

*Proposed Oregon Highway Plan Amendments  
Attachments to Staff Report  
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**Attachment A**  
**Maps Associated with the Proposed Amendments**  
**to the State Highway Freight System Section of the Oregon Highway Plan**

- Map A-1 – Tonnage
- Map A-2 – Connectivity to other States
- Map A-3 – Percent Trucks
- Map A-4 – Truck Volumes
- Map A-5 – OHP & MPO Freight Routes
- Map A-6 – Truck Length Restrictions
- Map A-7 – Highway Segment Designations
- Map A-8 – NHS Intermodal Connectors
- Map A-9 – Recommended Routes

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## Attachment B Significance Table

The level of impact is shown in the table utilizing the following symbols.

○ - Little or No Impact      ◐ - Moderate Impact      ● - Significant Impact



### Significance of Oregon Highway Plan Freight Route Designation

	Issue	Significance of Impact	Comments
1.	<b>Planning</b>	◐	<p>The freight routes are recognized as a system of state highways that facilitate efficient and reliable interstate and intrastate truck movements. These are primarily state highways that carry a significant tonnage of freight by truck and/or serve as the primary interstate and intrastate highway freight connections to ports, intermodal terminals, urban areas and other states.</p> <p>The Oregon Highway Plan (OHP) recognizes the importance of maintaining efficient through movement on these major truck freight routes but at the same time policies within the OHP work to balance the need for movement of goods with other uses of the highway system.</p>
2.	<b>Highway Segment Designations</b>	●	<p>The OHP states that in Special Transportation Areas (STA), the highway's function as a freight route should be balanced with local accessibility and circulation. STA management plans are required for STAs on the State Highway Freight System and regional freight routes designated by MPOs if the route is also classified a Statewide highway.</p>
3.	<b>Expressways</b>	◐	<p>Being part of the State Highway Freight System is one of the criteria used for highways proposed as Expressways. The intent of an expressway is travel with minimal interruptions, have controlled access, limited private accesses and pedestrian facilities, and medians are encouraged.</p>
4.	<b>Funding</b>	●	<p>The OHP states that the State Highway Freight System designation does not guarantee additional state investment in these routes. The STIP Project Eligibility Criteria and Prioritization Factors recommend that OHP Policies including 1C, State Highway Freight System, be considered for D-STIP, Modernization and Preservation project prioritization. Priority shall also be given to DSTIP, Modernization, Preservation and Bridge projects that leverage other funds and public benefits. An example of leverage is direct benefit to multiple modes of travel. The state bridge eligibility criteria focus on Interstate Highways and OHP freight routes.</p>

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	<b>Issue</b>	<b>Significance of Impact</b>	<b>Comments</b>
			<p>HB 2041 states in Section 37 that in developing the STIP ODOT shall give priority to freight mobility projects that are located on identified freight routes of statewide or regional significance. The definition of freight mobility projects in HB 2041 is more encompassing than the OHP freight routes definition, as evident in projects selected, which include state and local roadways other than the OHP freight routes.</p> <p>The proposed Project Eligibility Criteria and Prioritization Factors for the 2008-2011 STIP include as a factor, "Projects that support freight mobility." They include modernization projects on freight routes of statewide or regional significance, including: highways on the State Highway Freight System as designated in the OHP; or highways or local roads designated as NSH intermodal connectors; or other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or local freight routes designated in a regional or local transportation plan.</p>
5.	<b>Mobility Standards</b>	●	<p>The OHP requires slightly higher mobility standards (lower maximum volume-to-capacity ratios) for freight routes than other Highways. This means that slightly less congestion is to be planned for the OHP freight routes. For example, the maximum volume to capacity ratio for a Statewide Highway inside an urban growth boundary on a freight route is .75, while a Statewide Highway inside an urban growth boundary not on a freight route is .80. This will lead to a more rigorous standard for review of plan amendments and zone changes. <i>(This particular example is based on Table 6, page 80 of the OHP (Non-MPO outside of STAs where non-freeway speed limit &lt; 45 mph).</i></p> <p><i>(Note that changes are proposed to the mobility standards (Table 6) which can be found in the Draft OHP Policy 1B Amendments, Attachment E.)</i></p>
6.	<b>Pavement Preservation</b>	○	<p>The OHP states that ODOT will invest in thicker highway pavements on designated freight routes. It also says that Statewide Highways should be maintained at a higher condition than Regional and District Highways. However, due to limited funding, being part of the State Highway Freight System is not a major factor in pavement management or maintenance. In practice, pavement thickness is primarily based on field tests, condition of the roadway, truck counts and truck configurations.</p>

