

Glossary of Terms and Acronyms

1999 Oregon Highway Plan (OHP)- The 1999 Oregon Highway Plan and all amendments approved by the Commission as of the adoption of this rule. The Highway Plan is an element of the Oregon Transportation Plan. Goal 1 of the Highway Plan defines the highway classification system. Goal 3 deals with Access Management.

A – As used on standard drawings, angle of approach.

AAG - Assistant Attorney General - When an approach permit issue is appealed, ODOT is represented in the proceedings by an AAG.

AADT – Average Annual Daily Traffic – Same as ADT, Average Daily Traffic.

AASHTO - American Association of State Highway and Transportation Officials.

Abutter's Right of Access – The right of an owner to apply for an approach to the highway where there is no access control between the highway and the owner's adjacent (abutting) property. An abutter's right does not guarantee anything else, including having an *Application* reviewed for an approach that is not allowed pursuant to 051-0070 (4)(a).

Acceleration Lane - A speed-change lane, including a tapered area, that enables a vehicle entering a roadway to increase its speed to a rate that allows it to safely merge with through traffic.

Access – Access is the right to cross the highway right-of-way to enter or exit abutting property. "Access" is not the correct term to use to refer to a particular point of access, road, driveway, etc. To distinguish, think of "access" as a concept while an "approach" is a thing.

Access Control – A limitation of the right and use of access to a highway either by law or by agreement. The control may be by complete restriction of access or a limitation of access to a specific location (a reservation). The right of access may have been acquired by the Department or eliminated by law. Access control is typically acquired in conjunction with an intersection project. The most common way it is created by law is when a highway is constructed over new right-of-way.

Access Management - Measures regulating physical connections to streets, roads and highways from public roads and private driveways. The systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections to a

roadway, as well as roadway design applications that affect access, such as median treatments and auxiliary lanes and the appropriate separation of traffic signals.

Access Management Strategy - A project delivery strategy that identifies the location and type of approaches and other necessary improvements to the highway and that is intended to improve current conditions of the section of highway by moving in the direction of the access management spacing standards.

Access Management Plan (AMP) – A formal, structured plan that looks at land access and development with a long range, system-wide approach to coordinate and maintain the safe and efficient use of the arterial street system while providing necessary vehicular access to adjacent properties. An AMP is developed for a designated section of highway, and identifies the locations and type of approaches and necessary improvements to the state highway or local roads. The plan is intended to improve current conditions of the section of highway by moving in the direction of the access management spacing standards. Both the Department and the appropriate local jurisdiction must adopt the Access Management Plan, often as an Intergovernmental Agreement (IGA), and the plan should be included in a Transportation System Plan.

Access Mitigation Proposal - A proposal offered by an applicant that identifies the location and type of approaches and necessary improvements to the highway and that is intended to improve current conditions of the section of highway by moving in the direction of the access management spacing standards by combining or removing approaches, resulting in a net reduction of approaches to that section of highway. The Department must approve an Access Mitigation Proposal and all affected parties must agree to it. In addition, those terms and conditions of the proposal that apply to affected properties over time must be recorded.

Acknowledged – When used to refer to a Transportation System Plan or comprehensive plan, means reviewed and found to be consistent with the State Land Use Planning Goals and OAR 660 by the Department of Land Conservation and Development. ODOT is encouraged to comment on the effects of local plans on the state system within the acknowledgment process, and plans are often amended to respond to ODOT concerns before acknowledgment. A local plan may be adopted and go into effect without being acknowledged. An acknowledged plan has greater weight of law and is not easily challenged.

ADA - Americans with Disabilities Act. Most applicable here in regard to sidewalks and pedestrian crossing location and design.

Adequate –As used in the 2004 Rules, adequate has no technical definition but is used in the manner of its dictionary definition.

Administrative Remedy (or Appropriate Remedy) – See “Remedy,” below.

ADT - Average Daily Traffic - Total yearly two-way traffic volume on a section of roadway divided by 365. Also referred to as Average Annual Daily Traffic or AADT.

ADU – Alternate Delivery Unit.

ALJ - Administrative Law Judge - When an approach permit issue is appealed, the hearing is presided over by an ALJ.

Alignment - Geometric arrangement of a roadway (e.g. curvature).

Alternate Access - The ability to access a property by a means other than the subject state highway such as an existing public right of way, a state highway, easement, frontage or service road, or alley, including a shared or joint use approach. Whether a property has alternate access is the first question of two regarding the existing access status of the property for reviewing an approach permit. The second question is whether that alternate access is “reasonable.”

Alternate Modes - Transportation options other than single occupant vehicles, including rail, transit, carpool, walking and bicycles.

AMLT - Access Management Leadership Team. AMLT is the management advisory committee for the Access Management Program.

AMPU - Access Management Program Unit.

Appealable Decision - A decision by the Department that may be appealed through a Region Review as set forth in OAR 734-051-0345 or a Contested Case Hearing as set forth in OAR 734-051-0355. An appealable decision includes a decision to deny an application or to deny a deviation or an approval of an application that includes mitigation measures.

Applicant - A person, firm or corporation, or other legal entity that applies for an approach or deviation including an owner or lessee, or an option holder of a property abutting the highway, or their designated agent. A person acting on behalf of a property owner to apply for an approach permit must have written authorization from the property owner to act as his/her agent.

