

US 101: Thomas Creek to Chetco River



Access Management Plan



Oregon Department of Transportation
City of Brookings



Access Management Plan

US 101 Oregon Coast Highway (OR 9) Thomas Creek to Chetco River

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To obtain additional copies of this plan, contact:

Oregon Department of Transportation
Region 3
3500 Stewart Parkway
Roseburg, Oregon 97470
Phone: (541) 957-3500
FAX: (541) 597-3547

City of Brookings
Community Development Office
898 Elk Drive
Brookings, Oregon 97415
Phone: (541) 469-2163
Fax: (541) 469-3650

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ACRONYMS

AADT	Average Annual Daily Traffic
ADT	Average Daily Traffic
AMP	Access Management Plan
Brookings	City of Brookings
CHAMPS	Central Highway Approach/Maintenance Permit System
Division 51	OAR 734-051
GIS	Geographic Information System
IGA	Intergovernmental Agreement
MP	Milepost
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statute
OTIA	Oregon Transportation Investment Act
PD-03	Transportation Operations, Project Delivery Leadership Team Operational Notice for Project Development Access Management Sub-teams
RAME	Region Access Management Engineer
SIP	Safety Improvement Program
SPIS	Safety Priority Index System
STA	Special Transportation Area
SWACT	South West Area Commission on Transportation
TPR	Transportation Planning Rule
TSP	Transportation System Plan
UGA	Urban Growth Area
UGB	Urban Growth Boundary
V/C	Volume to capacity ratio
US 101	United States Route 101 (ODOT Highway 9)

DEFINITIONS

Access Control: A limitation of the right and use of access either by law or agreement. The control may be a complete restriction of access or a limitation of access to a specific location.

Approach: Legal term for roads or driveways providing access to the State highway.

Average Annual Daily Traffic (AADT): The average flow on an average day, i.e. Sunday to Saturday inclusive, throughout the year and is expressed as a 24-hour flow.

Average Daily Traffic (ADT): The total volume passing a point or segment of a road facility, in both directions, during a 24-hour period.

Access Management Plan (AMP): A formal, structured plan that looks at land access and development from a planned, long range, system-wide approach. It coordinates and maintains the safe and efficient use of the arterial street system, while providing necessary vehicular access to adjacent lands.

Central Highway Approach/Maintenance Permit System (CHAMPS): A computerized system used by ODOT to manage the application/permit processes and records for Approach, Utility, and Miscellaneous permits.

Change of Use: A change in the land use, volume, or type of traffic utilizing an approach. For a more specific definition, see OAR 734-051(110).

Division 51: Governs the issuance of Construction Permits and Permits to Operate, Maintain and Use an Approach for approaches onto state highways. (OAR 734-051)

Geographic Information Systems (GIS): A computerized system designed to manipulate, analyze, and present information tied to a spatial location.

Grandfathered Approaches: A legally constructed approach that was constructed before permission from ODOT was required by law, prior to 1949 (OAR 734-051-0040 (21))

Grant of Access: Constitutes the transfer of a property right and is required to create a new approach where access control exists.

Indenture of Access: Modification in the deed record of the location, width or use restrictions of an existing reservation of access. It is required when an applicant wishes to move the access point more than 10 feet from the location listed in the deed. It is also required to increase the deeded width of an existing approach or to remove use restrictions other than a farm use.

Intergovernmental Agreement (IGA): A legal contract between two or more governmental agencies.

Major Deviation: Deviation that departs from the purpose and intent of the access management spacing standards or which potentially has a significant negative impact on safety or traffic operations.

Milepost (MP): A point on a highway indicating the distance, in miles, measured along the course of the highway, usually from west to east or north to south.

Minor Deviation: Deviation where the proposed approach placement or access management techniques substantially complies with the purpose and intent of the access management and design standards.

Oregon Highway Plan (OHP): Defines policies and investment strategies of Oregon's state highway system for the next 20-years. It further refines the goals and policies of the Oregon Transportation Plan and is part of Oregon's Transportation System Plan.

Oregon Transportation Investment Act (OTIA): Bonding measure that is used to finance preservation and modernization projects chosen by the Oregon Transportation Commission.

Reservation of Access: The limitation of an abutting property owner's common law right of access to a specific location where ODOT has acquired access control along the highway frontage. A reservation of access is designated to a specific location and may be subject to use restrictions and a specific width. The reservation of access must be designated and specifically identified in the deed or final judgement where the state acquired the access control rights. A reservation of access provides the abutting property owner with the right to apply for an approach pursuant to OAR 734-051-0080 through 734-051-0210.

Restriction of Access: The property right of ingress and egress to the roadway or from abutting property.

Safety Improvement Program (SIP): One component of the Project Safety Management System aimed at reducing fatalities and serious injury accidents in Oregon. Road segments are in 5-mile segments and are ranked by number of fatalities or serious injuries:

- Category 1: 0 (no) fatal or injury A (serious) crashes
- Category 2: 1-2 fatal or injury A crashes
- Category 3: 3-5 fatal or injury A crashes
- Category 4: 6-9 fatal or injury A crashes
- Category 5: 10 or more fatal or injury A crashes

Safety Priority Index System (SPIS): A method developed by the Oregon Department of Transportation (ODOT) for identifying hazardous locations on state highways. The SPIS score is based on three years of crash data and considers crash frequency, crash rate, and crash severity. Types of injuries are divided into three categories:

- Type A: Serious injuries
- Type B: Moderate injuries
- Type C: Minor injuries

Special Transportation Area (STA): A highway segment designation that may be applied to a highway segment when a downtown, business district or community center straddles the state highway within an urban growth boundary or in an unincorporated community. Characteristics of an STA include, but are not limited to, direct street connections, shared on-street parking, limited direct property access, slower posted speeds, and mixed use buildings with little or no setbacks.

South West Area Commission on Transportation (SWACT): An advisory body chartered by the Oregon Transportation Commission made up of one ODOT official, local elected officials, and citizen representatives. They address all aspects of transportation (surface, marine, air, and transportation safety) with primary focus on the state transportation system. They also consider regional and local transportation issues if they affect the state system.

Transportation Planning Rule (TPR): Implements Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile.

Transportation System Plan (TSP): Establishes a system of facilities and services to meet local transportation needs over a 20-year period.

Urban Growth Area (UGA): The area within the Urban Growth Boundary and outside the city limits.

Urban Growth Boundary (UGB): A legal boundary line used to separate urban and urbanizable land from rural land.

Volume to capacity ratio (V/C): The peak hour traffic volume (vehicles/hour) on a highway section divided by the maximum volume that the highway section can handle.

1: INTRODUCTION

The Oregon Department of Transportation (ODOT) and the City of Brookings developed this Access Management Plan (AMP) in compliance with the Oregon Highway Plan (OHP) as well as in response to a South West Area Commission on Transportation (SWACT) directive for Oregon Transportation Investment Act (OTIA) funding. The goal of the AMP was to comprehensively inventory all approaches to the highway in the study area and to develop strategies that would meet or improve conditions by moving towards meeting the appropriate access management standards.

The AMP was developed in conjunction with two segments on US 101 associated with the Thomas Creek to Chetco River project: the OTIA-funded modernization project and the preservation/overlay project. As a condition of approval for OTIA-funding, the SWACT directed the Oregon Transportation Commission to require ODOT and the City of Brookings to approve the AMP in an Intergovernmental Agreement (IGA) or by amending Brookings' Transportation System Plan (TSP). If ODOT and the City of Brookings do not approve the AMP in an IGA or by amending the TSP, the OTIA-funded portion of the project will be terminated.

The AMP provides a comprehensive inventory of all public and private approaches along US 101 for the length of the project. The inventory identifies all rights of access between the adjoining properties and the state highway, including reservations, indentures, and grants of access. The AMP also includes additional relevant information such as zoning and land use for properties within the study area used in determining alternatives.

ACCESS MANAGEMENT

Access Management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections. Roads serve two primary purposes. One is mobility and the other is access. Mobility is the efficient movement of people and goods. Access is getting those people and goods to specific properties. A roadway designed to maximize mobility typically does so in part by managing access to adjacent properties. A good example of this is an interstate highway. A motorist can typically expect efficient travel over a long distance using an interstate highway. The number of access points is restricted to only freeway interchanges every few miles because this type of roadway primarily serves a mobility function. At the other extreme are local residential streets that provide easy and plentiful access to adjacent properties. This type of roadway primarily serves an access function.

Most state roads serve a function somewhere between the Interstate Highway and the local road. One of the responsibilities of the ODOT is to ensure that the design of each state road properly balances access and mobility. Access Management is the means used to provide this balance.

Access Management typically includes:

- ◆ Frequency, spacing and design of private driveways
- ◆ Left/Right turn lanes
- ◆ Frequency and location of cross streets
- ◆ Frequency and location of traffic signals
- ◆ Use of median barriers
- ◆ Sight distances and corner clearances

An AMP differs from previous access management efforts in that it looks at highway access and land use from a planned, long range, system-wide approach rather than on a case-by-case basis. It recognizes that parcel by parcel access decisions made in the early stages of corridor development

make it difficult, if not impossible, to preserve roadway capacity and mobility as development occurs.

There is intense pressure to allow roadside businesses unlimited access to the roadway, often resulting in strip development. This may provide an immediate opportunity for the developer, but over time, the very traffic that supported the business can become traffic congestion that may keep prospective customers away.

The roadways link together as a chain, and the roadway system is only as effective as its weakest link. The failure of the roadway system results in a breakdown of traffic flow as experienced by excessive time delays, delayed shipments, interrupted deliveries, loss of potential customers, and transfer of business activity to other more easily accessed businesses. Additionally, the congestion contributes to increased fuel consumption, poor air quality and less desirable communities.

The challenge is therefore to determine how to best apply techniques on Oregon's State Highway System that will best protect the highway efficiency and investment, while contributing to the City of Brookings' local economy and community values. Access Management is one technique the State employs to provide more efficient highways. As traffic flow is made more efficient, the roadway is able to handle additional traffic allowing congestion levels to decrease. This results in more motorists being exposed to roadside businesses.

By maintaining higher travel speeds on arterial streets, access management supports more vital commercial development, rather than impedes it, because market areas will be larger. For example: If average travel speed in a street network is 21 miles per hour, anyone within a 7-mile radius will be within 20 minutes of any given destination. If, because of aggressive access management, average speeds are 30 miles per hour, the same 20-minute travel time captures an area of 10 miles radius, or in other words an area twice as large. At worst, motorists must endure a bit more circuitry of travel in the vicinity of an origin or destination (that is, by using a frontage road or a side street), but this will be more than offset by reduced travel time throughout the remainder of the trip.

Access management is also a safety issue. A basic principal of access management is to limit the number of conflict points along a roadway by limiting the number of driveways and in some locations restricting turning movements. When approaches are in close proximity to one another, drivers can be overwhelmed by all of the conflict points, increasing the potential for crashes. Studies indicate that 50-60% of accidents are access related. These include all left turn and right angle accidents, and most rear end accidents. A 1992 study by the Insurance Institute for Highway Safety found that 58% of urban area accidents occurred at or near intersections.

The principles of access management should be used as a guide to planning and design of access points along corridors to ensure adequate access to property and to ensure the capacity of the roadway is maintained, at a relatively low cost. If, however, construction of access points occurs at random, with little thought given to proper spacing, design, or long-term impacts, it is very costly, and often difficult to correct the situation once development along the corridor is complete.

THE OREGON PERSPECTIVE – FACTS & FIGURES¹

- ♦ Approximately 50% of all non-freeway crashes are at or near driveways and intersections, and 50% of these crashes result in an injury.
- ♦ Every time a vehicle stops in a mile, fuel consumption increases by 20%, as well as an increase in emissions and fumes.

¹ Taken from ODOT's *What is Access Management?* Brochure (2003).

- ◆ There are more than 48,000 Oregon-based trucks. If each of those trucks was delayed in traffic only 5 minutes once a month, the extra cost of those trips would amount to \$1.2 million/year.
- ◆ Every year, 45 million tourists travel on Oregon's highways. It is important that tourists enjoy a safe and efficient trip to their destinations. Access management makes these trips possible.

PROJECT OBJECTIVES

- ◆ Comply with the OHP and Division 51 (OAR 734-051)
- ◆ Inventory public and private approaches in project area
- ◆ Identify access management strategies for approaches in project area
- ◆ Involve local citizens and affected property/business owners in the process
- ◆ Approval of the plan through an IGA with the City of Brookings or amendment to Brookings' TSP.

PROJECT LIMITS

The AMP will cover the portion of US 101 that runs from Thomas Creek Bridge to Chetco River Bridge (Figures 1-4).

The preservation segment of the project runs from Thomas Creek Bridge at MP 347.87 on the north to MP 356.90, located between Mill Beach Road and 5th Street in Brookings. The preservation segment is further divided into two sub-sections based on safety categories as required by ODOT's PD-03. The safety categories are based on the Safety Improvement Program (SIP) categories that range from Category (Cat.) 1: No crashes to Cat. 5: 10 or more crashes. Information regarding safety categories within the project limits was gathered from 1999 ODOT STIP-SIP data. There is a Cat. 2 segment (Segment I), which runs from the project limits on the north to MP 355 on the south, just before Brookings north city limits. Segment II, running from MP 355 to the end of the preservation segment at MP 356.90, is listed as Cat. 4.

The modernization segment (Segment III) of the project runs from MP 356.90 on the north, between Mill Beach Road and 5th Street, to the Chetco River Bridge on the south at MP 357.87.

PROJECT AREA

The Thomas Creek-Chetco River project runs through Curry County, City of Brookings and Brookings UGB. Due to the fact that the project runs through both county and city jurisdictions, the project coordination will occur with both jurisdictions. The segment within the UGB must be coordinated with the city and the county. (See Figure 5.)

ODOT's objective is to provide a safe and efficient transportation system. More specifically, US 101 within the project area is listed as a statewide highway, which the OHP defines as:

"Statewide highways (NHS) typically provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by Interstate Highways. A secondary function is to provide connections for intra-urban and intra-regional trips."

Figure I: Project Limits and Segments

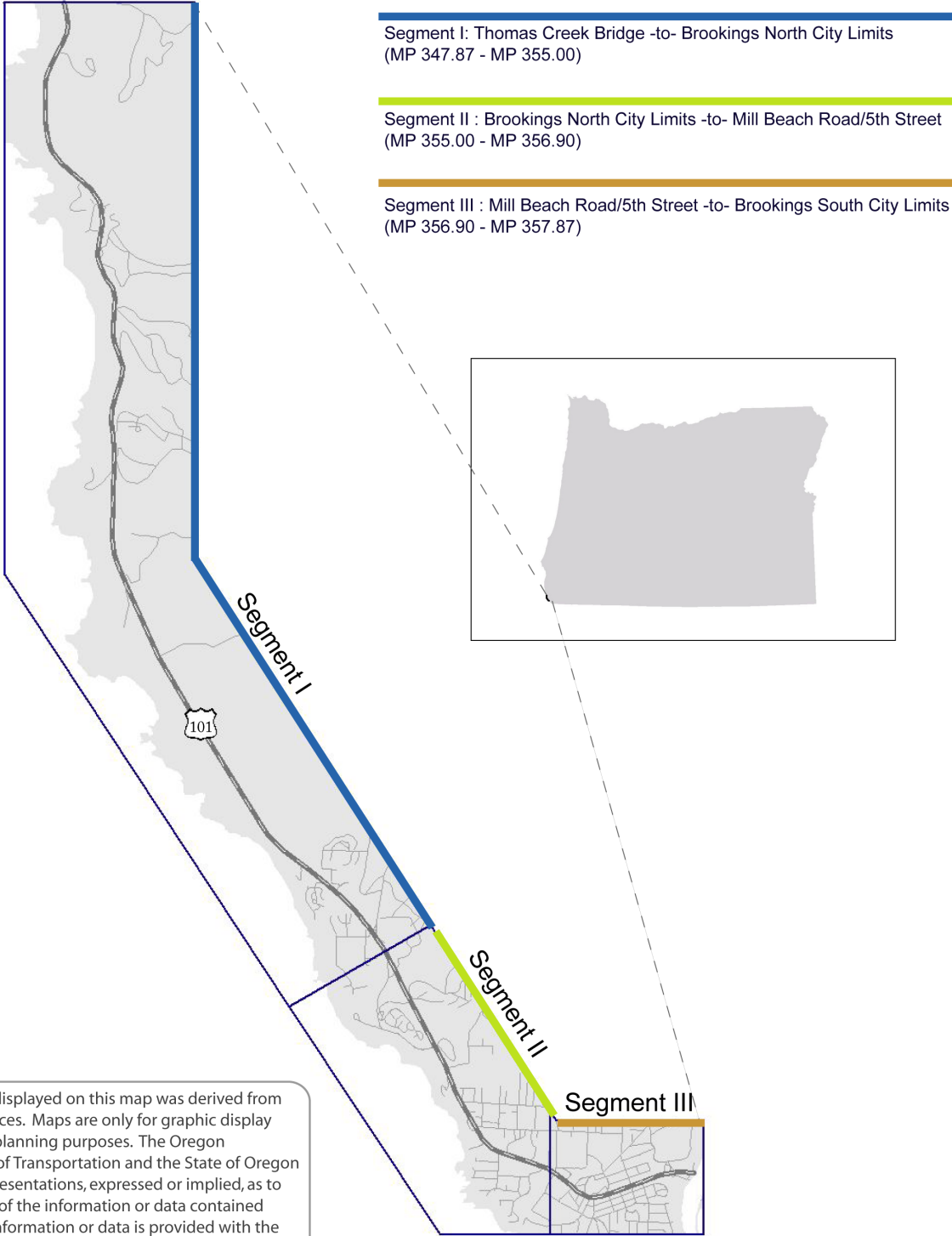
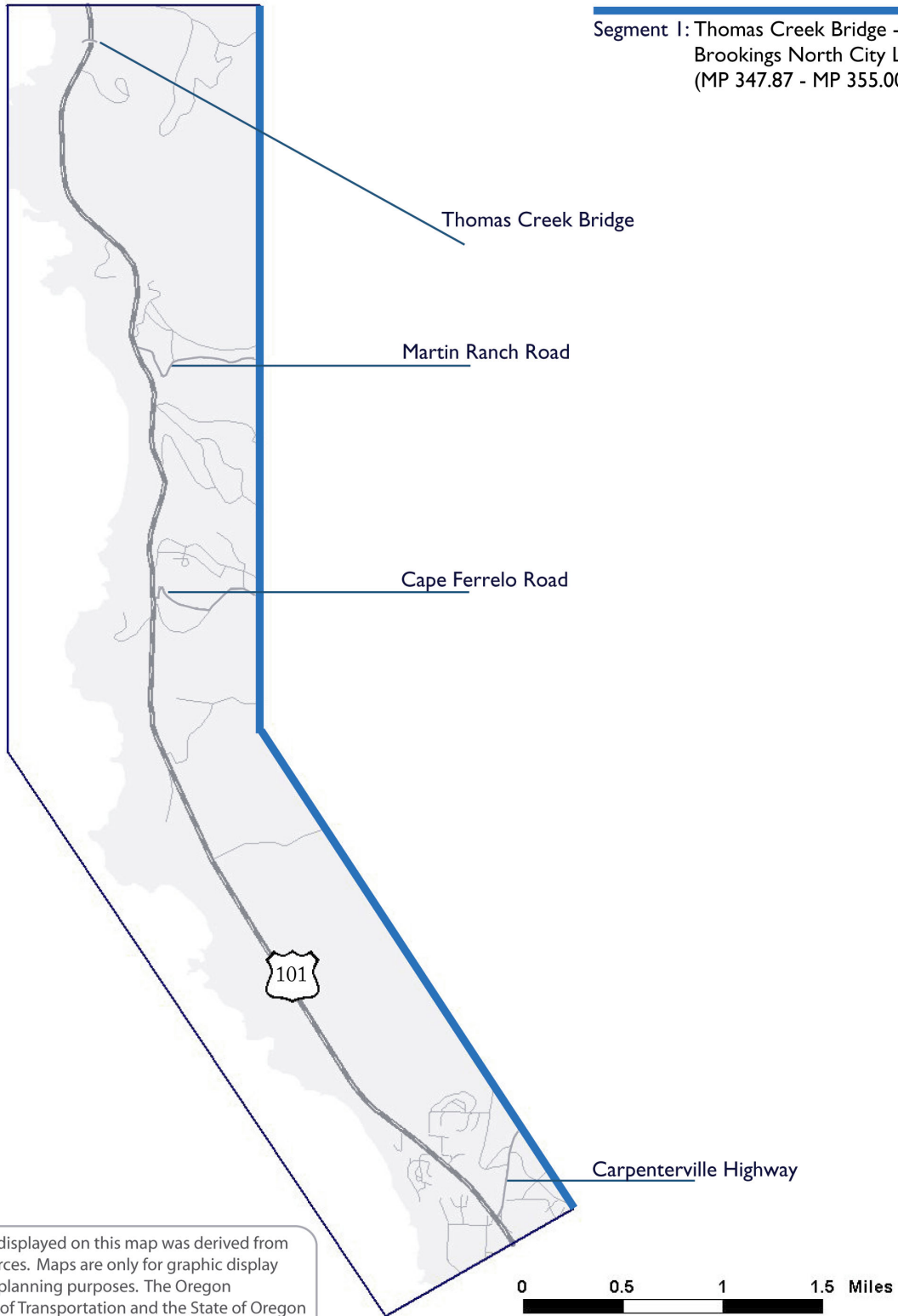


Figure 2: Segment I Limits

Segment I: Thomas Creek Bridge -to-
Brookings North City Limits
(MP 347.87 - MP 355.00)



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Figure 3: Segment 2 Limits

Segment 2: Brookings North City Limits -to-
Mill Beach Road/5th Street
(MP 355.00 - MP 356.90)



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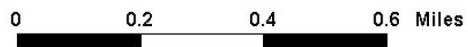


Figure 4: Segment III Limits

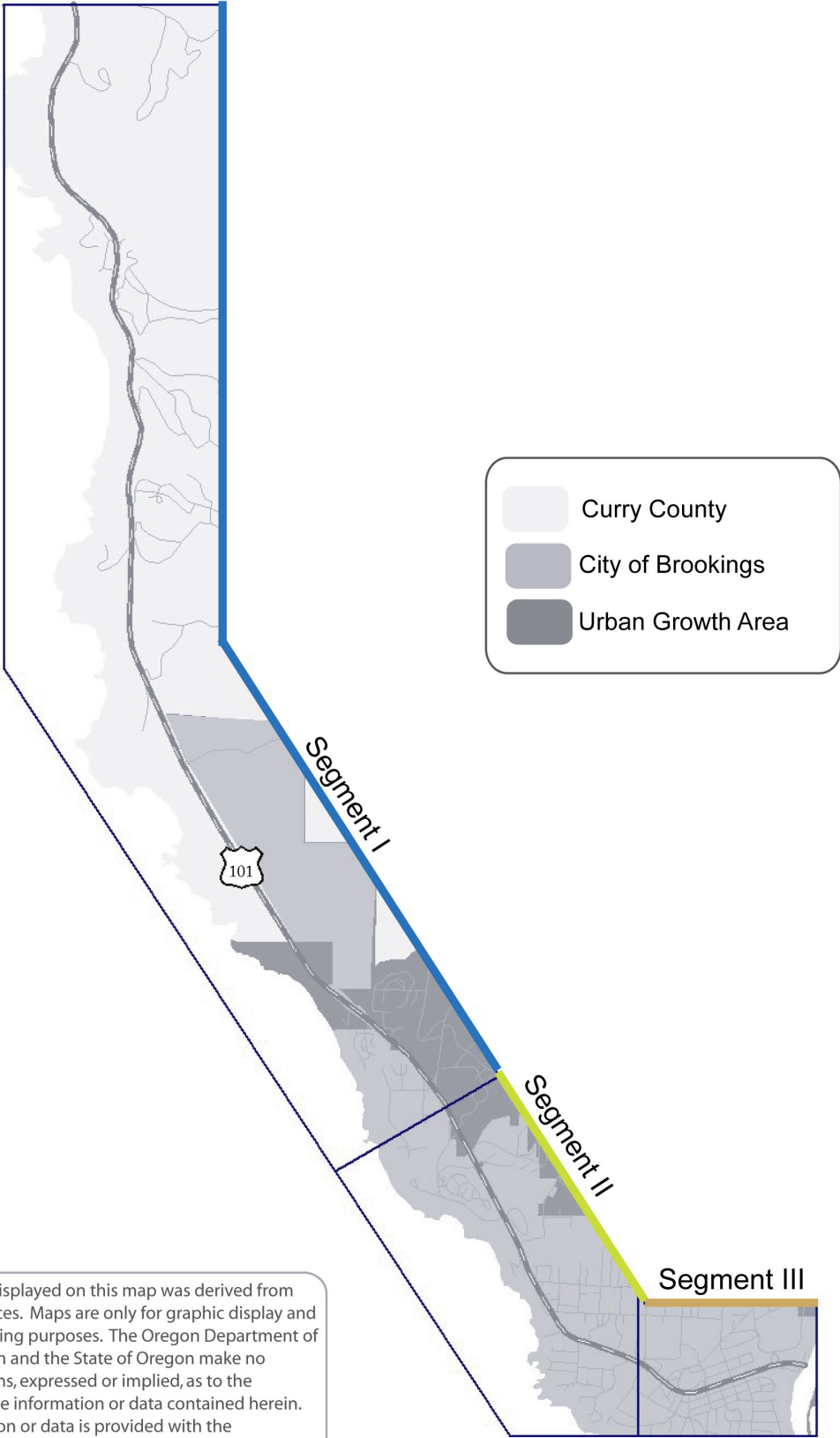
Segment III : Mill Beach Road/5th Street -to-
Brookings South City Limits
(MP 356.90 - MP 357.87)



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0 0.2 0.4 Miles

Figure 5: Local Jurisdictions in Project Area



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2: OREGON REVISED STATUTES, OREGON ADMINISTRATIVE RULES, PLANS, POLICIES AND STANDARDS

It is important that the development of this plan be completed in conformity with state and local plans, policies and standards. Following are the relevant documents that were consulted prior to the development of the AMP and a brief description of how they relate to the AMP. Specific policies and standards are detailed in Appendix A.

OREGON TRANSPORTATION PLAN (OTP) (1992)

The goal of the OTP is to guide the development of a safe, convenient, and efficient transportation system that promotes economic prosperity and livability for all Oregonians. The plan promotes a balanced multimodal system and encourages cooperation among state, regional and local governments.

Relative to the AMP, the OTP directs ODOT to ensure cooperation between state and local jurisdictions to ensure a safe and efficient transportation system, the efficient movement of goods on the highway, and public involvement programs. More detailed direction regarding these policies are contained in other documents as discussed below.

OREGON HIGHWAY PLAN (OHP) (1999)

The OHP represents one modal element of the OTP, providing policies and actions that address system classification/definition, system management, access management, travel alternatives and environmental and scenic resources for the state highway system. The OHP promotes coordination and collaboration with local governments.

Specific to the AMP, the OHP directs ODOT to address the following when planning highway improvements:

- ◆ Cooperation with local jurisdictions;
- ◆ Improvements to the highway;
- ◆ Mobility and access spacing standards;
- ◆ Traffic signal placement; and
- ◆ Public involvement programs.

As a condition of funding, the AMP must be approved in an IGA with the City of Brookings. Therefore ODOT will coordinate continuously throughout the life of the project with Brookings and Curry County. The City and County will participate in all tasks and give input into the process.

The AMP will consider types of improvements to the highway that protect and improve the efficiency of the highway. Mobility and access spacing standards will also be considered when alternatives are developed.

The AMP addresses public involvement as part of tasks 4-6. The Sub-team will meet with individual property owners during the development of alternatives. Local residents will be able to participate and comment during town hall meetings, Planning Commission meetings, City Council meetings and/or County Commissioner meetings.

OREGON BICYCLE AND PEDESTRIAN PLAN (1995)

The plan provides guidelines to encourage walking and biking as a viable alternative to the single occupancy vehicle as well as information on how different issues affect these modes. The AMP provides general design guidelines and policies, but does not resolve specific issues related to bicycle and pedestrian mobility. For example, placement and type of accesses are important for pedestrians and bicyclists since accesses can lead to more direct routes but at the same time, each access can become a point of conflict for the pedestrian and bicyclist with merging or crossing vehicles. Each access needs to be examined and evaluated with these modes in mind in addition to vehicles.

OAR 734–051 (DIVISION 51)

Division 51 governs the permitting, management, and standards of approaches to state highways to ensure safe and efficient operation of the state highways. Specifically, OARs 734-051-0190, -0360, -0370, and -0380 shall guide the development of the AMP.

Policies were identified which address the following:

- ◆ How to bring existing and future approaches into compliance with access spacing standards, and ensure the safe and efficient operation of the highway;
- ◆ The purpose and components of an AMP; and
- ◆ Requirements regarding mitigation, modification and closure of existing approaches as part of project development.

The Sub-team must consider these policies when developing alternatives for the project area and will ensure that requirements for making changes to existing approaches are followed.

OAR 660-012 TRANSPORTATION PLANNING RULE (TPR)

The purpose of the rule is to promote safe, convenient and economic transportation systems and coordination between affected levels of government in all steps of a transportation system plan (TSP). 660-012-0020 requires that TSPs include a road plan, which should address Access Management issues. The AMP is not intended to fulfill access management requirements in a TSP as outlined in the TRP but rather provide supplemental information on a specific highway segment.

The TPR requires bike lanes on all arterials. As discussed below, the addition of bike lanes on US 101 through the downtown may affect access on the highway.

ORS 374 CONTROL OF ACCESS TO PUBLIC HIGHWAYS

The ORS contains guidance on permitting accesses to the highway. More detailed direction regarding these policies are contained in other documents, such as Division 51.

PD-03 PROJECT DEVELOPMENT ACCESS MANAGEMENT SUB-TEAMS (2000)

The purpose as stated in the Operational Notice is to provide detailed guidance and structure for those required to make and carry out appropriate access management decisions in the development of highway projects. This document will guide the Sub-team during the development of the AMP. PD-03 outlines the formation, membership and function of access management sub-teams. It further outlines specifics for the sub-teams for guidance on operation, modernization, preservation, bridge and safety projects.

PROPOSED OREGON COAST HIGHWAY CORRIDOR MASTER PLAN (1995)

The Plan attempts to consider the highway, US 101, in the context of a broader corridor, which recognizes the relationship between land use and transportation. The plan's goals address issues of existing and future traffic congestion, protect Oregon's investment in the transportation infrastructure, enhance mobility and economic development opportunities within coastal communities, and preserve the environmental resources and scenic qualities. Access safety issues are addressed in the plan. The plan highlights specific highway segments, recommending improvement activities involving access management, but does not address specific access changes. This Corridor Master Plan supports the development of an AMP for Brookings.

CITY OF BROOKINGS TRANSPORTATION SYSTEM PLAN

The City of Brookings has developed a TSP that is TPR compliant. The TSP guides the management of existing transportation facilities and the design and implementation of future facilities to year 2017. The TSP outlines access management strategies and recommended standards for county roads. Access management standards on State highways reference OHP standards. The TSP also addresses the potential designation of the downtown as a Special Transportation Area (STA) if the proposed couplet is built. The TSP references STA-related access standards, should they be necessary in the future. Finally, the TSP and AMP must be consistent with one another.

CITY OF BROOKINGS LAND DEVELOPMENT CODE

As part of the TSP process, access management ordinances were developed. These ordinances support the TSP and the OHP's standards regarding access management.

***DRAFT* CURRY COUNTY TRANSPORTATION SYSTEM PLAN**

Curry County is developing a TSP that will be TPR compliant. The TSP will guide the management of existing transportation facilities and the design and implementation of future facilities to year 2017. The TSP will outline access management strategies and recommended standards for county roads. Access management standards on State highways reference OHP standards. The draft TSP lists US 101 as the sole principal arterial within the county. The TSP and the development of an AMP must consistent with one another.

CURRY COUNTY ZONING ORDINANCE

As part of the TSP process, access management ordinances will be revised and expanded to support the TSP and the OHP.

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3: EXISTING & FUTURE CONDITIONS

Data were compiled for US 101 in the study area. The data were gathered in order to gain understanding about the highway and neighboring environment when identifying access issues and developing recommendations for access management for the project area.

HIGHWAY CHARACTERISTICS

Table 1 summarizes the roadway characteristics, such as the number of lanes and the posted speed of US 101 within the project area.

TABLE 1: US 101 SEGMENTS WITHIN PROJECT LIMITS

MP	US 101 SEGMENT	# OF LANES	POSTED SPEED
347.78-348.54	Thomas Creek Bridge to north of Whaleshead Rd.	2	55
348.54-349.34	North of Whaleshead Rd. to south of Whaleshead Rd	2 + passing lane (NB)	55
349.34-350.07	South of Whaleshead Rd. to south of Bowman Creek	2	55
350.07-352.26	South of Bowman Creek to north of Lone Ranch Creek	2 + passing lane (SB: 350.07-351.26 & NB: 351.10-352.26)	55
352.26-355.27	Lone Ranch Creek to Brookings north city limits	2	55
355.27-355.75	Brookings north city limits to Harris Beach Park entrance	2	45
355.75-356.23	Harris Beach Park entrance to Crissey Circle	2	35
356.23-357.12	Crissey Circle to south of Pacific Ave.	4 + center turn lane	35
357.12-357.57	South of Pacific Ave. to south of Oak St.	4	25
357.57-357.78	South of Oak St. to south of Constitution Way	4	35
357.78-357.87	South of Constitution Way to Brookings south city limits	4	45

Source: ODOT GIS layers (Various dates)

Approaches

A list of public and private approaches was developed from 2002 survey maps, aerial photographs and field visits. (See Appendix B for a complete listing of existing approaches.) Using ODOT's Central Highway Approach/Maintenance Permit System (CHAMPS) database, approaches were checked to see if they had legal approach permits.

Division 51 and the OHP contain standards for private driveway and public road approach spacing (see Appendix A) based on highway classification and speed. As noted above in Table 1, speeds range from 25 – 55 MPH in the project area.

Where speeds are 55 MPH in the project area, there are 29 private driveways. This equates to, on average, one driveway every 2730 feet. The access management spacing standard for rural statewide highways at 55 MPH is 1320 feet. The minor deviation spacing standard for driveways through this section is 950 feet.

Where speeds are 45 MPH on the north side of town, there are 3 private driveways. This equates to, on average, one driveway every 1690 feet. The access management spacing standard for urban statewide highways at 45 MPH is 990 feet. The minor deviation spacing standard for driveways through this section is 530 feet.

Where speeds are 35 MPH on the north side of town, there are 63 private driveways. This equates to, on average, one driveway every 230 feet. The access management spacing standard for urban statewide highways at 35 MPH is 770 feet. The minor deviation spacing standard for driveways through this section is 350 feet.

Where speeds are 25 MPH in town, there are 23 private driveways. This equates to, on average, one driveway every 206 feet. The access management spacing standards for urban statewide highways at 25 MPH is 550 feet. The minor deviation spacing standard for driveways through this section is 250 feet.

Rights of Access

ODOT researched all rights of access for the project area. In some cases, ODOT has acquired access rights and therefore, there are access restrictions in some areas of the project area. Reservations, grants and indentures of access in these sections were compiled in a list and mapped (see Appendix C). All approaches in an access-controlled area are required to have a reservation, grant or indenture of access and an approach permit. All approaches that cross access control (with no reservation or grant of access) are not legal. (See Appendix E for further explanation of rights of access, and acquiring access to a state highway.)

The project area contains 18 reservations of access. All reservations currently have approaches although several share an access point. The following reservations share a driveway: R3/R4, R6/R7, and R13/R14. One of the 18 reservations (R5) that has an approach constructed is unpermitted and may not be in compliance with State regulations.

The project area has 2 grants of access. Both grants of access currently have approaches and approach permits. Therefore, both approaches are in compliance with State regulations.

The project area has 6 indentures of access and all have approaches. One of the 6 indentures that has an approach constructed is unpermitted and may not be in compliance with State regulations.

LAND USE & ZONING CHARACTERISTICS

Land use data² were gathered to gain further understanding of the conditions in the project area. If an alternate approach onto a local street from a parcel is not reasonably accessible, then land use data is useful in determining the access needs for the property. Certain land uses create higher traffic volumes or large truck traffic and may require different geometric considerations.

Land uses and zoning for all parcels fronting the highway in the project area are listed and mapped for each segment (see Appendix D). Parcels within segment I are primarily zoned rural residential, forestry, park/recreational and urban open space. Parcels within segment II are a mix of urban open space, residential, and commercial. Parcels within segment III are primarily commercial with residential areas located near Chetco Bridge.

² The land use data was derived from AutoCAD files provided from the City of Brookings and from ODOT shapefiles.

TRAFFIC CHARACTERISTICS

Traffic Volumes

The OHP directs ODOT to ensure for the safe and efficient travel on state highways. The AMP must consider traffic volumes to develop access management strategies so ODOT can preserve mobility on the highway for through traffic and balance the highway's efficiency with local traffic needs to access businesses adjacent to the highway. This analysis is needed because the number of accesses to the highway can create delay along the highway and interrupt the traffic flow. Average daily traffic (ADT)³ and volume-to-capacity (V/C) ratio data was gathered to study the traffic volumes in the project area.

Highway mobility standards for Statewide Non-freight Route Highways are as follows:

- ◆ 0.80 for non-MPO outside of STAs where non-freeway speed limit <45 MPH (inside UGB);
- ◆ 0.75 for non-MPO outside of STAs where non-freeway speed limit ≥45 MPH (inside UGB); and
- ◆ 0.70 for rural lands (outside UGB).

As shown in table 3, the average daily traffic volumes range from 3,700 to 19,700 vehicles. The lowest daily volumes were recorded on Thomas Creek Bridge at MP 378.78, the northern most point in the project area. The highest daily volumes were recorded on the Chetco River Bridge at MP 357.98, the southern most point in the project area. Between these points, the ADTs grow steadily from north to south.

Within Brookings City limits, traffic volumes are higher. Ideally there would be a limited number of accesses to the highway where traffic volumes are higher, in order to keep the efficiency and safety of the system. In reality, mobility must be balanced against the need for access to local businesses. Strategies developed for the urban sections must try to improve the existing efficiency of the system by bringing the existing approaches into compliance with spacing standards, while still providing access to the local businesses. Access management strategies for the urban sections are further discussed in *Section 4: Strategies*.

