

GENERAL PROVISIONS

734-051-1010

Authority for Rules

Division 51 rules are adopted under the director's authority contained in ORS 374.310(1).

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-1020

Purpose and Intent of Rules

(1) Purpose. Division 51 establishes procedures, standards, and approval criteria used by the department to govern highway approaches, access control, spacing standards, medians and restriction of turning movements in compliance with statewide planning goals and in a manner compatible with acknowledged comprehensive plans and consistent with Oregon Revised Statutes (ORS), Oregon Administrative Rules (OAR), and the Oregon Highway Plan (OHP).

(2) Intent. The intent of division 51 is to provide a highway access management system based on objective standards that balances the economic development objectives of properties abutting state highways with the transportation safety and access management objectives of state highways in a manner consistent with local transportation system plans and the land uses permitted in applicable local comprehensive plan(s) acknowledged under ORS chapter 197.

(3) Oregon Highway Plan. The Oregon Highway Plan serves as the policy basis for implementing division 51, and shall guide the administration of access management rules, including mitigation and public investment, when required, to ensure highway safety and operations pursuant to this division.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-1030

Administration of Rules

(1) Approaches Subject to Division 51. Approaches in existence and applications filed after January 1, 2012 are governed by the rules of division 51.

(2) Grandfathered Approaches. Division 51 rules do not affect existing rights of owners of grandfathered approaches, except where the rules specifically state their application to grandfathered approaches, such as the rule for changes of use of an approach under OAR 734-051-3010. An approach no longer qualifies as grandfathered once the department issues a permit to operate under division 51 rules or the department acquires access control as defined under OAR 734-051-1070.

(3) Compliance with Land Use Requirements. Approval of a property for a particular use is the responsibility of city, county, or other governmental agencies, and an applicant must obtain appropriate approval from city, county, or other governmental agencies having authority to regulate land use. Approval of an application for an approach to a state highway, or issuance of a construction permit or a permit to operate for the same, is not a finding of compliance with statewide planning goals or an acknowledged comprehensive plan.

(4) General Requirements for Notices of Appealable Decisions and Other Written

Communication. The department will provide notice of appealable decisions by certified mail to the applicant. Notice of non-appealable decisions and other written communication will be by first class mail, unless written agreement is made with the applicant for such communication through electronic means such as email.

(5) Reasonable Access. Pursuant to ORS 374.310(3), the division 51 rules may not be exercised so as to deny any property with a right of access reasonable access to the highway. ORS 374.312(1)(c) requires adoption of rules establishing criteria for reasonable access consistent with 374.310(3) criteria. The rules under OAR 734-051-4020 address reasonable access solely in the context of the issuance of approach permits and do not affect whether access may be reasonable for other purposes or under other reviews.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-1050

Delegation of Permit Authority to Local Jurisdiction

(1) Delegation of Permit Authority. The department and a local government may enter into an intergovernmental agreement setting provisions for and allowing the local government to issue approach permits for private approaches to regional and district highways, when it is determined by the department and a local jurisdiction that it is in the best interest of highway users.

(2) Application of State Requirements. Intergovernmental agreements developed pursuant to OAR 734-051-1050(1) must provide that permits issued by the local government will be consistent with the highway plan, these administrative rules, state statutes and local transportation system plans acknowledged under ORS 197.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-1060

Transfer of State Right-of-Way to Local Jurisdiction

(1) Jurisdictional Transfer. When it is determined by the department and a local jurisdiction that it is in the best interest of highway users to abandon a segment of the state highway, the department and the local jurisdiction may enter into an agreement to transfer jurisdiction and ownership of the segment of state highway to the local jurisdiction.

(2) Funding. In addition to funds provided to a city under ORS 366.800 or to a county under ORS 366.762, the department may agree to provide funds annually to the city or county for the continued construction, repair, maintenance and improvement of the abandoned state highway from the State Highway Fund.

(3) Freight Movement. The agreement between the department and the local jurisdiction accepting jurisdiction must contain provisions to ensure that freight movement on the highway will not be restricted beyond the limits set in the agreement, consistent with ORS 366.215, unless the commission, in consultation with the freight industry and the local jurisdiction, concludes that the restriction is necessary for the safety of the highway users. Nothing in this section prevents a local jurisdiction from taking emergency action to protect safety or place weight restrictions on a structure that is failing or otherwise damaged.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-1070

Definitions

(1) “Access Control” means no right of access exists between a property abutting the highway and the highway. The right of access may have been acquired by the department or eliminated by law.

(2) “Access Management Strategy” means a project delivery strategy developed by the ODOT project team that identifies the location and type of approaches and other necessary improvements that will occur primarily within the highway right of way and that is intended to improve current conditions of the section of highway by moving in the direction of the access management standards.

(3) “Access Management Plan” means a plan adopted by the OTC for managing a designated section of highway or the influence area of an interchange to maintain and improve highway performance and safety. It is intended to improve current and future conditions on a section of highway or interchange by moving in the direction of the access management standards and may address local street connectivity, local street improvements and local plans and land use regulations. An access management plan may be developed independent of or in conjunction with a highway or interchange project; however, an access management plan is not a highway or interchange project.

(4) “Access Mitigation Proposal” means a proposal offered by an applicant that identifies the location and type of approaches and necessary improvements to the highway and that is intended to improve current conditions of the section of highway by moving in the direction of the access management standards by combining or removing approaches resulting in a net reduction of approaches to that section of the highway. An Access Mitigation Proposal must be approved by the department and agreed to by all affected property owners, and real property interests must be recorded, before it is effective.

(5) “Alternate Access” means the physical existence of other means to access a property than the proposed approach, such as an existing public right of way, another location on the subject state highway, an easement across adjoining property, a different highway, a service road, or an alley, including singularly or as a joint approach, but without a conclusive determination that the alternate access is “reasonable” pursuant to sections (7) and (8) of OAR 734-051-4020.

(6) “Annual average daily traffic” means highway traffic volumes as reported in the most recent edition of the transportation volume tables published annually by the department.

(7) “Appealable decision” An appealable decision includes:

(a) a decision to approve or deny an application for an approach road permit;

(b) a decision to approve or deny an application for a deviation from approach road permitting standards;

(c) a decision to impose mitigation measures as a condition of approval of an approach road permit or for a deviation from approach road permitting standards;

(d) a decision to modify a construction permit through a post-review decision; or

(e) a decision to close or remove a permitted or grandfathered approach.

(8) “Applicant” means a person, corporation, or other legal entity with a legal property interest, including a lease, option or reservation of access, to land abutting the highway that

applies for an approach permit or a deviation from approach road permitting standards, or their designated agent.

(9) “Application” means a completed application form for state highway approach including any required documentation and attachments necessary for the department to determine if the application can be deemed complete.

(10) “Approach” means a legally constructed connection to the highway recognized by the department as grandfathered or existing under a valid permit to operate.

(11) “Approach road” means a legally constructed, public or private connection, providing vehicular access to and/or from a highway and an adjoining property. An approach road includes a private road that crosses a state highway or a county road.

(12) “Average Daily Trips” means the total of all one-direction vehicle movements with either the origin or destination inside the study site that includes existing, primary, pass by, and diverted linked trips and is calculated in accordance with the procedures contained in Trip Generation, 8th Edition: An ITE Informational Report; and Trip Generation Handbook, 2nd Edition, both published by the Institute of Transportation Engineers (ITE). Adjustments to the standard rates in the ITE publications for mode split may be allowed if calculated in accordance with Transportation Planning Rule and the ITE procedures. Adjustments to the standard rates for multi-use internal site trips may be allowed if calculated in accordance with ITE procedures and if the internal trips do not add vehicle movements to the approaches to the highway.

(13) “Channelization” means the roadway lane configuration necessary to safely accommodate turning movements from the highway to an intersecting approach.

(14) “Classification of highways” means the department’s state highway classifications defined in the Oregon Highway Plan.

(15) “Commission” means the Oregon Transportation Commission.

(16) “Construction Permit” means a permit to construct a state highway approach including all attachments, required signatures, and conditions and terms.

(17) “Crash history” means at least the three most recent years of crash data recorded by the department’s crash analysis and reporting unit.

(18) “Day” means calendar day, unless specifically stated otherwise.

(19) “Deemed complete” means acknowledgement by the department that it has received all required information for a completed application for an approach road permit or for a request for a deviation from approach road permit standards.

(20) “Department” or “ODOT” means the Oregon Department of Transportation.

(21) “Deviation” means a departure from the access management spacing, sight distance or channelization standards.

(22) “Director” means the director of the Oregon Department of Transportation.

(23) “District highway” means a state highway that has been classified by the commission as a district highway in the Oregon Highway Plan.

(24) “Division 51” (“this division”) means Oregon Administrative Rules (OAR) 734-051-1010 through 734-051-7010.

(25) “Expressway” means a state highway that has been designated by the commission as an expressway in the Oregon Highway Plan.

(26) “Fair Market Value” means the amount in cash, or on terms reasonably equivalent to cash, for which in all probability the property would be sold by a knowledgeable owner willing but not obligated to sell to a knowledgeable purchaser who desired but is not obligated to buy.

(27) “Freeway or Expressway ramp” means all types, arrangements, and sizes of turning

roadways for right or left turning vehicles that connect two or more legs at an interchange and the components of a ramp area terminal at each leg and a connection road, usually with some curvature and on a grade.

(28) “Grandfathered approach” means a legally constructed approach existing prior to 1949. A property owner has the burden to prove a driveway is grandfathered based upon existence prior to 1949. For purposes of this division, grandfathered approaches also include driveways presumed in compliance as set forth in OAR 734-051-5120(7) and driveways intended to remain open that were improved in conjunction with a department project prior to April 1, 2000, as set forth in OAR 734-051-5120(9).

(29) “Grant of Access” means the conveyance of a right of access from the department to an abutting property owner.

(30) “Highway mobility standards” mean the performance standards for maintaining mobility as adopted by the commission in the Oregon Highway Plan.

(31) “Highway peak hour” means the highest one-hour volume observed on an urban roadway during a typical or average week, or the thirtieth (30th) highest hourly traffic volume on a rural roadway typically observed during a year.

(32) “Highway segment designation” refers to three categories of designations defined in the Oregon Highway Plan: Special Transportation Areas, Commercial Centers, and Urban Business Areas.

(33) “Indenture of Access” means a deeded conveyance to the abutting property owner to change the location, width, or use restrictions of a reservation of access. Removal of a farm crossing or farm use restriction from a reservation of access requires a grant of access.

(34) “Infill” (“Infill Development”) means development of vacant or remnant land passed over by previous development and that is consistent with zoning. Infill occurs in urban areas. It may also occur in rural areas on commercial or industrial zoned land where the land has been developed into an urban block pattern including a local street network, and the posted highway speed is at or below forty-five (45) miles per hour.

(35) “Influence area of an interchange” means the area 1,320 feet from an interchange ramp terminal measured on the crossroad away from the mainline.

(36) “Interchange” means a system of grade-separated roadways that provide for the movement of traffic between two or more roadways.

(37) “Interchange Area Management Plan” means a plan to manage the safe, efficient operations, functional integrity and public investment of a grade-separated interchange. An interchange area management plan may be developed independent from or in conjunction with an interchange project and may include plans to develop local street connectivity, local street improvements and land use regulations. An interchange area management plan is adopted as a facility plan by the commission and is not in of itself an interchange project.

(38) “Intersection” means an at-grade connection of a public or private approach road to the highway.

(39) “Interstate highway” means a state highway that has been classified by the commission as an interstate highway in the Oregon Highway Plan.

(40) “Land Use Action” means an action by a local government or special district concerning the adoption, amendment or application of the statewide planning goals, a comprehensive plan provision or a land use regulation including zoning, development or subdivision codes.

(41) “Land Use Regulations” means local jurisdiction zoning and development codes, including regulation of land use, zoning, subdivisions, land partitions, access, site plans, and

similar regulations adopted pursuant to ORS 197, for cities, and ORS 215, for counties.

(42) “Median” means the portion of the roadway separating opposing traffic streams.

(43) “Mitigation Measure” means an improvement, modification, or restriction set forth in OAR 734-051-3070 and required by the department or initiated by an applicant for approval of a deviation from approach road permitting standards or an application for an approach road permit.

(44) “Move in the direction of” means a change in an approach to a property abutting the highway that would bring a property closer to conformance with existing highway standards, pursuant to OAR 734-051-4020.

(45) “Oregon Highway Plan” means the Oregon Highway Plan adopted by the Oregon Transportation Commission, pursuant to ORS 184.618.

(46) “Peak hour” means the hour during which the highest volume of traffic enters and exits the property during a typical week; this definition is used only in determining whether a new application is required for change of use of an approach as set forth in 734-051-3020.

(47) “Permit to Construct” means a permit including all attachments, required signatures, conditions and terms, and performance bonds or insurance that is issued by the department to construct an approach to the state highway.

(48) “Permit to Operate” means a permit including all required signatures and attachments, and conditions and terms that is issued by the department to operate, maintain and use an approach road to the state highway. A permit to operate is not required for a public approach but the department may issue a permit to operate for a public approach upon agreement with the governing city or county.

(49) “Permittee” means a person, corporation, or other legal entity holding a valid Permit To Operate including the owner or lessee of the property abutting the highway or their designated agent.

(50) “Permitted approach” means a legally constructed private or public approach road connecting to a state highway for which the department has issued a valid permit to operate.

(51) “Planned” road or street means a highway, road, street or alley identified in an adopted comprehensive plan or transportation system plan in accordance with administrative procedures of OAR 660-012 and ORS chapter 197 but has not been constructed.

(52) “Posted speed” means the designated speed under ORS 811.180.

(53) “Prior use” of an approach means the number of peak hour or average daily trips authorized by the permit issued by the department at the date the permit to operate was issued, or number of trips recognized by the department for a grandfathered use at the date the approach was legally established. The determination of prior use may be based on a valid permit to operate, written documentation from ODOT recognizing a grandfathered use, or other written documentation establishing ODOT’s determination of prior use.

(54) “Private approach” means an approach that serves one or more properties and that is not a public approach.

(55) “Private road crossing” means a privately owned road designed for use by trucks that are prohibited by law from using state highways, county roads or other public highways.

(56) “Professional Engineer” means a person registered and holding a valid license to practice engineering in the State of Oregon, as provided in ORS 672.002 through 672.325, with expertise in traffic engineering, as provided in OAR 820-040-0030.

(57) “Project Delivery” means the allocation of resources to plan and construct new highways or modify and improve existing highways.

(58) “Public approach” means an existing or planned city street or county road connection

that provides vehicular access to and from a highway. An existing city street or county road connection must be under the authority of the city or county to be considered a public approach. A planned city street or county road must be consistent with OAR 731-051-1070(51) and must be or come under the authority of the city or county to be considered a public approach.

(59) “Receipt of an application” means the date the department date-stamps an application as received.

