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# RIGHT OF WAY ENGINEERING MANUAL

Salem Headquarters  
Right Of Way Engineering

February 2006

EXHIBIT A - Page 1 of 2

File 9999018  
Drawing 105-19-30  
6/19/2004

### PARCEL 1 - Fee

A parcel of land lying in the NE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 15, Township 1 North, Range 39 East, W.M., Union County, Oregon; said parcel being that portion of that property described in that deed to The First Christian Church of Elgin, Oregon recorded March 11, 1969 as Microfilm Document No. 22789 of Union County Record of Deeds and that Memorandum of Contract to The First Christian Church of Elgin recorded December 20, 1962 as Microfilm Document No. 107191 of Union County Record of Deeds; said parcel being that portion of said property included in a strip of land 30.00 feet in width lying on the Northerly side of the center line of the relocated Weston - Elgin Highway which center line is described as follows:

Beginning at Engineer's center line Station 1071+26.88, said station being 124.40 feet South and 692.25 feet West of the East Quarter Corner of Section 15, Township 1 North, Range 39 East, W.M.; thence South 78° 51' 10" East 1522.38 feet; thence on a 2427.82 feet radius curve left (the long chord of which bears South 85° 13' 09" East 538.41 feet) 539.52 feet; thence North 88° 24' 53" East 1539.66 feet to Engineer's center line Station 1107+28.44.

Bearings are based on the Oregon Coordinate System 1983(1998 adjustment) north zone.

This parcel of land contains 183 square feet, more or less outside the existing right of way.

### PARCEL 2 - Permanent Easement For Slopes, Water, Gas, Electric and Communication Service Lines, Fixtures and Facilities.

A parcel of land lying in the NE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 15, Township 1 North, Range 39 East, W.M., Union County, Oregon; said parcel being that portion of that property described in that deed to The First Christian Church of Elgin, Oregon recorded March 11, 1969 as Microfilm Document No. 22789 of Union County Record of Deeds and that Memorandum of Contract to The First Christian Church of Elgin recorded December 20, 1962 as Microfilm Document No. 107191 of Union County Record of Deeds; said parcel being that portion of said property included in a strip of land 30.00 feet in width lying on the Northerly side of the center line of the relocated Weston - Elgin Highway which center line is described in Parcel 1.

EXCEPT therefrom Parcel 1.

This parcel of land contains 1335 square feet, more or less.

## Acknowledgement

I would like to recognize and thank the following for their dedication, hard work, and creativity in the development of this manual:

Scott Morrison, PLS  
Shannon Suderman  
Paul Morin, PLS

Their efforts are very much appreciated.

Ron Singh, PLS  
Chief of Surveys/Geometronics Manager

# Revision History

## February 2006

### SECTION 1

#### Chapter 2

The Right of Way menu: Chapter revised to reflect changes in Standards.

#### Chapter 3

Page 3 - Add note about the macro, add search and replace chart.

Page 5 - Stationing always left to right: figure updated to current standards.

Page 10 - Monuments Cleared Out. Figure updated to current standards.

Page 11 - Color Plotting. Figure updated to current standards.

Page 13 - Parcel Areas. Edit text.

Page 15 - Editing of text

Page 18 - North Facing Elements. Figure updated to current standards.

Page 21 - Canceled files. Figure updated to current standards, editing of text.

Page 22 - Editing of text.

#### Chapter 4

Page 5 - Placing Station and Offsets. Error in Figure corrected.

Page 7 - Editing of text.

Page 9 - Editing of text.

### SECTION 2

#### Chapter 2

Page 1 - Clarifications made in text.

Page 5 - Added access phrase and information in Figure 2-2.

#### Chapter 3

Page 5 - Added qualifying clause examples.

#### Chapter 5

Page 5 - Added section on Abandoned Right of Way phrases

New Page 13-14 - Added section on Phrases defining land under jurisdiction of Division of State Lands.

### APPENDIX

Appendix E - Section revised to show current standards.

Appendix I - Two references removed from list.

Appendix J - Highway list updated to the 2005 ODOT list.

Appendix M - New Appendix added.



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# SECTION 1 - CAD

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# Right of Way Models

The Microstation right of way seed file, SeedRW2d.dgn contains several models. You will use different models for different project needs. Not all projects will use all available models. Models that you do not need, may be deleted. Figure 1-1 shows the Microstation models dialog box from the right of way seed file. As standards are a continuing improvement process, you will want to obtain an updated copy from time to time.

SeedRW2d.dgn is available from this location:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/CAD\\_Standards/Seed\\_Files](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/CAD_Standards/Seed_Files)

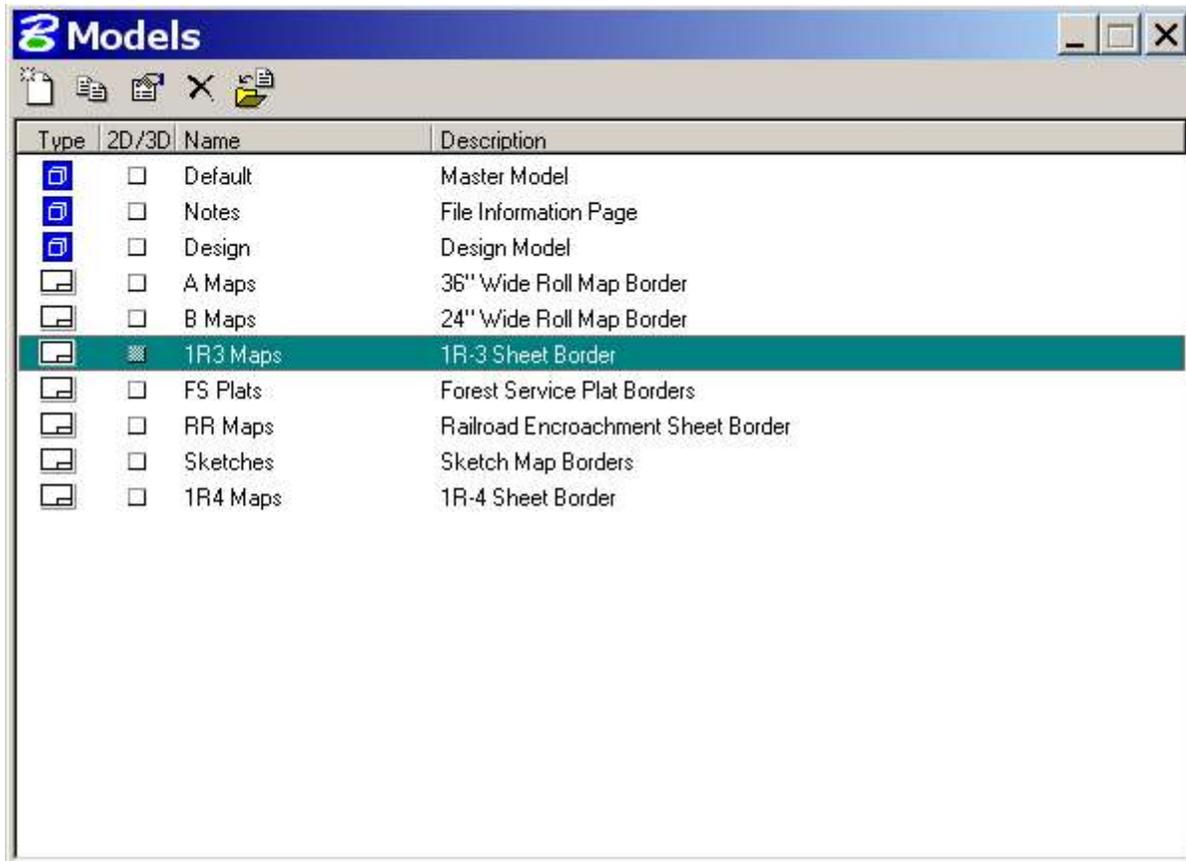


Figure 1-1

## General Right of Way Models

### Default

This model is necessary for MicroStation V8 and cannot be deleted. Currently, this model contains the layout lines for plan sheet borders used by Plotypus to print multiple plan sheets. The default model is not used for right of way drawings.

### Design Model

This model is used as the base map area. The right of way drawing will be full size and coordinate correct.

### Notes Model

This model contains a box for file and project information that should be filled out for every project. (See Figure 1-2)

## *FILE INFORMATION*

<i>PROJECT</i>		<i>KEY NUMBER: XXXXX</i>
<i>(SECTION NAME) SECTION</i>		<i>R/W PROJECT NUMBER: XXXX</i>
<i>(HIGHWAY NAME) HIGHWAY</i>		<i>RW DRAWING NUMBER(S): XX-XX-XX</i>
<i>(COUNTY NAME) COUNTY</i>		<i>FIELD BOOK NUMBER: XXXX</i>
		<i>CAD FILE NAME: XXXXXRW.DGN</i>
		<i>EA NO. XXXXXXXX</i>
<i>SCALE</i> <input type="checkbox"/> <i>1" = 50'</i> <input type="checkbox"/> <i>1" = 100'</i> <input type="checkbox"/> <i>1" = XX'</i> <input type="checkbox"/> <i>1:XXX (METRIC ONLY)</i>		
<i>RIGHT OF WAY DESIGNER: NAME</i>		<i>PHONE NUMBER: XXX.XXX.XXXX</i>
<i>RIGHT OF WAY DESIGN LEADER: NAME</i>		<i>PHONE NUMBER: XXX.XXX.XXXX</i>
<i>MODELS USED</i>		<i>INSTRUCTIONS</i>
<input type="checkbox"/> <i>DESIGN</i> <input checked="" type="checkbox"/> <i>NOTES</i>  <input type="checkbox"/> <i>A MAPS</i> <input type="checkbox"/> <i>RR MAPS</i> <input type="checkbox"/> <i>B MAPS</i> <input type="checkbox"/> <i>FS PLATS</i> <input type="checkbox"/> <i>1R3 MAPS</i> <input type="checkbox"/> <i>SKETCHES</i> <input type="checkbox"/> <i>1R4 MAPS</i>  <input type="checkbox"/> <i>USER DEFINED</i> <input type="checkbox"/> <i>USER DEFINED</i> <input type="checkbox"/> <i>USER DEFINED</i>		<i>Edit the text for the Section, Highway, County names, the unique 5 digit project key number, unique 4 digit R/W project number, CAD file name and project EA. Edit the text for the Right of Way Designer, Right of Way Design Leader and their phone numbers. Check the box that apply's for the drawing scale. Check the appropriate boxes for the models used in this CAD file.</i>  <i>All engineering work is to be done in the Design model. Additional models may be created as needed. Plotting is to be done from a map border model. Self reference the design model into the appropriate map model along with all pertinent external reference files (topography, construction design, etc.)</i>

**Figure 1-2**

### 'B' Map Model

The 'B' Map Model contains borders that are the standard size used for producing right of way drawings. It will be utilized for most highway projects that have more than one or two files and cannot fit on a 1R sheet map. The 'B' drawing is 24 inches in width and can extend up to 25 feet. A length greater than 25 feet tends to make the maps unwieldy. If a longer length is needed,

two or more 'B' drawings may be used. Simply copy the existing 'B' drawing frame to a location close to the original.

When the length requires the use of more than one plot reference file, consideration must be given to breaking the map. A minimum overlap of one center line station (100') will be shown at the end of the first plot file and the beginning of the second plot file.

**Rules for breaking a roll map are as follows:**

- If possible, do not break the map within a property.
- If possible, do not break the map in a curve.

**Therefore, areas to break a roll map can normally occur:**

- Along property lines.
- Along section lines.
- Along alignment tangents.

**'A' Map Model**

The 'A' drawing model is used sparingly. It is used when working in an area that will not fit well on a 'B' drawing model. Examples would be an interchange or a project with work on side streets. The width of an "A" drawing is 36 inches and may also extend up to the 25 foot limit.

**1R3 Model**

A sheet model used for small projects, its dimensions are 12" x 24". The model is for 1"=50' feet. If 1"=100' scale is required, it may be scaled to suit. Replace the scale bar and edit the scale text.

**1R4 Model**

A sheet model used for small projects, its dimensions are 11" x 17". The model is for 1"=50' feet. If 1"=100' scale is required, it may be scaled to suit. Replace the scale bar and edit the scale text.

**Sketch Map Models**

Several sketch maps are in this model. They are, Letter, Legal and Ledger sizes in portrait and landscape. These are all in 1"=50' scale. If 1"=100' scale is required, these may be scaled to suit. Replace the scale bar and edit the scale text.

## Specialized Right of Way Models

Other than the general right of way drawing, which we have just covered, there are other specialized drawings you may need to produce. These special right of way drawings are needed because the agency we are negotiating with requires them.

