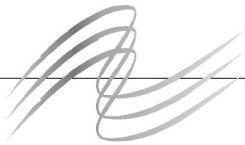


**1999
OREGON
HIGHWAY
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Appendices



Appendix A:

Glossary

A1: Definitions of Technical Terms and Acronyms

3-R Project: A project involving resurfacing, restoration or rehabilitation of an existing highway.

4-R Project: A project involving reconstruction of an existing highway.

AASHTO: American Association of State Highway and Transportation Officials.

ADT: Average Daily Traffic, the average number of vehicles passing a certain point each day on a highway, road or street.

Access management: Measures regulating physical connections to streets, roads and highways from public roads and private driveways. See Goal 3, Access Management.

Alignment: Geometric arrangement of a roadway (curvature, etc.).

Approach road: A roadway or driveway connection, between the outside edge of the shoulder or curb line and the right-of-way line of the highway, intended to provide vehicular access to and from said highway and the adjoining property.

Alternative modes: Modes such as rail, transit, carpool, walking, and bicycle that provide transportation alternatives to the use of single-occupancy automobiles.

AOH: Access Oregon Highways, a 1987-1997 highway development and funding program which focused on through traffic movements and economic development.

ATMS: Advanced Traffic Management System, technology which facilitates traffic movements.

Best management practices: Techniques which reflect current thinking on a specific subject.

Capacity: Maximum volume of traffic that the roadway section is able to carry on a sustained basis.

Commercial Center: An area of concentrated commercial activity inside the urban growth boundary. A commercial center is intended to support commercial, office, residential, and civic activities of the surrounding neighborhood, neighborhoods or communities. The buildings are clustered in compact development patterns and provide convenient and safe pedestrian linkages between them. The Commercial Center highway segment designation has specific attributes as described in Actions 1B.7 and 1B.12.

Commercial node: An area of concentrated commercial activity inside the urban growth boundary smaller than a commercial center. Commercial nodes are intended to support commercial, office, residential, and civic activities for the surrounding neighborhood. The buildings are clustered in compact development patterns and provide convenient and safe pedestrian linkages between them.

Community center: An area of concentrated civic and public activity inside the urban growth boundary that may include public plazas, post offices, libraries, school facilities and the city hall. Residential, office, industrial and commercial activities may support and enhance the community center. Community centers have a high level of community and neighborhood accessibility, and can be reached by a variety of local street routes and transportation modes. Community centers conveniently accommodate pedestrians and bicyclists on and off the site and, where appropriate, have transit.

Continuous two-way left-turn lane: A traversible median that is designed to accommodate left-turn egress movements from opposite directions.

Developable frontage: The total crossroad frontage between the ramp terminal and the furthest limit of the interchange management area. Each interchange has up to four frontages subject to development.

Deviation: A departure from an access management standard.

DLCD: Department of Land Conservation and Development.

Expressway: Highways that provide for safe and efficient high speed and high volume traffic movements. See Action 1A.2.

“Fair or better” condition: A measure of pavement condition. ODOT annually evaluates the condition of the state highways, and rates the pavement from “very poor” to “very good.” See Systems Element.

Feasible needs: Projects and services needed on the state highway system to meet performance measures and carry out corridor plans and acknowledged regional and local transportation system plans, but constrained by topographical, environmental, community, and fiscal considerations.

FHWA: Federal Highway Administration.

Full development: For the purposes of Policy 1F, Highway Mobility Standards, full development means the amount of population and employment growth and associated travel anticipated by the community's acknowledged comprehensive plan over the planning period.

Fully developed urban interchange management areas: Fully developed areas are distinguished from urban interchange management areas to acknowledge those areas of well-established existing development within urban growth boundaries. It is recognized that in fully developed urban areas, traffic speeds are generally slower with different driver expectations. A fully developed urban interchange management area occurs when 85 percent or more of the parcels along the developable frontage are developed at urban densities and many have driveways connecting to the crossroad.

Grade crossings: Intersections between railroad tracks and a road. Crossings can be either "at-grade" (at the same level) or separated grade, where the road uses either a tunnel or a bridge to avoid crossing the rail tracks.

Highway: A public way for purposes of travel, including the entire area within the public right-of-way.

Highway mobility standards: See Policy 1F.

HOT Lanes: High-Occupancy/Toll lanes, a type of HOV lane which can be used by single occupancy or commercial vehicles for an extra charge. See Policy 4C.

HOV Lanes: High-Occupancy Vehicle lanes, special road lanes which can only be used by vehicles with more than one occupant. See Policy 4C.

Immediate opportunity fund: A fund that enables ODOT to respond quickly to economic development opportunities by funding transportation projects that will influence business location decisions and/or revitalize commercial and industrial centers.

Incident management: The detection and verification of incidents (accidents, stalled vehicles, etc. blocking traffic) and the implementation of appropriate actions to clear the highway.

Interchange management area: The area defined by a distance along both the mainline and crossroads in all directions extending beyond the end of the interchange ramp terminal intersections, or the end of the ramp merge lane tapers, as shown in Appendix C, Tables 16-19.

Intermodal connectors: Short lengths of roads that connect intermodal facilities to the state highway system.

Intermodal facilities: Facilities that allow passenger and/or freight connections between modes of transportation. Examples include airports, bus stations, ports and rail stations.

ISTEA: Intermodal Surface Transportation Efficiency Act, passed by Congress in 1991.

ITS: Intelligent Transportation System; see Policy 2E

Lane miles/kilometers: Length of road multiplied by the number of lanes.

LCDC: Land Conservation and Development Commission.

LOI: Level of Importance, the highway classification system used in the 1991 Highway Plan and replaced in this plan by the State Highway Classification System.

LOS: Level of Service, a range of operating conditions defined for each type of facility and related to the amounts of traffic that can be accommodated at each level.

Median: That portion of the roadway which separates opposing traffic streams. See also nontraversable median and traversible median.

Median pedestrian island: A nontraversable median section designed to provide an area where pedestrians can take refuge while crossing the traffic stream approaching from the left and then the traffic stream approaching from the right.

Mode of transportation: A means of moving people and/or goods.

MPO: Metropolitan Planning Organization, a planning body in an urbanized area of over 50,000 population which has responsibility for developing transportation plans for that area. Designated in the 1991 ISTEA, MPOs exist in 1999 in the Eugene/Springfield, Medford, Portland, and Salem areas. Rainier is part of a fifth MPO, Longview-Kelso-Rainier, which is not considered to be an MPO for the purposes of this plan. Subsequent to the 2000 census, MPOs have been formed in Corvallis and Bend.

Native plant: A species that occurs naturally in a particular region, ecosystem, and/or habitat without direct or indirect human actions.

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 (approximately 155,000 miles total), designated by Congress in the National Highway System Designation Act of 1995.

Nontraversable median: A median which, by its design, physically discourages or prevents vehicles from crossing it except at designated openings which are designed for turning or crossing movements. Nontraversable medians include grass, flush grass and raised medians. Landscaping is used to delineate medians and is commonly used to actively discourage cross median vehicular

movements or pedestrian crossing except at locations designated and designed for such movements or crossings as well as for beautification. Access can be provided for emergency and official vehicles.

OAR: Oregon Administrative Rules, rules written by a government agency intended to clarify the intent of an adopted law.

ODOT: Oregon Department of Transportation.

ORS: Oregon Revised Statutes, the laws passed by the legislature to govern the State of Oregon.

OTC: Oregon Transportation Commission, ODOT's governing body. The Commission has five members appointed by the Governor.

OTI: Oregon Transportation Initiative.

OTP: Oregon Transportation Plan.

Peak hour: Hour of the day with the most traffic, usually during morning and evening commute times.

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

Policy: For ODOT, this is a strategy or direction officially adopted by the Oregon Transportation Commission.

Raised median: A nontraversable median where curbs are used to help delineate the boundary between the median and the adjacent traffic lane and to elevate the surface of the median above the surface of the adjacent traffic face.

Realignment: Rebuilding an existing roadway on a new alignment where the new centerline shifts outside the existing right-of-way and where the existing road surface is either removed, maintained as an access road, or maintained as a connection between the realigned roadway and a road that intersects the original alignment.

Region Access Management Engineer: An individual who is a registered professional engineer and who by training and experience has comprehensive knowledge of ODOT's access management standards, policies and procedures, and has professional expertise in traffic engineering concepts which underlie access management principles.

Right-of-way: 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 line.

Roadway: The paved portion of a highway.

RTP: Regional Transportation Plan.

SAC: State Agency Coordination Program.

SOV: Single Occupancy Vehicle, a non-commercial vehicle with only one occupant.

STA: Special Transportation Area.

State highway system: Public roads owned and operated by the State of Oregon through the Oregon Department of Transportation. The state highway system does not include state-owned roads managed by State Parks, State Forests, Oregon Department of Fish and Wildlife, college campuses or other state institutions.

STIP: Statewide Transportation Improvement Program.

TEA-21: The Transportation Equity Act for the 21st Century.

TDM: Transportation Demand Management; see Policy 4D.

Traversable median: A median that by its design does not physically discourage or prevent vehicles from entering upon or crossing it. Such medians include painted medians and continuous two-way left-turn lanes.

TPR: Transportation Planning Rule.

TSP: Transportation System Plan.

UBA: Urban Business Area.

UGB: Urban Growth Boundary, the area surrounding an incorporated city in which the city may legally expand its city limits.

Urban interchange management areas: Interchange management areas within an urban growth boundary that are not fully developed urban interchange management areas.

US DOT: United States Department of Transportation.

Vehicle miles of travel (VMT): Miles traveled per vehicle multiplied by the total number of vehicles.

Vehicle miles of travel per capita: VMT divided by the number of people in the area in question.

Volume to capacity ratio (V/C 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 section.

A2: Definition of Verbs Used in Policy Element

The following verbs appear throughout the goals, policies, and actions of the Oregon Highway Plan. The terms are used to confer varying levels of commitment, action, or involvement from ODOT in the administration and implementation of the Highway Plan. To facilitate shared understanding of the goals, policies, and actions, these verbs have been organized into three categories. Within each category, definitions and examples of usage from the Highway Plan are given.

- **Obligation:** This category of terms shows ODOT's intention to ensure the outcome, whether through funding, policy enforcement, or other means of implementing a policy or objective. The terms that fall within this category include:
 - implement
 - provide
 - protect
 - maintain
 - support
 - establish
 - develop
 - improve
 - enhance
- **Compromise:** This middle category of terms indicates ODOT willingness to consider specific circumstances when applying a policy or implementing an action. Terms that fall within this category include:
 - balance
 - favor
 - consider
- **Accommodation:** This is the most flexible category of terms, giving ODOT grounds to evaluate the situation's particular conditions at the time and location of a policy decision or implementation of an action. Terms that fall within this category include:
 - recognize
 - encourage
 - promote
 - investigate

Specific definitions and usage examples of each of these verbs follow.

Obligation:

- **Implement:** Generally means *fulfill* or *execute*. ODOT will take part in the actual accomplishment of a plan or policy. One of the highest apparent levels of commitment or involvement.

Example: *Identify and **implement** water- and energy-efficient construction and maintenance practices.*

- **Provide:** *Render, arrange, offer.* Used to demonstrate ODOT's role as both the funding authority and the agency for interpreting regulations.

Example: *It is the policy of the State of Oregon to **provide** a secure lifeline network of streets, highways and bridges to facilitate emergency services response and to support rapid economic recovery after a disaster.*

- **Protect:** Asserts ODOT's role as a guarantor of statewide priorities.

Example: *The State of Oregon will use best management practices to **protect** and enhance scenic resources in all phases of highway project planning, development, construction and maintenance.*

- **Maintain:** Similar to *protect*, suggests ODOT's role as the custodian of the highway system, or indirectly of other systems affected by highway system actions.

Example: *It is the policy of the State of Oregon to **maintain** and improve the efficiency of freight movement on the state highway system and access to intermodal connectors.*

- **Support:** The definition ranges from *sustain* (its weakest meaning) to *champion* (a proactive role). In its weakest usage, *support* could be part of the "accommodation" category.

Example: ***Support** the establishment of stable funding or financing sources for transportation systems that will benefit the efficiency of freight movement on the highway system.*

- **Establish:** Means *enact* or *make into law*. This term is used to show ODOT's institutional commitment to formal legal or administrative action.

Example: ***Establish** spacing standards on state highways based on highway classification, type of area and speed.*

- **Develop:** Similar to *establish*, but without any legal connotation; implies commitment of resources to create or enact.

Example: *Develop partnership opportunities with neighboring states for the installation of ITS technologies and for opportunities to share services and information.*

- **Enhance, Improve:** Connotes ODOT's willingness to actively make better and may imply financial effort to ensure the improvements are carried out.

Examples: *The State of Oregon will use best management practices to protect and **enhance** scenic resources in all phases of highway project planning, development, construction and maintenance.*

*Set up a process through the Statewide Transportation Improvement Program to systematically **improve** the highway segments that hinder or prevent freight movements.*

Compromise:

- **Balance:** Strive to accommodate multiple goals or objectives by taking different perspectives into consideration.

Example: *It is the policy of the State of Oregon to **balance** the need for movement of goods with other uses of the highway system....*

- **Favor:** Generally meant as *appease* or *conciliate*. Implies ODOT's willingness to compromise a statewide objective in favor of a local or alternative statewide objective, under certain circumstances.

Example: *Manage land uses to **favor** types of uses that generate less traffic or traffic peaks which do not coincide with traffic peaks on the highway.*

- **Consider:** Means to *bear in mind* or *take into account*. This term is intended to note the non-exclusivity of a criteria.

Example: ***Consider** the importance of timeliness in freight movements in developing and implementing plans and projects on freight routes.*

Accommodation:

- **Recognize:** Generally intended as *endorse, sanction* or *approve*. Indicates ODOT's intention to scrutinize the circumstances and uphold ODOT policy.

Example: *It is the policy of the State of Oregon to balance the need for movement of goods with other uses of the highway system, and to recognize the importance of maintaining efficient through movement on major truck freight routes.*

- **Encourage:** Could be considered similar to *support* but with a lesser level of commitment and direct involvement. Used by some policy advisory committee members to distinguish situations involving an outside agency where ODOT wishes to see change in a certain direction, but does not feel compelled to be the driving force behind that change, as in the example below.

Example: *Encourage the use of alternative passenger modes to reduce local trips on the state highway system where limited highway facilities accommodate large numbers of both intercity and local trips.*

- **Promote:** *Advocate or urge*; in the example below, *promote* is used to suggest that ODOT, along with other players, will contribute to development of certain facilities. By itself, *develop* would imply too great a commitment.

Example: *Promote alternative passenger transportation services in commute highway corridors to help maintain or meet established performance standards.*

- **Investigate:** To research or explore further before moving to a higher level of commitment.

Example: *Investigate the legality of combining federal, state, regional, local, and/or private funding to achieve....*



Appendix B:

Highway Program Definitions

Note: Each category includes examples of elements which may be used to accomplish the goal. The list of examples is not necessarily exhaustive.

Modernization

Improvements to accommodate existing traffic and/or projected traffic growth. Primary goal is to add capacity.

- Addition of lanes.
- Passing and climbing lanes
- Turn lanes
- Acceleration and deceleration lanes
- New alignments or facilities (bypasses)
- Highway reconstruction with major alignment improvements or major widening
- Widening of bridges to add travel lanes
- New safety rest areas
- Grade separations
- Intersection improvements
- Intermodal connectors
- High-Occupancy Vehicle lanes
- Off-system improvements

Preservation

Improvements to rebuild or extend the service life of existing facilities and rehabilitative work on roadways. Preservation projects add useful life to the road without increasing capacity.

- “Pave mainly” (includes minor safety and bridge improvements)
- Interstate Maintenance Program
- Reconstruction to re-establish an existing roadway
- Resurfacing projects
- Durable striping

Bridge

Improvements or work needed to rebuild or extend the service life of existing bridges and structures beyond the scope of routine maintenance.

- Bridge reconstruction/replacement
- Painting
- Seismic retrofitting
- Overpass screening
- Tunnels
- Large (over 6') culverts

Safety

An investment program focused on improvements which address priority hazardous highway locations and corridors, including the Interstate, in order to reduce the number of fatal and serious injury crashes. Projects funded through this program meet strict benefit/cost criteria.

- Capital improvements such as passing lanes, turn lanes and wider shoulders
- Access management
- New guardrails
- Illumination, delineation or signing
- Channelization within the existing roadway at intersections
- Continuous shoulder rumble strips
- Enforcement
- Railroad crossing improvements (separate funding source)

Operations

Relates to system efficiency. System management and improvements that lead to efficient and safer traffic operations and greater system reliability.