(60) “Redevelopment” (“Infill Redevelopment”) means the act or process of changing an existing development including replacement, remodeling, or reuse of existing structures to accommodate new development that is consistent with current zoning. Redevelopment occurs in urban areas. It may also occur in rural areas on commercial or industrial zoned land where the land has been developed into an urban block pattern including a local street network, and the posted highway speed is at or below forty-five (45) miles per hour.

(61) “Region Access Management Engineer” means a professional engineer employed by the department who by training and experience has comprehensive knowledge of the department’s access management rules, policies, and procedures, or a professional engineer as specified in an intergovernmental agreement delegating permitting authority as set forth in OAR 734-051-1050.

(62) “Region Manager” means the person in charge of one of the department’s Transportation Regions or designated representative.

(63) “Regional highway” means a state highway that has been classified by the commission as a regional highway in the Oregon Highway Plan.

(64) “Reservation of Access” means a limitation of a common law right of access to a specific location where the department has acquired access control subject to restrictions that are designated in a deed. A reservation of access may include a use restriction limiting the right of access to a specified use or restriction against a specified use. A use restriction included in a reservation of access does not restrict turning movements nor does the absence of a use restriction allow unrestricted turning movements. A reservation of access affords the right to apply for an approach but does not guarantee approval of an application for state highway approach or the location of an approach.

(65) “Right of access” means the property right of an abutting property owner to ingress and egress to the roadway. A right of access includes a common law right of access, or may be conveyed through operation of law or by deed as a reservation of access, or grant of access.

(66) “Right of way” means real property or an interest in real property owned by the department for the purpose of constructing, operating and maintaining public transportation facilities.

(67) “Rule, this” (“this rule”) means the part of OAR 734, Division 51, as designated by the four-digit suffix, in which the reference to “this rule” appears. For example, this rule (“Definitions”) is OAR 734-051-1070.

(68) “Rural” means the area outside the urban growth boundary, the area outside a Special Transportation Area in an unincorporated community, or the area outside an Urban Unincorporated Community defined in OAR 660-022-0010.

(69) “Sight distance” means a length of highway that a driver can see with an acceptable level of clarity.

(70) “Signature” means the signature of the identified signer or authorized officer of the corporation or partnership and must include the name of the corporation or partnership licensed as set forth in ORS 60.111, and which maintains a registered agent and registered office in this state.

(71) “Spacing standards” means the minimum distance between approach roads as set forth in OAR 734-051-4020.

(72) “Special Use Approach” means an approach that is intended to provide vehicular access for a specific use and for a limited volume of traffic. Such uses are determined by the department and may include emergency services, government, and utility uses. Mitigation required as a part of an approach permit approval or a condition on a construction permit does not by itself create a “special use approach.”

(73) “Speed limit” means the speed established in ORS 811.111.

(74) “State highway” means a highway that is under the jurisdiction of the Oregon Department of Transportation.

(75) “Statewide highway” means a state highway that has been classified by the commission as a statewide highway in the Oregon Highway Plan.

(76) “Temporary approach” means an approach that is constructed, maintained, and operated for a specified period of time not exceeding two years, and removed at the end of that period of time.

(77) “Traffic Impact Analysis” means a report prepared by a professional engineer that analyzes existing and future roadway conditions.

(78) “Trip” means a one-way vehicular movement that consists of a motor vehicle entering or exiting a property.

(79) “Unincorporated community” means a settlement that is not incorporated as a city and that lies outside the urban growth boundary of any city.

(80) “Urban” means the area within the urban growth boundary, within a Special Transportation Area of an unincorporated community, or within an Urban Unincorporated Community defined in OAR 660-022-0010.

(81) “Vehicular Access” means the location where motorized vehicles move to and/or from a street, roadway, highway or alley and an abutting property. Vehicular access can serve a single property or be shared by multiple properties.

(82) “Work Day” means Monday through Friday and excludes holidays and days state offices are closed.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

RIGHTS OF ACCESS

734-051-2010

General Provisions

(1) Right of Access Required for Private Approach. In order for the department to process an application requesting a private approach, the property for which application is made must have a right of access to the state highway as defined in OAR 734-051-1070. Where no right of access exists, an application for a grant of access must be submitted before an application for state highway approach will be deemed complete.

(2) Right of Access Required for Public Approach. Where no right of access exists a local jurisdiction must submit an application for a grant of access with its application to construct a public approach road.

(3) Request to Verify Right of Access. Upon request, the department shall verify whether a property abutting the state highway has a right of access and identify any restrictions or limitations of the right.

(4) Removal of Farm Use Restrictions. Removing a farm crossing or farm use restriction from a reservation of access requires a grant of access from the department.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-2020

Grants of Access

(1) Grant of Access. The department may grant a right of access as provided by this rule;

(a) For a grant of access approved prior to April 1, 2000, the grant of access does not guarantee approval of an application for state highway approach or issuance of a construction permit or permit to operate; and

(b) The department may approve an application for a grant of access only when the provisions in sections (2) through (6) below are fully complied with.

(2) Restricted Areas.

(a) The department shall not approve an application for a grant of access for a private approach:

(A) On an interstate highway or freeway ramp;

(B) On an expressway or expressway ramp;

(C) Opposite a freeway or expressway ramp terminal; or

(D) In the influence area of an interchange.

(b) The department shall not approve an application for a grant of access for a public approach on a freeway, freeway ramp, or an expressway ramp.

(c) The department shall not approve an application for a grant of access to serve a public approach aligned opposite a freeway or expressway ramp or within the influence area of an interchange unless the public approach is included in an interchange area management or access management plan approved by the ODOT chief engineer and adopted by the commission.

(3) Criteria for Grant of Access for a Private Approach. The department may approve an application for a grant of access to private property abutting a state and local facility where all of the following conditions are met:

(a) An applicant submits an application for state highway approach, as set forth in OAR 734-051-3010 through 734-051-3030, with its application for a grant of access, as set forth by this rule;

(b) The applicant meets the requirements for issuance for a construction permit, as set forth in OAR 734-051-5020;

(c) The applicant agrees in writing to meet any mitigation measures, terms, and conditions placed on the approval of the grant of access, construction permit and the permit to operate;

(d) One of the following in (A) or (B) occurs:

(A) The department determines that access control is no longer needed at the location specified in the application for a grant of access as set forth in section (6) of this rule; or

(B) The applicant establishes that the grant of access will benefit the state highway system as set forth in OAR 734-051-4030;

(e) Alternate access to the property is not and cannot be made reasonable pursuant to sections

(6) and (7) of OAR 734-051-4020;

(f) The property owner must agree to deed restrictions that ensure that future development intensity and trip generation can be safely accommodated by the state transportation system; and

(g) The application for a grant of access is approved by the region manager and by the state traffic engineer, and approved by the technical services manager.

(4) Criteria for Grant of Access for a Public Approach. The department may approve an application for a grant of access for a public approach to a state highway where all of the following conditions are met:

(a) A local jurisdiction submits an application for a grant of access, as set forth in sections (6) through (8) of this rule;

(b) The application meets the requirements for issuance of a construction permit, as set forth in OAR 734-051-5020;

(c) The local jurisdiction agrees in writing to meet any mitigation measures, terms, and conditions placed on any required permits;

(d) The grant of access is consistent with the Oregon Highway Plan and a corridor plan adopted pursuant to OAR 731, Division 15, or local transportation system plan, as applicable; or in the absence of an adopted corridor plan or transportation system plan, a grant of access may be considered where the local jurisdiction has explored all possible alternatives to the connection, including parallel streets, and the purchase of additional right of way;

(e) One of the following occurs:

(A) The department determines that access control is no longer needed at the location specified in the application for a grant of access as set forth in section (6) of this rule; or

(B) The local jurisdiction establishes that the grant of access will benefit the state highway system as set forth in OAR 734-051-4030; and

(i) The department may determine that a benefit to the state highway system exists where the proposed connection is a public facility with a functional classification of collector or higher and is identified in an adopted transportation system plan, consistent with OAR 660-012-0000 through 660-012-0070; or

(ii) The department shall require supporting documentation of sufficient detail to determine that a benefit to the state highway system exists, as set forth in OAR 734-051-4030, to be included in the transportation system plan; and

(iii) The department shall determine if the supporting documentation is sufficient to meet the requirements in subparagraph (ii) of this paragraph; and

(f) The department and the local jurisdiction requesting a grant of access for a public approach:

(A) Shall enter into an intergovernmental agreement that details the responsibility for construction, maintenance, operation and cost of the public approach; and

(B) May enter into an intergovernmental agreement that addresses transportation plan and land use amendments or modifications to ensure that trip generation and traffic operations from the planned development can be safely supported on the state transportation system; and

(g) The application is approved by the region manager, reviewed by the state traffic engineer, and approved by the technical services manager.

(5) Factors to Determine if Access Control is Still Needed. For the purposes of determining whether access control is still needed, per subsections (3)(e)(A) and (4)(e)(A) of this rule, at the proposed location for a grant of access, the department shall consider factors including but not limited to those in (a) through (g):

- (a) Classification of the highways and highway segment designations;
- (b) Spacing standards;
- (c) Highway mobility standards;
- (d) State and local transportation system plans;
- (e) Comprehensive plan and land uses in the area
- (f) Safety and operational factors; and
- (g) Sight distance standards.

(6) Applicant for Grant of Access. The applicant for a grant of access must be the owner of the property abutting the highway right of way or the owner's designated agent.

(7) Complete Application for Grant of Access. A complete application for grant of access to a state highway consists of a completed and signed standard state form, a complete application for a state highway approach, including all required documentation, deposit toward processing fee for a grant of access pursuant to this rule, and a current preliminary title report covering the property to be served by the approach, showing any access easements appurtenant to the property; the department shall not process an application for grant of access that is incomplete.

(8) Fees and Deposit Toward Processing Fee. The applicant shall pay all costs incurred by the department in processing the application for a grant of access. An initial deposit to cover the processing fee is required for an application for a grant of access. The total or final processing fee is based on the actual documented costs incurred by the department plus a ten (10) percent charge for general administration:

- (a) The department shall determine the amount of the initial deposit based on the complexity of the request and the anticipated cost of obtaining an appraisal of the grant of access;
- (b) The initial deposit is applied towards the total or final processing fee; and
- (c) The total or final processing fee includes the cost to secure an appraisal of the fair market value of the grant of access.

(9) Review Process. Upon acceptance of an application for grant of access and any required documentation, the department shall evaluate the application pursuant to division 51, ORS chapter 374, and any other applicable state statutes, administrative rules, and department manuals for evaluating and acting upon the application for a grant of access, and shall:

- (a) Forward the application for grant of access to the state traffic engineer for processing pursuant to section (10) of this rule; or
- (b) Based on the applicable rules, statutes, or department manuals, deny the application for grant of access.

(10) Review by State Traffic Engineer. When the application for grant of access is forwarded to the state traffic engineer, the state traffic engineer, with the assistance of department staff, shall:

- (a) Evaluate the application for grant of access;
- (b) Notify the applicant of any additional information required; and
- (c) Make a recommendation to approve or deny the application for a grant of access to the technical services manager and the technical services manager shall conditionally approve or deny the application for grant of access subject to identified conditions of approval, and payment of the appraised value. The technical services manager shall provide written notification of the conditional decision to the applicant.

(11) Appraisal. If the application for grant of access is conditionally approved, the department shall:

- (a) Appraise the abutting property to determine the fair market value of the grant of access;

- (b) Notify the applicant of the value of the grant of access; and
- (c) Provide the applicant with instructions for payment.

(12) Payment for Grant of Access. Except as provided by section (13) of this rule, upon approval of an application for a grant of access and prior to issuance of the deed of the grant of access payment must be made to the department in an amount equal to the appraised value of the grant of access; this payment is in addition to the processing fee.

(13) Waiver of Payment. The department may waive payment of the appraised value of the grant of access when an application for a grant of access is for a public approach and the department has determined that the public approach will cause a direct and immediate benefit the state highway system as set forth in OAR 734-051-4030.

(14) Execution and Recording. After payment of fair market value is received by the department:

- (a) The grant of access will be executed and recorded; and
- (b) A copy of the grant of access will be sent to the region manager so that a construction permit may be issued in accordance with OAR 734-051-5020.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-2030

Indentures of Access

(1) General Provisions. Abutting property owners with a reservation of access must apply to the department to indenture or change the location, width or use restrictions of the reservation.

(2) Criteria for Approval of Indenture of Access. The department may approve an application for indenture of access to a property abutting a state or local facility where all of the following criteria are met:

(a) An applicant to indenture a reservation of access for a private approach must submit an application for state highway approach permit as set forth in OAR 734-051-3030 with its application for an indenture of access as set forth in this rule;

(b) The applicant meets the requirements for issuance of a construction permit, as set forth in OAR 734-051-5020;

(c) The applicant agrees in writing to meet any mitigation measures, conditions, and terms placed on the construction permit and the permit to operate;

(d) The property owner agrees to convey one or more existing reservations of access, including the reservation being indentured to the department and close any affected approaches; and

(e) The region manager approves the application for indenture of access.

(3) Mitigation. Approval of an indenture of a reservation of access for a public approach may require mitigation measures to ensure that the state transportation system can safely accommodate the traffic operations at the indentured location. Mitigation measures may include but are not limited to amendments to the comprehensive plan or transportation system plan, or modification to the public street system.

(4) Process. The application procedures for indenture of access are:

(a) A complete application for indenture of access to a state highway consists of a completed and signed standard state form, and the processing fee for indenture of access, except where the region manager, not a designee, waives the processing fee and documents in writing the reasons

for the waiver;

(b) The department shall not process an application for indenture of access that is incomplete;

(c) Only the property owner or the owner's designated agent shall submit an application for indenture of access;

(d) Upon acceptance of an application for indenture of access, the department shall evaluate the application pursuant to division 51, ORS chapter 374, and any other applicable state statutes, administrative rules, and department manuals for evaluating and acting upon the application for an indenture of access; and

(e) The region manager shall approve or deny the application for indenture of a reservation of access and shall notify the applicant.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

ADMINISTRATION OF PRIVATE APPROACHES

734-051-3010

Permit for Private Approach

(1) Applicability. An approach permit is required for any private approach road connecting to a state highway.

(2) Restricted Areas. The department shall not issue an approach permit to a freeway, a freeway ramp, or an expressway ramp, or an approach that would be aligned opposite a freeway or expressway ramp terminal.

(3) Rules in Effect. An application for an approach permit shall be subject to the rules in effect on the date the application was filed. The department shall use OAR 734, Division 51, and ORS 374, and may use other applicable statutes or administrative rules to evaluate and act on an application.

(4) Approach Permit Approval Criteria. The department shall approve an application for an approach based upon a determination that it meets all of the following criteria:

(a) The department determines that a complete application has been submitted pursuant to OAR 734-051-3030;

(b) The applicant provides a statement of land use compatibility that is certified by the affected local jurisdiction.