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7.	<b>Highway Design</b>		<p>Being part of the State Highway Freight System is a factor in roadway design and is addressed in the Highway Design Manual. In designing a roadway, the Highway Design Manual takes into consideration highway functional classification, the State Highway Freight System, truck volumes and configurations, mobility standards and other factors. Highway design issues impacted by the State Highway Freight System designation include typical roadway section widths, median barrier, weigh stations and intersection design and their attendant cost implications. Depending on the circumstances, a design exception may be needed to the Highway Design Manual standards. HB2041 (ORS 366.215) states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction. <i>(An exemption can be granted if commission finds it in the best interest of the state and freight movement is not unreasonably impeded.)</i></p>
8.	<b>Access Management</b>		<p>Permitting standards do not change just because a highway section is designated part of the State Highway Freight System. Permitting standards are based on State Highway Classifications, highway segment designations and whether or not the segment is urban or rural or an expressway.</p> <p>Higher mobility standards required by an OHP freight route designation may impact design and spacing considerations for access management approach permits.</p> <p><i>(Note that a proposed change to OHP Policy 1B would create an additional factor in determining spacing standards in urban areas. Inside a UGB on a highway that is not an expressway, and with a posted speed <math>\leq 35</math> mph the spacing and mobility standards formerly applicable to a designated Urban Business Area would apply. See Draft OHP Policy 1B Amendments, Attachment E.)</i></p>

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**Attachment C  
FRAP (Freight Route Analysis Project) Summary of Comments**

Provided below is a summary of the comments received on the Freight Route Analysis Project through June 16, 2005. Due to the extensive number of comments received, this summary was developed so that the reader can quickly grasp the subject matter of the issues raised. Some of the comments are no longer relevant as they pertain to an earlier version of the staff report. If you wish to see all of the comments received, please contact ODOT staff for copies.

Individuals	1,400 individuals	Signed a petition against OR 126E being a freight route.
	16 individuals	Submitted a letter against OR 126E being a freight route.
	2 individuals	Against OR 99W becoming a freight route.
	1 individual	Against US 101 and OR 126 in Florence becoming freight routes.
	1 individual	Submitted a letter requesting that Millican/West Butte Road (a county road) become a freight route.
Cities	Lincoln City	Against US 101 becoming a freight route.
	Prineville	Have concerns about funding for management plans.
	Astoria	Against US 101 becoming a freight route.
	Florence	Support OR 126W becoming a freight route but not US 101.
	Springfield	Support OR 126 through town becoming a freight route.
	Bend	Support Bend Parkway becoming a freight route.
	Junction City	Against OR 99 becoming a freight route.
Counties	Lane County	Have questions and concerns and would like more time to review.
	Clatsop County	Against US 101 becoming a freight route.
	Polk County	Support OR 99W and OR 22W becoming freight routes.

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ACTS	<p>SEACT</p> <p>NWACT</p> <p>SCACT</p> <p>MWACT</p> <p>CWACT</p>	<p>Support US 26, US 395, US 95 &amp; Bend Parkway becoming freight routes.</p> <p>Against US 101 becoming a freight route. Want to add OR 6.</p> <p>Support US 395 and OR 140 becoming freight routes. Want to add OR 31 and OR 39.</p> <p>Support OR 99W, OR 22 &amp; OR 99E/Salem Parkway becoming freight routes.</p> <p>Support OR 34 becoming a freight route. Support US 20 becoming a freight route as long as it ends at Sweet Home city limits. Against OR 99W becoming a freight route. Want OR 228 from OR 99E to I-5 to be a freight route. Want ODOT to wait on freight designations until management plan guidelines are done. Want funding for management plans for STAs.</p>
MPOs	<p>Corvallis Area MPO</p> <p>Metro</p> <p>Central Lane MPO</p> <p>SKATS MPO</p> <p>Bend MPO</p>	<p>Against OR 99W becoming a freight route.</p> <p>Have concerns about criteria/factors of consideration and application of criteria. Also, funding for local roadways important for freight and the process and timing for management plans. Would like map of recommendations to show 3 regional future transportation facilities.</p> <p>Support OR 126 in Springfield (Main St. to I-5), OR 99 from Beltline Highway to Airport Road and West 11<sup>th</sup> St. from Beltline Highway to its junction with OR 126 W becoming freight routes.</p> <p>Would like more time to review. Have several questions on mobility standards, access management, management plans, NHS, express-ways and whether or not there could be a gap in a freight route.</p> <p>Support US 97/Bend Parkway from US 20 to US 97 Bus becoming a freight route.</p>