- ITS: Intelligent Transportation Systems (includes ramp metering, incident management, emergency response and traffic management operations centers)
- TDM: Transportation Demand Management (includes rideshare, vanpool, park-and-ride programs)
- Rock falls and slides (named, known rock fall areas and slides; not emergency repair work)
- Slow moving vehicle turnouts
- Signals and signs

Maintenance

- Repairs and work on the highway system.

- Surface repairs
- Bridge deck repairs
- Drainage work on ditches
- Culverts, storm sewers, curbs and bridges
- Stream channel maintenance and improvements
- Minor structural work (including cleaning and vegetation control)
- Roadside maintenance
- Signing, signal and illumination maintenance (including Intelligent Transportation System features)
- Snow and ice removal
- Rest area maintenance and upgrades
- Maintenance paving (including chip seals and crack sealing)

Special Programs

- The Oregon Plan for Salmon and Watersheds
- Other modes: bikeways/lanes, pedestrian walkways/sidewalks, bus pullouts
- Immediate Opportunity Fund projects
- Transportation and Growth Management program (funded through ODOT Planning & the Department of Land Conservation and Development)
- Scenic Byways Program

Planning

- Planning and research
- Transportation data and mapping
- Transportation analysis

Construction Support

- Reconnaissance
- Project development
- Training
- Other construction support expenses

Construction Administration

- Administration and management related to highway planning, operations, projects, preservation and maintenance

Central Services Assessment

- Central administration, communications, finance, human resources/organizational development, information services and business services

Appendix C:¹

Access Management Standards

Access Management Spacing Standards

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

Table 12: Interchange Spacing ⁽¹⁾

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

Notes for Table 12:

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

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

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

(Measurement in Feet)*

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

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

- * Measurement of the approach road spacing is from center to center on the same side of the roadway.
- ** Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- *** These standards also apply to Commercial Centers.
- **** The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

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

(Measurement in Feet)*

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

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

- * Measurement of the approach road spacing is from center to center on the same side of the roadway.
- ** Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- *** These standards also apply to Commercial Centers.
- **** The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

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

(Measurement in Feet)*

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

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

- * Measurement of the approach road spacing is from center to center on the same side of the roadway.
- ** Spacing for Expressway at-grade intersections only. See Table 12 for interchange spacing.
- *** These standards also apply to Commercial Centers.
- **** The Urban standard applies in UBAs unless a management plan agreed to by ODOT and the local government(s) establishes a different standard. Spacing standards on access controlled facilities are also guided by those controls.

Notes on Tables 13, 14 and 15:

- (1) These access management spacing standards are for unsignalized approaches only. Signal spacing standards supersedes access management spacing standards for approaches.
- (2) These access management spacing standards do not apply to approaches in existence prior to April 1, 2000 except as provided in OAR 734-051-0115(1)(c) and 734-051-0125(1)(c).
- (3) For in-fill and redevelopment, see OAR 734-051-0135(4).
- (4) For deviations to the designated access management spacing standards see OAR 734-051-0135.
- (5) Posted Speed: Posted speed can only be adjusted (up or down) after a speed study is conducted and that study determines the correct posted speed to be different than the current posted speed. In cases where actual speeds are suspected to be much higher than posted speeds, the Department reserves the right to adjust the access management spacing accordingly. A determination can be made to go to longer access management spacing standards as appropriate for a higher speed. A speed study will need to be conducted to determine the correct speed.
- (6) Minimum access management spacing for public road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum access management spacing for driveways is 175 feet (55 meters) or mid-block if the current city block is less than 350 feet (110 meters).

Access Management Spacing Standards for Interchange Area

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

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

Category of Mainline	Type of Area	Spacing Dimensions			
		A	X	Y	Z
FREEWAY	Fully Developed Urban	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	750 ft. (230 m)
	Urban	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	990 ft. (300 m)
	Rural	2 mi. (3.2 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)

Notes:

- 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
- 2) No four-legged intersections may be placed between ramp terminals and the first major intersection.
- 3) No application will be accepted where an approach would be aligned opposite a freeway or expressway ramp terminal.
- 4) Four-lane crossroad standards apply for urban and suburban locations that are documented to be widened in a Transportation System Plan or corridor plan.

Notes for Figure 18:

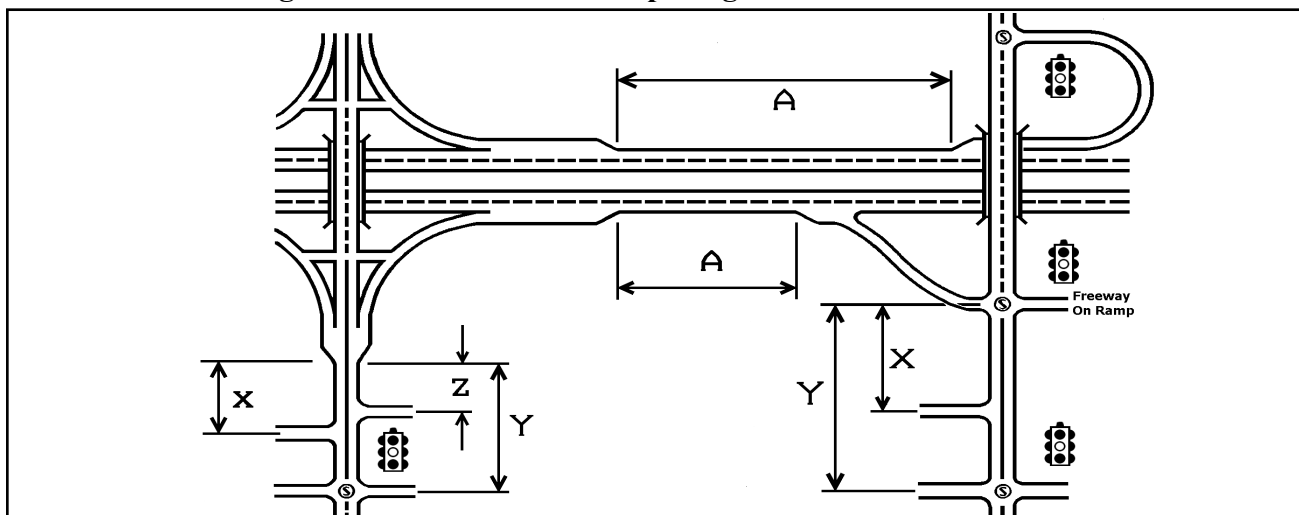
A = Distance between the start and end of tapers of adjacent interchanges.

X = Distance to the first approach on the right, right in/right out only.

Y = Distance to first intersections where left turns are allowed.

Z = Distance between the last right in/right out approach road and the start of the taper for the on-ramp.

Figure 18: Measurement of Spacing Standards for Table 16



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

Category of Mainline	Type of Area	Spacing Dimensions			
		A	X	Y	Z
FREEWAY	Fully Developed Urban	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	2 mi. (3.2 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)

Notes:

- 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
- 2) No four-legged intersections may be 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 17

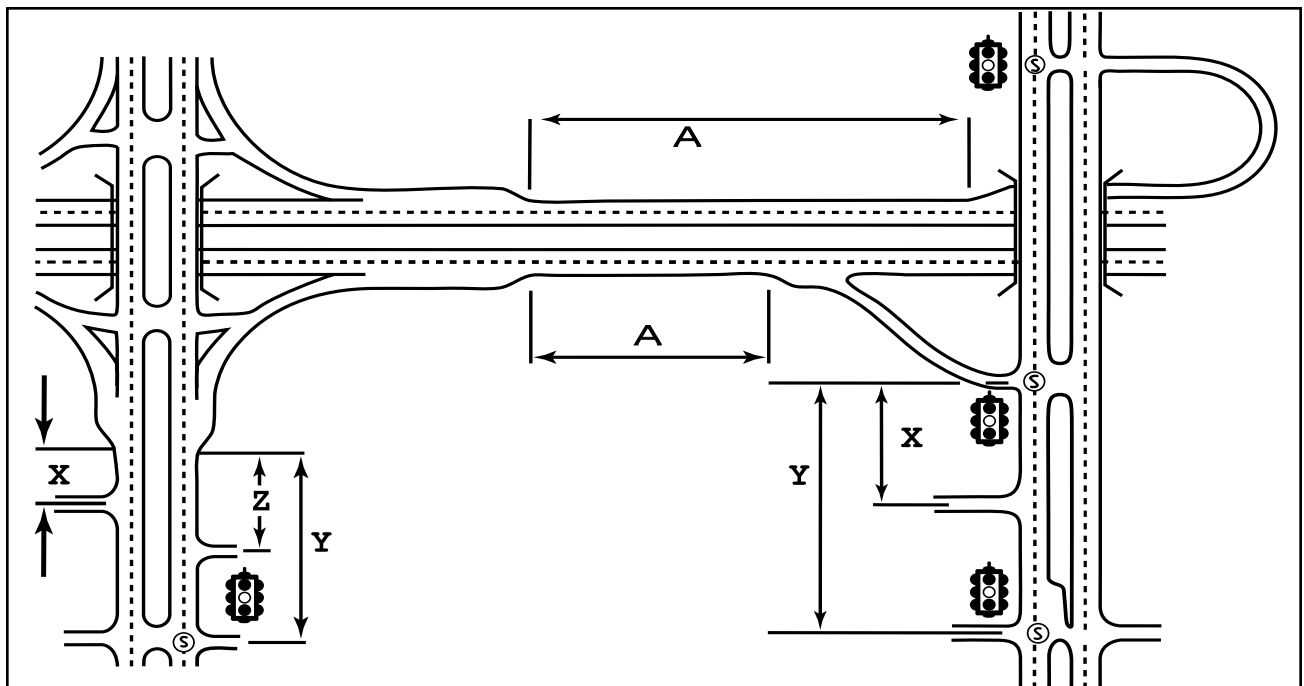


Table 18: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads

Category of Mainline	Type of Area	Speed of Mainline	Spacing Dimension				
			B	C	X	Y	Z
Expressways, Statewide, Regional and District Highways	Fully Developed Urban	45 mph (70 kph)	2640 ft (800 m)	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	45mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	55 mph (90 kph)	1 mi. (1.6 km)	2 mi. (3.2 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)

Notes:

- 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
- 2) No four-legged intersection may be placed between ramp terminals and the first major intersection.
- 3) Use four-lane cross road standards for urban and suburban locations that are likely to be widened.
- 4) No at-grade intersections are permitted between continuous interchanges less than 5 miles apart.

Notes for Figure 20:

B = Distance between the start and end of tapers.

C = Distance between nearest at-grade and ramp terminal intersections or the end/start of the taper section.

X = Distance to first approach on the right, right in/right out only.

Y = Distance to first intersections where left turns are allowed.

Z = Distance between the last right in/out approach road and the start of the taper for the on-ramp.

Figure 20: Measurement of Spacing Standards for Table 18

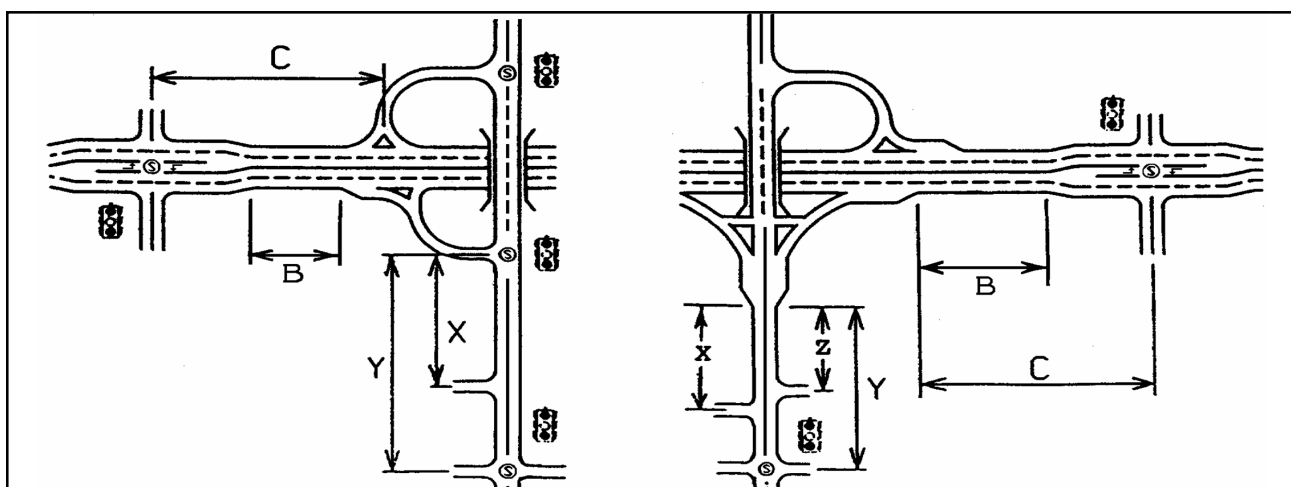


Table 19: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads

Category of Mainline	Type of Area	Speed of Mainline	Spacing Dimension				
			B	C	X	Y	Z
Expressways, Statewide, Regional and District Highways	Fully Developed Urban	45 mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)
	Urban	45mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)
	Rural	55 mph (90 kph)	1 mi. (1.6 km)	2 mi. (3.2 km)	1320 ft. (400 m)	1320 ft. (400 m)	1320 ft. (400 m)

Notes:

- 1) If the crossroad is a state highway, these distances may be superseded by the Access Management Spacing Standards, providing the distances are greater than the distances listed in the above table.
- 2) No four-legged intersection may be placed between ramp terminals and the first major intersection.
- 3) Use four-lane cross road standards for urban and suburban locations that are likely to be widened.
- 4) No at-grade intersections are permitted between continuous interchanges less than 5 miles apart.

Notes for Figure 21:

B = Distance between the start and end of tapers.

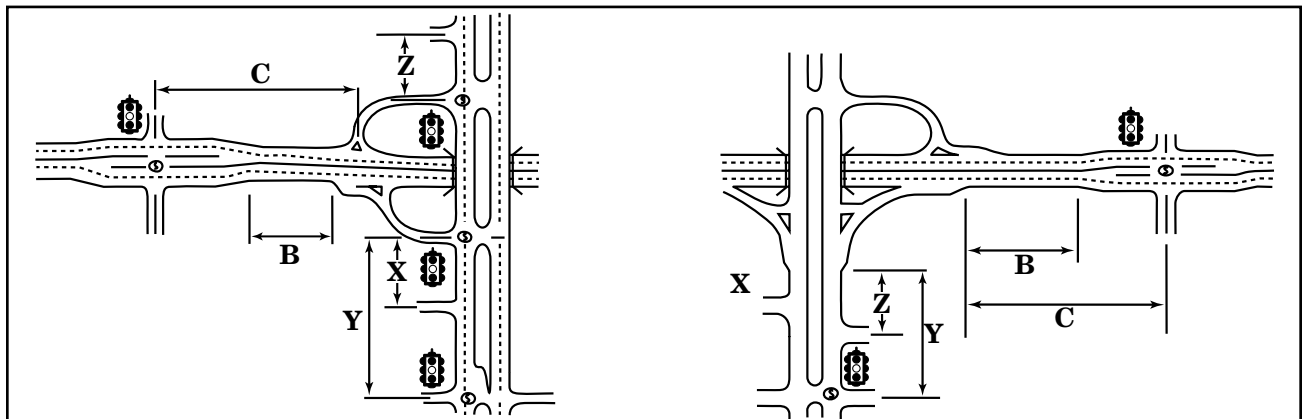
C = Distance between nearest at-grade and ramp terminal intersections or the end/start of the taper section.

X = Distance to first approach on the right, right in/right out only.

Y = Distance to first intersections where left turns are allowed.

Z = Distance between the last right in/out approach road and the start of the taper for the on-ramp.

Figure 21: Measurement of Spacing Standards for Table 19





Appendix D²:

Highway Classification by Milepoint

This appendix contains a list of state highway classifications by milepoint.

The statewide highway classification system is presented below, sorted by the state highway number and beginning milepoint. Unique milepoints are designated with “Y”, “Z” and “T”.

Y = Spur Mileage - A short off-shoot of an established highway.

Z = Overlapping Mileage - An added section created when a road is lengthened in the middle due to realignment.

T = Temporary Mileage - A temporarily traveled route, usually due to a detour or highway under construction.