(c) Except as provided by OAR 734-051-3020(6), that addresses a change of use for a private approach, or except as provided by OAR 734-051-4020(5), that addresses properties with no alternate access, the proposed approach meets the spacing, channelization and sight distance standards of OAR 734-051-4020; or the department finds that the application meets the requirements for a deviation from these standards under OAR 734-051-3050, and applicant agrees to mitigation measures, where mitigation is required pursuant to OAR 734-051-3070; and

(d) The approach does not create or contribute to a safety or highway operations concern, as identified in OAR 734-051-4020(3), or such concerns are sufficiently mitigated pursuant to OAR 734-051-3070.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-3020

Change of Use of a Private Approach

(1) Applicability. An application is required for a change of use of an existing legal private approach to the state highway and shall be processed pursuant to OAR 734-051-3030 through OAR 734-051-3040.

(2) Changes Of Use Requiring an Application for State Highway Approach. Except as provided under section (5) of this rule, a change of use occurs when one or more of the criteria in subsections (a) through (e), below, are met.

(a) The number of peak hour trips increases by fifty (50) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the number of peak hour trips from that of the property's prior use; or

(b) The average daily trips increases by five hundred (500) trips or more from that of the property's prior use and the increase represents a twenty (20) percent or greater increase in the average daily trips from that of the property's prior use; or

(c) The daily use of an approach increases by ten (10) or more vehicles with a gross vehicle weight rating of twenty-six thousand (26,000) pounds or greater; or

(d) ODOT demonstrates that safety or operational concerns related to the approach are occurring as identified in OAR 734-051-4020(3); or

(e) The approach does not meet the stopping sight distance standards, as measured in feet, of ten (10) times the speed limit established in ORS 811.111 or the designated speed posted under ORS 810.180 for the highway as measured in miles per hour, or ten (10) times the 85th percentile speed of the highway where the 85th percentile speed is higher or lower than the speed limit established in ORS 811.111 or the designated speed posted under ORS 810.180. The permit holder may perform a study to determine if the 85th percentile speed is higher or lower than the speed limit established in ORS 811.111 or the designated speed posted under ORS 810.180. The sight distance measurement and the study to determine the 85th percentile speed shall be performed according to published department procedures by or under the supervision of an engineer registered in Oregon. The measurement shall be taken under existing and proposed site conditions.

(3) Mandatory Meeting. Unless waived by the department, a meeting between ODOT staff and the applicant is required for a change of use application prior to the department deeming the application complete. It is preferable that the meeting be held prior to submittal of the change of use application.

(4) Determinations of Change of Use. The department shall determine whether a change of use meets the thresholds in section (2) of this rule by using one or more of the following methods:

(a) Field counts;

(b) Site observation;

(c) Traffic impact analysis;

(d) Field measurement;

(e) Crash history;

(f) Trip Generation, 8th Edition: An ITE Informational Report; and Trip Generation Handbook, 2nd Edition; both published by the Institute of Transportation Engineers (ITE); or

(g) Information and studies provided by the local jurisdiction or the applicant.

(5) Exempt from Changes Of Use Review. Buildout or redevelopment of an approved site

plan or multi-phased development does not require a new application for an approach road permit where the department determines that the project is consistent with a department approved traffic impact analysis which is less than five years old or is consistent with the future year analysis of the traffic impact analysis, whichever is greater.

(6) Approval Criteria. The department shall approve an application for a state highway approach that does not pose a safety or highway operations concern, as set forth in OAR 734-051-4020(3), or all such concerns are sufficiently mitigated pursuant to OAR 734-051-3070; and:

(a) The application meets the applicable approach road spacing, channelization and sight distance standards; or

(b) The department and the applicant reach agreement that the approach moves in the direction of conforming to approach road spacing, channelization, and sight distance standards pursuant to section (7).

(7) Moving in the Direction of Conformity Collaborative Process. The department and applicant, through a collaborative process, shall determine whether an application moves in the direction of conforming to the spacing, channelization or sight distance standards. The collaborative process shall be made available to the applicant within thirty (30) days of the date an application for state highway approach is deemed complete.

(8) Criteria for Moving in the Direction of Conformity. In determining whether an application for a private approach to a state highway moves in the direction of conformity with the spacing, channelization and sight distance standards of OAR 734-051-4020, the department shall consider permitted, grandfathered, and unpermitted approaches on the subject site. An application moves in the direction of conformity with OAR 734-051-4020 when changes are made to an approach that include, but are not limited to, one or more of the following:

(a) Eliminating or combining existing approaches to the highway resulting in a net reduction in the number of approaches; or

(b) Improving the distance between approaches; or

(c) Improving sight distance; or

(d) Widening the existing driveways to accommodate truck turning radius requirements; or

(e) Widening the existing driveways to accommodate additional exit lanes; or

(f) Narrowing the existing driveways to provide the appropriate number of entry and exit lanes as required for the property; or

(g) Developing a throat on the approach entrance to allow for more efficient movement of motorists from the highway.

(9) Agreement. Where the department and applicant agree that a change of use application moves in the direction of conforming to spacing, channelization, and sight distance standards, the department shall approve the application without requiring separate deviations from those standards. The department upon application approval shall permit the approaches that the department and applicant agree will remain.

(10) Where Agreement Is Not Reached. If, after participating in a collaborative process pursuant to section (7) of this rule, the applicant and the department can not agree that a proposed approach is moving in the direction of conformity pursuant to section (8) of this rule, the department shall apply the standards of OAR 734-051-4020 to approve, deny, or approve with mitigation the application for a change of use of an approach, consistent with the procedures in OAR 734-051-3040. Decisions to deny or approve with mitigation are subject to post-decision review under OAR 734-051-3080.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3030

Application for State Highway Approach Requirements

(1) Purpose. This rule sets forth the requirements for an application for state highway approach.

(2) Pre-Application Meetings.

(a) The department or applicant may request a pre-application meeting for any approach permit application.

(b) The purpose of a pre-application meeting is to review general application requirements and processing timelines, technical application requirements, and any issues specific to the proposal, including understanding the economic needs and objectives that are pertinent to the subject property.

(c) Requests for pre-application meetings shall be made on forms provided by the department and shall be accompanied by a preliminary site plan, description of existing and proposed land use(s), including estimated vehicle trips, and any additional information or questions the applicant chooses to provide.

(d) The department encourages applicants to provide complete and accurate information regarding potential changes in land use and development with requests for pre-application meetings in order to avoid unnecessary delays in processing any future application.

(3) Application. An application for a state highway approach permit must include the following information:

(a) Application form for a state highway approach;

(b) A site plan illustrating the existing and proposed location of all approaches, and any other buildings, facilities, and natural geographic features that impact vehicle circulation on the property, circulation to and from the highway, or sight distance;

(c) Property owner's signature or evidence of the property owner's consent to apply for a permit where the applicant is not the owner of the subject property;

(d) Information required by the department to evaluate sight distance concerns, including but not limited to measurements, diagrams, calculations, or other information that may require preparation by a professional engineer;

(e) Information identified by the department that is required to demonstrate compliance with the approval criteria of OAR 734-051-3010 or OAR 734-051-3020, as applicable;

(f) Information required by the department to evaluate a deviation pursuant to OAR 734-051-3050; and

(g) A Traffic Impact Analysis (TIA) where the department determines that a TIA is required to evaluate the approach permit application pursuant with OAR 734-051- 3030(4);

(h) Identification and request for approval of all deviations from spacing, channelization and sight distance standards, as applicable;

(i) The completed land use compatibility statement signed by the local jurisdiction that indicates if the proposed activity, use, or development requires land use review; and, if so, that an application to the local jurisdiction has been made and is under review or approved;

(j) Tax lot map(s) with names and addresses of persons who own the properties adjacent to the subject property.

(4) When a Traffic Impact Analysis Required.

(a) Except as provided in subsection (b) of this section, the department may require submittal of a traffic impact analysis in conjunction with an application for an approach permit, when determined to be necessary for the review of an application for a state highway approach.

(b) The department may not require a traffic impact analysis when the application does not involve a deviation from spacing, channelization or sight distance standards, and the criteria in either subsection (A) or (B) are met:

(A) The average daily volume of trips at the property is determined to be four hundred (400) or fewer trips; or

(B) The average daily volume of trips at the property is determined to be more than four hundred (400) but fewer than one thousand one (1001) trips and:

(i) The highway is a two-lane highway with average annual daily trip volume of five thousand (5,000) or fewer motor vehicles;

(ii) The highway is a three-lane highway with average annual daily trip volume of fifteen thousand (15,000) or fewer motor vehicles;

(iii) The highway is a four-lane highway with average annual daily trip volume of ten thousand (10,000) or fewer motor vehicles; or

(iv) The highway is a five-lane highway with average annual daily trip volume of twenty-five thousand (25,000) or fewer motor vehicles.

(5) Traffic Impact Analysis Submittal Requirements. Traffic Impact Analyses (TIA), when required, shall be subject to the requirements of subsection (a) through (e). To the extent possible the department shall coordinate the analysis needs associated with the application for a highway approach with any local jurisdiction TIA requirements.

(a) A Professional Engineer (PE) employed by the department shall determine the scope of the TIA, and shall determine the sufficiency of the TIA for the purpose of evaluating the application.

(b) The TIA shall assess peak hour and average daily trips for the type of land use action proposed, for the year of the analysis, the year of each phase opening, and future years beyond project completion or buildout, but not greater than the year of the planning horizon for transportation system plans, or fifteen (15) years, whichever is greater.

(c) A Professional Engineer (PE) must prepare the study in accordance with methods and input parameters approved by the department.

(d) The scope and detail of the study must be sufficient to allow the department to evaluate the impact of the proposal and the need for roadway capacity, operational, and safety improvements resulting from the proposed approach.

(e) The study must identify the data used and the application of data in the analysis.

(6) Waiver of Application Requirements. The department may waive requirements for information and documentation required under this rule depending on the nature of the application and the sufficiency of other information available to the department for its evaluation of an application.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3040

Approach Permit Application Review, Approvals and Timelines

(1) Complete Application Required. The department shall not process an application for state highway approach that is incomplete or contains insufficient information for the department to find that it meets the submittal requirements of OAR 734-051-3030.

(2) Notice of Completeness Determination. Upon receiving an application for state highway approach, the department shall determine whether the application is complete within thirty (30) days of its receipt of the application. Where the department determines that an application for state highway approach is not complete, (a) through (e) apply, as follows:

(a) The 120-day timeline under OAR 734-051-3040(4) does not begin until the application is made complete;

(b) The department shall notify the applicant in writing when an application is incomplete within the timeframes required by this rule;

(c) The department notice shall provide specific information on what is needed to make the application complete;

(d) The department notice shall indicate that the application must be made complete within sixty (60) days of the date of the department notice unless the department and applicant agree to an extension; and

(e) Where an application is deemed incomplete because no right of access exists at the proposed approach location:

(A) The department notice shall provide information on how to apply for a grant of access or an indenture of access, as applicable; and

(B) The application may not be deemed complete until the grant/indenture of access process is completed.

(3) On-Site Reviews. The department in reviewing an application for completeness may conduct an on-site review to determine the need for supplemental documentation in accordance with (a) through (c) as follows:

(a) The on-site review area includes both sides of the highway in the vicinity of the proposed approach, including the site frontage, driveways, and the nearest public intersections within a distance equal to or less than the applicable spacing standard distance under OAR 734-051-4020;

(b) The department may notify the applicant of an on-site review to be conducted, and may invite the applicant to meet on-site to answer questions and discuss the review; and

(c) Any on-site meeting between department representatives and the applicant shall be limited to clarifying the applicant's proposal and identifying any supplemental documentation needed to meet application requirements.

(4) Decision Timeline and Final Decision Within 120-Days of Complete Application. Except as provided in section (7), the department shall make its final decision, including resolution of all internal appeals, to grant or deny an approach permit within one hundred twenty (120) days of the date the department deems an application for state highway approach complete. The 120-day timeline breaks down as follows:

(a) The department shall make its decision to approve, approve with mitigation, or deny an application within thirty (30) days of the date that the department determines the application to be complete, where the proposal meets the applicable spacing, channelization and sight distance standards of OAR 734-051-4020; or

(b) The department shall make its decision to approve, approve with mitigation, or deny an application within sixty (60) days of the date that the department determines the application to be

complete for all other applications.

(c) The final sixty (60) days of the one hundred twenty (120) days are reserved for the contested case hearing procedures of OAR 734-051-3110, except where the timeline is extended pursuant to section (7) of this rule.

(5) General Directives Applicable Approach Permits Decisions. The directives in (a) through (e), as follows, apply to the department's review of all applications for state highway approach:

(a) Except for highways classified as interstate highways and highways designated as expressways by the commission, and except as provided by subsection (b) of this section, the department may not use the presence of alternate access to a property abutting a highway as a basis for denying an application for state highway approach.

(b) In rural areas, the department shall consider the presence of alternative access in determining whether to approve or deny a second or subsequent application for state highway approach.

(c) Mobility standards, established by the department, are not applicable to turning movements from private approaches during the department's review of an approach permit application, except when the ratio of volume to capacity on the proposed private approach is (one-point-zero) 1.0 or greater.

(d) The department shall utilize an engineer with relevant experience to review and respond to evidence from a qualified expert that is submitted by the applicant.

(e) The city or county, and persons that own property adjacent to the proposed approach, shall be allowed to express concerns about the application.

(6) Notice of Pending Denial or Approval with Mitigation. When the department proposes to deny an approach or approve an approach with mitigation, under OAR 734-051-3070, it shall notify the applicant of its intent and offer the applicant a pre-decision collaborative process, pursuant to OAR 734-051-3060, to discuss the department's position. If the applicant declines the offer of this collaborative process, the department shall issue its decision in writing with sufficient specificity regarding any safety or operations concerns upon which the department's decision is based.

(7) Extension of Timelines. The timelines of division 51 may be extended pursuant to (a) through (c) below:

(a) Submittal of an application for a grant of access or application for an indenture of access stays the 120-day timeline for the concurrent application for a state highway approach in section (4) of this rule.

(b) Submittal of a written request for the post-decision collaborative discussion under OAR 734-051-3090 or dispute review board review under OAR 734-051-3100 stays the 120-day timeline in section (4) of this rule.

(c) The timelines in division 51 may be extended where the applicant and the department agree to an extension in writing before the applicable deadline, as specified in these rules. Any agreement to extend a timeline shall include a new deadline date and shall state the reason for the extension. Applications for which an extension of time has been issued will expire on the deadline date specified in the extension letter if no new extension has been agreed to and the activities for which the deadline was extended have not been completed.

(8) Pending Land Use Approvals. If a land use action is pending, including an appeal of a final land use decision or a limited land use decision, for a property for which an application has been submitted, the application may be processed and:

(a) Approval will be conditioned on the department receiving notice of approval of the land

use action shown on the application; and

(b) The department may issue a construction permit while the local land use action is pending. A deposit may be required, to be determined in the manner used for a temporary approach in OAR 734-051-4040 to ensure that the approach will be removed if the land use is not approved; and

(c) The department shall not issue a permit to operate until the applicant provides the department with written proof of final land use decision.