Application - A completed form Application for State Highway Approach including any required documentation and attachments necessary for the Department to determine whether the application can be deemed complete.

Approach - A legally constructed approach road or private road crossing, recognized by the Department as grandfathered or existing under a valid Permit to Operate.

Approach Road - For purposes of Division 51, a legally constructed, public or private connection, providing vehicular access to and/or from a highway and an adjoining property. Also, a roadway or driveway connection between the outside edge of the shoulder or curb and the right-of-way line of the highway intended to provide vehicular access to and from said highway and the adjoining property.

Arterial - A major roadway intended primarily to serve through traffic, which function is served by careful access control. Arterials are intended to serve moderate to high volumes of traffic travelling relatively long distances at higher speeds.

At-Grade - At ground level. An at-grade intersection is one where a highway intersects another highway or approach road at the same level rather than using an overpass or underpass.

ATMS - Advanced Traffic Management System. Technology that supports the efficient flow of traffic.

Backage Road - Sometimes called "reverse frontage," a road providing access to individual properties that is constructed at the rear of lots fronting on a highway.

Buildout (or "Full Buildout) – Condition when a phased development is completed, or when a planned area is fully developed. Used here to anticipate capacity needs over time for a defined local area.

Capacity - Maximum volume of traffic that a roadway section is able to carry on a sustained basis. Also, the measure of the maximum rate of flow at which vehicles reasonably can be expected to traverse a point on a lane or road during a specified period under prevailing traffic, roadway and signalization conditions, usually expressed as vehicles per hour.

CHAMPS - Central Highway Approach/Maintenance Permit System. The database and computerized approach permit processing system of the

State of Oregon, used to manage the application and permit processes and records to Approach, Utility and Miscellaneous permits.

Change of Use – A change in the volume or other characteristics of traffic for an approach that results from a change in the use of the property. For approach permitting purposes, a land use change is not a "change in use" by itself, but must result in a change in traffic characteristics to fit this definition.

C_L – Centerline of roadway.

Claim for Relief – Appeal of a closure of a legally permitted approach or appeal of the denial of an approach application at a reservation of access.

Classification of Highways - The Department's state highway classifications that guide priorities for system investment and management, and as defined in the 1999 Oregon Highway Plan in Goal 1.

Collector – Classification of a Road intended to move traffic between local roads and arterials.

Commercial Center - An area of concentrated commercial activity inside an urban growth boundary or other urban area, as defined below. May denote a Commercial Center Highway Segment designation (see Highway Segment Designation, below).

Commercial Node - An area of concentrated commercial activity inside an urban growth boundary or other urban area as defined below, smaller than a commercial center, and typically associated with a transit or other transportation node.

Commission - As used in Division 51, the Oregon Transportation Commission.

Community Center - Area of concentrated civic and public activity that may include a public plaza, post office, library, school facilities and municipal buildings, inside an urban growth boundary or other urban area, as defined below.

Comprehensive Plan – A land use plan developed by a city or county to meet the requirements of OAR 660 and the State Land Use Planning Goals, administered by DLCD. Comprehensive Plans include a Transportation Element and typically that element will be, or will include by reference, a Transportation System Plan under the Transportation Planning Rule (OAR 660-012), unless the city or county is exempt from

the TPR due to population numbers below the thresholds set in 660-012-0055 (6).

- "Consistent with" a comprehensive plan – A project is consistent with a plan when the general policies in the transportation plan support the type of project that is proposed.
- "Included in" a comprehensive plan – is more specific than "consistent with" but for purposes of Division 51 should be interpreted to mean included in principle. For example, the plan includes a policy is to increase connectivity in the general area of the proposed approach without identifying precisely where such connection(s) will be located.
- "Identified in" a comprehensive plan – is specific. If a project is identified in a plan, then a more or less specific location and type of project is described in the plan.
- The local government is the primary authority for determining whether a project is consistent with their plan. However, when a local government has made a decision that is not compatible with ODOT's goals and objectives, the Department will need to review the local plan to see whether the local action is truly consistent with that plan. If not, ODOT may have grounds for an appeal of the local decision if necessary to protect safety and mobility on state facilities.

Conflict Point - An area where intersecting traffic merges, diverges, or crosses. At conflict points drivers have to judge multiple conditions to proceed safely, and may have to take evasive action to avoid a collision such as braking or making an evasive lane change.

Construction Permit – As used here, a Permit to Construct a State Highway Approach including all permit attachments, required signatures, and conditions and terms.

Corridor Plan - A plan that identifies and addresses issues of strategic importance to the long-term functionality and character of a transportation corridor, typically including a description of current conditions, capacity and safety analyses, partnership agreements with local government(s), and the development of future alternatives or actual strategies to improve and preserve the operational, safety, aesthetic and economic values of the corridor.

CPM – Consultant Project Manager.

Crash History - At least the three most recent years of crash data recorded by the Department's Crash Analysis and Reporting Unit.

Cross Access - An easement or service drive providing vehicular access between two or more contiguous sites so that the driver does not have to reenter the public street system.

Day - A calendar day, unless specifically stated otherwise.

Deceleration Lane - A speed change lane, including a tapered area, that enables a turning vehicle to exit a through lane and slow to a safe speed before completing a turn.

