

# B

## APPENDIX B: Access Management Standards

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*This appendix contains “Appendix C: Access Management Standards” from the Oregon Department of Transportation (ODOT).*

### Access Management Spacing Standards

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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<sup>1</sup>**

Access Management Classification	Area	Interchange Spacing <sup>1, 2</sup>
Interstate * and Non-Interstate Freeways (NHS)	Urban	3 miles (5 kilometers)
	Rural	6 miles (10 kilometers)
All Expressways on Statewide (NHS), Regional and District Highways	Urban	1.9 miles (3 kilometers)
	Rural	3 miles (5 kilometers)

\* Interstate interchange spacing must be in conformance with federal policy.

<sup>1</sup> The spacing standards in Table 12 are for planning and design of new interchanges on freeways or expressways. A major deviation study is required to change these standards, but the deviation should consider the spacing requirements in the Interchange Access Management Area Tables 16-19.

<sup>2</sup> Crossroad to crossroad centerline distance.

<sup>3</sup> A major deviations study is required to change these planning spacing standards.

**Table 13: Access Management Spacing Standards for Statewide Highways**  
**(Measurement is in Feet)\***

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

NOTE: The numbers in circles ( ) 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.

**Table 14: Access Management Spacing Standards for Regional Highways**  
**(Measurement is in Feet)\***

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

NOTE: The numbers in circles ( ) 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.

**Table 15: Access Management Spacing Standards for District Highways**  
**(Measurement is in Feet)\***

Posted Speed	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	
≤25		400		400	350	

NOTE: The numbers in circles ( ) 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.

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

- ① Where a right of access exists, access will be allowed to a property at less than the designated spacing standard only if that property does not have reasonable access and the designated spacing cannot be accomplished. If possible, other options should be considered such as joint access.

Where the right of access exists, the number of approach roads (driveways) to a single property shall be limited to one, even when the property frontage exceeds the spacing standards. More than one approach road may be considered if, in the judgment of the Region Access Management Engineer, additional approach roads are necessary to accommodate and service the traffic to a property, and additional approach roads will not interfere with driver expectancy and the safety of the through traffic on the highway.

Approach roads shall be located where they do not create undue interference or hazard to the free movement of normal highway or pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points which interfere with the placement and proper functioning of traffic control signs, signals, lighting or other devices that affect traffic operation will not be permitted.

If a property becomes landlocked (no reasonable access exists) because an approach road cannot be safely constructed and operated, and all other alternatives have been explored and rejected, ODOT might be required to purchase the property. (Note: If a hardship is self-inflicted, such as by partitioning or subdividing a property, ODOT does not have responsibility for purchasing the property.)

(Note ① has precedence over notes ②, ③ and ④.)

- ② These standards are for unsignalized access points only. Signal spacing standards supersede spacing standards for approaches.
- ③ 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, ODOT reserves the right to adjust the access spacing accordingly. A determination can be made to go to longer spacing standards as appropriate for a higher speed. A speed study will need to be conducted to determine the correct speed.
- ④ Minimum spacing for public road approaches is either 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 spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).

## Access Management Spacing Standards for Interchanges

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

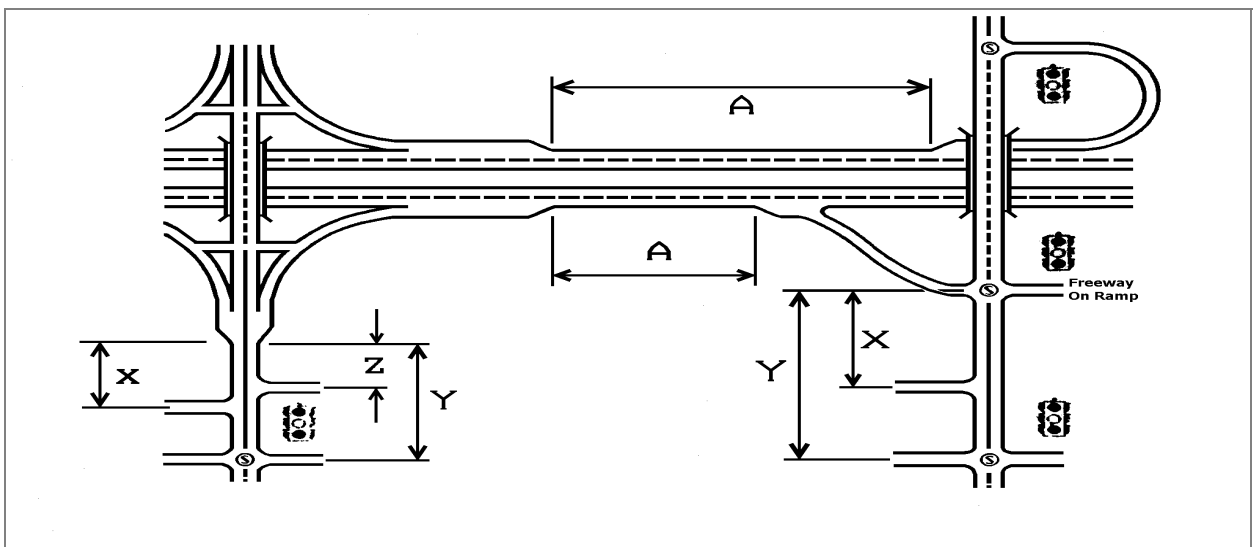
**Table 16: Minimum Spacing Standards Applicable to Freeway Interchanges with Two-Lane Crossroads**