(9) Notice of Decision and Findings. The department shall document with written findings the decision to approve, approve with mitigation or deny an approach, and shall provide written notice of its decision to the applicant as follows:

(a) The notice shall describe the applicant's appeal rights, as set forth in OAR 734-051-3080 through 734-051-3110; and

(b) Written findings shall be provided to the applicant upon request.

(10) Appeals. An appeal of a department decision to approve or deny an application for an approach permit can be made pursuant to OAR 734-051-3080 through 734-051-3110.

(11) Expired Applications. Except as provided by OAR 734-051-3040(7), an application for an approach shall expire after one hundred twenty (120) days of inactivity on the part of the applicant if the department sends a reminder letter to notify the applicant that ninety (90) days have passed with no activity, and advising that the application will expire in thirty (30) days if the application continues to be inactive. After an application for state highway approach has expired, a new application is required.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3050

Deviations from Approach Road Spacing, Sight Distance, and Channelization Standards for a Private Approach

(1) Purpose. The purpose of this rule is to establish criteria for the region access management engineer to approve, approve with mitigation or deny requests for deviations from the standards set forth in OAR 734-051-4020.

(2) Requests for a Deviation. The applicant may request one or more deviations for an approach that does not meet spacing, sight distance, or channelization standards set forth in OAR 734-051-4020(2). Applications that request deviations:

(a) Must identify all deviations needed and any dependency or relationship that they have with one another; and

(b) Must include a traffic impact analysis prepared by a professional engineer as set forth in OAR 734-051-3030(4) and 734-051-3030(5), unless waived by the department.

(3) Mitigation. The department may require mitigation measures as set forth in OAR 734-051-3070 as a condition of approval of a deviation under this rule.

(4) Request for a Deviation Not Required. A request for a deviation from approach road spacing, sight distance and channelization standards is not required if:

(a) The application is for property with no means of vehicular access other than the proposed approach, and the department and the applicant agree on a location for the approach and mitigation of the approach that optimizes safety, highway operations, and site design; and

(b) The permit action is triggered by a change of use and the department and the applicant agree that the proposed approach moves in the direction of conformance with the standards as set forth in OAR 734-051-3020.

(5) Approval of Requests for Deviations from Approach Road Spacing Standards. The region access management engineer may approve a request for a deviation from the approach road spacing standards set forth in OAR 734-051-4020(8) and 734-051-4020(9) upon determining that the approach adequately addresses the safety and highway operations concerns set forth in section OAR 734-051-4020(3) and one or more of the conditions in (a) through (h) apply:

(a) The applicant agrees to provide a joint approach that serves two or more properties and results in a net reduction of approaches to the highway; or

(b) The applicant agrees to remove or combine approaches to a property resulting in a net reduction of approaches to the highway; or

(c) Adherence to approach road spacing standards will cause the approach to conflict with a significant natural or historic feature including but not limited to trees and unique vegetation, a bridge, waterway, park, archaeological area, or cemetery; or

(d) The highway segment functions as a service road; or

(e) On a couplet with directional traffic separated by a city block or more, the request is for an approach at mid-block with no other existing approaches in the block or the proposal consolidates existing vehicle accesses at mid-block; or

(f) Based on the region access management engineer's determination that one or more of the safety and operations factors in OAR 734-051-4020(3) is significantly improved as a result of the approach; or

(g) The region access management engineer and the applicant agree on an approach location and mitigation measures that optimize safety, highway operations and site design; or

(h) The applicant demonstrates that existing development patterns or land holdings make joint use approaches impractical.

(6) Approval of Requests for Deviations from Approach Road Spacing Standards in Interchange Areas.

(a) The region access management engineer shall use a 20-year planning horizon in evaluating applications for deviations from the approach road spacing standards for approaches proposed within an interchange management area. The 20-year year planning horizon will be measured from the date of application.

(b) The region access management engineer may approve a request for a deviation from spacing standards in an interchange area upon determining that the approach adequately addresses the safety and highway operations factors set forth in section OAR 734-051-4020(3) and one or more of the conditions in (A) through (D) apply:

(A) A condition of approval, included in the permit to operate, is removal of the approach when alternate access becomes available; or

(B) The approach is consistent with an access management plan for an interchange adopted by the commission as set forth in OAR 734-051-7010; or

(C) The applicant provides a joint approach that serves two or more properties and results in a net reduction of approaches to the highway; or

(D) Approaches are combined or eliminated to result in a net reduction of approaches to the state highway.

(7) Approval of Requests for Deviations from Channelization Standards.

(a) The region access management engineer may approve a deviation to the channelization standards set forth in OAR 734-051-4020(2) upon determining that the deviation adequately addresses highway safety and operations concerns set forth in section OAR 734-051-4020(3) and the conditions in (A) or (B) apply:

(A) The region access management engineer determines that channelization is not necessary to approve the application;

(B) The applicant agrees to restrict turning movements that cause the need for channelization in a manner satisfactory to the region access management engineer.

(b) If existing development patterns, land holdings, highway configuration or other factors make it impractical to meet channelization standards, the region access management engineer may require turning movements to be restricted at the approach.

(c) The department may require submittal of channelization design drawings prepared and sealed by an engineer licensed to practice in the state of Oregon for approval of a deviation for channelization.

(8) Approval of Requests for Deviations from Sight Distance Standards.

The department may approve a deviation from sight distance standards pursuant to subsections (a) or (b):

(a) The region access management engineer may approve a request for a deviation from sight distance standards set forth in OAR 734-051-4020(2) based on consideration of relevant factors, including but not limited to:

(A) Highway design speed, posted speed, and eighty-fifth (85th) percentile speed;

(B) Probable line of sight for the proposed approach;

(C) Anticipated traffic volumes at the proposed approach;

(D) Guidelines for intersection sight distance and stopping sight distance in the 2004 AASHTO Policy on Geometric Design of Highways and Streets; and

(E) Potential mitigation that would improve sight distance.

(b) Where a speed study prepared by the applicant and accepted by the department determines that the eighty-fifth (85th) percentile speed is lower than the current posted speed, the department may approve a deviation from the sight distance standard based upon the lower speed determination.

(9) Denial of Requests for Deviations. The region access management engineer shall not approve a request for a deviation from approach road spacing, channelization or sight distance standards when any of the conditions in (a) through (d) apply:

(a) The requirements for approval under sections (5) through (8) of this rule, as applicable, cannot be met; or

(b) The standards can be met even though adherence to the standards results in higher site development costs; or

(c) The deviation creates a significant safety or traffic operations problem that can not be mitigated by the applicant; or

(d) The request for a deviation results from a self-created hardship including but not limited to:

(A) Conditions created by the proposed site plan, building footprint or location, on-site parking, or circulation; or

(B) Conditions created by lease agreements or other voluntary legal obligations.

(10) Region Manager Approval of Deviations. The region manager may approve a request for a deviation from approach road spacing, channelization or sight distance standards when the region access management engineer is prohibited from doing so under section (9) and:

(a) A determination is made by an engineer registered in the state of Oregon and assigned by the region manager to analyze the request for a deviation determines that the approach adequately addresses the safety and highway operations concerns, or those concerns can be adequately mitigated; and

(b) The region manager, after consulting with the highway division administrator, identifies and documents conditions or circumstances unique to the site or the area that support the development.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3060

Pre-Decision Collaborative Discussion

(1) Offer of Pre-Decision Collaborative Discussion. When the department intends to deny an application or approve an application with mitigation, it shall notify the applicant of its intent and offer to meet with the application in a pre-decision collaborative process, as described in sections (2) through (6), below.

(2) Notice. The department notice in section (1) shall describe the basis of the preliminary decision, extend an offer to meet with the applicant to provide further explanation or clarification of the department's preliminary decision, and provide the applicant an opportunity to propose modifications.

(3) Goals of Pre-Decision Collaborative Discussion. The goals of the pre-decision collaborative process are to ensure that all relevant information has been fully considered, provide opportunity to resolve differences to the extent possible, and to facilitate timely issuance of a final decision.

(4) Timeline. The department's notice of preliminary decision and offer of a collaborative process must occur within either the 30-day or 60-day application decision timeline under OAR 734-051-3040(4), whichever is applicable. The department and applicant may agree to extend the timelines for the department's final decision as part of the collaborative process.

(5) Written Decision. Agreements reached using a pre-decision collaborative discussion shall be incorporated into the department's permit decision.

(6) Applicant May Decline Offer. If the applicant declines the offer of a collaborative process, or a collaborative agreement cannot be reached, the department shall issue its final decision to deny or approve with mitigation in writing with sufficient specificity regarding any safety or operations concerns upon which the department's decision is based to allow the applicant to respond.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3070

Mitigation Measures

(1) Mitigation Authorized. The department may require mitigation measures to address

adverse impacts associated with a proposed approach on the state highway or the subject property that is not prohibited by statute or division 51 rules.

(2) Cost of Mitigation. Unless otherwise set forth in division 51 rules, the cost of mitigation measures is the responsibility of the applicant, permittee, or property owner as set forth in OAR 734-051-5050.

(3) Non-Traversable Medians. The department may not impose non-traversable medians as a mitigation measure for approach permit applications unless the department first establishes that no other mitigation measures are effective or available under the circumstances.

(4) Mitigation Measures. Mitigation measures may include one or more of the following in (a) through (n):

- (a) Modifications to an existing approach;
- (b) Modifications of on-site storage of queued vehicles;
- (c) Installation of left turn or right turn channelization or deceleration lanes in accordance with the standards set forth in OAR 734-051-4020;
- (d) Modifications to left turn or right turn channelization or deceleration lanes in accordance with the standards set forth in OAR 734-051-4020;
- (e) Modifications to the roadway to maintain or improve intersection sight distance;
- (f) Modification or installation of traffic signals or other traffic control devices, subject to subsection OAR 734-051-3070(7);
- (g) Modification of the highway;
- (h) Modification or installation of curbing;
- (i) Consolidation of existing approaches or provisions for joint use approaches;
- (j) Restriction of turn movements for circumstances such as:
 - (A) The proximity of existing driveways or offset of opposing driveways;
 - (B) Approaches within an influence area of an interchange;
 - (C) Approaches along an expressway;
 - (D) The proximity of railroad grade crossings;
 - (E) Approaches with a crash history involving turning movements;
 - (F) Approaches within the functional area of an intersection.
- (k) Installations of sidewalks, bicycle lanes, or transit turnouts;
- (l) Development of, or improvements to, reasonable alternate access, subject to OAR 734-051-4020(6) and 734-051-4020(7);
- (m) Modifications of local streets or roads along the frontage of the site; and
- (n) Installation of non-traversable medians where no other mitigation measure is effective or available under the circumstances.

(5) Relationship of Mitigation to Impacts. Mitigation measures are directly related to the impacts of the particular approach on the highway and the scale of the mitigation measures will be directly proportional to those impacts, as follows:

- (a) Mitigation measures located entirely within the property controlled by the applicant and/or within existing state right of way shall be preferred over all other means of mitigation;
- (b) Where mitigation requires the use of property other than that which is controlled by the applicant and/or ODOT, the department will make an effort to participate in negotiations between the applicant and other affected property owners, or assist the applicant to take necessary actions. However, ODOT will not exercise its power of eminent domain to acquire property necessary for improvements to mitigate the adverse impacts associated with a private approach road that is not also part of project delivery; and

(c) When cumulative effects of existing and planned development create a situation where approval of an application would require mitigation measures that are not directly proportional to the impacts of the proposed approach, the region manager may require mitigation measures to mitigate impacts as of the day of opening and defer the remaining mitigation measures to ODOT project development provided the applicant conveys any necessary right of way to ODOT prior to development of the subject approach.

(6) Access Mitigation and Access Management Proposals. An applicant may propose access mitigation or an access management plan to be implemented by the applicant or the local jurisdiction. The department will work with the local jurisdiction and the applicant to establish mitigation measures and alternative solutions including:

- (a) Changes to on-site circulation;
- (b) On-site improvements; and
- (c) Modifications to the local street network.

(7) Traffic Controls as Mitigation. Where mitigation measures include traffic controls:

(a) The applicant bears the cost of the controls and construction of required traffic controls within a timeframe identified by the department or must reimburse the department for the cost of designing, constructing, or installing traffic controls; and

(b) An applicant that is a lessee must provide evidence of compliance with required traffic controls and must identify the party responsible for construction or installation of traffic controls during and after the effective period of the lease.

(8) Traffic Signal Prioritization. Traffic signals are approved in the order of priority, (a) through (c), below:

- (a) Traffic signals for public approaches.
- (b) Private approaches identified in a transportation system plan to become public.
- (c) Private approaches.

(9) Traffic Signal Requirements. Traffic signals are approved with the following requirements:

(a) A signalized private approach must meet spacing standards for signalization relative to all planned future signalized public road intersections; and

(b) Location of traffic signals on state highways must meet the criteria of OAR 734-020-0400 through 734-020-0500.

(10) Ownership of Improvements. All highway improvements within the right of way resulting from mitigation constructed by the permittee, subject to inspection and acceptance by the department, become the property of the department. An agreement between the department and permittee may be required with mitigation. Such agreement may include, but shall not be limited to, identifying work that is allowed to occur within the right of way, specifying the responsibilities of each party, including any maintenance responsibility, and documenting the transfer of ownership from the applicant to the department for roadway improvements.

(11) Appealable Decision. Approval of an application with mitigation measures is an appealable decision.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3080

Post-Decision Review Processes

(1) Types of Post-Decision Review Processes. Three types of post-decision review processes are available to an applicant under Division 51:

- (a) Post-decision collaborative discussion (OAR 734-051-3090);
- (b) Dispute review board (OAR 734-051-3100); and
- (c) Contested case hearing (OAR 734-051-3110).

(2) Sequence of Reviews. An applicant may request any or all of the types reviews listed in section (1) of this rule, provided the reviews must be conducted in sequence, (a) through (c), not in reverse order.

(3) Notice of Opportunity for Post Decision Reviews. The department shall notify the applicant when processing of the application has reached an opportunity for any of the types of post-decision review and shall provide instructions about how to request a review.

(4) Request for Post-Decision Review. The applicant must submit a written request to the region manager within twenty-one (21) days of the mailing date of notice of an opportunity for post-decision review, identifying which type of post-decision review the applicant is choosing and the documentation to be presented to the department.

(5) Subject of Post-Decision Reviews. All post-decision review processes shall consider the final decision reached by the department in the processing of the application.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3090

Post-Decision Collaborative Discussion

(1) Purpose. An applicant or permit holder may request a collaborative discussion pursuant to this rule. The post-decision collaborative discussion process is an optional dispute resolution process that falls outside the 120-day timeline in OAR 734-051-3040(4) and applies to appealable decisions.

(2) Conduct of the Post-Decision Collaborative Discussion. The post-decision collaborative discussion with the department shall be conducted as follows:

(a) The collaborative discussion shall be conducted under the alternative dispute resolution model in ORS 183.502;

(b) Both the applicant and the department must agree in writing to the collaborative discussion before the discussion may proceed;

(c) During the post-decision collaborative process, the applicant or permittee and the department may present new or additional information in writing or in person for the collaborative discussion; and

(d) The collaborative discussion shall conclude not more than forty-five (45) days from the date of the agreement to collaborate, unless the department and applicant or permittee agree to an extension.