### Railroad Encroachment Drawings and Descriptions

In dealing with railroads and railroad property, there are two categories of acquisitions that can occur; those involving active railroads and those involving inactive railroads. An active railroad is one where there is an operating rail service. An inactive railroad is one that has been abandoned and the tracks pulled up, or railroad property where there are buildings or other facilities not associated with the operating railroad. Acquisitions from inactive railroad property do not require a separate encroachment drawing.

Whenever a proposed project design encroaches on an operating active railroad, a written description of the needed right of way for the encroachment is produced accompanied with an attached exhibit drawing, known as a Railroad Encroachment drawing. The Railroad Encroachment exhibit shall be 11" X 17" (ledger size).

There are two types of encroachments that occur with a railroad; crossing encroachments and linear encroachments.

- a) A linear encroachment occurs where the railroad runs alongside the highway. The railroads prefer that the highway construction stays clear of the ballast and be greater than 25 feet from the center line of the main track, though closer encroachments may be allowed, subject to the railroad's approval. Under no circumstances will the encroachment come within 15 feet of the center line of the track.
- b) A crossing encroachment occurs when the highway crosses the railroad. With crossings the encroachment easement will cover all portions of the highway crossing and there is no distance minimum from the tracks.

Easements taken for railroad encroachments shall be a permanent easement for highway right of way purposes. Temporary easements generally can be handled through a Construction and Maintenance Agreement with the railroad. On rare occasions a temporary easement may be required, such as a bridge construction project where the project duration is several years. Consult with the Right of Way Railroad Liaison.

Currently in Oregon, there are 21 active, operating railroads. Generally, all the railroads follow UPRR guidelines for encroachment drawings and descriptions.

A written description is required on all railroad files. The description should be based on a resolved railroad center line that is tied to a section corner or quarter section corner. Sixteenth section corners, Donation Land Claim corners or subdivision lot or block corners are not acceptable by the railroad for use. The easement shall be defined by a even width strip, variable width table with station and offset calls from the railroad center line, or bounded by described lines. If there is no resolved center line, the description can be by metes and bounds, tied to an

acceptable corner.

The proposed permanent highway right of way easement will be designed in the right of way CAD file in the design model. The encroachment shall be treated as any other acquisition with the project and shall have a right of way acquisition file number assigned. All linear measurements and areas shall be in English units. For metric projects dual units shall be shown. The encroachment shall be shown both on the right of way roll drawing as well as the encroachment drawing. If the project only has the railroad encroachment and no other acquisition, a right of way drawing still needs to be produced as well as the encroachment drawing.

The exhibit drawing is built and plotted in a specific sheet model in the right of ways seed CAD file, SeedRW2d.dgn. The model, "RR Maps" (shown in Figure 1-3) contains a border set up to plot a 11" X 17" drawing at a scale of 1" = 50'. The design model is referenced into the border and rotated to fit the display area of the exhibit. The border has a title block, an area to create a vicinity map and a scale bar. Edit the title block with the specific project information. The exhibit will have the letter designation, Exhibit A-2.

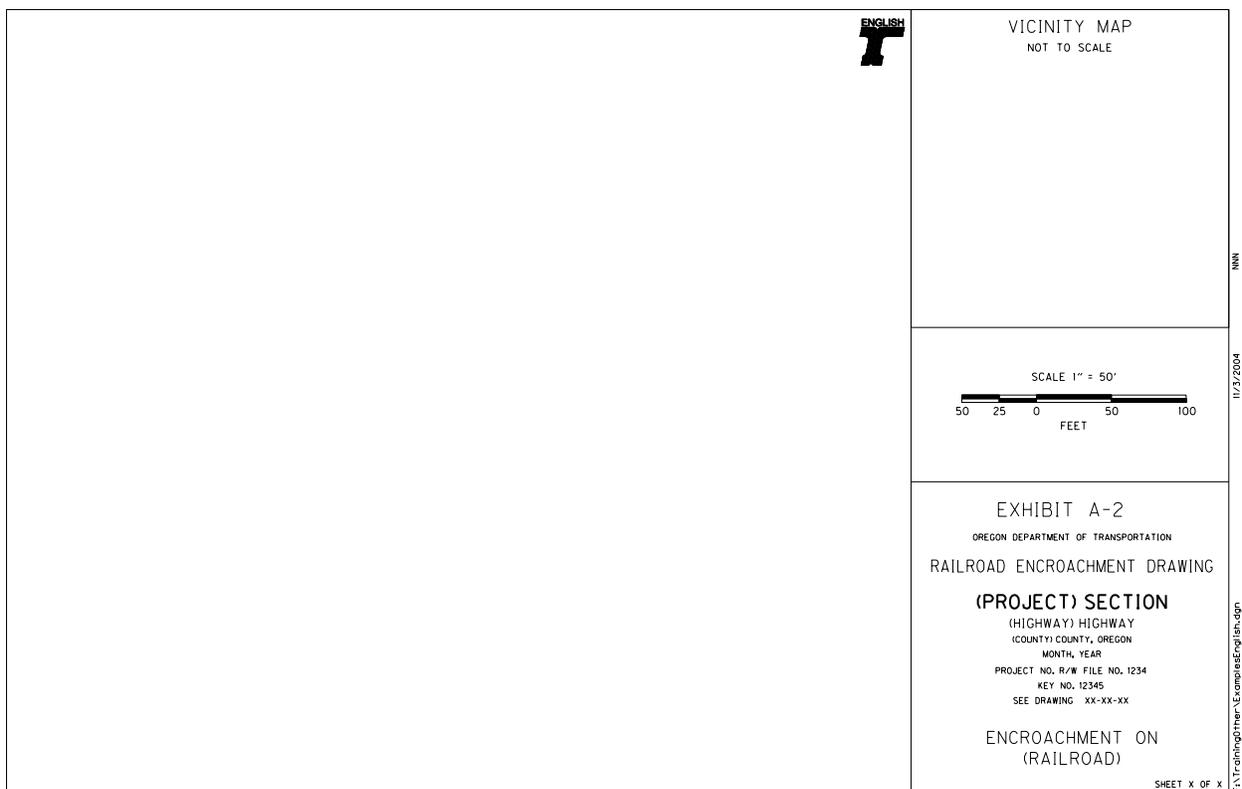


Figure 1-3

The exhibit should be kept simple and free of graphical line work and features that do not pertain to the encroachment. Graphical line work and features that should be shown on the exhibit include highway, railroad and street right of way lines, outline of new structures, government boundary lines, center line of the railroad, encroachment easement lines, text and

areas. Existing topography will be shown and is half toned as is done with the right of way drawing. Do not show individual property lines, ownership text, topography point numbers, or descriptive text. This can be done by turning off these levels in the design and topography reference files. The encroachment easement shall be labeled "Proposed Permanent Easement for Highway Right of Way Purposes". The easement area shall be hatched or cross hatched. If there is an existing railroad encroachment easement, it also shall be shown and hatched with a different pattern and clearly labeled "Existing Permanent Easement". Cross sections and profiles are not to be included in the railroad exhibit drawing.

After the draft exhibit is prepared it shall be reviewed by the Right of Way Railroad Liaison.

Sometimes, when researching existing right of way for a rail crossing, no prior file can be located, yet the existing highway does cross the tracks. In the past, these crossings were sometimes created with an agreement between the railroad company and ODOT and the existing documents may be difficult or impossible to obtain, if they exist at all. In those cases, assume ODOT has an agreement for the narrowest portion of the highway at the crossing. (ex. 50' west of tracks and 60' east of the tracks, assume 50' width across the tracks.) The entire width should be included in the description, but the area of the new easement will not include the area already in the highway width.

### **Forest Service Plats**

When a project extends into National Forest System Land (NFSL), a special Forest Service exhibit plat showing the right of way needed for the project is prepared for negotiations with the Forest Service. This plat is in addition to the main right of way drawing. This is an additional drawing, which will end up in the right of way file, but not in the Maps and Plans Center and is only a supplement to the other drawing. This plat is used in lieu of a written description. Right of way acquired across National Forest System land is a permanent easement for highway right of way purposes. SeedRW2d.dgn has a model (shown in Figure 1-4) set up for Forest Service plats (File > Models > FS Plats). The model has four sets of borders for four plot scales; 1"=50', 1"=100', 1"=200' and 1"=400'. The borders are set up for 8½" x 11" sheets. The first sheet for each set of borders is the title page, edit this information to the current project. The second sheet is for showing the proposed easement right of way. Most projects will require more than one sheet for showing the easement. Simply copy the second border for the number of sheets needed. Just like the Railroad files, Forest Service files will be shown first on the main right of way drawing ("B" map, "R" map, etc.). Then, additionally, just the Forest Service parcels will be referenced into this special sketch map.

Typically, the Forest Service Plat is created at half the scale of the main drawing. So if a "B" drawing is produced at 1"=50', then the Forest Service Plat would be produced at 1"=100'.

Special elements in a Forest Service Plat are:

#### **Cover Sheet**

- Title Block showing project name and/or number, name and number of road or highway, National Forest, county and state.
- Section, township, range, meridian.

- Basis of Bearing.
- Legend.
- Statement identifying where records of survey and design are stored, including Book of Notes, and citing specific office and location; or signature block of appropriate state, FHWA or County official.
- Statement that right of way extends from and terminates at true property line.
- Right of way width – cover sheet should identify whether standard width or variable.
- Acreage of easement across NFSL.
- Master sheet showing relation of each sheet to others (if more than 10 pages).
- Exhibit A noted on cover sheet.

**Plat/Map (Exhibit A)**

- A Bar scale (each sheet).
- A North arrow (each sheet of exhibit).
- Ownership; private land identified as “Private” and Forest Service as “NFSL”.
- Each area of new taking should be somehow differentiated with hatching or shading. This will match the legend on the first sheet. Also, show existing easements from the Forest Service.
- The Section, Township, range, meridian and legal description of each parcel of NFSL crossed (40 acre aliquot part or government lot).
- The Right of way width from the center line to easement boundary at the beginning and at each change of width.
- Surveyed, calculated, or scaled ties to center line where the easement crosses each NFSL boundary. The right of way extends from and terminates at the true property line.
- A statement on each NFSL property line identifying how it was placed on exhibit (survey, projection of GLO record, other surveys of record), if available.
- The center line geometry sufficient to reconstruct curve from data provided.
- The sheet number on each sheet and total number of sheets. (1 of 3, etc.)
- A cross-reference to the main right of way drawing.

