



Oregon

Theodore R. Kulongoski, Governor

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FILE CODE:

DATE: December 20, 2004
TO: Bruce Warner, Director
FROM: Carolyn Gassaway, Oregon Highway Plan Manager
Nancy Murphy, Senior Transportation Planner
SUBJECT: Technical Corrections to the Oregon Highway Plan

This memo documents technical corrections to the Oregon Highway Plan (OHP) Policy 3D, and OHP Appendix C, "Access Spacing Standards" under the authority delegated to the Director by the Transportation Commission in Delegation Order 2(4).

Although these technical corrections are not amendments under the coordination procedures of OAR 731-015-0005, et seq., the process for making corrections provides for public notice. On June 25, 2004, the following list of technical corrections to OHP Policy 3 and OHP Appendix C was listed on the Highway Plan webpage with a request for comments. The only comments received were from the Access Management Program Unit, affirming the changes and providing minor corrections which are incorporated herein.

Amendments to OAR 734 Division 51 that were made on January 14, 2004 changed the way that approach spacing standards are administered in several ways. The rulemaking proceedings that were undertaken provided all of the procedural and substantive due process that was necessary to amend the Oregon Highway Plan (OHP). The rulemaking actions compel the agency to follow the obligations created by rule. It was an oversight to not make conforming amendments to the OHP at the time of the rulemaking. This action corrects that problem and creates consistency between the OHP and the administrative rule or access management.

The substantive changes to OHP Policy 3D and Appendix C are summarized as follows:

The amendments to Division 51 removed the distinction between "minor" and "major" deviations to the access spacing standards. There are now only "deviations." Under the amended rules, deviation review is automatic when the spacing standards cannot be met.

- Changes to 1999 OHP Policy 3D, Deviations (pages 116-117 in the print version)(Exhibit A):
 - References to Minor Deviation Limits are deleted;
 - Action 3D.2 is changed to remove ambiguity regarding "requests" for deviations because, where a deviation is required to approve an approach permit, the deviation review is automatic. The "request" is for an approach permit that may or may not require deviation review;
 - Action 3D.5 is changed to refer to "deviations" generally.

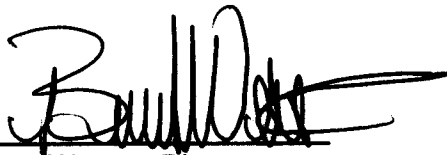
- Changes to OHP Appendix C (pages 200-203 in the print version)(Exhibit B):
 - Entire section on “Access Management Spacing Standard Minor Deviation Limits” is removed;
 - Tables 20, 21, and 22 are removed;
 - Reference to major deviations in footnotes to Table 12 is removed.

Division 51 no longer requires that Technical Advisory Committees (TACs) be convened as advisors for spacing deviation decisions. In OHP Action 3D.3 (page 117 in the print version) minor modifications have been made for consistency with this change (Exhibit A).

The “M” dimension was one of several measurements used to determine spacing for approaches for freeways with multi-lane crossroads. It is no longer considered to be a useful measurement for this purpose and has been removed from the analogous Figures in Division 51. Changes to Appendix C (pages 197-199 in the print version)(see Exhibit B) for consistency with this change include:

- Replacing Figures 19 and 21;
- Removing the last column (Spacing Dimension M) from Table 17 and 19;
- Removing definition of M distance from Notes for both Tables.

By your signature, the above technical corrections are hereby made to the 1999 Oregon Highway Plan (amended sections attached as Exhibit “A”) and to OHP Appendix C (attached as Exhibit B), and adopted as part of the 1999 Oregon Highway Plan:


Bruce Warner, Director

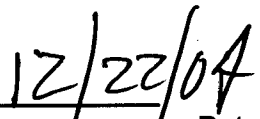

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Exhibit A

Technical Corrections to 1999 Oregon Highway Plan For Consistency with January 14, 2004 Amendments to OAR 734-051

Replace Policy 3D with the following:

Policy 3D: Deviations

It is the policy of the State of Oregon to manage requests for state highway approach permits that require deviations from the adopted access management spacing standards and policies through an application process to ensure statewide consistency.

Action 3D.1

Implement a procedure by which an applicant may request a state highway approach permit that requires a deviation from access management standards and policies.

Action 3D.2

Establish Region Access Management Engineers to review and act on requests for state highway approach permits that require deviations from the access management standards and policies.

Action 3D.3

Encourage the use of technical advisory committees to assist the Region Access Management Engineer in an advisory capacity in the review of requests for deviations from access management standards and policies where complex situations create the need for a multi-disciplinary approach. Members of a technical advisory committee shall have expertise in access management policies, roadway design standards, and traffic engineering, and may include technical persons who are not ODOT employees.