(3) Agreement. If the parties reach an agreement using the post-decision collaborative discussion process, the director shall issue the written decision. The written decision is a binding agreement for the department and for the applicant or permit holder. The decision is not appealable.

(4) When Agreement Not Reached. Where an agreement is not reached, the department will

notify the applicant of their right to request review of the final decision by dispute review board under OAR 734-051-3100 or contested case hearing under OAR 734-051-3110.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3100

Access Management Dispute Review Board

(1) Dispute Review Board. In addition to requesting a hearing under OAR 734-051-3110 or a post-decision collaborative discussion with the department under OAR 734-051-3090, an applicant or permittee may request review of a department decision through an access management dispute review board process.

(2) Dispute Review Board Members. The department shall appoint an access management dispute review board by selecting members for a board consisting of any or all of following:

(a) The director, or a designee of the director who is familiar with the location in which the disputed approach is located;

(b) A representative of the local jurisdiction in which the disputed approach is located;

(c) A traffic engineer who practices engineering in Oregon; and

(d) A representative from the economic or business sector.

(3) Procedure. The dispute review board review shall be conducted as follows:

(a) The access management dispute review board shall consider information presented by the parties;

(b) The applicant or permittee and the department may present new information to the dispute review board, if the new information has been shared with the other party in advance of the scheduled meeting and the party receiving the new information has a reasonable amount of time to prepare a response; and

(c) The dispute review board shall notify the applicant or permittee and the director of its findings regarding the department's original decision.

(4) Decision. The director shall review the access management dispute review board's findings and recommendation and may approve, modify or reverse the department's original decision. The director shall notify the applicant or permit holder in writing of the department's determination following a review by an access management dispute review board appointed under this section and notify the applicant or permit holder of the right to a contested case hearing and of the 21-day appeal period.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-3110

Contested Case Hearing Process

(1) Right to a Contested Case Hearing. Pursuant to ORS 374.313, a person holding an interest in real property, which is or would be served by an approach, may appeal a decision of the department by filing a request for a contested case hearing. Department decisions that result from conditions contained in a contract, condemnation judgment, recorded deed or permit cannot be appealed through the contested case hearing process.

(2) Procedure. The contested case hearing procedure is subject to the following rules:

- (a) The request for a hearing and the hearing are governed by OAR 137-003-0501 through 137-003-0700;
- (b) After receiving a request for a contested case hearing, the Department shall notify the office of administrative hearings of the request for the hearing;
- (c) The hearings process falls within the 120-day timeline in OAR 734-051-3040(4) unless the department and the applicant mutually agree to a time extension;
- (d) The department and the applicant may present additional information in writing or in person at the contested case hearing; and
- (e) An administrative law judge will review the department's decision, conduct a hearing, and may approve, reverse, or modify the decision. The administrative law judge:
 - (A) Shall issue a proposed order as set forth in OAR 137-003-0645;
 - (B) May require conditions or limitations to be incorporated into the construction permit or the permit to operate; and
 - (C) The filing of exceptions stays the 120-day timeline for ODOT's final decision.
- (f) The executive deputy director shall issue a final order or may adopt as final the proposed order issued by the administrative law judge.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
 Stats. Implemented: ORS 374.305 through 374.990

ACCESS MANAGEMENT STANDARDS

734-051-4010

Access Management Standards for Approaches – General Provisions

- (1) Applicability. Access management standards for approaches to state highways:
 - (a) Are based on the classification of the highway and highway segment designation, type of area, and posted speed;
 - (b) Apply to properties abutting state highways and planning processes involving state highways, and other projects as determined by the region manager;
 - (c) Do not apply to legal approaches in existence prior to January 1, 2012, except for those private approaches subject to the change of use provisions, pursuant to OAR 734-051-3020;
 - (d) Are intended to facilitate infill development and redevelopment, as applicable, with the goal of meeting or improving compliance with the access management spacing standards; and
 - (e) Are further intended to facilitate highway and interchange construction or modernization projects, or other roadway or interchange projects as determined by the region manager, with the goal of meeting or improving compliance with the access management spacing standards.
- (2) Standards for Private Approaches. The access management standards are based on approach road spacing distance, sight distance, the presence of channelization, and safety and operations considerations. OAR 734-051-4020 contains the access management standards applicable to private approaches.
- (3) Access Management Standards for Infill and Redevelopment. The region access management engineer may apply the 'urban' standards of OAR 734-051-4020 to infill or redevelopment projects in a rural area on commercial or industrial zoned land where the land has been developed into an urban block pattern including a local street network, and the posted highway speed is at or below 45 miles per hour.
- (4) Special Transportation Area (STA) Designations. Where the Oregon Transportation

Commission has designated a Special Transportation Area (STA) in the Oregon Highway Plan, the spacing standards for such segment designation will be applied to the application.

(5) Deviations. Deviations from the access management standards must meet the criteria in OAR 734-051-3050.

(6) Traffic Signals. Location of traffic signals on state highways must meet the criteria of OAR 734-020-0400 through 734-020-0500.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-4020

Standards and Criteria for Approval of Private Approaches

(1) Applicability. This rule describes standards and criteria that the department applies to the review of an Application for State Highway Approach that has been deemed complete as set forth in OAR 734-051-3030. Applications submitted for change of use of an approach may be reviewed under the standards and criteria set forth in OAR 734-051-3020 in lieu of this rule.

(2) General Approval Criteria. Except for applications where the department identifies safety or operations concerns set forth in section (3), and except for applications in rural areas and on expressways that are subject to reasonable access standards set forth in sections (6) and (7), the Region Manager shall approve an Application for State Highway Approach that meets the general approval criteria (a)-(c) in this section. Additional criteria set forth in section (9) apply to interchange areas.

(a) Approach Road Spacing Standards. Section (8) of this rule sets forth the approach road spacing standards, except that the spacing standards applicable to interchanges and interchange areas are set forth in section (9).

(b) Channelization Standards. An application meets the channelization standards of this rule if none of the following conditions in (A) through (C) exist. Where a condition in (A) through (C) exists, an application may meet the channelization standards if the existing or proposed lane configuration on the highway conforms to the design requirements of the ODOT's Highway Design Manual in effect at the time the application is filed.

(A) Average daily trips for the existing or proposed development exceed four hundred (400) for an application on a two-lane highway with annual average daily traffic of five thousand (5,000) or more motor vehicles; or

(B) Average daily trips for the existing or proposed development exceed four hundred (400) for an application on a four-lane highway with annual average daily traffic of ten thousand (10,000) or more motor vehicles; or

(C) Average daily trips for the existing or proposed development multiplied by the annual average daily traffic on the highway is equal to or greater than the products listed in the Table 1.

Table 1 - Channelization Standards				
Product of Property Average daily trips Multiplied by the Abutting Highway Annual Average Daily Traffic (Millions)				
Number of Highway Lanes	Speed Limit 25 mph or lower	Speed Limit 30-35 mph	Speed Limit 40-45 mph	Speed Limit 50 mph or higher
2 lanes	5.1	3.9	1.8	1.3
4 lanes	10.2	7.8	3.6	2.6

(c) Sight Distance Standards. Table 2 sets forth the sight distance standards for approaches. An Application for State Highway Approach meets the sight distance standard of this rule if the intersection sight distance at the intersection of the proposed approach and highway is equal to or greater than shown in Table 2. Intersection sight distance shall never be less than stopping sight distance, as calculated in accordance with the 2004 AASHTO Policy on Geometric Design of Highways and Streets. Sight distance must be unobstructed within the sight triangle based on the following positions of measurement:

(A) Driver’s eye height equal to 3.5 feet above the road surface of the proposed approach at a location 15 feet from the edge of the travel lane; and

(B) Object height equal to 3.5 feet above the road surface at the near edge of the travel lane to the left and at the far edge of the travel lane to the right of the approach.

Table 2: Intersection Sight Distance Standards (ISD)

Posted Speed (mph)	Assumed Design Speed ¹ (mph)	Two-Way Highway -- Number of Lanes Crossed by Vehicle Making Left Turn from Approach ²			One-Way Highway ³
		1 Lane	2 Lanes	3 Lanes	
		ISD (ft)			
20	25	280	295	315	240
25	30	335	355	375	290
30	35	390	415	440	335
35	40	445	475	500	385
40	45	500	530	565	430
45	55	610	650	690	530
50	65	720	765	815	625
55	70	775	825	875	720
60	70	775	825	875	720
65	70	775	825	875	720

¹ Assumed design speed is shown for purpose of correlating generally accepted highway design speeds with posted speeds. If the department establishes a higher design speed for a highway segment, the higher design speed, rather than the assumed design speed, shall be used to determine Intersection Sight Distance (ISD) in accordance with 2004 AASHTO Policy on Geometric Design of Highways and Streets.

² Left turn made from approach to nearest lane in direction of travel. Number of lanes includes right and left turn lanes and traversable medians. Calculation of ISD in this table is based on 2004 AASHTO Policy on Geometric Design of Highways and Streets for left turn from stop-controlled minor road. Four or more lanes require calculation of ISD in accordance with AASHTO procedure.

³ Left or right turn made to nearest lane in direction of travel. Calculation of ISD in this table is based on 2004 AASHTO Policy on Geometric Design of Highways and Streets for the right turn from stop- controlled minor road.

(3) Safety and Operations Concerns. The department has the burden of proving any safety or highway operations concerns relied upon in the department's decision to require mitigation when it approves an application with mitigation or to deny an application. The department may deny an application where the applicant is unable to provide adequate improvements to mitigate documented safety or highway operations concerns pursuant to OAR 734-051-3070. Safety or highway operations concerns that may be considered by the department are limited to (a) through (f), below:

(a) Regular queuing on the highway that impedes turning movements associated with the proposed approach. Regular queuing will be evaluated based on the ninety-fifth (95th) percentile queue on the highway during the peak hour, as determined by field observation or traffic analysis in accordance with ODOT's Analysis Procedures Manual; or

(b) Overlapping left turn movements or competing use of a center turn lane from an approach located on the opposite side of the highway; or

(c) Location of the proposed approach within a highway segment with a crash rate that is twenty (20) percent or higher than the statewide average for similar highways; or

(d) Location of the proposed approach within a highway segment listed in the top five percent of locations identified by the Safety Priority Index System developed by the department; or

(e) Inadequate sight distance from an intersection to the nearest driveway on district highway and regional highways where the speed limit established in ORS 811.111 or the designated speed posted under ORS 810.180 is 50 miles per hour or higher. The distance from an intersection to the nearest driveway shall be considered inadequate where it is less than the stopping sight distance, calculated in accordance with the 2004 AASHTO Policy on Geometric Design of Highways and Streets; or

(f) Insufficient distance for weave movements made by vehicles exiting the proposed approach across multiple lanes in the vicinity of:

(A) Signalized intersections; or

(B) Roads classified as collectors or arterials; or

(C) On-ramps or off-ramps.

(4) Applications that Do Not Meet Approval Standards and Criteria -- Deviations. The department may approve an application that does not meet the approval standards and criteria of this rule for approach road spacing, sight distance, and/or channelization if a deviation from the standards is approved as set forth in OAR 734-051-3050.

(5) Applications for Properties with No Alternate Access. For an application for an approach to property with a right of access and no alternate access, the department may waive the standards and criteria of this rule for approach road spacing, sight distance and channelization if the department and the applicant agree on an approach location and mitigation measures that

optimize safety, highway operations and site design. Approval of an application under this section does not require approval of a deviation. If agreement cannot be reached and the application for a proposed approach does not meet the standards of this rule, then the applicant may request approval of a deviation from the access management standards as set forth in OAR 734-051-3050.

(6) Applications Where the Department Shall Consider Alternate Access. The region manager shall consider alternate access to a property only for an application for an approach to a highway classified as an interstate highway or designated as an expressway, or for a second or subsequent approach in a rural area, as described in subsections (a) and (b) of this section.

(a) Expressways. The region manager may approve an application to an expressway for a property that has alternate access when:

(A) The department determines that either:

(i) The alternate access to the property cannot be made reasonable based on findings under section (7) of this rule; or

(ii) The approach provides an immediate and long-term benefit to the state highway system as set forth in OAR 734-051-4030, in addition to mitigating any safety or operations concerns; and

(B) The application meets the applicable standards and criteria of this rule or a deviation is approved as set forth in OAR 734-051-3050; and

(C) The approach does not cause any of the safety or operations concerns set forth in section (3) of this rule, or those concerns can be adequately mitigated.

(b) Rural Areas. In a rural area, the region manager may approve an application for an approach to a property that has alternate access when (A) through (C) are met:

(A) The department determines that either:

(i) The alternate access to the property cannot be made reasonable based on findings under section (7) of this rule; or

(ii) The approach will serve rural infill or redevelopment and approval of the approach will result in a net reduction of approaches to the highway or the net result improves safety for any remaining approaches; and

(B) The application meets the applicable standards and criteria of this rule or a deviation is approved as set forth in OAR 734-051-3050; and

(C) The approach does not cause any of the safety or operations concerns set forth in section (3) of this rule, or those concerns can be adequately mitigated.

(7) Reasonable Alternate Access Criteria. In determining whether alternate access is or can be made reasonable pursuant to section (6) of this rule, the department shall consider all of the following provisions in (a) through (e), below:

(a) Authorized Uses. Alternate access to the property is adequate to allow the authorized uses for the property identified in the acknowledged local jurisdiction comprehensive plan and local land use regulations, taking into account the economic development needs of the property;

(b) Type, Number, Size and Location of Alternate Access. The type, number, size and location of alternate access are adequate to serve the volume and type of traffic reasonably anticipated to enter and exit the property, based on the planned uses for the property and taking into account the economic development needs of the property;

(c) Constraints to Alternate Access. The presence of constraints that limit the development of alternate access including:

(A) Legal restrictions;

- (B) Geographic restrictions;
- (C) Historical or cultural resources; and

(D) Physical considerations such as planned streets, roadway width, and weight and size restrictions;

(d) Availability of Mitigation Measures. The availability of mitigation measures set forth in OAR 734-051-3070 that the applicant could make on the property or along the roadway frontage of the property, including situations in which the applicant or the local jurisdiction commits proportional shares toward the cost of removal or mitigation of geographic, safety, or physical restrictions on the property or local street network. Neither the lack of commitment by a local government to share the cost of mitigation nor the cost of mitigation alone is determinative in evaluating whether a vehicle access is or could be made reasonable; and

(e) Phasing. In circumstances where a significant difference exists between the existing and the planned local road network the department may consider a phased method to establishing reasonable alternative access as follows:

(A) Where a planned public street or road network cannot be provided at the time of development, an application for an approach may be approved with conditions requiring a connection to the planned local street or network when it becomes available;

(B) The approach permit to the state highway may be revoked and the approach removed, or the approach permit may be modified and additional mitigation required when the planned street or road network becomes available; and

(C) ODOT and the local government enter into an agreement regarding the timing, cost and responsibility for the development of the planned street or road network.