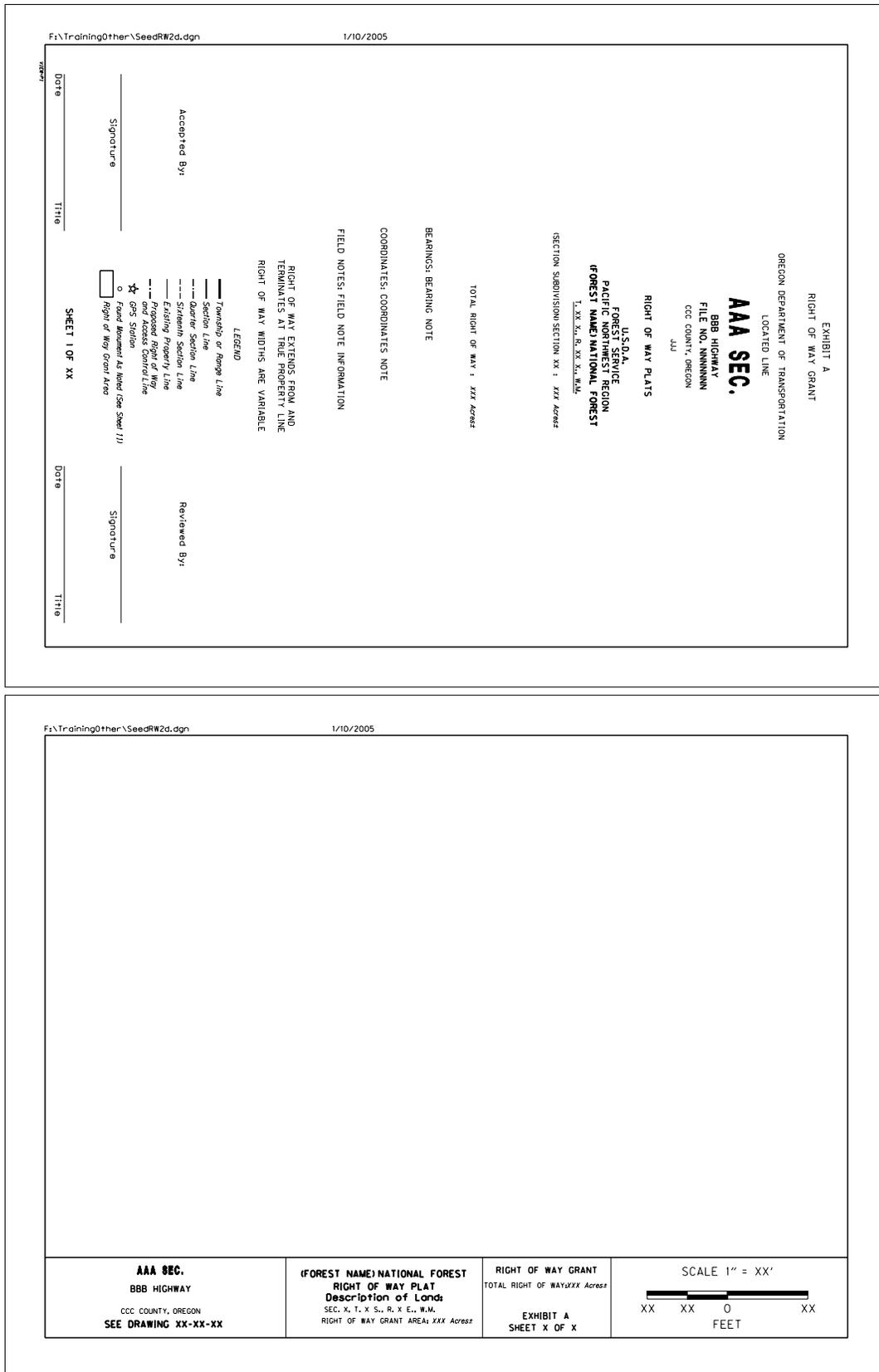


Figure 1-4

### Bureau of Land Management Plat

The Bureau of Land Management plat (BLM) is prepared similar to the Forest Service plat and is the only other instance in which an exhibit is used in lieu of a written description to acquire right of way. Currently a separate model has not been created, start with the Forest Service plat and remove unneeded items.

Items of note are:

- A legend, with existing and new easements clearly noted (cross hatching, etc.).
- A cross reference between right of way drawing and BLM drawing.
- A text notation of the subdivision of the public lands (i.e. SE $\frac{1}{4}$  NW $\frac{1}{4}$ )
- A signature block, similar to this:

I, [TECHNICAL SERVICES MANAGING ENGINEER], state that I am Technical Services Managing Engineer for the OREGON STATE DEPARTMENT OF TRANSPORTATION, hereinafter designated the "applicant"; that the survey of the right of way of the [SECTION] section of the [HIGHWAY] Highway, a distance of [MILES] mile, was made under the Department's authority; and that the survey is accurately represented on this map.

DEPARTMENT OF TRANSPORTATION  
Applicant

By \_\_\_\_\_  
[TECHNICAL SERVICES MANAGING ENGINEER]  
Technical Services Managing Engineer

I, [RIGHT OF WAY MANAGER], do hereby certify that I am the Right of Way Manager for the OREGON STATE DEPARTMENT OF TRANSPORTATION, hereinafter designated the "applicant"; that [TECHNICAL SERVICES MANAGING ENGINEER] who subscribed the foregoing affidavit is the Technical Services Managing Engineer, for the Applicant; that the survey of the right of way for the [HIGHWAY] Highway, a portion of which is represented on this map, was made under the authority of the applicant as the approximate final location of the right of way of the [SECTION] Section, a distance of [MILES] mile; and that this map has been prepared to be filed for the approval of the Secretary of the Interior, in order that applicant may obtain the benefits of Section 317, Public Law 85-767 (72 Stat. 885-916) approved August 27, 1958.

DEPARTMENT OF TRANSPORTATION

By \_\_\_\_\_  
[RIGHT OF WAY MANAGER]  
Right of Way Manager

## Starting a Right of Way CAD Project

### Decide what Plot Model and Scale to use

The most often used right of way drawing model is the “B” sized drawing (24” wide). Most highway projects are long strips and fit very well into this type of model. If the project is very small, an intersection for example, then a 1R3 or 1R4 model may work (12”x24” or 11”x17” respectively). Rarely the wider (36”) “A” model will need to be used, possible an interchange would require this larger drawing. Of course, any project requiring work on the Railroad Right of Way, Forest Service Land or Bureau of Land Management land will require drawings in addition to the right of way drawing.

We generally start thinking about scale as follows:

- Rural 1”=100’
- Urban 1”=50’

Rural projects usually have larger parcels and do not become cluttered, thus making use of the 1”=100’ scale. Urban projects have smaller parcels and often become cluttered and thus we often use the 1”=50’ scale. This of course is only a starting point and both types of projects could be built using either scale. Make sure and match the appropriate active scale to the drawing scale.

- 1”=50’ use AS=1.0
- 1”=100’ use AS=2.0

### Official Name Request

The section name on the right of way drawing should match the section name on the final plans. Often times, the name will change through the life of the project. When you begin work on the right of way drawing, it is a good idea to ask the project team leader if this has happened, and if the project name is still the same.

### Right of Way Project Number

Contact the right of way headquarters Project Administration Programming Coordinator (503.986.3643) to request a right of way project number. This is a four-digit number unique to each project. This number will be how the descriptions are tracked within the right of way section.

### Get Drawing Identifiers (i.e. 10B-12-xx) and Field Notebook Number.

Call up the Map and Plans Center (503.986.3792) to request a drawing number and/or field book number. You will be asked for:

- The type of drawing being produced (“B”, “1R4”, etc.).
- The Section Name.
- The Drawing Date.
- The County Name.
- The Key Number.

- Highway Name and State Highway Number.
- Right of Way Project Number.
- Type; Located Line, Constructed Line, etc.
- Township, Range and Sections the drawing passes through.



# The Right of Way Menu

The ODOT drafting menus were developed to aid the drafting of ODOT drawings, including contract plan sheets, survey filing maps and right of way drawings. The right of way menu will be used for the right of way drawings. The various menus are designed with drop down menu items, which are used when changing from one type of element to another. Selecting the correct menu item, sets up line weights, color, levels, text height and width, and line style for any type of element needed in the right of way drawing. Simply select the element you want from the menu and all the symbology is set up for you. When you see a word or words in brackets, it is the text from the menu (ex. [Primary CL]).

Any dimensions given in the following tables are for a scale of 1"=50'.

## Center Lines Menu

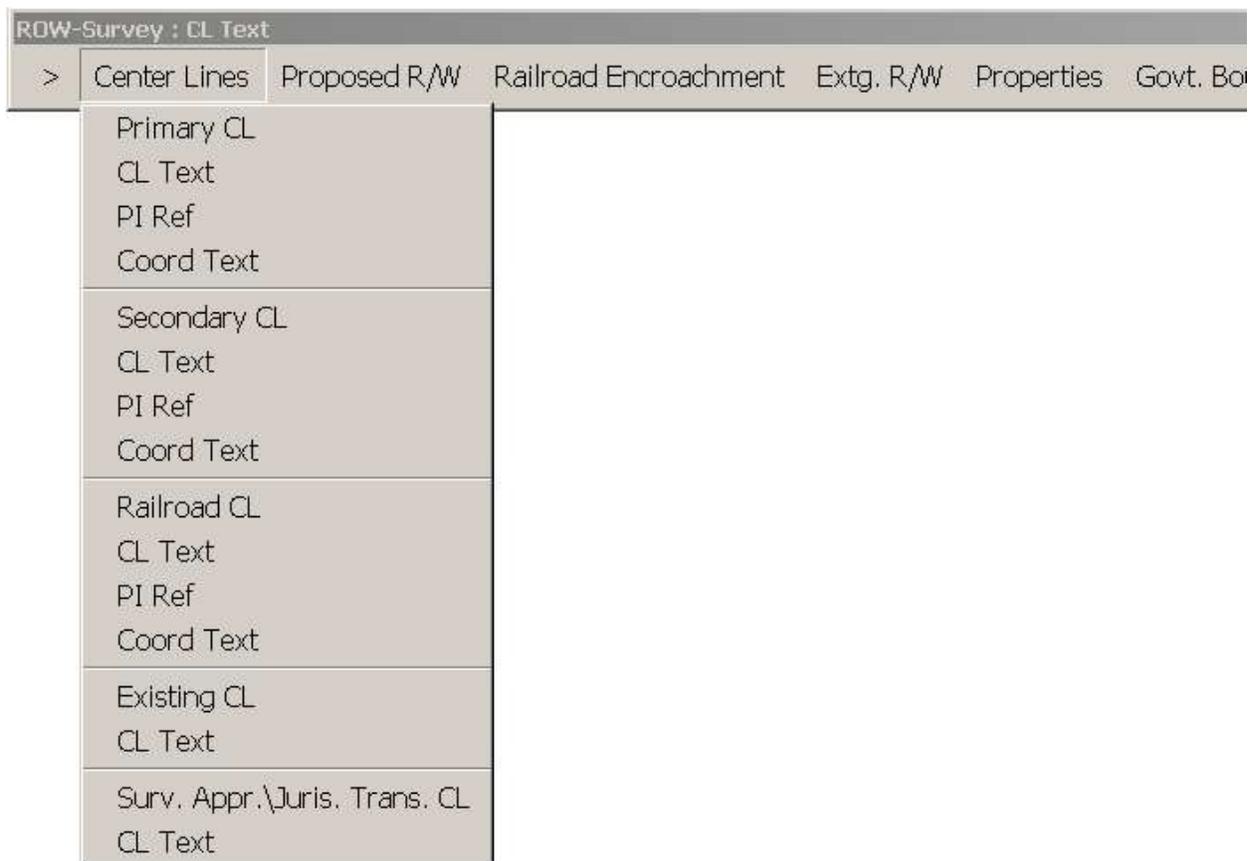


Figure 2-1

**Primary Center Line**

Used to display the main alignment. Generally, there will be only one main alignment per project, others would be secondary, or railroad center lines.

$S. 24^{\circ}30'24'' E.$  [CL Text] tx=6

---

[Primary CL]

N. 1,555.134  
E. 3,026.483 [Coord Text] tx=5

----- [PI Ref]

---

**Secondary Center Line**

If there already is a primary center line, additional center lines needed to describe property will be shown as secondary center lines.

$S. 27^{\circ}22'54'' E.$  [CL Text] tx=6

---

[Secondary CL]

N. 1,575.243  
E. 2,246.443 [Coord Text] tx=5

----- [PI Ref]

---

**Railroad Center Line**

If a railroad center line needs to be shown, use the railroad center line symbology.

$N. 12^{\circ}53'33'' W.$  [CL Text] tx=6

---

[Railroad CL]

N. 1,343.321  
E. 3,122.122 [Coord Text] tx=5

----- [PI Ref]

---

**Existing Center Line**

Existing center lines are generally not plotted on the final right of way drawings, but often are used to determine existing right of way.