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Others	McKenzie Watershed Council	Against OR 126E becoming a freight route.
	Eugene Water & Electric Board	Against OR 126E becoming a freight route.
	Port of Portland	Request that NHS connectors be recognized as important for the movement of freight.
	Economic Dev. Council – Tillamook County	Against US 101 becoming a freight route.
	Port of Siuslaw	Support OR 126W being a freight route.
	Oregon Freight Advisory Committee	Would like more coordination between the FRAP process, development of the management plan templates and the highway segment designation process. Would like ODOT staff to recommend more sections of NHS routes. Would like ODOT staff to re-engage the local communities in a more rounded educational outreach.
	1000 Friends	Against all proposed freight routes in Lane County and on US 101 except for the Beltline Highway.

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## **Attachment D Proposed Oregon Highway Plan Amendments**

- *Page 63 of the OHP:*

### **Background**

According to the 2002 Federal Highway Administration's Analysis Framework, trucks carried nearly 76 percent of the total freight tonnage and 82 percent of the total freight value for the year. To ensure that freight is able to move efficiently on the state's major trucking routes, this plan designates a State Highway Freight System (Table 5, page 56). The key criteria of freight volume, tonnage, connectivity and linkages to the National Highway System intermodal facilities were augmented in the 2004 Freight Route designation update. Other factors that were considered included connectivity to regional freight routes and freight routes in other states, percent of trucks on state highways to reflect urban/rural characteristics, freight generating sites and implications to highway segment designations.

The primary purpose of the State Highway Freight System is to facilitate efficient and reliable interstate, intrastate, and regional truck movement through a designated freight system. . This freight system, made up of the Interstate Highways and certain Statewide, Regional and District Highways includes routes that carry significant tonnage of freight by truck and serve as the primary interstate and intrastate highway freight connection to ports, intermodal terminals, and urban areas. It supersedes and replaces the designation of primary freight corridors in the Oregon Transportation Plan. However, freight routes designated on Regional or District Highways will be managed according to their highway classification.

Freight depends upon timely and dependable movement of goods over the system; some industries structure their facilities and processes on just-in-time deliveries. Highway efficiency for goods movement in an expanding economy will require public and private investments in infrastructure as well as changes in road operations to reduce congestion on freight routes. Designating a network of freight routes of primary importance to the state will help ensure that these investments are coordinated in a way that reinforces the unique needs of the freight system.

Improving and maintaining the efficiency of highway operations requires balancing the needs of freight movement with the needs of other users of the highway system. Some state highways that are important goods movement corridors also serve as communities' main streets and may be designated as Special Transportation Areas. It may be the objective of local officials to reduce or slow traffic passing through the town, with potentially adverse impacts on long distance freight transportation. Therefore, a management plan will be developed that combines local land use planning needs while recognizing the special significance of the designated statewide freight system. See Policy 1B which requires that STAs on OHP Freight Route or Regional Freight Routes include the development of a management plan approved by both ODOT and the local government. Improvements associated with designated freight routes will impact highway designs involving roadway section widths, median barriers, intersection designation and will require higher mobility standards on these highways. Regional and local jurisdictions may designate their own freight route systems, but these designations should be compatible with or complementary to the designation of routes in the State Highway Freight System.

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The State Highway Freight System designation does not guarantee additional state investment in these routes. However, three special management strategies are available:

- Highways included in this designation generally have higher highway mobility standards than other similarly classified highways (see Policy 1F).
- The highway's function as a freight route should be balanced with local accessibility in Special Transportation Areas.
- Freight system routes may be treated as Expressways outside of urban growth boundaries and unincorporated communities. (See Action 1C.3 and the definition of Expressways in Action 1A.2.)