TABLE 2: 2001 ADTs FOR PROJECT AREA

MP	LOCATION	2001 ADT
347.78	On Thomas Creek Bridge	3,700
354.73	North of Carpenterville Road	5,400
355.38	South of Harris Heights Road(North City Limits)	8,600
356.12	South of Ransom Avenue	10,500
356.50	North of Arnold Lane	10,800
357.07	North of Pacific Avenue	15,500
357.09	South of Pacific Avenue	15,300
357.34	South of Fern Avenue	17,000
357.58	South of Alder Street	19,000
357.98	On Chetco River Bridge (South City Limits)	19,700

Source: ODOT 2001 Traffic Volumes Tables

³ Current ADTs were obtained for the study area from ODOT's 2001 Traffic Volumes Tables.

Although somewhat dated, the Brookings TSP contains additional information on traffic volumes. Table 3 from the Brookings TSP lists the current (1996) and projected (2017) traffic volumes and V/C ratios for US 101 in the project area for key mid-block locations.

The table shows two locations that will undergo a large increase in traffic volumes: north of Carpenterville Road and north of Parkview Drive. These locations have recently been brought into the city limits but are still rural in nature. The projected increase in the traffic in this section is due to recent UGB expansion, which Brookings wishes to develop 664 acres from farm/forest uses to more intensive commercial and residential uses.

TABLE 3: LEVEL OF SERVICE SUMMARY FOR US 101 – YEARS 1996 & 2017

LOCATION	1996 AADT	2017 AADT	CAPACITY	1996 V/C RATIO	2017 V/C RATIO
North of Carpenterville Road	5,200	20,700	16,000	0.31	1.29
North of Parkview Drive	7,700	23,800	16,000	0.48	1.49
South of Ransom Avenue	10,000	26,000	16,000	0.63	1.63
South of Easy Street	12,000	26,500	24,000	0.50	1.10
North of Pacific Avenue	15,000	29,100	24,000	0.63	1.21
South of Pacific Avenue	16,000	29,500	24,000	0.67	1.23
North of Oak Street	16,000	31,300	24,000	0.67	1.30
South of Alder Street	17,000	33,100	24,000	0.71	1.38
On Chetco River Bridge (South City Limits)	18,000	33,800	37,000	0.49	0.91

Source: 2002 Brookings TSP (table 4-8 & table 5-17)

Crash Data

This section examines the crash data by the three segments identified in the Project Limits.⁴ It also highlights highway segments containing a high number of crashes that will be considered in *Section 4: Strategies*. In one national study⁵ conducted by the Transportation Research Board, crash data showed a high correlation between the approach points per mile and the crash rate. The study concluded that increasing the approach frequency from 20 to 50 approach points per mile results in almost doubling of the crash rates. Thus each additional approach may increase the crash rate about 3% percent.

As previously mentioned, 50% of all non-freeway crashes statewide are at or near driveways and intersections, with 50% of the crashes resulting in an injury. In urban areas, 75% of crashes are driveway/intersection related. Crash data is used as an indicator of traffic safety by focusing on highway segments with a high number of crashes.

The Safety Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations on state highways. The SPIS score is based on three years of crash data and considers crash frequency, crash rate, and crash severity. ODOT bases its SPIS on 0.10 mile segments to

⁴ Crash data for US 101 were obtained from ODOT for the period 1997-2000. This information was cross-referenced with ODOT's 1999 SIP segments and 2001 SPIS rankings. Additionally, Curry County TSP and Brookings TSP were referenced. The TSP data were from 1994 to 1996 and were only used for comparison.

⁵ Gluck, J., H.S. Levinson, and V. Stover, *Impacts of Access Management Techniques*, NCHRP Report 420, Washington D.C.: Transportation Research Board, 1999.

account for variations in how crash locations are reported. To become a SPIS site, a location must meet one of the following criteria:

- ♦ Three or more crashes have occurred at the same location over the previous three years;
- ♦ One or more fatal crashes have occurred at the same location over the previous three years.

Each year a list of the top 10% SPIS sites are generated for review by the five ODOT Region Traffic Engineers. These sites are evaluated and investigated for safety problems. If a correctable problem is identified, a cost/benefit analysis is preformed and appropriate projects are initiated.

ODOT also uses a Safety Improvement Program (SIP) rating system. State highways are divided into 5-mile segments and each segment is categorized which range from Category (Cat.) 1: No crashes to Cat. 5: 10 or more crashes.

Segment 1

Crash rates were calculated for Segment 1 as shown in Table 5 (measured by crashes per million vehicle miles traveled). The crash rate for the segment does not exceed the state average for similar roadway segments for any of the years listed.

TABLE 4: CRASH RATES FOR SEGMENT 1

Segment 1	1997	1998	1999	2000
ADT	4800	4800	5000	4400
Number of crashes	3	4	7	3
Crash Rate – Segment 1	0.24	0.32	0.54	0.26
Crash Rate – State Average (Rural Statewide Hwy.)	0.72	0.71	0.79	0.82

Source: ODOT 2002 Traffic Section

Segment 1 crosses two SIP segments (MP 345 – MP 350 & MP 350 – MP 355), both with a rating of 2. No SPIS rankings register for this section of the highway.

Curry County’s TSP does not list any segments or intersections of concern within the segment limits.

Segment 2

Crash rates were calculated for Segment 2 as shown in Table 6. The crash rate for the segment does not exceed the state average for any of the years listed.

TABLE 5: CRASH RATES FOR SEGMENT 2

Segment 2	1997	1998	1999	2000
ADT	8100	8100	8100	7700
Number of crashes	10	11	8	13
Crash Rate – Segment 2	1.78	1.96	1.42	2.43
Crash Rate – State Average (Urban Statewide Hwy.)	3.67	3.83	3.50	2.95

Source: ODOT 2002 Traffic Section

Segment 2 is located within a SIP segment (MP 355 – MP 360) with a rating of 4. No SPIS rankings register for this section of the highway.

Brookings’ TSP did not identify road segments or intersections of concern within the segment limits.

Segment 3

Crash rates were calculated for Segment 3 as shown in Table 7. The crash rate for the segment does not exceed the state average for any of the years listed.

TABLE 6: CRASH RATES FOR SEGMENT 3

Segment 3	1997	1998	1999	2000
ADT	21200	21200	21500	20100
Number of crashes	15	18	26	17
Crash Rate – Segment 3	2.00	2.40	3.42	2.39
Crash Rate – State Average (Urban Statewide Hwy.)	3.67	3.83	3.50	2.95

Source: ODOT 2002 Traffic Section

Segment 3 is located within a SIP segment (MP 355 – MP 360) with a rating of 4. The intersection at US 101/Oak Street is located in a SPIS location (MP 357.47 – 357.56) that ranks in the 85-89.99% percentile with a score of 46.21 in 2001. Within segment 3, 18 of 76 crashes (24%) occurred at the intersection. The crashes consist of 9 turning, 6 rear-end and 3 angle crashes. Seven of the 9 turning crashes were of the same scenario: driver 1 turning onto Oak from southbound US 101 and hit by driver 2, heading northbound on US 101. Of the 13 injuries reported, 13 were listed as Type C (minor) injuries. No Type A (serious) or Type B (moderate) injuries were reported.

The intersection at US 101/Oak Street was also identified in Brookings’ TSP. The TSP states that “although this intersection represents the highest accident location (in Brookings), even this rate is typically considered within an acceptable threshold”. This is due in part to the fact that recorded traffic volumes near the intersection are some of the highest volumes within the project limits (See Table 3).

4: STRATEGIES

This section covers strategies for improving access issues within the study area. Strategies must be considered as recommendations by ODOT Project Teams for highway and modernization projects during project development that occur within the AMP study area. Strategies relating to local streets and public spaces are recommendations to Brookings and/or Curry County for funding consideration.

APPROACH RELATED STRATEGIES

The goal of the AMP is to move towards the access spacing standards identified in Division 51 and the OHP at the time development, redevelopment, a change-of-use, or a construction project occurs. ODOT is required to allow private driveways and public road approaches to a state highway, where it can be done safely, if ODOT has not acquired the access rights and no alternate access to the property exist. The AMP outlines how to improve this section of the highway and how to implement Division 51 and OHP access management policies, while recognizing that ODOT's access spacing standards may not be achieved on all existing driveways and road approaches and that deviations may be needed, as appropriate. ODOT must consider the strategies listed below when there is a roadway construction project that occurs within the limits of this plan or property is developed, redeveloped or undergoes a change-of-use.

Under Division 51, when a change-of-use occurs an application(s) for an approach(es) is required. The strategies outlined below are based on existing land uses for each parcel. It is assumed that the when a property is redeveloped or a change-of-use occurs, an application for an approach will be required. At that time, the approach will be re-evaluated and alternative strategies may be developed to ensure compliance with ODOT's access spacing standards resulting from a Division 51 change-of-use assessment. The AMP will guide ODOT when completing a change-of-use assessment.

Approaches in access control areas with rights of access will also be researched for restrictions placed on the reservation, grant or indenture of access. If an approach does not have any restrictions associated with the right of access and a change of use occurs, no changes need to be made to the right of access if the location and/or width of the approach does not change. If an approach does not have any restrictions associated with the right of access and a change of use occurs, an indenture may be required if changes are made to the location and/or width of the approach. If restrictions are attached to an approach's rights of access and a change of use occurs, then a grant of access may be required.

When redevelopment or a change-of-use occurs, it is the responsibility of the property owner to contact one of ODOT's Permit Specialists. The Permit Specialist will be able to direct property owners through the steps necessary for an approach application. ODOT brochures in Appendix E provide basic information regarding the approach permit process and the grant of access process.

The following factors were considered for each approach before a recommendation was developed: access rights, safety concerns, existing and potential land use and the existing site plan. Also considered was if the property had more than one approach to the state highway and if the property had actual or potential access to a local street. Using the information, the following strategies were considered for each approach within the study area:

- ◆ Permitting;
- ◆ Narrowing;
- ◆ Consolidating;

- ◆ Redesigning; and
- ◆ Closing existing approaches.

Permitting Existing Approaches⁶

All approaches were researched for approach permits and access rights. The approaches in Tables 7-9 did not have an access permit associated with the individual approaches. Table 7 lists the public road connections that do not have an approach permit but will need to be permitted. The strategy for approaches in this table is to make the approach legal by permitting the approach.

ODOT's Permit Specialist will be responsible for implementing the permitting process outlined in this section. It will be the responsibility for the modernization and preservation Project Leader to ensure that the Permit Specialist receives As-Constructed drawings. The permitting process will be initiated when the Permit Specialist receives final plans from the modernization and preservation projects. The Permit Specialist will complete the permitting process within 6 months of receiving the final plans.

The access rights research showed that the majority of approaches were not located in an access control area. The two approaches within an access control area were public road connections and were further checked for reservations, grants or indentures of access. The two approaches have access rights; Eggers Road has an indenture and Carpenterville Road has a reservation of access.

Most of the approaches listed in table 7 do not meet the current ODOT spacing standards for public road connections. The AMP Sub-team determined that in order to maintain a well-connected local road system, no public road connections would be closed. For public road connections that do not meet ODOT's spacing standards, a deviation report will be required.

One public approach, Cape Ferrelo Road, has been identified in an access-controlled area. ODOT determined this road approach is Grandfathered.

⁶ The distances (Table 9, Column 9) were estimated to the nearest public approach on the same side of the highway in either direction away from the approach listed. The distances (Table 10, Column 9 & Table 11, Column 9) for the private approaches were estimated to the nearest approach, regardless of it being public or private. All distances were measured from the center of approaches.

TABLE 7: PERMIT ONLY – PUBLIC APPROACHES

ID	Street Name	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Posted Speed	Estimated Distance (North/South)	Deviation required (North/South)
A12	Eggers Road	E	350.79	117402.6	35784.31	N	55	1760' / 2755'	None/None
A14	Cape Ferrelo Road	E	351.42	120726.0	36798.19	N	55	825' / 325'	Y/Y
A32	Carpenterville Road	E	354.83	138733.8	42286.06	N	55	1905' / 1575'	None/None
A33	Dawson Road	W	354.83	138733.8	42286.06	N	55	2375' / 2835'	None/None
A39	Parkview Drive	E	355.87	144225.0	43959.77	N	35	885' / 315'	None/Y
A41	Beach Avenue	W	355.95	69014.7	21035.69	N	35	1310' / 555'	None/Y
A45	Ransom Avenue	E	356.11	69859.5	21293.18	N	35	940' / 170'	None/Y
A50	Heather Lane	E	356.19	70281.9	21421.93	N	35	245' / 370'	Y/Y
A52	Crissey Circle (N)	W	356.24	70545.9	21502.40	N	35	165' / 460'	Y/Y
A54	Easy Street	E	356.30	72446.7	22081.76	N	35	235' / 625'	Y/Y
A68	Arnold Street	W	356.53	72077.1	21969.11	N	35	210' / 145'	Y/Y
A89	Chetco Lane	E	356.75	73238.7	22323.16	N	35	130' / 175'	Y/Y
A99	Mill Beach Road	W	356.83	73661.1	22451.91	N	35	70' / 480'	Y/Y
A108	Ross Road	E	357.02	74664.3	22757.69	N	35	485' / 235'	Y/Y
A113	Pacific Avenue	W	357.07	74928.3	22838.15	N	35	200' / 210'	Y/Y
A114	Pacific Avenue	E	357.07	74928.3	22838.15	N	35	70' / 175'	Y/Y
A125	Center Street	W	357.20	75614.7	23047.37	N	25	210' / 140'	Y/Y
A127	Wharf Street	W	357.23	75773.1	23095.65	N	25	140' / 125'	Y/Y
A134	Fern Avenue	W	357.33	76301.1	23256.58	N	25	400' / 325'	Y/Y
A135	Fern Avenue	E	357.34	76353.9	23272.68	N	25	270' / 190'	Y/Y
A141	Willow Street	W	357.41	76723.5	23385.33	N	25	110' / 410'	Y/Y
A145	Oak Street	W	357.49	77144.3	23513.60	N	25	410' / 80'	Y/Y
A146	Oak Street	E	357.50	77197.1	23529.69	N	25	135' / 1200'	Y/None
A150	Alder Street	W	357.57	77566.7	23642.34	N	25	165' / 150'	Y/Y
A153	Bridge Street	W	357.76	78569.9	23948.12	N	35	845' / 1950'	None/None

The private approaches listed in Table 8 currently lack a legal approach permit. The approaches in Table 8 have been reviewed and determined that due to constraints in the current site plan and/or lack of alternate access, the approaches may to be brought into compliance by permitting the access. Those approaches that are not grandfathered are to be permitted in accordance with the Division 51 requirements. It is the property owners' obligation to prove grandfather status of an approach. The Permit Specialist will work with the property owners to process approach permits. Deviation findings will be required for private approaches that do not meet ODOT's spacing standards.

TABLE 8: PERMIT ONLY – PRIVATE APPROACHES

ID	Tax Lot ID	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Posted Speed	Estimated Distance (North/South)	Deviation required (North/South)
A46	4114-01AA-00702-00	W	356.11	69859.5	21293.18	N	35	105' / 75'	Y/Y
A61	4113-06BC-02000-00	W	356.45	71654.7	21840.36	N	35	195' / 85'	Y/Y
A62	4113-06BC-02500-00	E	356.47	71760.3	21872.55	N	35	230' / 240'	Y/Y
A67	4113-06BC-02400-00	E	356.52	72024.3	21953.01	N	35	225' / 85'	Y/Y
A73	4113-06BD-01700-00	E	356.59	72393.9	22065.67	N	35	75' / 25'	Y/Y
A74	4113-06BD-01900-00	E	356.59	72393.9	22065.67	N	35	25' / 90'	Y/Y
A78	4113-06BD-03400-00	W	356.61	72499.5	22097.85	N	35	60' / 170'	Y/Y
A82	4113-06BD-02201-00	E	356.66	72763.5	22178.32	N	35	140' / 165'	Y/Y
A87	4113-06BD-02500-00	E	356.73	73133.1	22290.98	N	35	90' / 140'	Y/Y
A96	4113-06CA-00202-00	W	356.80	73502.7	22403.63	N	35	235' / 90'	Y/Y
A98	4113-06CA-00201-00	W	356.82	73608.3	22435.82	N	35	90' / 70'	Y/Y
A100	4113-06AC-02501-00	E	356.83	73661.1	22451.91	N	35	115' / 225'	Y/Y
A105	4113-06DB-01100-00	W	356.96	74347.5	22661.12	N	35	210' / 120'	Y/Y
A119	4113-06DA-03300-00	E	357.12	75192.3	22918.62	N	25	125' / 195'	Y/Y
A120	4113-06DA-03000-00	W	357.14	75297.9	22950.81	N	25	150' / 60'	Y/Y
A132	4113-06DA-10500-00	E	357.32	76248.3	23240.49	N	25	180' / 105'	Y/Y
A138	4113-05CB-01400-00	E	357.40	76670.7	23369.24	N	25	125' / 65'	Y/Y
A140	4113-05CB-01500-00	E	357.41	76723.5	23385.33	N	25	65' / 350'	Y/Y
A143	4113-05CB-01800-00	E	357.47	77038.7	23481.41	N	25	345' / 130'	Y/Y
A147	4113-05CB-07501-00	W	357.51	77249.9	23545.78	N	25	85' / 105'	Y/Y
A148	4113-05CB-07500-00	W	357.53	77355.5	23577.97	N	25	105' / 70'	Y/Y

The approach in Table 9 is not permitted. In order to improve safety associated with the parking lot, the approach to US 101 will be approved only if the approach to Willow St. is closed. This approach is located right on the corner of Willow St. and US 101 and is within the influence area of the intersection. It is a safety hazard and should be eliminated. Deviation findings will be required for the approach.

TABLE 9: PERMIT WITH CONDITIONS

ID	Tax Lot ID	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Posted Speed	Estimated Distance (North/South)	Deviation required (North / South)	Condition of Permit	Justification
A139	4113-05CB-02500-00	W	357.40	76670.7	23369.24	N	25	520' / 100'	Y/Y	Close approach to Willow St.	Safety issue – Willow approach w/in influence area of intersection

Approaches requiring a Grant or Indenture of Access

No approaches in access controlled areas were identified as requiring a grant or indenture of access.

Narrowing Existing Approaches

The approaches requiring narrowing will be brought into compliance when redevelopment of the property occurs or when the sidewalks and curbs are reconstructed, whichever comes first. A narrower approach channelizes vehicles, which makes the approach safer and reduces the number of potential conflict points for vehicles and pedestrians.

As part of the permitting process, deviation findings will be required for private approaches that do not meet ODOT's spacing standards.

TABLE 10: NARROWING EXISTING PRIVATE APPROACHES (& PERMIT)

ID	Tax Lot ID	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Land Use	Legal Approach Permit	Permitted Width	Current Width (approx)	Proposed Width	Action	Justification
A60	4113-06BC-01800-00	W	356.44	71601.9	21824.27	parking lot	N		not clearly defined	28'	permit & narrow	Not clearly defined due to lack of sidewalk
A63	4113-06BC-02300-00	W	356.48	71813.1	21888.64	Mini-mart	Y	35'	105'	34'	narrow	Not clearly defined due to lack of sidewalk
A71	4113-06BD-03300-00	W	356.56	72235.5	22017.39	restaurant	Y	30'	38'	28'	narrow	Safety issue – channelization needed
A86	4113-06BD-03000-00	W	356.71	73027.5	22258.79	retail	Y	25'	47'	24'	narrow	Safety issue – channelization needed
A88	4113-06BD-02900-00	W	356.75	73238.7	22323.16	parking lot	Y	25'	34'	24'	narrow	Safety issue – channelization needed
A90	4113-06BD-02700-00	W	356.76	73291.5	22339.26	café & retail	N		50'	28'	narrow & permit	Safety issue – backing out onto highway, shorten crossing distance for pedestrian
A97	4113-06AC-02300-00	E	356.81	73555.5	22419.72	temporary sales	Y	35'	46'	32'	narrow	Safety issue – channelization needed

TABLE 10: NARROWING EXISTING PRIVATE APPROACHES (& PERMIT) (CONT.)

ID	Tax Lot ID	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Land Use	Legal Approach Permit	Permitted Width	Current Width (approx)	Proposed Width	Action	Justification
A107	4113-06DB-01200-00	W	357.01	74611.5	22741.59	fast food	Y	30'	33'	28'	narrow	Landscaping and driveway is narrower on property than on sidewalk – narrow to width of existing driveway
A109	4113-06DB-00400-00	E	357.03	74717.1	22773.78	strip mall	N		46'	36'	narrow & permit	Safety issue – channelization needed
A116	4113-06DA-03100-00	W	357.10	75086.7	22886.43	drive-thru espresso	N		40'	32'	narrow & permit	Safety issue – channelization needed
A136	4113-05CB-01300-00	E	357.37	76512.3	23320.96	retail	N		15'	12'	permit & narrow	Safety issue – provide greater separation with neighboring approaches
A151	4113-05CA-00201-00	W	357.60	77725.1	23690.62	fast food	Y	30'	45'	28'	narrow	Safety issue – channelization needed

The strategies listed in Table 11 address two issues with the listed public street connections to US 101: improved safety for pedestrians and improved safety for vehicular traffic. Pedestrians benefit from the shorter crossing distances, limiting the potential conflict time with vehicles. Vehicular traffic experiences safer conditions and reduced conflict points by squaring up the intersection and channelizing the traffic. Proposed widths are based on the functional classification of the public road connection as listed in the TSP (Brookings TSP, Table 7-2).

As part of the permitting process, deviation findings will be required for private approaches that do not meet ODOT’s spacing standards.

TABLE 11: NARROW PUBLIC APPROACHES (& PERMIT)

ID	Street Name	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Current Width	Proposed Width (approx)	Action	Justification
A117	No Name (Pacific to US 101)	E	357.10	75086.7	22886.43	N	72'	36'	narrow & permit	Safety issue – channelization needed, shorten crossing distance for pedestrians
A123	Hillside Avenue	E	357.17	75456.3	22999.09	N	77'	36'	narrow & permit	Safety issue – channelization needed, shorten crossing distance for pedestrians
A154	Constitution Way	E	357.78	78675.5	23980.30	N	250'		narrow & permit	Safety issue – channelization needed, shorten crossing distance for pedestrians

The following figures depict the proposed narrowing described in Table 11.

FIGURE 6: PROPOSED NARROWING OF APPROACH # A117 – PACIFIC AVENUE & US 101

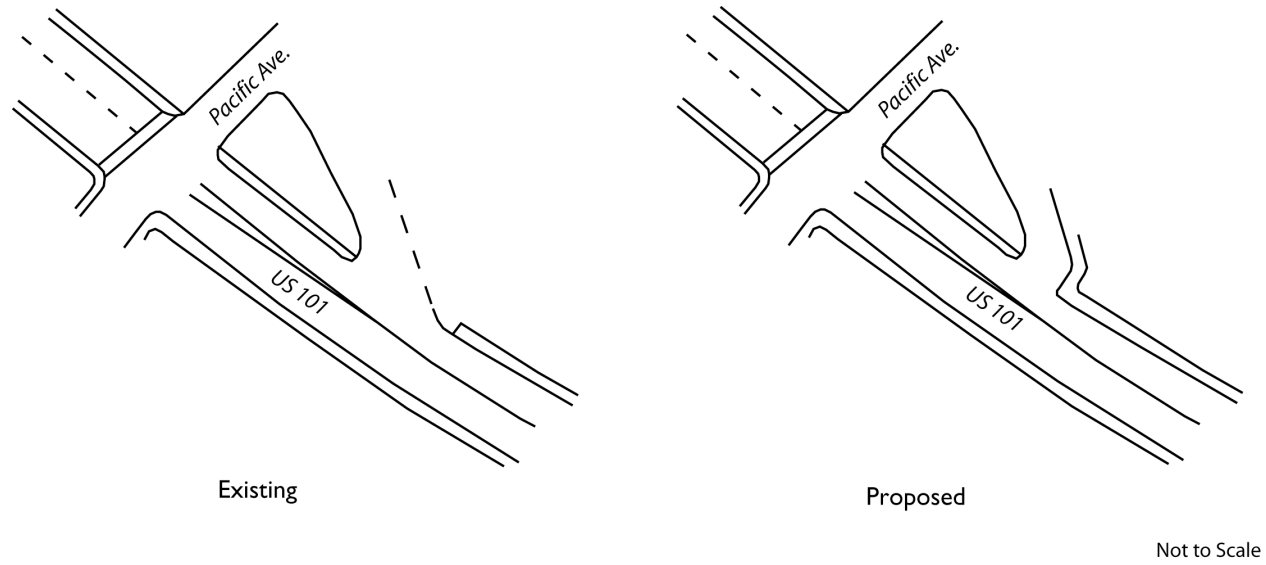
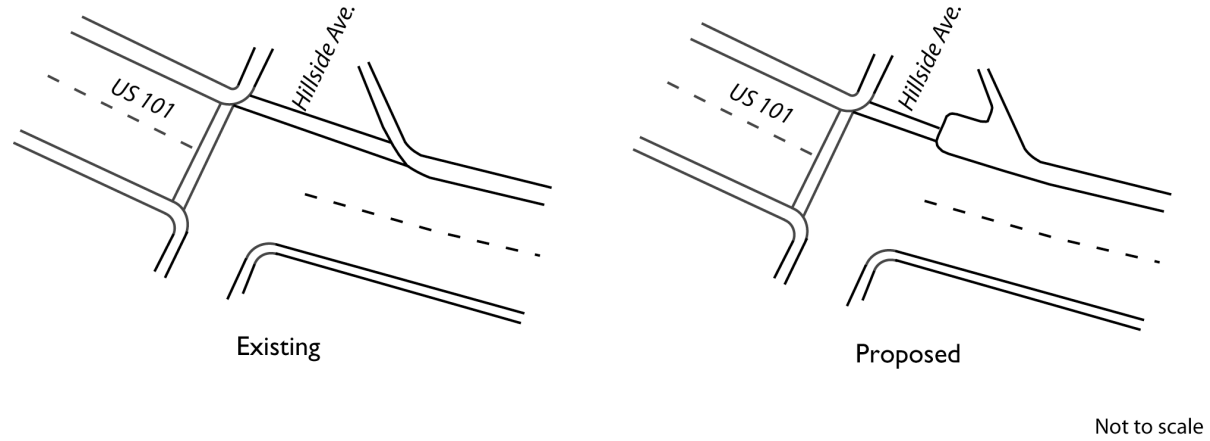
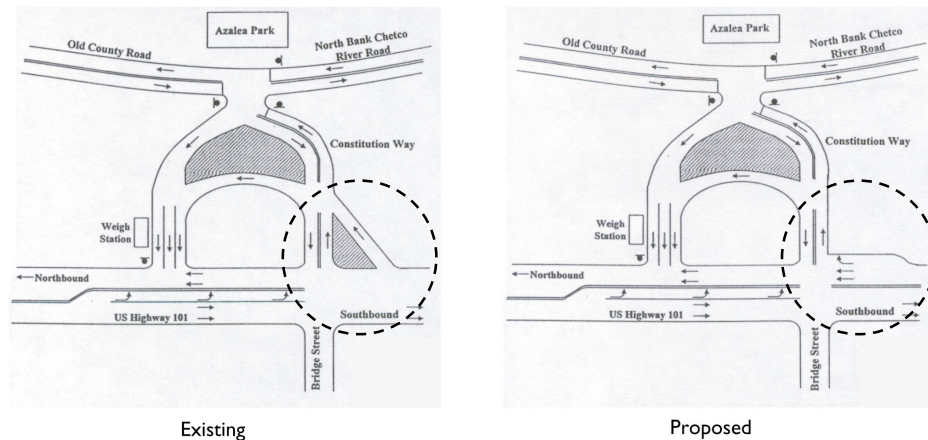


Figure 7: Proposed Narrowing of Approach #A123 (Hillside Avenue & US 101)



The long-term recommendation for the area surrounding the weigh station and the intersection of Constitution/US 101 is to move the weigh station to an area outside the City of Brookings. As a result of moving the weigh station, several alternatives to this area are possible. A traffic study must be completed before a preferred alternative is selected. Before a traffic study can be completed, this plan recommends the following short-term changes to the northbound deceleration lane from US 101 onto Constitution Way as an interim improvement (see figure 8) as analyzed and supported in the Brookings' TSP.

FIGURE 8: PROPOSED NARROWING OF CONSTITUTION WAY & US 101



Source: 2002 Brookings TSP

Not to Scale

Strategies affecting Multiple Approaches

The approaches to be consolidated will be brought into compliance when redevelopment of the property occurs or when the sidewalks and curbs are reconstructed, whichever comes first. Consolidating approaches moves this segment of the highway in the direction of complying with access management spacing standards and improves safety by reducing the number of conflict points for vehicles and pedestrians.

When approaches are consolidated, a new approach permit must be issued. As part of the permitting process, deviation findings will be required for private approaches that do not meet ODOT's spacing standards.

TABLE 12: MULTIPLE APPROACHES

ID	New ID	Tax Lot ID	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Action	Justification
A57	A57	4113-06BC-02600-00	E	356.42	71496.3	21792.08	Y	Relocate utility pole and consolidate into one approach & narrow to 36'	Moving in the direction of spacing standards, & alternate access through A62
A59		4113-06BC-02500-00	E	356.43	71549.1	21808.17	Y		
A65	A65	4113-06BC-02200-00	W	356.51	71971.5	21936.92	N	Consolidate mid-parcel and narrow to 36', & build sidewalk to define approaches	Moving in the direction of spacing standards, & lot 2200 has alternate access to Arnold St.
A66		4113-06BC-02200-00	W	356.52	72024.3	21953.01	N		
A70	A70	4113-06BD-01700-00	E	356.56	72235.5	22017.39	N	consolidate into one 36' approach	Moving in the direction of spacing standards, & alternate access through A69 & A73
A72		4113-06BD-01700-00	E	356.58	72341.1	22049.57	Y		
A76	A76	4113-06BD-01900-00	E	356.61	72499.5	22097.85	N	consolidate into one 36' approach	Moving in the direction of spacing standards, & alternate access through A73/74 & A82
A77		4113-06BD-02100-00	E	356.61	72499.5	22097.85	N		
A80	A80	4113-06BD-03400-00	W	356.64	72657.9	22146.13	N	consolidate into one approach located mainly on northern parcel & narrow to 50'	Moving in the direction of spacing standards, & alternate access through A78 & A86
A81		4113-06BD-03200-00	W	356.66	72763.5	22178.32	N		
A111	A111	4113-06DA-00100-00	E	357.06	74875.5	22822.06	Y	consolidate into one 36' approach and align with parking lane	Moving in the direction of spacing standards, & alternate access through Pacific Av., Ross Rd. & A109
A112		4113-06DA-00100-00	E	357.06	74875.5	22822.06	N		

Miscellaneous Strategies

This section includes various strategies that do not fit into the other categories. Approach A58 was identified as a location where several surrounding undeveloped parcels will need to take access from when they are developed in the future, instead of directly onto the highway. The location is shown on the assessor's map as an easement. The AM Sub-team determined that the existing approach be widened to accommodate more traffic and truck traffic when the properties are developed.

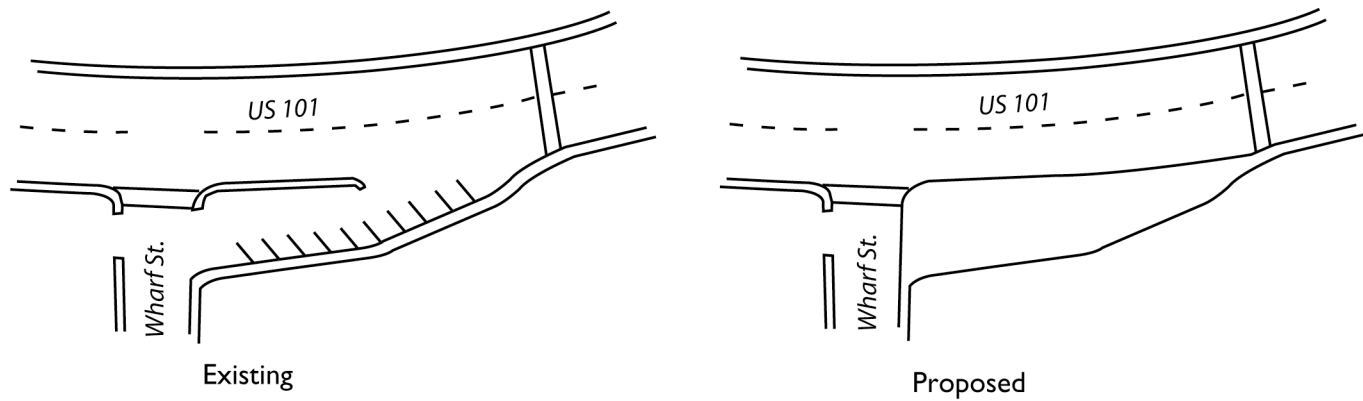
Approach A83 is currently being used to access multiple parcels. The City has discussed that parcel 4113-06BD-02200 may eventually be turned into a public road connection to access landlocked parcels located on the hillside. If this occurs, then parcel 4113-06BD-02410 must eliminate direct access to the highway and take access from the new public road.

TABLE 13: MISCELLANEOUS STRATEGIES

ID	Tax Lot ID	Side of Highway	MP	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Action	Justification
A58	4113-06BC-01900-00	W	356.42	71496.3	21792.08	Y	Widen from current ~30' to 40' approach, extending northwards	Approach serves multiple parcels
A83	4113-06BD-02200-00 & 4113-06BD-02410-00	E	356.69	72921.9	22226.60	Y	If road easement is built as a city street, parcel 2410 will take access off of new street and the approach would be narrowed to new city street width.	Safety issue – channelization needed. Moving in the direction of spacing standards when alternate access is provided.
A128	NA – City public parking lot	W	357.26	75931.5	23143.93	N	Redesign w/out approach for a public plaza	Safety issue – channelization needed, shorten the crossing distance for pedestrian

Approach A128 listed in Table 13 will be closed. Currently parking on city property is located behind the sidewalk, and there is an approach from the highway to the parking area. The AMP Sub-team reviewed the site and agreed with the 2002 Brookings Downtown Master Plan, which identified this location as a public plaza. In order to accommodate the loss of parking, the area currently used as the access point to the parking area will allow on-street parallel parking once sidewalks are constructed. Figure 9 depicts the proposed plaza.

FIGURE 9: PROPOSED PLAZA AT WHARF ST. & US 101



Not to scale

Closures

Table 14 lists approaches that will be closed when the modernization and preservation projects are constructed. Undeveloped parcels with approaches to US 101 will be closed. When the affected parcel is developed, the property owner(s) must request and negotiate an approach permit from ODOT. Properties with driveways closing have alternate access to either US 101 or to a local street. Closing approaches improves safety by reducing the number of conflict points for vehicles and pedestrians and moves the highway in the direction of compliance with the access management spacing standards.

TABLE 14: CLOSURES

ID	Tax Lot ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Legal Approach Permit	Justification
A56	4113-06BC-02600-00	E	356.38	71285.1	21727.71	Y	Not used – leads into hillside, alternate access through A57 - Moving in the direction of spacing standards
A64	4113-06BC-02400-00	E	356.50	71918.7	21920.83	N	Moving in the direction of spacing standards, and alternate access through A67
A79	4113-06BD-02100-00	W	356.64	72657.9	22146.13	N	Moving in the direction of spacing standards and alternate access through A76
A84	4113-06BD-03100-00	W	356.69	72921.9	22226.60	N	Moving in the direction of spacing standards, & alternate access through A80/81 (consolidated access) & A86
A91	4113-06AC-02205-00	E	356.76	73291.5	22339.26	N	Moving in the direction of spacing standards, & alternate access through #93
A92	4113-06CA-00200-00	W	356.78	73397.1	22371.44	Y	Undeveloped – can apply for 1 access to the highway for the parcel when developed - Moving in the direction of spacing standards
A94	4113-06AC-02300-00	E	356.79	73449.9	22387.54	Y	Moving in the direction of spacing standards, & alternate access through #97
A95	4113-06CA-00200-00	W	356.80	73502.7	22403.63	N	Undeveloped – can apply for 1 access to the highway for the parcel when developed - Moving in the direction of spacing standards
A101	4113-06AC-02500-00	E	356.85	73766.7	22484.10	N	Moving in the direction of spacing standards, & alternate access through A102
A115	4113-06DA-03100-00	W	357.09	75033.9	22870.34	N	Moving in the direction of spacing standards, & alternate access to Pacific Ave.
A129	4113-06DA-09600-00	E	357.27	75984.3	23160.02	Y	Moving in the direction of spacing standards, & alternate access through A130 – Drive-thru no longer operational.
A133	4113-06DA-10500-00	E	357.33	76301.1	23256.58	N	Moving in the direction of spacing standards, & alternate access to Fern Ave. & public parking lot adjacent on the north
A142	4113-05CB-01500-00	E	357.46	76985.9	23465.31	Y	Moving in the direction of spacing standards, & alternate access through A140 & Oak St.
A144	4113-05CB-01800-00	E	357.49	77144.3	23513.60	N	Moving in the direction of spacing standards, & alternate access through #143 & onto Oak St.

Summary of Strategies (by Approach)

The following list (Table 15) is a summary of the strategies by approach location. All proposed locations are mapped in Figures 10-12. Full implementation of these strategies results in a 14% reduction of the total number of approaches from what currently exists.