$N. 33^{\circ}23'42'' E.$  [CL Text] tx=6

---

[Existing CL]

---

**Survey Approval/JT Center Line**

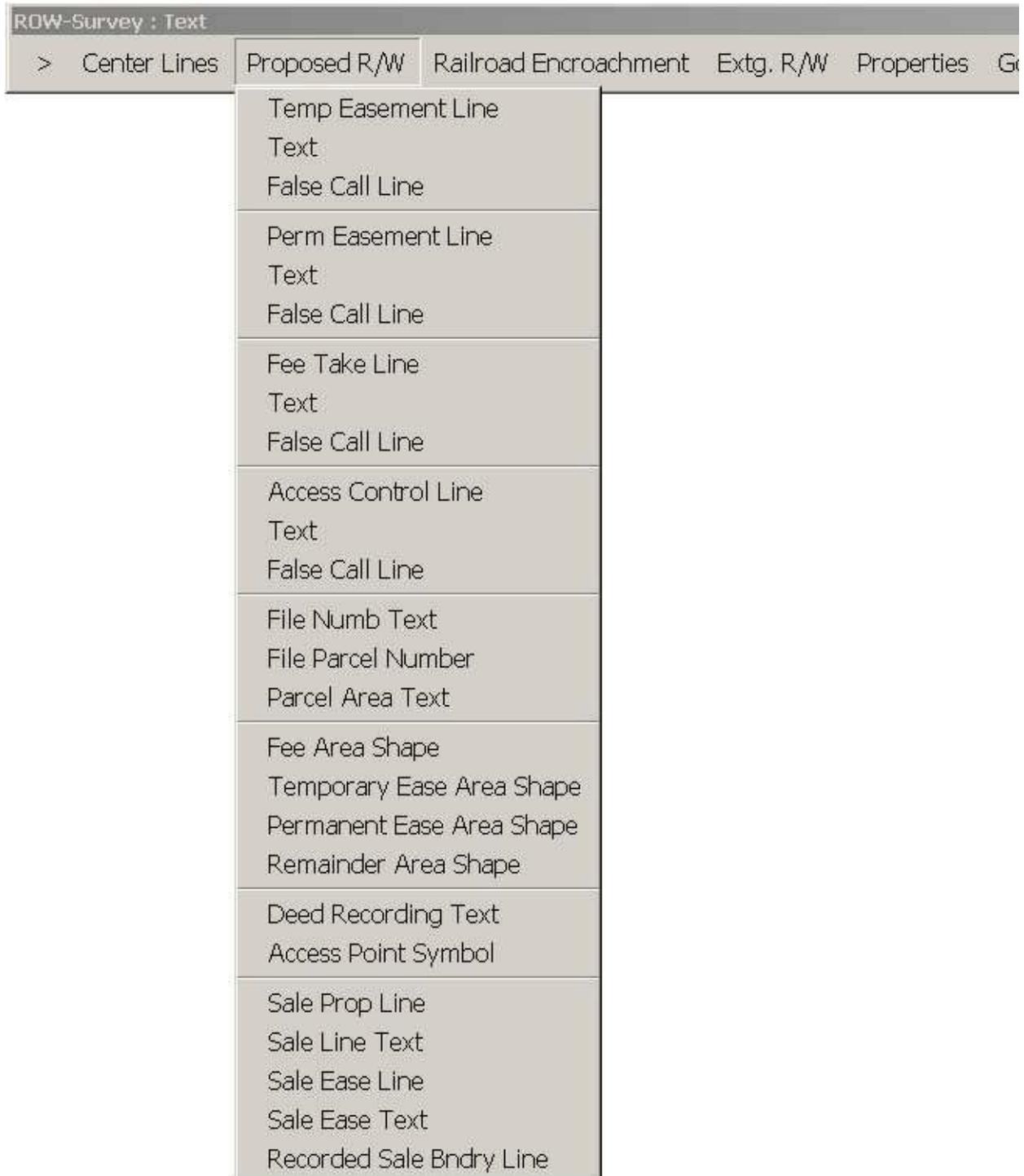
The survey approval and jurisdictional transfer center line is used on survey approval exhibits. These are generally produced by the headquarters staff.

$N. 2^{\circ}26'39'' E.$  [CL Text] tx=6

 [Survey Approval/JT CL]

---

### Proposed R/W Menu



**Figure 2-2**

**Temporary Easements**

For temporary easements such as work area easements. tx=5

*Temporary Easement [Text] ..... [False Call Line]*  
*----- [Temp Easement Line]*

**Permanent Easements**

Easements which are meant to be permanent, examples are slope, drainage and utilities. tx=5

*Permanent Easement [Text] ..... [False Call Line]*  
*----- [Perm Easement Line]*

**Fee Takes**

Used to display parcels which ODOT acquires in Fee simple. tx=5

*Fee Take [Text] ..... [False Call Line]*  
*----- [Fee Take Line]*

**Access Control**

Used to display parcels which ODOT acquires in Fee simple and also acquires access rights. Or to display property from which we have acquired access right only. tx=5

*Access Control [Text] ..... [False Call Line]*  
*----- [Access Control Line]*

**[File Numb Text]**

Three digit number for file numbers. Underlined to reduce confusion, if read up side down. tx=8

003

**[File Parcel Number]**

Each parcel in a file, numbered consecutively from 1.

①

**[Parcel Area Text]**

Used for areas of parcels. tx=5

234 ft<sup>2</sup>±

**[Fee Area Shape]**

Used to make a shape for fee parcels. Use to measure area and produce color exhibits.



**[Temporary Ease Area Shape]**

Used to make a shape for temporary easement parcels. Use to measure area and produce color exhibits.



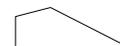
**[Permanent Ease Area Shape]**

Used to make a shape for permanent easement parcels. Use to measure area and produce color exhibits.



**[Remainder Area Shape]**

Used to make a shape for remainder areas. Use to measure area and produce color exhibits.



**[Deed Recording Text]**

Used to place recorded deed information.  
Format varies by county. tx=5

*Deed 91-66*

**[Access Point Symbol]**

Placed at points of access given in recorded deeds.



**Sales**

Lines and text used for sale properties. tx=5

*Sale [Sale Line Text]*

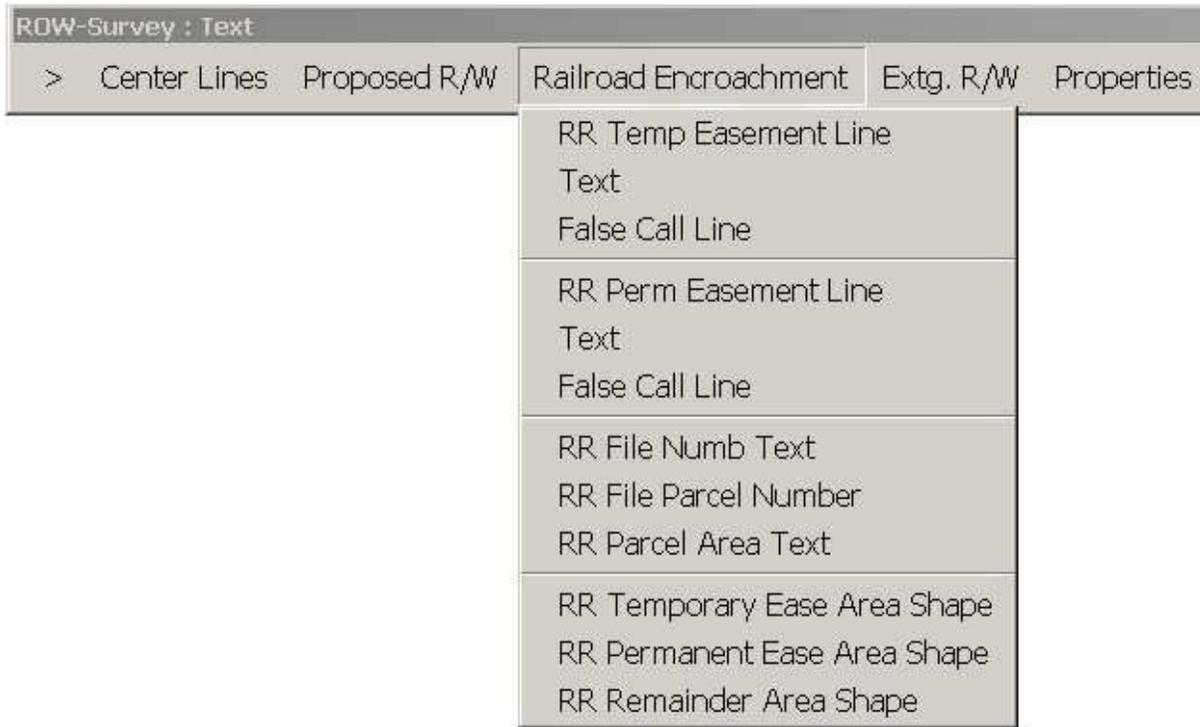
\_\_\_\_\_ *[Sale Prop Line]*

*Sale [Sale Ease Text]*

----- *[Sale Ease Line]*

----- *[Recorded Sale Bndry Line]*

### Railroad Encroachment Menu



**Figure 2-3**

Railroad Text and Linework has been given its own levels, so that they may be independently controlled for producing the railroad encroachment drawing.

**RR Temporary Easements**

For temporary easements on *Temporary Easement [Text]* ..... [False Call Line]  
 Railroads such as work area ----- [RR Temp Easement Line]  
 easements. tx=5

**RR Permanent Easements**

For permanent easements on *Permanent Easement [Text]* ..... [False Call Line]  
 Railroads. tx=5 ----- [RR Perm Easement Line]

**[RR File Numb Text]**

Three digit number for file numbers. Underlined to reduce confusion, if read up side down.  
 tx=8

034

**[RR File Parcel Number]**

Each parcel in a file, numbered consecutively from 1.

**[Parcel Area Text]**

Used for areas of parcels. tx=5

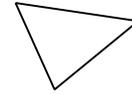
2,564 ft<sup>2</sup>±

**[RR Temporary Easement Area Shape]**

Used to make a shape for temporary easement parcels. Use to measure area and produce color exhibits.

**[RR Permanent Easement Area Shape]**

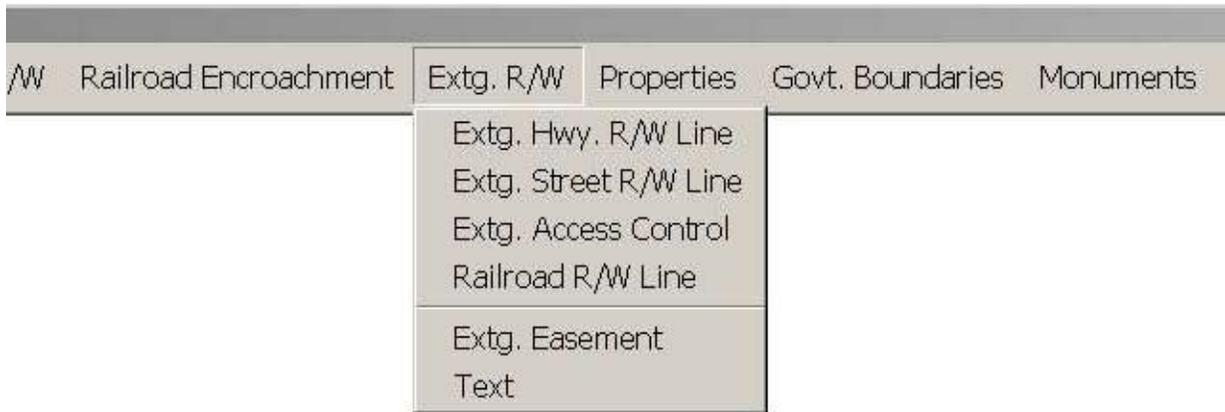
Used to make a shape for permanent easement parcels. Use to measure area and produce color exhibits.

**[RR Remainder Area Shape]**

Used to make a shape for remainder areas. Use to measure area and produce color exhibits



### Extg. R/W Menu



**Figure 2-4**

#### Existing Right of Way

This menu is for displaying existing right of way elements. tx=5

*[Extg. Hwy. R/W Line]*



*[Extg. Street R/W Line]*



*[Extg. Access Control]*



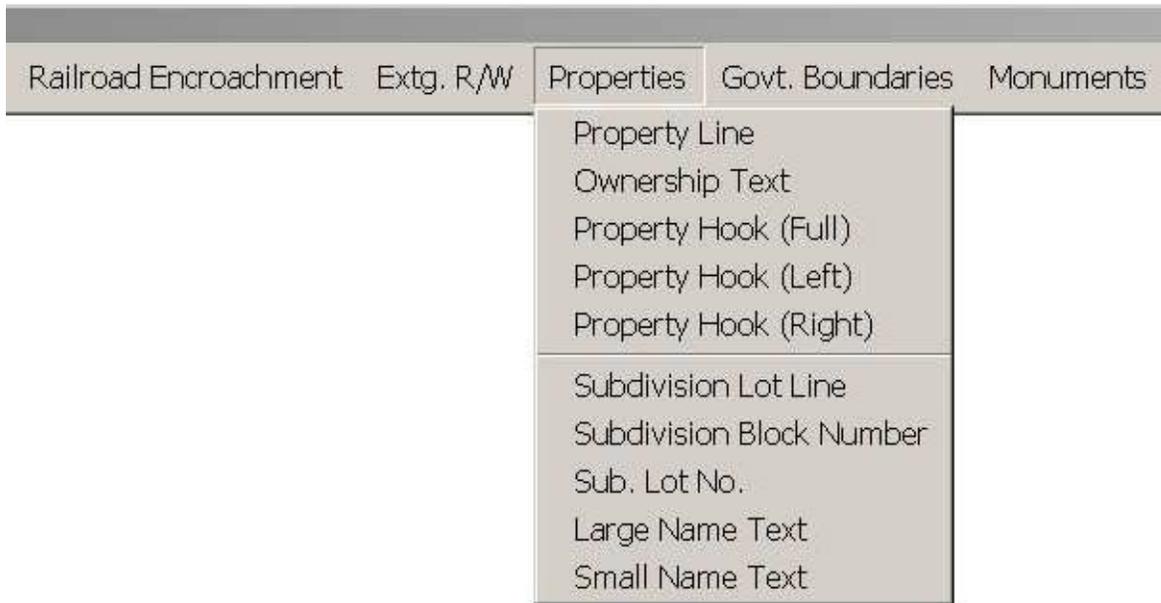
*[Railroad R/W Line]*



*Existing Easement [Text] [Extg. Easement]*



### Properties Menu



**Figure 2-5**

**[Property Line]**

Use for existing property lines.