Category of Mainline	Type of Area	Spacing Dimension			
		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.
- 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 major intersection; no left turns allowed in this roadway section  
 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**



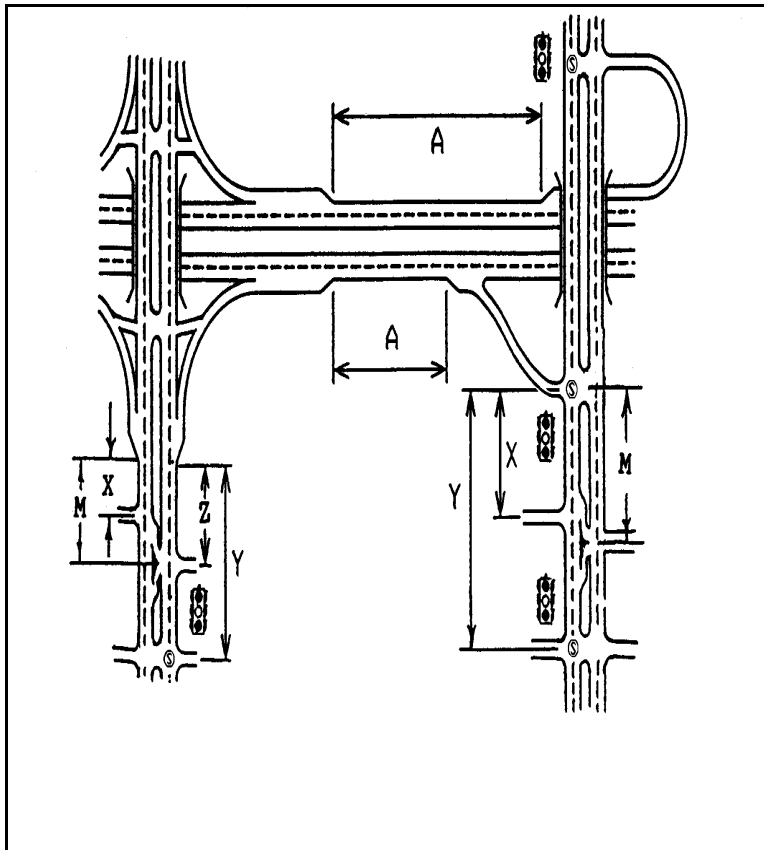
**Table 17: Minimum Spacing Standards Applicable to Freeway Interchanges with Multi-Lane Crossroads**

Category of Mainline	Type of Area	Spacing Dimension				
		A	X	Y	Z	M
FREEWAY	Fully Developed Urban	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	990 ft. (300 m)	1320 ft. (400 m)
	Urban	1 mi. (1.6 km)	1320 ft. (400 m)	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)	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.
- A = Distance between the start and end of tapers of adjacent interchanges  
X = Distance to first approach on the right; right in/right out only  
Y = Distance to first major intersection  
Z = Distance between the last approach road and the start of the taper for the on-ramp  
M = Distance to first directional median opening. No full median openings are allowed in nontraversable medians to the first major intersection

