

## Comparison of Average Access Spacing on Existing Bypasses

**Methodology:** Average access spacing was calculated for each of the bypasses below. First the length of the bypass in miles was multiplied by 5280 to establish the number of feet in the bypass. That number was divided by one-half the number of accesses on the bypass to determine the average spacing on one side of the highway. The average spacing was compared to the standards for the highway’s Highway Plan classification at 55 mph. (See standards below.)

**Comparison:**

	<b>Bypass</b>	<b>Average Spacing</b>	<b>Comparison to Access Standard for 55 mph for Highway Class</b>
1.	Forest Grove Bypass south	2419 ft.	Urban Other Regional – 990 ft.
2.	Forest Grove Bypass north	661 ft.	Urban Other Regional – 990 ft.
3.	Cannon Beach Bypass	1579 ft.	Urban Other Statewide – 1320 ft.
4.	Blue River Section	2809 ft.	Rural Other Statewide – 1320 ft.
5.	Noti-Veneta Bypass	1595 ft.	Rural Other Statewide – 1320 ft.
6.	North Corvallis Bypass	2344 ft.	Urban Other Regional – 990 ft.
7.	Grants Pass Parkway	1398 ft.	Urban Other Statewide – 1320 ft.
8.	Coquille Reroute	735 ft.	Urban Other Statewide – 1320 ft.
9.	Oregon City Bypass	4212 ft.	Urban Expressway – 2640 ft.
10.	South Corvallis Bypass	1170 ft.	Urban Expressway – 2640 ft.
11.	Willamina-Sheridan Bypass	2316 ft.	Urban Expressway – 2640 ft.
12.	McMinnville-Dayton Bypass	1593 ft.	Urban Expressway - 2640 ft.
13.	Eugene Beltline	2684 ft.	Urban Expressway – 2640 ft.
14.	Salem Parkway	2567 ft.	Urban Expressway – 2640 ft.
15.	Eugene-Springfield Highway	2845 ft.	Urban Expressway – 2640 ft.
16.	Bend Parkway	2184 ft.	Urban Expressway – 2640 ft.

**Standards:**

<b>Highway Classification</b>		<b>Standard in Feet</b>
Statewide Highway		
	Urban Expressway	2640
	Rural Expressway	5280
	Urban Other	1320
	Rural Other	1320
Regional Highway		
	Urban Expressway	2640
	Rural Expressway	5280
	Urban Other	990
	Rural Other	990

Please note that the "average spacing" does not represent the actual spacing of approaches along these existing bypasses. In some instances the actual approaches are concentrated in a small section of the bypass, with spacing significantly less than the average spacing of the overall bypass. Some existing approaches do not meet the appropriate spacing standards, even though the "average spacing" exceeds the standards.

Also, the comparison to the Access Management Spacing Standards is only for a 55 mph roadway. Several of the existing bypasses have segments that are posted at less than 55 mph. The Access Management Spacing Standards are different for those segments.