---

**[Ownership Text]**

Use to display the owners name and deed. (tx=6)

*Ownership Text*

---

**[Property hook (Full)]**

Hooks separate parcels with the same ownership, together.



**[Property Hook (Left) & (Right)]**

Use when common ownership is separated by a road etc.



**[Subdivision Lot Line]**

Use to place interior lot lines within a subdivision.



**[Subdivision Block Number]**

Places a subdivision block number and circle. tx=6.3



**[Sub. Lot No.]**

Places a subdivision lot number. tx=5

15

---

**[Large Name Text]**

Name of Subdivision. (tx=18)

JAMES PARK

---

**[Small Name Text]**

Name of Subdivision. (tx=12)

GREEN ADDITION

---

### Govt. Boundaries Menu

Railroad Encroachment	Extg. R/W	Properties	Govt. Boundaries	Monuments	Network
			City Limits Line City Limits Dot Pattern City Text		
			County Line County Text		
			State Line State Text		
			DLC Line (left side only) DLC Line (right side only) DLC Line (both sides) DLC Text		
			Township Line Township Line Text		
			Section Line Section Line Text		
			Quarter Section Line Quarter Section Line Text		
			Sixteenth/Gov. Lot Line Sixteenth/Gov. Lot Line Text		
			Center Section Circle Section Number Text		

Figure 2-6

**[City Limits Line]**

Used to display City Limits Lines.

**[City Limits Dot Pattern]**

Use when the city limits line is over another line. Places only the dots.

**[City Text]**

The city name is placed on the side of the line containing the city.

[CITY TEXT]  
tx=8

SALEM CITY LIMITS

..... [CITY LIMITS LINE]

**County Lines**

Use to display county Lines.

The name of each county is placed on the appropriate side of the county line.

[COUNTY TEXT]  
tx=8

MARION COUNTY

\_\_\_\_\_ [COUNTY LINE]

LINN COUNTY

**State Lines**

Use to display state boundaries

The name of each state is placed on the appropriate side of the state line.

[STATE TEXT]  
tx=8

OREGON

\_\_\_\_\_ [STATE LINE]

CALIFORNIA

**DLC Lines**

These lines are used to display Donation Land Claims. The dashed portion of the line will be toward the DLC.

[DLC Line (Left Side Only)] \_\_\_\_\_

[DLC Line (Right Side Only)] \_\_\_\_\_

[DLC Line (Both Sides)] \_\_\_\_\_

**[DLC Text]**

DLC text is placed inside each DLC, where it will show up on the finished drawing.

[DLC Text] tx=8

JOHN ADAMS D.L.C.

**Government Section Lines and Text**

Lines and text used to display the elements of the Rectangular Survey System. tx=8

[Township Line Text] T. 14 S., R. 3 E., W.M.

[Township Line] \_\_\_\_\_

[Section Line Text] SECTION 4

[Section Line] \_\_\_\_\_

[Quarter Section Line Text] 12

\_\_\_\_\_ - \_\_\_\_\_

[Quarter Section Line]

[Sixteenth/Gov. Lot Line Text] LOT 4

[Sixteenth/Gov. Lot Line] \_\_\_\_\_

**[Center Section Circle]**

Places a center section circle.



**[Section Number Text]**

Display the section number. tx=8

31

### Monuments Menu

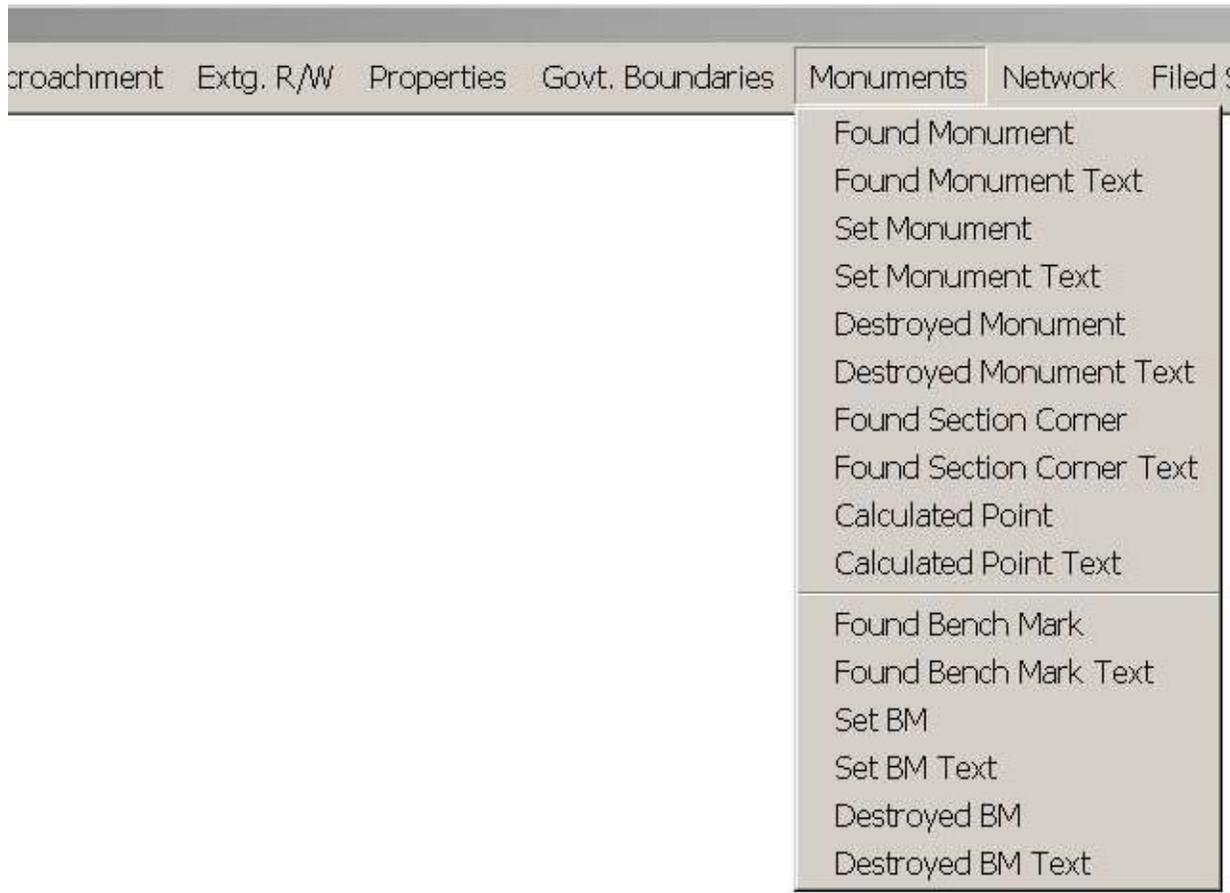


Figure 2-7

**Found Monument**

Cell and text for found monuments.  
tx=5 for all monument text elements shown here.

**Set Monument**

Cell and text for set monuments.

**Destroyed Monuments**

Cell and text for destroyed monuments.

**Found Section Corner**

Cell and text for found Section Corners.

**Calculated Point**

Cell and text for Calculated Points.

**Found Bench Mark**

Cell and text for found Bench Mark.

**Set BM**

Cell and text for Set Bench Mark.

**Destroyed BM**

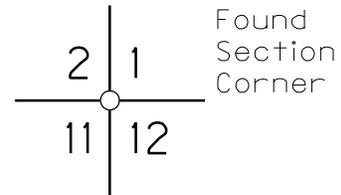
Cell and text for found Destroyed Bench Mark.