(8) Approach Spacing Tables. Tables 3, 4, 5, 6, 7, 8, 9 and 10 set forth the approach spacing standards; Tables 7, 8, 9, and 10, including Figures 1, 2, 3 and 4, specifically set forth the approach spacing standards for interchanges and interchange areas. An application meets the spacing standards of this rule if the spacing of the proposed approach is equal to or greater than the distance shown in the applicable table. The spacing standards in Tables 3 through 6 are subject to the method of measurement and exceptions in subsections (a) through (c) below:

(a) The spacing standards described in Tables 3 through 6 apply to the distance measured along the highway from the center of an existing or proposed private approach to the center of the nearest existing or proposed private or public approach on the same side of the highway in both directions;

(b) The following exceptions apply to the spacing standards described in Tables 3 through 6:

(A) On one-way highways or highways with a raised or depressed non-traversable median, where an approach is limited to right-hand or left-hand turns only, the applicable approach spacing standards equal one-half the spacing standards in Tables 3 through 6.

(B) Notwithstanding the provisions of subsection (b)(i), above, the spacing standards for a statewide highway, regional highway or district highway that is designated as an expressway, regardless of average daily traffic, are the same as shown in Tables 3 through 6 for highways with annual average daily traffic greater than 5,000 motor vehicles;

(C) The spacing standards identified by special transportation areas management plans, access management plans, corridor plans, interchange area management plans or interchange management areas, as adopted by the Oregon Transportation Commission take precedence over the spacing standards described in Tables 3 through 5;

(D) For a signalized private approach, the signal spacing standards as established in OAR 734-020-0400 through 734-020-0500 supersede the approach road spacing standards described in Tables 3 through 6; and

(c) The spacing standards in Tables 3 through 6 do not apply to approaches in existence prior to January 1, 2012, except when:

(A) A new approach road is requested or an existing approach permit is subject to change of use under ORS 374.312 and

(B) Where infill development or infill redevelopment occurs the approach road spacing standards will be a department determination; the department shall determine whether the approach road spacing or safety is improved by moving in the direction of the spacing standards in Tables 3 through 6; and

(C) Where a highway or interchange project occurs the approach road spacing standard will be a department determination; the department shall consider whether the approach road spacing or safety is improved by moving in the direction of the applicable spacing standards in Tables 3 through 6.

TABLE 3				
Access Management Spacing Standards for Highway Segments with Annual Average Daily Traffic \leq 5,000				
	Regional & District Highways	Statewide Highways	Statewide Highways	Statewide Highways
	Rural and Urban Areas	Rural Areas	Urban Areas	Unincorporated Communities in Rural Areas
Speed (mph)	Spacing (ft)			
55 or higher	650	1,320	1,320	1,320
50	425	1,100	1,100	1,100
40 & 45	360	990	360	750
30 & 35	250	770	250	425
25 & lower	150	550	150	350

TABLE 4				
Access Management Spacing Standards for Statewide Highways with Annual Average Daily Traffic $>$ 5,000				
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
Speed (mph)	Spacing (ft)			
55 or higher	5,280	2,640	1,320	1,320
50	5,280	2,640	1,100	1,100
40 & 45	5,280	2,640	990	800
30 & 35	-	-	770	500
25 & lower	-	-	550	350

TABLE 5				
Access Management Spacing Standards for Regional Highways with Annual Average Daily Traffic > 5,000				
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
Speed (mph)	Spacing (ft)			
55 or higher	5,280	2,640	990	990
50	5,280	2,640	830	830
40 & 45	5,280	2,640	750	500
30 & 35	-	-	600	350
25 & lower	-	-	450	250

TABLE 6				
Access Management Spacing Standards for District Highways with Annual Average Daily Traffic > 5,000				
	Expressway	Expressway		
	Rural Areas	Urban Areas	Rural Areas	Urban Areas
Speed (mph)	Spacing (ft)			
55 or higher	5,280	2,640	700	700
50	5,280	2,640	550	550
40 & 45	5,280	2,640	500	500
30 & 35	-	-	400	350
25 & lower	-	-	400	250

(9) Spacing Criteria for Applications in an Interchange Area. In addition to the spacing standards in Tables (7) through (10), the following criteria apply to approval of an application for a proposed approach located in an interchange area:

(a) The approach must be consistent with adopted access management plans or interchange area management plans; and

(b) Location of proposed traffic signals within an interchange area as illustrated in Figures 1, 2, 3 and 4 must meet the criteria of OAR 734-020-0400 through 734-020-0500.

TABLE 7 Minimum Spacing Standards Applicable to Freeway Interchanges with Two-Lane Crossroads					
Category of Mainline	Type of Area	Spacing Dimension (ft)			
		A	X	Y	Z
FREEWAY	Fully Developed Urban*	5280 (1 mile)	750	1320	750
	Urban	5280 (1 mile)	1320	1320	990
	Rural	10,560 (2 miles)	1320	1320	1320

Notes for Table 7:

- 1) If the crossroad is a state highway, the Access Management Spacing Standards may supersede these distances, provided 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 shall be accepted where an approach is in a restricted area as defined in OAR 734-051-3010(2).
- 4) Use four-lane crossroad standards 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

*Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See definition in the Oregon Highway Plan.

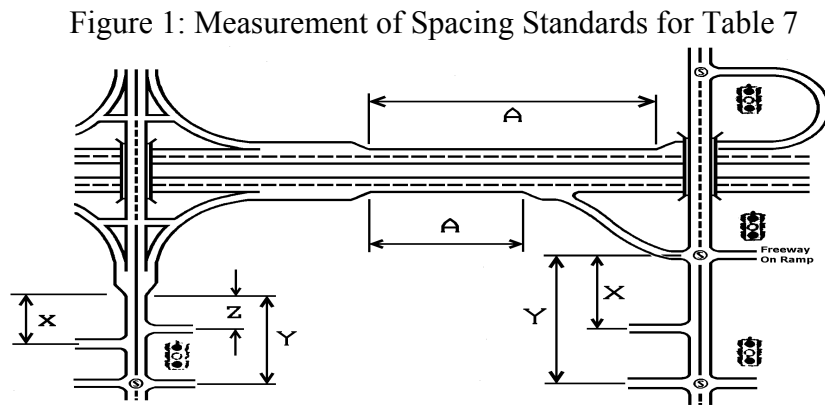


TABLE 8 Minimum Spacing Standards Applicable to Freeway Interchanges with Multi-Lane Crossroads					
Category of Mainline	Type of Area	Spacing Dimension (ft)			
		A	X	Y	Z
FREEWAY	Fully Developed Urban*	5280 (1 mile)	750	1320	990
	Urban	5280 (1 mile)	1320	1320	1320
	Rural	10,560 (2 miles)	1320	1320	1320

Notes for Table 8:

- 1) If the crossroad is a state highway, the Access Management Spacing Standards may supersede these distances, provided 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 shall be accepted where an approach is in a restricted area as defined in OAR 734-051-3010(2).

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

*Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See the definition in the Oregon Highway Plan.

Figure 2: Measurement of Spacing Standards for Table 8

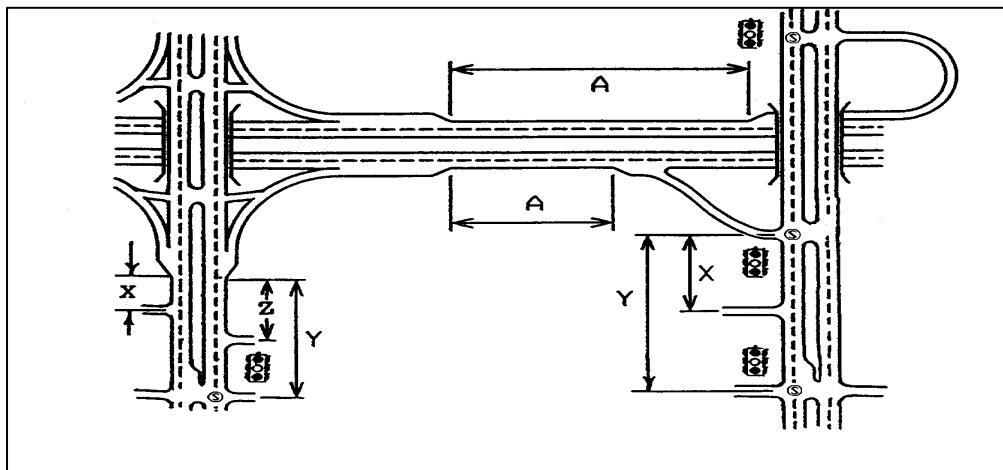


TABLE 9 Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads							
Category of Mainline	Type of Area	Speed of Mainline (mph)	Spacing Dimension (ft)				
			B	C	X	Y	Z
Expressways, Statewide, Regional and District Highways	Fully Developed Urban*	45	2640	5280 (1 mile)	750	1320	750
	Urban	45	2640	5280 (1 mile)	1320	1320	990
	Rural	55	5280 (1 mile)	10,560 (2 miles)	1320	1320	1320

Notes for Table 9:

- 1) If the crossroad is a state highway, the Access Management Spacing Standards may supersede these distances, provided the distances are greater than the distances listed in the above table.
- 2) No four-legged intersections placed between ramp terminals and the first major intersection.
- 3) No application shall be accepted where an approach is in a restricted area as defined in OAR 734-051-3010(2).
- 4) Use four-lane crossroad standards for urban and suburban locations that are documented to be widened in a Transportation System Plan or corridor plan.
- 5) No at-grade intersections are allowed 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 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

* Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the influence area are developed at urban densities and many have driveways connecting to the crossroad. See the definition in the Oregon Highway Plan.

Figure 3: Measurement of Spacing Standards for Table 9

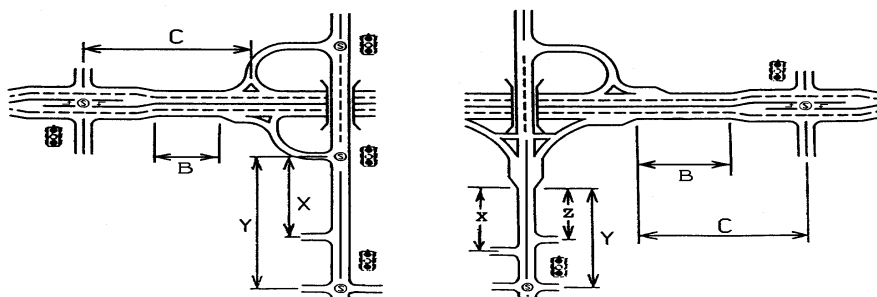


TABLE 10 Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Multi-Lane Crossroads							
Category of Mainline	Type of Area	Speed of Mainline (mph)	Spacing Dimension (ft)				
			B	C	X	Y	Z
Expressways, Statewide, Regional and District Highways	Fully Developed Urban*	45	2640	5280 (1 mile)	750	1320	990
	Urban	45	2640	5280 (1 mile)	1320	1320	1320
	Rural	55	5280 (1 mile)	10,560 (2 miles)	1320	1320	1320

Notes for Table 10:

- 1) If the crossroad is a state highway, the Access Management Spacing Standards may supersede these distances, provided 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 shall be accepted where an approach is in a restricted area as defined in OAR 734-051-3010(2).
- 4) No at-grade intersections are allowed 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

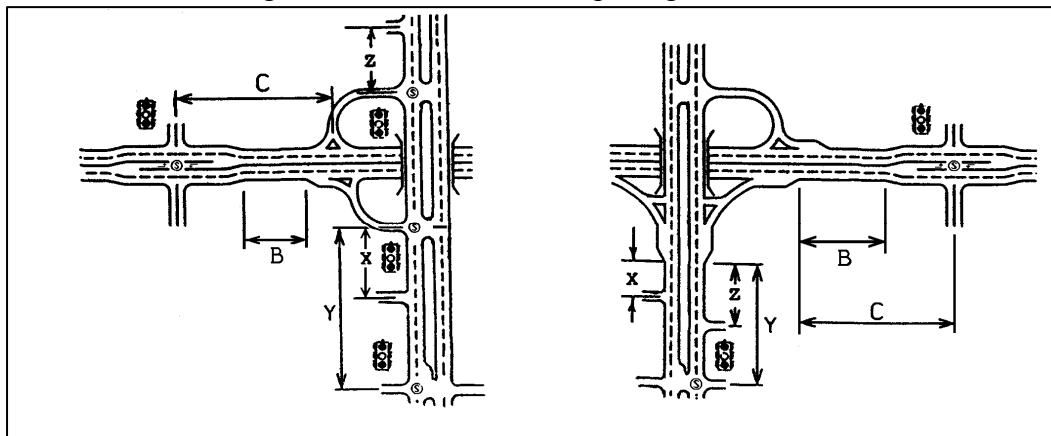
X = Distance to the first approach on the right; right in/right out only

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

* Fully Developed Urban Interchange Management Area: Occurs when 85% or more of the parcels along the developable frontage area are developed at urban densities and many have driveways connecting to the crossroad. See the definition in the Oregon Highway Plan.

Figure 4: Measurement of Spacing Standards for Table 10



Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-4030

Benefit to the State Highway System

(1) General Requirements. A benefit to the state highway system is a determination requiring the professional judgment of a professional engineer employed by the department and:

(a) Will be found only where the department determines that an approach will provide an immediate and long-term benefit to the state highway system;

(b) Is evaluated for a planning horizon of no less than twenty (20) years; and

(c) For an application for a grant of access, the benefit to the highway must be greater than the benefit associated with the mitigation needed to offset the traffic operations and safety impacts of the proposed approach.

(2) Criteria for Determination of Benefit to the State Highway System. The determination of the existence of a benefit to the state highway system must meet the criteria in (a) and (b), as follows:

(a) The department determines that the proposal results in improved access management of the highway by controlling, combining, or eliminating existing or planned approaches; and improving:

(A) Approach road spacing standards;

(B) Public approach spacing; or

(C) Intersection sight distance; and

(b) The department determines that one or more of the conditions identified in (A) through (F) will occur, without degradation of any of the conditions that follow in (A) through (E), as follows:

(A) Highway mobility standards improve;

(B) Safety improves on the section of highway where the approach is located;

(C) Specific safety concerns in the general vicinity are eliminated because of closure of an existing approach;

(D) Operations in the general vicinity improve as a result of connectivity, traffic diversions, or other traffic engineering techniques;

(E) The applicant demonstrates that off-system connectivity improves and reduces demand to the state highway system without creating operational or safety concerns elsewhere:

(i) Off-system connectivity must occur immediately; or

(ii) Off-system connectivity must be committed for construction as evidenced by the local government's adopted capital improvement plan; and

(F) The department determines that other circumstances result in a benefit to the state highway system.