TABLE 15: SUMMARY OF EXISTING APPROACH STRATEGIES

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Legal Approach Permit	Access Permit ID	Access Controlled – Access Rights*	Estimated Distance (North / South)	Deviation required (North / South)	Strategy
A1	W	347.85	101879.4	31052.84	3914-00 -01704-00		Y	35342	N	-	-	No Action
A2	E	347.85	101879.4	31052.84	3914-00 -01704-00		Y	7476	N	-	-	No Action
A3	E	348.18	103621.8	31583.92	3914-00 -01704-00		Y	8031	Y-G	-	-	No Action
A4	W	348.41	104836.2	31954.07	3914-00 -01704-00		Y	18483	N	-	-	No Action
A5	E	348.80	106895.4	32581.71	3914-34C -01000-00		Y	35099	Y-R	-	-	No Action
A6	W	348.85	107159.4	32662.18	4014-03 -02100-00		Y	8405	N	-	-	No Action
A7	W	349.10	108479.4	33064.52	4014-03 -02100-00		Y	35020	N	-	-	No Action
A8	E	349.31	109588.2	33402.48	4014-03 -01700-00	Whaleshead Road	Y	35017	Y-R	-	-	No Action
A9	W	349.52	110697	33740.44	4014-03 -02100-00		Y	8059	N	-	-	No Action
A10	E	349.57	110961	33820.91	4014-03 -02201-00	Martin Ranch Road	Y	35149	Y-R	-	-	No Action
A11	E	350.50	115871.4	35317.6	4014-10A -00200-00	Sundown Road	Y	14112	Y-R	-	-	No Action
A12	E	350.79	117402.6	35784.31		Eggers Road	N	-	Y-I	1760'/2755'	None/None	Permit
A13	E	351.32	120201	36637.26	easement	Barnacle Rock Road	Y	4368	Y-R	-	-	No Action
A14	E	351.42	120729	36798.19		Cape Ferrelo Road	N	-	NA	825'/325'	Y/Y	Permit
A15	E	351.46	120940.2	36862.57	easement	House Rock Road	Y	35313	Y-R	-	-	No Action
A16	W	351.51	121204.2	36943.03	4014-00 -02400-00		Y	35038	N	-	-	No Action
A17	E	351.96	123580.2	37667.24	4014-15A -01000-00	Breakaway Road	Y	4212	Y-I	-	-	No Action
A18	E	351.57	121521	37039.6	4014-00 -02402-00		Y	4539	Y-R	-	-	No Action
A19	W	351.64	121890.6	37152.25	4014-00 -02497-00		Y	5815	N	-	-	No Action
A20	E	352.10	124319.4	37892.55	4014-00 -02402-00		Y	3004	Y-R	-	-	No Action
A21	W	352.24	125058.6	38117.86	4014-00 -02497-00		Y	3234	N	-	-	No Action
A22	E	352.40	125903.4	38375.35	4014-00 -02401-00		Y	32182	Y-R	-	-	No Action
A23	E	352.99	129018.6	39324.86	4014-00 -02400-00		Y	6334	Y-R	-	-	No Action
A24	W	353.05	129335.4	39421.42	4014-00 -02497-00		Y	6505	N	-	-	No Action
A25	W	353.20	130127.4	39662.83	4014-26 -00104-00		Y	31755	Y-R	-	-	No Action
A26	E	353.27	130497	39775.48	4014-26 -00100-00		Y	1104	Y-R	-	-	No Action
A27	E	353.47	131553	40097.35	4014-00 -02402-00		Y	7206	Y-R	-	-	No Action
A28	E	354.21	135460.2	41288.26	4014-26D -00100-00		Y	22325	Y-R	-	-	No Action
A29	W	354.26	135724.2	41368.73	4014-26D -00200-00		Y	24036	Y-I	-	-	No Action
A30	W	354.42	136569	41626.23	Driftwood Shores CCR	Deer Park Road	Y	8667	Y-G/I	-	-	No Action

* Y=yes, N=no, R=Reservation of Access, G=Grant of Access, I=Indenture of Access

TABLE 15: SUMMARY OF EXISTING APPROACH STRATEGIES (CONT.)

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Legal Access Permit	Access Permit ID	Access Controlled – Access Rights*	Estimated Distance (North / South)	Deviation required (North / South)	Strategy
A31	E	354.50	136991.4	41754.97	4014-25CB-02800-00	Longacre Road	Y	13280	Y-R	-	-	No Action
A32	E	354.83	138733.8	42286.06		Carpenterville Road	N	-	Y-R	1905'/1575'	None/None	Permit
A33	W	354.83	138733.8	42286.06		Dawson Road	N	-	-	2375'/2835'	None/None	Permit
A34	E	355.14	140370.6	42784.95	4014-36A -00100-00		Y	35288	Y-R	-	-	No Action
A35	W	355.36	141532.2	43139.01		Harris Heights Road	Y	30697	N	-	-	No Action
A36	E	355.36	141532.2	43139.01	vacated by County	Harris Heights Road	Y	28629	Y-I	-	-	No Action
A37	E	355.70	143327.4	43686.19	4014-36 -01000-00		Y	2185	N	-	-	No Action
A38	W	355.70	143327.4	43686.19	4014-36 -01000-00		Y	27717	N	-	-	No Action
A39	E	355.87	144225	43959.77		Parkview Drive	N	-	N	885'/315'	None/Y	Permit
A40	E	355.94	144594.6	44072.43	4014-36 -00600-00		Y	35039	Y-I	-	-	No Action
A41	W	355.95	69014.7	21035.69		Beach Avenue	N	-	N	1310'/555'	None/Y	Permit
A42	W	356.05	69542.7	21196.62	4114-01AA-00500-00		Y	24648	N	-	-	No Action
A43	W	356.07	69648.3	21228.81	4114-01AA-00700-00		Y	11466	N	-	-	No Action
A44	W	356.09	69753.9	21261	4114-01AA-00701-00		Y	19374	N	-	-	No Action
A45	E	356.11	69859.5	21293.18		Ransom Avenue	N	-	N	940'/170'	None/Y	Permit
A46	W	356.11	69859.5	21293.18	4114-01AA-00702-00		N	-	N	105'/75'	Y/Y	Permit
A47	W	356.12	69912.3	21309.28	4114-01AA-00800-00		Y	35198	N	-	-	No Action
A48	E	356.15	70070.7	21357.56	4113-06BB-00900-00		Y	32140	N	-	-	No Action
A49	W	356.17	70176.3	21389.74	4114-06BC-00102-00		Y	24178	N	-	-	No Action
A50	E	356.19	70281.9	21421.93		Heather Lane	N	-	N	245'/370'	Y/Y	Permit
A51	W	356.20	70334.7	21438.02	4113-06BC-00100-00		Y	19493	N	-	-	No Action
A52	W	356.24	70545.9	21502.4		Crissey Circle (N)	N	-	N	165'/460'	Y/Y	Permit
A53	E	356.29	70809.9	21582.86	4113-06BB-01524-00		Y	35045	N	-	-	No Action
A54	E	356.30	72446.7	22081.76		Easy Street	N	-	N	235'/625'	Y/Y	Permit
A55	W	356.32	70968.3	21631.14		Crissey Circle (S)	Y	35023	N	460'/555'	Y/Y	No Action
A56	E	356.38	71285.1	21727.71	4113-06BC-02600-00		N	-	N	-	-	Close Approach
A57	E	356.42	71496.3	21792.08	4113-06BC-02600-00		Y	24541	N	600'/240'	Y/Y	Consolidate w/A59
A58	W	356.42	71496.3	21792.08	4113-06BC-01900-00		Y	35165	N	-	-	Widen
A59	E	356.43	71549.1	21808.17	4113-06BC-02500-00		Y	23886	N	600'/240'	Y/Y	Consolidate w/A57
A60	W	356.44	71601.9	21824.27	4113-06BC-01800-00		N	-	N	120'/80/	Y/Y	Permit & Narrow

* Y=yes, N=no, R=Reservation of Access, G=Grant of Access, I=Indenture of Access

TABLE 15: SUMMARY OF EXISTING APPROACH STRATEGIES (CONT.)

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Legal Approach Permit	Access Permit ID	Access Controlled – Access Rights*	Estimated Distance (North / South)	Deviation required (North / South)	Strategy
A61	W	356.45	71654.7	21840.36	4113-06BC-02000-00		N	-	N	195'/85'	Y/Y	Permit
A62	E	356.47	71760.3	21872.55	4113-06BC-02500-00		N	-	N	230'/240'	Y/Y	Permit
A63	W	356.48	71813.1	21888.64	4113-06BC-02300-00		Y	17655	N	-	-	Narrow
A64	E	356.50	71918.7	21920.83	4113-06BC-02400-00		N	-	N	-	-	Close Approach
A65	W	356.51	71971.5	21936.92	4113-06BC-02200-00		N	-	N	-	-	Consolidate w/A66
A66	W	356.52	72024.3	21953.01	4113-06BC-02200-00		N	-	N	-	-	Consolidate w/A65
A67	E	356.52	72024.3	21953.01	4113-06BC-02400-00		N	-	N	225'/85'	Y/Y	Permit
A68	W	356.53	72077.1	21969.11		Arnold Street	Y	29434	N	-	-	No Action
A69	E	356.54	72129.9	21985.2	4113-06BD-01700-00		Y	15520	N	-	-	No Action
A70	E	356.56	72235.5	22017.39	4113-06BD-01700-00		N	-	N	170'/125'	Y/Y	Consolidate w/ A72
A71	W	356.56	72235.5	22017.39	4113-06BD-03300-00		Y	16270	N	-	-	Narrow
A72	E	356.58	72341.1	22049.57	4113-06BD-01700-00		Y	16964	N	170'/125'	Y/Y	Consolidate w/A70
A73	E	356.59	72393.9	22065.67	4113-06BD-01700-00		N	-	N	75'/25'	Y/Y	Permit
A74	E	356.59	72393.9	22065.67	4113-06BD-01900-00		N	-	N	25'/90'	Y/Y	Permit
A75	W	356.60	72446.7	22081.76	4113-06BD-03310-00		Y	29867	N	-	-	No Action
A76	E	356.61	72499.5	22097.85	4113-06BD-01900-00		N	-	N	75'/290'	Y/Y	Consolidate w/A77
A77	E	356.61	72499.5	22097.85	4113-06BD-02100-00		N	-	N	75'/290'	Y/Y	Consolidate w/A76
A78	W	356.61	72499.5	22097.85	4113-06BD-03400-00		N	-	N	60'/170'	Y/Y	Permit
A79	W	356.64	72657.9	22146.13	4113-06BD-02100-00		N	-	N	-	-	Close Approach
A80	W	356.64	72657.9	22146.13	4113-06BD-03400-00		N	-	N	160'/375'	Y/Y	Consolidate w/A81
A81	W	356.66	72763.5	22178.32	4113-06BD-03200-00		N	-	N	160'/375'	Y/Y	Consolidate w/A80
A82	E	356.66	72763.5	22178.32	4113-06BD-02201-00		N	-	N	140'/165'	Y/Y	Permit
A83	E	356.69	72921.9	22226.6	4113-06BD-02200-00		Y	35219	N	-	-	Add Conditions to Permit
A84	W	356.69	72921.9	22226.6	4113-06BD-03100-00		N	-	N	-	-	Close Approach
A85	E	356.71	73027.5	22258.79	4113-06BD-02400-00		Y	35075	N	-	-	No Action
A86	W	356.71	73027.5	22258.79	4113-06BD-03000-00		Y	23028	N	-	-	Narrow
A87	E	356.73	73133.1	22290.98	4113-06BD-02500-00		N	-	N	90'/140'	Y/Y	Permit
A88	W	356.75	73238.7	22323.16	4113-06BD-02900-00		Y	15640	N	-	-	Narrow
A89	E	356.75	73238.7	22323.16		Chetco Lane	N	-	N	130'/175'	Y/Y	Permit
A90	W	356.76	73291.5	22339.26	4113-06BD-02700-00		N	-	N	70'/240'	Y/Y	Narrow & Permit

* Y=yes, N=no, R=Reservation of Access, G=Grant of Access, I=Indenture of Access

TABLE 15: SUMMARY OF EXISTING APPROACH STRATEGIES (CONT.)

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Legal Approach Permit	Access Permit ID	Access Controlled – Access Rights*	Estimated Distance (North / South)	Deviation required (North / South)	Strategy
A91	E	356.76	73291.5	22339.26	4113-06AC-02205-00		N	-	N	-	-	Close Approach
A92	W	356.78	73397.1	22371.44	4113-06CA-00200-00		Y	29831	N	-	-	Close Approach
A93	E	356.79	73449.9	22387.54	4113-06AC-02205-00		Y	29801	N	-	-	No Action
A94	E	356.79	73449.9	22387.54	4113-06AC-02300-00		Y	13105	N	-	-	Close Approach
A95	W	356.80	73502.7	22403.63	4113-06CA-00200-00		N	-	N	-	-	Close Approach
A96	W	356.80	73502.7	22403.63	4113-06CA-00202-00		N	-	N	235'/90'	Y/Y	Permit
A97	E	356.81	73555.5	22419.72	4113-06AC-02300-00		Y	13204	N	-	-	Narrow
A98	W	356.82	73608.3	22435.82	4113-06CA-00201-00		N	-	N	90'/70'	Y/Y	Permit
A99	W	356.83	73661.1	22451.91		Mill Beach Road	N	-	N	70'/480'	Y/Y	Permit
A100	E	356.83	73661.1	22451.91	4113-06AC-02501-00		N	-	N	115'/225'	Y/Y	Permit
A101	E	356.85	73766.7	22484.1	4113-06AC-02500-00		N	-	N	-	-	Close Approach
A102	E	356.87	73872.3	22516.28	4113-06AC-02502-00		Y	12022	N	-	-	No Action
A103	E	356.93	74189.1	22612.84		5th Street	Y	32074	N	-	-	No Action
A104	W	356.93	74189.1	22612.84		5th Street	Y	35054	N	-	-	No Action
A105	W	356.96	74347.5	22661.12	4113-06DB-01100-00		N	-	N	210'/120'	Y/Y	Permit
A106	W	356.99	74505.9	22709.41	4113-06DB-01200-00		Y	35013	N	-	-	No Action
A107	W	357.01	74611.5	22741.59	4113-06DB-01200-00		Y	35014	N	-	-	Narrow
A108	E	357.02	74664.3	22757.69		Ross Road	N	-	N	485'/235'	Y/Y	Permit
A109	E	357.03	74717.1	22773.78	4113-06DB-00400-00		N	-	N	95'/130'	Y/Y	Narrow & Permit
A110	W	357.03	74717.1	22773.78	4113-06DB-01300-00		Y	11592	N	-	-	No Action
A111	E	357.06	74875.5	22822.06	4113-06DA-00100-00		Y	35174	N	130'/85'	Y/Y	Consolidate w/A112
A112	E	357.06	74875.5	22822.06	4113-06DA-00100-00		N	-	N	130'/85'	Y/Y	Consolidate w/ A111
A113	W	357.07	74928.3	22838.15		Pacific Avenue	N	-	N	200'/210'	Y/Y	Permit
A114	E	357.07	74928.3	22838.15		Pacific Avenue	N	-	N	70'/175'	Y/Y	Permit
A115	W	357.09	75033.9	22870.34	4113-06DA-03100-00		N	-	N	-	-	Close Approach
A116	W	357.10	75086.7	22886.43	4113-06DA-03100-00		N	-	N	135'/95'	Y/Y	Narrow & Permit
A117	E	357.10	75086.7	22886.43		Spur(Pacific & US 101)	N	-	N	185'/165'	Y/Y	Narrow & Permit
A118	W	357.12	75192.3	22918.62	4113-06DA-03000-00		Y	21396	N	-	-	No Action
A119	E	357.12	75192.3	22918.62	4113-06DA-03300-00		N	-	N	125'/195'	Y/Y	Permit
A120	W	357.14	75297.9	22950.81	4113-06DA-03000-00		N	-	N	150'/60'	Y/Y	Permit

* Y=yes, N=no, R=Reservation of Access, G=Grant of Access, I=Indenture of Access

TABLE 15: SUMMARY OF EXISTING APPROACH STRATEGIES (CONT.)

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Legal Approach Permit	Access Permit ID	Access Controlled – Access Rights*	Estimated Distance (North / South)	Deviation required (North / South)	Strategy
A121	W	357.15	75350.7	22966.9	4113-06DA-02900-00		Y	26822	N	-	-	No Action
A122	W	357.17	75456.3	22999.09		Mill Street	Y	11815	N	-	-	No Action
A123	E	357.17	75456.3	22999.09		Hillside Avenue	N	-	N	180'/200'	Y/Y	Narrow & Permit
A125	W	357.20	75614.7	23047.37		Center Street	N	-	N	210'/140'	Y/Y	Permit
A127	W	357.23	75773.1	23095.65		Wharf Street	N	-	N	140'/125'	Y/Y	Permit
A128	W	357.26	75931.5	23143.93			N	-	N	-	-	Close
A129	E	357.27	75984.3	23160.02	4113-06DA-09600-00		N	-	N	-	-	Close Approach
A130	E	357.29	76089.9	23192.21	4113-06DA-09600-00		Y	27377	N	-	-	No Action
A132	E	357.32	76248.3	23240.49	4113-06DA-10500-00		N	-	N	180'/105'	Y/Y	Permit
A133	E	357.33	76301.1	23256.58	4113-06DA-10500-00		N	-	N	-	-	Close Approach
A134	W	357.33	76301.1	23256.58		Fern Avenue	N	-	N	400'/325'	Y/Y	Permit
A135	E	357.34	76353.9	23272.68		Fern Avenue	N	-	N	270'/190'	Y/Y	Permit
A136	E	357.37	76512.3	23320.96	4113-05CB-01300-00		N	-	N	145'/15'	Y/Y	Permit & Narrow
A137	E	357.37	76512.3	23320.96	4113-05CB-01400-00		Y	17501	N	-	-	No Action
A138	E	357.40	76670.7	23369.24	4113-05CB-01400-00		N	-	N	125'/65'	Y/Y	Permit
A139	W	357.40	76670.7	23369.24	4113-05CB-02500-00		N	-	N	520'/100'	Y/Y	Permit w/Conditions
A140	E	357.41	76723.5	23385.33	4113-05CB-01500-00		N	-	N	65'/350'	Y/Y	Permit
A141	W	357.41	76723.5	23385.33		Willow Street	N	-	N	110'/410'	Y/Y	Permit
A142	E	357.46	76985.9	23465.31	4113-05CB-01500-00		N	-	N	-	-	Close Approach
A143	E	357.47	77038.7	23481.41	4113-05CB-01800-00		Y	31490	N	345'/130'	Y/Y	Permit
A144	E	357.49	77144.3	23513.6	4113-05CB-01800-00		N	-	N	-	-	Close Approach
A145	W	357.49	77144.3	23513.6		Oak Street	N	-	N	410'/80'	Y/Y	Permit
A146	E	357.50	77197.1	23529.69		Oak Street	N	-	N	135'/1200'	Y/None	Permit
A147	W	357.51	77249.9	23545.78	4113-05CB-07501-00		N	-	N	85'/105'	Y/Y	Permit
A148	W	357.53	77355.5	23577.97	4113-05CB-07500-00		N	-	N	105'/70'	Y/Y	Permit
A149	W	357.54	77408.3	23594.06	4113-05CB-07601-00		Y	35195	N	-	-	No Action
A150	W	357.57	77566.7	23642.34		Alder Street	N	-	N	165'/150'	Y/Y	Permit
A151	W	357.60	77725.1	23690.62	4113-05CB-00201-00		Y	35192	N	-	-	Narrow
A152	E	357.72	78358.7	23883.74		(Weigh Station)	N	-	N	-	-	No Action
A153	W	357.76	78569.9	23948.12		Bridge Street	N	-	N	845'/1950'	None/None	Permit
A154	E	357.78	78675.5	23980.3		Constitution Way	N	-	N	-	-	Narrow & Permit

* Y=yes, N=no, R=Reservation of Access, G=Grant of Access, I=Indenture of Access

Figure 10: Proposed Approaches in Segment I

Includes Private & Public Approaches

NOTE: In some cases, redevelopment may include combining several parcels. When this occurs, the recommended approaches may no longer be appropriate. The ODOT Regional Access Management Engineer (RAME) will be responsible for making this determination. See also, other policies under STRATEGIES.

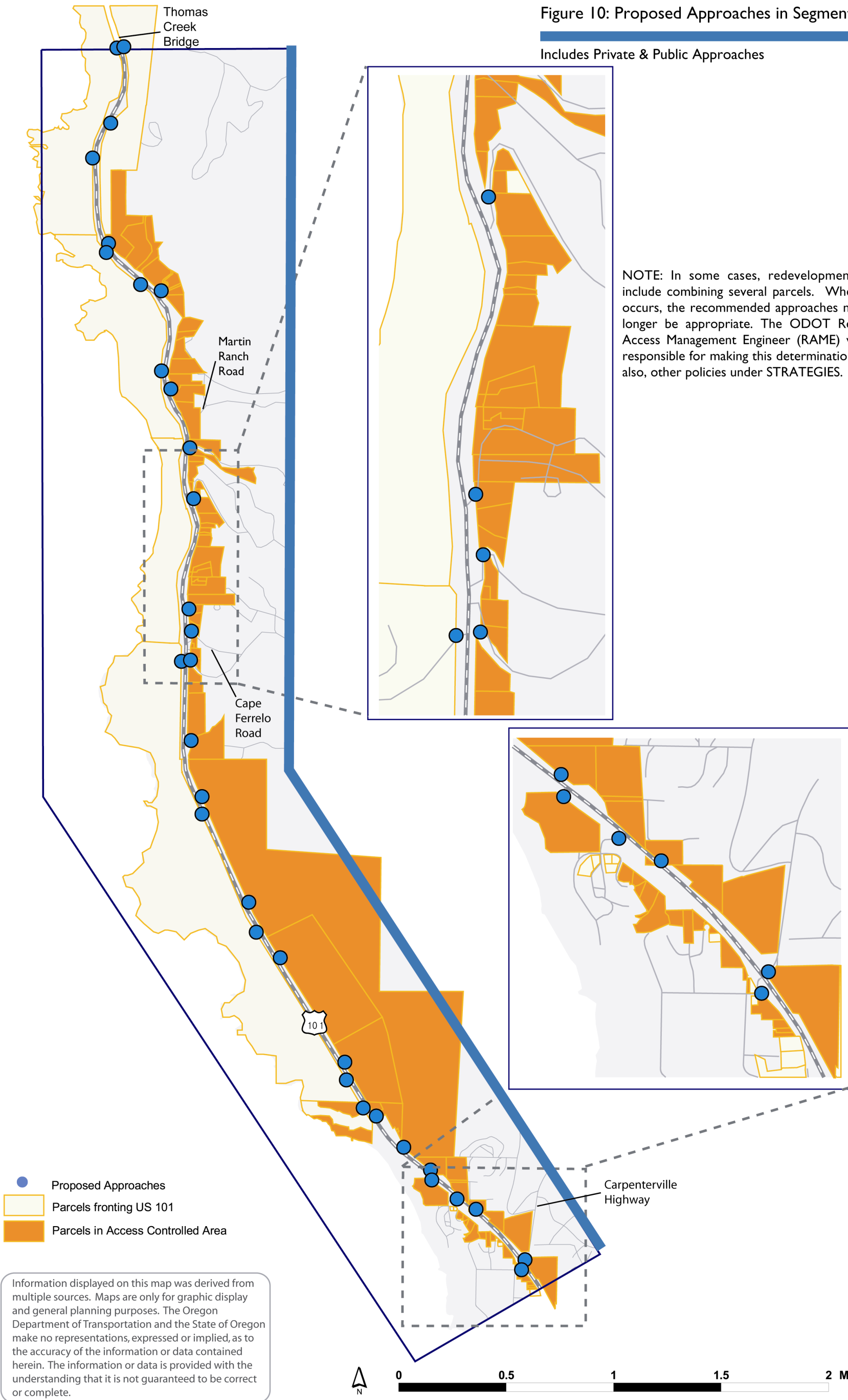
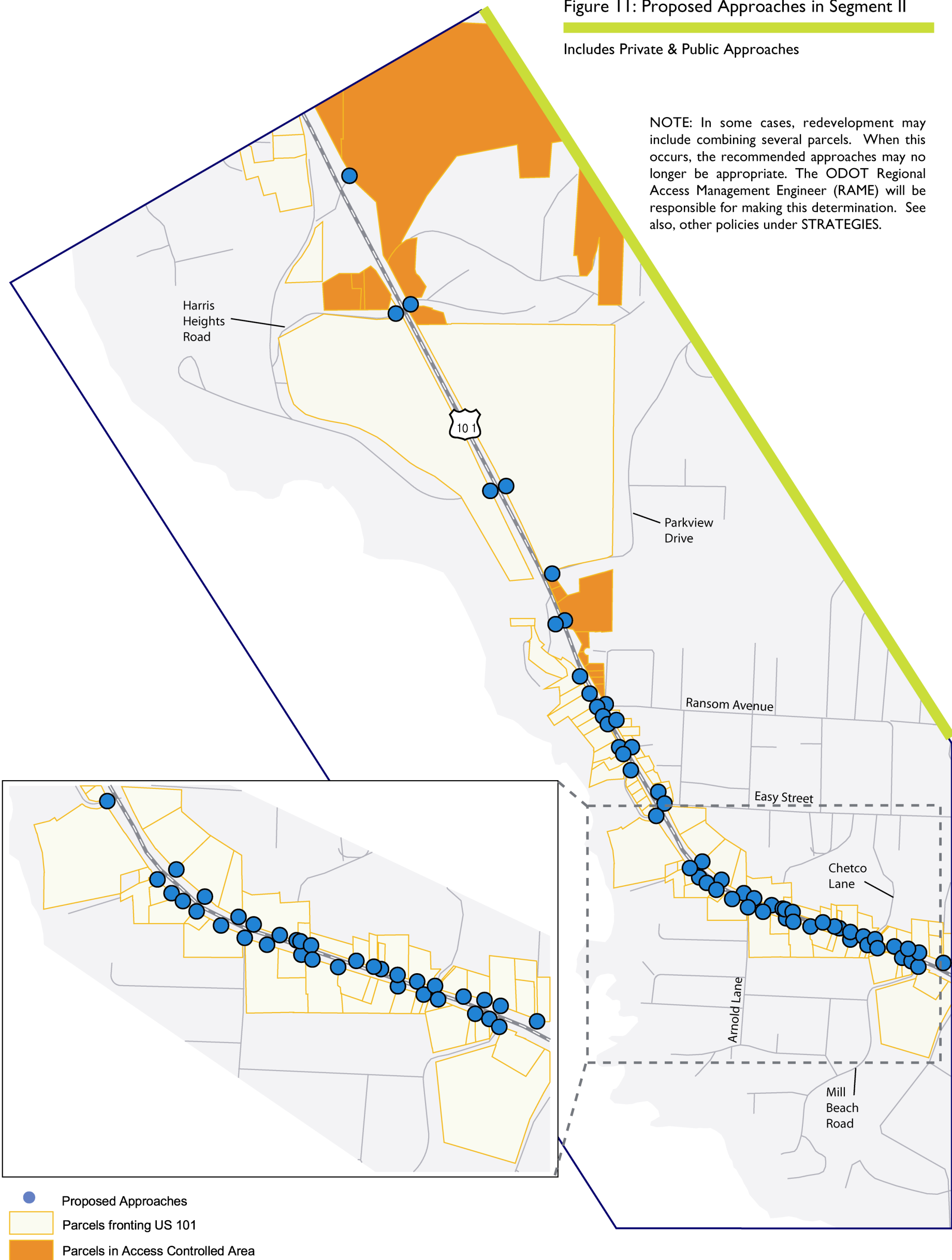


Figure 11: Proposed Approaches in Segment II

Includes Private & Public Approaches

NOTE: In some cases, redevelopment may include combining several parcels. When this occurs, the recommended approaches may no longer be appropriate. The ODOT Regional Access Management Engineer (RAME) will be responsible for making this determination. See also, other policies under STRATEGIES.



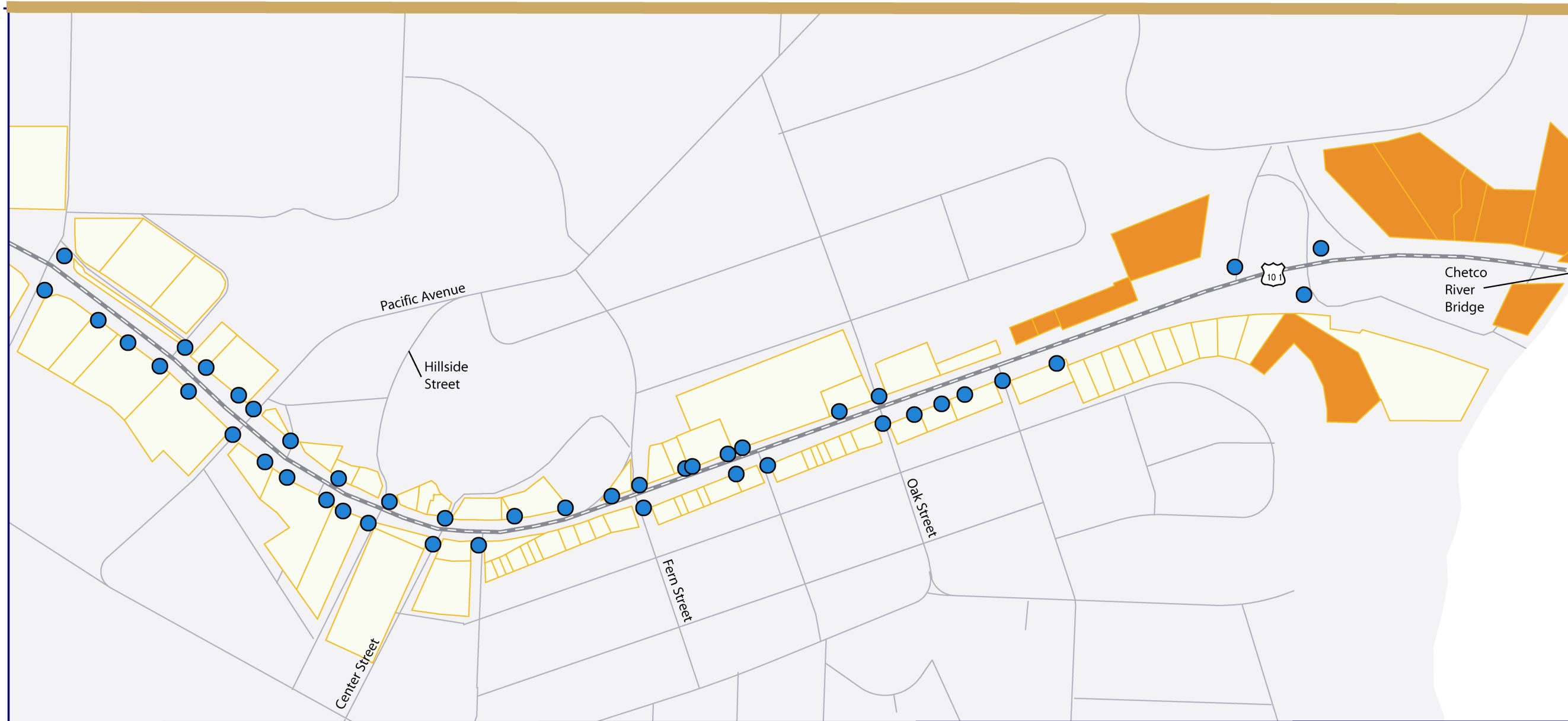
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Figure 12: Proposed Approaches in Segment III

Includes Private & Public Approaches

- Proposed Approaches
- Parcels fronting US 101
- Parcels in Access Controlled Area



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NOTE: In some cases, redevelopment may include combining several parcels. When this occurs, the recommended approaches may no longer be appropriate. The ODOT Regional Access Management Engineer (RAME) will be responsible for making this determination. See also, other policies under STRATEGIES.



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SYSTEM-WIDE STRATEGIES

Sidewalks

The AMP recommends sidewalks are constructed as part of the highway modernization and preservation projects within the Brookings City limits. Sidewalks help channelize traffic which reduces the number of conflict points for pedestrian and vehicular traffic. Sidewalks also define the location of existing legally permitted approaches to the highway. At a minimum, sidewalks should run continuously on both sides of the highway from Easy Street on the north to the Chetco River Bridge. Gaps in the existing sidewalk should be constructed during the modernization and preservation projects. Existing gaps include, but are not limited to, segments along the highway at:

- ◆ Engineering station 21+570 to 21+725 (east side of highway)
- ◆ Engineering station 21+735 to 21+910 (west side of highway)
- ◆ Engineering station 22+265 to 22+300 (west side of highway)

It is recommended that the sidewalks and curbs affected by tables 10-14 should be reconstructed as part of ODOT's modernization and preservation projects. The affected approaches will improve safety for pedestrians and vehicular traffic as a result of the inclusion of the changes to the sidewalk and curbs into the construction plans for the modernization and preservation project.

It is also recommended that sidewalks located at Parcels 3000, 3100 & 3200 (T41R13 Section 6BD) be brought into compliance with Brookings Ordinance 168.090 and ADA standards at the same time. Currently there exists a short segment of sidewalk that is not compliant with ADA standards and the City sidewalk ordinance due to the width of the structure and lack of ramps.

Utilities

Above ground utilities in the project area should be re-located when possible. Adjacent approaches currently separated by a utility pole should be consolidated to meet the access management spacing standards and to improve safety by relocating the identified utility pole. Utilities located between Easy Street and Alder Street should be relocated underground when possible. In addition to improving safety, relocating utilities clears the streetscape, making businesses more visible to patrons.

The following approaches would be consolidated when utility poles are relocated:

- ◆ A57 & A59 (MP 356.42)
- ◆ A70 & A72 (MP 356.57)
- ◆ A76 & A77 (MP 356.61)

Road Connections & Connectivity

During plan development, identifying future public road connections were considered in order to improve local connectivity issues. Within the UGB, there is a well-connected street system with limited opportunities for creating a new public road connection. Outside the UGB, there are many topographic and environmental concerns that limit opportunities for new parallel road system. The AMP Sub-team also reviewed Curry County's TSP, which did not identify any possible road connections between Thomas Creek and the UGB.

Medians

The use of medians to improve safety by restricting left turn movements and reduce congestion was considered for highway segments where the traffic is expected to exceed 28,000 vehicles per day over a twenty-year planning horizon, per OHP Policy 3B. Based on 20-year traffic projections from Brookings' TSP, medians were considered for the highway segment from Pacific Avenue to Chetco

River bridge, where traffic is projected to exceed 28,000 AADT. No median treatments are proposed for this segment of highway for ODOT's modernization project. Currently, ODOT is conducting an Environmental Assessment to develop a preferred alternative that would address issues related to the forecasted traffic volumes.

5: DEVIATION FINDINGS

The following deviation findings are intended to be used as part of the approach permit approval process for approach locations identified in Tables 8-14. These findings do not constitute final approval of an application because certain assumptions were made during the development of AMP (e.g. existing building remaining, etc). The ODOT Region Access Management Engineer (RAME) shall determine the applicability of these findings when an application for an approach is made.

Any changes to specified approach locations in this plan will necessitate following the normal ODOT Approach Permitting Process as outlined in OAR 734 Division 51 (see Appendix A) and may require submittal of supplemental documentation, such as a traffic impact study.

In some cases redevelopment may include combining several parcels. When this occurs, the recommended approaches, and therefore deviation findings, may no longer be appropriate. The ODOT RAME will be responsible for making this determination. This plan does not negate the need to apply for and receive a valid ODOT approach permit nor negate the need to indenture "reservations of access," when necessary. The ODOT approach permit may require changes to existing approaches that this plan indicates will remain.

The findings that follow address Division 51 deviation requirements to the access management spacing standards. Division 51 implements the 1999 OHP Policies and therefore the findings focus on addressing Division 51 requirements. The findings address only pertinent sections of Division 51. Sections not addressed in the findings are deemed not applicable and therefore do not apply.

The following findings can be referenced to Tables 8-14 and Figures 10-12 in Section 4:Strategies.

FINDINGS: URBAN PRIVATE APPROACH FINDINGS (NO ALTERNATIVE, REASONABLE ACCESS)

These findings are appropriate for approaches A46, A57, A60, A61, A65, A76, A78, A82, A87, A90, A100, A105, A111, A119, A132, A139, and A148.

734-051-0040 Definitions

"Urban" means the area within the urban growth boundary, within a Special Transportation Area of an unincorporated community or within an Urban Unincorporated Community as defined in OAR 660-022-0010(9).

Finding: *The properties are located within the urban growth boundary of Brookings, Oregon.*

Determination: *This portion of the project is located within an urban area. Criteria for governing rights of access for private approaches are contained in OAR 734-051-0080-1-(a).*

734-051-0080 Criteria for Approving an Application for an Approach

- (1) Private Approach. The Department shall approve an Application for an approach for an applicant who applies for a private approach where the subject property has a right of access and the following requirements are met:
 - (a) Where the applicant has no reasonable access to its property, the applicant demonstrates that each of the following requirements are met:
 - (A) The private approach to the state highway can be accommodated or mitigated consistent with the safety of the traveling public pursuant to the criteria in section (3) of this rule; and

- (B) The private approach is consistent with the classification of the highway and the highway segment designation of the state highway facility.

Finding: *These approaches are for parcels that have no other alternative, reasonable access locations except the State Highway. The US 101 Oregon Coast Highway: Thomas Creek to Chetco River Access Management Plan (AMP) sets out a strategy for the safe location of all Private approaches for this portion of the US 101 urban area of Brookings. See also Section (3) below.*

Determination: *Approaches A46, A57, A60, A61, A65, A76, A78, A82, A87, A90, A100, A105, A111, A119, A132, A139, and A148 are consistent with the classification of the highway and the highway segment designation of the highway facility and as indicated in Tables 9, 10, 11, 13, and 14 of the AMP are or will be designed to be safe and serve the volume and type of traffic anticipated to the parcel. All the approach locations meet the criteria.*

- (3) Safety Criteria. For the purposes of sections (1) and (2) of this rule, the factors considered when evaluating the safety of the traveling public for both the highway and the approach include, but are not limited to:

- (a) Roadway character, such as classification, number of lanes, capacity, median treatment, and traffic controls;

Finding: *A sufficient number of lanes, capacity, median treatment, and controls, both traffic and access, exists or are identified to be constructed as part of the project.*

- (b) Traffic character, such as speed, crash history, existing and projected volume, vehicle types, pedestrians, site circulation and peak hour character;

Finding: *The AMP has evaluated the issues outlined in the criteria. Locations with significant crash histories are to be corrected in the project with the addition of lanes, median treatment, or traffic control to reduce the likelihood of accidents. In order to address the safety of the corridor, accident data was obtained from the Oregon Department of Transportation (ODOT) for a four-year period between 1997 and 2000. The information was then cross-referenced with ODOT's 1999 SIP segments and 2001 SPIS rankings. The accident data demonstrates that all the segments of the project identify experience rates below the statewide average for similar highways.*

- (c) Geometric character, such as topography, horizontal curves, vertical curves, stopping sight distance, intersection sight distance, clear zone, and right of way; and

Finding: *The project is designed to meet both ODOT and the American Association of State Highway and Transportation Officials (AASHTO) standards or justification for design exceptions will require approval.*

- (d) Environmental character, such as urban, rural, timber, wetland, drainage, and snowplowing needs.