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*Editors Note: The following additional changes will be made to conform these amendments to the Oregon Highway Plan.*

- *Page 65 of the OHP:*

Update the map that depicts the State Highway Freight System.

- *Page 66 of the OHP:*

Delete Table 5. (A more accurate listing of the highway segments associated with the OHP freight routes can be found in Appendix D of the OHP.)

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- *Page 80 of the OHP:*  
Revise Table 6 as follows:

Maximum Volume to Capacity Ratios Outside Metro							
Highway Category	Inside Urban Growth Boundary					Outside Urban Growth Boundary	
	STAs	MPO	Non-MPO outside of STAs where non-freeway posted speed $\leq$ 35 mph or Designated UBAs	Non-MPO outside of STAs where non-freeway posted speed $<$ 45 mph	Non-MPO where non-freeway posted speed $\geq$ 45 mph	Unincorporated Communities	Rural Lands
Interstate Highways, and Statewide Expressways	N/A	0.80	N/A	0.70	0.70	0.70	0.70
) Freight Route on a Statewide Highway	0.85	0.80	0.80	0.75	0.70	0.70	0.70
Statewide not a Freight Route	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Freight Route on a Regional or District Highway	0.90	0.85	0.85	0.80	0.75	0.75	0.70
Expressway on a Regional or District Highway	N/A	0.85	N/A	0.80	0.75	0.75	0.70
Regional Highways	0.95	0.85	0.85	0.80	0.75	0.75	0.70
District / Local Interest Roads	0.95	0.90	0.90	0.85	0.80	0.80	0.75

Table 6: Maximum volume to capacity ratios for peak hour operating conditions \*

\*For Portland Metro and the Rogue Valley MPO see also OHP Amendment 00-04 amended Table 7 regarding Metro and established alternative mobility standards for the RVMPO. Where there is a conflict between the Table 6 standards and the established alternative mobility standards, the more tolerant standard (Higher v/c ratio) applies. The OHP amendments establishing the RVMPO and Metro alternative standards is located on the web at:

<http://www.oregon.gov/ODOT/TD/TP/docs/orhwyplan/registry/0004.pdf>

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- *Page 121 of the OHP:*

Revise Action 4A.1

**Action 4A.1**

Identify roadway obstacles and barriers to efficient truck movements on state highways, especially the Freight System. These include bridges with load limits and geometric constraints that prohibit the travel of legal size vehicles. Set up a process through the Statewide Transportation Improvement Program to systematically improve highway segments that hinder or prevent freight movements and utilize benefits/cost analysis in making the determination of whether improvements were warranted..

Revise Action 4A.4

**Action 4A.4**

Maintain and improve roadway facilities serving intermodal freight facilities that are part of Oregon's Intermodal Management System, and support development of new intermodal roadway facilities where they are part of a local or regional transportation system plan. Recognize National Highway System intermodal connectors as part of the freight network in transportation planning and funding considerations. Manage state-owned intermodal connectors according to their state highway classification as Regional or District Highways.

**Add new Action: Action 4A.8**

Recognize that local truck routes are important linkages in the movement of freight throughout the state. ODOT will consider requests to establish local government designated truck routes that will serve to detour trucks off the state highway system. ODOT will coordinate with local jurisdictions when designating, managing and constructing a project on a local freight route.

**Add new Action: Action 4A.9**

Develop an amendment process for the identification of additional routes or modifications to the State Highway Freight System.

- *Page 204 of the OHP:*

Update Appendix D Highway Classification by Milepoint.

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- *Page 1 of OHP Policy 1B (Approved 1/14/04):*

Policy 1B applies to all state highways. It provides guidance to ODOT regarding system management planning and implementation activities. It is designed to clarify how ODOT will work with local governments and others to link land use and transportation in transportation plans, facility and corridor plans, plan amendments, access permitting and project development. The role of ODOT and local governments in designating highway segments is to work together so that planned community development patterns are individually tailored yet also meet statewide highway needs for safety and mobility. Under most circumstances, the elements of Policy 1B are advisory and recommendations are provided to give local jurisdictions guidance to aid in transportation and land use planning along corridors. The intent of Policy 1B is that all commercial areas situated along state highways should aspire to the objectives and standards of this policy.