**Figure 19: Measurement of Spacing Standards for Table 17**



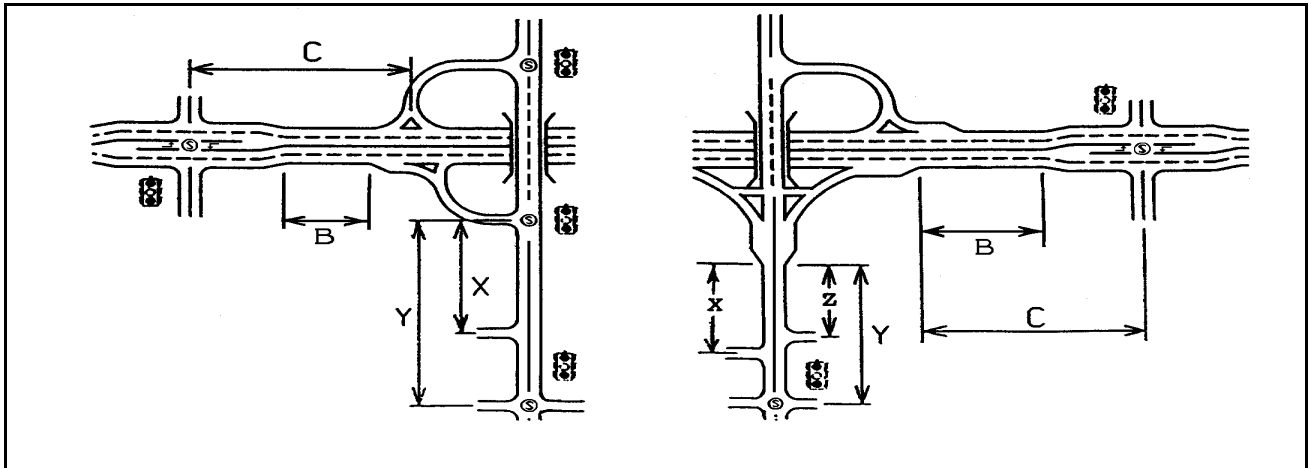
**Table 18: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads**

Category of Mainline	Type of Area	Speed of Mainline	Spacing Dimension				
			B	C	X	Y	Z
EXPRESSWAY	Fully Developed Urban	45 mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	750 ft. (230 m)	1320 ft. (400 m)	750 ft. (230 m)
	Urban	45 mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	1320 ft. (400 m)	1320 ft. (400 m)	990 ft. (300 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 crossroad standards for urban and suburban locations that are likely to be widened.
  - 4) No at-grade intersections are permitted between 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 major intersection  
 Z = Distance between the last right in/right out approach road and the start of the taper for the on-ramp

**Figure 20: Measurement of Spacing Standards for Table 18**



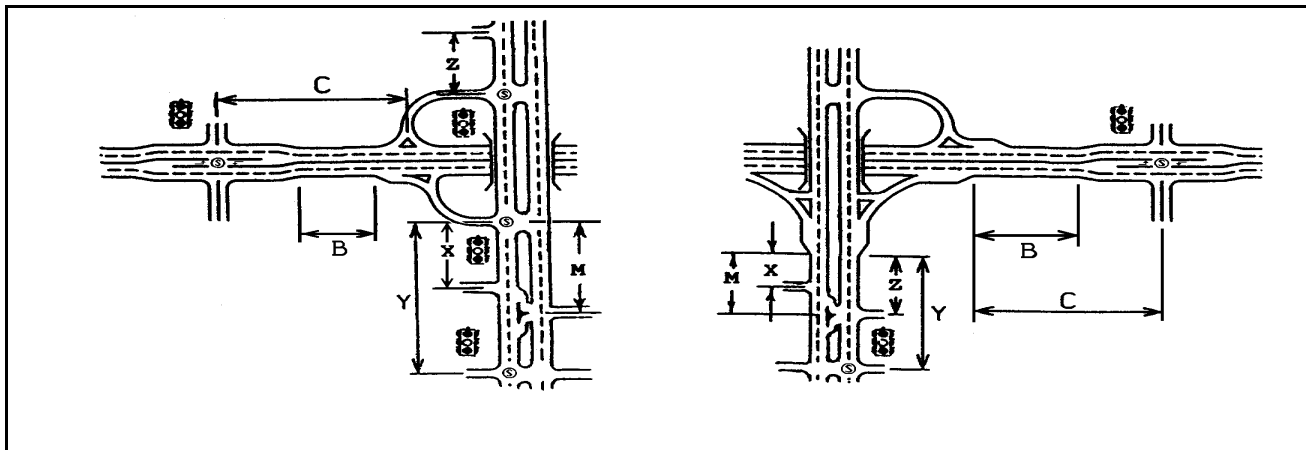
**Table 19: Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads**

Category of Mainline	Type of Area	Speed of Mainline	Spacing Dimension					
			B	C	X	Y	Z	M
EXPRESSWAY	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)	1320 ft. (400 m)
	Urban	45 mph (70 kph)	2640 ft. (800 m)	1 mi. (1.6 km)	1320 ft. (400 m)	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)	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 at-grade intersections are permitted between 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 major intersection  
 Z = Distance between the last approach road and the start of the taper for the on-ramp  
 M = Distance to first directional median opening. No full median openings are allowed in nontraversable medians to the first major intersection

**Figure 21: Measurement of Spacing Standards for Table 19**



## Access Management Spacing Standard Minor Deviation Limits

The following tables show the access management spacing standard minor deviation limits for the access management classifications listed in Goal 3, Policy 3A: Classification Spacing Criteria, Action 3A.1. The Access Management Spacing Standards are shown in Tables 13, 14 and 15 of this Appendix. Minor deviations may be considered down to the deviation limits shown in Tables 20, 21 and 22. Any request to deviate beyond these limits is considered a major deviation.