Action 3D.4

Establish the criteria which the Region Access Management Engineers shall consider when reviewing requests for state highway approach permits that require deviations from access management standards and policies.

Action 3D.5

Establish criteria for when deviations may be allowed. The kinds of considerations likely to be included are:

- Potential queuing, increased delays and safety impacts;
- Pedestrian and bicycle circulation;

- Use of traffic controls;
- Requirements for local road systems;
- Improvement of connectivity to adjacent properties or local road system;
- Plans that address an entire roadway segment (e.g., a transportation system plan);
- Potential need to channelization, such as for turn lanes; and
- Possible use of nontraversable medians for right-in/right-out movements.

Any request for spacing at less than the spacing standards set out in Appendix C shall be considered a deviation from the spacing standards.

Exhibit B

Appendix C: 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⁾

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.

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

(Measurement in Feet)*

Speed Limit	Road			Urban		
	Expressway **	Other	Expressway ** ***	Other	UBA	SFA
≥55	5280	1320	2640	1320		
50	5280	1100	2640	1100		
40 & 45	5280	990	2640	990		
30 & 35		770		770	720	(6)
≤25		550		550	520	(6)

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

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

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

(Measurement in Feet)*

Speed Limit	Road			Urban		
	Expressway **	Other	Expressway ** ***	Other	UBA	SFA
≥55	5280	990	2640	990		
50	5280	830	2640	830		
40 & 45	5280	750	2640	750	630	
30 & 35		600		600	425	(6)
≤25		450		450	350	(6)

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

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

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

(Measurement in Feet)*

Posted Speed ⁽¹⁾	Rural		Urban			
	Expressway **	Other	Expressway ** ***	Other	UBA	STA
≥55	5280	700	2640	700		
50	5280	550	2640	550		
40 & 45	5280	500	2640	500		
30 & 35		400		400	350	⁽⁶⁾
≤25		400		400	350	⁽⁶⁾

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

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

Notes on Tables 13, 14 and 15:

- ⁽¹⁾ These access management spacing standards are for unsignalized approaches only. Signal spacing standards supercedes access management spacing standards for approaches.
- ⁽²⁾ These access management spacing standards do not apply to approaches in existence prior to April 1, 200 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 (or Desirable) 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.

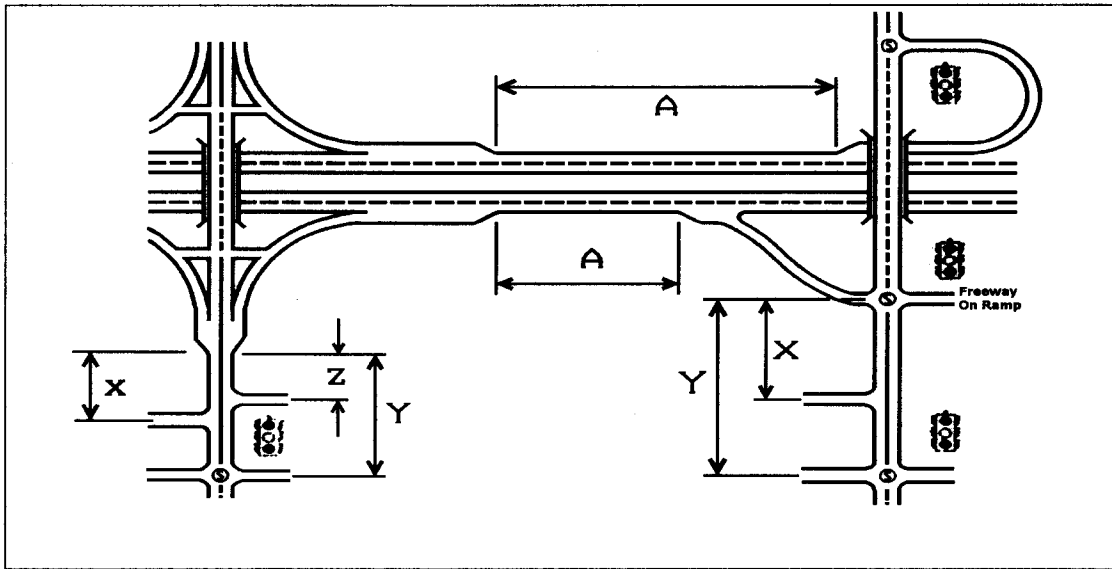
A = Distance between the start and end of tapers of adjacent interchanges.

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.