Finding: *The proposed approach locations reflect the urban character of their environment. Wetlands and drainage issues have been addressed in the project summary.*

Determination: *Approaches A46, A57, A60, A61, A65, A76, A78, A82, A87, A90, A100, A105, A111, A119, A132, A139, and A148 are consistent with these criteria.*

(6) Reasonable Access. Where the subject property has a right of access, notwithstanding any other provision of this rule, powers shall not be exercised so as to deny any property adjoining the road or highway reasonable access. (ORS 374.310(3) and 374.315) In determining what is reasonable, the Department shall consider at least the following criteria:

- (a) The authorized and planned uses for the property identified in the acknowledged local comprehensive plan; and

Finding: *All land uses for property requiring access under these findings are supported under the local comprehensive plan. Although a number of vacant parcels exist, the uses permitted by the comprehensive plan have been considered in the development of the access strategies. The AMP will reduce and consolidate the number of driveways.*

- (b) Whether the type, number, size and location of the approach(es) is adequate to serve the volumes and type of traffic reasonably anticipated to the site, based on the planned uses.

Finding: *The AMP indicates that all access points will adequately serve the volume and type of traffic anticipated to each parcel.*

Determination: *Approaches A46, A57, A60, A61, A65, A76, A78, A82, A87, A90, A100, A105, A111, A119, A132, A139, and A148 are required so as not to deny reasonable access to adjoining properties.*

FINDINGS: URBAN PRIVATE APPROACH (REASONABLE, ALTERNATIVE ACCESS)

These findings are appropriate for approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147.

734-051-0040 Definitions

“Urban” means the area within the urban growth boundary, within a Special Transportation Area of an unincorporated community or within an Urban Unincorporated Community as defined in OAR 660-022-0010(9).

Finding: *The properties are located within the urban growth boundary of Brookings, Oregon.*

Determination: *This portion of the project is located within an urban area. Criteria for governing rights of access for private approaches are contained in OAR 734-051-0080-1-(b).*

734-051-0080 Criteria for Approving an Application for an Approach

(2) Private Approach. The Department shall approve an Application for an approach for an applicant who applies for a private approach where the subject property has a right of access and the following requirements are met:

- (b) Where the applicant has reasonable access to its property, the private approach to the state highway is in an urban area, and the applicant demonstrates that each of the following requirements are met:

- (A) The private approach to the state highway can be accommodated or mitigated consistent with the safety of the traveling public pursuant to the criteria in Section (3) of this rule;

Finding: *All the approach locations can be accommodated consistent with the safety of the traveling public. The US 101 Oregon Coast Highway: Thomas Creek to Chetco River Access Management Plan (AMP) significantly reduces the total number of access locations to the highway and moves in the direction of compliance with the 1999 Oregon Highway Plan spacing standards.*

- (B) The private approach is consistent with the classification of the highway and the highway segment designation of the state highway facility;

Finding: *All of the approach locations identified as remaining (see Tables 9, 10, 11, 13, and 14 of the AMP) are consistent with the functional classification and highway segment designation of US 101, a statewide highway.*

- (C) Those requirements set forth in OAR 734-051-0190 and 734-051-0200 are met or a deviation is approved in accordance with the standards set forth in OAR 734-051-0320 through 734-0051-0350;

Finding: *As part of the AMP, a deviation to spacing standards is requested in accordance with the applicable standards in OAR 734-051-0320 through 734-051-0350 for location of approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147. (See section 0320 below)*

- (D) The effect of the approach will meet traffic operations standards, signals or signal systems standards as set forth in OAR 734-020-0400 through 734-020-0500;

Finding: *Not applicable, as none of the proposed private access locations are signalized and have been located to not impact any traffic signal installation.*

- (E) The highway mobility standards as set forth in the 1999 Oregon Highway Plan are met;

Finding: *All the proposed approach locations will meet the mobility standards in the 1999 Oregon Highway Plan.*

- (F) The site design does not rely upon the highway for internal site circulation, as shown in a site plan set forth in OAR 734-051-0170;

Finding: *The circulation system on all the affected properties is self-contained and does not require state highway access for internal circulation.*

- (G) The approach to the highway is consistent with an access management plan, as set forth in OAR 734-051-0360(8), for the segment of highway abutting the property, if applicable;

Finding: *All requested approach locations are consistent with the AMP, for which these findings are a part.*

- (H) The approach to the highway is adequate to serve the volume and type of traffic reasonably anticipated to the site, as set forth in OAR 734-051-0130; and

Finding: *All the approach locations are adequate to serve the volume and type of traffic reasonably anticipated for each parcel.*

- (I) Where additional approaches are requested, more than one approach is necessary to accommodate and service traffic as may be reasonably anticipated to the property.

Finding: *The number of multiple approach parcels have been reviewed consistent with on-site circulation requirements, anticipated volume and type of traffic, parcel configuration constraints, existing building footprints, and topographic constraints. It should be noted that any re-development of existing parcels or combination of parcels would require re-evaluation under OAR 734-051-0110. These findings include alternative, reasonable access from another driveway on the property, a shared driveway configuration, or an adjacent public street.*

Determination: *Access locations A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 meet the approval criteria for a private approach under OAR 734-051-0080(1)(b).*

- (4) Safety Criteria. For the purposes of sections (1) and (2) of this rule, the factors considered when evaluating the safety of the traveling public for both the highway and the approach include, but are not limited to:

- (e) Roadway character, such as classification, number of lanes, capacity, median treatment, and traffic controls;

Finding: *A sufficient number of lanes, capacity, median treatment, and control (both traffic and access) exist or are identified in the project summary to maintain the safety of the traveling public.*

- (f) Traffic character, such as speed, crash history, existing and projected volume, vehicle types, pedestrians, site circulation and peak hour character;

Finding: *The AMP has evaluated the issues outlined in these criteria. Locations with significant crash histories are to be corrected in the project with the addition of lanes, median treatment, or traffic control to reduce the likelihood of accidents. In order to address the safety of the corridor, accident data was obtained from the Oregon Department of Transportation (ODOT) for the four year period between 1997 and 2000. The information was then cross-referenced with ODOT's 1999 SIP segments and 2001 SPIS rankings. The accident data demonstrates that all the segments of the project experience crash rates below the statewide average for similar highways.*

- (g) Geometric character, such as topography, horizontal curves, vertical curves, stopping sight distance, intersection sight distance, clear zone, and right of way; and

Finding: *The project is designed to meet both ODOT and the American Association of State Highway and Transportation Officials (AASHTO) standards or justification for design exceptions will be required.*

- (h) Environmental character, such as urban, rural, timber, wetland, drainage and snowplowing needs.

Finding: *The proposed approach locations reflect the urban character of their environment. Wetlands and drainage issues have been addressed in the project summary.*

Determination: *Approach locations A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 are consistent with the criteria for this section.*

734-051-0320 Requests for Deviations To Access Management Standards

(1) Pursuant to OAR 734-051-0050 (General Policy), the Department shall manage access to the highway facilities of the state to the degree necessary to maintain functional use, highway safety, and the preservation of public investment consistent with the 1999 Oregon Highway Plan and adopted local comprehensive plans. Notwithstanding the above, it is the policy of the State of Oregon to allow deviations from adopted access spacing standards when circumstances make allowing a deviation necessary and the deviation is compatible with safe and efficient operation of state highways.

Finding: *The AMP has been designed to ensure safe and efficient operation of the highway within the plan area. Because the plan falls within a developed area of the City of Brookings, it is not economically feasible to meet all the adopted access spacing requirements.*

Determination: *Approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 meet the criteria of this section.*

(2) A deviation may be requested when an application does not meet the access management standards, and the criteria for safety set forth in OAR 734-051-0080(3), is not compromised:

Findings: *Private approach spacing standards cannot be met for approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 due to parcel constraints. As described above in the response for OAR 734-051-0080(3), the criteria for safety are met.*

Determination: *Approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 meet the criteria of this section.*

- (a) The request for a minor deviation shall be included as part of the initial application for an approach, as set forth in OAR 734-051-0130; and
- (b) The request for a major deviation shall be included as part of the supplemental documentation required to complete the application process, as set forth in OAR 734-051-0140. Additional documentation, including but not limited to the following, also may be required:

Finding: *Although a few approaches only require a minor deviation, all approaches that require any type of deviation are being processed as a major deviation due to proposed rule changes. As specific applications come from adjoining property owners for approaches consistent with the AMP, requests for deviations from the approach spacing standards will be reviewed and decisions will be made for the locations as appropriate. The AMP and the findings herein are to be utilized to provide a sufficient factual basis to approve the identified proposed approach locations.*

Determination: *Approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 meet the criteria of this section.*

- (A) A Transportation Impact Study, as set forth in OAR 734-051-0180, to demonstrate how long-term safety and operational impacts can be adequately mitigated; and

Finding: *The AMP has been developed with the assistance of the Region Access Management Engineer (RAME) who has reviewed the approach locations for operation and safety. As specific site plans and applications are presented, the RAME will ensure that approach locations are developed in accordance with the AMP and current regulations at the time of application to provide safe travel for the public. A Transportation Impact Study may be required as part of a specific site review.*

Determination: *This section is currently not applicable.*

- (B) An Access Management Plan, as set forth in OAR 734-051-0210(4), and approved by the Department, that outlines long-term access management objectives, standards, and processes necessary to obtain the objectives.

Finding: *The AMP is a formal document outlining access management strategies, policies, objectives, standards, and processes for all approach locations within the project area.*

Determination: *An access management plan has been prepared for this project.*

- (3) A request for either a minor or major deviation shall be approved by the Region Manager when the deviation would allow an approach to a parcel that has an existing right of access, but would be landlocked by denial of a Permit to Operate, Maintain and Use an Approach, as long as an approach can be allowed without causing any significant safety or traffic operation problems.

Finding: *Deviations are necessary for approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 because of on-site circulation difficulties, type and volume of traffic anticipated to the locations, parcel constraints, and/or topographic constraints which require additional approaches to preserve the safety of the traveling public and prevent utilizing the highway as part of the internal traffic circulation. As documented in the AMP, the approaches can be allowed without causing any significant safety or operation problems.*

Determination: *Deviations for approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 meet the criteria under OAR 734-051-0320(3).*

- (4) A request for a minor deviation shall be approved by the Region Manager, and a request for a major deviation may be approved by the Region Manager, where the deviation would not result in significant safety or traffic operation problems, and if one or more of the following conditions exist:

- (a) Strict application of the access management standards would result in a safety or traffic operation problem;

Finding: *Strict application of the spacing standards is not possible along this built up urban segment of the highway due to parcel and topographic constraints.*

- (b) Existing public approaches cannot be moved due to excessive cost, topography, or environmental concerns;

Finding: *The existing public connections cannot be relocated or moved due to excessive costs, topographic constraints, and environmental concerns.*

- (c) Where the applicant provides joint access serving two or more properties or has shown efforts to work with adjacent property owners to improve existing conditions and shows that existing private approaches cannot be closed, relocated, or shared due to existing development patterns, topography or lack of existing alternate roadway system;

Finding: *Several approach locations are being proposed as shared approaches and the current owners have agreed to these locations. These locations are serving as shared approaches for multiple parcels as well as additional approaches for "landlocked" parcels. See the strategies section of the AMP for specific details for these locations. These locations were selected due to on-site traffic circulation difficulties, physical constraints, existing building locations, parcel constraints, topography, and environmental concerns.*

- (d) Where the applicant has shown efforts to work with adjacent property owners to improve existing conditions and shows that existing development patterns or land holdings make it impossible to meet the spacing standards;

Finding: *As indicated above, the access management sub-team has worked with the adjoining property owners, the City of Brookings officials, and Curry County officials and the general public to move in the direction of the access spacing standards while working within the constraints of the urban nature of the area.*

- (e) Establishing an alternate roadway system is not practical or cost effective;

Finding: *Although a street network exists within the City Limits and within the boundaries of the project, the high level of existing development and parcelization of the properties in the area of the highway make it impractical and cost prohibitive to comply with this criteria.*

- (f) The proposed deviation results from the existence of unrelocatable control points such as bridges, waterways, parks, historic or archaeological areas, cemeteries, or other unique natural features;

Finding: *There are unrelocatable features throughout the limits of the project. There are bridges, city and state parks, creeks, culverts, overlooks, and tourist features for the traveling public in the area. These features cannot be relocated without significant expense and effort.*

- (g) The proposed deviation improves traffic safety or operations; or

Finding: *All the deviations proposed in this document are intended to improve safety and operations for the project area compared to the existing conditions.*

- (h) Any other conditions deemed appropriate by the Region Manager.

Finding: *The Region Manager has not proposed any additional conditions for this area.*

Determination: *The request for the locations of approaches A62, A67, A70, A73, A74, A77, A80, A96, A98, A109, A120, A138, A140, and A147 meet the requirements for a deviation to access spacing standards.*

FINDINGS: PUBLIC APPROACH

These findings are appropriate for approaches A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154.

734-051-0040 Definitions

“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 as defined in OAR 660-022-0010(9).

Finding: *Public road approaches A12 and A14 are located outside the urban growth boundary of Brookings, Oregon.*

Determination: *A segment of the project is located outside an urban area. Criteria for governing rights of access for public approaches are contained in OAR 734-051-0080(2).*

“Urban” means the area within the urban growth boundary, within a Special Transportation Area of an unincorporated community or within an Urban Unincorporated Community as defined in OAR 660-022-0010(9).

Findings: *Approaches A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154 are within the Urban Growth Boundary of Brookings, Oregon.*

Determination: *These approaches are located within the Brookings, Oregon Urban Growth Boundary Limit. Criteria for governing rights of access for public approaches are contained in OAR 734-051-0080(2).*

734-051-0080 Criteria for Approving an Application for an Approach

- (2) Public Approach. The Department shall approve an Application for an approach for an applicant who applies for a public approach where the subject property has a right of access and the applicant demonstrates that each of the following requirements are met:
 - (a) The public approach can be accommodated or mitigated consistent with the safety of the traveling public pursuant to the criteria in section (3) of this rule and the function of the state highway facility;

Finding: *All public approach locations can be accommodated consistent with the safety off the traveling public. The US 101 Oregon Coast Highway: Thomas Creek to Chetco River Access Management Plan (AMP) reduces the total number of access locations to the highway and moves in the direction of the 1999 Oregon Highway Plan spacing standards.*

- (b) The public approach can be accommodated or mitigated consistent with the classification of the highway and the highway segment designation of the state highway facility;

Finding: *All the locations for public approaches (See Tables 8 & 12 of the AMP) are consistent with the functional classification and highway segment designation of US 101, a statewide highway.*

- (c) The approach enhances connectivity consistent with adopted comprehensive plans, transportation system plans and corridor plans;

Finding: *The proposed public approach location are consistent with the local comprehensive plan and recently adopted Transportation System Plan.*

- (d) Those requirements set forth in OAR 734-051-0190 and 734-051-0200 are met or a deviation is approved in accordance with the standards set forth in OAR 734-051-0320 through 734-051-0350;

Finding: *As part of the AMP, a deviation to spacing standards is requested in accordance with the applicable standards in OAR 734-051-0320 through 734-051-0350 for location of approaches A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154 (See 0320 below).*

- (e) The approach to the highway is adequate to serve the volume and type of traffic reasonably anticipated to the properties served, as set forth in OAR 734-051-0130(4);

Finding: *All public approaches identified within the limits of this plan will be designed to accommodate the volume and type of traffic anticipated for a twenty-year horizon.*

- (f) Highway mobility standards as set forth in the 1999 Oregon Highway Plan are met;

Finding: *All public approaches will meet or be designed to meet, as they are constructed as part of the project, the 1999 Oregon Highway Plan mobility standards.*

- (g) The approach to the highway is consistent with an access management plan, as set forth in OAR 734-051-0360(8), for the segment of highway abutting the property, if applicable;

Finding: *All public approaches are consistent with AMP.*

- (h) A public approach that either is or may be signalized is spaced such that it adheres to the criteria as set forth in OAR 734-020-0400 through 734-020-0500; and

Finding: *All public approaches that are currently signalized have been reviewed for future requirements and are being upgraded to current standards as part of the project. No additional signals are recommended for this AMP or as part of the project. Signals have been spaced so safety will not be significantly compromised.*

- (i) The Permit to Operate, Maintain and Use an Approach must be issued to the local jurisdiction.

Finding: *Permits to operate and maintain the approaches will be issued to the City of Brookings and Curry County where appropriate.*

Determination: *Approaches A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154 meet the criteria as public approaches.*

(3) Safety Criteria. For the purposes of sections (1) and (2) of this rule, the factors considered when evaluating the safety of the traveling public for both the highway and the approach include, but are not limited to:

- (a) Roadway character, such as classification, number of lanes, capacity, median treatment, and traffic controls;

Finding: *A sufficient number of lanes, capacity, median treatment, and control (both traffic and access) exist or are identified in the project summary to maintain the safety of the traveling public.*

- (b) Traffic character, such as speed, crash history, existing and projected volume, vehicle types, pedestrians, site circulation and peak hour character;

Finding: *The AMP has evaluated the issues outlined in these criteria. Locations with significant crash histories are to be corrected in the project with the addition of lanes, median treatment, or traffic control to reduce the likelihood of accidents. In order to address the safety of the corridor, accident data was obtained from the Oregon Department of Transportation (ODOT) for the four year period between 1997 and 2000. The information was then cross-referenced with ODOT's 1999 SIP segments and 2001 SPIS rankings. The accident data demonstrates that all the segments of the project experience crash rates below the statewide average for similar highways.*

- (c) Geometric character, such as topography, horizontal curves, vertical curves, stopping sight distance, intersection sight distance, clear zone, and right of way; and

Finding: *The project is designed to meet both ODOT and the American Association of Transportation Officials (AASHTO) standards or justification for design exceptions will be required.*

- (d) Environmental character, such as urban, rural, timber, wetland, drainage and snowplowing needs.

Finding: *The proposed public approach locations reflect the character of their respective environment. Wetland and drainage issues have been addressed in the project summary.*

Determination: *Public approaches A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154 are consistent with the criteria of this section.*

734-051-0320 Requests for Deviations To Access Management Standards

(1) Pursuant to OAR 734-051-0050 (General Policy), the Department shall manage access to the highway facilities of the state to the degree necessary to maintain functional use, highway safety, and the preservation of public investment consistent with the 1999 Oregon Highway Plan and adopted local comprehensive plans. Notwithstanding the above, it is the policy of the State of Oregon to allow deviations from adopted access spacing standards when circumstances make allowing a deviation necessary and the deviation is compatible with safe and efficient operation of state highways.

Finding: *The AMP has been designed to ensure safe and efficient operation of the highway within the plan area. Because the plan falls within or near a developed urban area of the City of Brookings, it is not economically feasible to meet all the adopted access spacing requirements.*

(2) A deviation may be requested when an application does not meet the access management standards, and the criteria for safety set forth in OAR 734-051-0080(3), is not compromised:

Findings: *Public approaches A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154 do not meet the access management spacing standards and will require a deviation. The AMP is requesting the major deviation.*

Determination: *A deviation is being requested for public approaches A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154. As described above in OAR 734-051-0080(3), safety has not been compromised.*

- (a) The request for a minor deviation shall be included as part of the initial application for an approach, as set forth in OAR 734-051-0130; and
- (b) the request for a major deviation shall be included as part of the supplemental documentation required to complete the application process, as set forth in OAR 734-051-0140. Additional documentation, including but not limited to the following, also may be required:

Finding: *Although a few public approaches only require a minor deviation, all approaches that require any type of deviation are being processed as a major deviation due to proposed rule changes. As part of this AMP a request for deviation is included. As specific applications come from the adjoining property owners for redevelopment, each application will be reviewed for compliance with the AMP or will be evaluated as a "change of use" as identified in OAR 734-051-0110.*

- (A) A Transportation Impact Study, as set forth in OAR 734-051-0180, to demonstrate how long-term safety and operational impacts can be adequately mitigated; and

Finding: *The AMP has been developed with the assistance of the Region Access Management Engineer (RAME) who has reviewed the approach locations for operation and safety. As specific site plans and applications are presented, the RAME will ensure that approach locations are developed in accordance with the AMP or OAR 734-051 to provide safe travel for motorists.*

- (B) An Access Management Plan, as set forth in OAR 734-051-0210(4), and approved by the Department, that outlines long-term access management objectives, standards, and processes necessary to obtain the objectives.

Finding: *The AMP has been adopted outlining the access management strategies, objectives, standards, and processes.*

Determination: *A Transportation Impact Analysis may be required for specific site plans and application, but is not appropriate for this document. AMP is required as part of the construction project.*

- (3) A request for either a minor or major deviation shall be approved by the Region Manager when the deviation would allow an approach to a parcel that has an existing right of access, but would be landlocked by denial of a Permit to Operate, Maintain and Use an Approach, as long as an approach can be allowed without causing any significant safety or traffic operation problems.

Finding: *The section is not applicable.*

Determination: *This section is not applicable.*

- (4) A request for a minor deviation shall be approved by the Region Manager, and a request for a major deviation may be approved by the Region Manager, where the deviation would not result in significant safety or traffic operation problems, and if one or more of the following conditions exist:

- (a) Strict application of the access management standards would result in a safety or traffic operation problem;

Finding: *Strict application of the access management spacing standards is not possible along this built up portion of the highway.*

- (b) Existing public approaches cannot be moved due to excessive cost, topography, or environmental concerns;

Finding: *Relocation of the existing public connections is not feasible due to excessive costs and unrelocatable features such as creeks, bridges, parks, and other features associated with a tourist oriented community.*

- (c) Where the applicant provides joint access serving two or more properties or has shown efforts to work with adjacent property owners to improve existing conditions and shows that existing private approaches cannot be closed, relocated, or shared due to existing development patterns, topography or lack of existing alternate roadway system;

Finding: *The public approaches serve more than one parcel.*

- (d) Where the applicant has shown efforts to work with adjacent property owners to improve existing conditions and shows that existing development patterns or land holdings make it impossible to meet the spacing standards;

Finding: *The location of the public approaches is consistent with the intent of the AMP. The safety of the traveling public has not been compromised as indicated in section (3) above.*

- (e) Establishing an alternate roadway system is not practical or cost effective;

Finding: *Although a street network exists within the City and adjacent area, the high level of existing development and parcelization of properties, it is neither practical nor feasible to meet spacing standards solely through these improvements.*

- (f) The proposed deviation results from the existence of unrelocatable control points such as bridges, waterways, parks, historic or archaeological areas, cemeteries, or other unique natural features;

Finding: *There are unrelocatable features throughout the limits of the project. There are bridges, city and state parks, creeks, culverts, overlooks, and tourist features for the traveling public in the area. These features cannot be relocated without significant expense and effort.*

(g) The proposed deviation improves traffic safety or operations; or

Finding: *All the deviations proposed in this document are intended to improve safety and operations for the project area compared to the existing conditions.*

(h) Any other conditions deemed appropriate by the Region Manager.

Finding: *The Region Manager has not proposed any additional conditions for this area.*

Determination: *The request for the deviation to spacing standards for the public approach locations A12, A14, A32, A33, A39, A41, A45, A50, A52, A54, A55, A89, A99, A108, A113, A114, A117, A123, A125, A127, A134, A135, A141, A145, A146, A150, A153, and A154 meet the requirements for a deviation to spacing standards.*

734-051-0330 Processing Requests for Deviations

- (1) The Region Manager shall review and make a determination to approve or deny all requests for deviations from access management standards.
- (2) Use of a Technical Advisory Committee:
 - (a) The Region Manager may enlist the aid of a Technical Advisory Committee to review submitted documentation of a request for a minor deviation;
 - (b) The Region Manager shall enlist the aid of a Technical Advisory Committee to review submitted documentation of a request for a major deviation; and
 - (c) Members of the Technical Advisory Committee shall have expertise in access management policies and roadway design standards, shall include at least one Oregon Registered Professional Engineer with expertise in traffic, and may include central office personnel with access management experience for statewide consistency, and technical persons who are not Department employees (i.e., city or county technical staff, or private consultants).

Finding: *A Technical Advisory Committee (TAC) was formed consisting of;
H. Ronald Hughes, P.E. – Region 3 Access Management Engineer
Stephen G. Madison – Region 3 Senior Right-of-Way Agent
Anthony J. Miller – Region 3 Permit Specialist*

The Technical Advisory Committee met on June 25, 2003

- (3) All determinations by the Region Manager shall be documented with written findings and can require conditions, limitations, or mitigation, according to the provisions of OAR 734-051-0210. All specific limitations or conditions shall be incorporated into the conditions of the Construction Permit and the Permit to Operate, Maintain and Use an Approach, as appropriate.

Finding: *This document is the written findings as required.*

(4) Denial of a deviation request may be appealed, as a part of the appeal on the whole application, through the appeal process set forth in OAR 734-051-0390 or 734-051-0400.

Finding: *The TAC recommendation was for approval.*

DECISION: *The Request for the Major Deviation from the Access Management Spacing Standards is approved.*

H. Ronald Hughes

H. Ronald Hughes, P.E.
Region Access Management Engineer



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APPENDIX A: PLANS, POLICIES & STANDARDS RELEVANT TO THE AMP

OREGON TRANSPORTATION PLAN (OTP)

GOAL 2 To develop a multimodal transportation system that provides access to the entire state, supports acknowledged comprehensive land use plans, is sensitive to regional differences, and supports livability in urban and rural areas.

Policy 2A It is the policy of the State of Oregon to develop transportation plans and policies that implement Oregon's Statewide Planning Goals, as adopted by the Land Conservation and Development Commission.

Action 2A.6 Restrict access from state facilities for incompatible activities and development where land use plans call for rural or resource developments.

Policy 2B It is the policy of the State of Oregon to define minimum levels of service and assure balanced, multimodal accessibility to existing and new development within urban areas to achieve the state goal of compact, highly livable urban areas.

Action 2B.1 Cooperate with local governments and metropolitan planning organizations to develop integrated transportation plans for urban areas that meet the needs for urban mobility, and intercity, interstate and international travel within and near each urban area.

Policy 2C It is the policy of the State of Oregon to provide interurban mobility through and near urban areas in a manner that minimizes adverse effects on land use and urban travel patterns.

Action 2C.3 Encourage regional and local transportation system plans and land use plans to avoid dependence on the state highway system for direct access to commercial, residential or industrial development adjacent to the state highway.

GOAL 3 To promote the expansion and diversity of Oregon's economy through the efficient and effective movement of goods, services and passengers in a safe, energy efficient and environmentally sound manner.

Policy 3B It is the policy of the State of Oregon to assure effective transportation linkages for goods and passengers to attract a larger share of international and interstate trade to the state.

Action 3B.3 Maintain, preserve and improve the highway system in order to provide infrastructure for the efficient movement of goods by truck and bus.

GOAL 4 To implement the Transportation Plan by creating a stable but flexible financing system, by using good management practices, by supporting transportation research and technology, and by working cooperatively with federal, regional and local governments, Indian tribal governments, the private sector and citizens.

Policy 4G It is the policy of the State of Oregon to manage effectively existing transportation infrastructure and services before adding new facilities.

Action 4G.2 Manage such factors as the number, spacing, type and location of accesses, intersections and signals in order to operate the transportation system at reasonable levels of service and in a cost-effective manner.

Action 4G.4 Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as controlling access to state highways, minimizing rail crossings and controlling incompatible land use around airports.

Policy 4N It is the policy of the State of Oregon to develop programs that ensure the opportunity for citizens, businesses, local governments and state agencies to be involved in all phases of transportation planning processes.

Action 4N.1 When preparing and adopting a transportation plan, transportation plan element, modal plan, facility plan or transportation improvement program, conduct and

publicize a program for citizen, business, local government and state agency involvement that clearly defines the procedures by which these groups will be involved.

4N.2 Make information about the proposed transportation policies, plans and programs available to the public in an understandable form.

OREGON HIGHWAY PLAN (OHP) (1999)

Action 1B.2 Work with local government to help protect the state highway function by collaborating with local jurisdictions in developing land use and subdivision ordinances, specifically:

- ◆ Access control measures, for example, driveway and public road spacing, median control and signal spacing standards which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities.

Action 1B.3 To assist in implementing state access management standards and policies, work with local government to develop an access management plan or access management component in comprehensive plans, corridor plans and/or transportation system plans involving the state and local system.

Action 1B.4 Work with local governments to maintain the highway mobility standards on state highways by limiting the expansion of development along the highway through the following means: Reducing access to the state highway by use of shared accesses, access from side or back roads, and frontage roads and by development of local street networks as redevelopment along state highway occurs;

Action 1B.7 Work with local government to apply these highway segment designations to segments of the state highway consistent with the local acknowledged comprehensive plans and/or transportation system plan. In plans and projects, work toward achieving specific objectives for each designation as listed in Table 4.

- ◆ Special Transportation Area: The primary objective of managing highway facilities in an existing or future Special Transportation Area is to provide access to community activities, businesses, and residences and to accommodate pedestrian movement along and across the highway in a downtown, business district and/or community center including those in unincorporated communities as defined by OAR 660-022-0010(10). An STA is a highway segment designation that may be applied to a highway segment when a downtown, business district or community center straddles the state highway within an urban growth boundary or in an unincorporated community in accordance with Action 1B.9. Direct street connections and shared on-street parking are encouraged in urban areas and may be encouraged in unincorporated communities. Direct property access is limited in an STA. Local auto, pedestrian, bicycle and transit movements to the business district or community center are generally as important as the through movement of traffic. Traffic speeds are slow, generally 25 miles per hour (40 kilometers per hour) or less.

Action 1F.1 Apply the highway mobility standards below and in Table 6 to all state highway sections located outside of the Portland metropolitan area urban growth boundary and the standards below and in Table 7 to all state highway sections located within the Portland metropolitan area urban growth boundary.

- ◆ At unsignalized intersections and road approaches, the volume to capacity ratios in Tables 6 and 7 shall not be exceeded for either of the state highway approaches that are not stopped. Approaches at which traffic must stop, or otherwise yield the right of way, shall be operated to maintain safe operation of the intersection and all of its approaches and shall not exceed the volume to capacity ratios for District/Local Interest Roads in Table 7 within urban growth boundaries or 0.80 outside of urban growth boundaries.
- ◆ At signalized intersections other than crossroads of freeway ramps (see below), the total volume to capacity ratio for the intersection considering all critical movements shall not exceed the volume to capacity ratios in Tables 6 and 7.

Action 1F.5 For purposes of preparing planning documents such as corridor plans and transportation system plans, in situations where the volume to capacity ratio for a highway segment is above the standards in Table 6 or Table 7, or those otherwise approved by the Commission, and transportation improvements are not planned within the planning horizon to bring performance to standard because of severe environmental, land use or financial constraints, the performance standard for the highway segment shall be to improve performance as much as feasible and to avoid further degradation of performance where no performance improvements are feasible.

Examples of actions that might improve performance include the following:

- ◆ Reconfigure highway and side-street accesses to minimize traffic conflicts at intersections;
- ◆ Relocate driveways and improve local road connections to direct traffic away from overburdened intersections and intersections where side-street capacity is limited in order to optimize traffic progression on the state highway;
- ◆ Improve accesses so that traffic can enter or exit the highway with minimal disruptions of flow.

From Table 6 in the OHP
Maximum Volume to Capacity Ratios Outside Metro

	Inside Urban Growth Boundary			Outside UGB
	STA	Non-MPO outside of STAs where non-freeway speed limit < 45mph	Non-MPO where non-freeway speed limit >= 45 mph	Rural lands
Statewide (NHS) Non-Freight Routes	0.90	0.80	0.75	0.70

Action 1G.1 Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. Implement higher priority measures first unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the findings that support using lower priority measures before higher priority measures.

- 1) Protect the existing system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
- 2) Improve efficiency and capacity of existing highway facilities. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
- 3) Add capacity to the existing system. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.
- 4) Add new facilities to the system. The lowest priority is to add new transportation facilities such as a new highway or bypass.

Action 2B.4 In preparing corridor plans, transportation system plans and project plans, work with local government to identify and evaluate off-system improvements that would be cost-effective in improving performance of the state highway.

Action 2D.1 Conduct effective public involvement programs that create opportunities for citizens, businesses, regional and local governments, state agencies, and tribal governments to comment on proposed policies, plans, programs, and improvement projects.

Action 2D.3 Coordinate with local governments and other agencies to ensure that public involvement programs target affected citizens, businesses, neighborhoods, and communities, as well as the general public.

Action 2F.3 In identifying solutions to traffic safety problems, consider solutions including but not limited to:

- ◆ Managing access to the highway.

Action 3A.1 Manage access to state highways based on the access management classifications as defined below:

(2)(b) Rural Other

- ◆ Statewide Rural Highways provide for high speed, continuous flow and through traffic movement.
- ◆ Direct access to the abutting property is a minor objective.
- ◆ The function of the highway is consistent with purchasing access rights. As the opportunity arises, access rights should be purchased. Preference is to purchase access rights in full.
- ◆ The primary function of these highways is to provide connections to larger urban areas, ports, and major recreation areas of the state not served by Freeways or Expressways.

(2)(d) Urban Other (Not inconsistent with, but supplemental to, the criteria listed for Statewide Rural Other)

- ◆ Statewide Urban highways provide high to moderate speed operations with limited interruptions in traffic flow.

(2)(f) Special Transportation Areas (STAs) (See Policy 1B)

- ◆ STAs must be designated in a corridor plan and/or local transportation system plan and agreed upon in writing by ODOT and the local government.
- ◆ STAs apply to a highway segment.
- ◆ Direct street connections and shared on-street parking are encouraged.
- ◆ Direct property access is limited.
- ◆ Purchase of access control may be of lesser importance and access to adjacent land use for all modes is a higher priority.
- ◆ Redevelopment and in-fill development are encouraged.
- ◆ Local auto, pedestrian, bicycle and transit movements to the area are generally given more importance than the through movement of traffic.

Action 3A.2 Establish spacing standards on state highways based on highway classification, type of area and speed. Tables 16, 17, 18, and 19 in Appendix C show the access spacing standards for the access management classifications listed in Action 3A.1.

- ◆ These standards shall be applied to the development of all ODOT highway construction, reconstruction or modernization projects, approach road and private road crossing permits, as well as all planning processes involving state highways, including corridor studies, refinement plans, state and local transportation system plans and local comprehensive plans.
- ◆ These standards do not retroactively apply to legal approach roads or private road crossings in effect prior to adoption of this Oregon Highway Plan, except or until any redevelopment, change of use, or highway construction, reconstruction or modernization project affecting these legal approach roads or private road crossings occurs. At that time the goal is to meet the appropriate

spacing standards, if possible, but at the very least to improve current conditions by moving in the direction of the spacing standards.

- ◆ When in-fill development occurs, the goal is to meet the appropriate spacing standards. In some cases this may not be possible, and at the very least the goal is to improve the current conditions by moving in the direction of the spacing standards. Thus, in-fill development should not worsen current approach road spacing. This may involve such options as joint access.
- ◆ In some cases access will be allowed to a property at less than the designated spacing standards, but only where a right of access exists, that property does not have reasonable access, and the designated spacing cannot be accomplished. If possible, other options should be considered such as joint access.
- ◆ If a property becomes landlocked (no reasonable access exists) because an approach road cannot be safely constructed and operated, and all other alternatives have been explored and rejected, ODOT might be required to purchase the property. (Note: If a hardship is self-inflicted, such as by partitioning or subdividing a property, ODOT does not have responsibility for purchasing the property.)

Access Management Spacing Standards for Statewide Highways (in feet*) ①②

Posted Speed ③	Rural	Urban	
	Other	Other	STA
>= 55	1320	1320	
50	1100	1100	
40 & 45	990	990	
30 & 35	770	770	④
<= 25	550	550	④

Spacing Minor Deviation Limits for Statewide Highways (in feet*) ①②

Posted Speed ③	Rural	Urban	
	Other	Other	STA
>= 55	(950)	(870)	
	[1150]	[1000]	
50	(700)	(640)	
	[900]	[810]	
40 & 45	(560)	(530)	
	[810]	[740]	
30 & 35	(400)	(350)	④
	[675]	[600]	
<= 25	(280)	(250)	④
	[525]	[400]	

() = Driveway spacing minor deviation limit.
 [] = Public street spacing minor deviation limit.

- (2) Measurement of the approach road spacing is from center to center on the same side of the roadway.
 ① Where a right of access exists, access will be allowed to a property at less than the designated spacing standard only if that property does not have reasonable access and the designated spacing cannot be accomplished. If possible, other options should be considered such as joint access.

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

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

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

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

② These standards are for unsignalized access points only. Signal spacing standards supersede spacing standards for approaches.

③ Posted (or Desirable) Speed: Posted speed can only be adjusted (up or down) after a speed study is conducted and that study determines the correct posted speed to be different than the current posted speed. In cases where actual speeds are suspected to be much higher than posted speeds, ODOT reserves the right to adjust the access spacing accordingly. A determination can be made to go to longer spacing standards as appropriate for a higher speed. A speed study will need to be conducted to determine the correct speed.

④ Minimum spacing for public road approaches is either the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways, and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum spacing for driveways is 175 feet (55 meters) or mid-block if the current city block spacing is less than 350 feet (110 meters).

OREGON BICYCLE AND PEDESTRIAN PLAN (1995)

I.1.A.2.a Problems with Uncontrolled Access

Unlimited access creates many conflicts between cars entering or leaving a roadway and bicyclists and pedestrians riding or walking along the roadway, who are vulnerable if motorists fail to see or yield to them.