Deemed Complete - The administrative decision that an approach permit application and all required supplemental documentation necessary for the Department to review and assess the application and to determine whether a Construction Permit or a Permit to Operate may be issued, has been received.

Department - The Oregon Department of Transportation.

Deviation - A departure from the access management spacing standards that can only be approved when consistent with safety factors. In most cases, a request for a deviation is reviewed by a RAME. Criteria for review of deviations are found in OAR 734-0051-135.

Directional Median Opening - An opening in a nontraversable median that provides for specific turning movements and physically restricts other turning movements.

Direct Proportionality - A legal construct coming out of land use case law used to describe an acceptable relationship between the public interest and a private project. Conditions of approval required by government must be "directly proportional" to the impacts upon public facilities or other public interests that can be reasonably expected from a particular private development project.

District Highway - Facilities of county-wide significance and that function largely as county and city arterials or collectors. Provide connections and links between small, urbanized areas, rural centers and rural hubs, and also serve local access and traffic. The management objective for District Highways is continuous flow operation in rural areas reflecting the surrounding environment, and moderate to low-speed operation in urban and urbanizing areas for traffic flow and pedestrian and bicycle movements. Inside Special Transportation Areas, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access needs.

Division 51 - Oregon Administrative Rules (OAR) 734-051-0010 through 734-051-0560 including Tables 1, 2, 3, 4, 5, 6, 7, and 8 and Figures 1, 2, 3, and 4 all of which have been adopted and made a part of the Division 51 rules.

DLCD - Department of Land Conservation and Development. Among other things, DLCD administers the Transportation Planning rule in partnership with ODOT.

D_o – An old dimension symbol, replaced by D_s.

Double-Frontage Property - A property with a right of access to more than one state highway. Typically, the priority for location of an approach road would be on the lower classification highway, except where an approach to the higher classification highway would be safer.

Driveway Return Radius - A circular pavement transition at the entrance of a driveway that facilitates turning movements.

D_s – Distance from roadway centerline to edge of pavement at an Approach.

Easement - Limited right of use of property: a limited right to make use of a property owned by another, for example, a right of way across the property. An easement is typically conveyed by a recorded document such as a deed. Existence of a recorded easement does not by itself establish a right of access and does not guarantee the approval of an application or the location of an approach.

Egress – Noun; an exit, or Verb; to exit.

E_p - Edge of Pavement.

Et. al. – “And others,” used to indicate there are additional items or sources besides the ones listed, though typically of a lower priority than those listed.

Et. Seq. – “And others to follow,” used to indicate that the current list is not exhaustive, but is the beginning of a list with additional items to come up later in the referenced source.

Executive Deputy Director - The Executive Deputy Director for the Highway Division of the Oregon Department of Transportation.

Expressway - Segment of highway defined in the 1999 Oregon Highway Plan as a “highway that provides for safe and efficient high speed and high volume traffic movements.” The Oregon Transportation Commission has designated over 500 miles of state highways as expressways.

Expressway or Freeway Ramp - The types, arrangements, and sizes of turning roadways for right or left turning vehicles that connect two or more

legs at an interchange and the components of a ramp area terminal at each leg and a connection road, usually with some curvature and on a grade.

Extension of Time – As used in Division 51, and extension of time is mutually agreed upon by the applicant and ODOT, and is for a specified period of time established to allow either greater latitude from ODOT's decision time limits, or to allow greater time for an applicant to complete some required task.

Fair Market Value - The amount in cash, or on terms reasonably equivalent to cash, for which in all probability the property would be sold by a knowledgeable owner willing but not obligated to sell to a knowledgeable purchaser who desired but is not obligated to buy.

FHWA - Federal Highway Administration.

Freeway – A route or segment of highway that is completely access-controlled with no abutter's right of access and access limited to grade-separated interchanges. In Oregon only highways in the Interstate Highway system are classified as freeways.

Frontage Road - An access road that typically parallels a major public roadway between the right-of-way of the major roadway and the front building setback line. A frontage road provides access to private properties while limiting the number of approaches on the principal roadway.

Functional Area of an Intersection - The area beyond the physical intersection that creates adequate space for drivers to see conditions at the intersection, make decisions about where they want to be when they get to the intersection, maneuver through necessary lane changes, and have adequate time to stop if needed, plus the area needed for vehicle storage at the signal or stop sign. Approaches within the functional area of an intersection add to the number and type of conditions drivers have to account for during their very brief sight/decision/maneuver time.

GIS – Geographic Information Systems. A computerized system of mapped data that can be used to find information such as tax records, natural features, property boundaries and ownerships, and specific locations; to search and sort data by type, location and across multiple parameters; to do analysis; and to generate maps, tables and reports.

GOA - Grant of Access. See below.

Grade Separation - A crossing of two roadways, a roadway and a railroad, or a roadway and a pedestrian or bicycle way, at different elevations.

Grandfathered Approach - A legally constructed approach existing prior to 1949. A property owner has the burden to prove an approach is grandfathered based upon existence prior to 1949 and its uninterrupted use since that time. For purposes of this Division, grandfathered approaches also include approaches presumed in compliance as set forth in OAR 734-051-0285(1), and approaches intended to remain open that were improved in conjunction with a Department project prior to the effective date of this Division, April 1, 2000, as set forth in OAR 734-051-0285(9). By giving grandfathered status to the two latter categories of approaches, affected property owners retain appeal rights if ODOT chooses to close the approach at a later date.