Key

CC – Commercial Center

FR - State Freight Route

NHS - National Highway System

SB - State and/or Federal Scenic Byway

SCS - State Classification System

STA – Special Transportation Area

Truck Route – Federally Designated Truck Route

UBA – Urban Business Area

² Appendix D was replaced as part of a Technical Amendment incorporating all amendments to the 1999 OHP through January 2006, Amendment 06-21. OHP amendments include the reclassification of highways, designation of Expressways, Bypasses, Special Transportation Areas, Scenic Highways, Urban Business Areas, Commercial Centers, State Freight Routes and Federal Truck Routes. The Table has been expanded to include all of these categories.

Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Pacific											
001	0.00	35.62	I-5	Interstate	NHS	FR	TR				
001	35.62	40.66	I-5 OR99	Interstate	NHS	FR	TR				
001	40.66	58.34	I-5	Interstate	NHS	FR	TR				
001	58.34	97.97	I-5 OR99	Interstate	NHS	FR	TR				
001	97.97	101.33	I-5	Interstate	NHS	FR	TR				
001	101.33	103.76	I-5 OR99	Interstate	NHS	FR	TR				
001	103.76	108.47	I-5	Interstate	NHS	FR	TR				
001	108.47	112.23	I-5 OR99	Interstate	NHS	FR	TR				
001	112.23	124.14	I-5	Interstate	NHS	FR	TR				
001	124.14	136.27	I-5 OR138	Interstate	NHS	FR	TR				
001	136.27	140.53	I-5	Interstate	NHS	FR	TR				
001	140.53	150.08	I-5 OR99	Interstate	NHS	FR	TR				
001	150.08	162.57	I-5	Interstate	NHS	FR	TR				
001	162.57	168.46	I-5 OR99	Interstate	NHS	FR	TR				
001	168.46	188.83	I-5	Interstate	NHS	FR	TR				
001	188.83	192.25	I-5 OR99	Interstate	NHS	FR	TR				
001	192.25	234.39	I-5	Interstate	NHS	FR	TR				
001	234.39	258.55	I-5 OR99E	Interstate	NHS	FR	TR				
001	258.55	301.91	I-5	Interstate	NHS	FR	TR				
001	301.91	302.91	I-5 US30	Interstate	NHS	FR	TR				
001	302.91	308.38	I-5	Interstate	NHS	FR	TR				
Columbia River											
002	0.00	35.63	I-84 US30	Interstate	NHS	FR	TR				
002	35.63	43.38	I-84 US30 Common w/ Hwy 100	Interstate	NHS	FR	TR				

KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
002	43.38	45.33	I-84	Interstate	NHS	FR	TR				
002	45.33	47.62	I-84 US30	Interstate	NHS	FR	TR				
002	47.62	61.81	I-84 US30 Common w/ Hwy 100	Interstate	NHS	FR	TR				
002	61.81	64.69	I-84	Interstate	NHS	FR	TR				
002	64.69	69.63	I-84 US30	Interstate	NHS	FR	TR				
002	69.63	87.23	I-84	Interstate	NHS	FR	TR				
002	87.23	167.58	I-84 US30	Interstate	NHS	FR	TR				
002	167.58	182.66	US730	Regional			TR				
002	182.66	183.52	US730	Regional			TR				STA
002	183.52	184.03	US730	Regional			TR				UBA
002	184.03	184.08	US730	Regional			TR				
002	184.08	184.12	US395 US730	Statewide	NHS		TR				
002	184.12	184.87	US395 US730	Statewide	NHS	FR	TR				
002	184.87	203.28	US730	Regional		FR	TR				
Oswego											
003	0.00	0.64	OR43	District							
003	0.64	2.20	OR43	District							STA
003	2.20	5.79	OR43	District							
003	5.79	6.13	OR43	District							STA
003	6.13	6.67	OR43	Statewide	NHS						STA
003	6.67	11.29	OR43	Statewide	NHS						
003	11.29	11.55	OR43	District							
003	11.55	11.66	OR43	District							STA
The Dalles-California											
004	0.00	0.61	US197	Regional			TR				
004	0.61	0.69	US197 US30	Regional			TR				
KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute											

Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
004	0.69	0.96	US197 US30	Regional							
004	Z 0.94	33.89	US197	Regional							
004	33.89	42.43	US197 OR216	Regional							
004	42.43	44.97	US197	Regional							
004	44.97	45.29	US197	Regional							
004	45.29	67.17	US197	Regional							STA
004	67.17	89.65	US97	Statewide	NHS	FR	TR				
004	89.65	91.00	US97	Statewide	NHS	FR	TR		EXPR		
004	91.00	91.87	US97	Statewide	NHS	FR	TR				
004	91.87	91.94	US97	Statewide	NHS	FR	TR				
004	91.94	97.18	US26 US97	Statewide	NHS	FR	TR				
004	97.18	97.29	US26 US97	Statewide	NHS	FR	TR		EXPR		
004	97.29	115.61	US97	Statewide	NHS	FR	TR		EXPR		
004	115.61	115.88	US97	Statewide	NHS	FR	TR				
004	115.88	119.02	US97	Statewide	NHS	FR	TR		EXPR		
004	119.02	120.42	US97	Statewide	NHS	FR	TR				
004	120.42	121.58	US97	Statewide	NHS	FR	TR				
004	121.58	123.60	US97	Statewide	NHS	FR	TR				
004	123.60	130.09	US97	Statewide	NHS	FR	TR		EXPR		
004	130.09	130.29	US97	Statewide	NHS	FR	TR		EXPR		
004	130.29	134.76	US97	Statewide	NHS	FR	TR		EXPR		
004	134.76	134.93	US97	Statewide	NHS	FR	TR		EXPR	BP	
004	134.93	138.99	US97	Statewide		FR	TR		EXPR	BP	
004	138.99	139.72	US97	Statewide		FR	TR		EXPR	BP	
004	139.72	140.87	US97	Statewide		FR	TR		EXPR	BP	
004	140.87	141.83	US97	Statewide	NHS	FR	TR		EXPR	BP	

KEY: CC – Commercial Center; FR – State Freight Route; NHS – National Highway System; SB – State and/or Federal Scenic Byway; SCS – State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
004	141.83	142.24	US97	Statewide	NHS	FR	TR				
004	142.24	142.56	US97	Statewide	NHS	FR	TR		EXPR		
004	142.56	144.01	US97	Statewide	NHS	FR	TR		EXPR		
004	144.01	167.50	US97	Statewide	NHS	FR	TR		EXPR		
004	167.50	168.04	US97	Statewide	NHS	FR	TR				
004	168.04	185.12	US97	Statewide	NHS	FR	TR		EXPR		
004	185.12	185.77	US97	Statewide	NHS	FR	TR				
004	185.77	194.80	US97	Statewide	NHS	FR	TR		EXPR		
004	194.80	195.51	US97	Statewide	NHS	FR	TR		EXPR		
004	195.51	202.79	US97	Statewide	NHS	FR	TR		EXPR		
004	202.79	203.57	US97	Statewide	NHS	FR	TR				
004	203.57	272.35	US97	Statewide	NHS	FR	TR		EXPR		
004	272.35	272.58	US97	Statewide	NHS	FR	TR		EXPR		
004	272.58	272.97	US97	Statewide	NHS	FR	TR		EXPR	BP	
004	272.97	275.41	US97	Statewide	NHS	FR	TR		EXPR	BP	
004	275.41	277.33	US97	Statewide	NHS	FR	TR		EXPR	BP	
004	277.33	277.37	US97	Statewide	NHS	FR	TR	SB	EXPR	BP	
004	277.37	277.43	US97	Statewide	NHS	FR	TR	SB	EXPR	BP	
004	277.43	291.73	US97	Statewide	NHS	FR	TR	SB	EXPR		
John Day											
005	0.00	0.31	OR19	Regional			TR				
005	0.31	38.07	OR19	Regional			TR				
005	38.07	38.27	OR19 OR206 Common w/ Hwy 300	Regional							
005	38.27	58.15	OR19	Regional							
005	58.15	78.56	OR19	Regional				SB			
KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute											

Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
005	78.56	95.56	OR19 OR207	Regional				SB			
005	95.56	124.17	OR19	Regional				SB			
005	124.17	130.86	US26	Statewide	NHS			SB			STA
005	130.86	131.20	US26	Statewide	NHS			SB			STA
005	131.20	154.03	US26	Statewide	NHS			SB			
005	154.03	161.51	US26 US395	Statewide	NHS	FR		SB			UBA
005	161.51	162.07	US26 US395	Statewide	NHS	FR		SB			STA
005	162.07	162.29	US26 US395	Statewide	NHS	FR		SB			STA
005	162.29	162.36	US26	Statewide	NHS			SB			UBA
005	162.36	162.62	US26	Statewide	NHS			SB			UBA
005	162.62	190.67	US26	Statewide	NHS			SB			
005	190.67	212.30	US26	Statewide	NHS			SB			
005	212.30	212.87	US26	Statewide	NHS			SB			STA
005	212.87	277.71	US26	Statewide	NHS			SB			
005	277.71	278.21	US26	Statewide	NHS			SB			UBA
Old Oregon Trail											
006	167.58	189.13	I-84 US30	Interstate	NHS	FR	TR				
006	189.13	207.10	I-84 US30 US395	Interstate	NHS	FR	TR				
006	207.10	209.36	I-84 US395	Interstate	NHS	FR	TR				
006	209.36	213.37	I-84	Interstate	NHS	FR	TR				
006	213.37	259.22	I-84 US30	Interstate	NHS	FR	TR				
006	259.22	264.92	I-84	Interstate	NHS	FR	TR				
006	264.92	285.68	I-84 US30	Interstate	NHS	FR	TR				
006	285.68	298.94	I-84	Interstate	NHS	FR	TR				
006	298.94	302.71	I-84 OR203	Interstate	NHS	FR	TR				
006	302.71	302.98	I-84	Interstate	NHS	FR	TR				
<p>KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute</p>											

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
006	302.98	303.88	I-84 Common w/ Hwy 12	Interstate	NHS	FR	TR				
006	303.88	306.78	I-84	Interstate	NHS	FR	TR				
006	306.78	342.52	I-84 US30	Interstate	NHS	FR	TR				
006	342.52	353.04	I-84	Interstate	NHS	FR	TR				
006	353.04	376.72	I-84 US30	Interstate	NHS	FR	TR				
006	376.72	378.01	I-84	Interstate	NHS	FR	TR				
Central Oregon											
007	0.51	1.11	US20	Statewide	NHS	FR	TR				
007	1.11	4.79	US20	Statewide	NHS	FR	TR		EXPR		
007	4.79	104.77	US20	Statewide	NHS	FR	TR				
007	104.77	134.08	US20 US395	Statewide	NHS	FR	TR				
007	134.08	245.72	US20	Statewide	NHS	FR	TR				
007	245.72	245.85	US20	Statewide	NHS	FR	TR				UBA
007	245.85	246.39	US20	Statewide	NHS	FR	TR				STA
007	246.39	246.46	US20 US26	Statewide	NHS	FR	TR				STA
007	246.46	246.52	US20 US26	Statewide	NHS	FR	TR				UBA
007	246.52	258.14	US20 US26	Statewide	NHS	FR	TR				
007	258.14	258.20	US20 US26	Statewide	NHS		TR				
007	258.20	265.40	US20 US26 OR201	Regional			TR				
007	265.40	265.97	US20 US26 OR201	Regional			TR				UBA
007	265.97	265.99	US20 US26	Regional			TR				UBA
007	265.99	266.31	US20 US26	Regional			TR				STA
007	266.31	266.82	US20 US26	Regional			TR				
Oregon-Washington											
008	-1.77	-0.70	OR11	Statewide	NHS		TR				

KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute

Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
008	-0.70	-0.68	OR11 Common w/ Hwy 67	Statewide	NHS		TR				STA
008	-0.68	0.00	US30 OR11 Common w/ Hwy 67	Statewide	NHS		TR				
008	0.00	4.42	OR11	Statewide	NHS		TR				
008	4.42	26.88	OR11	Statewide	NHS	FR	TR				
008	26.88	30.59	OR11	Statewide	NHS	FR	TR				STA
008	30.59	32.77	OR11	Statewide	NHS	FR	TR				UBA
008	32.77	35.32	OR11	Statewide	NHS	FR	TR				
Oregon Coast											
009	0.00	28.08	US101	Statewide	NHS		TR	SB			
009	28.08	31.37	US101	Statewide	NHS		TR	SB		BP	
009	31.37	44.89	US101	Statewide	NHS		TR	SB			
009	44.89	45.06	US101	Statewide	NHS		TR	SB			STA
009	45.06	47.13	US101	Statewide	NHS		TR	SB			
009	47.13	47.48	US101	Statewide	NHS		TR	SB			STA
009	47.48	50.38	US101	Statewide	NHS		TR	SB			
009	50.38	51.42	US101	Statewide	NHS		TR	SB			STA
009	51.42	55.29	US101	Statewide	NHS		TR	SB			
009	55.29	56.12	US101	Statewide	NHS		TR	SB			STA
009	56.12	65.64	US101	Statewide	NHS		TR	SB			
009	65.64	65.74	US101	Statewide	NHS		TR	SB			STA
009	65.74	66.24	US101	Statewide	NHS			SB			STA
009	66.24	87.35	US101	Statewide	NHS			SB			
009	87.35	87.66	US101	Statewide	NHS			SB			STA
009	87.66	105.21	US101	Statewide	NHS			SB			
009	105.21	117.71	US101	Statewide	NHS		TR	SB			

KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
009	117.71	118.05	US101	Statewide	NHS		TR	SB			STA
009	118.05	127.31	US101	Statewide	NHS		TR	SB			
009	127.31	127.58	US101	Statewide	NHS		TR	SB			STA
009	127.58	140.37	US101	Statewide	NHS		TR	SB			
009	140.37	155.90	US101	Statewide	NHS			SB			
009	155.90	156.18	US101	Statewide	NHS			SB			STA
009	156.18	164.12	US101	Statewide	NHS			SB			
009	164.12	164.46	US101	Statewide	NHS			SB			STA
009	164.46	188.97	US101	Statewide	NHS			SB			
009	188.97	190.23	US101	Statewide	NHS			SB			UBA
009	190.23	190.84	US101	Statewide	NHS	FR	TR	SB			STA
009	190.84	239.89	US101	Statewide	NHS	FR	TR	SB			
009	239.89	244.27	US101	Statewide	NHS	FR	TR	SB	EXPR		
009	244.27	261.57	US101	Statewide	NHS		TR	SB			
009	273.36	300.66	US101	Statewide	NHS		TR	SB			
009	300.66	301.37	US101	Statewide	NHS		TR	SB			STA
009	301.37	301.48	US101	Statewide	NHS		TR	SB			
009	301.48	337.97	US101	Statewide	NHS			SB			
009	337.97	339.71	US101 OR255 Common w/ Hwy 255	Statewide	NHS			SB			
009	339.71	357.08	US101	Statewide	NHS			SB			
009	357.08	357.57	US101	Statewide	NHS			SB			STA
009	357.57	363.11	US101	Statewide	NHS			SB			
Wallowa Lake											
010	0.00	0.22	OR82	District				SB			
010	0.22	0.82	OR82	District							
010	0.82	0.98	OR82	Statewide							

KEY: CC – Commercial Center; FR – State Freight Route; NHS – National Highway System; SB – State and/or Federal Scenic Byway; SCS – State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute

Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
010	0.98	1.61	OR82	Statewide				SB			
010	1.61	2.81	OR82	Statewide				SB			UBA
010	2.81	12.13	OR82	Statewide				SB			STA
010	12.13	12.34	OR82	Statewide				SB			
010	12.34	19.44	OR82	Statewide				SB			UBA
010	19.44	20.13	OR82	Statewide				SB			STA
010	20.13	20.34	OR82	Statewide				SB			UBA
010	20.34	20.60	OR82	Statewide				SB			
010	20.60	46.33	OR82	Statewide				SB			UBA
010	46.33	46.89	OR82	Statewide				SB			STA
010	46.89	47.32	OR82	Statewide				SB			
010	47.32	54.65	OR82	Statewide				SB			STA
010	54.65	54.98	OR82	Statewide				SB			
010	54.98	71.07	OR82	Statewide				SB			STA
010	71.07	71.42	OR82	Statewide				SB			
Enterprise-Lewiston											
011	0.00	43.19	OR3	District							
Baker-Copperfield											
012	0.00	1.57	OR7	District							
012	1.57	2.43	I-84 Common w/ Hwy 6	Interstate	NHS		TR				
012	2.43	2.66	OR86	District							
012	2.66	41.36	OR86	District				SB			
012	41.36	42.27	OR86	District				SB			STA
012	42.27	70.80	OR86	District				SB			
Baker-Copperfield (Halfway Spur)											
012	Y 53.55	Y 54.32	OR86S	District							
KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute											