○ Found 3/4" Pipe

● Set Rebar

⊗

Found Bent 1/2" Pipe



○

Calculated Corner

⊕

Found Bench Mark

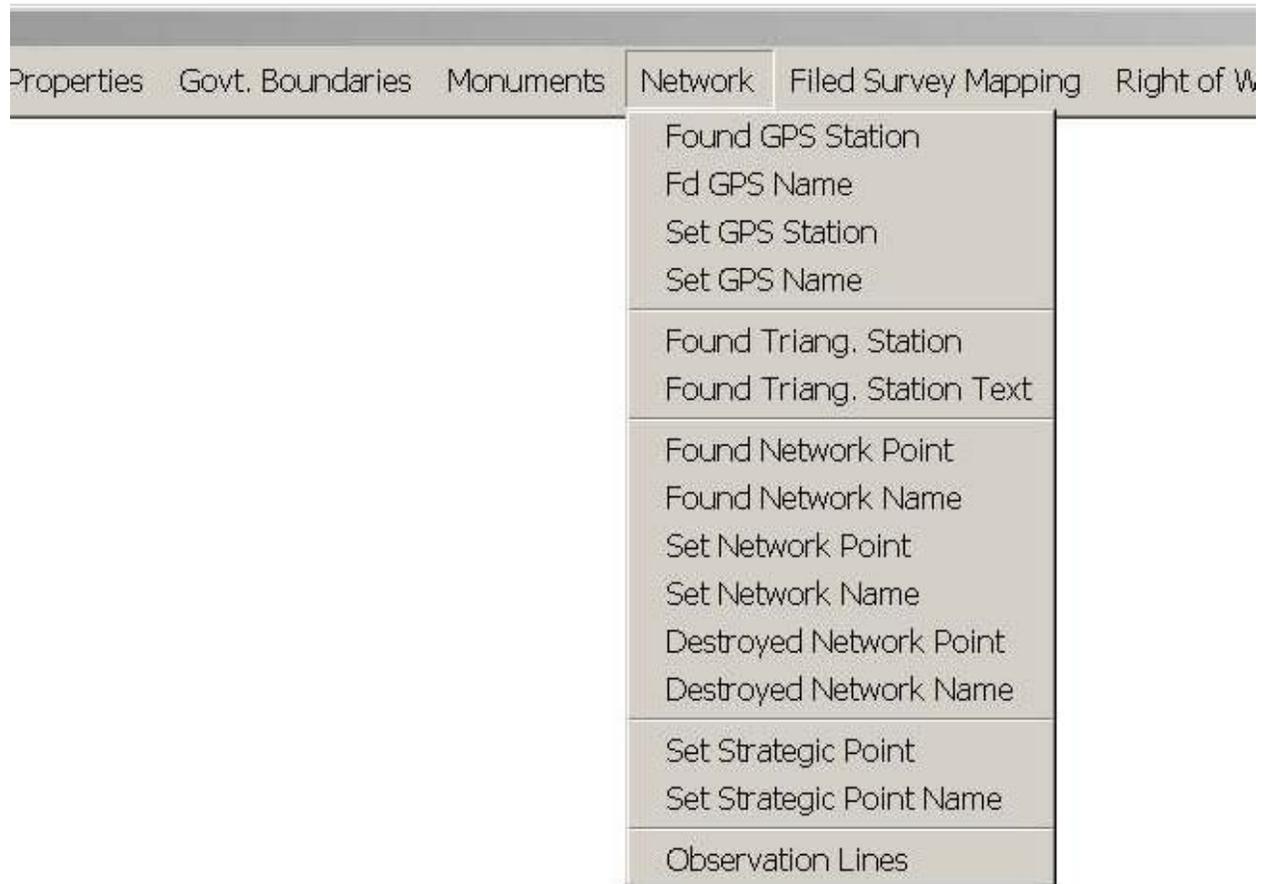
⊙

Set Bench Mark

⊗

Destroyed Bench Mark

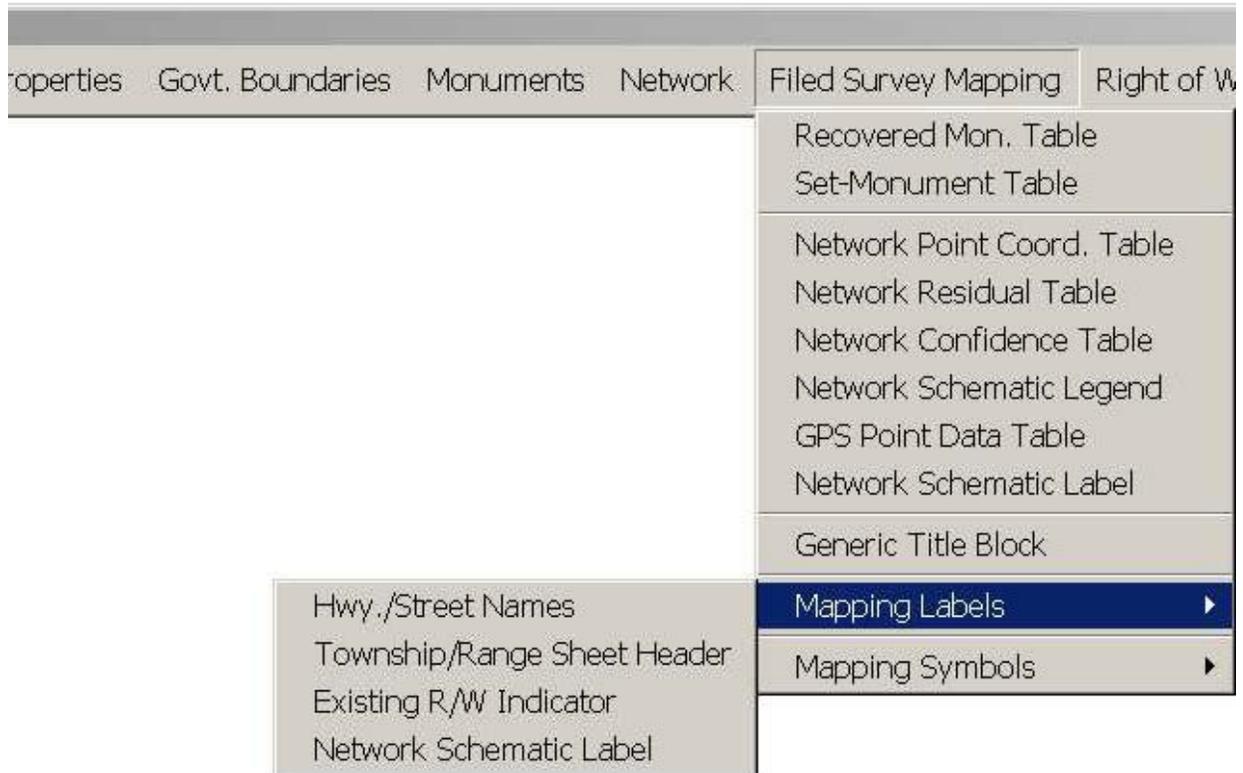
## Network Menu



**Figure 2-8**

This menu is used by those producing surveys. Examples will not be shown in this document.

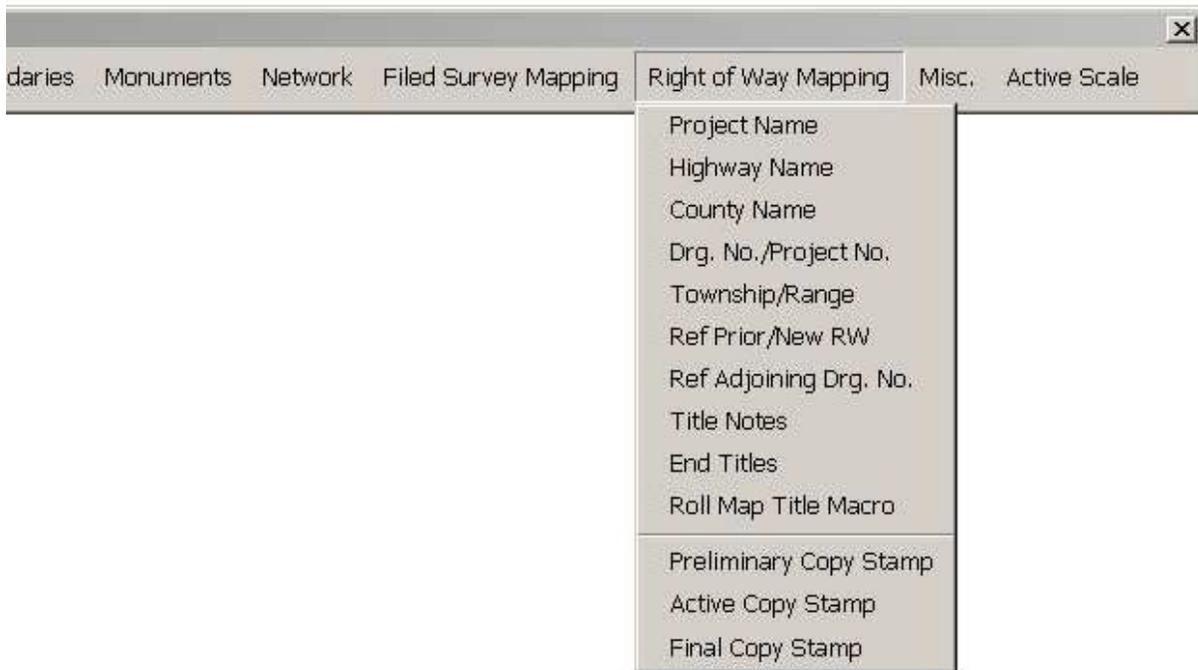
## Filed Survey Mapping Menu



**Figure 2-9**

This menu is for use of those creating Filed Surveys. Examples will not be shown in this document.

## Right of Way Mapping Menu



**Figure 2-10**

### Drawing Titles

**[Project Name]**

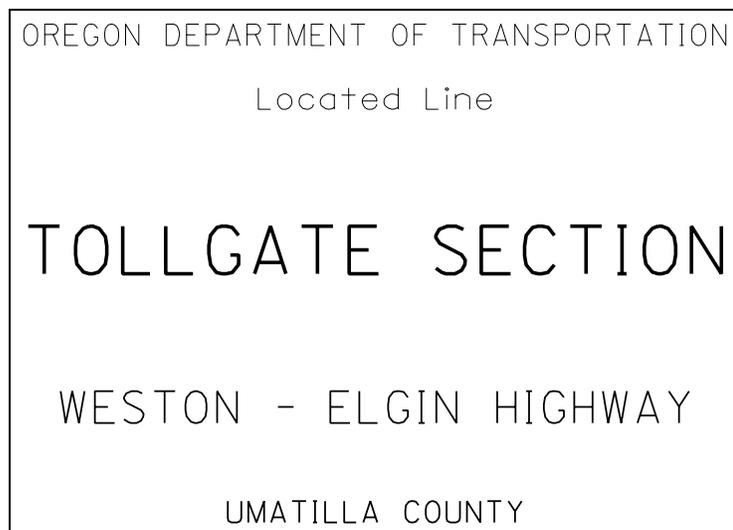
Capitalized, includes the word section. Matches the name on the Plan Sheets. tx=18

**[Highway Name]**

Capitalized. tx=12

**[County Name]**

Capitalized. tx=8



Portion of a Right of Way Drawing Title Area

**[Drg. No./Project No.]**

Title element which is placed near the top edge of the drawing and repeated approximately every three feet throughout the roll plot. tx=8

SEC. SSS, T. TTT, R. RRR, W.M.  
DRAWING XX-XX-XX  
PROJECT NO. EEEE

**[Township/Range]**

A part of the repeating title element. Shown above. tx=8

**[Ref Prior/New RW]**

Placed in clear area of the plot drawing approximately every three feet where it pertains. tx=12

SEE ZZ-ZZ-ZZ FOR PRIOR RW

**[Ref Adjoining Drg. No.]**

Placed at each end of the center line if there is an adjoining right of way drawing, current or prior. tx=8

SEE x-x-x

**[Title Notes]**

Text used for other title elements not already covered. tx=8

Notes Text

**[End Titles]**

Title information placed at the end of the "B" or "A" right of way drawing. tx=8

AAA SECTION

BBB HIGHWAY

CCC COUNTY

LOCATED LINE

SCALE DDD

DRAWING XX-XX-XX

PROJECT NO. EEEE

**[Roll Map Title Macro]**

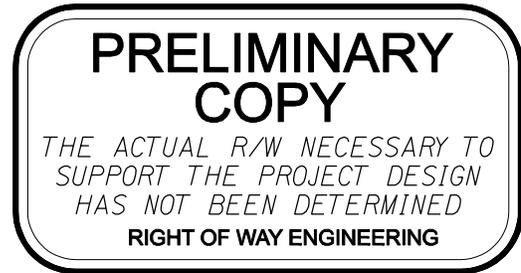
A macro provided which prompts for input on each portion of the title and then places them in the drawing. Also provides input for other note options.

No Example

**[Preliminary Copy Stamp]**

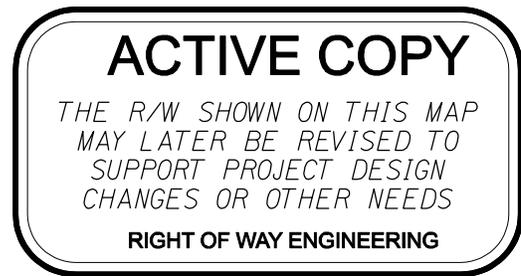
Cell Name: RW PRELIMINARY

This stamp is to be used on the drawing before the descriptions are sent out. It indicates that the right of way base map is still being built.

**[Active Copy Stamp]**

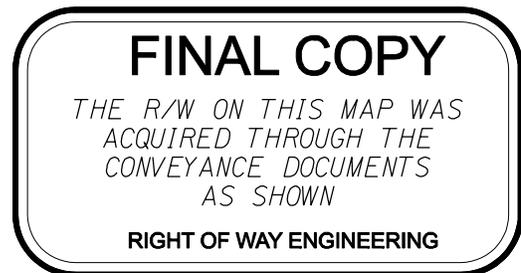
Cell Name: RW ACTIVE

This stamp is to be used on the drawing after the descriptions are sent out. It indicates that the right of way base map has been built and descriptions have been sent out. Revisions could still be taking place.

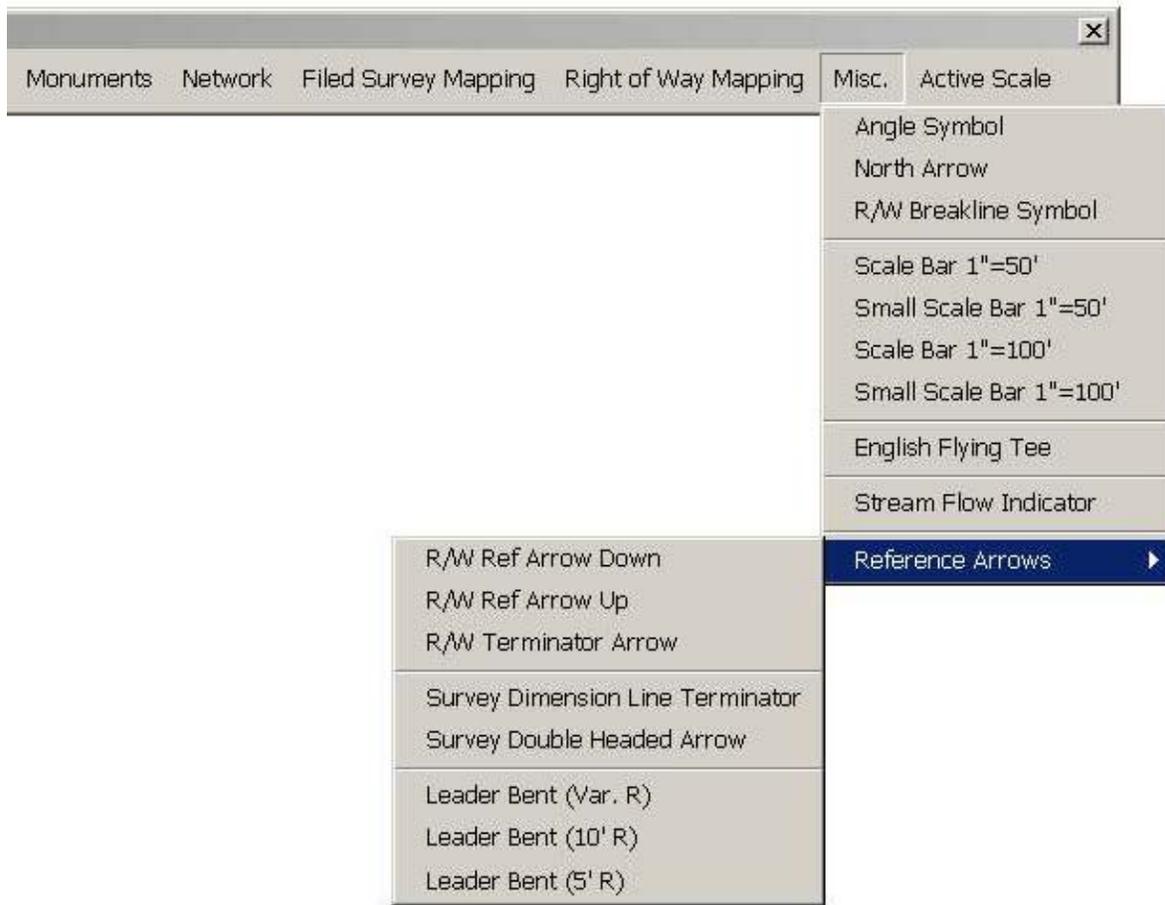
**[Final Copy Stamp]**

Cell Name: RW FINAL

This stamp is to be used on the drawing after the property has been purchased and deeds have been checked against the drawing. It indicates that the right of way drawing is complete and represents what ODOT purchased.



