

1 **Oregon Transportation Commission Review Draft**

2

3 **Appendix C¹**

4

4 **Access Management Standards**

5

5 **Access Management Spacing Standards**

6

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

7

8

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)

9

10 **Notes for Table 12:**

- 11 * Interstate interchange spacing must be in conformance with federal policy.
- 12 (1) The spacing standards in Table 12 are for planning and design of new
- 13 interchanges on freeways or expressways. A design exception is required to
- 14 change these standards. A proposed design exception should also consider the
- 15 spacing requirements in the Interchange Access Management Area Tables 16-19.
- 16 (2) Crossroad to crossroad centerline distance.
- 17 (3) A design exception is required to change these planning spacing standards.

18 ¹Appendix C was replaced as part of Technical Amendment 06 - 21 to include changes adopted as
19 Amendments 04 - 13 and 05 - 16.

**Table 13: Access Management Spacing Standards
For Highway Segments With Annual Average Daily Traffic (AADT) Of 5,000 Vehicles Or Less**

Posted Speed (mph)*	Regional & Highways District Highways	Statewide Highways	Statewide Highways	Statewide Highways
	Rural and Urban Areas	Rural Areas	Urban Areas	Unincorporated Communities in Rural Areas
	Spacing (ft)			
55 or higher	650	1,320	1,320	1,320
50	425	1,100	1,100	1,100
40 & 45	360	990	360	750
30 & 35	250	770	250	425
25 & lower	150	550	150	350

* 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.

Notes for Table 13:

- 1) Table 13 does not apply to expressways.
- 2) The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards for highways where the annual average daily traffic is more than 5,000 motor vehicles as described in Tables 14-16.
- 3) The spacing standards described in Table 13 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.
- 4) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 13.
- 5) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- 6) For in-fill and redevelopment, see OAR 734-051.
- 7) For deviations to the designated access management spacing standards see ORS 374.312(7) and OAR 734-051.
- 8) Spacing standards in Table 13 do not apply to approaches in existence prior to January 1, 2012, except when:
 - a. A new or change of use of an approach permit is required under ORS 374.305 and OAR 734-051,
 - b. Infill development or redevelopment occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 13,
 - c. A highway or interchange project occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 13.

**Table 14: Access Management Spacing Standards
For Statewide Highways With Annual Average Daily Traffic (AADT) Of More Than 5,000
Vehicles**

Posted Speed (mph)*	Rural Expressway **	Rural Areas	Urban Expressway ** ***	Urban Areas ****
	Spacing (ft)			
55 or higher	5,280	1,320	2,640	1,320
50	5,280	1,100	2,640	1,100
40 & 45	5,280	990	2,640	800
30 & 35	-	770	-	500
25 & lower	-	550	-	350

* 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.

** 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 for Table 14:

- 1) The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards in Table 14.
- 2) The spacing standards described in Table 14 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.
- 3) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 14.
- 4) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- 5) 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 150 feet (46 meters) or mid-block if the current city block is less than 300 feet (91 meters).
- 6) For in-fill and redevelopment, see OAR 734-051.

- 1 7) For deviations to the designated access management spacing standards see ORS
2 374.312(7) OAR 734-051.
- 3 8) Spacing standards in Table 14 do not apply to approaches in existence prior to January 1, 2012,
4 except when:
 - 5 a. A new or change of use of an approach permit is required under ORS 374.305 and OAR
6 734-051,
 - 7 b. Infill development or redevelopment occurs and spacing and safety will be improved by
8 moving in the direction of the spacing standards described in Table 14,
 - 9 c. A highway or interchange project occurs and spacing and safety will be improved by
10 moving in the direction of the spacing standards described in Table 14.

Table 15: Access Management Spacing Standards for Regional Highways With Annual Average Daily Traffic (AADT) Of More Than 5,000 Vehicles

Posted Speed (mph)*	Rural Expressway **	Rural Areas	Urban Expressway ** ***	Urban Areas ****
	Spacing (ft)			
55 or higher	5,280	990	2,640	990
50	5,280	830	2,640	830
40 & 45	5,280	750	2,640	500
30 & 35	-	600	-	350
25 & lower	-	450	-	250

* 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.