Grant of Access - The conveyance or evidence of the conveyance from the Department of a specific right of access at a location where an abutting property currently does not have that specific right of access. In an area that is Access Controlled, no approach can be permitted unless a Grant of Access can be obtained. To get a Grant of Access, the proposal must be reviewed and approved pursuant to OAR 734-051-0295 through 0335. In addition to a processing fee for the grant review, the access right must be purchased based upon an appraisal of the value added to the property by virtue of the Grant of Access. It is also necessary to get approval of and purchase a Grant of Access to take a farm use restriction off of a permit to operate an approach.

Highway Mobility Standards - The established standards for maintaining the efficient movement of traffic as defined in the 1999 Oregon Highway Plan and based upon volume to capacity (V/C) ratios. Mobility standards generally establish acceptable levels of mobility based upon highway classifications, segment designations, and density of development.

Highway Segment Designation - One of four designations based upon land use patterns and acceptable levels of mobility, where efficient through traffic has to be balanced against the need for local access. Designations include Special Transportation Areas, Commercial Centers, Urban Business Areas and Urban segments, as defined in the Oregon Highway Plan. "Urban" is a default designation for highways within Urban Growth Boundaries that have not been given one of the other three designations.

HOV Lanes - High-occupancy vehicle lanes. Special road lanes that can only be used by vehicles carrying more than one person. Includes HOT lanes, high-occupancy toll lanes that can be used by single-occupant vehicles for a charge.

IAMP – This acronym may be used for two types of interchange plans, so it has to be considered in context.

- Interchange Area Management Plan, which refers to a broad planning exercise considering interchange capacity, surrounding land uses and local streets, and proposing measures to preserve capacity and operations over a long range planning period.
- Access Management Plan for an Interchange (as the term is used in Division 51), or Interchange Access Management Plan, which is a plan more specifically oriented to the subject highway facility and to taking measures to improve access management conditions, usually in conjunction with an ODOT project.

IGA - Intergovernmental Agreement. For example, for projects an IGA may be used to get to agreement on a planning issue more quickly than would have been possible with a formal plan amendment. Conditions of that type of IGA may include the requirement that IGA measures be adopted into a transportation or land use plan in a timely manner. Region planners will have examples of IGAs that have been reviewed and approved by the Region, AMPU, DOJ and other work units as applicable.

Indenture of Access - A deeded conveyance that changes the location, width, or use restrictions, other than farm use restrictions, of an existing reservation of access in an access controlled area.

Infill - Development of vacant or remnant lands passed over by previous development, consistent with zoning. Infill may be new development on commercial pads created at the time of earlier development or on lots between larger developments. Infill can create challenges for developers, but is encouraged as a way to support combined or shorter vehicle trips and to minimize urban sprawl.

- Infill only happens in developed areas with urban land use characteristics.
- In the definition in the rules, infill lots are referred to as "remnant lots." In a craft or industrial process, a "remnant" is what is left over after most of your source material has been used. As used here, when most of the land in an area is used, leftover available lots can be considered "remnant" lots.
- An infill lot is a relatively small developable lot surrounded by fully developed properties.
- In a residential area, infill is typically a second single-family dwelling on a single or double lot, an apartment unit added to a single-family lot, or a subdivision much smaller than the typical subdivisions in the area.
- In commercial development, infill is typically construction on land that has traditionally been used for parking or was vacant in a built up area, or development of an out-parcel in a shopping center long after

development of the shopping center or that was not part of the original development plan. This could include the creation of new out-parcels.

Influence Area of an Interchange - The area within 1320 feet of an interchange ramp terminal, measured on the crossroad away from the mainline. The purpose of the concept of an "influence area" is to support the long-term functionality and capacity of the interchange by minimizing conflicts and maintaining the efficient flow of traffic within that area. Based upon site conditions, a functional area of an interchange may be larger than 1320 feet.

Ingress – Noun; entrance, or Verb; to enter.

Interchange - Interconnecting roadways in conjunction with one or more grade separations that provides for the movement of traffic between two or more roadways or highways on different levels.

Interchange Area Management Plan - A plan similar to an Access Management Plan or an Access Management Plan for an Interchange developed to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways and to protect the functional integrity, operations, and safety of the influence area of an interchange. Interchange Area Management Plans typically include analysis of the relationships between existing local land uses, zoning and long range plans and the state and local roadway network within a designated study area around an existing or planned interchange, and identify necessary improvements to approach roads and the local street network to support the long-term safety and efficiency of the interchange.

Internal Circulation - See "site circulation."

Inter-parcel Circulation - See "cross access."

Intersection - An area where two or more roadways or an approach and a roadway join or cross at grade.

Intersection Sight Distance - The distance required for drivers to see conditions at the intersection, make decisions about where they want to be when they get to the intersection, have time to maneuver through necessary lane changes, and have adequate time to stop as needed.

Interstate Highway (part of the National Highway System) – Provide connections to major cities, regions of the state, and other states. A secondary function in urban areas is to provide connections for regional trips within the metropolitan area. The Interstate Highways are major

freight routes and their objective is to provide mobility. The management objective is to provide for safe and efficient high-speed continuous-flow operation in urban and rural areas.