I.1.A.2.b Benefits of Access Management to Bicyclists & Pedestrians

By limiting and consolidating driveways, by providing raised or landscaped medians, or by creating frontage roads, bicyclists and pedestrians benefit in several ways:

- ◆ The number of conflict points is reduced;
- ◆ Motor vehicles are redirected to intersections with appropriate control devices;

I.1.A.2.c Negative Impacts of Access Management to Bicyclists & Pedestrians

Limiting the number of street connections may have a negative impact on non-motorized mobility, especially for pedestrian crossings:

- ◆ Eliminating local street crossings eliminates pedestrian crossing opportunities, reduces pedestrian and bicycle travel choices, and may increase out-of-direction travel;
- ◆ Reduced access to businesses may require out-of-direction travel, discouraging walking and bicycle trips

Where limited access thoroughfares exist in urban areas, safe and frequent crossings should be provided. Parallel local streets should be improved for bicycle and pedestrian circulation as well.

III.1.C.6 Abandoned Approaches

When accesses are abandoned in urban areas, there is no point in leaving a sidewalk dip or warp at these locations.

Recommendation: Fill in legally abandoned accesses with level sidewalks.

OAR 734–051 (DIVISION 51)
HIGHWAY APPROACHES, ACCESS CONTROL, SPACING STANDARDS AND MEDIANS

New Division 51 Tables for Statewide Highway Access Management Spacing Standards

Table 2
Access Management Spacing Standards for
both Private and Public Approaches on Statewide Highways^{①②③④}
(OAR 734-051-0115)
(Measurement is in Feet)*

Posted Speed ^⑤	Rural		Urban			
	Expressway **	Other	Expressway ** ***	Other ***	UBA	STA
≥55	5280	1320	2640	1320		
50	5280	1100	2640	1100		
40 & 45	5280	990	2640	990		
30 & 35		770		770	720	⑥
≤25		550		550	520	⑥

NOTE: The numbers in circles (①) refer to explanatory notes that follow Table 4.
 * Measurement of the approach road spacing is from center to center on the same side of the roadway.
 ** Spacing for Expressway at-grade intersections only. See the OHP for interchange spacing guidelines.
 ***These standards also apply to Commercial Centers.

Notes on Tables 2, 3, and 4:

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

734-051-0190 Access Management Spacing Standards for Approaches

- (2) It is the policy of the State of Oregon to manage the location, spacing and type of road and street intersections and approaches on state highways to assure the safe and efficient operation of state highways consistent with the classification of the highways and highway segment designations of the highways.

(2) Access Management spacing standards for the state highways are based on the classification of the highways and highway segment designations of the highways, type of area and posted speed:

- (2) These access management spacing standards shall be applied to the development of all Department highway construction or reconstruction projects, highway modernization projects, or any other roadway project as determined by the Region Manager, such as preservation, safety and operation projects that affect curb placement or sidewalks, approaches, as well as all planning processes involving state highways, including corridor studies, refinement plans, state and local transportation system plans and local comprehensive plans;
- (b) These access management spacing standards do not retroactively apply to legal approaches in effect prior to adoption of OAR 734-051-0010 through 734-051-0480, except or until any redevelopment, change of use, or highway or interchange construction projects, highway or interchange modernization projects, or any other roadway or interchange project as determined by the Region Manager, such as preservation, safety and operation projects that affect curb placement or sidewalks, which affect these legal approaches occurs. At that time the goal is to meet the appropriate access management spacing standards, but at the very least to improve current conditions by moving in the direction of the access management spacing standards;
- (c) When in-fill development occurs, the goal is to meet the appropriate access management spacing standards. This may not be possible and at the very least the goal is to improve the current conditions by moving in the direction of the access management spacing standards. Thus, in-fill development should not worsen current approach spacing. This may involve appropriate mitigation, such as joint access; and
- (d) In some cases an approach will be allowed to a property at less than the designated access management spacing standards or minor deviation limits, but only where a right of access exists, the designated access management spacing standards or minor deviation limits cannot be accomplished, and that property does not have reasonable access, thus the property would become landlocked without the approach to the state highway. See OAR 734-051-0320(3). Other options should be considered such as joint access.

(3) The Department shall manage access to state highways based on the access management classifications as defined below:

(b) Statewide Highways (NHS):

(B) Rural Other:

- (i) Direct access to the abutting property is a minor objective; and
- (2) The function of the highway is consistent with access control as the opportunity arises;
- (D) Urban Other (Not inconsistent with, but supplemental to the criteria listed for Statewide Rural Other.) The function of the highway is consistent with access control as the opportunity arises;
- (F) Urban Special Transportation Areas (STA) (See the 1999 Oregon Highway Plan, Policy 1B): (I) STAs must be designated in a corridor plan and/or local transportation system plan and agreed upon in writing by the Department and local government;
- (2) Direct street connections are encouraged;
- (2) Direct property access is limited;
- (iv) Access control may be of lesser importance and access to adjacent land use for all modes is a higher priority; and
- (v) Redevelopment and in-fill development are encouraged;

(4) Access Management Spacing Standards. Tables 2, 3, 4 and 5, hereby adopted and made a part of this rule, show the access management spacing standards for private and public approaches for the access management classifications listed in section (3) of this rule.

734-051-0320 Requests for Deviations to Access Management Standards

(2) Pursuant to OAR 734-051-0050 (General Policy), the Department shall manage access to the highway facilities of the state to the degree necessary to maintain functional use, highway safety, and the preservation of public investment consistent with the 1999 Oregon Highway Plan and adopted local comprehensive plans. Notwithstanding the above, it is the policy of the State of Oregon to allow deviations from adopted access spacing standards when circumstances make allowing a deviation necessary and the deviation is compatible with safe and efficient operation of state highways.

(2) A deviation may be requested when an application does not meet the access management standards, and the criteria for safety set forth in OAR 734-051-0080(3), is not compromised:

(2) The request for a minor deviation shall be included as part of the initial application for an approach, as set forth in OAR 734-051-0130; and

(b) The request for a major deviation shall be included as part of the supplemental documentation required to complete the application process, as set forth in OAR 734-051-0140. Additional documentation, including but not limited to the following, also may be required:

(2) A Transportation Impact Study, as set forth in OAR 734-051-0180, to demonstrate how long-term safety and operational impacts can be adequately mitigated; and

(B) An Access Management Plan, as set forth in OAR 734-051-0210(4), and approved by the Department, that outlines long-term access management objectives, standards, and processes necessary to obtain the objectives.

(3) A request for either a minor or major deviation shall be approved by the Region Manager when the deviation would allow an approach to a parcel that has an existing right of access, but would be landlocked by denial of a Permit to Operate, Maintain and Use an Approach, as long as an approach can be allowed without causing any significant safety or traffic operation problems.

(4) A request for a minor deviation shall be approved by the Region Manager, and a request for a major deviation may be approved by the Region Manager, where the deviation would not result in significant safety or traffic operation problems, and if one or more of the following conditions exist:

(2) Strict application of the access management standards would result in a safety or traffic operation problem;

(b) Existing public approaches cannot be moved due to excessive cost, topography, or environmental concerns;

(c) Where the applicant provides joint access serving two or more properties or has shown efforts to work with adjacent property owners to improve existing conditions and shows that existing private approaches cannot be closed, relocated, or shared due to existing development patterns, topography or lack of existing alternate roadway system;

(d) Where the applicant has shown efforts to work with adjacent property owners to improve existing conditions and shows that existing development patterns or land holdings make it impossible to meet the spacing standards;

(e) Establishing an alternate roadway system is not practical or cost effective;

(f) The proposed deviation results from the existence of unrelocatable control points such as bridges, waterways, parks, historic or archaeological areas, cemeteries, or other unique natural features;

(g) The proposed deviation improves traffic safety or operations; or

(h) Any other conditions deemed appropriate by the Region Manager.

(5) In approving a request for deviation, the applicant may propose and the Region Manager may approve, or the Region Manager may propose and require one or more mitigation measures as set forth in OAR 734-051-0210.

- (6) A request for either a minor or major deviation shall not be approved by the Region Manager under the following conditions:
- (2) The access management standards can be met and application of the standards would not result in a safety or traffic operation problem, but the result would be higher site development costs;
 - (b) Options for meeting access management standards have not been considered or addressed;
 - (c) The deviation is requested because of a hardship which is self created, including:
 - (2) Conditions created by the proposed building footprint or location, or on-site parking or circulation; or
 - (B) Conditions created by the owner's lease arrangements or other voluntary legal obligations; or
 - (d) The proposed deviation would result in significant safety or traffic operation problems.

734-051-0360 Access Management Plans

- (2) The Department shall encourage the development of highway segment access management plans in the situations listed in subsections (a) through (c) of this section. Independent of a specific application, local government or an applicant can request the creation of an access management plan. Priority will be placed on those facilities with high volumes or providing important statewide or regional connectivity:
 - (a) Where existing developments do not meet spacing standards;
 - (2) Existing development patterns, land ownership patterns, and land use plans are likely to result in requests for deviations; or
 - (2) An access management plan would preserve or enhance the safe and efficient operation of a state highway.
- (2) Access management plans prepared pursuant to this rule shall:
 - (2) Be prepared for a logical segment of the state highway and include sufficient surrounding area to address highway operation and safety issues, and development of adjoining properties including local access and circulation;
 - (2) Include local governments and property owners in the affected area;
 - (2) Be developed in coordination with the local government;
 - (d) Be consistent with and implement the adopted Transportation System Plan (TSP) for the area or propose amendments to the TSP; and
 - (e) Consider including planning for local streets.
- (3) Access management plans prepared pursuant to this rule shall be designed to accomplish the following:
 - (2) Promote safe and efficient operation of the state highway consistent with the highway classification and the highway segment designation;
 - (2) Provide for reasonable use of the adjoining property consistent with the comprehensive plan designation and zoning of the area; and
 - (2) Provide a comprehensive, area-wide solution for local access and circulation that minimizes use of the state highway for local access and circulation.
- (4) The Department and local government may develop specific access management plans for portions of state highways and these plans are encouraged in areas where critical access management issues are occurring or may occur:
 - (2) Access management plans should be performed in concert with applicable corridor plans, or transportation system plans, or STA or UBA designation;

- (2) Access management plans shall be in conformance with corridor plans, transportation system plans and the local comprehensive plan; and
 - (2) This process shall include specific notification to affected property owners and general notice to the public.
- (5) An access management plan provides guidance to both the Department and local government for bringing the roadway and approaches to the roadway into conformance with the appropriate access management standards and criteria based on the classification of the highway and the highway segment designations.
- (6) Access management plans should contain a range of short, medium, and long-range actions that can be applied on both the traveled way and approaches as roadway improvements are made or land use changes occur.
- (7) More specific access management plans also can be developed, such as access management plans included in an Interchange Area Management Plan, as contained in OAR 734-051-0200.
- (8) If the access management plan is approved by the Department through an intergovernmental agreement (IGA) and adopted by local government, it becomes the standard against which development proposals are evaluated.

734-051-0370 Project Development

- (2) This rule applies to the construction of all new highways and interchanges, all highway or interchange modernization projects, or any other roadway or interchange project as determined by the Region Manager, such as preservation, safety and operation projects that affect curb placement or sidewalks.
- (2) Supporting improvements, such as road networks, channelization, medians and access control must be consistent with the Access Management Policies in the 1999 Oregon Highway Plan.
- (3) The following apply to mitigation, modification or closure of approaches for project development:
 - (2) Where the Department develops a highway project as described in section (1) of this rule, the Region Manager may review all approaches within the project limits and may mitigate as set forth in OAR 734-051-0210, modify or close approaches as set forth in OAR 734-051-0270 and 734-051-0380(4) if necessary to meet the classification of the highway and the highway segment objectives, highway mobility standards, spacing standards, and safety criteria (as set forth in OAR 734-051-0080(3));
 - (2) In developing a highway project, the Region Manager shall mitigate, modify or close approaches pursuant to an adopted access management plan or interchange area management plan that is approved by the Department. Justification for not adhering to the adopted access management plan objectives includes, but is not limited to a change of circumstances since the adoption of the plan;
 - (2) In absence of an adopted access management plan or interchange area management plan approved by the Department, the Region Manager, when reviewing private approach spacing shall consider:
 - (A) Mitigation or modification of approaches;
 - (2) Closing approaches to those parcels with multiple approaches; and
 - (2) Closing approaches to parcels with alternative access to adjacent streets.
 - (d) Where the approaches within a project cannot meet the classification of the highway and the highway segment designation objectives, highway mobility standards, spacing standards and safety

criteria, the Region Manager must document the reasons for any deviation and report those documented reasons to the Deputy Executive Director and the Executive Director of the Transportation Development Division.

734-051-0380 Closure of Existing Legal Approaches

(3) If, at any time after a Permit to Operate, Maintain and Use an Approach has been issued or in the case of a grandfathered approach, the Department constructs a project to modernize, or significantly improve, an existing facility or constructs a new highway facility, the Region Manager shall review Permits to Operate, Maintain and Use an Approach and may close approaches if necessary to meet the highway classification designation objectives, highway mobility standards, spacing standards or minor deviation limits, and safety criteria (as set forth in OAR 734-051-0080 (3)). The review for closure of approaches during project development is addressed in OAR 734-051-0370.

(4) The cost of closing an approach is to be borne by the owner, except in those circumstances covered in OAR 734-051-0370 related to project development, where the cost shall be allocated pursuant to OAR 734-051-0270.

(5) Short of closure, the Region Manager may determine that the approach may remain open if appropriate mitigation measures are taken. If so:

- (2) The Department shall provide the property owner or lessee written notification of the intent to close the approach unless specific mitigation measures are taken. Possible mitigation measures are set forth in OAR 734-051-0210; and
- (2) The Department will work with the local government and affected property owner to develop alternative solutions that may involve changes to on-site circulation and improvements or modifications to the local street network. (See Mitigation Measures as set forth in OAR 734-051-0210.)

(6) If the property owner or lessee agrees to the mitigation in situations not covered by OAR 734-051-0270, or absent agreement with ODOT or other contiguous owners on the issue of pro rata payment based on those conflicts directly created by the approach, at owner's option he or she shall either:

- (2) Construct such additional improved traffic controls as required by the Department at the property owner's or lessee's full or pro rata expense, and within the timeframe outlined by the Department; or
- (2) Reimburse the Department for the entire or pro rata cost of designing, constructing or installing such additional improved traffic controls.

(7) If it is a lessee of real property serviced by the approach, the lessee shall provide evidence of compliance with the additional traffic controls by the owner, including identifying the responsibility for construction or installing additional traffic controls during and after the effective period of the lease.

(8) If the property owner or lessee does not agree to the identified mitigation measures, or if the Region Manager determines that mitigation measures will not allow the approach to be operated without undue conflict with other traffic, the Department shall provide the property owner written notification of the intent to close the approach. The notification shall include information on the property owner's right to request region review or a hearing as provided by the Administrative Procedures Act (ORS Chapter 183).

(9) If the property owner wishes to request a hearing without going to Region Review or after Region Review on the issue of closure, mitigation or payment, the property owner may do so through the procedures, in accordance with the hearings process for contested cases, as set forth in OAR 734-051-0400.

OAR 660-012 TRANSPORTATION PLANNING RULE (TPR)

660-012-0020 (2)(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for the continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045 (3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets, which are needed to provide reasonable direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:

- (2) Extensions of existing streets;
- (2) Connections to existing or planned streets; including arterials and collectors; and
- (2) Connections to neighborhood destinations.

660-012-0045 (2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include: Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

ASSORTED OREGON REVISED STATUTES (ORS)

374.310 Rules and regulations; issuing permits. (1) The Department of Transportation with respect to state highways and the county court or board of county commissioners with respect to county roads shall adopt reasonable rules and regulations and may issue permits, not inconsistent with law, for the use of the rights of way of such highways and roads for the purposes described in ORS 374.305. However, the department shall issue no permit for the construction of any approach road at a location where no rights of access exist between the highway and abutting real property. (3) The powers granted by this section and ORS 374.315 shall not be exercised so as to deny any property adjoining the road or highway reasonable access. In determining what is reasonable, the department shall consider the authorized uses for the property identified in the acknowledged local comprehensive plan.

374.312 Rules regarding permits for approach roads. (1)(b) Standards that will be used in making decisions as to whether to grant or deny a permit. Standards applicable to approach roads shall be based on a policy of using local roads systems and state highways in a manner consistent with the local transportation system plan and the land uses permitted in the local comprehensive plan acknowledged under ORS chapter 197. In addition, the standards shall require consideration of safety and highway functionality.

PD-03 PROJECT DEVELOPMENT ACCESS MANAGEMENT SUB-TEAMS (2000)

PURPOSE: To provide detailed guidance and structure for those required to make and carry out appropriate access management decisions in the development of highway projects.

RATIONALE:

Access management considerations often play an important part in the design, public involvement, delivery, and documentation of highway projects. The management of new and/or revised approaches to state highways during the life cycle of a project can be complex in terms of engineering standards, public involvement, or records maintenance. It is important that access management decisions be based on a very *deliberate* consideration of relevant policy factors, accurate information and appropriate professional judgment. Simple expediency or short-term construction efficiencies should not drive access management outcomes. An Access Management Sub-team's fundamental purpose is to ensure that project decisions relating to access management are fully considered, carefully monitored, and consistent with the best interests of the overall project as well as ODOT's broader highway policies. The broad level policy documents that Sub-teams need to be familiar with and consider in developing their specific access management recommendations include:

- OAR Chapter 734, Division 51
- Oregon Transportation Plan (OTP)
- Oregon Highway Plan (OHP)
- ODOT Project Team Guidelines, 1999

Early and consistent involvement by Access Management Sub-teams should lead to smooth integration of conflicting points of view, emphasizing legal, design, community, or construction factors related to a project's design and construction. Without a specific commitment to examine access management matters on an ongoing and routine basis, there is a high probability that those factors will be handled unsystematically. In such circumstances, poor short-term results and long-term unintended consequences are likely to occur.

RESPONSIBILITIES

Highway Division personnel whose duties involve project delivery are expected to understand and comply with the principles and details set forth in this notice. Relevant feedback, including problems of interpretation or discrepancies should be reported to the Office of Project Delivery.

FUNCTIONAL ROLES:

- *Sub-team members:*
 - ♦ Perform the required access management research to develop the appropriate strategy and communication plan called for by the access management policies and this notice.
 - ♦ The Sub-team will function as a self managed team. No specific team member is responsible for directing the team.

- *Project Leaders:*
 - ♦ In conjunction with the Project Team, determine the need an AM sub-team.
 - ♦ If required, ensure that sub-teams form at project startup and have the required personnel, information, and support resources needed to do the work.
 - ♦ Maintain close communication with, and retain oversight of sub-team work, but attend technical working meetings only as necessary.
 - ♦ Pass information, provide needed support to sub-teams and facilitate decisions and recommendations as called for.
 - ♦ Define and communicate problems to the appropriate level for resolution.

- *Project Team:*
 - ♦ Review the AM strategy. Recommend any changes and/or modifications and ensure quality of final product.
 - ♦ Review and recommend approval final construction access list.
 - ♦ Review communications plan.

- *Area Managers:*
 - ♦ Inform project leader of any significant political or financial factors that may affect the access management strategy or plan.
 - ♦ Approve access management strategy, communication plan and final construction access list.
 - ♦ Ensure appropriate consistency in the application and interpretation of access management administrative rules, policies and guidance.
 - ♦ Ensure adequate training and staffing to carry out this *Notice*.

- *Region Managers*
 - ♦ Resolve region-wide problems.
 - ♦ Support Area Managers roles in approving access management project strategies.
 - ♦ Raise statewide problems to the appropriate decision-making group.

- *Statewide Project Delivery Manager (Office of Project Delivery)*
 - ♦ Ensure adequate statewide training is conducted in an efficient and effective way relative to project delivery access management issues.
 - ♦ Design in cooperation with the Access Management Program Manager, tools for the collection, reporting, synthesis, and dissemination of statewide information relative to project delivery access management issues.
 - ♦ Orchestrate the management of statewide problems and improvement opportunities and involve PDLT or the appropriate standing committee as required.

- *Access Management Program Manager (Transportation Development Division)* has agreed to assume the following responsibilities:
 - ♦ Design in cooperation with the Manager, Office of Project Delivery, tools for the collection, reporting, synthesis, and dissemination of statewide information relative to project delivery access management issues.

- ♦ Collaborate with the Office of Project Delivery to develop appropriate access management training for affected personnel.
- ♦ Respond to requests to provide technical consultation on particular sub-team issues.
- ♦ Monitor and discuss, within the Access Management Leadership Team and with individual region staff management, appropriate access management data related to project delivery.

ATTACHMENTS

1. General guidance for all access management sub-teams
2. Specific guidance by type of project

ATTACHMENT 1: GENERAL GUIDANCE FOR ALL ACCESS MANAGEMENT SUB-TEAMS

Formation: Determine the need for an access management sub-team. Generally, all projects that are categorized as modernization, or on the interstate, or within an interchange management area, or on an expressway, or categorized as urban preservation require access management sub-teams. However, other project types and highway designations may have virtually no access management issues or decisions to be considered, and/or where existing accesses are so few as to require minimal research, the project leader and team may decide that a sub-team is not required. (Use the matrix at the end of attachment 2 as a guide.) If this is the case, the decision must be documented in the official project file. Further, the absence of a sub-team does not remove the requirement to identify existing accesses and update the official access list. The remainder of this notice assumes that a sub-team will be formed.

Membership: When formed, the core group membership includes: a District representative, a Right of Way representative, and Regional Access Management Engineer/Coordinator or equivalent. Membership in addition to the core group will depend on the nature of the project (type, scope, budget, etc.) For example, operations projects should include a traffic expert; modernization projects should consult a planner and a technical services representative; communications strategies may find a local government representative helpful. Project leaders have an oversight responsibility, and while not required to attend all activities, need to be involved in final decisions and ensure that the sub-team is adequately staffed in terms of both professional specialties as well as experience level. They also need to provide leadership in terms of overall project objectives, political/community issues, resource possibilities, and help to the sub-team in forming its access management strategy. Membership may need to change from time to time as project circumstances warrant.

Functions: The sub-team is an analysis and recommending body, a working group supporting the project team to make decisions or further recommendations to the area manager as appropriate. It should take the lead in anticipating and helping to integrate access management factors into the development, design and construction of identified highway projects. Several vital functions among those listed in the basic decisions are worth amplifying below:

1. **Develop the official access list.** Before any strategies can legitimately be developed for a project, it is essential that a complete and accurate pre-construction list of approaches be created and verified by the sub-team. The access list should focus on the known operational, safety or region priorities where access management techniques would be appropriate. Once those specific areas are identified, the access list would address the following issues:
 - the location and size of the approach
 - is the approach legal?
 - is there a reservation, indenture, or other access control issue?
 - locations of reservations that do not currently provide access to a property
 - has the approach been properly permitted?

- When the approach was authorized? (“grand-fathered”?)

Sources of information for the access list may include:

- physical on-site inspection
- deed and tax lot records
- Right of Way records
- district permit records

1. **Prepare a recommended access management strategy for the project.** The strategy should outline the project intent, and serve as the rationale or justification for the actions. It should let the reader know the thinking behind the actions (or lack of actions) relative to access management for the project. For some projects this may be as simple as a sentence or two. Other projects may require several paragraphs. It answers the following types of questions about access management for the project:
 - major or minor deviation?
 - community needs/desires and implications that need consideration
 - challenges and opportunities relating to access management for this project
 - broad goals relating to access management for this project (numerous examples of these, derived from the *OHP, Division 051 Rules*, and the *Design Manual* are offered in attachment 2.)
 - implications, if any, for design and/or cost and schedule

The access management strategy for the particular project should also contain the following details:

- summary of closures, if any
- relocations, modifications, or combined approaches
- summary of unchanged or re-installed approaches
- map of proposed approach locations, and treatments, for example, medians, channelization, access control, reservations of access, parking modifications, or site circulation modifications

2. **Communicate with property owners.** It is imperative that affected property owners are contacted of the planned scope of the project and the anticipated effects on their approaches. Since property owners probably will be interested in knowing more about the project than just access management alone, the content, tone and form of this communication will vary. It is therefore very important that this communication be coordinated, approved, and integrated into the total package of public information about the project communicated by the project team.

Some of this communication may be specific to individual property owners, and some may be generic. Examples of appropriate media might include “mass” letters with tailored inserts for certain owners, public meetings, one-on one visits, etc. Communication methods for proposed changes to approaches should include personal contact with the property owner(s). Who actually takes the lead on crafting the language of the communication will depend somewhat on the nature of the access management decisions made in the project plan. It is anticipated that the District and Right-of-Way representatives will be the leads from the project team negotiating with property owners.

As a general rule of thumb, one would expect that the following “situation leads” would be appropriate:

- ROW issues, property negotiations or settlements—ROW representative

- uncomplicated closures—District representative
- complicated or contentious issues—Regional Access Management Engineer and/or District Manager

Although the methods and content of communications may vary widely, “closure letters” require very specific elements and phrasing. They must be carefully adhered to. An example is included on the following page. BE CERTAIN TO DOUBLE CHECK FOR ANY CHANGES WITH THE ACCESS MANAGEMENT PROGRAM UNIT FOR THE LATEST CHANGES BEFORE SENDING.

DRAFT

Applicant Name
 Applicant Address
 City, State, Zip

Subject: Removal of Approach Within Highway Project Limits and Right to Administrative Hearing

Highway Name, Hwy No., at Milepost _____

You currently have an approach located on ***Hwy Highway Number at MP Milepost***. The Oregon Department of Transportation (ODOT) is currently engaged in a highway project, _____ (insert name of project), and this approach is within the project limits.

ODOT has the responsibility of providing the traveling public a safe and efficient transportation facility. ORS 374.310(2) charges the state to manage its highways “in the best interest of the public for the protection of the highway or road and the travelling public.” ORS 374.305 states that certain actions may be taken, including removal, alteration or change of an approach when “the public safety, public convenience and general welfare” require such action.

Additionally, OAR 734-051-370(3) speaks to mitigation, modification or closure of approaches for project development. Subsection (a) states that where the Department develops a highway project, the Region Manager may review all approaches within the project limits and may mitigate, modify or close approaches if necessary to meet the classification of the highway and the highway segment objectives, highway mobility standards, spacing standards, and safety criteria. Additionally, Subsection (c) states that the Region Manager, when reviewing private approach spacing, shall consider:

- “(A) Mitigation or modification of approaches;
- (2) Closing approaches to those parcels with multiple approaches; and
- (2) Closing approaches to parcels with alternative access to adjacent streets.”

The approach located on ***Hwy Highway Number at MP Milepost*** is within the project limits and has been reviewed according to OAR 734-051-0370 (Project Development). The Region Manager has determined that this approach shall be closed (removed).

You are entitled to a hearing as provided by the Administrative Procedure Act (Chapter 183, Oregon Revised Statutes). If you want a hearing, you must file a written request for hearing with

the Hearings Officer Panel, ODOT Section, within 21 calendar days of the date of this notice. If a request for hearing is not received within this 21 calendar-day period, your right to a hearing shall be considered waived. If you waive your right to a hearing, the Executive Deputy Director is entitled to order the approach road closed as indicated above.

If you request a hearing within 21 calendar days of the date of this notice, the Hearings Officer Panel, ODOT Section, will notify you of the time and place of the hearing. The Hearings Officer Panel, ODOT Section, also will provide you information on the procedures, right of representation and other rights of parties relating to the conduct of the hearing before commencement of the hearing.

If a hearing is requested, the above noted approach will remain open during the period of time necessary to schedule and hold the hearing and issue a final order.

Please forward your request for a hearing to:

Hearing Officer Panel, ODOT Section
1905 Lana Avenue
Salem, OR 97314

If you do not request a hearing within 21 calendar days, or if you withdraw a request for a hearing, notify the Hearing Officer Panel that you will not appear, or fail to appear at a scheduled hearing, the Executive Deputy Director may issue a final order by default revoking (closing) your approach road. If the Executive Deputy Director issues a final order by default, ODOT designates its files on this matter as the record.

If you would like to discuss the closure further without requesting a hearing, or even after requesting a hearing, please feel free to contact me directly.

Sincerely,

Region Access Management Engineer, or DM, or Project Leader

cc: Hearing Officer Panel, ODOT Section

(Note: You could attach a copy of the rules or provide the web address – which is:

http://www.dodot.state.or.us/tdb/planning/access_mgt/adopted_rules/oregon_administrative_rules.htm

Also, If you are NOT leaving the approach open during the period of time necessary to schedule and hold the hearing and issue a final order, the second paragraph on this page, just prior to the address where a hearing request is sent, needs to be removed.)

**SPECIFIC GUIDANCE FOR:
MODERNIZATION PROJECTS**

Context:

The purpose of Modernization projects is major reconstruction and capacity improvements to a particular highway section. Modernization projects make a very significant investment in the transportation infrastructure. As such, every aspect of the project must attempt to maximize the benefit and provide long term protection to this investment. Access management is an important tool to enhance the core function and physical safety of the highway segment, while also increasing the operational effectiveness and safety benefits.

All Modernization projects require an AM Sub-Team regardless of highway classification.

Planning Factors

The AM Sub-Team needs to make a very detailed and comprehensive analysis of every public and private approach within the project limits, resulting in an accurate access list. Each existing approach, public and private, must be physically reviewed and documents screened to ensure it is legally permitted in accordance with the Oregon Highway Plan policies and standards. The goal is to meet the OHP policies and standards to the greatest extent possible, while also complying with laws relating to property owners' rights. For Modernization projects located along designated Expressway segments, the OHP goal of elimination of existing private approaches should be followed to the extent possible. Where private approaches remain, conditions and terms of the permit should specifically state the approach will be removed when alternative access is provided. This may require extensive and possibly expensive remedies. The Sub-Team should also acquire access rights within the project limits unless there are strong arguments against it.

Factors to consider in modernization projects:

- Traffic character – speeds, volumes and crash history.
- Roadway character – classification, lane widths, number of lanes, storage requirements, sight distance, and vehicle types.
- Traffic Controls – Signal efficiency, progression, and queues.
- Land Use – future needs and current uses.
- Plans – access management plans, comprehensive plans, transportation plans, and corridor plans.

Access Management solutions considered should normally include:

- closure/purchase
- relocation
- improvements to the local road system
- restricted movements
- operational and design improvements (highway and approaches)
- shared approaches

Other Considerations

- Funding will often be limited, even on Modernization projects, and can limit the amount of mediation possible. The Sub-Teams should evaluate high accident locations first. Secondly, if the project is on an expressway, evaluate all private approaches to see if any of the properties have alternative access. If so the private approach should be closed in accordance with the OHP and the OARs. Third, evaluate areas with a high accident potential and/or high volume approaches. Finally, evaluate all other approaches.
- It is probably not possible to upgrade every approach to meet the OHP standards. All new, existing or combination approaches proposed by the team that do not meet the OHP standards

on Modernization Projects (because of cost or other factors) must apply for the appropriate deviation (major or minor) and supply the necessary supporting documentation.

Specific Guidance for:

Preservation Projects:

Safety Improvement Program (SIP) Categories 1 and 2

Context

The purpose of Preservation Projects located within SIP Categories 1 – 2 is to preserve the pavement of a particular highway section. While these projects need to consider mandatory design features that can be put in place *easily and cheaply*, they may also consider other safety improvements within the budgetary limitations of preservation projects. The major focus is to improve the condition of the pavement. Non-safety related access management features should be treated similarly.

AM Sub-Teams are required on all projects located within an interchange access management area or an Expressway. Sub-Teams should be considered on projects located on statewide or Regional highways where significant AM issues exist. For projects on District Highways, an AM Sub-Team is generally not required unless specifically identified in project scoping. (See the AM sub-team project matrix at the end of this attachment.)

The major focus of the AM Sub-teams for these types of projects is to establish the existing access list and the legality of all approaches within the project area. For SIP 1-2 projects located along designated Expressway segments, the OHP goal of elimination of existing private approaches should be followed to the extent possible. Where private approaches remain, conditions and terms of the permit should specifically state the approach will be removed when alternative access is provided. Only simple modifications should be pursued that have no cost implications to the project. Preservation funds will generally not be available for performing access management modifications.

Planning Factors

- The AM Sub-Team needs to make an analysis of each public and private approach within the project limits, resulting in an accurate access list. Each existing approach, public and private, must be physically reviewed and documents screened to ensure it is legally permitted and for compliance with the Oregon Highway Plan policies and standards.
- Perform a brief review of the access list to consider if any changes or improvements can be implemented *easily and with little or no cost or schedule implications to the project*.
- Do not consider complex right-of-way negotiations during these projects.
- Implement changes to approaches only with agreement of the local jurisdiction and property owner(s).

Access Management solutions considered should normally include:

- closure
- restricted movements
- shared approaches
- approach design and delineation

Other Factors:

- Funding is almost always very limited with these types of projects. Only a very small percentage of preservation funds is available for mandatory design features or other

improvements, which generally will not cover access management issues. Often local agency or private funds will be needed to perform significant modifications.

- No deviations are necessary for these types of projects unless they are necessary to “permit” an illegal approach according to Division 51 Rules. The access list is enough documentation for these projects.

Specific Guidance for:

Preservation Projects:

Safety Improvement Program (SIP) Categories 3 – 5

Context

The fundamental purpose of Preservation Projects within SIP Categories 3 – 5 is to preserve the functional life of the highway section and mandatory design features. Secondly, to the extent funding is available from Preservation or other funding sources, SIP 3-5 projects may address operational improvements that will reduce crashes and crash potential. Access management is one tool to improve the safety and function highways during these types of projects.

AM Sub-Teams are required for all projects located within interchange access management areas or an expressway. AM Sub-Teams should be considered for projects located on statewide, Regional or District Highways where significant AM issues are present. (refer to AM sub-team project matrix at the end of this attachment.)

The major objective of AM Sub-teams for these types of projects is to establish the existing access list and review each approach to ensure it is legally permitted. For SIP 3-5 projects located along designated Expressway segments, the OHP goal of elimination of existing private approaches should be followed to the extent possible. Where private approaches remain, conditions and terms of the permit should specifically state the approach will be removed when alternative access is provided. Only simple modifications should be pursued that have no cost implications to the project, unless other funding is available. Preservation funds will generally not be available for performing access management modifications.

Planning Factors:

- The AM Sub-team needs to make a detailed and comprehensive analysis and evaluation of every public and private approach within the project limits, resulting in an accurate access list. Each existing approach, public and private, must be physically reviewed and documents screened to ensure it is legally permitted.
- The AM Sub-Team should concentrate efforts on the simpler and inexpensive solutions and/or modifications first. Secondly, the team should consider solutions and/or modifications to areas with significant crash experience or potential. Preservation funds are limited, and generally will not be available to implement improvements or modifications to approaches. The AM Sub-team should only pursue modifications that have no cost or schedule impacts to the project. Access management details for the project should only be prepared if alternative funding is available.
- Without additional funding, all solutions and/or modifications must have no right of way impact. Improvements or modifications should generally have the support of the local agency and property owners.

Access Management solutions considered should normally include (subject to funding constraints):

- closure

- relocation
- improve local road system (locally funded or other sources)
- restricted movements
- operational and design improvements (highway and approaches)
- shared approaches

Project and Highway Classifications Matrix:
 Priorities for Establishing Access Management Sub-Teams

Project Type ▼	→ Highway Type				
	Interstate ¹	Expressway	Statewide	Regional	District
Modernization	High	High	High	High	High
Pres. (Urban)	High	High	High	High	High
Pres. SIP 3-5	High	High	Moderate	Moderate	Moderate
Pres. SIP 1-2	High	High	Moderate	Moderate	Low
Pres. (Rural)	High	High	Moderate	Moderate	Low
Safety	High	High	Moderate	Moderate	Low
Operations	High	High	Moderate	Low	Low
Bridge	High	High	Moderate	Low	Low
“Chip Seals” ²	N/A	N/A	N/A	N/A	N/A

Note:1 Only applicable on Interstate Projects impacting an “interchange access management area” as described in OAR 734 Div 51.

Note:2 No project focusing primarily on a “chip seal” treatment requires a sub-team.

High means that an Access Management Sub-Team is required for the project.

Moderate means that an Access Management Sub-Team should be considered for the specific project depending upon the level of access management issues.

Low means that an Access Management Sub-Team will generally not be needed unless specifically scoped into a project.

PROPOSED OREGON COAST HIGHWAY CORRIDOR MASTER PLAN (1995)

Curry County, Brookings Recommendations: Investigate options to accommodate the high growth anticipated and additional travel demand including:

- ◆ Developing an access management plan and parking strategy consistent with the State Access Management Category, and allowing adequate commercial access.

Access Management Categories:

Gold Beach to Brookings North City Limits: (? Not shown in copy)

Brookings North City Limits to Museum Road: 4A

- (2) These highway segments provide for efficient and safe medium to high speed and medium to high volume traffic movements on higher function interregional and intercity highway segments. They also may carry significant volumes of longer distance intracity trips. They are appropriate for routes passing through areas that have moderate dependence on the highway to serve land access and where the financial and social costs of attaining full access control would substantially exceed benefits. This category includes a small part of the statewide facilities and most regional facilities.
 - (2) Category assignment will require an access management plan to more specifically define appropriate category.

The Planning Matrix in the appendix ranks plan activities by a variety of goals. An Access Management Plan for Brookings is listed under the section Transportation System Plans. The following how the plan would satisfy relevant goals.

Involve Local Community: High

Guide Implementation: Medium

Future Compatibility: High

Optimizes Existing System: High

Improve Safety: High

Minimize User Conflicts: Medium

Enhance Mobility: High

Maintain Corridor Continuity: Low

Maintain Local Image: Medium

Coordinate W/ Local Planner: High

Improve Local Transportation/Parking System: High

Provide Local Functions: High

Limit Strip Development: Medium

Provide Local Accessibility: Low

CITY OF BROOKINGS TRANSPORTATION SYSTEM PLAN

Access Management

Access management is an important tool for maintaining a transportation system. Too many access points can diminish the function of an arterial, mainly due to delays and safety hazards created by turning movements. Traditionally, the response to this situation is to add lanes to the street. However, this can lead to increases in traffic and, in a cyclical fashion, require increasingly expensive capital investments to continue to expand the roadway.