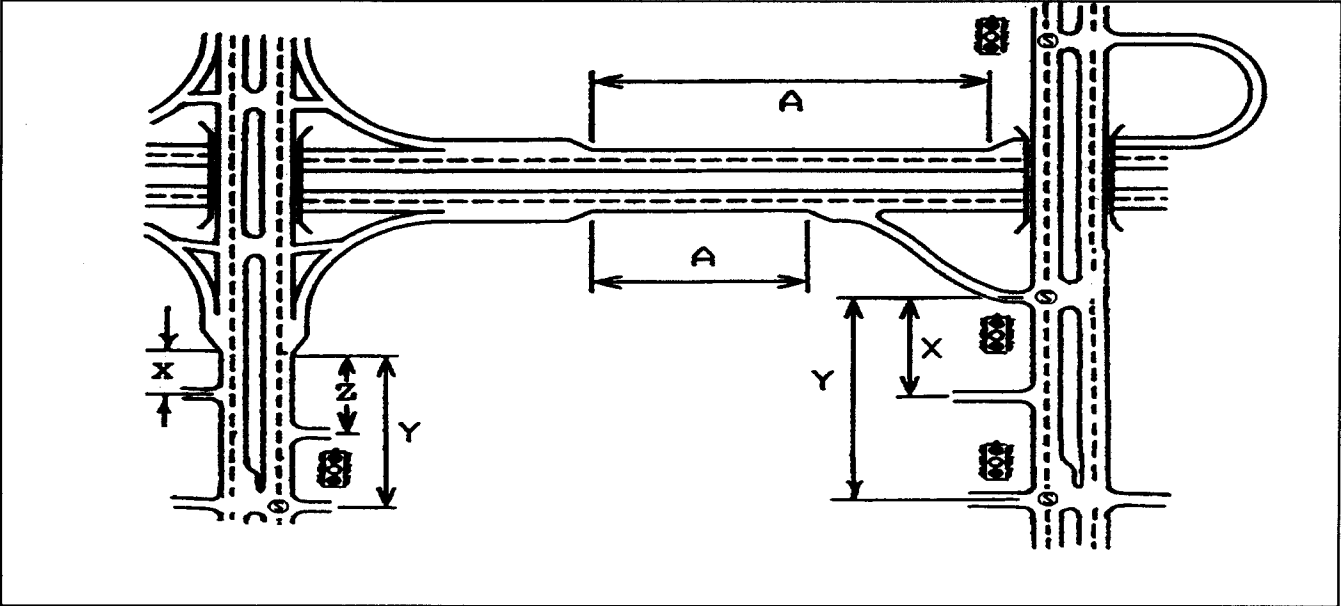
A = Distance between the start and end of adjacent interchanges.

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**

			Minimum Spacing Standards				
			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.

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

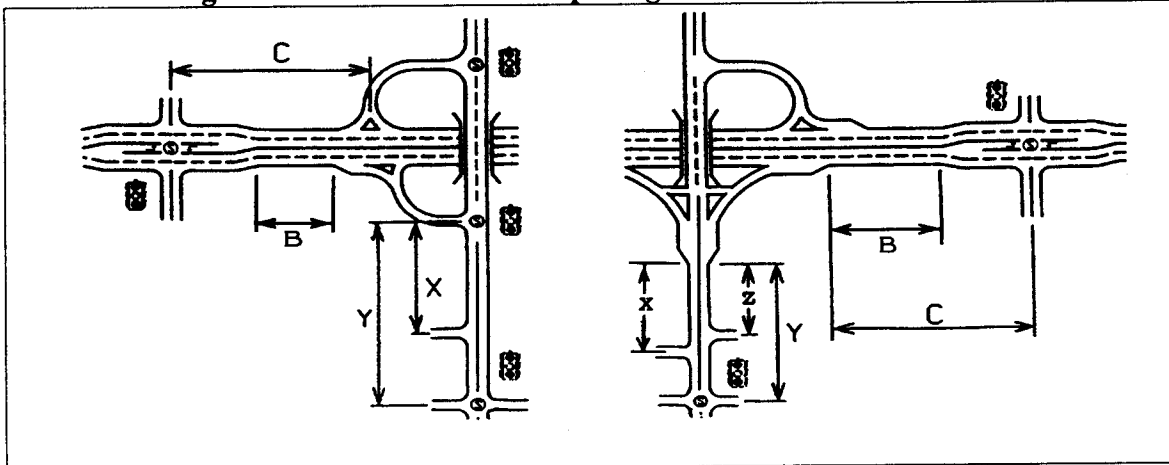


Table 19: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads

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.

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