Joint Use Approach - A single point of access used by two or more properties, ownerships and/or developments for access to a highway.

K - Distance from back of curb to back of driveway.

Landlocked - A lot or parcel without access to a public road. The intent of Division 51 is to avoid creation of landlocked parcels, but where access is controlled, or where safety factors cannot be met, landlocked parcels may occur. Where the property otherwise has a right of access, it may be necessary for ODOT to purchase a landlocked parcel or lot.

Land Use Action - An action by a local government or special district concerning the adoption, amendment or application of the statewide planning goals, a comprehensive plan provision, or a land use regulation, including a zoning or subdivision ordinance. A Permit to Operate an approach can only be issued to provide access for land uses that are consistent with local land use laws and actions.

Lane Miles/Lane Kilometers - Length of a road multiplied by the number of lanes.

LCDC - Land Conservation and Development Commission. The Commission governing the Department of Land Conservation and Development.

Local Interest Roads - Function as local streets of arterials and serve little or no purpose for through-traffic mobility. Some are frontage roads; some are not eligible for federal funding. Currently these roads are District Highways or unclassified. The management objective is to provide for safe and efficient, low to moderate speed traffic flow and for pedestrian and bicycle movements. Inside Special Transportation Areas, local access is a priority. It is the intention of ODOT to eventually transfer these roads to local jurisdictions.

Local Street Network Plan - Part of, or a refinement to, a Transportation System Plan that sets out long term strategies for creating and maintaining local connectivity and access to developable lands from other than arterial streets and highways.

Level of Service - A qualitative measure describing the operational conditions within a stream of traffic with factors that include speed, travel time, ability to maneuver, traffic interruptions, safety, waiting time periods (delay), and driver comfort and convenience. Levels are represented by

letters "A" through "F", with "A" for the freest flow and "F" for the least free flow. Because LOS is not a quantitative measure, and is subject to variability in the assumptions for the various factors, it is difficult to apply consistently. ODOT uses the more objective standard, V/C ratio, in place of LOS as of adoption of the 1999 Highway Plan. Many local TSP policies are based upon LOS.

Local Road – As a roadway classification, "local road" means a roadway with the primary function of providing access to adjacent properties. The term may also be used to refer to any road owned by a city or county.

LOS - Level of Service. As above.

Lot - A unit of land created by plat or subdivision.

Median - The portion of the roadway that separates opposing traffic streams, not including two-way left turn lanes.

Mitigate – To make less harsh or less severe. Variations: If a situation can be mitigated, it is "mitigable." If it cannot, it is "immitigable."

Mitigation Measures - Conditions, improvements, modifications, and restrictions, as set forth in OAR 734-051-0145, required by the Department or initiated by an applicant for approval of a deviation or an application. The intent is to mitigate, that is avoid and/or compensate for, any adverse impacts of traffic from the proposed approach on the highway system. Measures required as mitigation may include but are not limited to limitations on turning movements, deceleration lanes, nontraversable medians, elimination of other approaches, and design considerations.

Modal - Referring to a mode or modes of transportation.

Mode of Transportation - A means of moving people or goods, including but not limited to private vehicles, commercial trucks and alternative modes as defined above.

"Move in the direction of" - Used in Division 51 to allow for and encourage incremental improvements of access and mobility conditions in developed areas, particularly in conjunction with infill and redevelopment. Means that changes to any existing approach(es) to a property abutting the highway would bring the site closer to conformance with existing highway standards, including where existing approaches to the highway or expressway are combined or eliminated resulting in a net reduction in the number of approaches to the highway or expressway and/or

improvements in spacing of private or public approaches, and/or improvements to intersection sight distance.

MPO - Metropolitan Planning Organization. A planning body in an urbanized area that has responsibility for developing transportation plans for that area. MPOs are formed based upon US Census data, and are required to be formed in areas that have greater than 50,000 population before those areas can qualify for certain types of federal funding for transportation projects.

Net Reduction of Approaches – For purposes specific to OAR 734-051, a net reduction of approaches always refers to approaches to the highway, and only includes legal approaches per the Rule definition of “approach.”

New Road - A public road or road segment that is not a realignment of an existing road or road segment.

NHS - National Highway System. A system of Statewide and Interstate Highways and intermodal connectors meeting federal criteria for inclusion in the system, designated by Congress under the National Highway System Designation Act of 1995 (Approximately 155,000 total miles).

Nontraversable Median - A median designed and built to physically discourage or prevent vehicles from crossing it except at openings that are designed for turning or crossing movements.

OAR - Oregon Administrative Rules. Rules written by state agencies to apply applicable state laws to agency activities, including clarifying statutes, other legislation and executive orders, and implementing those laws that apply to the agency’s mission.

ODOT - Oregon Department of Transportation.

OHP - Oregon Highway Plan. The Highway Plan adopted in 1999 by the Oregon Transportation Commission, is an element of the Oregon Transportation Plan.

ORS - Oregon Revised Statutes.

OTC - Oregon Transportation Commission.

OTP - Oregon Transportation Plan. The OTP is the core document for State transportation planning, and includes by reference modal and topic plans for aviation, bikes and pedestrians, public transportation, rail freight, rail passenger service, transportation safety and the Willamette Valley transportation strategy and also includes corridor plans.