Reducing capital expenditures is not the only argument for access management. Additional driveways along arterial streets lead to an increased number of potential conflict points between vehicles entering and exiting the driveway, and through vehicles on the arterial streets. This not only leads to increased vehicle delay and deterioration in the level of service on the arterial, but also leads to a reduction in safety.

Research has shown a direct correlation between the number of access points and collision rates. In addition, the wider arterial streets that can ultimately result from poor access management can diminish the livability of a community. Therefore, it is essential that all levels of government maintain the efficiency of existing arterial streets through better access management.

Access Management Techniques

The number of access points to an arterial can be restricted through the following techniques:

- ◆ Restricting spacing between access points based on the type of development and the speed along the arterial.
- ◆ Sharing of access points between adjacent properties.
- ◆ Providing access via collector or local streets where possible.
- ◆ Constructing frontage roads to separate local traffic from through traffic.
- ◆ Providing service drives to prevent spillover of vehicle queues onto the adjoining roadways.
- ◆ Providing acceleration, deceleration, and right-turn only lanes.
- ◆ Installing median barriers to control conflicts associated with left-turn movements.
- ◆ Installing side barriers to the property along the arterial to restrict access width to a minimum.

Recommended Access Management Standards

Access management is hierarchical, ranging from complete access control on freeways to increasing use of streets for access purposes at the local level. Tables 7-4 and 7-5 describe recommended access management guidelines by roadway functional classification. Table 7-4 presents access standards for US 101 as shown in the Oregon Highway Plan at the time of TSP adoption. The standards contained in the Highway Plan take precedence over those shown below if different.

**TABLE 7-4
ACCESS MANAGEMENT STANDARDS FOR STATEWIDE HIGHWAY (US 101)**

Posted Speed	General	UBA ¹	STA ²
>=55 MPH	1320	—	—
50 MPH	1100	—	—
40 & 45 MPH	990	—	—
30 & 35 MPH	770	720	—
<=25 MPH	550	520	See Note 3

Notes:

- (2) Urban Business Area
- (2) Urban Business Area
- (2) Minimum spacing standards for public road approaches is either the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways, and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, spacing for driveways is less than 350 feet.

**TABLE 7-5
RECOMMENDED ACCESS MANAGEMENT STANDARDS FOR LOCAL STREETS**

Functional Classification	Intersections			
	Public Road		Private Drive ⁽²⁾	
	Type ⁽¹⁾	Spacing	Type	Spacing
Arterial (See Table 7-3) ³				
Collector	at-grade	250 ft.	L/R Turns	100 ft.
Residential Street	at-grade	250 ft.	L/R Turns	Access to Each Lot
Alley (Urban)	at-grade	100 ft.	L/R Turns	Access to Each Lot

Notes:

- (2) For most roadways, at-grade crossings are appropriate.
- (2) Allowed moves and spacing requirements may be more restrictive than those shown to optimize capacity and safety. Any access to a state highway requires a permit from the ODOT District Office. Access will generally not be granted where there is a reasonable alternative access.
- (2) Access spacing standards for State facilities are presented in the Oregon Highway Plan which, if different, take precedence over those shown above.

Application

These access management restrictions are generally not intended to eliminate existing intersections or driveways. Rather, they should be applied as new development occurs. Over time, as land is developed and redeveloped, the access to roadways will meet these guidelines. However, where there is a recognized problem, such as an unusual number of collisions, these techniques and standards can be applied to retrofit existing roadways.

To summarize, access management strategies consist of managing the number of access points and providing traffic and facility improvements. The solution is a balanced, comprehensive program that provides reasonable access while maintaining the safety and efficiency of traffic movement.

State Highways

Access management is important to promoting safe and efficient travel for both local and long distance users along US 101 in Brookings. The Oregon Highway Plan specifies access spacing standards for all state highways. This section of the Transportation System Plan describes the state highway access categories and specific roadway segments where special access areas may apply.

General

US 101 through Brookings is designated in the Oregon Highway Plan as a Statewide Highway on the National Highway System (NHS). Within the Brookings UGB, OHP spacing standards vary based on the posted speed limit. Refer to Table 7-4 above or Appendix C of the Highway Plan for specific spacing standards on US 101.

Special Transportation Area

As in many cities with a State Highway serving as the primary arterial, road approach spacing does not meet existing spacing standards. In some cases, local street intersections are as close as 250' apart. Shorter block lengths and a well-developed grid system are important to a downtown area, along with convenient and safe pedestrian facilities. In general, downtown commercial arterial streets typically have blocks 200 to 400 feet long, driveways sometimes spaced at intervals as frequent as every 100 feet and, occasionally, signals spaced as closely as every 400 feet. The streets in downtown areas must have sidewalks and crosswalks, along with on-street parking. The need to maintain these typical downtown characteristics must be carefully considered along with the need to maintain the safe and efficient movement of through traffic.

To address this issue and to protect the downtown function of this section of highway, a Special Transportation Area (STA) is recommended from Pacific Avenue to Constitution Way on US 101. **However, this designation will only be applied once the couplet is constructed.** The city will develop a management plan for the STA area in consultation with ODOT. The required management plan will address capacity, safety, needed improvements, recommended land use changes, and vehicle and pedestrian access issues.

To accommodate existing public roadway spacing and allow reasonable access spacing for private driveways, less restrictive access and capacity standards will be allowed within the STA. Within the STA, access standards shall allow intersection spacing at a minimum of 250 feet. As specified in the OHP, driveways will be discouraged within the STA. (See Table 7-4).

CITY OF BROOKINGS LAND DEVELOPMENT CODE
SECTION 168: TRAFFIC CIRCULATION AND STREET STANDARDS

168.070 Street Standards

(X) Sight distance. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access. Access spacing standards for state highways are shown in the Oregon Highway Plan. Adequate sight distance allowing the motorist time to respond to obstructions in the roadway and other vehicles is essential for safe travel. Sight distances hindered by horizontal and vertical curves in the roadway, or any other sight obstruction, shall not limit sight distances to less than 350 feet for arterials, 275 feet for collectors, and 200 feet for local streets.

168.140 Access Management

(2) Access to arterial and residential collector streets shall be limited to preserve the flow of traffic in terms of safety, capacity, functional classification, and performance standard.

1. Access standards for the state highway are shown in the Oregon Highway Plan. New residential, commercial and/or industrial development occurring along local residential collector streets shall be held to the access standards shown in Table 168.040 below.

3. Highway access permit required. Any access to a state highway requires a permit from the ODOT District Office. Access will generally not be granted where there is a reasonable alternative access.

(2) Joint and Cross Access

(2) The (permitting department) may modify or waive the requirements of this section for local streets where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical. Any reduction or waiving of access spacing standards of the state highway must be approved by ODOT.

(D) Access Connection and Driveway Design

1. Driveways shall meet the following standards:

(2) If the driveway is a one way in or one way out drive, then the driveway shall be a minimum width of 10 feet and shall have appropriate signage designating the driveway as a one way connection.

(2) For two-way access, each lane shall have a minimum width of 10 feet.

2. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of driveways along acceleration or deceleration lanes and tapers shall be avoided due to the potential for vehicular weaving conflicts.

3. The length of driveways shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation.

(E) Requirements for Phased Development Plans

1. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both shall be cited for any violation.

2. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.

(F) Non-conforming Access Features. Legal access connections in place as of (date of adoption) that do not conform to the standards herein are considered non-conforming features and shall be brought into compliance with applicable standards under the following conditions:

1. When new access connection permits are requested:
2. Change in use or enlargements or improvements that will increase trip generation.

(G) Reverse Frontage

1. Lots that front on more than one street shall be required to locate motor vehicle accesses on the street with the lower functional classification, or lower average daily traffic, if both facilities have the same functional classification. Where safety concerns exist, the City Public Works Department and/or ODOT will have final authority to permit appropriate access.
2. When a residential subdivision is proposed that would abut an arterial, it shall be designed to provide through lots along the arterial with access from a frontage road or interior local road, unless otherwise constrained by topography. Access rights of these lots to the arterial shall be dedicated to the city and recorded with the deed. A berm or buffer yard may be required at the rear of through lots to buffer residences from traffic on the arterial. The berm or buffer yard shall not be located within the public right-of-way.

(H) Flag Lot Standards. Flag lots shall not be permitted when the result would be to increase the number of properties requiring direct and individual access connections to the State Highway System or other arterials.

- (2) Shared Access. Subdivisions with frontage on the state highway system shall be designed into shared access points to and from the highway. If access off of a secondary street is possible, then access should not be allowed onto the state highway. If access off of a secondary street becomes available, then conversion to that access is encouraged, along with closing the state highway access.

(J) Connectivity

1. The street system of proposed subdivisions shall be designed to connect with existing, proposed, and planned streets outside of the subdivision as provided in this Section.
2. Wherever a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to abutting properties or to logically extend the street system into the surrounding area. All street stubs shall be provided with a temporary turn-around unless specifically exempted by the Public Works Director, and the restoration and extension of the street shall be the responsibility of any future developer of the abutting land.
3. Minor collector and local residential access streets shall connect with surrounding streets to permit the convenient movement of traffic between residential neighborhoods or facilitate emergency access and evacuation. Connections shall be designed to avoid or minimize through traffic on local streets. Appropriate design and traffic control such as four-way stops and traffic-calming measures are the preferred means of discouraging through traffic.
4. When a public or private streets intersects a state highway, the Oregon Highway Plan will be used to determine proper spacing and signal placement.

(K) Access Variance. Under circumstances where the access requirements stated above cannot be met and there is no other alternative, a variance may be granted. Access variances on the state highway can only be granted by ODOT. Access variances for local streets shall be granted by the Site Plan Committee ? Planning Commission? Under the following conditions:

1. Granting a variance shall not be considered until every feasible option for meeting access standards is explored.
2. Applicants for a variance from these standards must provide proof of unique or special conditions that make strict application of the provisions impractical. Applicants shall include proof that all of the following criteria apply:

- a. The existing condition was created by a circumstance over which the applicant has not control, did not create, nor has contributed to.
 - b. Indirect or restricted access cannot be obtained.
 - c. No alternative access is available from a street with a lower functional classification than the primary roadway.
3. No variance shall be granted where such hardship is self-created.

DRAFT CURRY COUNTY TRANSPORTATION SYSTEM PLAN

Access Management

Access management is an important tool for maintaining a transportation system. Too many access points can diminish the function of an arterial, mainly due to delays and safety hazards created by turning movements. Traditionally, the response to this situation is to add lanes to the roadway. However, this can lead to increases in traffic and in a cyclical fashion, require increasingly expensive capital investments to continue to expand the roadway.

Reducing capital expenditures is not the only argument for access management. Additional driveways along arterial roadways lead to an increased number of potential conflict points between vehicles entering and exiting the driveway, and through vehicles on the arterial roadways. This not only leads to increased vehicle delay and a deterioration in the level of service on the arterial, but also leads to a reduction in safety.

Research has shown a direct correlation between the number of access points and collision rates. In addition, the wider arterial roadways that can ultimately result from poor access management can diminish the livability of a community. Therefore, it is essential that all levels of government maintain the efficiency of existing arterial roadways through better access management.

Access Management Techniques

The number of access points to an arterial can be restricted through the following techniques:

- ◆ Restricting spacing between access points based on the type of development and the speed along the arterial
- ◆ Sharing of access points between adjacent properties
- ◆ Providing access via collector or local roadways where possible
- ◆ Constructing frontage roads to separate local traffic from through traffic
- ◆ Providing service drives to prevent spill-over of vehicle queues onto the adjoining roadways
- ◆ Providing acceleration, deceleration, and right turn only lanes
- ◆ Installing median barriers to control conflicts associated with left turn movements
- ◆ Installing side barriers to the property along the arterial to restrict access width to a minimum

Recommended Access Management Standards

Access management is hierarchical, ranging from complete access control on freeways to increasing use of roadways for access purposes, parking and loading at the local and minor collector level. Table 7-3 describes recommended general access management guidelines for local roads by roadway functional classification. Access Management standards for State highways are found in the Oregon Highway Plan and are adopted by the county by reference.

**TABLE 7-3
RECOMMEND ACCESS MANAGEMENT STANDARDS FOR COUNTY ROADS**

Functional Classification	Intersection			
	Public Road		Private Drive	
	Type	Spacing	Type	Spacing
Arterial (other than State Highways)	at-grade	1 mile	L/R Turns	1,200 feet
Collector	at-grade	¼ mile	L/R Turns	300 feet
Resource/Industrial	at-grade	400 feet	L/R Turns	Access to Each Lot
Local	at-grade	400 feet	L/R Turns	Access to Each Lot

Notes:

(1) For most roadways, at-grade crossings are appropriate.

(2) Allowed moves and spacing requirements may be more restrictive than those shown to optimize capacity and safety. Any access to a state highway requires a permit from the ODOT District Office. Access will generally not be granted where there is a reasonable alternative access.

Application

These access management guidelines should be applied to county roads. They are generally not intended to eliminate existing intersections or driveways. Rather, they should be applied as new development occurs. Over time, as land is developed and redeveloped, the access to roadways will meet these guidelines. However, where there is a recognized problem, such as an unusual number of collisions, these techniques and standards can be applied to retrofit existing roadways.

To summarize, access management strategies consist of managing the number of access points and providing traffic and facility improvements. The solution is a balanced, comprehensive program that provides reasonable access while maintaining the safety and efficiency of traffic movement.

State Highways

Access management is important to promoting safe and efficient travel for both local and long distance users along US 101 in Curry County. The 1999 Oregon Highway Plan specifies an access management classification system for State facilities. Although Curry County may designate State highways as arterial roadways within its transportation system, the access management categories for these facilities should generally follow the guidelines of the Oregon Highway Plan. This section of the Transportation System Plan describes the state highway access categories and specific roadway segments as in effect at the time of TSP adoption. Specific access standards for state highways should be referenced from the Oregon Highway Plan.

US 101 through Curry County is a Statewide Highway. This classification permits at-grade intersections at a minimum spacing of 1320 feet.

Carpenterville Road and Cape Blanco Highway through Curry County are District Highways. This classification permits at-grade intersections at a minimum spacing of 700 feet for speeds of 55 mph or greater. For 50 mph posted speed limit, the minimum access spacing standard is 550 feet. For 40 and 45 mph posted speed limit, the minimum access spacing standard is 500 feet.

CURRY COUNTY ZONING ORDINANCE

APPENDIX B: APPROACHES (PRIVATE & PUBLIC)

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Type	Actual Approach Width (meters)	Actual Approach Width (feet)	Permitted Approach Width	Legal Access Permit	Access Permit ID
A1	W	347.85	101879.4	31052.84	3914-00 -01704-00		Private	15.3	50.2		Y	7476
A2	E	347.85	101879.4	31052.84	3914-00 -01704-00		Private	35.6	116.8		Y	8031
A3	E	348.18	103621.8	31583.92	3914-00 -01704-00		Private	8.6	28.2		Y	28483
A4	W	348.41	104836.2	31954.07	3914-00 -01704-00		Private	14.8	48.5		N	
A5	E	348.80	106895.4	32581.71	3914-34C -01000-00		Private		0		Y	35099
A6	W	348.85	107159.4	32662.18	4014-03 -02100-00		State		0		Y	8405
A7	W	349.10	108479.4	33064.52	4014-03 -02100-00		State	15.5	50.8		Y	35020
A8	E	349.31	109588.2	33402.48	4014-03 -01700-00	Whaleshead Road	Private	14.6	47.9		Y	35020
A9	W	349.52	110697	33740.44	4014-03 -02100-00		State	12.1	39.7		Y	8059
A10	E	349.57	110961	33820.91	4014-03 -02201-00	Martin Ranch Road	Private	15.4	50.5		Y	35149
A11	E	350.50	115871.4	35317.6	4014-10A -00200-00	Sundown Road	Private	11.6	38		Y	14112
A12	E	350.79	117402.6	35784.31		Eggers Road	County	10	32.8		N	
A13	E	351.32	120201	36637.26	easement	Barnacle Rock Road	Private	5.7	18.7		Y	4368
A14	E	351.42	120729	36798.19		Cape Ferrelo Road	County	10.7	35.1		N	
A15	E	351.46	120940.2	36862.57	easement	House Rock Road	Private	3.8	12.5		Y	35313
A16	W	351.51	121204.2	36943.03	4014-00 -02400-00		Private	7.6	24.9		Y	35038
A17	E	351.96	123580.2	37667.24	4014-15A -01000-00	Breakaway Road	Private	6	19.7		Y	4539
A18	E	351.57	121521	37039.6	4014-00 -02402-00		Private	6	19.7		Y	4212
A19	W	351.64	121890.6	37152.25	4014-00 -02497-00		Private	6.9	22.6		Y	5815
A20	E	352.10	124319.4	37892.55	4014-00 -02402-00		Private		0		Y	3004
A21	W	352.24	125058.6	38117.86	4014-00 -02497-00		Private	13.3	43.6		Y	3234
A22	E	352.40	125903.4	38375.35	4014-00 -02401-00		Private	6	19.7		Y	32182
A23	E	352.99	129018.6	39324.86	4014-00 -02400-00		Private	7.6	24.9		Y	6334
A24	W	353.05	129335.4	39421.42	4014-00 -02497-00		Private	9.1	29.8		Y	6505
A25	W	353.20	130127.4	39662.83	4014-26 -00104-00		Private	12.9	42.3		Y	31755
A26	E	353.27	130497	39775.48	4014-26 -00100-00		Private	13.7	44.9		Y	1104
A27	E	353.47	131553	40097.35	4014-00 -02402-00		Private	15.2	49.9		Y	7206
A28	E	354.21	135460.2	41288.26	4014-26D -00100-00		Private	4.4	14.4		Y	22325
A29	W	354.26	135724.2	41368.73	4014-26D -00200-00		Private	5.4	17.7		Y	24036
A30	W	354.42	136569	41626.23	Driftwood Shores CCR	Deer Park Road	Private	6.8	22.3		Y	8667

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Type	Actual Approach Width (meters)	Actual Approach Width (feet)	Permitted Approach Width	Legal Access Permit	Access Permit ID
A31	E	354.50	136991.4	41754.97	4014-25CB-02800-00	Longacre Road	Private	15.9	52.2		Y	13280
A32	E	354.83	138733.8	42286.06		Carpenterville Road	State	14.4	47.2		N	
A33	W	354.83	138733.8	42286.06		Dawson Road	City	10.4	34.1		N	
A34	E	355.14	140370.6	42784.95	4014-36A -00100-00		Private	17.6	57.7		Y	35288
A35	W	355.36	141532.2	43139.01		Harris Heights Road	City	11.4	37.4		Y	30697
A36	E	355.36	141532.2	43139.01	vacated by County	Harris Heights Road	Private	12.9	42.3		Y	28629
A37	E	355.70	143327.4	43686.19	4014-36 -01000-00		Private	21.8	71.5		Y	2185
A38	W	355.70	143327.4	43686.19	4014-36 -01000-00		Private	14.8	48.5		N	
A39	E	355.87	144225	43959.77		Parkview Drive	City	10.8	35.4		N	
A40	E	355.94	144594.6	44072.43	4014-36 -00600-00		Private	10.1	33.1		Y	35039
A41	W	355.95	69014.7	21035.69		Beach Avenue	City	4.7	15.4		N	
A42	W	356.05	69542.7	21196.62	4114-01AA-00500-00		Private	7.1	23.3		Y	24648
A43	W	356.07	69648.3	21228.81	4114-01AA-00700-00		Private	5.1	16.7		Y	11466
A44	W	356.09	69753.9	21261	4114-01AA-00701-00		Private	6.1	20		Y	19374
A45	E	356.11	69859.5	21293.18		Ransom Avenue	City	10	32.8		N	
A46	W	356.11	69859.5	21293.18	4114-01AA-00702-00		Private	6.6	21.6		Y	
A47	W	356.12	69912.3	21309.28	4114-01AA-00800-00		Private	4.7	15.4		Y	35198
A48	E	356.15	70070.7	21357.56	4113-06BB-00900-00		Private	8.9	29.2		Y	32140
A49	W	356.17	70176.3	21389.74	4114-06BC-00102-00		Private	12.1	39.7		Y	24178
A50	E	356.19	70281.9	21421.93		Heather Lane	City	9.8	32.1		N	
A51	W	356.20	70334.7	21438.02	4113-06BC-00100-00		Private	3.2	10.5		N	19493
A52	W	356.24	70545.9	21502.4		Crissey Circle (N)	City	6.6	21.6		N	
A53	E	356.29	70809.9	21582.86	4113-06BB-01524-00		Private	5.2	17.1		Y	35045
A54	E	356.30	72446.7	22081.76		Easy Street	City	10	32.8		N	
A55	W	356.32	70968.3	21631.14		Crissey Circle (S)	City	5.1	16.7		N	35023
A56	E	356.38	71285.1	21727.71	4113-06BC-02600-00		Private		0		Y	24541
A57	E	356.42	71496.3	21792.08	4113-06BC-02600-00		Private	10	32.8		Y	35165
A58	W	356.42	71496.3	21792.08	4113-06BC-01900-00		Private	9.3	30.5		Y	
A59	E	356.43	71549.1	21808.17	4113-06BC-02500-00		Private	11.1	36.4		Y	23886
A60	W	356.44	71601.9	21824.27	4113-06BC-01800-00		Private	8.7	28.5		N	

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Type	Actual Approach Width (meters)	Actual Approach Width (feet)	Permitted Approach Width	Legal Access Permit	Access Permit ID
A61	W	356.45	71654.7	21840.36	4113-06BC-02000-00		Private	10	32.8		N	
A62	E	356.47	71760.3	21872.55	4113-06BC-02500-00		Private	7.6	24.9		Y	23886
A63	W	356.48	71813.1	21888.64	4113-06BC-02300-00		Private	31.7	104		Y	17655
A64	E	356.50	71918.7	21920.83	4113-06BC-02400-00		Private	8.4	27.6		N	
A65	W	356.51	71971.5	21936.92	4113-06BC-02200-00		Private	11.4	37.4		N	
A66	W	356.52	72024.3	21953.01	4113-06BC-02200-00		Private	13.7	44.9		N	
A67	E	356.52	72024.3	21953.01	4113-06BC-02400-00		Private	6.3	20.7		N	
A68	W	356.53	72077.1	21969.11		Arnold Street	City	6.7	22		N	29434
A69	E	356.54	72129.9	21985.2	4113-06BD-01700-00		Private	6	19.7		Y	15520
A70	E	356.56	72235.5	22017.39	4113-06BD-01700-00		Private	9.9	32.5		N	
A71	W	356.56	72235.5	22017.39	4113-06BD-03300-00		Private	11.6	38		Y	16270
A72	E	356.58	72341.1	22049.57	4113-06BD-01700-00		Private	9.7	31.8		Y	16964
A73	E	356.59	72393.9	22065.67	4113-06BD-01700-00		Private	4.6	15.1		N	
A74	E	356.59	72393.9	22065.67	4113-06BD-01900-00		Private	7.8	25.6		N	
A75	W	356.60	72446.7	22081.76	4113-06BD-03310-00		Private	8.6	28.2		Y	29867
A76	E	356.61	72499.5	22097.85	4113-06BD-01900-00		Private	6.7	22		N	
A77	E	356.61	72499.5	22097.85	4113-06BD-02100-00		Private	7.4	24.3		N	
A78	W	356.61	72499.5	22097.85	4113-06BD-03400-00		Private	11.8	38.7		N	
A79	W	356.64	72657.9	22146.13	4113-06BD-02100-00		Private	11.7	38.4		N	
A80	W	356.64	72657.9	22146.13	4113-06BD-03400-00		Private	15.1	49.5		N	
A81	W	356.66	72763.5	22178.32	4113-06BD-03200-00		Private	14.4	47.2		N	
A82	E	356.66	72763.5	22178.32	4113-06BD-02201-00		Private	9.9	32.5		N	
A83	E	356.69	72921.9	22226.6	4113-06BD-02200-00		Private	11.3	37.1		Y	35219
A84	W	356.69	72921.9	22226.6	4113-06BD-03100-00		Private	17.1	56.1		N	
A85	E	356.71	73027.5	22258.79	4113-06BD-02400-00		Private	13.7	44.9		Y	35075
A86	W	356.71	73027.5	22258.79	4113-06BD-03000-00		Private	14.3	46.9		Y	23028
A87	E	356.73	73133.1	22290.98	4113-06BD-02500-00		Private	7	23		N	
A88	W	356.75	73238.7	22323.16	4113-06BD-02900-00		Private	10.5	34.4		Y	15640
A89	E	356.75	73238.7	22323.16		Chetco Lane	City	10.9	35.8		N	
A90	W	356.76	73291.5	22339.26	4113-06BD-02700-00		Private	17.9	58.7		N	

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Type	Actual Approach Width (meters)	Actual Approach Width (feet)	Permitted Approach Width	Legal Access Permit	Access Permit ID
A91	E	356.76	73291.5	22339.26	4113-06AC-02205-00		Private	9.3	30.5		N	
A92	W	356.78	73397.1	22371.44	4113-06CA-00200-00		Private		0		Y	29831
A93	E	356.79	73449.9	22387.54	4113-06AC-02205-00		Private	11	36.1		Y	29801
A94	E	356.79	73449.9	22387.54	4113-06AC-02300-00		Private	14.8	48.5		Y	13105
A95	W	356.80	73502.7	22403.63	4113-06CA-00200-00		Private		0		N	
A96	W	356.80	73502.7	22403.63	4113-06CA-00202-00		Private	6.4	21		N	
A97	E	356.81	73555.5	22419.72	4113-06AC-02300-00		Private	14	45.9		Y	13204
A98	W	356.82	73608.3	22435.82	4113-06CA-00201-00		Private	4.6	15.1		N	
A99	W	356.83	73661.1	22451.91		Mill Beach Road	City	10.5	34.4		N	
A100	E	356.83	73661.1	22451.91	4113-06AC-02501-00			7	23		N	
A101	E	356.85	73766.7	22484.1	4113-06AC-02500-00		Private	12.3	40.3		N	
A102	E	356.87	73872.3	22516.28	4113-06AC-02502-00		Private	15	49.2		Y	12022
A103	E	356.93	74189.1	22612.84		5th Street	City	12.8	42		Y	32074
A104	W	356.93	74189.1	22612.84		5th Street	City	12.6	41.3		Y	35054
A105	W	356.96	74347.5	22661.12	4113-06DB-01100-00		Private	8	26.2		N	
A106	W	356.99	74505.9	22709.41	4113-06DB-01200-00		Private	7	23		Y	35013
A107	W	357.01	74611.5	22741.59	4113-06DB-01200-00		Private	10	32.8		Y	35014
A108	E	357.02	74664.3	22757.69		Ross Road	City	19.7	64.6		N	
A109	E	357.03	74717.1	22773.78	4113-06DB-00400-00		Private	14.1	46.2		N	
A110	W	357.03	74717.1	22773.78	4113-06DB-01300-00		Private	12.7	41.7		Y	11592
A111	E	357.06	74875.5	22822.06	4113-06DA-00100-00		Private	7.2	23.6		Y	35174
A112	E	357.06	74875.5	22822.06	4113-06DA-00100-00		Private	7.1	23.3		N	
A113	W	357.07	74928.3	22838.15		Pacific Avenue	City	12.6	41.3		N	
A114	E	357.07	74928.3	22838.15		Pacific Avenue	City	10.9	35.8		N	
A115	W	357.09	75033.9	22870.34	4113-06DA-03100-00		Private	9.3	30.5		N	
A116	W	357.10	75086.7	22886.43	4113-06DA-03100-00		Private	12.3	40.3		N	
A117	E	357.10	75086.7	22886.43		Spur (Pacific & US 101)			71.5		N	
A118	W	357.12	75192.3	22918.62	4113-06DA-03000-00		Private	6.3	20.7		Y	21396
A119	E	357.12	75192.3	22918.62	4113-06DA-03300-00		Private	4.8	15.7		N	
A120	W	357.14	75297.9	22950.81	4113-06DA-03000-00		Private	5.4	17.7		N	

ID	Side of Highway	Milepost	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Street Name	Type	Actual Approach Width (meters)	Actual Approach Width (feet)	Permitted Approach Width	Legal Access Permit	Access Permit ID
A121	W	357.15	75350.7	22966.9	4113-06DA-02900-00		Private	4.5	14.8		Y	26822
A122	W	357.17	75456.3	22999.09		Mill Street	City	10.7	35.1		Y	11815
A123	E	357.17	75456.3	22999.09		Hillside Avenue	City	23.6	77.4		N	
A125	W	357.20	75614.7	23047.37		Center Street	City	12.5	41		N	
A126	E	357.21	75667.5	23063.46		Alley (Fern & US 101)	City	6.8	22.3		N	
A127	W	357.23	75773.1	23095.65		Wharf Street	City	11.2	36.7		N	
A128	W	357.26	75931.5	23143.93			City	28.5	93.5		N	
A129	E	357.27	75984.3	23160.02	4113-06DA-09600-00		Private	7.4	24.3		Y	27377
A130	E	357.29	76089.9	23192.21	4113-06DA-09600-00		Private	6.4	21		Y	27377
A132	E	357.32	76248.3	23240.49	4113-06DA-10500-00		Private	7.2	23.6		N	
A133	E	357.33	76301.1	23256.58	4113-06DA-10500-00		Private	6.8	22.3		N	
A134	W	357.33	76301.1	23256.58		Fern Avenue	City	11.1	36.4		N	
A135	E	357.34	76353.9	23272.68		Fern Avenue	City	13.8	45.3		N	
A136	E	357.37	76512.3	23320.96	4113-05CB-01300-00		Private	4.2	13.8		Y	17501
A137	E	357.37	76512.3	23320.96	4113-05CB-01400-00		Private	10.6	34.8		Y	17501
A138	E	357.40	76670.7	23369.24	4113-05CB-01400-00		Private	10.9	35.8		N	
A139	W	357.40	76670.7	23369.24	4113-05CB-02500-00		Private	4.8	15.7		N	
A140	E	357.41	76723.5	23385.33	4113-05CB-01500-00		Private	9.2	30.2		N	
A141	W	357.41	76723.5	23385.33		Willow Street	City	12.8	42		N	
A142	E	357.46	76985.9	23465.31	4113-05CB-01500-00		Private	8.5	27.9		Y	31490
A143	E	357.47	77038.7	23481.41	4113-05CB-01800-00		Private	8.9	29.2		N	
A144	E	357.49	77144.3	23513.6	4113-05CB-01800-00		Private	11.2	36.7		N	
A145	W	357.49	77144.3	23513.6		Oak Street	City	11.8	38.7		N	
A146	E	357.50	77197.1	23529.69		Oak Street	City	12.9	42.3		N	
A147	W	357.51	77249.9	23545.78	4113-05CB-07501-00		Private	9.4	30.8		N	
A148	W	357.53	77355.5	23577.97	4113-05CB-07500-00		Private	11.9	39		N	
A149	W	357.54	77408.3	23594.06	4113-05CB-07601-00		Private	10.1	33.1		Y	35195
A150	W	357.57	77566.7	23642.34		Alder Street	City	10.6	34.8		N	
A151	W	357.60	77725.1	23690.62	4113-05CB-00201-00		Private	13.7	44.9		Y	35192
A152	E	357.72	78358.7	23883.74		(Weigh Station)	State	22.5	73.8		N	
A153	W	357.76	78569.9	23948.12		Bridge Street	City	23.2	76.1		N	
A154	E	357.78	78675.5	23980.3		Constitution Way	City	76.2	249.9		N	

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Figure B-1: Approaches in Segment I

Includes Private & Public Approaches

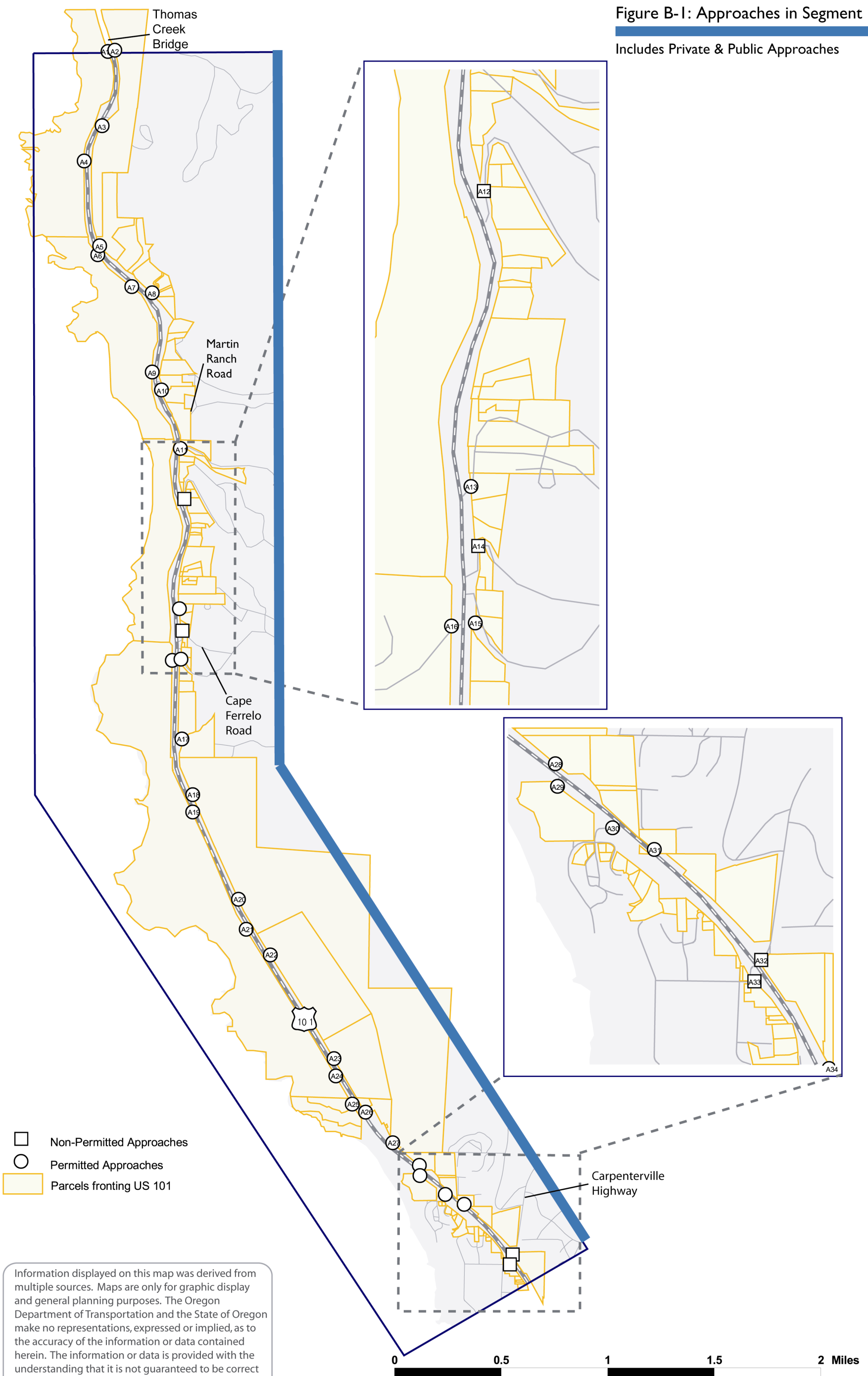
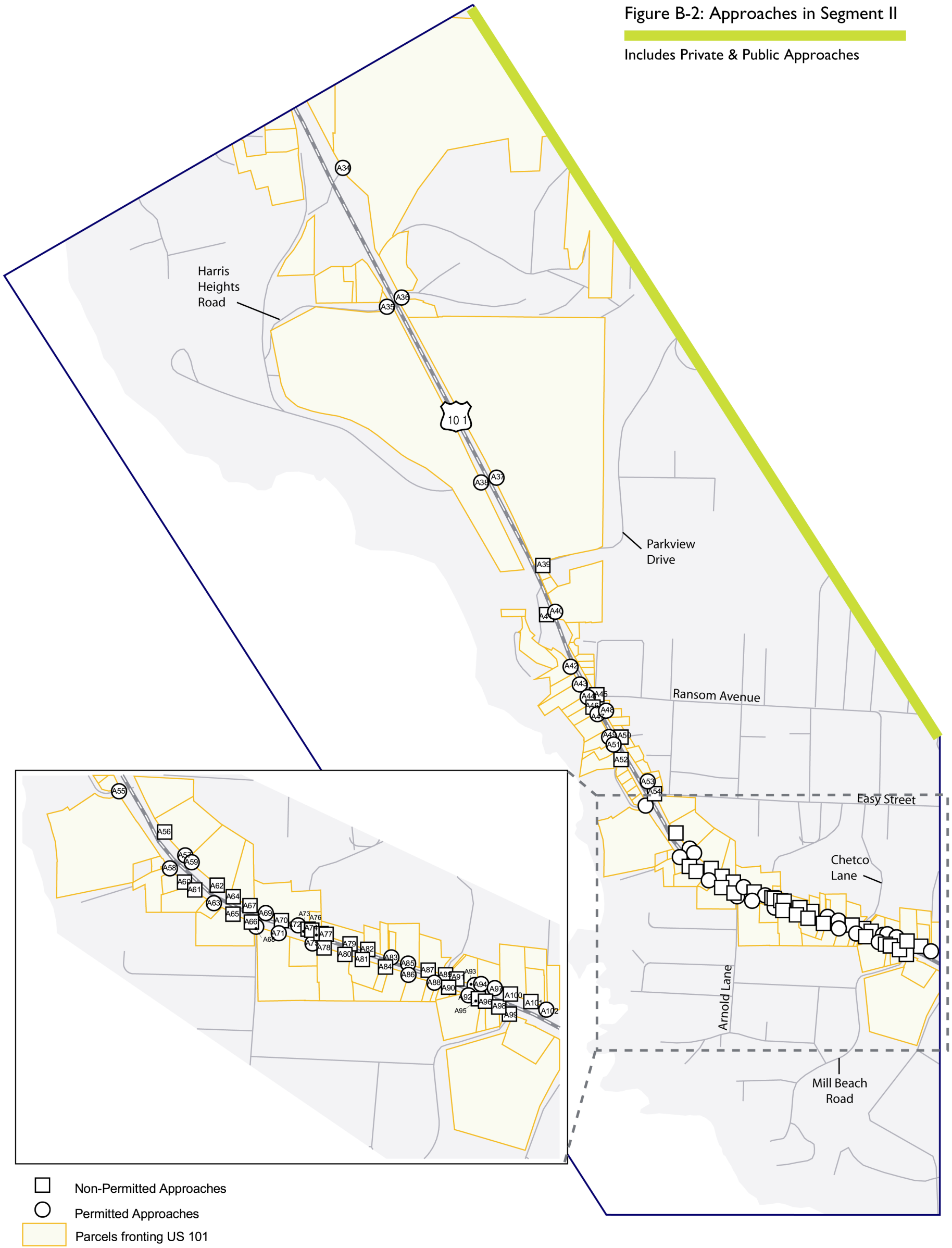