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
012	Y 54.32	Y 54.56	OR86S	District							UBA
012	Y 54.56	Y 54.70	OR86S	District							STA
Crooked River											
014	0.00	0.13	OR27	District							STA
014	0.13	42.51	OR27	District							
McKenzie											
015	-0.06	6.23	OR126B	Statewide	NHS						
015	6.23	39.68	OR126	Statewide	NHS		TR				
015	39.68	41.01	OR126	Statewide	NHS		TR			BP	
015	41.01	45.39	OR126	Statewide	NHS		TR				
015	45.39	54.97	OR126	Statewide	NHS		TR	SB			
015	55.46	Z 92.03	OR242	District				SB			
015	Z 92.03	92.28	OR242	Statewide	NHS	FR	TR				
015	92.28	93.07	US20 OR126	Statewide	NHS	FR	TR				
015	93.07	110.65	OR126	Statewide	NHS	FR	TR		EXPR		
015	110.65	111.94	OR126	Statewide	NHS	FR	TR				
Santiam											
016	-0.03	12.80	US20	Regional			TR				
016	12.80	13.08	US20	Regional		FR	TR				
016	13.08	13.45	US20	Regional		FR	TR				STA
016	13.45	27.07	US20	Regional		FR	TR				
016	27.07	31.31	US20	Regional			TR	SB			
016	31.31	71.52	US20	Regional				SB			
016	71.52	71.69	US20 OR126	Statewide	NHS		TR	SB			
016	71.69	74.81	US20 OR126	Statewide	NHS		TR	SB			
016	74.81	90.85	US20 OR126	Statewide	NHS	FR	TR	SB			

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Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
016	90.85	99.95	US20 OR126	Statewide	NHS	FR	TR	SB	EXPR		
016	99.95	100.12	US20 OR126	Statewide	NHS	FR	TR	SB			
McKenzie-Bend											
017	0.00	18.51	US20	Statewide	NHS	FR	TR		EXPR		
017	18.51	20.99	US20 US97B	Statewide	NHS		TR				
Willamette											
018	-0.30	-0.12	OR58 OR99	Statewide	NHS	FR	TR				
018	-0.12	0.07	OR58	Statewide	NHS	FR	TR				
018	0.07	0.28	OR58 OR99	Statewide	NHS	FR	TR				
018	0.28	64.34	OR58	Statewide	NHS	FR	TR				
018	64.34	86.45	OR58	Statewide	NHS	FR	TR		EXPR		
Fremont											
019	0.00	120.57	OR31	Regional			TR	SB			
019	120.57	138.37	US395	Statewide	NHS	FR	TR	SB			
019	138.37	143.03	US395 OR140	Statewide	NHS	FR	TR	SB			
019	143.03	157.73	US395	Statewide	NHS	FR	TR	SB			
Klamath Falls-Lakeview											
020	-0.14	0.19	US97B OR39	District							
020	0.95	3.28	OR39	Regional							
020	3.28	5.54	OR39 Common w/ Hwy 50	Regional	NHS						
020	5.54	96.37	OR140	Statewide	NHS	FR					
Green Springs											
021	0.73	58.86	OR66	District							
021	58.86	59.01	OR140 OR66	Statewide	NHS	FR	TR	SB			
021	59.01	59.05	OR140 OR66	Statewide	NHS	FR	TR				

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Crater Lake											
022	0.05	0.41	OR62	Statewide			TR				
022	0.41	0.47	OR62	Statewide	NHS		TR				
022	0.47	1.59	OR62	Statewide	NHS	FR	TR				
022	1.59	6.03	OR62	Statewide	NHS	FR	TR		EXPR		
022	6.03	10.06	OR62	Regional					EXPR		
022	10.06	13.63	OR62	Regional							
022	13.63	57.28	OR62	Regional				SB			
022	57.28	57.31	OR62	District				SB			
022	57.31	65.45	OR62	District							
022	83.63	90.07	OR62	District				SB			
022	90.07	103.95	OR62	District							
Dairy-Bonanza											
023	0.00	6.97	OR70	District							
Redwood											
025	-2.74	0.01	US199 OR99	District	NHS		TR				
025	0.01	0.20	US199	District	NHS		TR				
025	0.20	0.25	US199	Statewide	NHS		TR				
025	0.25	0.35	US199	Statewide	NHS	FR	TR		EXPR	BP	
025	0.35	0.48	US199	Statewide	NHS	FR	TR		EXPR		
025	0.48	1.04	US199	Statewide	NHS	FR	TR		EXPR		
025	1.04	6.92	US199	Statewide	NHS	FR	TR		EXPR		
025	6.92	41.69	US199	Statewide	NHS	FR	TR		EXPR		
Redwood (Grants Pass Spur)											
025	Y -0.69	Y 1.99		Statewide		FR			EXPR	BP	

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Mt. Hood											
026	-0.10	0.01	US26	District							
026	0.01	9.96	US26	District			TR				
026	14.18	14.75	US26	Statewide	NHS		TR	SB	EXPR		
026	14.75	19.96	US26	Statewide	NHS		TR		EXPR		
026	19.96	22.74	US26	Statewide	NHS	FR	TR		EXPR		
026	22.74	23.87	US26	Statewide	NHS	FR	TR				
026	23.87	24.61	US26	Statewide	NHS	FR	TR	SB			STA
026	24.61	57.45	US26	Statewide	NHS	FR	TR	SB			
026	57.45	101.82	OR35	Statewide	NHS	FR	TR	SB			
Alsea											
027	0.00	0.16	OR34	District							STA
027	0.16	58.56	OR34	District							
Pendleton-John Day											
028	0.05	1.02		Statewide							STA
028	1.02	1.37		Statewide							
028	1.37	1.57	OR37	Statewide							
028	1.57	1.63	US395 OR37	Statewide							
028	1.63	1.67	US395 OR37	Statewide							UBA
028	1.67	1.70	US395 OR37	Statewide		FR					UBA
028	1.70	2.74	US395	Statewide	NHS	FR					UBA
028	2.74	15.21	US395	Statewide	NHS	FR					
028	15.21	15.57	US395	Statewide	NHS	FR					STA
028	15.57	120.51	US395	Statewide	NHS	FR					
Tualatin Valley											
029	0.05	2.85	OR8	District							
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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
029	2.85	2.90	OR8	District	NHS						
029	2.90	3.18	OR8	Statewide	NHS		TR				
029	3.18	8.81	OR8	Statewide	NHS		TR				
029	8.81	9.06	OR8	Statewide	NHS		TR				
029	9.06	12.41	OR8	Statewide	NHS		TR				
029	12.41	14.13	OR8	Statewide	NHS		TR				
029	14.13	15.22	OR8	Statewide	NHS		TR				
029	15.22	15.36	OR8	Statewide	NHS		TR				
029	15.36	15.53	OR8	Statewide	NHS		TR				
029	15.53	15.72	OR8	Statewide	NHS		TR				
029	15.72	15.90	OR8	Statewide	NHS		TR				
029	15.90	16.06	OR8	Statewide	NHS		TR				
029	16.06	16.67	OR8	Statewide	NHS		TR				STA
029	16.67	17.46	OR8	Statewide	NHS		TR				
029	17.46	17.88	OR8	Statewide	NHS		TR				
029	17.88	20.40	OR47	Regional						BP	
029	21.08	25.34	OR47	Regional							
029	25.34	26.54	OR47	Regional							STA
029	26.54	37.89	OR47	Regional							
029	37.89	38.00	OR47	Regional							STA
029	38.00	42.46	OR47	Regional							
Willamina-Salem											
030	0.00	12.72	OR22	Statewide	NHS	FR	TR				
030	12.72	25.97	OR22	Statewide	NHS	FR	TR		EXPR		
030	25.97	26.05	OR22	Statewide	NHS	FR			EXPR		
030	26.05	26.14	OR22	Statewide	NHS				EXPR		

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Albany-Corvallis											
031	0.10	11.28	US20	Regional			TR				TR
Three Rivers											
032	0.00	24.97	OR22	Regional							
Corvallis-Newport											
033	0.00	49.70	US20	Statewide	NHS	FR					
033	49.70	49.76	US20 OR34	Statewide	NHS	FR					
033	49.76	54.03	US20 OR34	Statewide	NHS	FR	TR				
033	54.03	55.67	US20 OR34	Statewide	NHS	FR	TR		EXPR		BP
033	55.67	56.80	US20	Statewide	NHS	FR			EXPR		BP
Coos Bay-Roseburg											
035	0.00	9.68	OR42	Statewide	NHS	FR	TR		EXPR		
035	9.68	9.97	OR42	Statewide	NHS	FR	TR		EXPR		BP
035	9.97	10.85	OR42	Statewide	NHS	FR	TR				BP
035	10.85	11.42	OR42	Statewide	NHS	FR					BP
035	12.13	12.76	OR42	Statewide	NHS	FR					
035	12.76	20.53	OR42	Statewide	NHS	FR			EXPR		
035	20.53	20.80	OR42	Statewide	NHS	FR					UBA
035	20.80	73.37	OR42	Statewide	NHS	FR					
035	73.37	73.88	OR42 OR99	Statewide	NHS	FR					
035	73.88	76.22	OR42 OR99	Statewide	NHS	FR			EXPR		
035	76.22	77.17	OR42	Statewide	NHS	FR			EXPR		
035	77.17	77.20	OR42	Statewide	NHS	FR					
Pendleton-Cold Springs											
036	0.00	0.88		District							
036	0.88	30.75	OR37	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Wilson River											
037	0.00	51.62	OR6	Regional		FR	TR				
Oregon Caves											
038	0.00	19.33	OR46	District							
Salmon River											
039	-0.22	18.78	OR18	Statewide	NHS	FR	TR				
039	18.78	23.04	OR18	Statewide	NHS	FR	TR		EXPR		
039	23.04	24.23	OR18 OR22	Statewide	NHS	FR	TR		EXPR		
039	24.23	27.17	OR18 OR22	Statewide	NHS	FR	TR		EXPR	BP	
039	27.17	34.32	OR18	Statewide	NHS	FR	TR		EXPR	BP	
039	34.32	43.75	OR18	Statewide	NHS	FR	TR		EXPR		
039	43.75	49.91	OR18	Statewide	NHS	FR	TR		EXPR	BP	
039	49.91	52.65	OR18 OR233	Statewide	NHS	FR	TR		EXPR	BP	
039	52.65	52.71	OR18 OR233	Statewide	NHS						
Salmon River (McMinnville Spur)											
039	Y 46.26	Y 46.85	OR18	District							
Beaverton-Hillsdale											
040	0.97	3.41	OR10	District							
Ochoco											
041	-0.06	0.18	OR126	Statewide	NHS	FR					
041	0.18	1.37	OR126	Statewide	NHS	FR	TR				
041	1.37	17.92	OR126	Statewide	NHS	FR	TR		EXPR		
041	17.92	18.16	OR126	Statewide	NHS	FR	TR				
041	18.16	18.24	US26	Statewide	NHS						
041	18.24	19.38	US26	Statewide	NHS						STA
041	19.38	98.36	US26	Statewide	NHS						

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Sherman											
042	-0.43	-0.06	US97	Statewide	NHS		TR	SB			
042	-0.06	56.53	US97	Statewide	NHS	FR	TR	SB			
042	56.53	68.66	US97	Statewide	NHS	FR	TR				
Monmouth-Independence											
043	0.00	0.76	OR51	District							
043	0.76	1.70	OR51	District							CC
043	1.70	2.14	OR51	District							
043	2.14	2.35	OR51	District							STA
Wapinitia											
044	0.18	26.03	OR216	District							
Umpqua											
045	0.00	36.17	OR38	Statewide	NHS	FR	TR				
045	36.17	36.32	OR38	Statewide	NHS	FR	TR				UBA
045	36.32	50.25	OR38	Statewide	NHS	FR	TR				
045	50.25	57.13	OR99	Statewide	NHS	FR	TR				
Necanicum											
046	0.04	19.03	OR53	District							
Sunset											
047	-0.10	45.41	US26	Statewide	NHS	FR	TR				
047	45.41	49.31	US26 OR47 Common w/ Hwy 102	Statewide	NHS	FR	TR				
047	49.31	53.33	US26	Statewide	NHS	FR	TR				
047	53.33	73.81	US26	Statewide	NHS	FR	TR			EXPR	
047	73.81	73.94		Statewide	NHS	FR					
047	73.94	74.62		Statewide		FR					

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
John Day-Burns											
048	0.00	0.28	US395	Statewide	NHS	FR	TR				STA
048	0.28	2.13	US395	Statewide	NHS	FR	TR				UBA
048	2.13	67.61	US395	Statewide	NHS	FR	TR				
Lakeview-Burns											
049	0.00	0.11	US395	Statewide	NHS	FR					
049	0.11	90.02	US395	Statewide	NHS	FR	TR				
Klamath Falls-Malin											
050	-6.87	-4.97	US97B OR39	Regional	NHS						
050	-4.97	-2.24	OR39	Regional	NHS						
050	-2.24	0.00	OR39 Common w/ Hwy 20	Regional	NHS						
050	0.00	1.78	OR140 OR39	Statewide	NHS	FR	TR				
050	1.78	16.51	OR39	Statewide	NHS	FR	TR				
050	16.51	27.10		District							
Klamath Falls-Malin (Esplanade Spur)											
050	Y 4.97	Y 5.10	US97B	District							
Wilsonville-Hubbard											
051	-0.31	5.63	OR551	Regional							
Heppner											
052	0.00	0.23	OR74	District							
052	0.23	36.30	OR74	District				SB			
052	36.30	36.42	OR74	District				SB			STA
052	36.45	36.68	OR207 OR74	Regional			TR	SB			STA
052	36.68	44.72	OR207 OR74	Regional			TR	SB			
052	44.72	45.61	OR207 OR74	Regional			TR	SB			UBA
052	45.61	45.89	OR207 OR74	Regional			TR	SB			STA

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052	45.89	45.98	OR74	District							STA
052	45.98	83.15	OR74	District							
Warm Springs											
053	57.45	62.16	US26	Statewide	NHS	FR	TR				
053	62.16	102.79	US26	Statewide	NHS	FR	TR		EXPR		
053	102.79	106.56	US26	Statewide	NHS	FR	TR				
053	106.56	114.73	US26	Statewide	NHS	FR	TR		EXPR		
053	114.73	117.58	US26	Statewide	NHS	FR	TR				
Umatilla-Stanfield											
054	0.04	4.33	US395	Statewide	NHS	FR	TR				
054	4.33	6.03	US395	Statewide	NHS	FR	TR				UBA
054	6.03	10.78	US395	Statewide	NHS	FR	TR				
054	10.78	11.28	US395	Statewide	NHS	FR	TR				STA
054	11.28	12.90	US395	Statewide	NHS	FR	TR				
Albany-Junction City											
058	0.00	0.41	OR99E	Regional			TR				
058	0.41	1.30	OR99E	Regional			TR				
058	1.30	1.42	OR99E	Regional			TR				
058	1.42	2.25	US20 OR99E	Regional			TR				
058	2.25	19.36	OR99E	Regional			TR				
058	19.36	28.39	OR99E	Regional		FR	TR				
058	28.39	28.48	OR99E	Regional			TR				
058	28.48	28.81	OR99E	Regional			TR				STA
058	28.81	32.37	OR99E	Regional			TR				
Rogue River											
060	0.00	0.45	OR99	District			TR				
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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
060	0.45	14.57	OR99	District			TR				
060	14.57	14.95		District			TR				
Stadium Freeway											
061	-0.04	1.17	I-405	Interstate	NHS	FR	TR				
061	1.17	1.24	I-405 US26	Interstate	NHS	FR	TR				
061	1.24	3.08	I-405	Interstate	NHS	FR	TR				
061	3.08	3.57	I-405 US30	Interstate	NHS	FR	TR				
061	3.57	4.21	I-405	Interstate	NHS	FR	TR				
Florence-Eugene											
062	0.02	40.78	OR126	Statewide	NHS	FR	TR				
062	40.78	42.29	OR126	Statewide	NHS	FR	TR			BP	
062	42.29	52.69	OR126	Statewide	NHS	FR	TR				
Rogue Valley											
063	0.00	1.64	OR99	District							
063	3.60	5.48	OR99	District							
063	8.13	11.43	OR99	District							STA
063	11.43	11.85	OR99	District							
063	11.85	18.44	OR99	District							
063	18.44	19.19	OR99	District							UBA
063	19.19	19.46	OR99	District							STA
063	20.84	24.12	OR99	District							
East Portland Freeway											
064	0.00	10.46	I-205	Interstate	NHS	FR	TR				
064	10.46	12.94	I-205 OR213	Interstate	NHS	FR	TR				
064	12.94	13.11	I-205 OR213 OR224 Common w/ Hwy 171	Interstate	NHS	FR	TR				
064	13.11	26.56	I-205	Interstate	NHS	FR	TR				

