

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

(Measurement in Feet)*

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

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.
- **** 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	Rural	Urban	Urban	STA
	Expressway **		Expressway ** ***	****	
≥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⁾

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