(3) Private Approach on an Urban Area Expressway. For an application for a private approach to an expressway in an urban area, the department may determine that a benefit to the state highway system exists if the requirements of subsection (a), (b) or (c) of this section are met:

(a) Where a change of use occurs, approaches to the expressway are combined or eliminated resulting in a net reduction in the number of approaches to the expressway, and the applicant demonstrates an improvement toward meeting:

(A) Approach road spacing standards;

- (B) Public approach spacing standards; or
- (C) Intersection sight distance standards.

(b) The department determines that an improvement in safety occurs on the section of the expressway where an approach is requested and the provisions of paragraphs (A) through (C) of this subsection are met:

(A) Only one approach to the expressway is requested, and:

- (i) Where a new approach is requested, no approach to the site currently exists; or
 - (ii) Where a change of use occurs, only one private approach to the site currently exists; and
- (B) An improvement in safety occurs on the expressway primarily and on other state

highways secondarily and includes:

- (i) A decrease in the total number of existing conflict points;
- (ii) Elimination of existing left turns;
- (iii) Elimination of an existing overlap of left turn movements;
- (iv) The addition of a left turn lane where existing conditions meet the department's installation criteria; and/or

(v) Provision of adequate sight distance at the alternate approach or the subject approach where existing sight distance is deficient.

(c) The region access management engineer determines that the approach results in a benefit to the state highway system due to other circumstances.

(4) Procedure. The department determines whether a benefit to the highway system occurs, as follows:

(a) The region access management engineer will consider those applications for an approach to state highway in an urban area and on an expressway; and

(b) The department's technical services manager will consider those applications for a grant of access.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-4040

Temporary Approaches

(1) Procedure and Criteria. The region manager may approve an application for a temporary approach where:

- (a) The department determines that the approach can be operated safely;
- (b) Conditions such as signing or flagging are identified on the construction permit and the permit to operate and are enforced during construction and operation; and
- (c) A closure date is specified on the permit to operate. A temporary permit cannot exceed two years.

(2) Deposit Required. A deposit of not less than \$1,000 per temporary approach is required prior to issuance of a construction permit and a permit to operate a temporary approach to guarantee its removal by the applicant:

- (a) The appropriate district office will determine the amount of the deposit;
- (b) If the department incurs no expense in the removal of the temporary approach, the entire deposit is refunded to the applicant; and
- (c) If the department incurs any expenses in the removal of the approach, the applicant will be billed for the amount in excess of the amount deposited or refunded the difference if the

expense is less than the amount deposited.

(3) Time extension for temporary approaches. The region manager may extend the closure date, for a temporary approach where extenuating circumstances beyond the control of the applicant or permittee exist.

(4) Easements and Temporary Approaches. Existence of a recorded easement does not by itself establish a right of access and does not guarantee the approval of an application for a temporary approach or the location of a temporary approach.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-4050

Special Use Approaches

(1) Procedure. The region manager may approve an application for a special use approach where the department determines that the approach can be operated safely.

(2) Design. The design of special use approaches shall:

(a) Be limited from general use by physical means such as a gate or other design approved by the department; and

(b) May require special design considerations such as reinforced sidewalks, curb design options, and landscaping considerations.

(3) Mitigation. The region manager may require mitigation measures to be incorporated into a construction permit and a permit to operate a special use approach.

(4) Easements and Special Use Approaches. Existence of a recorded easement does not by itself establish a right of access and does not guarantee the approval of an application for a special use approach or the location of a special use approach.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

APPROACH DESIGN AND CONSTRUCTION

734-051-5010

Design of Approaches

(1) Design. Approach design must conform to design standards in the Oregon Highway Design Manual and provide for the safe movement of vehicles reasonably expected to utilize the approach to and/or from the highway without undue conflict with other traffic.

(2) Mitigation. Design of an approach shall incorporate mitigation measures required as conditions of approval of an approach road permit or an approval of a request for a deviation from the standards.

(3) Placement of Structures in Right of Way. No person may place curbs, posts, signs, or other structures on the highway right of way without approval pursuant to a permit issued by the department and compliance of all environmental regulations.

(4) Drainage. An applicant is responsible for the cost of accommodating drainage from the property.

(5) Private Road Crossings. Private road crossings shall be grade-separated and not connect to the state highway except where the technical services manager determines that grade

separation is not economically feasible. Where the technical services manager determines that grade separation is not economically feasible the applicant shall install signing, signalization, other traffic safety devices or other mitigation that the technical services manager determines necessary to safely operate the crossing.

(a) The department may construct the approach and additional facilities in accordance with the plans and specifications approved by the department; or

(b) The applicant may be required to install the approach and additional facilities, other than signalization, in accordance with plans and specifications approved by the region manager, where installation can be completed adequately and safely.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-5020

Issuance of Construction Permits

(1) General Requirements. The region manager shall issue a construction permit when construction plans, if required, and all other required documents are received and approved.

(2) Procedure. Prior to issuing a construction permit the department will issue to the applicant construction specifications including all provisions, mitigation measures, conditions, and agreements that will become part of the construction permit. To receive a construction permit, the applicant must do the following within sixty (60) days of the date of the department's transmittal of the construction specifications:

(a) Review and sign the construction specifications to confirm that the applicant understands and agrees to the specifications including all provisions, mitigation measures, conditions, and agreements that will become part of the construction permit;

(b) Return the signed construction specifications to the department; and

(c) Submit proof of liability insurance and bond or deposit in lieu of bond as required by OAR 734-051-5060.

(3) Non-Compliance. If the applicant does not complete the actions required in section (2) of this rule within the 60-day time frame, then the department will not issue a construction permit and all approvals associated with approach application will be revoked. The 60-day time frame may be extended if the permittee and the department agree in writing before the deadline pursuant to OAR 734-051-5040.

(4) True and Complete Information. An applicant or permittee shall provide true and complete information, and if any required fact that is material to the assessment of the approach's impact upon traffic safety, convenience or the legal or property rights of any person (including the State of Oregon) is false, incorrect or omitted, the region manager may:

(a) Deny or revoke the construction permit; and

(b) At the applicant's or permittee's expense require the applicant or permittee to:

(A) Remove the approach and restore the area to a condition acceptable to the region manager;

(B) Provide additional safeguards to protect the safety, convenience, and rights of the traveling public and persons (including the State), if such safeguards are adequate to achieve these purposes, as a condition of the continued validity of the permit to operate; and

(C) Reconstruct or repair the approach.

(5) Signed Permit Required. No work on highway right of way may begin until an applicant obtains a valid construction permit, approved and signed by the region manager.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-5030

Construction of Approaches

(1) Notice of Intent to Begin Construction. A permittee must notify the region manager at least two workdays prior to beginning construction.

(2) Construction. Construction must conform to the terms of the construction permit including any special provisions, mitigation measures, conditions, or agreements, and the applicant must notify the region manager when construction is complete.

(3) Utilities, Erosion Control, Signs, Work Area Safety. The applicant or permittee is responsible for:

(a) Relocating or adjusting any utilities located on highway right of way when required for accommodation of the approach, and no construction may be performed until the permittee furnishes evidence to the department that satisfactory arrangements have been made with the owner of the affected utility facility;

(b) Erosion control during construction of the approach;

(c) Complying with the sign requirements. Where warning signs are required by the construction permit, other regulations, or the region manager, the department furnishes, places, and maintains the signs at the permittee's expense; and unauthorized signs are not allowed on any portion of the right of way; and

(d) Complying with work area safety requirements. The work area during any construction or maintenance performed under a construction permit or a permit to operate shall be protected in accordance with the 2003 Manual on Uniform Traffic Control Devices (MUTCD), the Oregon Supplement to MUTCD, and Oregon Temporary Traffic Control Handbook adopted under OAR 734-020-0005.

(4) Inspection. Upon inspection of the approach the department shall notify the permittee if construction deficiencies exist, and:

(a) The permittee must correct all deficiencies within sixty (60) days of notification that deficiencies exist and notify the region manager; and

(b) The region manager shall re-inspect the approach.

(5) Compliance. If a permittee fails to comply with the terms and conditions of the construction permit the department may, at the permittee's expense:

(a) Reconstruct or repair the approach; or

(b) Cancel the construction permit and remove the approach.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-5040

Effective Period of Construction Permits

(1) Effective Period. A construction permit is effective for the time period specified on the. The region manager shall extend the time period of a construction permit for good cause shown.

(2) Revocation of Permit. The region manager may revoke a construction permit where the permit holder fails to conform to the terms of the construction permit including any special provisions, mitigation measures, conditions, or agreements.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-5050

Responsibility for Costs of Construction of Approaches.

(1) Costs the Permittee Bears. Except as otherwise provided in the division 51 rules, the permittee is responsible for the cost of mitigation measures and the cost of construction of an approach, including the cost of materials, labor, signing, signals, structures, equipment, traffic channelization, and other permit requirements.

(2) Costs the Department May Bear. The department may be responsible for:

(a) The cost of mitigation measures and the cost of construction of an approach where the costs are a part of the terms and conditions of a right of way acquisition obligation or other departmental contractual agreement; and/or

(b) The cost of removal or relocation of a legal approach upon highway right of way during project delivery.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-5060

Liability, Insurance and Bonding Requirements

(1) Liability. A permittee assumes responsibility for damage or injury to any person or property resulting from the construction, maintenance, repair, operation, or use of an approach for which a construction permit or a permit to operate is issued and where the permittee may be legally liable.

(2) Indemnification. An applicant or permittee indemnifies and holds harmless the State of Oregon, the commission, the department, and all officers, employees or agents of the department against damages, claims, demands, actions, causes of action, costs, and expenses of whatsoever nature which may be sustained by reasons of the acts, conduct, or operation of the applicant, his agents, or employees in connection with the construction, maintenance, repair, operation, or use of an approach. Any such indemnification shall also provide that neither the contractor or subcontractor, nor any attorney engaged by the contractor or subcontractor, shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at anytime at its election, assume its own defense and settlement in the event that it determines that the contractor is prohibited from defending the State of Oregon, or that the contractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against the contractor if the State of Oregon elects to assume its own defense.

(3) Amount of Insurance. Construction of an approach may not begin until the applicant

provides the department with evidence of insurance in the following minimum amounts:

(a) \$500,000 for property damage resulting from any single occurrence, or \$500,000 combined single limit and annual aggregate; and

(b) \$500,000 for the death or injury of any person, subject to a limit of \$500,000 for any single occurrence and annual aggregate.

(4) Additional Insured. Insurance policies must include as Additional Insured the State of Oregon, the commission, and the department, its officers, agents and employees, except as to claims against the permittee, for personal injury to any members of the commission or the department and its officers, agents, and employees or damage to any of its or their property.

(5) Insurance Required Prior to Construction. Construction of an approach may not begin until a copy of the insurance policy or a certificate showing evidence of insurance is filed with the department.

(6) Notice of Intent to Cancel or Not Renew Insurance. A permittee shall provide thirty (30) days written notice to the department of intent to cancel or intent not to renew insurance coverage. Failure to comply with notice provisions does not affect coverage provided to the State of Oregon, the commission, or the department, its officers, agents and employees.

(7) Damages. If the permittee or permittee's contractor damages the highway surface or highway facilities, the applicant must replace or restore the highway or highway facilities to a condition satisfactory to the department.

(8) Assurances. The permittee must furnish, in an amount specified by the region manager and for the time period necessary to install the approach, a cash deposit or a bond issued by a surety company licensed to do business in the State of Oregon to ensure the approach is installed in conformance with the requirements of this division and that any damage to the highway has been corrected to the department's satisfaction; and no construction is performed until a deposit or bond is filed with the department.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-5070

Review Procedure for Modifying a Construction Permit

(1) Review. An applicant may request a review to modify a construction permit if:

(a) Ambiguities or conflicts exist in the construction permit;

(b) New and relevant information concerning the approach or the construction permit is available; or

(c) Requirements of local governments or state agencies are relevant to the modification of the construction permit.

(2) Procedure.

(a) The region manager shall determine if a request to review a construction permit meets the criteria in section (1) of this rule.

(b) The region manager may review and modify the construction permit.

(c) A decision to modify a construction permit is an appealable decision.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-5080

Issuance of a Permit to Operate, Maintain and Use an Approach

(1) Permit to Operate. The department shall issue a permit to operate for a private approach upon approval of an application, where no construction permit is required, or upon notification by the applicant that construction is complete and the department determines that the approach conforms to the terms and conditions of the construction permit.

(2) Use of Approach. A permit to operate authorizes vehicles to enter and exit the highway at the location of the approach, except as otherwise limited through mitigation required under OAR 734-051-3070.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-5090

Maintenance of Approaches

(1) Approvals. A permittee, or owner of a grandfathered approach must obtain the department's approval and obtain necessary permits prior to performing maintenance on an approach on highway right of way.

(2) Maintenance Costs. The permittee or owner of a grandfathered approach is responsible for the cost of maintenance of an approach from the outside edge of the highway pavement, shoulder, or curb-line to the right of way line, and shall maintain all portions of the approach on the applicant's or permittee's property as a requirement of the permit.

(2) Traffic Signal Maintenance. Traffic signal maintenance on the state highway shall be performed by the department or as assigned by a cooperative improvement agreement or intergovernmental agreement.

(3) Public Approaches. The department may require an intergovernmental agreement with the city or county to define responsibilities and obligations for maintenance of a public approach.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-5100

Effective Period of Permit to Operate, Maintain and Use an Approach

(1) General Provisions. A permit to operate, maintain and use ("permit to operate") an approach runs with the land. Except as otherwise provided, a permit to operate is effective until:

- (a) Revoked by mutual consent;
- (b) Revoked for failure to abide by the terms and conditions;
- (c) The approach is subject to a change of use as set forth in OAR 734-051-3020;
- (d) The development of safety or operational concerns as set forth in OAR 734-051-4020(3);
- (e) The approach is modified, mitigated, or removed in accordance with OAR 734-051-5120

Project Delivery; or

- (f) By other operation of law.

(2) Successors and Assignees. The permit to operate is binding on successors and assignees including successors in interest to the property being served by the approach.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-5110

Revocation of Permits and Removal of Approaches

(1) Revocation of a Permit to Operate. The department may revoke a permit to operate and may remove an approach:

(a) If there are current or potential safety or operational conditions identified that are verified by an engineering analysis;

(b) If a permittee fails to comply with any terms or conditions of a permit to operate; or

(c) During project delivery for a highway improvement project as set forth in OAR 734-051-5120.

(2) Notification of Intent to Remove an Approach. The department shall provide written notification of the intent to remove an approach under section (1) of this rule as required by ORS 374.305, 374.307, and 374.320.

(3) Mitigation. The region manager may determine that an approach identified for removal as described in section (1) of this rule may remain open if permittee agrees to comply with mitigation measures and to bear the cost of the mitigation measures.

(4) Cost of Removing an Approach. An applicant, permittee, or property owner is responsible for the expense of removing an approach except as set forth in OAR 734-051-5050 and 734-051-5120.