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La Grande-Baker											
066	-0.08	1.27	US30	District							
066	1.27	1.65	US30	District							UBA
066	1.65	2.10	US30	District				SB			STA
066	2.10	2.19	US30	District				SB			UBA
066	2.19	2.93	US30	District							UBA
066	2.93	5.39	US30	District							
066	5.39	5.62	US30 OR203	District							
066	5.62	10.47	OR203	District							
066	10.47	15.93	OR203	District				SB			
066	15.93	16.51	OR203 OR237	District				SB			
066	16.51	24.71	OR237	District				SB			
066	24.71	31.76	OR237	District							
066	31.76	32.09	OR237	District							STA
066	32.09	32.23	OR237	District							
066	32.23	32.29	US30 OR237	District							
066	32.29	40.31	US30	District							
066	40.31	40.52	US30	District							UBA
066	40.52	40.69	US30	District							STA
066	40.69	40.73	US30	District				SB			STA
066	40.73	40.82	US30	District				SB			UBA
066	40.82	49.97	US30	District				SB			
066	49.97	51.79	US30	District							
066	51.79	52.04	US30 OR7	District							
066	52.04	54.46	US30	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Pendleton											
067	-0.03	2.08	US30	District							
067	2.08	2.48	US30 OR37	District							STA
067	2.48	2.54	US30 OR37	District							STA
067	2.54	3.92	US30	District							STA
067	3.92	4.62	US30 OR11 Common w/ Hwy 8	Statewide	NHS		TR				
067	4.62	6.60	US30	District							
Cascade Highway North											
068	0.00	8.63	OR213	District							
068	8.63	9.40	OR213	District							STA
068	9.40	10.18	OR213	District							
Belfline											
069	0.00	3.10	OR126	Statewide	NHS	FR	TR				
069	3.10	12.76	OR69	Statewide	NHS	FR			EXPR		BP
069	12.76	12.79	OR69	Regional	NHS						
069	12.79	13.00	OR69	Regional							
McNary											
070	0.00	0.76	I-82 US395	Interstate	NHS	FR	TR				
070	0.76	11.21	I-82	Interstate	NHS	FR	TR				
Whitney											
071	0.00	49.17	OR7	Regional				SB			
071	49.17	50.96	OR7	Regional							
Salem											
072	0.00	3.16	OR99EB	Regional		FR			EXPR		BP
072	3.16	5.01	OR99EB	Regional		FR					

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Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
072	5.01	5.19	OR99EB	Statewide		FR					
072	5.19	6.20	OR22 OR99EB	Statewide	NHS	FR	TR				
072	6.20	8.48	OR22 OR99EB	Statewide	NHS	FR	TR		EXPR		
Pacific Highway East											
081	-6.09	-6.03	OR99E	Statewide	NHS						
081	-6.03	-4.01	OR99E	Statewide	NHS		TR				
081	-4.01	-3.75	OR99E	District	NHS		TR				
081	1.00	1.24	OR99E	District	NHS	FR	TR				
081	1.24	5.46	OR99E	Statewide	NHS	FR	TR				
081	5.46	5.67	OR99E	District			TR				
081	5.67	5.72	OR99E	District			TR				STA
081	5.72	6.30	OR99E	District			TR				STA
081	6.30	11.73	OR99E	District			TR				
081	11.73	11.94	OR99E	Regional			TR				
081	11.94	12.60	OR99E	Regional			TR				STA
081	12.60	27.09	OR99E	Regional			TR				
081	27.09	27.72	OR99E	Regional			TR				
081	27.72	31.70	OR99E	Regional			TR				
081	31.70	32.87	OR214 OR99E Common w/ Hwy 140	Regional			TR				
081	32.87	46.08	OR99E	Regional			TR				
081	46.08	46.16	OR99E	Regional			TR				
081	46.16	46.17		Regional			TR				
081	46.16	46.49		Regional							
Pacific Highway West											
091	-5.76	-4.75		District							
091	-0.44	-0.29		District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
091	0.85	1.53		District							
091	1.53	3.19	OR10	District							
091	3.19	7.16		District			TR				
091	7.16	7.24		District							
091	7.24	7.42		District		FR					
091	7.42	7.56		Statewide		FR	TR				
091	7.56	7.61		Statewide	NHS	FR	TR				
091	7.61	7.64	OR99W	Statewide	NHS	FR	TR				
091	7.64	10.30	OR99W	Statewide	NHS	FR	TR				
091	10.30	19.44	OR99W	Statewide	NHS	FR	TR				
091	19.44	22.89	OR99W	Statewide	NHS	FR	TR				
091	22.89	23.18	OR219 OR99W	Statewide	NHS	FR	TR				
			Common w/ Hwy 140								
091	23.18	23.45	OR219 OR99W	Statewide	NHS	FR	TR				
			Common w/ Hwy 140								
091	23.45	23.95	OR99W	Statewide	NHS	FR	TR				
091	23.95	27.09	OR99W	Statewide	NHS	FR	TR				
091	27.09	28.05	OR99W	Statewide	NHS	FR	TR				
091	28.05	29.79	OR99W	Statewide	NHS	FR	TR				
091	29.79	32.18	OR99W	Regional			TR				
091	32.18	32.57	OR99W	Regional			TR				STA
091	32.57	32.97	OR99W	Regional			TR				
091	32.97	33.74	OR99W	Regional			TR				
091	33.74	34.22	OR99W	Regional			TR				
091	34.22	35.14	OR99W	Regional			TR				
091	35.14	37.01	OR99W	Regional			TR				
091	37.01	38.23	OR99W	Regional			TR				

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
091	38.23	39.24	OR99W	Regional			TR				
091	39.24	44.68	OR99W	Regional		FR	TR				
091	44.68	44.75	OR99W Common w/ Hwy 153	Regional		FR	TR				
091	44.75	80.73	OR99W	Regional		FR	TR				
091	80.73	82.64	OR99W	Regional		FR	TR			BP	
091	82.64	82.95	OR99W	Regional		FR	TR			BP	
091	82.95	83.20	OR99W	Regional		FR	TR				
091	83.20	83.35	OR99W	Regional		FR	TR				STA
091	83.35	83.93	US20 OR34 OR99W	Regional		FR	TR				STA
091	83.93	84.07	US20 OR34 OR99W	Regional		FR	TR				
091	84.07	84.18	OR34 OR99W	Regional		FR	TR				
091	84.18	84.31	OR99W	Regional		FR	TR				
091	84.31	100.90	OR99W	Regional		FR	TR				
091	100.90	101.08	OR99W	Regional		FR	TR				STA
091	101.08	108.76	OR99W	Regional		FR	TR				
091	108.76	117.04	OR99	Regional		FR	TR				
091	117.04	118.42	OR99	Statewide	NHS	FR	TR				
091	118.42	121.70	OR99	Statewide	NHS		TR				
091	121.70	122.25	OR99	Statewide	NHS		TR				
091	122.25	122.26	OR126 OR99	Statewide	NHS		TR				
091	122.26	123.37	OR126 OR99	Statewide	NHS		TR				
091	123.37	123.53	OR126B OR99	Statewide	NHS		TR				
091	123.53	123.91	OR126B OR99	Statewide	NHS		TR				STA
091	123.91	125.81	OR126B OR99	Statewide	NHS		TR				
091	125.81	126.37	OR99	Regional	NHS		TR				

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
(Lower) Columbia River											
092	0.95	1.97	US30	Statewide	NHS	FR	TR				
092	1.97	9.98	US30	Statewide	NHS	FR	TR				
092	9.98	18.37	US30	Statewide	NHS	FR	TR		EXPR		
092	18.37	48.51	US30	Statewide	NHS	FR	TR				
092	48.51	50.16	US30	Statewide	NHS	FR	TR				
092	50.16	97.96	US30	Statewide	NHS	FR	TR				
092	97.96	98.41	US30	Statewide	NHS	FR	TR				
092	98.41	99.34	US30	Statewide	NHS	FR	TR				
Historic Columbia River											
100	0.00	22.25		District				SB			
100	22.25	30.00	I-84 US30 Common w/ Hwy 2	Interstate	NHS		TR				
100	30.00	31.28	US30	District							
100	33.08	33.21	Common w/ Hwy 002CT	District							
100	33.21	33.25	Common w/ Hwy 002CU	District							
100	33.25	34.49	Common w/ Hwy 002CV	District							
100	34.49	48.68	I-84 US30 Common w/ Hwy 2	Interstate	NHS		TR				
100	48.68	48.91	US30 OR35	District			TR				
100	48.91	51.26	US30 OR35	District			TR				
100	51.26	52.48		District							
100	56.91	57.43		District							
100	57.43	57.53	US30	District							
100	57.53	72.37	US30	District				SB			
Nehalem											
102	0.18	1.42	US101B OR202	Statewide							
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Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
102	1.42	2.64	OR202	Statewide							
102	2.64	46.14	OR202	District							
102	46.14	62.25	OR47	District							STA
102	62.25	62.54	OR47	District							STA
102	62.54	79.96	OR47	District							
102	76.96	80.83	US26 OR47 Common w/ Hwy 47	Statewide	NHS		TR				
102	80.83	81.20	OR47	Statewide	NHS		TR				
102	81.20	82.85	OR47	Statewide	NHS		TR				
102	82.85	83.12	OR47	Statewide	NHS		TR				STA
102	83.12	88.69	OR47	Statewide	NHS		TR				
102	88.69	90.09	OR47	Statewide	NHS		TR			BP	
102	90.09	90.63	OR47	District	NHS		TR			BP	
102	90.63	90.64	OR47	District	NHS		TR				
Fishhawk Falls											
103	0.00	9.02	OR103	District							
Fort Stevens											
104	0.00	0.10	OR104	District							
104	0.10	0.52	OR104	District							STA
104	0.52	3.38	OR104	District							
104	3.38	3.62	OR104	District							STA
104	3.62	6.03	OR104	District							
Fort Stevens (Fort Stevens Spur)											
104	Y 4.43	Y 5.38	OR104S	District							
Warrenton-Astoria											
105	0.00	7.25	US101B	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Mist-Clatskanie											
110	0.00	11.89	OR47	District							
Swift											
120	0.00	1.04	OR120	District	NHS						
120	1.04	2.71	OR120	Statewide	NHS						
Northeast Portland											
123	0.00	1.31	US30BY	Statewide	NHS	FR					
123	1.31	1.32	US30BY	District		FR					
123	1.32	1.76	US30BY	District		FR					STA
123	1.76	5.32	US30BY	District		FR					
123	5.32	9.20	US30BY	District							
123	9.20	10.88	US30BY	Statewide							
123	10.88	11.25	US30BY	Statewide	NHS						
123	11.25	14.76	US30BY	District							
Little Nestucca											
130	-0.10	9.30	OR130	District							
Netarts											
131	0.00	9.08	OR131	District							
North Umpqua											
138	-1.13	-0.31	OR138	Regional							
138	-0.31	0.00	OR138 OR99	Regional							
138	0.00	2.34	OR138	Regional							
138	2.34	83.08	OR138	Regional						SB	
138	83.08	86.09	OR138	Regional							
138	86.09	100.82	OR138	Regional						SB	
Hillsboro-Silverton											
140	0.00	20.19	OR219	District							
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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
140	20.19	20.55	OR219 OR99W Common w/ Hwy 91	Statewide	NHS		TR				
140	20.55	20.73	OR219 OR99W Common w/ Hwy 91	Statewide			TR				
140	Z 20.65	36.78	OR219	District			TR				
140	36.78	36.79	OR214 OR219	District							
140	36.79	36.86	OR214	District			TR				
140	36.86	37.87	OR214	District			TR	SB			
140	37.87	39.29	OR214	District			TR				
140	39.29	40.46	OR214 OR99E Common w/ Hwy 81	Regional			TR				
140	Z 39.31	50.58	OR214	District			TR	SB			
140	50.58	50.66	OR214	District				SB			
Beaverton-Tualatin											
141	2.57	2.84	OR141	District							
141	2.84	3.84	OR141	District							STA
141	3.84	7.07	OR141	District							
141	7.69	8.91	OR141	District							
141	11.52	13.14	OR141	District							
Farmington											
142	5.88	7.61	OR10	District							
142	8.68	8.74	OR10	District							
Scholls											
143	9.03	9.60	OR210	District							
Beaverton-Tigard											
144	0.00	7.52	OR217	Statewide	NHS	FR	TR			EXPR	

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Salem-Dayton											
150	0.00	9.26	OR221	District							
150	9.26	20.78	OR221	Regional							
Yamhill-Newburg											
151	0.00	11.50	OR240	District							
Bellevue-Hopewell											
153	0.00	6.23	OR153	District							
153	6.23	6.30	OR153 OR99W Common w/ Hwy 91	Regional			TR				
153	6.30	10.96	OR153	District							
153	10.96	14.36	OR153	Regional							
Lafayette											
154	0.00	0.52	OR233	Regional							
154	0.52	6.26	OR154	Regional							
Amity-Dayton											
155	0.00	7.44	OR233	District							
155	7.44	9.19		District							
Willamina-Sheridan											
157	0.00	7.00	OR18B	District							
157	7.00	7.18	OR18B	District							STA
157	7.18	8.60	OR18B	District							
Cascade Highway South											
160	0.00	3.59	OR213	District					EXPR	BP	
160	3.59	29.71	OR213	District							
Woodburn-Estacada											
161	0.00	33.49	OR211	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
North Santiam											
162	1.17	1.21	OR22	Statewide	NHS	FR	TR				
162	1.21	20.51	OR22	Statewide	NHS	FR	TR		EXPR		
162	20.51	50.07	OR22	Statewide	NHS	FR	TR				
162	50.07	81.53	OR22	Statewide	NHS	FR	TR	SB			
162	81.53	81.81	OR22	Statewide	NHS	FR	TR				
Silver Creek Falls											
163	8.78	15.59	OR214	District							
163	15.59	40.84	OR214	District				SB			
Jefferson											
164	0.00	8.54	OR164	District							
Clackamas											
171	-0.01	0.00		District							
171	0.00	0.09		District		FR					
171	0.09	0.11	OR224	Statewide	NHS	FR	TR				
171	0.11	4.04	OR224	Statewide	NHS	FR	TR		EXPR		
171	4.04	4.36	OR213 OR224	Statewide	NHS	FR	TR		EXPR		
171	4.36	4.91	I-205 OR213 OR224 Common w/ Hwy 64	Interstate	NHS	FR	TR				
171	4.91	8.15	OR212 OR224	Statewide	NHS	FR	TR				
171	8.15	8.16	OR224	District		FR					
171	8.16	17.92	OR224	District							
171	17.92	23.30	OR211 OR224	District							
171	23.30	23.36	OR224	District							
171	23.36	49.97	OR224	District				SB			
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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Eagle Creek-Sandy											
172	-0.23	5.94	OR211	District							
Timberline											
173	0.12	5.49	OR173	District				SB			
Clackamas-Boring											
174	0.03	8.87	OR212	Statewide	NHS	FR	TR				
Eddyville-Blodgett											
180	0.00	19.18	OR180	District							
Siletz											
181	-0.21	31.24	OR229	District							
Otter Rock											
182	0.00	0.75	OR182	District							
Dallas-Rickreall											
189	0.00	4.01	OR223	District			TR				
Kings Valley											
191	0.00	3.09	OR223	District							
191	3.09	3.40	OR223	District							STA
191	3.40	31.40	OR223	District							
Independence											
193	0.00	6.23	OR51	District							
193	6.23	6.34	OR51	District							STA
Monmouth											
194	0.00	7.56	OR194	District							
Territorial											
200	-0.03	8.62	OR200	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
200	8.62	10.06	OR200 OR36 Common w/ Hwy 229	District							
200	10.06	10.08	OR200 Common w/ Hwy 229	District							
200	10.08	42.08	OR200	District							
Alsea-Deadwood											
201	0.00	9.49	OR501	District							
Corvallis-Lebanon											
210	-0.10	-0.05		District		FR					STA
210	-0.05	0.00	US20 OR34	District		FR	TR				STA
210	0.00	0.07	OR34	District		FR	TR				STA
210	0.07	0.34	OR34	District		FR	TR				
210	0.34	10.12	OR34	Statewide	NHS	FR	TR		EXPR		
210	10.12	10.14	OR34	Statewide		FR	TR		EXPR		
210	10.14	17.89	OR34	Regional		FR	TR				
210	17.89	18.13	OR34	Regional		FR	TR				STA
Albany-Lyons											
211	0.00	25.71	OR226	District							
Halsey-Sweet Home											
212	0.00	2.40	OR228	District		FR					
212	2.40	2.46	OR228	District							
212	2.46	21.40	OR228	District				SB			
Clear Lake-Belknap Springs											
215	0.00	19.81	OR126	Statewide	NHS		TR	SB			
Springfield-Creswell											
222	T 0.80	T 5.52	OR222	District							
222	5.52	8.00	OR222	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
222	11.63	14.88	OR222	District							
McVay											
225	0.01	2.53	OR225	District							
Goshen-Divide											
226	0.02	19.92	OR99	District							
Eugene-Springfield											
227	0.00	3.49	I-105 OR126	Interstate	NHS	FR	TR				BP
227	3.49	9.97	OR126	Statewide	NHS	FR	TR		EXPR		BP
Springfield											
228	0.00	1.40	OR528	District							
Mapleton-Junction City											
229	0.01	45.95	OR36	District							
229	45.95	47.41	OR36 Common w/ Hwy 200	District							
229	47.41	51.59	OR36	District							
Tiller-Trail											
230	41.46	52.71	OR227	District							
Elkton-Sutherlin											
231	0.00	24.15	OR138	Regional			TR				
231	24.15	25.39		Regional							
West Diamond Lake											
233	0.00	23.80	OR230	Regional						SB	
Cape Arago											
240	-0.05	0.27	OR540	District							STA
240	0.27	0.77	OR540	District							CC