P₁, P₂, etc. – In specification drawings, Paving Limit 1, etc.

Parcel - A unit of land that has not been divided by partition or subdivision, or that was created by partition.

PE - Professional Engineer.

Peak Hour – Usually, the highest one-hour volume observed on an urban roadway during a typical or average week or the 30th highest hourly traffic volume on a rural roadway typically observed during a year. The Portland Metro Area uses a two-hour peak period.

Pedestrian - A person on foot, in a wheelchair or walking a bicycle.

Permit to Construct - A Permit to Construct a State Highway Approach including all attachments, required signatures, conditions and terms, and performance bonds or insurance.

Permit to Operate - A Permit to Operate, Maintain and Use a State Highway Approach including all required signatures and attachments, conditions and terms.

Permittee - A person, firm or corporation, or other entity holding a valid Permit to Operate including the owner or lessee of the property abutting the highway or their designated agent.

Permitted Approach - A legally constructed approach existing under a valid Permit to Operate.

Person Holding an Interest In Real Property – The owner of the title to real property or the contract purchaser of such real property, or owner of record on the last complete available tax assessment roll.

Planned - Not currently existing but anticipated for the future when referring to items such as a roadway or utility connection shown in a corridor plan, comprehensive plan, or transportation system plan (TSP). A planned transportation facility in a TSP will typically identify a funding source for that project or improvement.

Plat - An exact and detailed map of a subdivision of land.

Private Approach - An approach serving one or more properties that is not a public approach as defined below.

Private Road Crossing - A legally constructed, privately owned road designed for use by trucks that are prohibited by law from using state highways, county roads, or other public highways.

Professional Engineer - A person registered and holding a valid certificate to practice engineering in the State of Oregon, as provided in ORS 672.002 through 672.325, with expertise in traffic engineering, as provided in OAR 820-040-0030.

Project Delivery - The allocation of resources to plan and construct new highways or modify and improve existing highways. Project delivery as used in Division 51 refers to ODOT projects.

Public Approach - An approach serving multiple properties, owned and operated by a public entity, and providing connectivity to the local road system. For purposes of Division 51, an approach road owned and operated by a public entity may be a private road by definition if it does not connect to the local road system. This distinction is important because roads that do connect to the local street system can help reduce the need to use the state highway for local trips.

R₁, R₂, etc. - In specification drawings, Radius 1, etc.

Raised Median - A nontraversable median where curbs are used to help delineate the boundary and the adjacent traffic lane, and to elevate the surface of the median above the surface of the adjacent travel lane. Nontraversable medians reduce conflict points on the roadway by limiting the number and location of opportunities for cross traffic and left turns.

RAME - Region Access Management Engineer.

Ramp Terminal - ***

Rational Nexus - A clear, direct, and substantial relationship between a particular development and the public improvement need generated by the development. "Rational nexus" is a legal construct that emerged from legal opinions in land use cases, notably in *Oregon Dolan v. Tigard*. A decision to require mitigation measures or conditions on a permit has to be based upon facts and professional judgment that is quantified and documented in the record of the decision. The extent of costs and construction requirements has to be reasonably related to those impacts.

Realignment - Rebuilding an existing roadway on a new alignment where the new centerline shifts outside of the existing right-of-way and where the existing road surface is either removed or maintained as a connection

between the realigned roadway and a road that intersects the original alignment.

Reasonable Access – means the ability to access a property in a manner that meets the criteria under ORS 374.310(3). If there is “alternate” access to a property, the next question is whether that alternate access is “reasonable.” Reasonableness is based upon Division 51 section 0080 (9), which includes criteria to determine whether the alternate access to the property is sufficient to allow the authorized uses for the property identified in the acknowledged local comprehensive plan and whether the type, number, size and location of approaches are adequate to serve the volume and type of traffic reasonably anticipated to enter and exit the property, based on the planned uses for the property.

Redevelopment - The act or process of changing existing development including replacement, remodeling, or reuse of existing structures to accommodate new development that is consistent with current zoning.

Region Access Management Engineer - A professional engineer employed by the Department who by training and experience has comprehensive knowledge of the Department’s access management rules, policies, and procedures, or as specified in an Intergovernmental Agreement delegating permitting authority as set forth in OAR 734-051-0035(3).

Region Manager - The person in charge of one of the Department’s Transportation Regions or designated representative unless the rule specifically says that an activity cannot be delegated to a designee.

Regional Highways – Typically provide connections and links to regional centers, Statewide or Interstate Highways, or economic or activity centers of regional significance. The management objective is to provide safe and efficient, high-speed, continuous-flow operation in rural areas and moderate to high-speed operations in urban and urbanizing areas. A secondary function is to serve lands uses in the vicinity of intersecting highways. Inside Special Transportation Areas, local access is a priority. Inside Urban Business Areas, mobility is balanced with local access.

Remedy – Monetary or non-monetary benefits to a property to address issues related to real property value, utility or uses, and including the equivalent value of: actual physical reconnection to the road system, new public roads to provide access, improvements or modifications to the property, and improvements to the highway. When our system needs create material losses for property owners, we have a number of options for compensating those losses, and will exercise those options when remaining access to the property is not “reasonable” as defined in the rules.