**Table 20: Access Management Spacing Standard Minor Deviation Limits for Statewide Highways**  
(Measurement is in Feet)\*

Posted Speed	Rural		Urban			
	Expressways **	Other	Expressways **	Other	UBA	STA
≥55	(none)	(950)	(none)	(870)		
	[none]	[1150]	[none]	[1000]		
50	(none)	(700)	(none)	(640)		
	[none]	[900]	[none]	[810]		
40 & 45	(none)	(560)	(none)	(530)		
	[none]	[810]	[none]	[740]		
30 & 35		(400)		(350)	(350)	
		[675]		[600]	[600]	
≤25		(280)		(250)	(250)	
		[525]		[400]	[400]	

NOTE: The numbers in circles ( ) refer to explanatory notes that follow the 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.

( ) = Driveway Spacing Minor Deviation Limit.

[ ] = Public Street Spacing Minor Deviation Limit.



**Table 21: Access Management Spacing Standard Minor Deviation Limits for Regional Highways  
(Measurement is in Feet)\***

Posted Speed	Rural		Urban			
	Expressways **	Other	Expressways **	Other	UBA	STA
≥55	(none)	(700)	(none)	(700)		
	[none]	[870]	[none]	[870]		
50	(none)	(540)	(none)	(540)		
	[none]	[640]	[none]	[640]		
40 & 45	(none)	(460)	(none)	(460)		
	[none]	[550]	[none]	[550]		
30 & 35		(300)		(300)	(300)	
		[375]		[375]	[375]	
≤25		(220)		(220)	(220)	
		[350]		[350]	[350]	

NOTE: The numbers in circles ( ) refer to explanatory notes that follow the 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.

( ) = Driveway Spacing Minor Deviation Limit.

[ ] = Public Street Spacing Minor Deviation Limit.

**Table 22: Access Management Spacing Standard Minor Deviation Limits for District Highways  
(Measurement is in Feet)\***

Posted Speed	Rural		Urban			
	Expressways **	Other	Expressways **	Other	UBA	STA
≥55	(none)	(650)	(none)	(650)		
	[none]	[660]	[none]	[660]		
50	(none)	(475)	(none)	(475)		
	[none]	[525]	[none]	[525]		
40 & 45	(none)	(400)	(none)	(400)		
	[none]	[475]	[none]	[475]		
30 & 35		(275)		(275)	(250)	
		[325]		[325]	[300]	
≤25		(200)		(200)	(175)	
		[245]		[245]	[200]	

NOTE: The numbers in circles ( ) refer to explanatory notes that follow the 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.

( ) = Driveway Spacing Minor Deviation Limit.

[ ] = Public Street Spacing Minor Deviation Limit.

**Notes on Tables 20, 21 and 22:**

- ① Where a right of access exists, access will be allowed to a property at less than minor deviation limits only if that property does not have reasonable access and the minor deviation limits cannot be accomplished. If possible, other options should be considered, such as joint access.

Where the right of access exists, the number of approach roads (driveways) to a single property shall be limited to one, even when the property frontage exceeds the spacing standards. More than one approach road may be considered if, in the judgment of the Region Access Management Engineer, additional approach roads are necessary to accommodate and service the traffic to a property, and additional approach roads will not interfere with driver expectancy and the safety of the through traffic on the highway.

Approach roads shall be located where they do not create undue interference or hazard to the free movement of normal highway or pedestrian traffic. Locations on sharp curves, steep grades, areas of restricted sight distance or at points which interfere with the placement and proper functioning of traffic control signs, signals, lighting or other devices that affect traffic operation will not be permitted.

If a property becomes landlocked (no reasonable access exists) because an approach road cannot be safely constructed and operated, and all other alternatives have been explored and rejected, ODOT might be required to purchase the property. (Note: If a hardship is self-inflicted, such as by partitioning or subdividing a property, ODOT does not have responsibility for purchasing the property.)

(Note ① has precedence over notes ②, ③ and ④.)

- ② These standards are for unsignalized access points only. Signal spacing standards supersede spacing standards for approaches.
- ③ 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, ODOT reserves the right to adjust the access spacing accordingly. A determination can be made to go to longer spacing standards as appropriate for a higher speed. A speed study will need to be conducted to determine the correct speed.
- ④ Minimum spacing for public road approaches is either 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 spacing for driveways is 55 meters (175 feet), or mid-block if the current city block spacing is less than 110 meters (350 feet)