- *Page 2 of OHP Policy 1B (Approved 1/14/04):*

To reflect ODOT's interest in focusing growth in more compact development patterns, Policy 1B adopts the highway segment designations of Special Transportation Areas (STAs), Urban Business Areas (UBAs), and Commercial Centers. These highway segments are tools to implement more compact community development patterns.

- *Page 3 of OHP Policy 1B (Approved 1/14/04):*

Update link to Oregon Highway Plan and amendments in footnote.

### **Planning for and Managing Highway Segment Designations**

Highway segment designations may generally be located within urban growth boundaries on District, Regional or Statewide Highways that are not on Interstate Highways or Expressways. All designations require clearly defined boundaries identified by milepoint and nearest cross street. Location of a STA or Commercial Center on a Statewide Highway that is also a designated OHP Freight Route requires development of a management plan approved by both ODOT and the local government. UBAs, by definition areas with posted speeds greater than 35 miles per hour, also require management plans.

As Freight Routes on the State Highway Freight System are reviewed and updated it will become necessary for previously designated highway segments on Statewide Highways to develop management plans when updating their Transportation System Plan or other legislatively mandated planning effort. Where management plans are not required, the following elements are recommended planning and project development considerations, as applicable. Where management plans are required, the following elements are required, as applicable:

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- *Page 5 of OHP Policy 1B (Approved 1/14/04):*

**Urban Business Areas (UBAs)**

Traditional auto-oriented patterns of commercial development include facilities with visible access from the highway directly to parking and drive-through facilities. These patterns of development reflect conventional patterns of zoning, financing and property ownership. The OHP seeks to encourage redevelopment and reinvestment in urban areas and to shift land use patterns from auto-oriented properties with individual driveways to patterns of development served by common accesses, nodal development and more compatibility with pedestrians and bicycles.

An Urban Business Area is a highway segment designation that may be applied to existing areas of commercial activity or future nodes or various types of centers of commercial activity within urban growth boundaries on District, Regional or Statewide Highways where vehicular accessibility is important to continued economic viability. Highways that have posted speeds of 35 miles per hour or less are permitted access and spacing standards that reflect the dual objectives of providing local access to meet the needs of abutting properties while maintaining existing speeds to move through traffic.. Some highway segments posted at higher speeds need to strike the same balance between access and mobility. For highways posted higher than 35 miles per hour, the UBA designation is available as recognition that vehicular accessibility and circulation is often as important as pedestrian, bicycle and transit accessibility, but a management plan is required to ensure that these objectives are balanced. Safe and regular street connections are encouraged. Transit turnouts, sidewalks and bicycle lanes are accommodated.

Policy 1B makes a distinction between the various types of commercial development along highways and determines that the UBA designation may be applied to areas with posted speeds higher than 35 mph.

- **Existing areas of commercial development.** It is recognized that existing linear business development patterns will most likely remain until such time as local zoning regulations and financing opportunities change to support redevelopment. The policy encourages incremental steps to move in the direction of meeting UBA objectives for all urban commercial areas situated linearly along a highway, outside of STAs or Commercial Centers. However, it is not necessary to adopt a highway segment designation for segments with posted speeds of 35 miles per hour or less. It has been determined that OHP standards for these areas will facilitate access to businesses without unreasonably delaying the movement of people and goods on the State Highway System. Recommended steps for all established or planned commercial areas along State highways may include but are not limited to removal of impediments to inter-parcel circulation, design of intersections to address the needs of pedestrians and bicyclists, and development of provisions for good traffic progression and local transit opportunities. ODOT projects in existing areas of commercial development should not result in improvements contrary to this policy.

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- **Redeveloping commercial areas.** In the redevelopment process ODOT recognizes that because of existing patterns of property ownership, implementing nodal development patterns may not be fully attainable. However, moving in the direction of implementing nodal development is encouraged.
- **New commercial development.** New development offers planning and development opportunities in more compact, nodal patterns that meet the objectives of Policy 1B.