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
240	0.77	2.24	OR540	District							UBA
240	4.49	8.74	OR540	District							
240	8.74	14.15	OR540	District				SB			
Coos River											
241	0.00	0.06	OR241	Statewide	NHS						
241	0.06	0.12	OR241	District	NHS						
241	0.12	0.72	OR241	District							
241	2.23	19.15	OR241	District							
Powers											
242	0.00	18.91	OR542	District							
Coquille-Bandon											
244	0.01	16.94	OR42S	District							
Cape Blanco											
250	0.16	5.57	OR250	District							
Port Orford											
251	0.00	0.76	OR251	District							
Carpenterville											
255	334.87	339.68	OR255	District							
255	339.68	341.22	US101 OR255 w/ Hwy 9	Common Statewide	NHS						
255	Z	Z	US101 OR255 w/ Hwy 9	Common District	NHS						
255	341.02	341.22	OR255	District							
255	341.22	362.27	OR255	District							
Rogue River Loop											
260	1.30	22.24	OR260	District							

KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Lake of the Woods											
270	0.00	43.58	OR140	Statewide	NHS	FR	TR				
270	43.58	68.76	OR140	Statewide	NHS	FR	TR	SB			
Samms Valley											
271	-0.30	2.36	OR99	District							
271	2.36	3.84	OR234	District							
271	3.84	17.48	OR234	District				SB			
Samms Valley (Gold Hill Spur)											
271	Y 2.36	Y 3.32	OR234 OR99	District							
Jacksonville											
272	0.00	33.16	OR238	District							STA
272	33.16	33.97	OR238	District							
272	33.97	38.75	OR238	District							
Siskiyou											
273	0.00	12.42	OR273	District							
Hood River											
281	0.00	19.07	OR281	District							
Odell											
282	0.00	3.45	OR282	District							
Sherars Bridge											
290	-0.05	28.42	OR216	District							
Shamiko-Fossil											
291	0.00	42.95	OR218	District				SB			
291	42.95	42.98	OR218	District							
Mosier-The Dalles											
292	18.61	20.24	US30	District							
KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute											

Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Antelope											
293	0.00	13.52	OR293	District							
Wasco-Heppner											
300	-1.97	-0.09		Regional							
300	-0.09	40.68	OR206	Regional							
300	40.68	40.88	OR19 OR206 w/ Hwy 5	Regional							
300	40.88	73.33	OR206	District							
300	73.33	83.20	OR206 OR207	Regional							
300	83.20	84.12	OR206 OR207	Regional				SB			
Celilo-Wasco											
301	0.00	15.57	OR206	District							
Celilo-Wasco (Celilo Wasco Spur)											
301	Y 4.80	Y 7.62		District							
Lexington-Echo											
320	0.00	27.24	OR207	Regional			TR				
320	27.24	35.38		District							
320	35.38	35.70		District							STA
320	35.70	37.13		District							
Heppner-Spray											
321	0.00	40.96	OR207	Regional							
Weston-Elgin											
330	-1.32	40.38	OR204	Regional							UBA
330	40.38	40.63	OR204	Regional							STA
330	40.63	40.84	OR204	Regional							
Umatilla Mission											
331	0.00	4.84	OR331	District		FR					

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Sunnyside-Umapine											
332	0.00	7.93	OR332	District							
Hermiston											
333	0.02	17.81	OR207	Regional			TR				
Athena-Holdman											
334	0.00	8.44	OR334	District							
334	8.44	9.57	OR334 Common w/ Hwy 335	District							
334	9.57	17.09	OR334	District							
334	17.09	17.49	OR334	District							STA
334	17.49	18.12	OR334	District							
Havanna-Helix											
335	0.00	2.40	OR335	District							
335	2.40	3.53	OR335 Common w/ Hwy 334	District							
335	3.53	9.79	OR335	District							
Freewater											
339	0.00	3.43	OR339	District							
Medical Springs											
340	0.00	1.90	OR203	District							
340	1.90	21.33	OR203	District				SB			
340	21.33	38.94	OR203	District							
Ukiah-Hilgard											
341	0.00	1.07	OR244	District				SB			STA
341	1.07	1.24	OR244	District				SB			STA
341	1.24	1.40	OR244	District							
341	1.40	47.22	OR244	District							

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Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Cove											
342	0.00	0.25	OR237	District							UBA
342	0.25	12.35	OR237	District							
342	12.35	13.34	OR237	District				SB			
342	13.34	13.72	OR237	District				SB			STA
342	13.72	21.83	OR237	District				SB			
342	21.83	22.07	OR237	District							
Little Spring Creek											
350	0.00	8.07	OR350	District				SB			
350	8.07	29.36	OR350	District							
Joseph-Wallowa Lake											
351	0.00	0.33	OR351	Statewide							STA
351	0.33	6.94	OR351	Statewide							
Madras-Prineville											
360	0.09	26.28	US26	Regional		FR	TR				
Culver											
361	0.00	11.62	OR361	District							
O'Neil											
370	0.00	17.67	OR370	District							
Century Drive											
372	4.63	21.98		District				SB			
Paulina											
380	0.00	55.91	OR380	District							
Service Creek-Mitchell											
390	0.00	24.32	OR207	District							
KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute											

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Kimberly-Long Creek											
402	0.00	34.88	OR402	District							
Sumpter											
410	0.00	0.33	OR410	District				SB			
410	0.33	0.76	OR410	District				SB			STA
410	0.76	3.71	OR410	District				SB			
Halfway-Cornucopia											
413	0.00	10.95	OR413	District							
413	10.95	11.29	OR413	District							UBA
413	11.29	11.45	OR413	District							STA
Pine Creek											
414	0.00	0.91	OR414	District							
Dooley Mountain											
415	0.00	36.62	OR245	District							
Midland											
420	1.33	5.65		District							
Chiloquin											
422	0.00	5.29	OR422	District							
Chiloquin (Chiloquin Spur)											
422	Y 4.39	Y 4.58	OR422S	District							
South Klamath Falls											
424	0.00	5.97	OR140	Statewide	NHS	FR	TR		EXPR		BP
Hatfield											
426	16.51	18.93	OR39	Statewide	NHS	FR	TR				
Crescent Lake											
429	0.00	2.39	OR429	District							

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Appendices

State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Warner											
431	0.00	65.28	OR140	District							
Frenchglen											
440	0.00	73.35	OR205	District				SB			
Steens											
442	0.00	1.73	OR78	Regional		FR	TR				
442	1.73	65.18	OR78	Regional		FR	TR	SB			
442	65.18	91.60	OR78	Regional		FR	TR				
Huntington											
449	0.00	5.48	US30	District							
449	5.48	5.89	US30	District							STA
449	5.89	11.09	US30	District							
Succor Creek											
450	0.02	11.72	OR201	District							
450	11.72	12.23	OR201	District							STA
450	12.23	20.11	OR201	District							
Succor Creek (Parma Spur)											
450	Y 12.51	Y 15.26	OR452	District							
Succor Creek (Homedale Spur)											
450	Y 20.11	Y 22.24	OR201	District							
Vale-West											
451	0.03	10.39	OR451	District							
Adrian-Arena Valley											
453	0.00	3.19	OR453	District							
Adrian-Caldwell											
454	0.00	5.09	OR454	District							

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State Highway	Begin MP	End MP	Route Number	SCS	NHS	Freight Route	Truck Route	Scenic Byway	Expressway	Bypass	Highway Segment Designation
Olds Ferry-Ontario											
455	-0.29	11.65	OR201	District							
455	11.65	25.13	OR201	District			TR				
455	25.13	25.17	OR201	District	NHS		TR				
455	25.17	31.81	OR201	Statewide	NHS	FR	TR		EXPR		
Olds Ferry-Ontario (Weiser Spur)											
455	Y 11.65	Y 13.66	US95S	District			TR				
Olds Ferry-Ontario (Payette Spur)											
455	Y 19.65	Y 21.30	OR52	District							
Olds Ferry-Ontario (Ontario Spur)											
455	Y 27.37	Y 27.73	US30B	Statewide		FR	TR				
455	Y 27.73	Y 27.74	US30	District		FR	TR				
455	Y 27.74	Y 28.39	US30	District			TR				
I.O.N.											
456	0.00	20.10	US95	Statewide	NHS	FR	TR				
456	20.10	20.40	US95	Statewide	NHS	FR	TR				UBA
456	20.40	20.59	US95	Statewide	NHS	FR	TR				STA
456	20.59	121.36	US95	Statewide	NHS	FR	TR				
KEY: CC – Commercial Center; FR - State Freight Route; NHS - National Highway System; SB - State and/or Federal Scenic Byway; SCS - State Classification System; STA – Special Transportation Area; T – Temporary Mileage; Truck Route – Federally Designated Truck Route; UBA – Urban Business Area; Y – Spur Mileage; Z – Overlap Mileage after Reroute											

Appendix E:

Intermodal Connectors on the National Highway System

Ownership	Route Description	Location	Total Miles
City	Hamburg St./US 101 - Industry St.	Astoria	0.03
City	Industry St./Hamburg St. - Portway St.	Astoria	0.20
City	Portway St./US 101 - Basin St.	Astoria	0.10
State	I-84, Conn. 002HC/Conn. 002HB - Laurel Rd. Ahead	Boardman	0.14
County	Laurel Rd./I-84 Conn. 002HC - Boardman-Irrigon Rd.	Boardman	0.04
County	Boardman Irrigon Rd./Laurel Rd. - Ullman Blvd.	Boardman	0.43
Port	Ullman Blvd./Boardman Rd. - Port Terminal Facility	Boardman	0.63
County	Boardman-Irrigon Rd./Laurel Rd. - Coyote Station Rd.	Boardman	1.18
Port	Marine Dr./Ullman Rd. - Port Access Rd.	Boardman	0.51
County	Transpacific Parkway/US 101 - Jordan Cove Rd.	Coos Bay/North Bend	1.58
County	Jordan Cove Rd./Transpacific Parkway - Private Rd.	Coos Bay/North Bend	0.14
City	California Ave./Sherman Ave., US 101S - Port Facility	Coos Bay/North Bend	0.16
City	Sheridan Ave./US 101N - Port Facility	Coos Bay/North Bend	0.22
State	Newport Ave.(Hwy. No. 241)/US 101 - Edwards St.	Coos Bay/North Bend	0.12
City	Mullen St./US 101 - Nickel and Chips Terminals	Coos Bay/North Bend	0.19
State	US 101, Conn. 009BJ, (Edwards St.)/US 101 - Hwy. No. 241 (Newport Ave.)	Coos Bay/North Bend	0.05
City	Lockheed Dr./Green Hill Rd. - Passenger Terminal	Eugene	0.11
County	Airport Rd./Green Hill Rd. - OR 99	Eugene	1.32
County	Green Hill Rd./Airport Rd. - Lockheed Dr.	Eugene	0.52

Appendices

Ownership	Route Description	Location	Total Miles
City	Willamette St./AMTRAK Depot - 6th Ave.	Eugene	0.13
City	5th Ave./Willamette St. - Oak St.	Eugene	0.07
City	Oak St./7th Ave. - 5th Ave.	Eugene	0.15
City	Charnelton St./6th Ave. - 10th Ave.	Eugene	0.32
City	10th Ave./Chanelton St. - Pearl St.	Eugene	0.30
City	Pearl St./6th Ave. - 10th Ave.	Eugene	0.31
City	11th Ave./OR 99, Franklin Ave. - Willamette St.	Eugene	0.85
City	Willamette St./11th Ave. - 10th Ave.	Eugene	0.07
City	High St./10th Ave. - 6th Ave.	Eugene	0.31
City	10th Ave./Pearl St. - High St.	Eugene	0.08
City	Cross St./Garfield St. - Cleveland St.	Eugene	0.23
City	Cleveland St./Cross St. - Roosevelt Blvd.	Eugene	0.15
City	Roosevelt Blvd./OR 99 - Cleveland St.	Eugene	0.48
City	Garfield St./OR 99 (7th Ave.) - Cross St.	Eugene	0.63
State	OR 99/Airport Rd. - Beltline Hwy. No. 69	Eugene	1.38
City	Biddle Rd. and Pine St./I-5, Conn. 001BO - Hwy. No. 022, Conn. 022AD	Medford	2.78
State	Hwy. No. 022, Conn. 022AE (Biddle Rd.)/Beg. Conn. 022AE - Conn. 022AD	Medford	0.25
City	Airport Rd./Biddle Rd. - Biddle Rd.	Medford	0.51
State	I-5, Conn. 001BO (Biddle Rd.)/I-5 Conn. 001BR - End Conn.	Medford	0.28
City	47th Ave./Columbia Blvd. - Cornfoot Rd.	Portland	0.50
Port	Airtrans Rd./Cornfoot Rd. - Air Freight Terminals	Portland	0.36
City	Cornfoot Rd./47th - Alderwood Rd.	Portland	1.50
Port	Alderwood Rd./Cornfoot Rd. - 82nd Rd.	Portland	0.46
City	82nd Ave./Alderwood Rd.- Beg. Hwy. No. 68	Portland	0.71
State	Hwy. No. 68 (82nd Ave.)/End city jurisdiction - Columbia Blvd.	Portland	0.10
Port	82nd Ave./Airportway - Alderwood Rd.	Portland	0.47
Port	Airport Way/I-205, Conn. 064CZ - Portland Internationa Airport (PDX)	Portland	1.67