### Miscellaneous Menu



**Figure 2-11**

**[Angle Symbol]**

Cell Name: angle\_rw



Use on center line at angle points

**[North Arrow]**

Cell Name: arrow\_rw

Placed throughout the length of a right of way drawing, so that one appears approximately every three feet on the finished product.



**[R/W Breakline Symbol]**

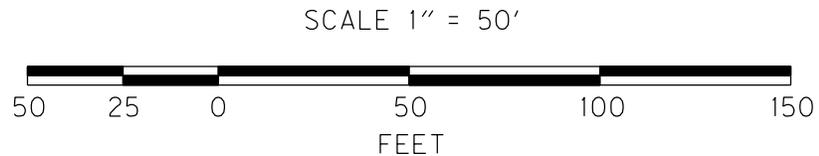
Cell Name: break

Used when a line needs to be broken. Example: you want to show a section corner, but it will not fit on the drawing unless you shorten the section line.

**[Scale Bar 1"=50']**

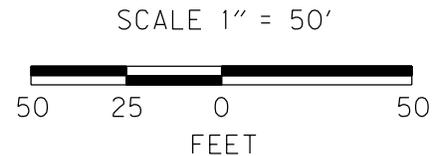
Cell Name: scale50

Placed in a right of way drawing using the 1"=50' scale.

**[Small Scale Bar 1"=50']**

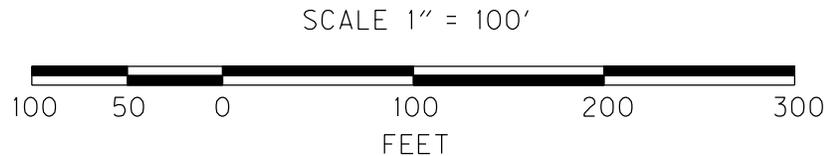
Cell Name: smscale50

Placed in a right of way drawing when there is not enough room for the full sized scale bar.

**[Scale Bar 1"=100']**

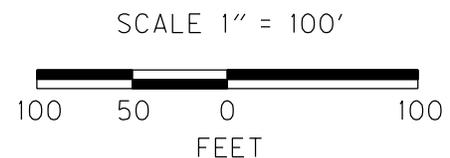
Cell Name: scale100

Placed in a right of way drawing using the 1"=100' scale.

**[Small Scale Bar 1"=100']**

Cell Name: smscale100

Placed in a right of way drawing when there is not enough room for the full sized scale bar.

**[English Flying Tee]**

Cell Name: English tee

This Cell is used on all right of way drawings to distinguish between Metric and English drawings.



**[Stream Flow Indicator]**

Cell Name: Flow



This Cell is used to show direction  
of flow of bodies of water.

**Reference Arrows**

Various arrows used when parcel areas or titles cannot be placed in the parcels themselves.

[Ref Arrow Down]

[Leader Bent Var. R]

[Survey Dimension Line Terminator]

[Ref Arrow Up]

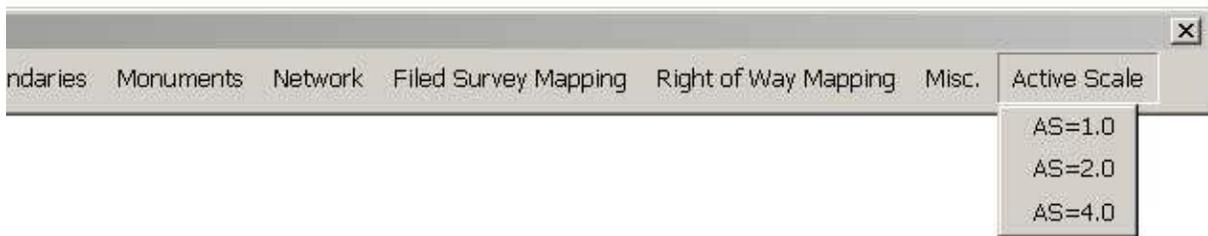
[Survey Double Headed Arrow]

[Leader Bent (10' R)]

[Terminator Arrow]

[Leader Bent (5' R)]

## Active Scale Menu



**Figure 2-12**

These three menu items simply set the active scale to 1, 2 or 4 as indicated.

To decide upon a map scale, consider the following: In rural areas use a map scale of 1"=100', unless project is small, then use 1"=50'. In urban areas use a map scale of 1"=50'. The CAD Active Scale for 1"=50', and 1"=100' is set to AS=1, and AS=2, respectively. Active scale is used to set parameters for text and symbology.

[AS=1.0]

Sets Active Scale to 1. Use for a drawing using a scale of 1"=50'. (The most common scale for a right of way drawing.)

---

[AS=2.0]

Sets Active Scale to 2. Use for a drawing using a scale of 1"=100'.

---

[AS=4.0]

Sets Active Scale to 4. Use for a drawing using a scale of 1"=200'.

---

# How the Drawing Should Look

## Plot Drawing Elements

### Revision Block

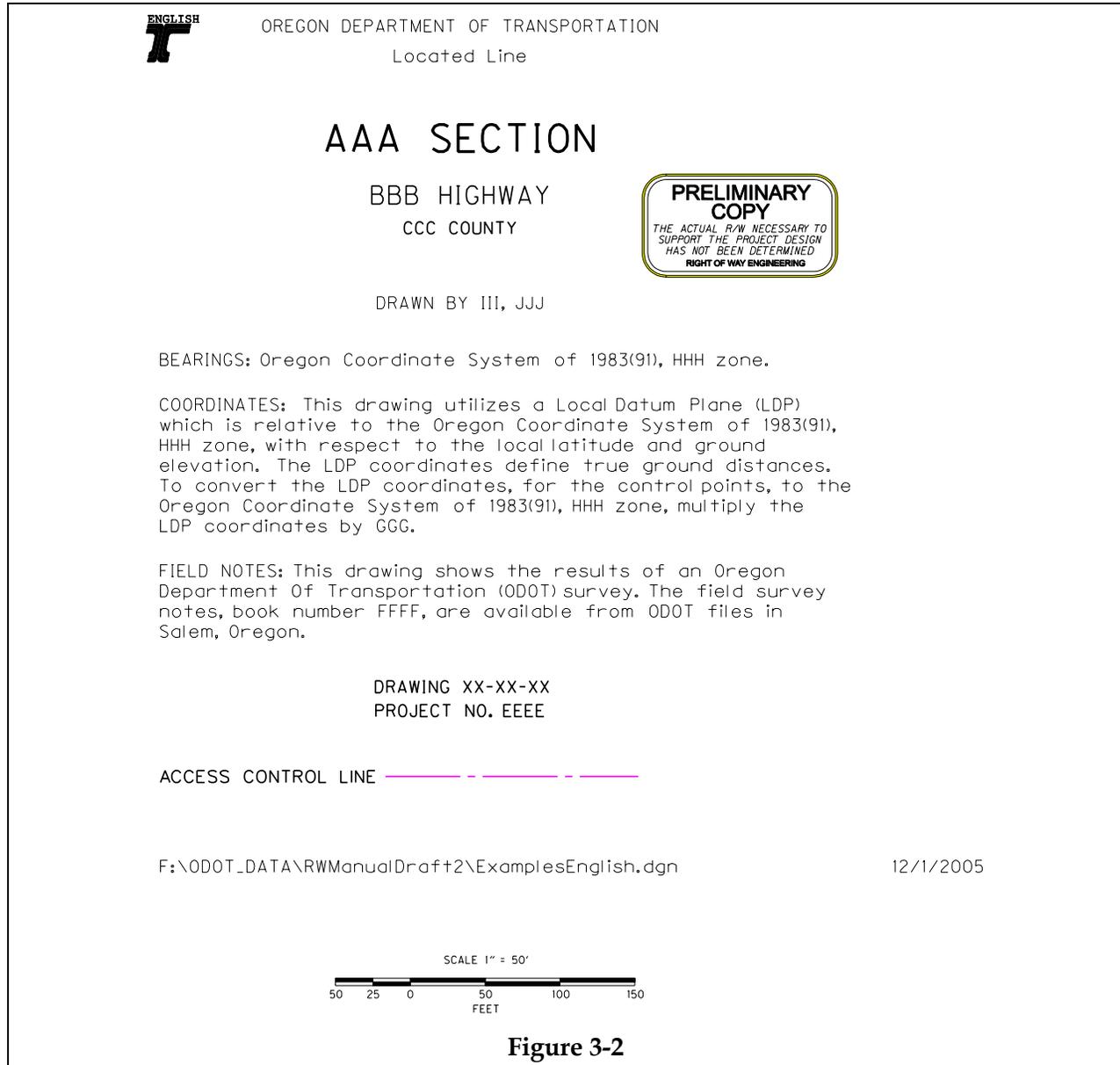
When revisions are made to Right of Way products, it is important to track them. Both to identify the most current printed drawing and to ensure that all changes are authorized. Figure 3-1 shows the Revision Cell used for "B" and "A" drawings. "R" sized drawings have a revision block built in. If more room is needed for the name or description, you can drop status on the cell and edit the block.

<b><u>REVISION HISTORY</u></b>		
<i>DATE</i>	<i>NAME</i>	<i>DESCRIPTION</i>

Figure 3-1

## Titles

Titles may be placed in two basic ways. In the “B” Map Model (Figure 3-2 shows the title area for this Model) and in several other models, placeholders are in the file at the correct location.



**Figure 3-2**

By using Find/Replace, “AAA Section” may be replaced in all its instances by the Section name. In like fashion, the other elements may be updated as well. Off to the left side of the “B” Map is a chart showing the meaning of all the codes used in the titles (See **Figure 3-3**). In the standard ‘B’ map model, notes for the most common Coordinate Base, Bearing Base and Field Notes are included. If you use the Find/Replace method for editing the titles, and need a different Coordinate Base, Bearing Base or Field Note, you will need to replace the whole note with another. [Appendix E \(pages 16 & 17\)](#) shows the other possible types of notes.

The other method to place title information is by use of a Macro. It is on the ODOT menu, under Mapping, select [Roll Map Title Macro] and the macro will start. It asks for a starting location and then continues, asking for user input for each needed text element. This Macro makes the choice of Coordinate Base, etc, easier by asking for input for which type of Coordinate Base, Bearing Base and Field Notes will be used. **Note:** This macro is not up to current standards and some of the text elements, will need to be edited after being placed.

### *Search and Replace Map Title Text*

<i>Find</i>	<i>Replace With</i>	<i>Data</i>
AAA	SECTION NAME (ALL CAPS)	US26:ROSS ISLAND BRIDGE-SE 50TH AVENUE
BBB	HIGHWAY NAME (ALL CAPS)	MT.HOOD
CCC	COUNTY NAME (ALL CAPS)	MULTNOMAH
DDD	Map Scale	1:500 1:1000 1" = 50' 1" = 100'
EEEE	RW Project Number	7115
FFFF	Field Book Number	4007
GGG	LDP Scale Factor	0.9999
HHH	LDP Zone (lower case)	north or south
III	DRAFTER'S FULL NAME AND COMPANY	ABC
JJJ	MAP DATE (MONTH, YEAR)	DECEMBER, 2003
RRR	Range Number with E. or W.	1 E.
SSS	Section Number	5
TTT	Township Number with N. or S.	1 S.
XX-XX-XX	New Map Number	10B-19-12
ZZ-ZZ-ZZ	Prior Map Number	9B-15-5

**Figure 3-3**

## Repeating Elements

- Drawing, Section, and Project No.

Edit the Government Section, Drawing Name and Project Number text block. The first Text Block should be approximately 1½ feet into the body of the plot drawing. This Text Block is placed near the top edge of the drawing. Copy the Text Block at three-foot increments across the length of the drawing. Make position adjustments to ensure the Text Block is readable. The section may need to be edited as you move across the drawing and move across section lines.