Figure B-2: Approaches in Segment II

Includes Private & Public Approaches

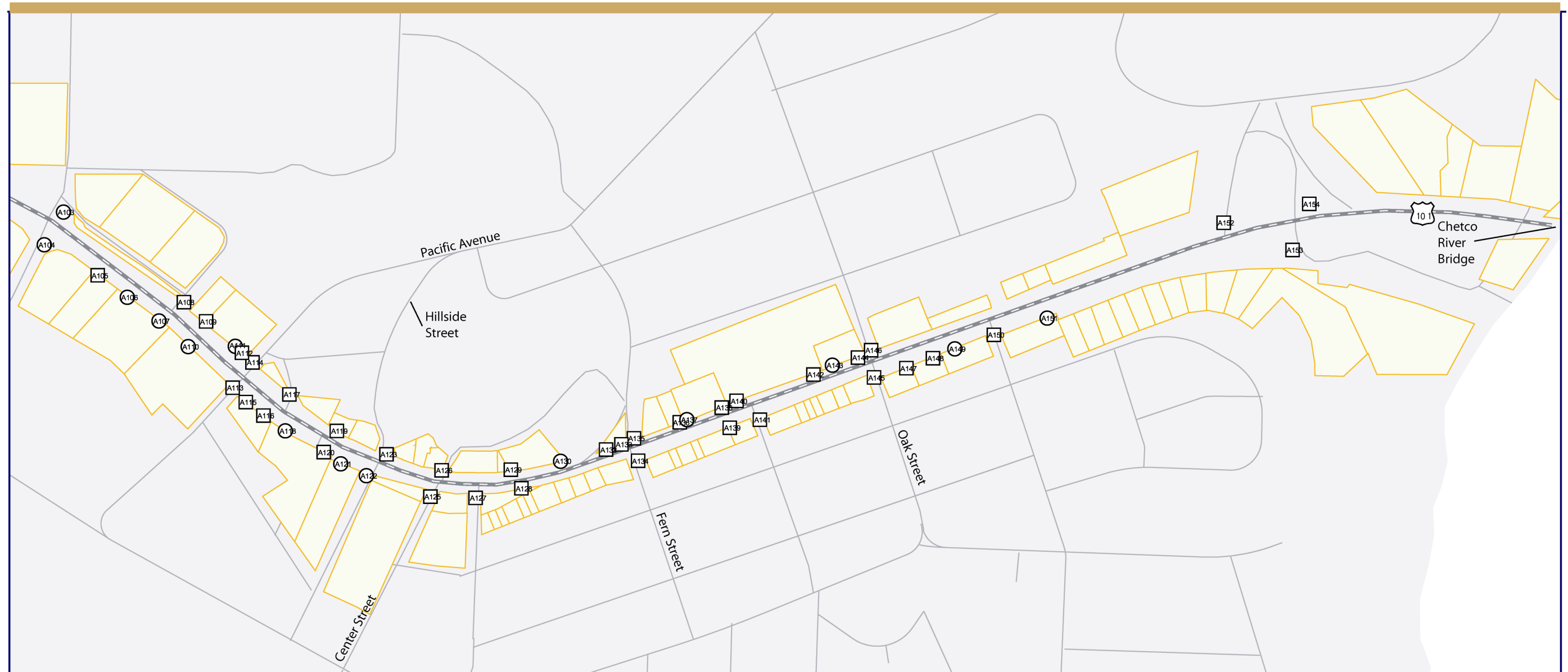


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Figure B-3: Approaches in Segment III

Includes Private & Public Approaches

- Non-Permitted Approaches
- Permitted Approaches
- ▭ Parcels fronting US 101



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APPENDIX C: RIGHTS OF ACCESS

TABLE 1: LOCATION OF LEGAL APPROACHES IN ACCESS CONTROLLED OR ACCESS RESTRICTED AREAS

Id	Type	ROW File Number	Width (feet)	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Code*	Limits
R1	indenture	24685	35	1445+80	44067.9	4014-36 -00600-00	A	
R2	indenture	26919	25	1415+55	43146	4014-36A -04500-00	A	
R3	reservation	26919	25	1402+50	42748.2	4014-36A -00100-00	PAL	Ordinary Residential, Production & Transportation of Minerals
R4	reservation	26931	25	1399+50	42656.8	4014-36BA-00100-00	PAL	Ordinary Residential, Production & Transportation of Minerals
R5	reservation	26929	NA	1390+00	42367.2	4014-36BA-00100-00	A	
R6	indenture	26919	25	1362+40	41526	Driftwood Shores Dev	PAL	Ordinary Residential, Production & Transportation of Minerals
R7	grant	26916	35	1362+20	41519.9	4014-26D -00200-00	A	
R8	reservation	26918	25	1368+46	41709.6	4014-25CB-02800-00	PAL	Ordinary Residential, Production, Agriculture & Transportation of Minerals
R9	indenture	26916	25	1355+20	41306.5	4014-26D -00200-00	PAL	Residential purposes
R10	reservation	26915	25	1353+00	41239.4	4014-26D -00100-00	PAL	Ordinary Residential, Production & Transportation of Minerals
R11	reservation	26914	25	1331+00	40568.9	4014-26 -00100-00	A	
R12	reservation	26914	35	1328+00	40477.4	4014-26 -00104-00	A	
R13	indenture	27530	25	1217+50	37109.4	4014-15A -01000-00	PAL	Ordinary Residential, Production, Agriculture & Transportation
R14	reservation	27530	25	1211+00	36911.3	4014-15A -00900-00	PAL	Ordinary Residential, Production, Agriculture & Transportation
R15	reservation	27530	25	1195+00	36423.6	House Rock Subdivision	PAL	Ordinary Residential, Production, Agriculture & Transportation
R16	reservation	27530/30574	25	1182+00	36027.4	4014-10D -02007-00	PAL	Ordinary Residential, Production, Agriculture & Transportation
R17	indenture	27529	25	1151+50	35097.7	Eggers Road	PAL	Ordinary Residential
R18	reservation	27529	25	1137+50	34671	Sundown Road	PAL	Ordinary Residential, Production & Transportation of Minerals
R19	reservation	27528	35	1119+50	34122.4	4014-03 -02201-00	PAL	Ordinary Residential, Timber & Minerals, Production of Agriculture
R20	reservation	27543	25	1094+80	33369.5	4014-03 -01701-00	PAL	Ordinary Residential, Transportation of Farm & Forest Products
R21	grant	14759	25	1039+00	31668.7	3914-00 -01704-00	PAL	Private Residential, Transportation of Farm & Forest Products

*Code: A=Access, PAL=Private Access Limited

TABLE 1: LOCATION OF LEGAL APPROACHES IN ACCESS CONTROLLED OR ACCESS RESTRICTED AREAS (CONT.)

Id	Type	ROW File Number	Width (feet)	Engineering Station (english)	Engineering Station (metric)	Tax Lot ID	Code*	Limits
R22	reservation						A	
R23	reservation						PAL	
R24	reservation						PAL	
R25	reservation						A	
R26	reservation						PAL	

TABLE 2: TAX LOTS WITH ACCESS CONTROLLED OR ACCESS RESTRICTIONS IN PROJECT AREA

ID	Tax Lot ID	ROW File ID
P2	3914-34C -01000-00	14760
P3	3914-34C -01001-00	14760
P4	3914-34C -01002-00	14760
P5	4014-00 -02400-00	27263
P6	4014-00 -02401-00	27263
P7	4014-00 -02402-00	27263
P9	4014-03 -00200-00	27528/27543
P10	4014-03 -00300-00	27528
P11	4014-03 -01500-00	27528
P12	4014-03 -01501-00	27528
P13	4014-03 -01700-00	27528
P14	4014-03 -01800-00	27528/27543
P16	4014-03 -02201-00	27528
P17	4014-03 -02206-00	27528
P18	4014-03 -02207-00	27528
P19	4014-03 -02211-00	27528
P20	4014-03 -02212-00	27528
P21	4014-10A -00200-00	27529
P22	4014-10A -00201-00	27529
P23	4014-10A -00300-00	27529
P24	4014-10A -00301-00	27529
P25	4014-10A -00701-00	27529
P26	4014-00 -02400-00	27529
P27	4014-10A -01000-00	27529
P29	4014-10A -01200-00	27529
P30	4014-10A -01700-00	27529
P31	4014-10A -01800-00	27529
P32	4014-10A -01900-00	27529
P33	4014-10A -02000-00	27529
P34	4014-10D -00500-00	27529
P35	4014-10D -00700-00	30573/27529
P37	4014-10D -01400-00	30573
P38	4014-10D -01900-00	30573
P39	4014-10D -02001-00	30574
P40	4014-10D -02002-00	30574
P41	4014-10D -02007-00	30574
P43	4014-15A -00700-00	25730
P44	4014-15A -00702-00	25730
P45	4014-15A -00703-00	25730
P46	4014-15A -00710-00	25730
P47	4014-15A -00800-00	25730
P48	4014-15A -00803-00	25730
P49	4014-15A -00900-00	25730
P50	4014-15A -01000-00	25730
P51	4014-25CB-02800-00	26918

ID	Tax Lot ID	ROW File ID
P52	4014-25CB-02800-00	26918
P53	4014-25CC-01000-00	26919
P54	4014-25CC-01100-00	26919
P55	4014-25CC-01200-00	26919
P56	4014-25CC-01300-00	26919
P57	4014-25CC-02100-00	26920
P58	4014-25CC-02601-00	26921
P59	4014-25CC-02700-00	26921
P60	4014-25CC-02800-00	26922
P62	4014-25CC-03600-00	26922
P63	4014-25CC-03700-00	26921
P64/P65	4014-25 -01305-00	26923
P66	4014-26D -00100-00	26915
P67	4014-26D -00101-00	30045
P68	4014-26D -00102-00	30045
P69	4014-26D -00200-00	26916
P70	4014-26D -00300-00	30046
P71	4014-26 -00100-00	26914
P73	4014-26 -00102-00	26914
P74	4014-26 -00103-00	26914
P75	4014-26 -00104-00	26914
P76	4014-26 -00200-00	26914
P77	4014-36A -00100-00	26919
P78/P79	4014-36A -04500-00	26919
P81	4014-36A -09900-00	26933
P82	4014-36A -10000-00	26933
P83	4014-36A -10100-00	26933
P84	4014-36BA-00100-00	26931/26929/26928
P86	4014-36BA-00300-00	26925
P87	4014-36BA-00600-00	26924
P92	4014-36BA-03500-00	26927
P96	4014-36 -00600-00	24686
P97	4014-36 -00700-00	24685
P98	4014-36 -00702-00	24685
P101	4113-05CA-00100-00	43974/47437
P113	4113-05CA-01300-00	47438
P140	4113-05CB-10000-00	44461
P141	4113-05CB-10001-00	44461
P142	4113-05CB-10100-00	44461
P240	4114-01AA-00102-00	24686
P241	4114-01AA-00103-00	24686
P242	4114-01AA-00106-00	24686
P243	4114-01AA-00107-00	24686
P244	4114-01AA-00108-00	24686
P245	4114-01AA-00109-00	24686

ID	Tax Lot ID	ROW File ID
P258	4113-05B -01600-00	43975
P259	4113-05B -01603-00	43975
P260	4113-05B -01601-00	43975
P261	4113-05B -01602-00	43975
P262	4113-05A -01802-00	43976
P263	4113-05A -01900-00	44431
P264	4113-05A -01802-00	43976
P265	4014-10D -00900-00	30573
P266	4014-10D -01100-00	30573
P267	4014-10D -01200-00	30573
P268	4014-10D -01300-00	30573
P269	4014-03 -01700-00	27528/27543
P270	4014-03 -01701-00	27528
P271	4014-36BA-03201-00	26930
P272	4014-36BA-03105-00	26930
P273	4014-36BA-03104-00	26930

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Figure C-1: Access Rights in Segment I

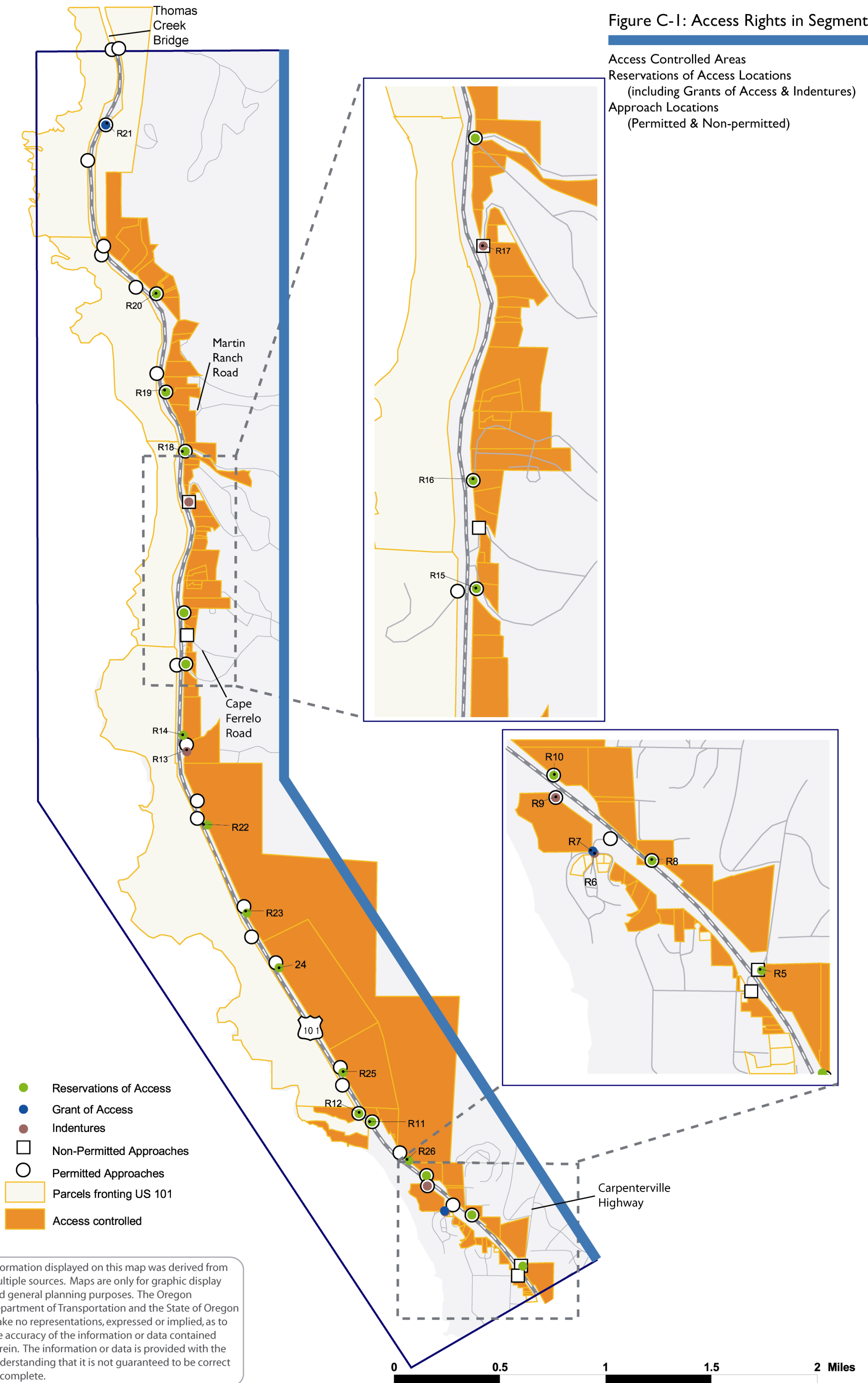
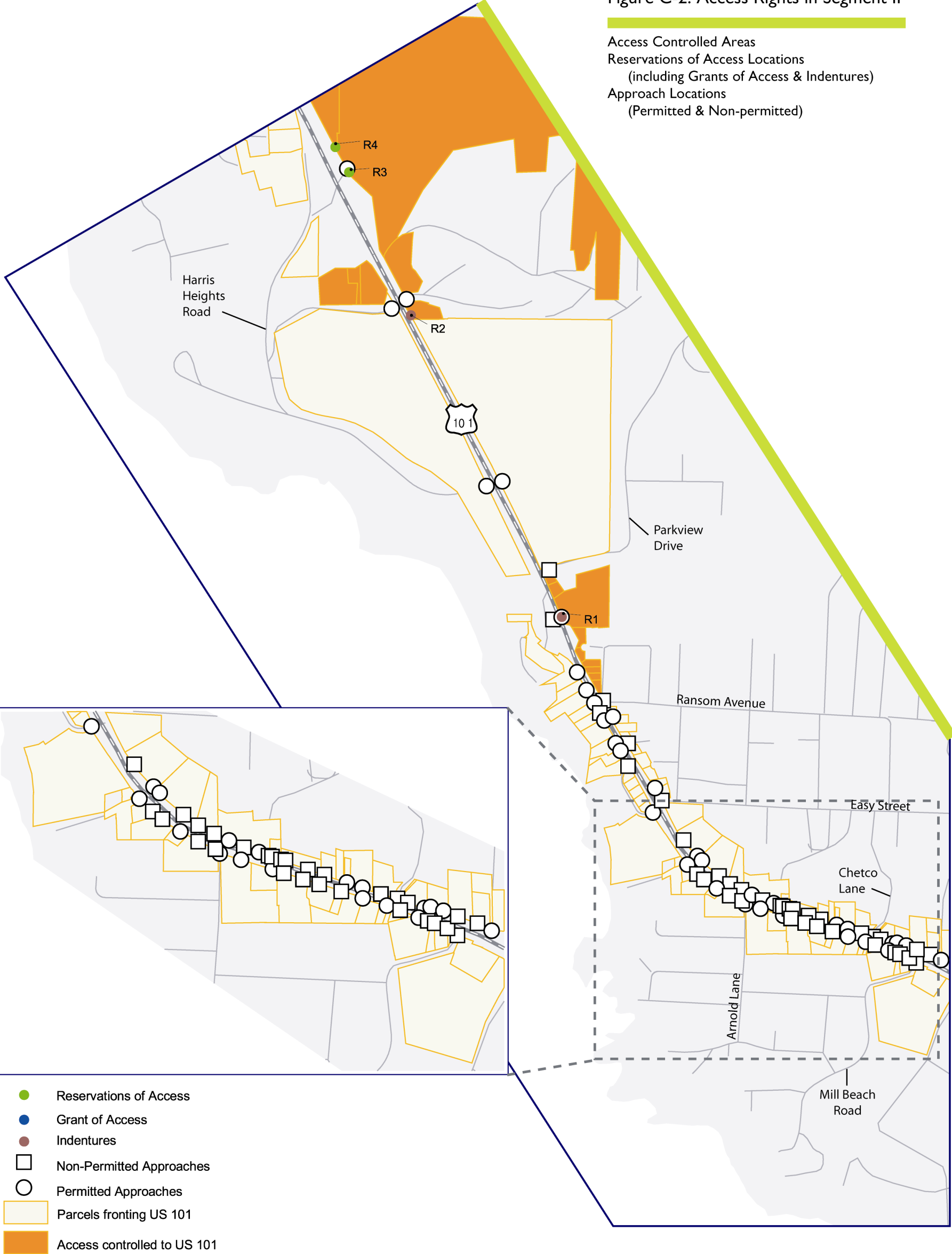


Figure C-2: Access Rights in Segment II



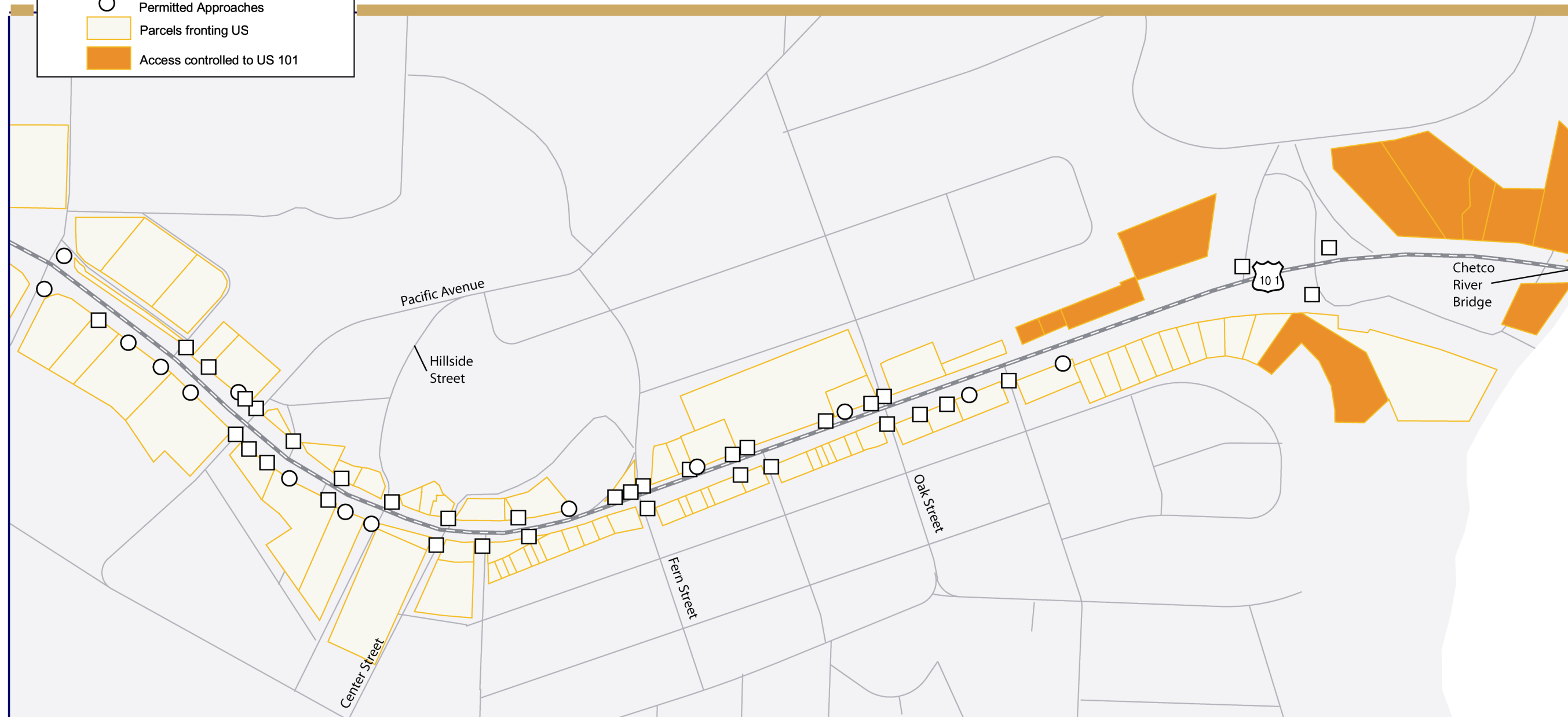
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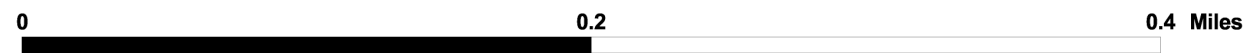
Figure C-3: Access Rights in Segment III

Access Controlled Areas
 Reservations of Access Locations
 (including Grants of Access & Indentures)
 Approach Locations
 (Permitted & Non-permitted)

- Reservations of Access
- Grant of Access
- Indentures
- Non-Permitted Approaches
- Permitted Approaches
- ▭ Parcels fronting US
- ▭ Access controlled to US 101



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APPENDIX D: LAND USE & ZONING

Zoning Codes: Curry County

RR1: Rural Residential (1 acre)
 RR5: Rural Residential (5 acres)
 RR10: Rural Residential (10 acres)
 RC: Rural Commercial
 FG: Forestry/Grazing
 PF: Public Facilities
 I: Industrial
 PUD: Planned Unit Development
 CON: Beaches & Dunes Conservation

Zoning Codes: Brookings

R16: Single Family Residential (6,000 sq. ft.)
 R2: Two Family Residential
 R3: Multiple Family Residential
 C3: General Commercial
 C4: Tourist Commercial
 P/OS: Public Open Space

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
1	3914-00 -01704-00				Park
2	3914-34C -01000-00	95445 W HUCKLEBERRY RD	BROOKINGS. OR 97415	RR5	Undeveloped
3	3914-34C -01001-00	95450 W HUCKLEBERRY RD	BROOKINGS. OR 97415	RR5	
4	3914-34C -01002-00	95480 W HUCKLEBERRY RG RD	BROOKINGS. OR 97415	RR5	
5	4014-00 -02400-00			P/OS	Undeveloped
6	4014-00 -02401-00			P/OS	Undeveloped
7	4014-00 -02402-00			P/OS	Undeveloped
8	4014-00 -02497-00				Park (& State maintenance facility)
9	4014-03 -00200-00	19921 WHALESHEAD RD	BROOKINGS. OR 97415	RC	
10	4014-03 -00300-00	19921 WHALESHEAD RD	BROOKINGS. OR 97415	RC	

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
11	4014-03 -01500-00	95610 WHALESTAIL LN	BROOKINGS. OR 97415	RR5	
12	4014-03 -01501-00	95618 WHALESTAIL LN	BROOKINGS. OR 97415	RR5	
13	4014-03 -01700-00	19921 & 19936 WHALESHEAD RD	BROOKINGS. OR 97415	RC/FG(2.0	RV Park
14	4014-03 -01800-00			RR5	
15	4014-03 -02100-00			PF	Park
16	4014-03 -02201-00			RR5	Residence - multiple
17	4014-03 -02206-00	95650 MARTIN RANCH RD	BROOKINGS. OR 97415	RR5	
18	4014-03 -02207-00			RR5	
19	4014-03 -02211-00			RR5	
20	4014-03 -02212-00			RR5	
21	4014-10A -00200-00			RR5	Residence - multiple
22	4014-10A -00201-00			RR5	
23	4014-10A -00300-00	95617 EGGERS RD	BROOKINGS. OR 97415	RR5	
24	4014-10A -00301-00	95619 EGGERS RD	BROOKINGS. OR 97415	RR5	
25	4014-10A -00701-00	95611 EGGERS RD	BROOKINGS. OR 97415	RR5	
26	4014-10A -00702-00	95630 EGGERS RD	BROOKINGS. OR 97415	RR5	
27	4014-10A -01000-00	95606 EGGERS RD	BROOKINGS. OR 97415	RR5	
28	4014-10A -01100-00	95660 EGGERS RD	BROOKINGS. OR 97415	RR5	
29	4014-10A -01200-00	95666 EGGERS RD	BROOKINGS. OR 97415	RR5	
30	4014-10A -01700-00	95718 EGGERS RD	BROOKINGS. OR 97415	RR5	
31	4014-10A -01800-00	95720 EGGERS RD	BROOKINGS. OR 97415	RR5	
32	4014-10A -01900-00	95684 KAREN LN	BROOKINGS. OR 97415	RR5	
33	4014-10A -02000-00			RR5	
34	4014-10D -00500-00	95691 KITTERY RD	BROOKINGS. OR 97415	RR5	
35	4014-10D -00700-00	19161 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
36	4014-10D -00701-00			RR5	
37	4014-10D -01400-00	19105 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
38	4014-10D -01900-00	19091 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
39	4014-10D -02001-00	95631 CAPE FERRELO RD	BROOKINGS. OR 97415	RR5	
40	4014-10D -02002-00	95629 CAPE FERRELO RD	BROOKINGS. OR 97415	RR5	
41	4014-10D -02007-00	19055 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
42	4014-10 -01900-00			CON	Park

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
43	4014-15A -00700-00	95610 CAPE FERRELO RD	BROOKINGS. OR 97415	RR5	
44	4014-15A -00702-00	95638 CAPE FERRELO RD	BROOKINGS. OR 97415	RR5	
45	4014-15A -00703-00	95612 HOUSE ROCK RD	BROOKINGS. OR 97415	RR5	
46	4014-15A -00710-00			RR5	
47	4014-15A -00800-00	95628 HOUSE ROCK RD	BROOKINGS. OR 97415	RR5	
48	4014-15A -00803-00	18814 MONTBRETIA LN	BROOKINGS. OR 97415	RR5	
49	4014-15A -00900-00	18812 MONTBRETIA LN	BROOKINGS. OR 97415	RR5	
50	4014-15A -01000-00	95696 BREAKAWAY RD	BROOKINGS. OR 97415	FG	Residence - multiple
51/52	4014-25CB-02800-00	17529 LONGACRE LP	BROOKINGS. OR 97415	RR10	Residence - single
53	4014-25CC-01000-00	17422 E OCEAN DR	BROOKINGS. OR 97415	R16	
54	4014-25CC-01100-00			R16	
55	4014-25CC-01200-00	17412 E OCEAN DR	BROOKINGS. OR 97415	R16	
56	4014-25CC-01300-00	17431 E OCEAN DR	BROOKINGS. OR 97415	R16	
57	4014-25CC-02100-00	17360 W BLUEBERRY DR	BROOKINGS. OR 97415	R16	
58	4014-25CC-02601-00	17341 W BLUEBERRY RD	BROOKINGS. OR 97415	R16	
59	4014-25CC-02700-00	17343 BLUEBERRY RD	BROOKINGS. OR 97415	R16	
60	4014-25CC-02800-00	17379 BLUEBERRY RD	BROOKINGS. OR 97415	R16	
61	4014-25CC-03500-00	17363 BLUEBERRY RD	BROOKINGS. OR 97415	R16	
62	4014-25CC-03600-00	17369 BLUEBERRY RD	BROOKINGS. OR 97415	R16	
63	4014-25CC-03700-00	17460 RAINBOW ROCK RD	BROOKINGS. OR 97415	RR1	
64/65	4014-25 -01305-00			I	Undeveloped
66	4014-26D -00100-00			FG	Undeveloped
67	4014-26D -00101-00	17564 LONGACRE LP	BROOKINGS. OR 97415	FG	
68	4014-26D -00102-00			FG	
69	4014-26D -00200-00	17530 HWY 101	BROOKINGS. OR 97415	RR10	Residence - single
70	4014-26D -00300-00	17546 LONGACRE LP	BROOKINGS. OR 97415	FG	
71	4014-26 -00100-00			FG	Utilities
72	4014-26 -00101-00			PUD	Undeveloped
73	4014-26 -00102-00			FG	Undeveloped
74	4014-26 -00103-00			FG	Undeveloped
75	4014-26 -00104-00			PUD	Residence - multiple

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
76	4014-26 -00200-00			CON	Undeveloped
77	4014-36A -00100-00			I	Industrial
78/79	4014-36A -04500-00			R16/PD	
80	4014-36A -09800-00			R16/NO/PD	Undeveloped
81	4014-36A -09900-00	96663 W HARRIS HGTS	BROOKINGS. OR 97415	R16	Residence - single
82	4014-36A -10000-00	96655 W HARRIS HGTS	BROOKINGS. OR 97415	R16	Residence - single
83	4014-36A -10100-00	96633 W HARRIS HGTS	BROOKINGS. OR 97415	R16	Residence - single
84	4014-36BA-00100-00			I	Industrial
85	4014-36BA-00200-00			R16	
86	4014-36BA-00300-00			R16	
87	4014-36BA-00600-00	17310 N PASSLEY RD	BROOKINGS. OR 97415	R16	
88	4014-36BA-02600-00	17200 S PASSLEY RD	BROOKINGS. OR 97415	R16	Residence - single
89	4014-36BA-02700-00	17201 S PASSLEY RD	BROOKINGS. OR 97415	R16	Residence - single
92	4014-36BA-03500-00	96543 DAWSON RD	BROOKINGS. OR 97415	R16	Residence - single
93	4014-36BA-03600-00	96541 DAWSON RD	BROOKINGS. OR 97415	R16	Residence - single
94	4014-36BD-00100-00	17215 S PASSLEY RD	BROOKINGS. OR 97415	R16	Residence - single
95	4014-36BD-01500-00			R16	Undeveloped
96	4014-36 -00600-00	1600 CHETCO AV	BROOKINGS. OR 97415	R16	Church
97	4014-36 -00700-00	994 PARKVIEW DR	BROOKINGS. OR 97415	R16	Undeveloped
98	4014-36 -00702-00	996 PARKVIEW DR	BROOKINGS. OR 97415	R16	Undeveloped
99/100	4014-36 -01000-00			P/OS	Park
101	4113-05CA-00100-00			R16	Undeveloped
102	4113-05CA-00201-00	349 CHETCO AV	BROOKINGS. OR 97415	C3	Fast food
103	4113-05CA-00300-00	301 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
104	4113-05CA-00400-00	303 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
105	4113-05CA-00500-00	305 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
106	4113-05CA-00600-00	307 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
107	4113-05CA-00700-00	309 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
108	4113-05CA-00800-00	311 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
109	4113-05CA-00900-00	313 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
110	4113-05CA-01000-00	315 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
111	4113-05CA-01100-00	317 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
112	4113-05CA-01200-00	319 SPRUCE DR	BROOKINGS. OR 97415	R16	Residence - single
113	4113-05CA-01300-00			R16	Undeveloped
114	4113-05CA-06200-00	241 CHETCO AV	BROOKINGS. OR 97415	R3	Undeveloped
115	4113-05CB-01100-00	554 CHETCO AV	BROOKINGS. OR 97415	C3	Residence - single
116	4113-05CB-01300-00			C3	Empty building
117	4113-05CB-01400-00	548 CHETCO AV	BROOKINGS. OR 97415	C3	Gas station
118	4113-05CB-01500-00	530 CHETCO AV	BROOKINGS. OR 97415	C3	Auto - sales & service
119	4113-05CB-01800-00	500 CHETCO AV	BROOKINGS. OR 97415	C3	Gas station
120	4113-05CB-02000-00	555 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
121	4113-05CB-02100-00	553 CHETCO AV	BROOKINGS. OR 97415	C3	Medical
122	4113-05CB-02200-00	549 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
123	4113-05CB-02300-00	547 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
124	4113-05CB-02400-00	541 CHETCO AV	BROOKINGS. OR 97415	C3	Multi- restaurant/tourist services
125	4113-05CB-02500-00	537 CHETCO AV	BROOKINGS. OR 97415	C3	Multi- restaurant/tourist services
127	4113-05CB-06500-00	519 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
128	4113-05CB-06600-00	515 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
129	4113-05CB-06601-00	517 CHETCO AV	BROOKINGS. OR 97415	C3	Office - professional
130	4113-05CB-06700-00	513 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
131	4113-05CB-06800-00	509 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
132	4113-05CB-06900-00	507 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
133	4113-05CB-07000-00	505 CHETCO AV	BROOKINGS. OR 97415	C3	Office - professional
134	4113-05CB-07500-00	437 CHETCO AV	BROOKINGS. OR 97415	C3	Motel
135	4113-05CB-07501-00			C3	Motel
136	4113-05CB-07600-00	401 CHETCO AV	BROOKINGS. OR 97415	C3	Gas station
137	4113-05CB-07900-00	446 OAK ST	BROOKINGS. OR 97415	C3	Medical
139	4113-05CB-08000-00			C3	Undeveloped
140	4113-05CB-10000-00			R16	Forest Service warehouse
141	4113-05CB-10001-00			R16	Forest Service warehouse
142	4113-05CB-10100-00			R16	Undeveloped

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
143	4113-06AC-02201-00	1006 CHETCO AV	BROOKINGS. OR 97415	C3	Fast food
144	4113-06AC-02205-00			C3	Undeveloped
145	4113-06AC-02300-00	1002 CHETCO AV	BROOKINGS. OR 97415	C3	Undeveloped
146	4113-06AC-02500-00	926 CHETCO AV	BROOKINGS. OR 97415	C3	Auto - retail & service
147	4113-06AC-02501-00	934 CHETCO AV	BROOKINGS. OR 97415	C3	Auto - retail & service
148	4113-06AC-02502-00	924 CHETCO AV	BROOKINGS. OR 97415	C3	
149	4113-06AC-02801-00	906 CHETCO AV	BROOKINGS. OR 97415	C3	Grocery
150	4113-06BB-00800-00			R2	Undeveloped
151	4113-06BB-00900-00	1366 CHETCO AV	BROOKINGS. OR 97415	R2	Residence - single
152	4113-06BB-01000-00	1362 CHETCO AV	BROOKINGS. OR 97415	R2	Residence - single
153	4113-06BB-01401-00			R2	
154	4113-06BB-01409-00	1331 HEATHER LN	BROOKINGS. OR 97415	R2	Residence - single
155	4113-06BB-01515-00	1310 ENGLISH CT	BROOKINGS. OR 97415	R2	Residence - single
156	4113-06BB-01523-00	1307 ENGLISH CT	BROOKINGS. OR 97415	R2	Residence - single
157	4113-06BB-01524-00			R2	Undeveloped
158	4113-06BB-01525-00			R2	Undeveloped
159	4113-06BC-00100-00	1347 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
160	4113-06BC-00102-00	1349 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
161	4113-06BC-00400-00	1339 CRISSEY	BROOKINGS. OR 97415	R16	Residence - single
162	4113-06BC-01000-00	1324 CRISSEY	BROOKINGS. OR 97415	R16	Residence - single
163	4113-06BC-01001-00	1326 CRISSEY	BROOKINGS. OR 97415	R16	Residence - single
164	4113-06BC-01100-00	1328 CRISSEY	BROOKINGS. OR 97415	R16	Residence - single
165	4113-06BC-01200-00	1332 CRISSEY	BROOKINGS. OR 97415	R16	Residence - single
166	4113-06BC-01201-00	1330 CRISSEY	BROOKINGS. OR 97415	R16	Residence - single
167	4113-06BC-01400-00			C4	Undeveloped
168	4113-06BC-01700-00			C4	Undeveloped
169	4113-06BC-01701-00			C4	Undeveloped
170	4113-06BC-01800-00			C4	Truck parking lot for motel
171	4113-06BC-01900-00			C4	Residence - single
172	4113-06BC-02000-00	1215 CHETCO AV	BROOKINGS. OR 97415	C4	Motel