(5) Appeals. Removal of a permitted or grandfathered approach is an appealable decision.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-5120

Project Delivery

(1) General Provisions. This rule applies to projects involving construction of new highways and interchanges, highway or interchange modernization projects, highway and interchange preservation projects, highway and interchange operations projects, or other highway and interchange projects. The department encourages the development of access management strategies and access management plans during project delivery to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity. Access management plans and access management strategies developed during project delivery must improve access management conditions to the extent reasonable within the limitation, scope, and purpose of the project and consistent with design parameters and available funds.

(2) Department Exemptions. This rule does not create an obligation that the department apply documentation requirements in OAR 734-051-3010 through 734-051-3050 or the standards and criteria in 734-051-4010 through 734-051-4050, 734-051-5110, or 734-051-2010 through 734-051-2040.

(3) Access Management Strategies. The region manager shall develop access management strategies for modernization projects, projects within an influence area of an interchange where the project includes work along the crossroad, or projects on an expressway and may develop access management strategies for other highway projects.

(4) Access Management Plans. Except where the region manager documents the reasons why an access management plan is not appropriate, the region manager shall develop an access management plan for highway modernization projects and for interchange modernization projects where the project includes work along the crossroad. Access management plans are developed under the requirements of OAR 734-051-7010.

(5) Modification, Mitigation or Removal of Approaches. The region manager may require modification, mitigation or removal of approaches, including grandfathered approaches, within project limits:

(a) Pursuant to either:

(A) An adopted access management plan or interchange area management plan; or

(B) An approved access management strategy; and

(b) If necessary to meet the classification of highway or highway segment designation, mobility standards, spacing standards, sight distance, channelization or safety factors; and

(c) If a property with an approach to the highway has multiple approaches and if a property with an approach to the highway has alternate access in addition to the highway approach.

(d) In considering the closures, modification or mitigation of approaches during project delivery the region manager must find that vehicle access will remain adequate to serve the volume and type of traffic reasonably anticipated to enter and exit the property, based on the planned uses for the property.

(6) Scope of an Access Management Strategy. An access management strategy may be developed for the project limits, a specific section of the highway within the project limits, or to address specific safety or operation issues within the project limits. An access management strategy must:

(a) Describe the criteria for actions that will be taken during the project and that will occur primarily within the highway right of way, within the project limits;

(b) Be consistent with the Oregon Highway Plan;

(c) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation;

(d) Provide for reasonable use of the adjoining property consistent with the comprehensive plan designation and zoning of the area; and

(e) Be developed in coordination with affected local government where actions on the part of the local governments are needed to implement the access management strategy.

(7) Presumption of Compliance. All legal approaches in an area that is not subject to access control that are identified to remain open in an approved access management strategy or adopted access management plan or adopted interchange area management plan are presumed to be in compliance with division 51 rules once any measures prescribed for such compliance by the plan are completed. Subsequent changes to the approach road will be measured from the date the strategy is approved or the plan is adopted. However, that status does not convey a grant of access.

(8) Conflicting Provisions. In the event of a conflict between the access management spacing standards and the access management spacing standards for approaches in an interchange area the more restrictive provision will prevail. These spacing standards are used to develop access management plans and where appropriate:

(a) Support improvements such as road networks, channelization, medians, and access control, with an identified committed funding source, and consistent with the Oregon Highway Plan;

(b) Ensure that approaches to cross streets are consistent with spacing standards on either side of the ramp connections; and

(c) Support interchange designs that consider the need for transit and park-and-ride facilities and the effect of the interchange on pedestrian and bicycle traffic.

(9) Grandfathered Approaches. Notwithstanding other provisions of this division, the region manager, not a designee, may recognize an approach to be in compliance where there is no access control, and where construction details for a department project show the intention to preserve the approach as a part of that project, as documented by plans dated before April 1, 2000.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

REMEDIES IN CLOSURE OF APPROACHES

734-051-6010

Authority and Purpose of OAR 734-051-6010 through 734-051-6060

(1) Pursuant to ORS 374.313, a person holding an interest in real property, which is or would be served by an approach may appeal the closure or denial of the approach under OAR 734-051-3110 by filing a claim for relief when:

(a) The department closes an approach for which a permit was issued under ORS 374.310 or that was allowed by law prior to enactment of statutory permit requirements for approach roads, or denies an application for an approach at the location of a grant or reservation of access; and

(b) Such closure or denial is not the result of conditions contained in a contract, condemnation judgment, recorded deed or permit.

(2) The department may offer administrative remedies upon such closure or denial to address issues related to real property, value, utility and use; and provides a simplified procedure for resolving the claim.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990

734-051-6020

Definitions

For purposes of 734-051-6020 the following definitions apply:

(1) "Claim for relief," means an appeal of the denial of an approach application or the closure of an existing permitted or grandfathered approach.

(2) "Person holding an interest in real property," means the owner of the title to real property or the contract purchaser of such real property, or record as shown on the last available complete tax assessment roll.

(3) "Administrative remedy," "appropriate remedy" or "remedy" mean the offer of monetary compensation or non-monetary benefits to a property owner that would address issues related to real property value, utility or uses, which include the equivalent value of:

(a) Actual physical reconnection of an approach to the highway or some other public facility;

(b) Construction of public roads or other public facilities, including frontage or utility roads, city streets, alleys or county roads;

(c) Improvements or modifications to the real property served or intended to be served by the approach, including paving of parking, restriping of lanes or parking, relocation of other traffic barriers and other items that directly address the impact to the property of the closure or denial; and

(d) Improvements or modifications to highways or other public facilities, including medians or other traffic channelization, signing or signal installation.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-6030

Offer of Remedies

(1) The department shall make a determination of whether closure of the approach or denial of an application would create issues related to real property value, utility and use, and what remedies would address those issues.

(2) The department will provide a written statement of such remedies, if any, within thirty (30) days of the denial of the application or notice of intent to close a permitted approach.

(3) Remedies will include any benefits derived by the property by virtue of highway improvements and highway modifications, whether or not related to the specific closure.

(4) Remedies will be limited to those necessary to serve existing uses or other uses reasonably allowed given the existing zoning of the property and other factors, including physical or geographic constraints.

(5) Remedies do not include:

(a) Reimbursement for attorney fees;

(b) Relocation expenses;

(c) Lost profits;

(d) Lost opportunities; or

(e) Costs not specifically related to value, utility or use of the property itself.

(6) Offers of remedies are totally discretionary on the part of the department and are not subject to a contested case appeal.

(7) If such remedies are acceptable to the property owner, and there is written acceptance:

(a) The property owner shall not be entitled to any other remedies for such closure or denial; and

(b) Any appeal under OAR 734-051-3110 shall be dismissed and any request for an appeal pursuant to 734-051-3110 shall be withdrawn.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-6040

Procedure for Resolving Claims

(1) Parties may agree to participate in mediation consistent with the applicable provisions of ORS 36.180 to 36.210 at any time during the process of determining the appropriate remedies, but prior to the final order in any contested case under OAR 734-051-3110, as follows:

(a) During mediation the parties may discuss any appropriate remedies in reaching agreement.

(b) Such mediation may also occur during the post-decision collaborative discussion process under OAR 734-3090 when the denial or closure meets the requirements for consideration of a remedy set forth in OAR 734-051-6010(1).

(c) The property owner and the department also may enter into an agreement to collaborate if the department determines that the difference between the remedies offered and remedies claimed by the property owner is less than \$30,000.

(2) The agreement to collaborate may provide for a mutually chosen mediator as defined in ORS 36.185 to 36.210 to review the information made available to each party as of that time and other information mutually agreed to by the parties.

(3) The value of the remedies offered and claimed will include a dollar value assigned by the department to any non-monetary remedies. Such review will result in a recommendation of remedies, subject to the condition that such remedies are neither less than the lower nor more than the greater of the offer and claim, in terms of assigned monetary value.

(4) The remedies recommended by the third party will be presented to the director or the director's designee. The director or designee shall take this recommendation into consideration in making subsequent offers of remedies.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-6050

Appraisals

(1) Either the department or the property owner, at their own cost, may at any time before or during the appeal of the closure or denial under OAR 734-051-3110 have an appraisal performed to assist in determining the remedies that would address the real property value, utility or use:

(a) Each party shall notify the other party of such appraisal in a timely manner; and

(b) There shall be full disclosure and sharing between the parties of any appraisal and appraisal information without the necessity

(2) A qualified review appraiser must review all appraisals to ensure conformance with federal and state eminent domain and access laws:

(a) The reviewer may be selected by the department or selected jointly by way of mutual agreement of both the department and the property owner; and

(b) The same review appraiser must review all appraisals for one effected property to ensure consistency.

(3) The department and property owner may agree to mutually select one appraiser, share the appraisal costs and submit agreed to instructions to the appraiser:

(a) An appraisal from an appraiser selected under this section, after review as set forth in section (2) of this rule, will be presented to the director or the director's designee; and

(b) The director or designee shall take the information in the appraisal into consideration in making subsequent offers of remedies.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-6060

Conditions of Agreement

Reaching agreement on the appropriate remedies is contingent upon:

- (1) Receipt by the department of a recordable document relinquishing any grant or reservation of access at the location of the approach closure or approach application; and
- (2) Termination of the permit for any approach that is a subject of the settlement.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

734-051-6070

Delegation

(1) For OAR 734-051-6010 through 734-051-6070, the director delegates authority to the department's right of way manager or the manager's designee to:

- (a) Determine the department's offer of remedies, and
- (b) Agree to any settlement that includes providing administrative remedies.

(2) The actions in section (1) of this rule must occur prior to the final order in a contested case conducted under OAR 734-051-3110.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010
Stats. Implemented: ORS 374.305 through 374.990

ACCESS MANAGEMENT PLANS AND INTERCHANGE AREA MANAGEMENT PLANS

734-051-7010

Access Management Plans and Interchange Area Management Plans

(1) General Provisions. The department encourages the development of access management plans and interchange area management plans to maintain and improve highway performance and safety by improving system efficiency and management before adding capacity. Where adopted, access management plans and interchange area management plans:

- (a) Must be used to evaluate development proposals; and
- (b) May be used to determine mitigation for development proposals.
- (c) Must be used in developing highway projects.

(2) Oregon Transportation Commission Adoption. Access management plans and interchange area management plans must be adopted by the commission as a transportation facility plan consistent with the provisions of OAR 731-015-0065. Prior to adoption by the commission, the department will work with local governments on any amendments to local comprehensive plans and transportation system plans and local land use and subdivision codes to ensure the proposed access management plan and interchange area management plan is consistent with the local plan and codes.

(3) Prioritization of Access Management Plans. The priority for developing access management plans should be placed on facilities with high traffic volumes or facilities that provide important statewide or regional connectivity where:

- (a) Existing developments do not meet spacing standards;
- (b) Existing development patterns, land ownership patterns, and land use plans are likely to

result in a need for deviations; or

(c) An access management plan would preserve or enhance the safe and efficient operation of a state highway or interchange.

(4) Preparers of Access Management Plans. An access management plan may be developed:

(a) By the department;

(b) By local jurisdictions; or

(c) By consultants.

(5) Access Management Plan Criteria. An access management plan must comply with all of the following criteria, unless the plan documents why a criterion is not applicable:

(a) Include sufficient area to address highway operation and safety issues and development of adjoining properties including local access and circulation.

(b) Describe the roadway network, right of way, access control, and land parcels in the analysis area.

(c) Be developed in coordination with local governments and property owners in the affected area.

(d) Be consistent with any applicable interchange area management plan, corridor plan, or other facility plan adopted by the commission.

(e) Include polices, provisions and standards from local jurisdiction comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the access management plan.

(f) Contain short, medium, and long-range actions to improve operations and safety and preserve the functional integrity of the highway system.

(g) Consider whether improvements to local street networks are feasible.

(h) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation.

(i) Consider the use of the adjoining property consistent with the comprehensive plan designation and zoning of the area.

(j) Provide a comprehensive, area-wide solution for local access and circulation that minimizes use of the state highway for local access and circulation.

(6) Interchange Area Management Plans. Except as provided in section 8 of this rule, an interchange area management plan is required for new interchanges and should be developed for significant modifications to existing interchanges. The department encourages the development of an interchange area management plan to plan for and manage grade-separated interchange areas to ensure safe and efficient operation between connecting roadways:

(a) The department and local governmental agencies develop interchange area management plans to protect the function of interchanges by maximizing the capacity of the interchanges for safe movement from the mainline facility, to provide safe and efficient operations between connecting roadways, and to minimize the need for major improvements of existing interchanges;

(b) The department will work with local governments to prioritize the development of interchange area management plans to maximize the operational life and preserve and improve safety of existing interchanges not scheduled for significant improvements; and

(c) Priority should be placed on those facilities on the interstate highway system with cross roads carrying high volumes or providing important statewide or regional connectivity.

(7) Interchange Area Management Plan Criteria. An interchange area management plan must comply with the following criteria, unless the plan documents why compliance with a criterion is

not applicable:

(a) Be developed no later than the time an interchange is designed or is being redesigned.

(b) Identify opportunities to improve operations and safety in conjunction with roadway projects and property development or redevelopment and adopt policies, provisions, and development standards to capture those opportunities.

(c) Include short, medium, and long-range actions to improve operations and safety within the designated study area.

(d) Consider current and future traffic volumes and flows, roadway geometry, traffic control devices, current and planned land uses and zoning, and the location of all current and planned approaches.

(e) Provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically twenty (20) years.

(f) Consider existing and proposed uses of all the property within the designated study area consistent with its comprehensive plan designations and zoning.

(g) Be consistent with any applicable access management plan, corridor plan or other facility plan adopted by the commission.

(h) Include polices, provisions and standards from local comprehensive plans, transportation system plans, and land use and subdivision codes that are relied upon for consistency and that are relied upon to implement the interchange area management plan.

(8) Waiver of Requirement for an Interchange Area Management Plan. The commission may waive the requirement for an interchange area management plan upon determining that it is not appropriate or beneficial for long-term interchange function or safety. The region manager shall prepare a report to the commission recommending the waiver. The region manager's report shall explain the reasons for the recommendation, such as the following:

(a) Reasons why there are no practical ways to improve access conditions in a manner that would result in more efficient or safer traffic operations;

(b) Factors that provide adequate assurance of the safe operation of the facility through the design traffic forecast period, typically twenty (20) years;

(c) Ways in which an access management strategy or access management plan as set forth in 734-051-5120 will adequately address opportunities to improve access conditions;

(d) The new interchange is located within a fully developed urban interchange management area as defined in the Oregon Highway Plan and there is no significant opportunity to make changes in local comprehensive plans, transportation system plans, or land use and subdivision codes that would benefit traffic safety or operations in the interchange management area;

(e) The new interchange is a lower-level service interchange, such as, jug handle connections or fly-overs.

Stat. Auth.: ORS 184.616, 184.619, 366.290, 373.015, 374.305, 374.310, 374.312, 374.315, 374.330, 374.335, 374.990 and 811.430 and section 2, chapter 31, OL 2010

Stats. Implemented: ORS 374.305 through 374.990