**Location.** Urban Business Areas can be located in areas with posted speeds higher than 35 miles per hour within urban growth boundaries or urban unincorporated areas on District, Regional or Statewide Highways, but not on Interstates or Expressways. Mobility and access interests need to be balanced through a management plan prior to an UBA designation.

- *Page 9 of OHP Policy 1B (Approved 1/14/04):*

**Action 1B.3**

Use the following categories to designate highway segments when the concept is identified in a local transportation system plan, downtown plan, facility plan or other adopted plan and is supported by both the local government and ODOT. The categories, in part, define whether or not a management plan is required. Written management plans are required for STAs and Commercial Centers on designated Freight Routes on the State Highway Freight System. Management Plans are required for UBAs on any state highway where UBA designations are permitted. As statewide Freight Routes are reviewed and updated, local governments will need to develop management plans for previously designated highway segments when updating their Transportation System Plan or other legislatively mandated planning effort. Management plans are also required for Commercial Centers on Expressways. Management planning is encouraged where not required. Written approval for any designation is required to be provided by the local government prior to designation by the Oregon Transportation Commission.

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- *Page 10 of OHP Policy 1B (Approved 1/14/04):*

**a. Special Transportation Areas**

**Category 1 Special Transportation Areas** are those segments located on Statewide, Regional or District Highways that are not on Interstate Highways, Expressways, designated OHP Freight Routes on the State Highway System.

- Category 1 STAs may be designated upon the agreement of ODOT and the local government. Once the Transportation Commission approves the STA designation and the Highway Plan map is amended, ODOT standards, as applicable, will be applied to the segment. Proposed design treatments not meeting ODOT standards will require an exception.

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**Category 2 Special Transportation Areas** are those segments that may be located on Statewide Highways that are also designated OHP Freight Routes . Category 2 STAs require a written management plan jointly agreed to by ODOT and the local government prior to designation by the Transportation Commission. Once the Transportation Commission approves the designation and the Highway Plan map is amended, the ODOT standards, as applicable, will be applied. Proposed design treatments not meeting ODOT standards will require an exception.

**b. Urban Business Areas**

**Urban Business Areas**

**Urban Business Areas** may be designated on Statewide, Regional or District Highways that are not on Interstate Highways, or Expressways and that have posted speeds of higher than 35 miles per hour. UBAs require a written management plan jointly agreed to by ODOT and the local government prior to designation by the Transportation Commission. Once the Transportation Commission approves the designation and the Highway Plan map is amended, ODOT standards, as applicable, will be applied. Proposed design treatments not meeting ODOT standards will require an exception.

A UBA highway segment designation is not applicable to areas where posted speeds are 35 miles per hour or less and consequently management plans are not required. However, it is the intent of Policy 1B that when local jurisdiction updated their Transportation System Plans or undertake other legislatively mandated planning efforts, that the objectives and suggested elements of a management plan for these segments be considered.

- *Page 193-194 of OHP*  
Amend Tables 13, 14, and 15 in Appendix C, Access Management Standards. Proposed changes to the Tables are shown in track changes; the “notes” accompanying these tables have also been modified slightly but amendments are not shown in track changes.

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**Table 13: Access Management Spacing Standards  
For Statewide Highways<sup>(1)(2)(3)(4)</sup>**

**(Measurement in Feet)\***

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

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

- \* Measurement of the approach road spacing is from center to center on the same side of the roadway.
- \*\* Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- \*\*\* These standards also apply to Commercial Centers.

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**Table 14: Access Management Spacing Standards  
for Regional Highways<sup>(1)(2)(3)(4)</sup>**

(Measurement in Feet)\*

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

NOTE: The numbers in parentheses refer to explanatory notes that follow tables.

- \* Measurement of the approach road spacing is from center to center on the same side of the roadway.
- \*\* Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- \*\*\* These standards also apply to Commercial Centers.

**Table 15: Access Management Spacing Standards  
for District Highways<sup>(1)(2)(3)(4)</sup>**

(Measurement in Feet)\*

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

NOTE: The numbers in parenthesis refer to explanatory notes that follow tables.

- \* Measurement of the approach road spacing is from center to center on the same side of the roadway.
- \*\* Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- \*\*\* These standards also apply to Commercial Centers.

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**Notes on Tables 13, 14 and 15:**

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