** 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 for Table 15:

- 1) The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards in Table 15.
- 2) The spacing standards described in Table 15 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.
- 3) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 15.
- 4) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- 5) 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 150 feet (46 meters) or mid-block if the current city block is less than 300 feet (91 meters).
- 6) For in-fill and redevelopment, see OAR 734-051.
- 7) For deviations to the designated access management spacing standards see ORS 374.312(7) OAR 734-051.

- 1 8) Spacing standards in Table 15 do not apply to approaches in existence prior to January 1, 2012,
2 except when:
- 3 a. A new or change of use of an approach permit is required under ORS 374.305 and OAR
4 734-051,
 - 5 b. Infill development or redevelopment occurs and spacing and safety will be improved by
6 moving in the direction of the spacing standards described in Table 15,
 - 7 c. A highway or interchange project occurs and spacing and safety will be improved by
8 moving in the direction of the spacing standards described in Table 15.
- 9

**Table 16: Access Management Spacing Standards
for District Highways With Annual Average Daily Traffic (AADT) Of More Than 5,000
Vehicles**

Posted Speed (mph)*	Rural Expressway**	Rural Areas	Urban Expressway** ***	Urban Areas****
	Spacing (ft)			
55 or higher	5,280	700	2,640	700
50	5,280	550	2,640	550
40 & 45	5,280	500	2,640	500
30 & 35	-	400	-	350
25 & lower	-	400	-	250

* 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.

** 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 for Table 16:

- 1) The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards in Table 16.
- 2) The spacing standards described in Table 16 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.
- 3) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 16.
- 4) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- 5) 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 150 feet (46 meters) or mid-block if the current city block is less than 300 feet (91 meters).

- 1 6) For in-fill and redevelopment, see OAR 734-051.
- 2 7) For deviations to the designated access management spacing standards see ORS
- 3 374.312(7) and OAR 734-051.
- 4 8) Spacing standards in Table 16 do not apply to approaches in existence prior to January 1, 2012,
- 5 except when:
 - 6 a. A new or change of use of an approach permit is required under ORS 374.305 and OAR
 - 7 734-051,
 - 8 b. Infill development or redevelopment occurs and spacing and safety will be improved by
 - 9 moving in the direction of the spacing standards described in Table 16,
 - 10 c. A highway or interchange project occurs and spacing and safety will be improved by
 - 11 moving in the direction of the spacing standards described in Table 16.
- 12
- 13
- 14
- 15
- 16
- 17
- 18

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 17: 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	1 mi.	750 ft.	1320 ft.	750 ft.
	Urban	(1.6 km)	(230 m)	(400 m)	(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 for Table 17:

- 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 17

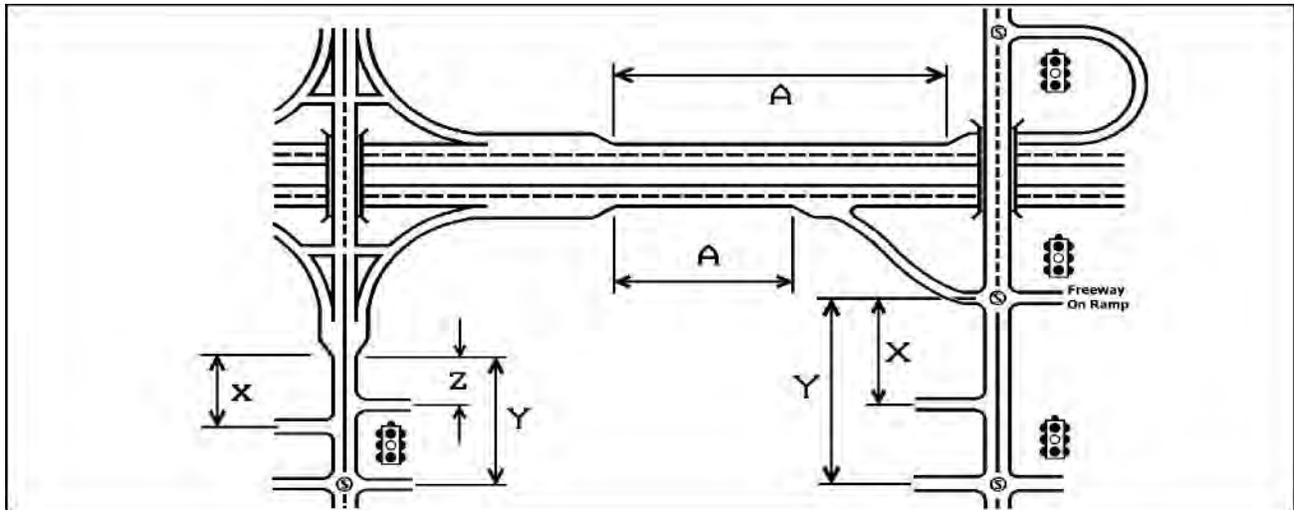


Table 18: Minimum Spacing Standards
Applicable to Freeway Interchanges with Multi-Lane Crossroads

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 for Table 18:

- 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.

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 18

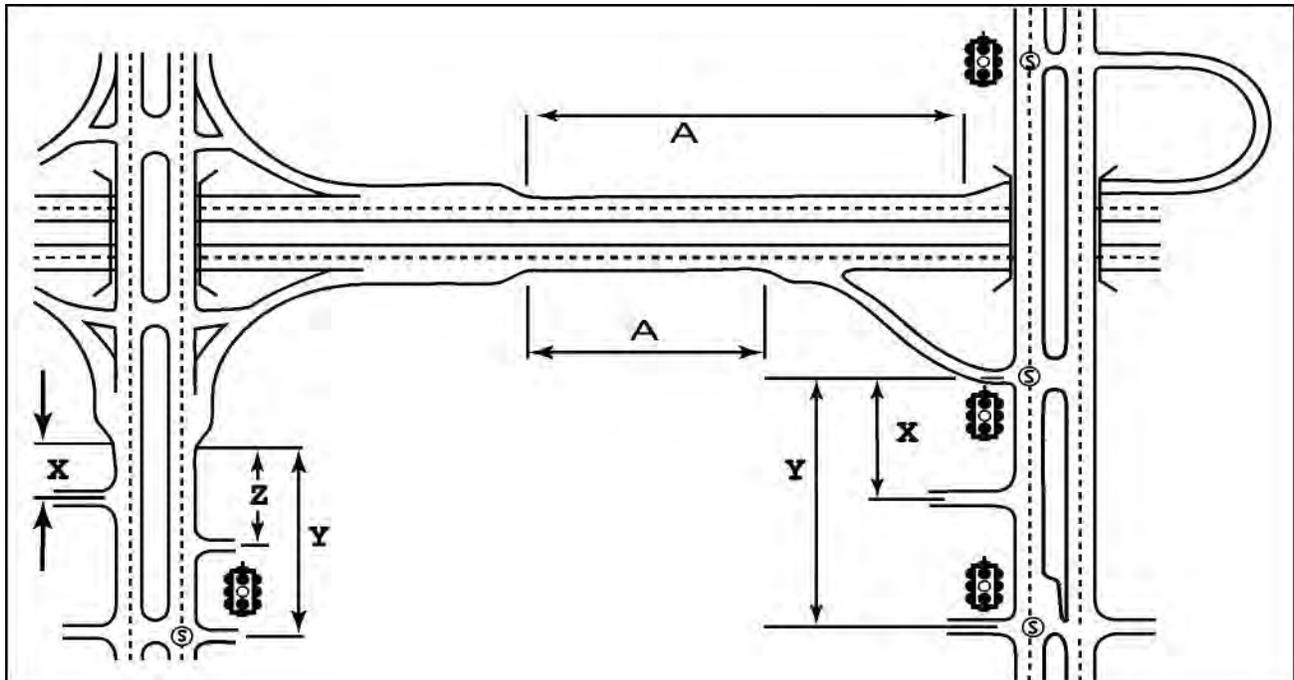


Table 19: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads

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	45 mph (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 for Table 19:

- 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 19

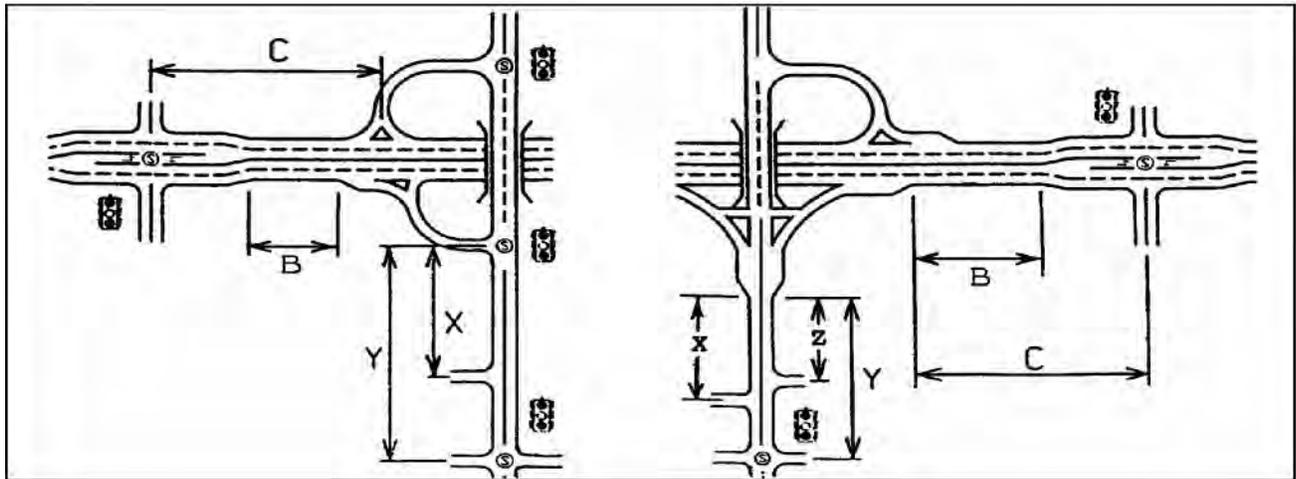


Table 20: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads

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)

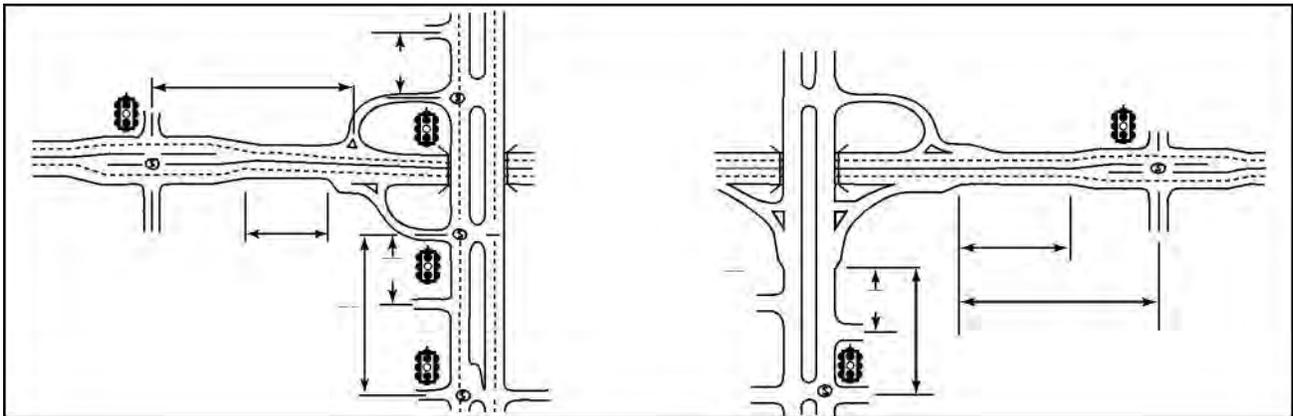
Notes for Table 20:

- 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 20



1 **Public Review Draft**

2 The following revisions shown in track-changes include both the revisions
3 in the October 6, 2011 draft public review version and the revisions to
4 address public and staff comments. Revisions made after the October 6
5 public review draft are called out with comment boxes in this document.



Appendix C¹

6
7 **Access Management Standards**

8 **Access Management Spacing Standards**

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

11 **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)

12
13 **Notes for Table 12:**

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

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

19 (2) Crossroad to crossroad centerline distance.