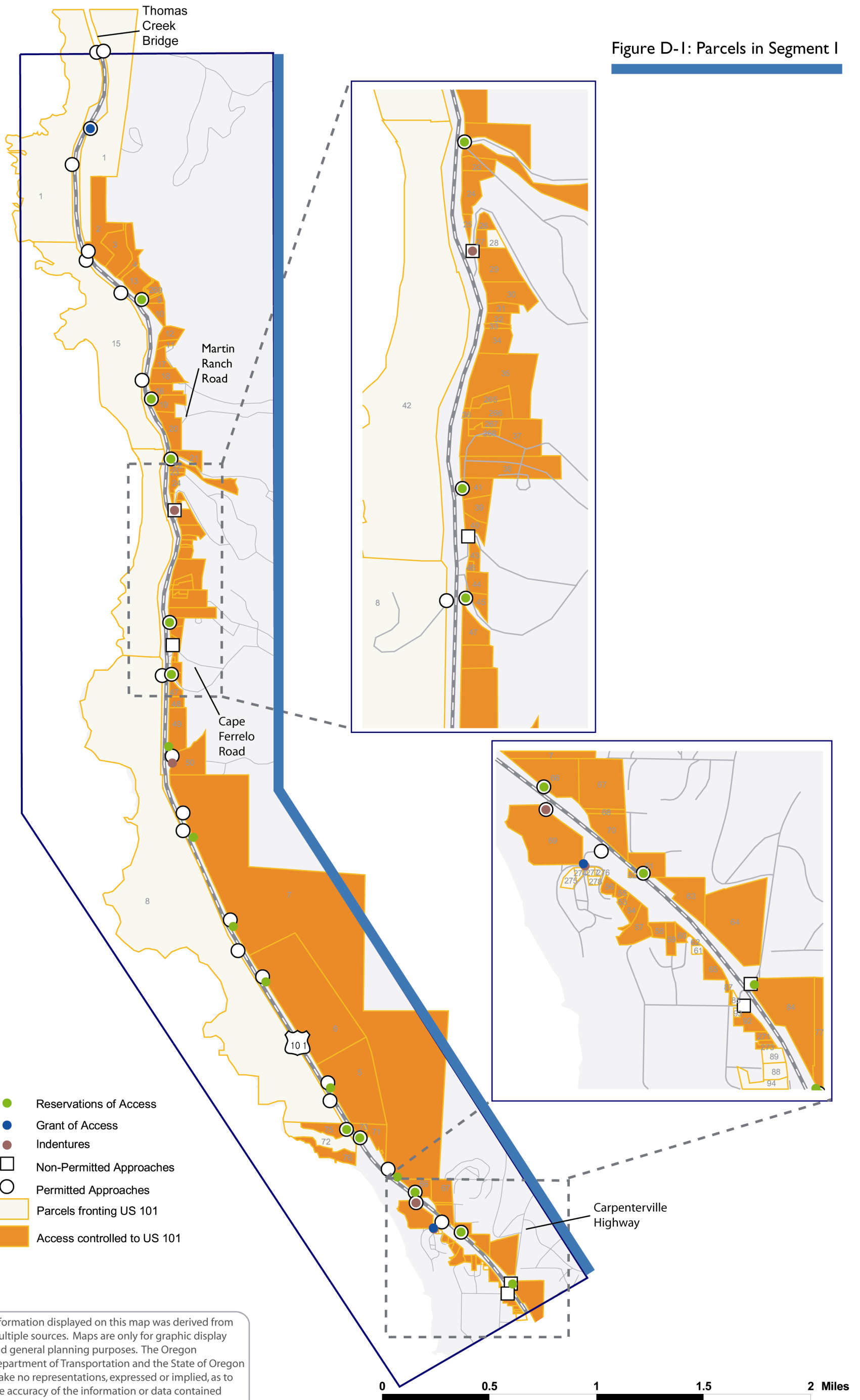
ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
173	4113-06BC-02200-00	1201 CHETCO AV	BROOKINGS. OR 97415	C4	Office - professional
174	4113-06BC-02300-00	1211 CHETCO AV	BROOKINGS. OR 97415	C4	Grocery
175	4113-06BC-02400-00	1210 CHETCO AV	BROOKINGS. OR 97415	C4	Restaurant
176	4113-06BC-02500-00	1216 CHETCO AV	BROOKINGS. OR 97415	C4	Motel
177	4113-06BC-02600-00	1240 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
178	4113-06BC-02700-00			C3	Undeveloped
179	4113-06BD-01700-00	1144 CHETCO AV	BROOKINGS. OR 97415	C4	Motel
180	4113-06BD-01900-00	1136 CHETCO AV	BROOKINGS. OR 97415	C4	Fast food
181	4113-06BD-02100-00	1130 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
182	4113-06BD-02200-00			C3	Auto - sales
183	4113-06BD-02201-00			C3	Auto - sales
184	4113-06BD-02400-00	1026 CHETCO AV	BROOKINGS. OR 97415	C3	Motel
185	4113-06BD-02410-00			C3	Laundry
186	4113-06BD-02500-00	1016 CHETCO AV	BROOKINGS. OR 97415	C3	Office - professional
187	4113-06BD-02600-00			C3	Undeveloped
188	4113-06BD-02700-00	1007 CHETCO AV	BROOKINGS. OR 97415	C3	Multiple - café & retail
189	4113-06BD-02800-00			C3	Parking lot (restaurant)
190	4113-06BD-02900-00			C3	Parking lot (restaurant)
191	4113-06BD-03000-00	1029 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
192	4113-06BD-03001-00	1025 CHETCO AV	BROOKINGS. OR 97415	C3	Restaurant
193	4113-06BD-03100-00	1041 CHETCO AV	BROOKINGS. OR 97415	C3	Mall
194	4113-06BD-03200-00	1111 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
195	4113-06BD-03300-00	1143 CHETCO AV	BROOKINGS. OR 97415	C4	Restaurant
196	4113-06BD-03310-00			C4	Motel
197	4113-06BD-03400-00	1123 CHETCO AV	BROOKINGS. OR 97415	C4	Gas station
198	4113-06CA-00100-00			C3	Parking lot (retail & fast food)
199	4113-06CA-00200-00			C3	Undeveloped
200	4113-06CA-00201-00	925 CHETCO AV	BROOKINGS. OR 97415	C3	Retail & fast food
201	4113-06CA-00202-00			C3	Parking lot (retail & fast food)
202	4113-06DA-00100-00	800 CHETCO AV	BROOKINGS. OR 97415	C3	Retail

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
203	4113-06DA-02900-00	721 CHETCO AV	BROOKINGS. OR 97415	C3	Bank
204	4113-06DA-03000-00	729 CHETCO AV	BROOKINGS. OR 97415	C3	Bank
205	4113-06DA-03100-00	747 CHETCO AV	BROOKINGS. OR 97415	C3	Drive-thru café
206	4113-06DA-03200-00			C3	Auto - retail
207	4113-06DA-03300-00			C3	Retail
208	4113-06DA-03400-00	401 HILLSIDE	BROOKINGS. OR 97415	C3	Office - professional
209	4113-06DA-03701-00			C3	Undeveloped
210	4113-06DA-04400-00	711 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
211	4113-06DA-04500-00	703 CHETCO AV	BROOKINGS. OR 97415	C3	Multi - office
212	4113-06DA-07300-00	631 CHETCO AV	BROOKINGS. OR 97415	C3	Tavern
213	4113-06DA-07400-00	631 CHETCO AV	BROOKINGS. OR 97415	C3	Tavern
214	4113-06DA-07500-00	629 CHETCO AV	BROOKINGS. OR 97415	C3	Tavern
215	4113-06DA-07600-00	625 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
216	4113-06DA-07700-00			C3	Undeveloped
217	4113-06DA-07800-00	623 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
218	4113-06DA-07900-00	621 CHETCO AV	BROOKINGS. OR 97415	C3	Theater - movie
219	4113-06DA-08000-00	617 CHETCO AV	BROOKINGS. OR 97415	C3	Office - professional
220	4113-06DA-08100-00	609 CHETCO AV	BROOKINGS. OR 97415	C3	Multi - retail/café
221	4113-06DA-08200-00	607 CHETCO AV	BROOKINGS. OR 97415	C3	Multi - office
222	4113-06DA-08300-00	601 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
223	4113-06DA-09300-00	660 CHETCO AV	BROOKINGS. OR 97415	C3	Multi - retail
224	4113-06DA-09400-00	654 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
225	4113-06DA-09600-00	648 CHETCO AV	BROOKINGS. OR 97415	C3	Medical
226	4113-06DA-10500-00	600 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
227	4113-06DA-11300-00	702 CHETCO AV	BROOKINGS. OR 97415	C3	Restaurant
228	4113-06DA-11400-00	704 CHETCO AV	BROOKINGS. OR 97415	C3	Retail
229	4113-06DA-11401-00			C3	Undeveloped
230	4113-06DB-00400-00			C3	Retail
231	4113-06DB-00500-00	850 CHETCO AV	BROOKINGS. OR 97415	C3	Bank
232	4113-06DB-00600-00	890 CHETCO AV	BROOKINGS. OR 97415	C3	Multi - retail

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
233	4113-06DB-00700-00	898 CHETCO AV	BROOKINGS. OR 97415	C3	Bank
234	4113-06DB-00800-00			C3	Parking lot (retail & grocery)
235	4113-06DB-00900-00	325 FIFTH ST	BROOKINGS. OR 97415	C3	Retail & grocery
236	4113-06DB-01000-00	350 FIFTH ST	BROOKINGS. OR 97415	C3	Fast food
237	4113-06DB-01100-00	835 CHETCO AV	BROOKINGS. OR 97415	C3	Fast food
238	4113-06DB-01200-00	815 CHETCO AV	BROOKINGS. OR 97415	C3	Fast food
239	4113-06DB-01300-00	801 CHETCO AV	BROOKINGS. OR 97415	C3	Auto - retail & service
240	4114-01AA-00102-00	1407 VIEW CT	BROOKINGS. OR 97415	R16	Residence - single
241	4114-01AA-00103-00	1408 VIEW CT	BROOKINGS. OR 97415	R16	Residence - single
242	4114-01AA-00106-00	1343 HOMESTEAD RD	BROOKINGS. OR 97415	R16	Residence - single
243	4114-01AA-00107-00	1316 HOMESTEAD RD	BROOKINGS. OR 97415	R16	Residence - single
244	4114-01AA-00108-00			R16	Undeveloped
245	4114-01AA-00109-00			R16	Undeveloped
246	4114-01AA-00201-00	1585 BEACH AV	BROOKINGS. OR 97415	R16	Residence - single
247	4114-01AA-00400-00	1431 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
248	4114-01AA-00500-00	1411 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
249	4114-01AA-00600-00	1401 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
250	4114-01AA-00700-00	1397 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
251	4114-01AA-00701-00	1395 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
252	4114-01AA-00702-00	1365 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
253	4114-01AA-00800-00	1359 CHETCO AV	BROOKINGS. OR 97415	R16	Residence - single
258	4113-05B -01600-00			C4	Undeveloped
259	4113-05B -01603-00			C4	Undeveloped
260	4113-05B -01601-00			C4	Undeveloped
261	4113-05B -01602-00	207 N BANK CHETCO RD	BROOKINGS. OR 97415	C4	Residence - single
262/264	4113-05A -01802-00			C4/R2	Undeveloped
263	4113-05A -01900-00			C4	Undeveloped
265	4014-10D -00900-00	19143 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
266	4014-10D -01100-00	19135 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
267	4014-10D -01200-00	19101 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	

ID	Tax Lot ID	Situs 1	Situs 2	Zoning	Land Use
268	4014-10D -01300-00	19103 BARNACLE ROCK RD	BROOKINGS. OR 97415	RR5	
269	4014-03 -01700-00	19936 WHALESHEAD RD	BROOKINGS. OR 97415	RC/FG(2.0	
270	4014-03 -01701-00				Private Road
271	4014-36BA-03201-00	17259 S PASSLEY RD	BROOKINGS. OR 97415	R16	Residence - single
272	4014-36BA-03105-00	17239 S PASSLEY RD	BROOKINGS. OR 97415	R16	
273	4014-36BA-03104-00	17241 S PASSLEY RD	BROOKINGS. OR 97415	R16	
274	4014-26DD-01300-00	17454 BLUFF DR	BROOKINGS. OR 97415	R16	Residence - single
275	4014-26DD-01400-00	17448 BLUFF DR	BROOKINGS. OR 97415	R16	Residence - single
276	4014-25CC-00100-00			R16	Undeveloped
277	4014-25CC-00200-00	17459 DEER PARK DR	BROOKINGS. OR 97415	R16	Residence - single
278	4014-25CC-00300-00	17455 DEER PARK DR	BROOKINGS. OR 97415	R16	Residence - single

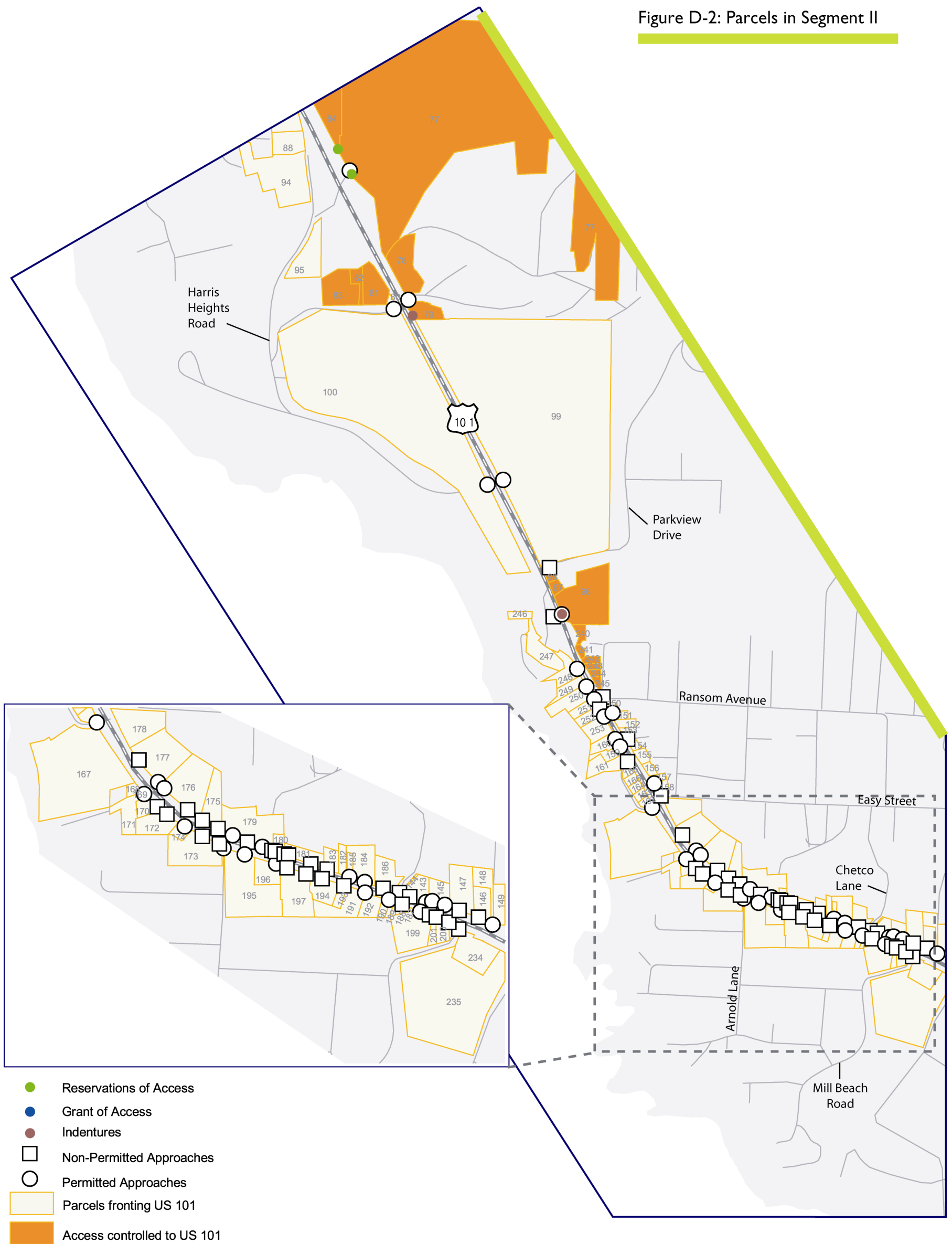
Figure D-1: Parcels in Segment I



- Reservations of Access
- Grant of Access
- Indentures
- Non-Permitted Approaches
- Permitted Approaches
- ▭ Parcels fronting US 101
- ▭ Access controlled to US 101

Information displayed on this map was derived from multiple sources. Maps are only for graphic display and general planning purposes. The Oregon Department of Transportation and the State of Oregon make no representations, expressed or implied, as to the accuracy of the information or data contained herein. The information or data is provided with the understanding that it is not guaranteed to be correct or complete.

Figure D-2: Parcels in Segment II

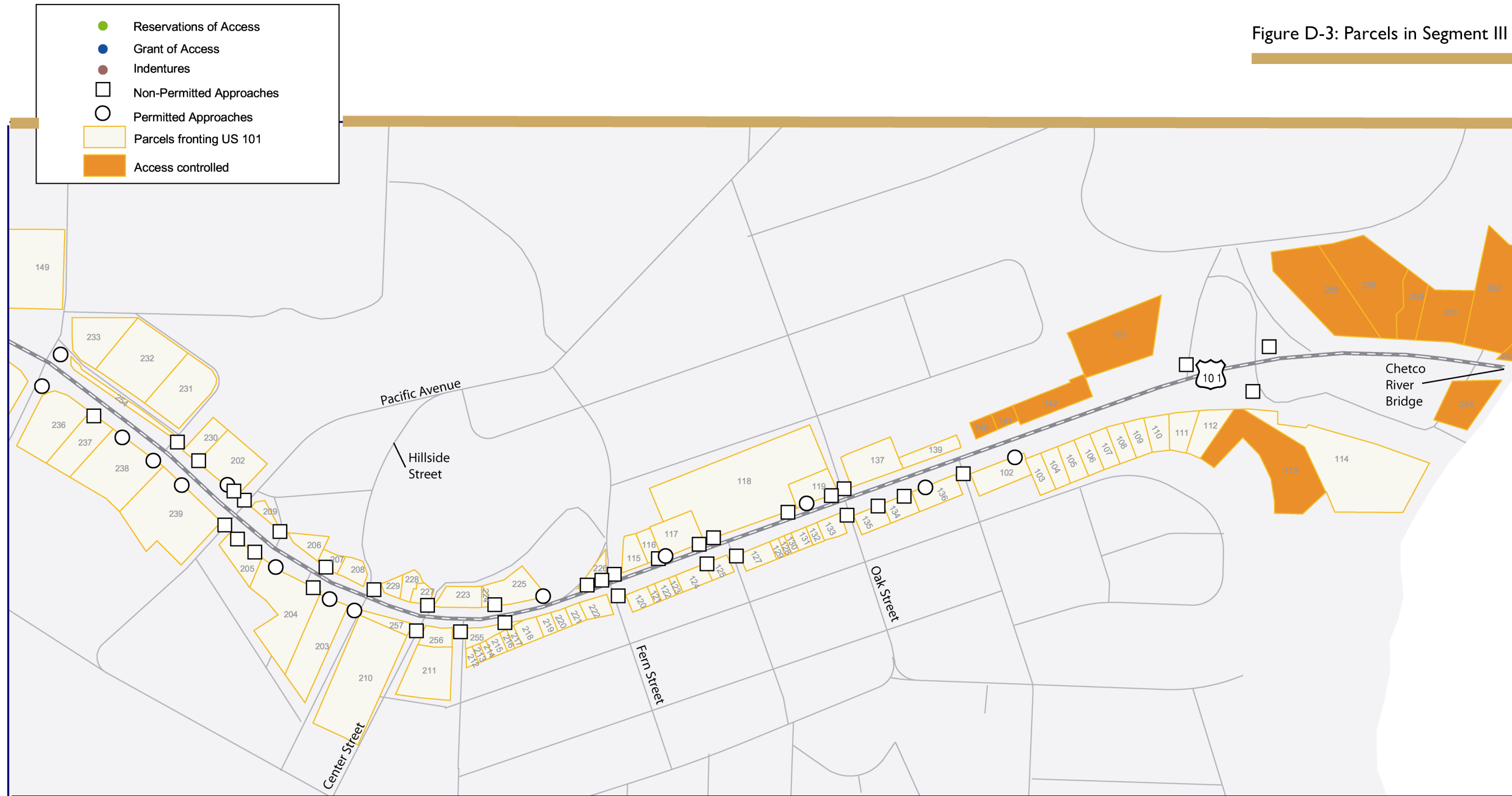


- Reservations of Access
- Grant of Access
- Indentures
- Non-Permitted Approaches
- Permitted Approaches
- ▭ Parcels fronting US 101
- ▭ Access controlled to US 101

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Figure D-3: Parcels in Segment III



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APPENDIX E: ODOT BROCHURES

- ◆ DEVELOPING PROPERTY WITH AN APPROACH TO A STATE HIGHWAY (MAY 2000)
- ◆ ACQUIRING ACCESS TO A STATE HIGHWAY (MAY 2000)

(NOTE: Other permits, such as utility permits, may be necessary in addition to approach permits. Please ask your Permit Specialist.)

Grants and Indentures

A *Grant or Indenture of Access* also may be required. This is true in some cases where ODOT has acquired easements or rights of access (access control).

What you need to know about Grants and Indentures of Access:

1. A *Grant of Access* constitutes the transfer of a property right and is **required** to create a new approach where access control exists. (This means that ODOT has acquired the right of access to a state highway for a specific safety and/or operation-related reason.) A *Grant of Access* also is required to lift a farm use restriction. The applicant must meet conditions specified in OAR 734 Division 51.
2. An *Indenture of Access* is a modification in the deed record of the location, width, or use restrictions of an existing reservation of access. It is **required** when an applicant wishes to move the access point more than 10 feet from the location listed in the deed. An *Indenture of Access* also is required to increase the deeded width of an existing approach, or to remove use restrictions other than a farm use. The applicant must meet conditions specified in OAR 734 Division 51.

Fees

In addition to the non-refundable administrative fee of \$50 for each approach requested, additional fees are required for *Grants and Indentures*.

Additional Information

Please contact one of the District Offices listed at the end of this brochure for more information on *Grants and Indentures of Access*.

COMMON QUESTIONS AND ANSWERS REGARDING APPROACH PERMITS

Who needs an Approach Permit?

Anyone who wants a new connection to a state highway or requests a change in use of an existing connection needs an approach permit.

How many approaches can I have?

In urban areas, normally one approach, as long as there are no access control, safety or traffic issues. Rural areas require additional considerations. In some cases, additional approaches may be considered if commensurate with the safety of the traveling public and if specific criteria are met. (OAR 734-51-0080, 734-051-0190 and Access Management Policies, Oregon Highway Plan)

How long does it take to get approval on an Application for a State Highway Approach?

In many cases, 90 calendar days or less, assuming there is a right of access.

How much does it cost to apply for an approach?

There is a non-refundable administrative fee of \$50 for each approach requested. Temporary permits require an additional deposit of not less than \$100 for each approach (consistent with OAR 734 Division 51) to guarantee its removal by the applicant when the temporary permit expires.

Who can apply?

The person, firm or corporation who is the owner or lessee of the property abutting the highway. If the applicant is other than the owner of the property to be served, the applicant also shall include written evidence of concurrence in the application by the owner.

How can I make sure I've done everything necessary to apply for an approach?

Contact the Permit Specialist in the District Office closest to you early in your development process. He or she welcomes the opportunity to help you.

For more information on Approach Permitting, please contact your local ODOT District Office.

Region 1

District 2A
5440 SW Westgate
Drive Suite 350
Portland, OR 97221
(503) 229-5002

District 2B
9200 SE Lawnfield Road
Clackamas, OR 97015
(503) 653-3086

District 2C
999 NW Frontage Road
Suite 250
Troutdale, OR 97060
(503) 665-4006

Region 2

District 1
350 W Marine Drive
Astoria, OR 97103
(503) 325-7222

District 3
885 Airport Road SE
Salem, OR 97310-4788
(503) 986-5776

District 4
3700 SW Philomath
Hwy.
Corvallis, OR 97333
(541)757-4211

District 5
644 'A' Street
Springfield, OR 97477
(541) 726-2552

Region 3

District 7
3500 Stewart Parkway
Roseburg, OR 97470
(541) 957-3588

District 8
200 Antelope Road
White City, OR 97503
(541) 774-6396

Region 4

District 9
3313 Bret Clodfelter Way
The Dalles, OR 97058
(541) 296-2215

District 10
63055 Highway 97
PO Box 5309
Bend, OR 97708
(541) 388-6192

District 11
2557 Altamont Drive
Klamath Falls, OR 97603
(541) 883-5662

Region 5

District 12
1327 SE 3rd
P.O. Box 459
Pendleton, OR 97801
(541) 276-1241

District 13
3014 Island Avenue
LaGrande, OR 97850
(541) 963-8406

District 14
1508 E. Idaho Avenue
Ontario, OR 97914
(541) 889-9115

DEVELOPING PROPERTY WITH AN APPROACH TO A STATE HIGHWAY

The ODOT Approach Permit Process

Oregon Department of Transportation
Transportation Development Branch

May 2000

Please contact Oregon Department of Transportation (ODOT) Permit Specialists in each of our District Offices with any questions you may have about approaches to state highways. We urge you to contact ODOT early when you are planning to add or change an approach. You may minimize the costs of site design and engineering by making sure your project follows the Rules and Statutes for approaches. We welcome the opportunity to help you through this process.

"Approach" is the legal term for roads or driveways providing access to a state highway.

We at ODOT have prepared this brochure to assist you in understanding how to request a new or modified **Application for State Highway Approach** and to explain the general process ODOT uses to analyze the impacts of proposed developments on state highways. Approach requests are handled through the ODOT District Offices listed at the end of this brochure. Please contact any one of these offices for more specific information.

Background

ODOT is responsible for regulating access to state highways to protect the safety and convenience of the traveling public. Persons wishing to establish a new approach to a state highway or change the use of an existing approach must obtain a **Permit to Construct and a Permit to Operate, Maintain and Use a State Highway Approach** from ODOT. The applicant must meet conditions specified in OAR 734 Division 51.

Approach Permit Process

1. The request for a new approach to a state highway or change in use of an existing approach is made by submitting an **Application for State Highway Approach**, available at all ODOT District Offices. For approach purposes, a change in use is defined as any action or event that alters the character or volume of traffic using the approach, consistent with OAR 734, Division 51.
2. You must fully complete an **Application for State Highway Approach** and attach a **Tax**

Lot Map (and photocopy of Recorded Easement(s) when appropriate). The Application asks for the following information:

- Approach information
 - Applicant information
 - Property owner concurrence
 - Property location information
 - Proposed property use
 - Development site sketch
3. For ODOT to consider an **Application for State Highway Approach**, the proposed property use must meet all local land use regulations and zoning requirements. Contact the city or county planning agency to pursue and coordinate land use approval for your proposed use and development plan.
 4. The District Office will review the **Application for State Highway Approach** within 10 calendar days of the date of receipt to determine whether the application contains all the submittal requirements. You will be notified by ODOT if more information or specific attachments are needed.
 5. The District Office will determine whether the requested approach is **legally permissible**.
 6. You will be **notified by ODOT** within thirty calendar days regarding review of your **Application for State Highway Approach** and all required attachments.
 - a. If additional documents are required to continue the application process, ODOT will provide exact details. (See item #6.)
 - b. If ODOT has all the information necessary to continue processing your **Application**, ODOT will notify you within sixty calendar days of whether or not it has been approved.
 - c. If your **Application** is approved, you will be asked to provide construction drawings and plans. These must be approved before a **Permit to Construct an Approach** can be issued.

d. If the **Application** is denied, the reason will be identified.

7. Some applicants will be required to **provide more information** than others, depending on the size, type and location of the proposed development. These applicants will be asked to provide the following:

- a. **Additional property and use information**
- b. **Additional documentation**, such as, but not limited to:

- **Vicinity Map**
Showing such items as location on state highway by milepost, engineer's station, or other landmarks; location of other nearby private and public approaches on both sides of the highway; existing zoning, land uses, structures and other features (e.g., drainage ditches and pipes, streams, ponds, lakes or railroads).

- **Site Plan**
Showing (to scale) such items as lot size, property lines and ownership(s), existing and proposed buildings, location of existing and proposed approach(es), adjacent approaches, on-site traffic flow pattern, parking, and drive-through windows or gas pumps.

- **Drainage Plan**
Showing impacts to the highway right-of-way.

- **Traffic Impact Study (TIS)**
To allow ODOT to evaluate the impact of the proposal and the need for roadway capacity, operational, and safety improvements resulting from the proposed approach. A TIS includes the proposed development description, scope of work and data sources, existing area conditions, traffic forecasts and distribution, traffic analysis, mitigation alternatives and recommendations.

- **Deviation Request**
For deviations from Access Management

Policies or Standards

8. **ODOT will notify you** regarding review of the additional information and all required attachments.
 - a. If your **Application** is incomplete, you will be asked to provide any missing information or documents.
 - b. If ODOT has all the information necessary to continue processing your **Application**, you will be notified by ODOT within 60 calendar days of whether or not the application has been approved.
 - c. If the **Application** is approved, you will be asked to provide construction drawings and plans. These must be approved before a **Permit to Construct an Approach** can be issued.
 - d. If the **Application** is denied, the reason will be identified.
9. If a **Permit to Construct an Approach** is issued, the applicant then constructs the approach according to the terms and conditions of the **Construction Permit**. Upon completion of construction, ODOT inspects the approach. Once the approach passes inspection, a final **Permit to Operate, Maintain and Use an Approach** is issued.
10. The District Office will provide information on the **appeals process** when an **Application for State Highway Approach** is denied.

Fees

ODOT requires a non-refundable administrative fee of **\$50 for each approach requested**. Temporary approaches also require a deposit of not less than \$100 per approach, consistent with OAR 734 Division 51. Proof of liability insurance and any required bond or deposit in lieu of bond are required for completion of a **Construction Permit**.

through 0140) and for minimum requirements. District is given 30 days to deny, request additional information, or forward to the State Traffic Engineer.

6. After the District's initial review, the State Traffic Engineer and the Statewide Grant Review Committee (SGRC) will determine the extent of supplemental documentation needed. The additional information may include a Traffic Impact Study (T.I.S), as set forth in OAR 734-051-0180. Applicants are encouraged to conduct the traffic impact study after the concerns of the SGRC are known.

7. The State Traffic Engineer, in consultation with the SGRC, makes a recommendation of approval or denial to ODOT's Technical Services Manager, who will make the final decision on an application and notify the applicant. A decision from the Technical Services Manager can typically be expected within 2 months of receipt of the completed grant application from the District.

8. If the grant of access is approved, the property owner will be asked if they wish to proceed with the grant process and pay for the appraisal. An appraisal of the abutting property will be done to determine the market value of the grant of access, and the applicant will be notified of the amount. Typically the appraisal process takes 3 to 4 months to complete.

9. During the appraisal process, the applicant may proceed with preparation of the construction plans as required for issuance of the construction permit.

10. After payment has been received, the grant of access will be executed and recorded and a copy of the grant of access will be sent to the District office so that the construction permit may be issued. The original *Application for State Highway Approach* may not be processed until a grant of access is recorded.

11. Denial of a grant of access may be appealed through the administrative appeal process (OAR 734-051-0400) should a collaborative discussion not result in a resolution.

Fees

A processing fee for a grant of access will be based on the actual documented costs incurred by the department plus a 10 percent charge for general administration. This will include, but not be limited to, the cost to review all submitted information and to secure an appraisal of the market value of the grant. An initial deposit, applied towards the processing fee must accompany the application for a grant of access. A minimum deposit of \$2000 is required for private, non-commercial and public access requests. For simple commercial access requests, those accesses that will generate less than 100 vehicles in the peak hour, a minimum deposit of \$3000 is required. For those accesses that will exceed 100 vehicles during the peak hour, a deposit of \$5000 will be required. The applicant will be billed for any charges that exceed the deposits and any amount of the deposit remaining will be returned to the applicant.

Contact the Permit Specialist in the District Office closest to you early in your development process.

Region 1
District 2A
5440 SW Westgate
Drive Suite 350
Portland, OR 97221
(503) 229-5002

District 2B
9200 SE Lawnfield Rd
Clackamas, OR
97015
(503) 653-3086

District 2C
999 NW Frontage Rd
Suite 250
Troutdale, OR 97060
(503) 665-4006

Region 2
District 1
350 W Marine Drive
Astoria, OR 97103
(503) 325-7222

District 3
885 Airport Road SE
Salem, OR 97310
(503) 986-5776

District 4
3700 SW Philomath Hwy.
Corvallis, OR 97333
(541)757-4211

District 5
3620 Gateway
Springfield, OR 97477
(541) 726-2552

Region 3
District 7
3500 Stewart Parkway
Roseburg, OR 97470
(541) 957-3588

District 8
200 Antelope Road
White City, OR 97503
(541) 774-6394

Region 4
District 9
3313 Bret Clodfelter Wy
The Dalles, OR 97058
(541) 296-2215

District 10
63055 Highway 97
PO Box 5309
Bend, OR 97708
(541) 388-6192

District 11
2557 Altamont Drive
Klamath Falls, OR 97603
(541) 883-5662

Region 5
District 12
1327 SE 3rd
P.O. Box 459
Pendleton, OR 97801
(541) 276-1241

District 13
3014 Island Avenue
LaGrande, OR 97850
(541) 963-8406

District 14
1508 E. Idaho Avenue
Ontario, OR 97914
(541) 889-9115

Acquiring Access to a State Highway

The ODOT Grant of Access Process

Oregon Department of Transportation
Traffic Management Unit
May 2000

We urge you to contact an ODOT permit specialist early when you are seeking a new connection to a state highway where there is currently no right of access. With all of the necessary legal transactions, a grant of access may take six to twelve months for final documentation. We welcome the opportunity to help you through this process.

“Grant of Access” means to allow a right of access at a location where the abutting property currently does not have the right of access. Grants of access are also required to remove farm crossing and farm access restrictions on existing reservations of access. Further explanations may be found in OAR Chapter 734 Division 51. (<http://arcweb.sos.state.or.us>)

This brochure is intended to assist you in understanding how to apply for a Grant of Access and to explain ODOT’s process for evaluating potential new connections to the state highway system.

Background

A right to access a state highway is a property right bought and sold like other real estate in Oregon. Similar to utility and drainage easements, they are recorded on the deed for a land parcel at the time of sale. Unless the right-of access has been purchased by the road authority and recorded on the property deed, a property owner has the right to reasonable access, which may be a state highway in some cases.

Under current state law, ODOT may only sell back the right of access when it is no longer

needed or where a grant of access would prove to be a benefit to the state highway. In most cases, ODOT purchased the right of access to protect the highway from the impacts of vehicles entering and exiting the roadway. If that still applies to the area, ODOT will generally not sell the access rights. Additional approaches can be detrimental to the operations and safety of a state highway. The department has identified some situations where a new approach could potentially benefit the highway, such as;

- where existing rights of access can be relocated, controlled, and/or combined;
- where safety of a section of state highway could be improved; and,
- where operations could be improved through off-system connectivity, traffic diversions, or other traffic engineering techniques.

If access is granted, the applicant must purchase the right of access. Like any other property, ODOT can not dispose of it without receiving compensation; it must be sold for market value. The purchase price of access rights is the difference in appraised market value of the property before and after the access is granted. For public approaches, ODOT may waive the payment of the appraised value of the grant of access when the department determines the approach directly benefits the state highway system.

Before a *Permit to Construct* and a *Permit to Operate, Maintain and Use a State Highway Approach* are issued, the landowner must hold the right to access the state highway.

The Case for Controlling Access

ODOT has periodically purchased the right of access to maintain or improve the safety and operation of state highways. The Oregon Highway Plan states that “Implementation of access management is essential if the safety, efficiency, and investment of the existing and planned state highways are to be protected.” The plan recognizes that access management can bring about “a more steady traffic flow, which helps to reduce congestion, fuel consumption, and air pollution”.

Existing Access Rights

In Oregon, property owners have a common law right of access to the state highway system. However, ODOT is not obligated to provide direct access when reasonable alternative access is available. A property owner’s right of access may be purchased by ODOT where appropriate. In some cases, such as along Interstate Highways, ODOT purchases the right of access in its entirety and the property owner no longer has any common law right to access the highway. In this case, a statement in the property owner’s property deed will show that the right of access has been conveyed to ODOT.

Grant of Access Process and Timeline

The entire grant of access process typically takes six to twelve months to complete depending on the complexity of the request. An applicant can expect to see the process flow in the following manner:

1. Property owner begins the process by contacting the permit specialist in the local ODOT District office. He/she will listen to

the proposal, explain the permit process, and supply the proper application forms.

2. An *Application for State Highway Approach* is the first form that an applicant should complete. This will give the District office (and the ODOT Right of Way Section) the information it needs to research the current access rights.

3. The district reviews the *Application for State Highway Approach* for any violation of policies and to determine if it is a location where a permit may be possible to issue. If the District’s review reveals that this is a location where an approach would not be allowed or violates Oregon Administrative Rules, the application for a road approach will be denied. District is allowed 30 days to respond to the application for a permit.

4. If this is a location where an approach could be allowed, but the applicant has no right of access to the highway, the District will explain the grant of access process and give the applicant a grant application. The property owner has 90 days from original application date to apply for a grant. Applicants for a grant of access must submit all of the materials described in OAR 734-051-0130, which is available from your local permit specialist. A current title report covering the property to be served by the grant of access and showing any access easements appurtenant to the property must be submitted with the application. An initial deposit towards the processing fee will also be required (see below).

5. District reviews the grant request for completeness (see OAR 734-051-0130

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