Reservation of Access - A limitation of a common law right of access to a specific location where the Department has acquired access control subject to restrictions that are designated in a deed. A reservation of access may include a use restriction limiting the right of access to a specified use or restriction against a specified use. A use restriction included in a reservation of access does not restrict turning movements nor does the absence of a use restriction allow unrestricted turning movements. A reservation of access affords the right to apply for an approach but does not guarantee approval of an Application for State Highway Approach or the location of an approach.

Restricted Use Approach - An approach that is intended to provide vehicular access for a specific use and for a limited volume of traffic. Such uses are determined by the Department and may include emergency services, government, and utility uses. Mitigation that is required as a part of approach permit approval or a condition on a construction permit does not by itself create a "restricted use approach."

Right of Access - The right of ingress and egress to the roadway and includes a common law right of access, reservation of access, or grant of access.

Right of Way - Real property or an interest in real property owned by the Department, defined in the 1999 Oregon Highway Plan as follows: A general term denoting publicly owned land, property, or interest therein, usually in a strip. The entire width between the exterior right-of-way lines including the paved surface, shoulders, ditches, and other drainage facilities in the border area between the ditches or curbs and right-of-way lines. Also refers to the Right of Way section of the Transportation Operations Division of ODOT.

Roadway - The paved portion of a highway or other road.

ROW - Right-of-way. See above.

RTP - Regional Transportation Plan. Usually refers to the transportation plan for an MPO, as required by the Transportation Planning Rule.

Rural - The area outside an urban growth boundary, the area outside a Special Transportation Area in an unincorporated community, or the area outside an Urban Unincorporated Community as defined in OAR 660-022-0010(9).

Safety Factors - The factors identified in OAR 734-051-0080(9) including the character of traffic on the highway and related to the development; roadway geometry; environmental conditions and operational issues.

Safety Improvements – Safety improvements generally comprise the whole gamut of types of mitigations and design approaches used to improve safety on the highway facility. For purposes of establishing a “Benefit” with an approach on an expressway pursuant to Section 0085, there are specific types of safety improvements provided in the rules, as follows:

- A decrease in the number of existing conflict points;
- Elimination of existing left turns;
- Elimination of an existing overlap of left turn movements;
- The addition of a left turn lane where existing conditions meet the Department’s installation criteria; or
- Provision of adequate sight distance at the alternate approach or the subject approach where existing sight distance is deficient.

Service Road - A road auxiliary to a highway or other arterial that typically serves non-residential development. Service road includes both frontage and backage roads.

Shared Approach - Same as “joint use approach” above.

Sight Distance - The distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway from a designated location and to a specified height of object above the roadway when the view is unobstructed by traffic.

Sight Triangle - An area of unobstructed sight distance along both approaches of an intersection.

Signal Progression - The progressive movement of traffic at a planned rate of speed without stopping, through adjacent signalized intersections within a traffic control system.

Signature - The signature of the specific individual or an authorized officer of the corporation or partnership and must include the name of the corporation or partnership licensed as set forth in ORS 60.111, and which maintains a registered agent and registered office in this state.

SIP – Safety Improvement Program; One component of the Project Safety Management System aimed at reducing fatalities and serious injury accidents in Oregon. Road segments are in 5-mile segments and are ranked by the number of fatalities or serious injuries: Category 1: No fatal or injury crashes; Category 2: 1-2 fatal or serious injury crashes; Category 3: 3-5 fatal or serious injury crashes; Category 4: 6-9 fatal or

serious injury crashes; Category 5: 10 or more fatal or serious injury crashes.

Site Circulation - The movement of traffic within a developed site including access to parking and loading areas, vehicle storage area for exiting vehicles and movement from ingress and to egress points.

SOV - Single Occupant Vehicle.

Spacing Standards - Spacing standards were originally established in the 1999 Oregon Highway Plan based on highway classification and speeds, and are intended to avoid overlapping conflicts between approaches and maintain the safety and efficiency of the highway. Application of ODOT Access Management Spacing Standards is set forth in OAR 734-051-0115 and the standards are specified in Tables 2 through 8 and Figures 1 through 4, which Tables and Figures have been adopted and made a part of the Division 51 rules.

SPIS – Safety Priority Index System. ODOT's method for identifying hazardous locations on state highways. The SPIS score is based upon three years of crash data and considered crash frequency, crash rate, and crash severity. Types of injuries are categorized as follows: Type A - Serious Injuries; Type B – Moderate injuries; Type C – Minor Injuries.

STA - Special Transportation Area. See "Highway Segment Designation," above.

State Highway System - Public roads owned and operated by the State of Oregon through the Oregon Department of Transportation.

Statewide Highways (part of the National Highway System) – Typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips. The management objective is to provide safe and efficient, high-speed, continuous-flow operation. In constrained and urban areas, interruptions to flow should be minimal. Inside Special Transportation Areas, local access may also be a priority. All Oregon statewide highways are also National Highway System routes with the exception of Highway 82 in Wallowa and Union Counties.

STIP - State Transportation Improvement Program. The capital improvement plan for the State Highway System.

Stopping Sight Distance - The distance a driver needs, when travelling at a given speed, to bring a vehicle to a stop after an object on the roadway becomes visible, including the distance traveled during the driver's perception and reaction times and the vehicle braking distance.