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

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

**Table 13: Access Management Spacing Standards
For Highway Segments With Annual Average Daily Traffic (AADT) Of 5,000 Vehicles Or Less**

<u>Posted Speed (mph)*</u>	<u>Regional & Highways District Highways</u>	<u>Statewide Highways</u>	<u>Statewide Highways</u>	<u>Statewide Highways</u>
	<u>Rural and Urban Areas</u>	<u>Rural Areas</u>	<u>Urban Areas</u>	<u>Unincorporated Communities in Rural Areas</u>
	<u>Spacing (ft)</u>			
55 or higher	650	1,320	1,320	1,320
50	425	1,100	1,100	1,100
40 & 45	360	990	360	750
30 & 35	250	770	250	425
25 & lower	150	550	150	350

* 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.

Notes for Table 13:

- 1) Table 13 does not apply to expressways.
- 2) The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards for highways where the annual average daily traffic is more than 5,000 motor vehicles as described in Tables 14-16.
- 3) The spacing standards described in Table 13 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.
- 4) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 13.
- 5) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- 6) For in-fill and redevelopment, see OAR 734-051.
- 7) For deviations to the designated access management spacing standards see ORS 374.312(7) and OAR 734-051.
- 8) Spacing standards in Table 13 do not apply to approaches in existence prior to January 1, 2012, except when:
 - a. A new or change of use of an approach permit is required under ORS 374.305 and OAR 734-051.
 - b. Infill development or redevelopment occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 13.
 - c. A highway or interchange project occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 13.

Comment [KE1]: Change based on staff comment

Comment [KE2]: Change based on staff comment

Comment [KE3]: Change based on staff comment

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39

Table 1314: Access Management Spacing Standards
For Statewide Highways With Annual Average Daily Traffic (AADT) Of More Than 5,000
Vehicles ^{(*)~~(2)~~(3)(4)}
(Measurement in Feet)^{*}

<u>Posted Speed (mph)</u>[*]	Rural Expressway **	Rural Areas	Urban Expressway ** ***	Urban Areas ****	STA
	<u>Spacing (ft)</u>				
<u>≥55 or higher</u>	5,280	1,320	2,640	1,320	
50	5,280	1,100	2,640	1,100	
40 & 45	5,280	990	2,640	990 800	(6)
30 & 35	-	770	-	500 720	(6)
<u>≤25 & lower</u>	-	550	-	350 520	(6)

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

* ~~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.~~

** ~~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 for Table 14:

- ~~1) The numbers in parentheses refer to explanatory notes that follow tables 13-15. The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards in Table 14.~~
- ~~2) The spacing standards described in Table 14 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.~~
- ~~3) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 14.~~
- ~~4) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.~~
- ~~5) 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~~

1 driveways are allowed and where land use patterns permit, the minimum access management
2 spacing for driveways is ~~175~~ 150 feet (~~55~~ 46 meters) or mid-block if the current city block is less
3 than ~~350~~ 300 feet (~~110~~ 91 meters).

4 6) For in-fill and redevelopment, see OAR ~~734-051-0135(4)~~.

Comment [KE4]: Change based on staff comment

5 7) For deviations to the designated access management spacing standards see ~~ORS~~
6 ~~374.312(7)~~ OAR 734-051-~~0135~~.

Comment [KE5]: Change based on staff comment

7 8) Spacing standards in Table 14 do not apply to approaches in existence prior to January 1, 2012,
8 except when:

9 a. A new or change of use of an approach permit is required under ~~ORS 374.305 and OAR~~
10 ~~734-051~~.

Comment [KE6]: Change based on staff comment

11 b. Infill development or redevelopment occurs and spacing and safety will be improved by
12 moving in the direction of the spacing standards described in Table 14.

13 c. A highway or interchange project occurs and spacing and safety will be improved by
14 moving in the direction of the spacing standards described in Table 14.

Table 1415: Access Management Spacing Standards
for Regional Highways With Annual Average Daily Traffic (AADT) Of More Than 5,000
Vehicles ⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾
(Measurement in Feet)*

<u>Posted Speed (mph)*</u>	<u>Rural Expressway</u> **	<u>Rural Areas</u>	<u>Urban Expressway</u> ** ***	<u>Urban Areas</u> ****	<u>STA</u>
	<u>Spacing (ft)</u>				
<u>≥55 or higher</u>	5,280	990	2,640	990	
<u>50</u>	5,280	830	2,640	830	
<u>40 & 45</u>	5,280	750	2,640	750 500	
<u>30 & 35</u>	-	600	-	425 350	(6)
<u>≤25 & lower</u>	-	450	-	350 250	(6)