Ownership	Route Description	Location	Total Miles
State	I-205, Conn. 064CZ/Beg. Conn. 064CZ - Conn. 064CY	Portland	0.56
State	Hwy. No. 123/ Columbia Blvd. - I-205, Conn. 123AE	Portland	0.37
City	Columbia Blvd./Hwy. No. 123 - I-5	Portland	4.67
Port	Port Access Rd./Yeon St. - Front Ave.	Portland	0.35
Port	N. Terminal Rd./Lombard St. - Terminal 4	Portland	0.17
City	Terminal 5 Access Rd./Lombard St. Terminal 5	Portland	0.12
Port	N. Pacific Gateway Blvd./N. Marine Dr. - Terminal 6	Portland	0.18
City	Burgard St. and Lombard St./Columbia Blvd. - N. Saint Louis Ave.	Portland	1.63
City	N. Saint Louis/Lombard Blvd. - Ivanhoe St.	Portland	0.05
City	Ivanhoe St./Hwy No. 123 - N. Saint Louis	Portland	0.23
City	Columbia Blvd./I-5 - Lombard St. and Burgard Rd.	Portland	5.54
City	Greeley Ave./I-5 - Conn. 001TQ - Going St.	Portland	0.87
City	Lombard and Marine Dr./Columbia Blvd. to Hwy. No. 120	Portland	5.62
City	Conn. To Columbia Blvd./Columbia Way - Columbia Blvd.	Portland	0.17
City	Columbia Way/Columbia Blvd. - Beg. Hwy. No. 120	Portland	0.10
State	Hwy. No. 120/Beg. Hwy. No. 120 - I-5, Conn. 001UI	Portland	2.71
State	Hwy. No. 081/I-5 and Hwy. No. 120 - Columbia Blvd.	Portland	2.08
State	Hwy. No. 123/Hwy. No. 92 - Ivanhoe St.	Portland	1.31
City	Nicolai St./Yeon Ave. - Front Ave.	Portland	0.18
City	Front Ave./Nicolai St. - Kittridge Ave.	Portland	2.05
City	Holgate Blvd./End Conn. 081AE - UPRR	Portland	0.54
State	Conn. 081AE/Hwy. No. 081 - End Conn. 081AE (Beg. Holgate Blvd.)	Portland	0.12
City	Interstate Ave./Going St. - Larrabee Ave.	Portland	1.82
City	Russell St./Interstate Ave. - Rail Facility	Portland	0.07
City	Larrabee Ave./Broadway St. - Interstate Ave.	Portland	0.18
City	Going St./Basin Ave. - I-5 Conn. 001TS	Portland	0.91
City	Front Ave./61st St. - Kittridge Ave.	Portland	1.01

Appendices

Ownership	Route Description	Location	Total Miles
City	61st St./Culebra Ave. - Front Ave.	Portland	0.18
City	Culebra Ave./Balboa Ave. - 61st St.	Portland	0.12
City	Balboa Ave./US 30 - Culebra Ave.	Portland	0.10
City	6th Ave./Glisan St. - AMTRAK Station	Portland	0.17
City	Glisan St./6th Ave. - I-405	Portland	0.49
City	Hoyt St./Broadway Ave. - 6th Ave.	Portland	0.05
City	Everett St./I-405 - 6th Ave.	Portland	0.49
City	6th Ave./Everett St. - Glisan St.	Portland	0.10
City	Broadway Ave./Victoria - Everett St.	Portland	1.03
City	Williams Ave./Weidler St. - I-5, Conn. 001TK	Portland	0.08
City	Victoria Ave./I-5, Conn. 001TJ - Broadway St.	Portland	0.05
City	Vancouver Ave./Weidler St. - I-5 Conn. 001TN	Portland	0.11
City	Weidler St./N. Williams - Broadway St.	Portland	0.15
		Total Miles	59.45



Appendix F:

Environmental Laws and Regulations

(Basic State and Federal Environmental Regulations, Statutes, and Executive Orders applicable to ODOT)

This is not an exhaustive compendium of all environmental regulations; it is a listing of umbrella legislation and regulation for general guidance.

GENERAL PROCESS REGULATIONS

National Environmental Policy Act 1969 (NEPA)

40 CFR 1500 et seq. and

Council on Environmental Quality Regulations for the Implementation of NEPA (1978)

40 CFR 1500-1508

The basic national charter for protection of the environment. Requires federal agencies (and their designees) to consider environmental consequences in decision making. Requires the preparation of Environmental Impact Statements or Environmental Assessments.

US DOT Order 5610.1C (1979)

US Department of Transportation's procedures for consideration of NEPA requirements.

FHWA Environmental Impact and Related Procedures (1987)

23 CFR 771

The Federal Highway Administration's regulations for the compliance with NEPA.

FHWA Technical Advisory (1987)

T6640.08

Guidance for the preparation and processing of environmental and Section 4(f) documents. Includes guidance on content.

Section 4(f) for the Department of Transportation Act of 1966*23 CFR 771.135*

Requires US DOT agencies to avoid impacts to parklands, recreation property, wildlife and waterfowl refuges, and historic property unless they can demonstrate there are no feasible and prudent alternatives and that all measures to minimize harm have been taken.

Section 4(f) Policy Paper (1987)

An extensive discussion of Section 4(f) (see above) and FHWA's policy on the applicability of Section 4(f) to various resources.

FHWA Environmental Policy (1990, revised 1994)

The FHWA's statement on environmental protection which guides approval and funding of state DOT actions.

BIOLOGY, WATER RESOURCES, WETLANDS**Federal Endangered Species Act (1973)***50 CFR 402*

Requires the protection of federally-designated threatened and endangered animal and plant species. Avoidance of taking individuals or jeopardy to populations is required. Agencies are required under Section 7 to consult with appropriate federal resource agency before taking any action.

Oregon Endangered Species Act (1987)*OAR 603-73...and 496 et seq.*

Establishes program for the protection and conservation of wildlife and plant species that are threatened or endangered. Requires state agencies to inventory populations on state lands and establish protection and conservation programs.

Waterway Habitat Policies*OAR 496...506 and 635...*

Various Oregon statutes that charge Oregon Department of Fish and Wildlife to protect fish and wildlife habitat.

Executive Order 11990 and US DOT Order 5660.1A (1977)*23 CFR 777*

Declares that it is the policy of the federal government, to the extent possible, to avoid new construction in wetlands and to minimize their destruction.

Clean Water Act (1972, 1977, 1987)*33 USC 1251, 1342 & 1344 and 33 CFR 230 and 40 CFR 131*

This umbrella legislation covers the protection of waters of the United States to include wetlands. It establishes various programs such as the National Pollution Discharge Elimination System (NPDES) governing pollution point sources, an indirect source control program, and the 404 Process and permits controlling pollution and filling in wetlands and deep water habitat.

Oregon Removal - Fill Law*ORS 196.800 - 196.990*

Regulates the removal of material from the beds and banks of, and the filling of, the waters of this state.

Oregon Freshwater Wetland Compensatory Mitigation Rules*OAR 141-85-005 through 141-85-690*

Estuarine Mitigation in Oregon Estuaries

OAR 141-85-240 through 141-85-264

Controls the removal and filling of materials in the waters of the state, including wetlands. Requires a review for avoidance, need, and mitigation of effects of fills and removals, particularly in wetlands.

Oregon Mitigation Law*ORS 541.626*

Requires mitigation of impacts as a condition of any permit for filling or the removal of material from freshwater, intertidal or tidal marsh area of an Oregon estuary.

Executive Order 11988 and Location and Hydraulic Design of Encroachments on Floodplains*23 CFR 650 Subpart A (1984)*

Federal agencies must avoid adverse impacts associated with the occupancy and modification of floodplains. They must furthermore avoid support of floodplain development wherever there are practicable alternatives.

Executive Memorandum on Environmentally Beneficial Landscaping (1977, 1979)**Oregon Standards and Criteria for Stream-road Crossings***ORS 498.351 and ORS 509.605***CULTURAL, SOCIAL, LAND USE, AESTHETICS****Executive Order 11593 and National Historic Preservation Act (1971)***36 CFR et seq. and 36 CFR 66*

Establishes national policy to identify and protect cultural resources, historic and archaeological sites. Requires agencies to inventory for significant properties and address impacts. Requires concurrence of State Historic Preservation Officer and the President's Advisory Council on Historic Places before commencing with actions which may impact significant properties.

Oregon Scenic and Historic Highways Act (1983)

ORS 377, 100-105

Requires ODOT to identify its most scenic and historic highways and features for purposes of preservation and avoid adversely affecting them unless there is no prudent or feasible alternative to meet transportation needs.

Native American Graves Protection and Repatriation Act (1990)

43 CFR 10

Gives lineal descendants and Indian tribes rights to human remains, funerary objects, sacred objects or objects of cultural patrimony with which they are affiliated. This and other legislation give a high degree of control to Native Americans over archaeological site mitigation and protection.

Oregon Land Use Program and Statewide Planning Goals (1973)

Establishes Oregon's land use planning program. Requires the identification of certain land use categories and natural resources and the development of mechanisms for their protection. Also requires the development of agency land use coordination agreements that spell out how state agencies will pursue their missions while fulfilling the goals of the land use program.

Coastal Zone Management Act (1972)

15 CFR 923 et seq.

Requires actions in the coastal zones to demonstrate consistency with the land use programs to protect coastal features and resource values.

Uniform Relocation Assistance and Real Property Acquisition Act and Civil Rights Act (Title VI) (1970)

49 CFR 24 and 23 CFR 740 et seq.

Identifies policies and procedures to insure that individuals and businesses being relocated as a result of federal actions are fairly and equitably compensated for their homes, businesses and relocation expenses.

Wild and Scenic Rivers Acts (federal and state)

36 CFR 297

Requires coordination with the federal land management agency or Oregon State Parks and identification of the compatibility of the proposed action with the river

management plan. Adverse actions may trigger the provisions of Section 4(f) (see above) and prevent the action unless minimized.

6(f)(3) of Land Water Conservation Act

36 CFR 297

Requires National Park approval of lands acquired with Land Water and Conservation Funds if converted to another use.

Farmland Protection Policy Act (1981)

7 USC 4201

Programs are to minimize the extent to which they contribute to the unnecessary, irreversible and avoidable conversion of farmland to non-agricultural use.

Executive Order 12898 (Environmental Justice)

Agencies are to evaluate and eliminate programs and actions which disproportionately adversely impact or negatively affect minority and other protected classes, and identify methods to better communicate with these groups on proposed actions.

NOISE, AIR QUALITY AND HAZARDOUS MATERIAL

Procedures for the Abatement of Highway Traffic and Construction Noise

23 CFR 772

Establishes FHWA policies on noise analysis, disclosure and mitigation. Supplies noise abatement criteria. Directs the sharing of their information with local government officials for use in planning and design.

Clean Air Act (1970, last amended 1990), EPA/DOT Conformity Guidance, Air Quality Conformity and Priority Procedures for Use in Federal-Aid Highway and Federally Funded Transit Programs (1984), and Oregon Air Pollution Control laws

42 USC 7401 et seq., 23 USC 109 et seq., 49 USC 1601 et seq., and OAR 340-20-710 et seq.

The Clean Air Act established a national policy on controlling air pollution. The 1990 Amendments to the Clean Air Act attempt to limit air pollution through changes to industrial operations, advanced control technologies and community action.

Resource Conservation and Recovery Act, Comprehensive Environmental Response, Compensation and Liability Act, and Guidance for Hazardous Waste Sites Affecting Highway Project Development

PL 94-580, PL 96-510

RCRA and CERCLA set national policy on disposal and treatment of hazardous waste.



Appendix G:

Members of Steering and Policy Advisory Committees

STEERING COMMITTEE

Chair: Steve Corey, Member, *Oregon Transportation Commission*

Vice-Chair: Tom Schuft, *Manager, ODOT Region 5*

Christine Andersen, *Director, City of Eugene Public Works*

Ralph Blanchard, *Commissioner, Polk County*/Art Schlack, *Association of Oregon Counties*

Andy Cotugno, *Transportation Director, Metro*

Cam Gilmour, *Manager, ODOT Finance and Administration Operations*

Tom Lulay, *Deputy Director, ODOT*

Robin McArthur-Phillips, *Office of the Governor*

Curtis McCracken, *President, McCracken Motor Freight*

John Porter/Anne O’Ryan, *AAA Oregon/Idaho*

Ron Schaadt/Craig Greenleaf, *Manager, ODOT Transportation Development Division*

SYSTEM DEFINITION COMMITTEE

Chair: Steve Macnab, *Manager, ODOT Region 4*

Rex Burkholder, *Bicycle Transportation Alliance*

Nicholas Fortey, *Federal Highway Administration*

Terry Harbour, *Transportation Development Unit Manager, ODOT Region 3*

Mike Hoglund, *Transportation Planning Director, Metro*

Del Huntington, *Access Management Program Manager, ODOT Planning*

Dan Moore/Elaine Wray, *Rogue Valley Council of Governments*

Jon Oshel, *Director, Tillamook County Public Works*

Norm Paullus, *Engineering Superintendent, City of LaGrande*

Dave Reinhard, *Transportation Engineer, City of Eugene Public Works*

Art Schlack, *Association of Oregon Counties*

Lainie Smith, *Urban Growth Management Planner, Department of Land Conservation and Development*

Karen Swirsky, *Statewide Bicycle/Pedestrian Advisory Committee*
 Dave Williams, *Manager, ODOT Region 1 Planning & Development*

SYSTEM MANAGEMENT COMMITTEE

Chair: Gary Johnson, *Manager, ODOT Region 2*

Daniel Boldt, *Director, Wasco County Public Works*
 Bob Doran/Pat Creedican, *District Manager, ODOT Region 4*
 Erik Havig, *Principal Urban Planner, ODOT Technical Services*
 Bob Payne, *Councilman, City of McMinnville*
 Louie Pitt, Jr., *Governmental Affairs Director, Confederated Tribes of Warm Springs*
 Anna Russo/Bob Cortright, *Department of Land Conservation and Development*
 Jeff Schieck/John Grassman, *State Traffic Engineer, ODOT Traffic Management*
 Richard Schmid/Barry Hennelly, *Transportation Planning, Mid-Willamette Valley
 Council of Governments*
 Goran Sparrman/Rob Burchfield, *City of Portland Traffic Management*
 Joe Strahl, *Director, Jackson County Roads & Parks Services*
 Michael Sykes, *Assistant Manager, Port of St. Helens*
 Jerry Thackery, *Mayor, City of Redmond*

TRAVEL ALTERNATIVES COMMITTEE

Chair: Paul Norris, *Manager, ODOT Planning*

G.B. Arrington, *Strategic Planning Director, Tri-Met*
 Keith Bartholomew, *Staff Attorney, 1000 Friends of Oregon*
 Todd Davidson, *Manager, Tourism Commission*
 Chuck Fisher, *City of Salem*
 Lanny Gower, *Licensing Manager, CNF Transportation*
 Von Hemmert, *Manager, ODOT Transportation Planning Analysis Unit*
 Leo Huff, *Land Use Manager, ODOT Region 1*
 Craig Lomnicki, *Mayor, City of Milwaukie*
 Robert McKellar, *President, Oregon Forest Products Transportation
 Association*
 Allan Rumbaugh, *General Manager, Port of Coos Bay*
 Tom Schwetz, *Lane Council of Governments*
 Greg Smith, *Port of Morrow*
 Susan Walsh-Enloe, *Portland and Western Railroad*
 Dennis Williams, *Transportation Services Manager, Roseburg Forest Products*

ENVIRONMENTAL AND SCENIC RESOURCES COMMITTEE

Chair: Paul Mather, *Manager, ODOT Region 3*

Sue Chase, *Manager, ODOT Salmon Recovery Program*

Pieter Dykman, *Research Unit Supervisor, ODOT Environmental Services*

Paul Edgecomb, *Landscape Architect, ODOT Technical Services*

Pat Ehrlich, *County Road Program Manager, Association of Oregon Counties*

Roy Gerig, *Conservation Director, Salem Audubon*

Pat Moran, *Oregon Scenic Byways Coordinator, ODOT Planning*

Louie Pitt, Jr., *Governmental Affairs Director, Confederated Tribes of Warm Springs*

Jim Pollock/Frank Hunsaker, *US Forest Service*

Janet Porter, *Oregon Tourism Commission*

Don Richards, *Applied Horticultural Consulting*

Kathryn Ryan, *Maintenance Operations Manager, ODOT Region 2*

Ken Stoneman, *Manager, ODOT Operations Support*

OTHER MAJOR ODOT CONTRIBUTORS

Don Aman, *Financial Services*

Linda Apple, *Planning*

Bill Barnett, *Region 5*

Frannie Brindle, *Geo/Hydro*

Molly Cary, *Region 2*

Larry Christianson, *Transportation Safety*

John deTar, *Region 2*

Mark DeVoney, *Region 4*

Victor Dodier, *Governmental Relations*

Fred Eberle, *Region 1*

Mark Ford, *Policy*

Jeff Gower, *Pavement*

Brian Gregor, *Planning*

Dick Groff, *Bridge*

Allison Hamilton, *Financial Services*

Bonnie Heitsch, *Region 2/Planning*

Claudia Howells, *Rail*

Kim Hunn, *Financial Services*

Steve Kale, *Planning*

Joan Kugler, *Region 1*

Dan Layden, *Region 1*

Dave Lutz, *Policy/Statewide Project Delivery*

Mazen Malik, *Financial Services*

Susan Mead, *Inventory and Mapping*

Cole Mullis, *Pavement*

Frank Nelson, *Bridge*

Robin Phillips, *Public Transit*

Kate Poole, *Planning*

John Preston, *Region 5*

Michael Ronkin, *Bicycle/Pedestrian Program*

June Ross, *Traffic Management*

Pamela Rounsley, *Policy*

Martha Sartain, *Bridge*

Bob Sherman, *Planning/Public Transit*

Doug Tindall, *Office of Maintenance*

Monte Turner, *Communications*

Jill Vosper, *Management Systems*

Linda Willnow, *Planning*



Appendix H:

Oregon Highway Plan Findings Of Compliance

Compliance With Statewide Planning Goals

State Agency Coordination (SAC) Program Requirements

ODOT's certified State Agency Coordination (SAC) Program and Oregon Administrative Rules Chapter 31, Division 15, describe the procedures that ODOT will follow when developing and adopting plans to assure that they comply with the statewide planning goals and are compatible with acknowledged comprehensive plans. The SAC Program recognizes that planning occurs in stages and that compliance and compatibility obligations depend on the stage of planning being undertaken. The SAC Program describes the process as follows:

“ODOT's program for assuring compliance and compatibility recognizes the successive stages of transportation planning and establishes a process that coordinates compliance and compatibility determinations with the geographic scale of the plan and the level of detail of information that is available. At each planning stage, some compliance and compatibility issues come into focus with sufficient clarity to enable them to be addressed. These issues shall be resolved at that time. Other issues may be apparent but not seen clearly enough to determine compliance and compatibility. These issues shall be resolved in subsequent planning stages and any plan decisions that depend on their resolution shall be contingent decisions. The result of this successive refinement process shall be the resolution of all compliance and compatibility issues by the end of the project planning stage of the transportation planning program.