Storage Length - Lane footage added to a deceleration lane to store the maximum number of vehicles likely to accumulate during a peak period to minimize conflicts with through traffic lanes.

Subject – When used as an adjective, such as “subject application” or “subject property,” means the one we are reviewing or discussing right now.

Tax Lot - A lot or parcel identified by a unique township, range, section and tax lot number.

TDD - Transportation Development Division. A division of ODOT. ***

TDM - Transportation Demand Management. The practice of reducing peak hour traffic volumes by measures that reduce trips at those times such as carpooling incentives, van pooling, staggering shift changes, use of alternate modes of transportation, etc.

Temporary Approach - An approach that is constructed, maintained, and operated for a specified period of time not exceeding two years, and removed at the end of that period of time. The Region Manager may extend the period of time for a valid temporary permit for extenuating circumstances beyond the applicant or permittee's control. 734-051-095

Throat Length - The distance parallel to the centerline of a driveway to the first on-site location at which a driver can make a right or left turn, measured from the edge of the mainline roadway.

Through Movement - The predominant direction of traffic flow through an intersection.

TIS - Traffic Impact Study.

Temporary Approach - An approach that is constructed, maintained, and operated for a specified period of time not exceeding two years, and removed at the end of that period of time.

TPR – Transportation Planning Rule. OAR 660-012 which implements Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile. DLCD

administers the TPR in cooperation with ODOT. Some local jurisdictions are exempt from the Transportation Planning Rule due to small populations, as specified in the TPR.

Traffic Characteristics - Parameters describing the distribution of vehicles in a traffic stream, such as planning analysis hour factor, direction distribution factor, peak-hour factor, adjusted saturation flow rate and percentage turns from exclusive turn lanes.

Traffic Impact Study - Analysis of existing and predicted traffic conditions of a roadway and a comparison to conditions that would result from a project or development to determine how to design a project or approaches to a development to best maintain or improve mobility standards.

Trip - A one-way vehicular movement. A vehicle entering a property and later exiting that property has made two trips. A vehicle driving from one business to another inside the property has made an additional "internal" trip.

TSP – Transportation System Plan. The result of local implementation of the Transportation Planning Rule, a TSP establishes a plan for facilities and services to meet local transportation needs over a twenty year period, including some level of capital planning to pay for needed improvements.

TWLTTL - Two-Way Left Turn Lane (continuous): A continuous lane located between opposing streams of traffic that provides a refuge area for vehicles.

UBA - Urban Business Area. See "Highway Segment Designation," above.

UGA – Urban Growth Area. The area within an Urban Growth Boundary that is also outside the corporate limits of the related city(ies).

UGB - Urban Growth Boundary. UGBs are established in the comprehensive plans of cities and counties to show where future growth will go outside of city boundaries and to anticipate the appropriate zoning of that land when it is annexed to the city. Land within a UGB but not yet annexed into the city is considered "urbanizable."

Unincorporated Community - A settlement or town that is not incorporated as a city, but is zoned for residential, commercial and industrial uses consistent with a city and that has been designated in the county comprehensive plan as an unincorporated community as defined in OAR 660-022-0010 (10). There are various unincorporated community

designations that allow for different intensities of development. Only Urban Unincorporated communities and Special Transportation Areas in other unincorporated communities are considered "Urban" for the purposes of Division 51.

Urban - Denotes an area within an urban growth boundary, within a Special Transportation Area in a designated Unincorporated Community pursuant to OAR 660-022, or within a designated Urban Unincorporated Community pursuant to OAR 660-022. For purposes of these rules, the Region Access Management Engineer may apply the "urban" standards in OAR 734-051-0080 to infill or redevelopment projects in an otherwise rural area on commercial or industrial zoned land where the land has been developed into an urban block pattern including a local street network, and the posted highway speed is at or below 45 miles per hour.

Urban Unincorporated Community - An unincorporated community designation for an area with at least 150 permanent residential units, mixed land uses including commercial, public and/or industrial uses and public sewer and water systems, pursuant to OAR 660-022-0010(9).

Vehicle Trips Per Day - The total of all one-direction vehicle movements with either the origin or destination inside the study site that includes existing, primary, pass by, and diverted linked trips and is calculated in accordance with the procedures contained in the Institute of Traffic Engineers' Trip Generation Report. Adjustments to the standard Institute of Traffic Engineers' rates for mode split may be allowed if calculated in accordance with Transportation Planning Rule and the Institute of Traffic Engineers' Trip Generation Report procedures. Adjustments to the standard Institute of Traffic Engineers' rates for multi-use internal site trips may be allowed if calculated in accordance with the Institute of Traffic Engineers' procedures and if the internal trips do not add vehicle movements to the approaches to the highway.

Vehicular Access - Access by motorized vehicles to a property from a street, roadway, highway, easement, service road, or alley including a shared or joint use approach.

VMT - Vehicle Miles Traveled. A measure of travel demands on the road system that can be used to represent planning issues such as retail market distribution, jobs/housing balance and driver behavior. VMT equals the total miles traveled by all vehicles within a study area in a specified period of time.

VMT per Capita - VMT divided by the number of people in the study area.

V/C Ratio - Volume to Capacity Ratio. A measure of roadway congestion calculated by dividing the number of vehicles passing through a section of highway during the peak hour by the capacity of the road section.

Work Day - Monday through Friday, excluding holidays.