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

* ~~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.~~

** ~~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 for Table 15:

- ~~1) The numbers in parentheses refer to explanatory notes that follow tables 13-15. The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards in Table 15.~~
- ~~2) The spacing standards described in Table 15 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.~~
- ~~3) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 15.~~
- ~~4) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.~~
- ~~5) 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 ~~475~~ 150 feet (~~55~~ 46 meters) or mid-block if the current city block is less than ~~350~~ 300 feet (~~110~~ 91 meters).~~

1
2
3
4
5
6
7
8
9
10
11
12

6) For in-fill and redevelopment, see OAR 734-051-0135(4).

Comment [KE7]: Change based on staff comment

7) For deviations to the designated access management spacing standards see ORS 374.312(7) OAR 734-051-0135.

Comment [KE8]: Change based on staff comment

8) Spacing standards in Table 15 do not apply to approaches in existence prior to January 1, 2012, except when:

a. A new or change of use of an approach permit is required under ORS 374.305 and OAR 734-051.

Comment [KE9]: Change based on staff comment

b. Infill development or redevelopment occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 15.

c. A highway or interchange project occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 15.

**Table 1516: Access Management Spacing Standards
for District Highways With Annual Average Daily Traffic (AADT) Of More Than 5,000
Vehicles ⁽¹⁾⁽²⁾⁽³⁾⁽⁴⁾
(Measurement in Feet)***

<u>Posted Speed (mph)*</u>	<u>Rural Expressway</u> **	<u>Rural Areas</u>	<u>Urban Expressway</u> ** ***	<u>Urban Areas</u> ****	<u>STA</u>
	<u>Spacing (ft)</u>				
<u>>55 or higher</u>	5,280	700	2,640	700	
50	5,280	550	2,640	550	
40 & 45	5,280	500	2,640	500	
30 & 35	-	400	-	350	(6)
<u>≤25 & lower</u>	-	400	-	350250	(6)

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

* 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.

** 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 for Table 16:

- 1) The numbers in parenthesis refer to explanatory notes that follow tables 13-15. The spacing standards for approaches on one-way highways or highways with a raised or depressed nontraversable median where only a right-hand or left-hand turn is allowed are one-half the spacing standards in Table 16.
- 2) The spacing standards described in Table 16 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions.
- 3) Special transportation areas, access management plans, corridor plans, interchange area management plans or interchange management areas, as designated by the Oregon Transportation Commission, may have spacing standards that take precedence over the spacing standards described in Table 16.
- 4) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- 5) 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 ~~175 150~~ feet (~~55 46~~ meters) or mid-block if the current city block is less than ~~350 300~~ feet (~~110 91~~ meters).

~~6) For in-fill and redevelopment, see OAR 734-051-0135(4).~~

~~7) For deviations to the designated access management spacing standards see OAR 734.312(7) and OAR 734-051-0135.~~

~~8) Spacing standards in Table 16 do not apply to approaches in existence prior to January 1, 2012, except when:~~

~~a. A new or change of use of an approach permit is required under ORS 374.305 and OAR 734-051.~~

~~b. Infill development or redevelopment occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 16.~~

~~c. A highway or interchange project occurs and spacing and safety will be improved by moving in the direction of the spacing standards described in Table 16.~~

Comment [KE10]: Change based on staff comment

Comment [KE11]: Change based on staff comment

Comment [KE12]: Change based on staff comment

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 4617: 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 for Table 17:

