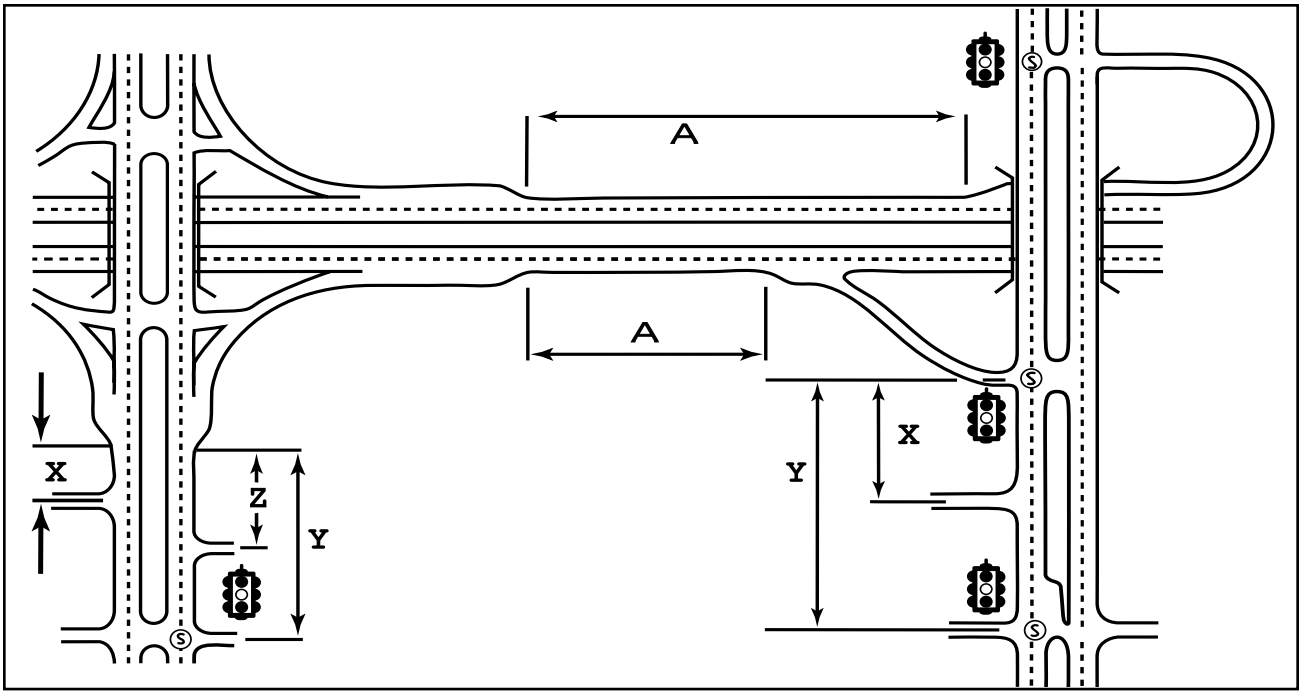

Table 18: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads

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 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	45mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	55 mph (90 kph)	1 mi. (1.6 km)	2 mi. (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 intersection may be placed between ramp terminals and the first major intersection.
3) Use four-lane cross road standards for urban and suburban locations that are likely to be widened.
4) No at-grade intersections are permitted between continuous interchanges less than 5 miles apart.

Notes for Figure 20:

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 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/out approach road and the start of the taper for the on-ramp.

Figure 20: Measurement of Spacing Standards for Table 18

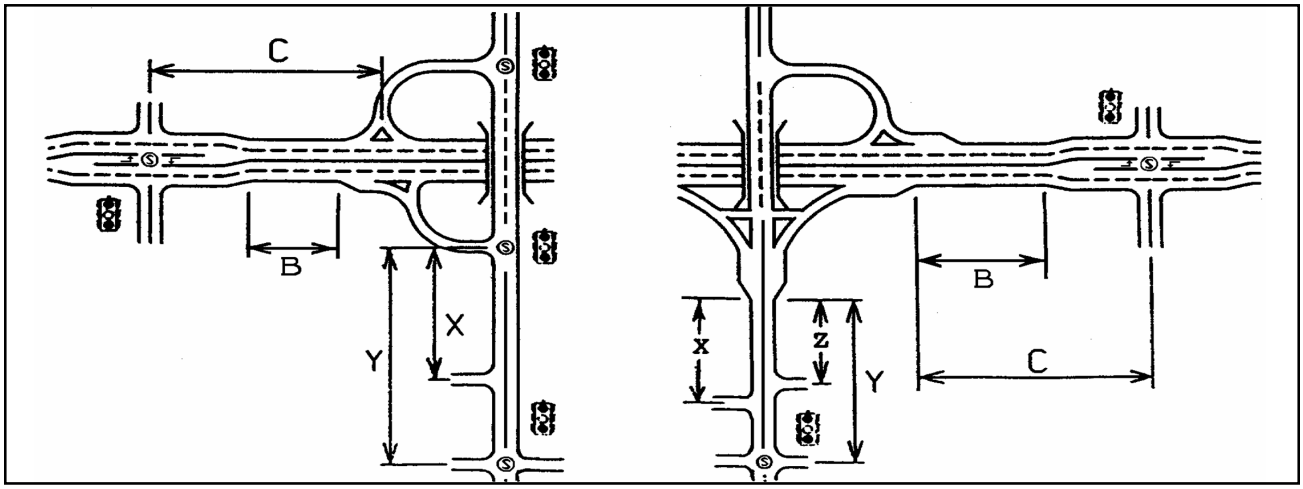

Table 19: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads

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 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	45mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	55 mph (90 kph)	1 mi. (1.6 km)	2 mi. (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 intersection may be placed between ramp terminals and the first major intersection.
3) Use four-lane cross road standards for urban and suburban locations that are likely to be widened.
4) No at-grade intersections are permitted between continuous interchanges less than 5 miles apart.

Notes for Figure 21:

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 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/out approach road and the start of the taper for the on-ramp.

Figure 21: Measurement of Spacing Standards for Table 19