“The department's coordination efforts at the transportation policy plan and modal systems plan stages will be directed at involving metropolitan planning organizations, local governments and others in the development of statewide transportation policies and plans. Since these plans have general statewide applicability and since ODOT has the mandate under ORS 184.618 to develop such plans, compatibility with the comprehensive plan provisions of specific cities and counties will not be generally established. However, compatibility

determinations shall be made for new facilities identified in modal systems plans that affect identifiable geographic areas. Compliance with any statewide planning goals that specifically apply will be established at these planning stages.

“The focus of the department’s efforts to establish compatibility with acknowledged comprehensive plans will be at the facility planning and project planning stages of the planning program. At these stages, the effects of the department’s plans are more regional and local in nature, although some statewide effects are also present.”

- At the beginning of the Highway Plan process, the Department organized four policy advisory committees to develop the draft goals and policies. The 54 members of the committees represented ODOT managers, state and federal agencies, Indian tribal governments, metropolitan planning organizations, cities, counties, business and transportation industry users and providers, and environmental and public interest organizations. Each committee met from four to seven times in 1997 and 1998 to formulate the goals, policies and actions that form the Policy Element of the Plan. Each committee was chaired by an ODOT manager and supported by ODOT technical staff and the consulting team.
- The Highway Plan Steering Committee provided direction to the policy and investment strategy development. The Committee, chaired by a Transportation Commission member, included representatives of cities, counties, metropolitan planning organizations, the Governor’s office and highway users, and met 10 times during the plan’s development.
- Public review of the plan included two series of statewide meetings. The public review of the Policy Element in spring 1998 included 12 public meetings, 6 regional workshops for local government officials, and over 30 presentations to government bodies and business and civic organizations. The review of the System Element in September-October 1998 involved 22 public meetings throughout the state. Press releases, ads and newspaper articles publicized the meetings and the issues. Two newsletters outlined the issues for local governments and any interested parties. The staff summarized the written and oral comments received during the public review and recommended changes in the draft policies and investment strategies to the policy advisory committees and Steering Committee.
- The Transportation Commission conducted a public hearing on the draft plan on Wednesday, January 20, 1999. The Commission considered changes to the draft plan based on the public hearing at their meeting on January 21.
- The draft plan and the draft findings of compliance with the applicable statewide planning goals were presented to the Transportation Commission at their meeting on January 21, 1999.

- Findings of compliance with statewide planning goals were adopted as part of the final Highway Plan on March 18, 1999.
- Copies of the adopted Oregon Highway Plan will be distributed to DLCD, cities, counties, metropolitan planning organizations and participating state agencies, as well as to all interested persons and agencies who request copies.

Transportation Planning Rule

The Land Conservation and Development Commission adopted the Transportation Planning Rule (OAR 660-12) to implement Statewide Planning Goal 12 (Transportation) and “to explain how local governments and state agencies responsible for transportation planning demonstrate compliance with other statewide planning goals.”

The Transportation Planning Rule describes transportation planning as follows (Section 010):

“(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the Transportation System Plan (TSP) by determining the precise location, alignment and preliminary design of improvements included in the TSP.”

Section 15 of the Transportation Planning Rule recognizes that ODOT’s TSP is composed of a number of elements as described in the Department’s State Agency Coordination (SAC) Program.

“(1)(a) The state TSP shall include the state transportation policy plan, modal systems and transportation facility plans as set forth in OAR 731, Division 15.”

The Oregon Highway Plan is an ODOT modal system/topic plan. The system plan is described in the SAC Program as follows:

“These are the overall plans and policies for each mode of transportation. These plans evaluate system wide needs for transportation services, identify and classify facilities by function and importance to meet the needs, and establish policies for the system and each class of facilities. These policies may cover topics such as prioritization of resources across the system; allocation of resources between maintenance, preservation, operation and modernization; operational goals for classes of facilities; and relationship of facilities categories to land use. Modal Systems Plans are adopted by the Transportation Commission.”

The Highway Plan evaluates system-wide needs, classifies facilities by function, establishes policies for the system, allocates resources, and outlines the relationship of facilities categories to land use.

Section 15 of the TPR describes ODOT planning responsibilities under the statewide planning goals.

“(1) ODOT shall prepare, adopt and amend a state TSP in accordance with ORS 184.618, its program for state agency coordination certified under ORS 197.180, and OAR 660-12-030, 035, 050, 065 and 070. The state TSP shall identify a system of transportation facilities and services adequate to meet identified state transportation needs.”

Following are findings relating to each of the above sections of the TPR that apply to ODOT.

Section 030 - Determination of Transportation Needs

Section 030 identifies the basic requirements for determining transportation needs as follows:

“(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:

(a) State, regional and local transportation needs.

(b) Needs of the transportation disadvantaged.

(c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-09 and Goal 9 (Economic Development).”

Since the Oregon Highway Plan is at a statewide scale, it addresses the current status of highway service in the state and identifies system deficiencies to assist ODOT with management priorities and with its forecasts of transportation funding needs.

The determination of transportation needs included in this Plan is appropriate and sufficient for the level of decision-making provided in the Plan. The needs analysis is based on projected traffic volumes, deterioration rates, deficiency analysis, safety analysis and transportation system plans. It includes capacity-adding projects, pavement preservation, bridge preservation, operations and safety improvements, and maintenance and planning needs in the aggregate at the statewide level.

The Plan addresses the needs of the transportation disadvantaged by emphasizing facilities for transit riders, pedestrians and bicyclists in Policy 1B.

The Plan addresses the needs for the movement of goods and services by establishing a state freight system, addressing freight efficiency in Policy 4A, requiring higher highway mobility standards for freight routes in Policy 1F, and calling for investing in thicker pavements on freight routes.

Section 035 - Evaluation and Selection of Transportation System Alternatives

Section 035 contains requirements for evaluating and selecting transportation system alternatives.

“(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:

- (a) Improvements to existing facilities and services;
- (b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;
- (c) Transportation system management measures;
- (d) Demand management measures; and
- (e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.”

The Major Improvements Policy (Policy 1G) requires evaluation of these alternatives in addressing highway problems.

This section of the TPR also contains the following standards for evaluating transportation system alternatives:

- “(3) The following standards shall be used to evaluate and select alternatives:
- (a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses in the acknowledged comprehensive plan.
 - (b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and State Water Quality Management Plan.
 - (c) The transportation system shall minimize adverse economic, social, environmental and energy consequences.
 - (d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation.

(e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile. In MPO areas this shall be accomplished by selecting transportation alternatives which meet the requirements in 660-12-035(4).”

The Highway Plan is in line with these standards in several policies:

- The Land Use/Transportation Policy (Policy 1B), Highway Mobility Standards (Policy 1F), and Access Management Policies (Policies 3A, 3B, and 3C) provide types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan.
- Goal 5 for Environmental and Scenic Resources would protect or enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state highway system and emphasizes compliance with state and federal standards for the protection of air, land and water quality.
- While Goal 5 (Environmental and Scenic Resources) and Policy 4D (Transportation Demand Management) specifically address environmental and energy issues, the plan as a whole seeks to enhance system efficiency and safety and minimize adverse economic, social, environmental and energy consequences.
- The Highway Plan addresses problems regarding conflicts between modes and connections between modes in Policies 1B (Land Use/Transportation), 2G (Rail and Highway Compatibility), 4A (Efficiency of Freight Movement), and 4B (Alternative Passenger Modes).
- The Highway Plan is a modal plan that addresses use of the highway, but recognizes the importance of other modes in reducing reliance on the automobile. (See Policies 4A Efficiency of Freight Movement, 4B Alternative Passenger Modes, 4D Transportation Demand Management, 4E Park-and-Ride Facilities.)

ODOT will apply the standards in Section 035 as it develops corridor plans and as it works with local governments to develop local TSPs.

Section 050 - Transportation Project Development

This section contains requirements for transportation project development and references ODOT’s administrative rule for state agency coordination OAR 731 Division 15. The Highway Plan does not refer to any transportation projects.

Section 065 - Transportation Improvements on Rural Lands

This section includes requirements for making transportation improvements on rural lands. The Highway Plan does not identify any specific improvements on rural lands. Access management policies and standards (Policies 3A, 3B, and 3C) are consistent with Section 065. Specific highway improvements will be proposed

through corridor plans or TSPs, and compliance with the TPR provisions will be addressed at that time.

Section 070 - Exceptions for Transportation Improvements on Rural Lands

The Highway Plan does not identify any improvements on rural lands. Specific highway improvements will be proposed through corridor plans or TSPs, and compliance with the TPR provisions will be addressed at that time.

Statewide Planning Goals

Goal 1 (Citizen Involvement) and Goal 2 (Land Use Planning) are addressed by ODOT's SAC Program. ODOT has complied with these goals by following its SAC Program procedures as described above.

The SAC Program describes a process of going from the general to the specific. The Highway Plan is a modal/topic plan which addresses system-wide management strategies and policies. It does not identify specific areas that would be affected by improvements. Accordingly, several land specific goals do not apply. These include:

- Goal 3 (Agricultural Land)
- Goal 4 (Forest Lands)
- Goal 5 (Open Spaces, Scenic and Historic Areas, and Natural Resources)
- Goal 7 (Areas Subject to Natural Disasters and Hazards)
- Goal 15 (Willamette River Greenway)
- Goal 16 (Estuarine Resources)
- Goal 17 (Coastal Shorelands)
- Goal 18 (Beaches and Dunes)

According to the SAC Program, these goals will be addressed during the development of facility plans such as corridor plans and project plans when specific future improvements and geographic impacts are identified.

Two goals have an indirect relationship to the Oregon Highway Plan in that they have some connection to the evaluation of needs. The requirements of these goals, however, have no direct bearing on the Highway Plan. These are:

Goal 8 (Recreational Needs)

Goal 10 (Housing)

A number of goals do affect system-wide planning. These include:

Goal 6 (Air, Water and Land Resources Quality)

Goal 9 (Economic Development)

Goal 11 (Public Facilities and Services)

Goal 12 (Transportation)

Goal 13 (Energy Conservation)

Goal 14 (Urbanization)

These goals are all addressed by TPR requirements.

FINDINGS OF COMPLIANCE WITH THE OREGON TRANSPORTATION PLAN

The Purpose

One of the purposes of the Oregon Highway Plan is to meet the requirements of the Oregon Transportation Plan for a modal/topic plan for the state highway system. It provides more detailed policies, actions and strategies for the state highway system. The Oregon Highway Plan is considered an element of the unified transportation plan as described in the State Agency Coordination Program, December 1990.

The Process: Highway Plan Advisory Committees

The four Highway Plan policy advisory committees and Steering Committee that participated in, and provided guidance to, the Plan's development have been described above under State Agency Coordination Program.

Public Involvement

The development of the Oregon Highway Plan has involved extensive public involvement throughout the process. Newsletters, press releases, newspaper articles, and the Highway Plan Website announced each of the two series of public meetings to review the policies and investment strategies. Public Review Draft One (focusing on the Policy Element), Public Review Draft Two (the Policy and System Elements), and

the Public Hearing Draft were widely circulated to citizens, organizations, regional and local governments and state agencies for their comment. About 1000 people, including ODOT employees, participated in over 50 meetings throughout the state on the Policy Element in the spring of 1998. Six of these meetings were regional workshops for local government officials. About 360 citizens and local governments participated in the review of the plan at 22 public meetings during the fall of 1998. The staff had additional meetings with business and regional and local government groups throughout the planning process.

ODOT staff compiled the oral and written comments made during the public review periods and recommended changes to plan concepts and language to the advisory committees and Oregon Transportation Commission.

The Transportation Commission held a public hearing on the plan on January 20, 1999, and modified the plan in response to written and oral comments.

Oregon Transportation Plan Goals and Policies

The Oregon Highway Plan delineates and expands all of the policies in the Oregon Transportation Plan related to the highway system except for the financial policies (Policies 4A, 4D, and 4F). The Highway Plan does not address these financial policies because it does not advocate a funding package. The following are examples of policies in the Oregon Highway Plan that elaborate OTP policies:

RELATIONSHIP OF OTP AND OHP POLICIES	
OTP Policy	OHP Policies
Policy IA - Balance	Policy 1B - Land Use/Transportation Policy 4B - Alternative Passenger Modes
Policy B - Efficiency	Policy 1G - Major Improvements Policy 4D - Transportation Demand Management
Policy 1C - Accessibility	Policy B - Land Use/Transportation
Policy 1D - Environmental Responsibility	Policy 5A - Environmental Resources
Policy 1E - Connectivity Among Places	Policy 1A - State Highway Classification System Policy 1C - State Highway Freight System
Policy 1F - Connectivity Among Modes	Policy 4A - Efficiency of Freight Movement Policy 4B - Alternative Passenger Modes
Policy 1G - Safety	Policy 2F - Traffic Safety Policy 2G - Rail and Highway Compatibility
Policy 1H - Financial Stability	Investment Policy in System Element
Policy 2A - Land Use	Plan as a whole Policy B - Land Use/Transportation
Policy 2B - Urban Accessibility	Policy 1B - Land Use/Transportation
Policy 2C - Relationship of Interurban & Urban Mobility	Policy B - Land Use/Transportation Policy 1F - Highway Mobility Standards Policy 3A, 3C - Access Management
Policy 2D - Facilities for Pedestrians & Bicyclists	Policy B - Land Use/Transportation
Policy 2E - Minimum Levels of Service Policy 2F - Rural Mobility	Policy IA - State Highway Classification System Policy 1C - State Highway Freight System

RELATIONSHIP OF OTP AND OHP POLICIES cont.	
OTP Policy	OHP Policies
Policy 2G - Regional Differences	Policy 1B - Land Use/Transportation Policy 1F - Highway Mobility Standards
Policy 2H - Aesthetic Values	Policy 5B - Scenic Resources
Policy 3A - Balanced & Efficient Freight System	Policy 4A - Efficiency of Freight Movement
Policy 3B - Linkages to Markets	Policy 1C - State Highway Freight System
Policy 3D - Intermodal Hubs	Policy 4A - Efficiency of Freight Movement
Policy 3E - Tourism	Policy 1D - Scenic Byways Policy 5B - Scenic Resources
Policy 4G - Management Practices	Investment Policy Policy 1G - Major Improvements Policy 4D - Transportation Demand Management
Policy 4M - Private/Public Partnership	Policy 2A - Partnerships
Policy 4N - Public Participation Policy 40 - Public Information & Education	Policy 2D - Public Involvement

The Highway Plan does not address the highway-related Action 2B.2 in the OTP that says “Give preference to projects and assistance grants that support compact or infill development or mixed use projects.” This action can be addressed in Transportation Commission policy beyond the Highway Plan.