- 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 4617

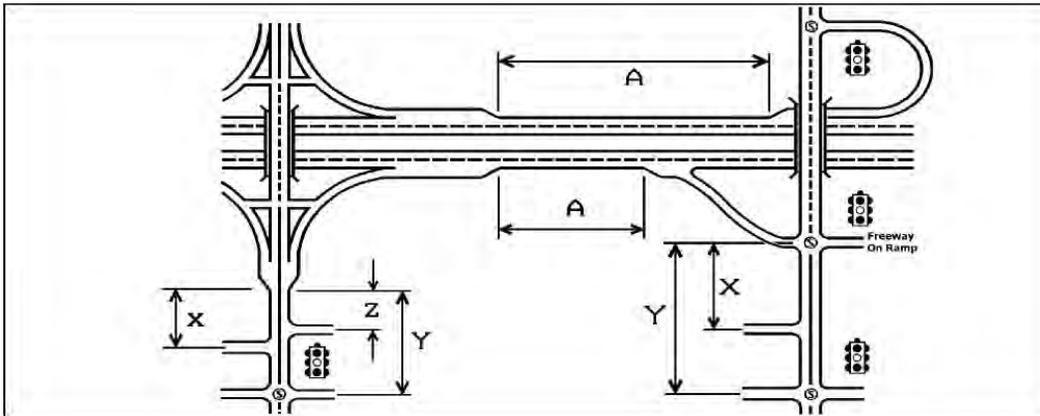


Table 1718: Minimum Spacing Standards
Applicable to Freeway Interchanges with Multi-Lane Crossroads

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 for Table 18:

- 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.

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 1718

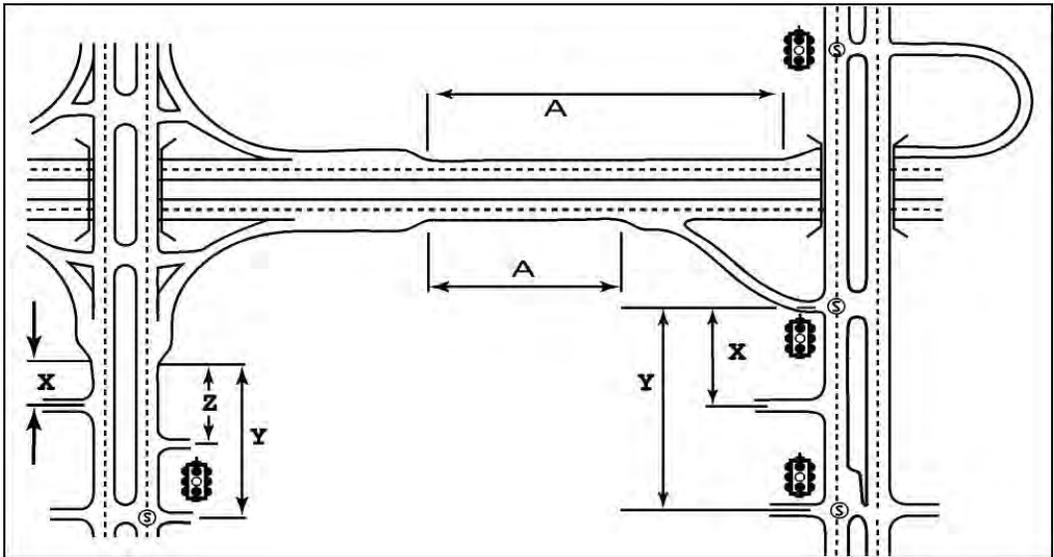


Table 1819: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads

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 for Table 19:

- 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 1819

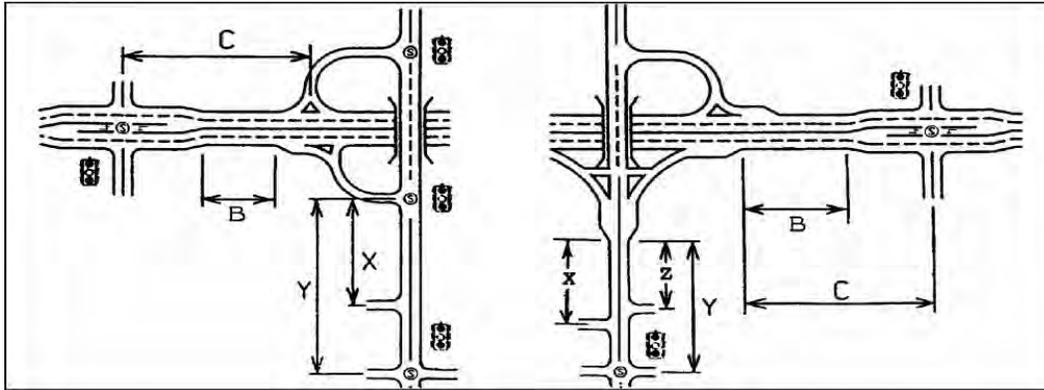


Table 1920: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads

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 for Table 20:

- 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 1920