- Prior Map Reference

If a prior drawing exists for a portion of the drawing, a Prior Drawing Reference is required. Place it approximately every three feet through its relevant portion. Only reference the latest Right of Way Drawing. This Prior Drawing notation may change across the drawing, as the relevant prior drawings change. Adjust the position of the text so it is in a clear area.

- North Arrow

Place North Arrows approximately every three feet throughout the design portion of the drawing. Place them in a clear area in the design model of the drawing.

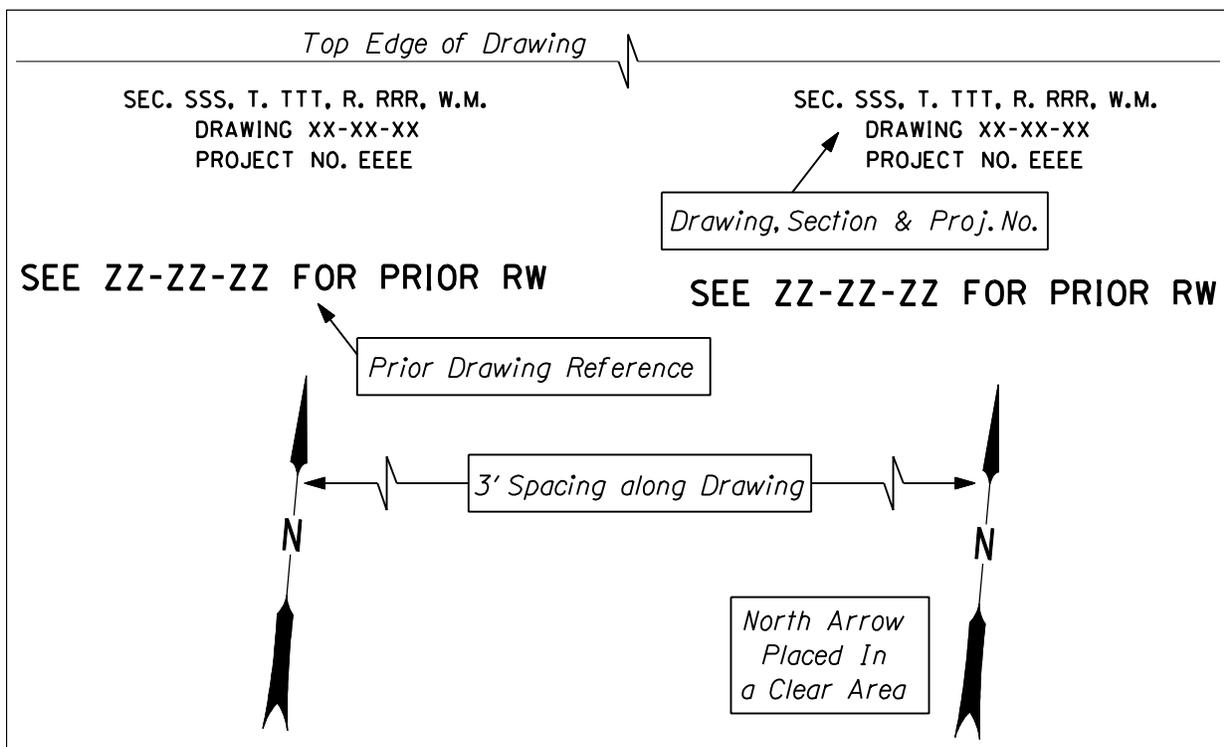


Figure 3-4

### Stationing Always Left to Right

Right of way drawings are always laid out so that the stationing increases from left to right. As ODOT policy is for stationing to increase North to South and West to East, this generally results in a drawing with the North arrow pointing to the top of the drawing or to the left. However on occasion, because our highways do not always run in straight lines or because the stationing was placed in the wrong direction, the north arrow ends up pointing to the bottom of the drawing. This confuses some people, but legible stationing is more important than having cardinal directions point to the top of the drawing.

Figure 3-5 is an example of a drawing with the North arrow pointing towards the bottom of the drawing.

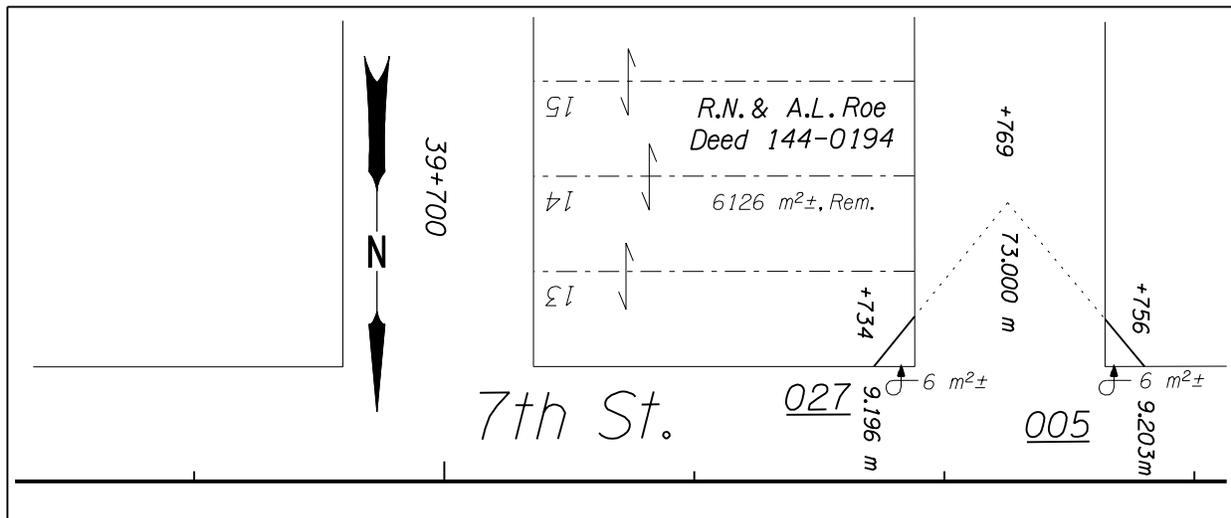


Figure 3-5

### Show Adjoining Right of Way Drawing References

Whenever there is a prior right of way drawing adjacent to the current project, an Adjacent Drawing Reference needs to be placed. They should be aligned with the center line and placed at the end of the drawing to which it is relevant. This could be both ends if the prior drawing extended past both ends of the project. There could also be a different existing right of way drawing at each end of the current drawing.

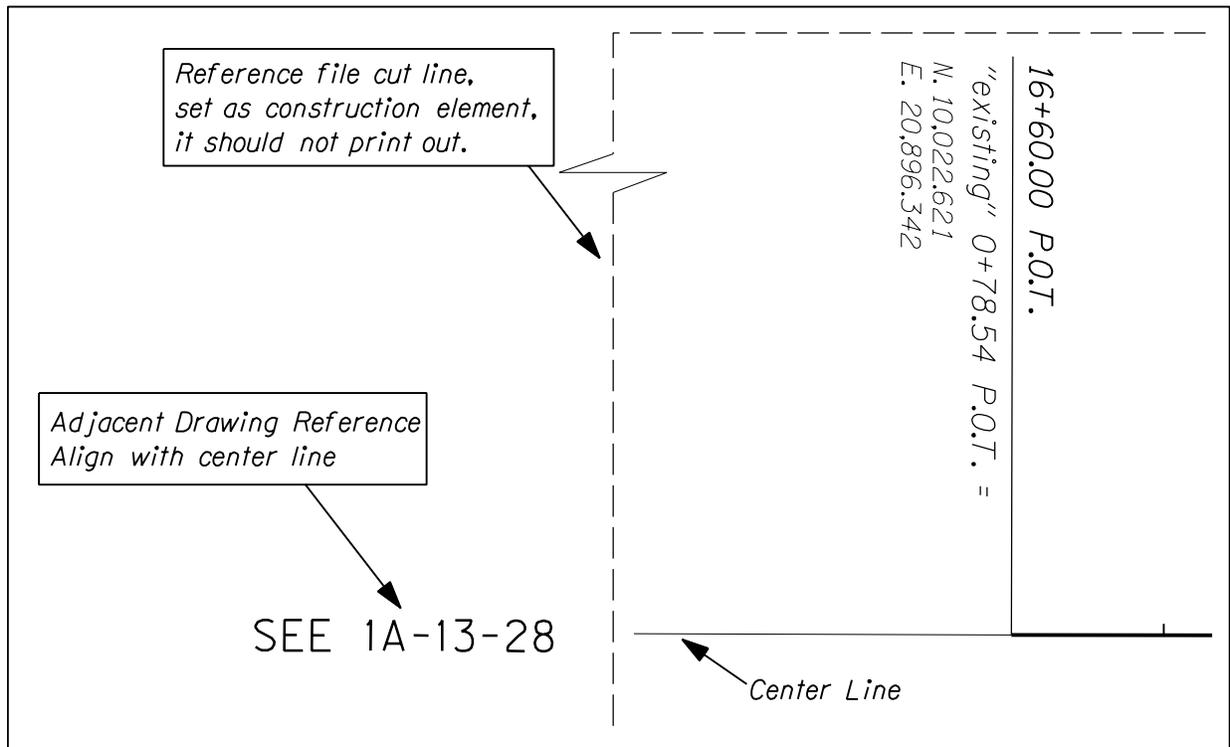


Figure 3-6

If your project requires more than one right of way drawing, then these adjoining drawing references would refer to each other where they join. This is shown below in Figure 3-7. At the ends of the project, they will then refer to the prior right of way drawing, if one exists.

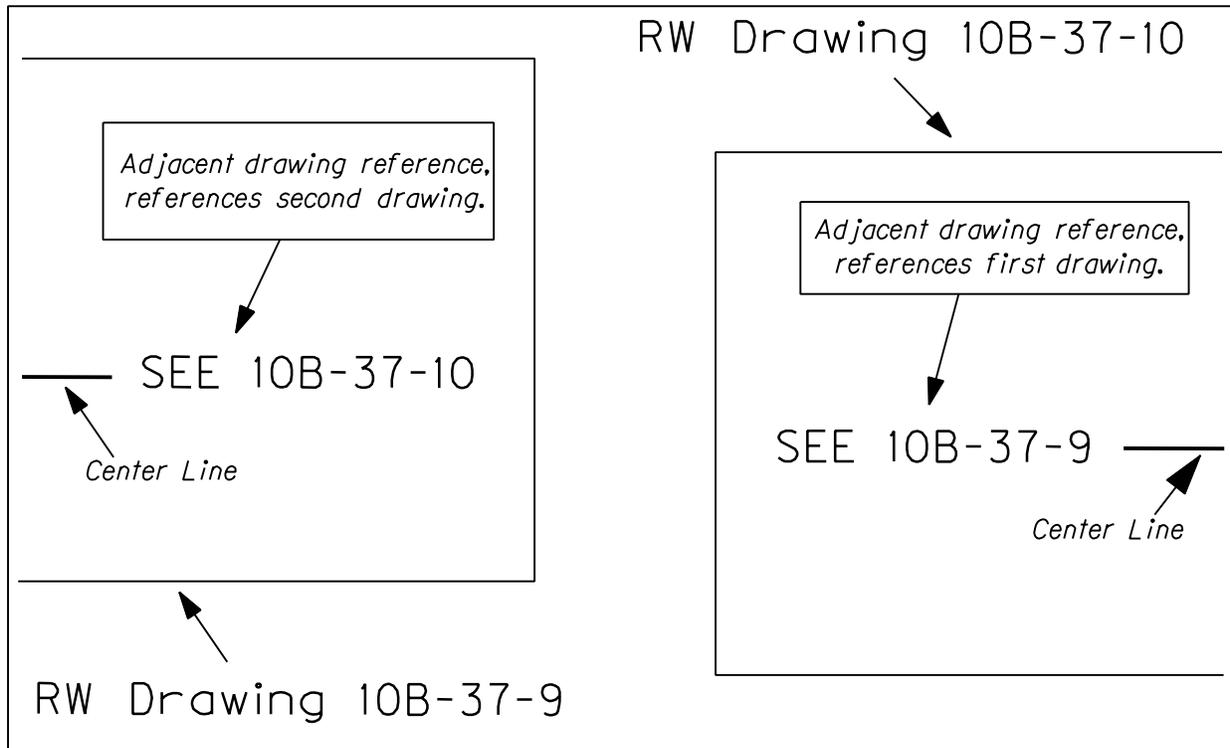


Figure 3-7



Do not lose sight of the intended purpose of the insert. A basis of bearing insert is a general relationship of the bearing basis with the project as a whole. Do not get immersed in details. Remember the KISS principle (Keep It Simple). Figure 3-9 is a basis of bearing insert that has too much detail. It is a bad example.

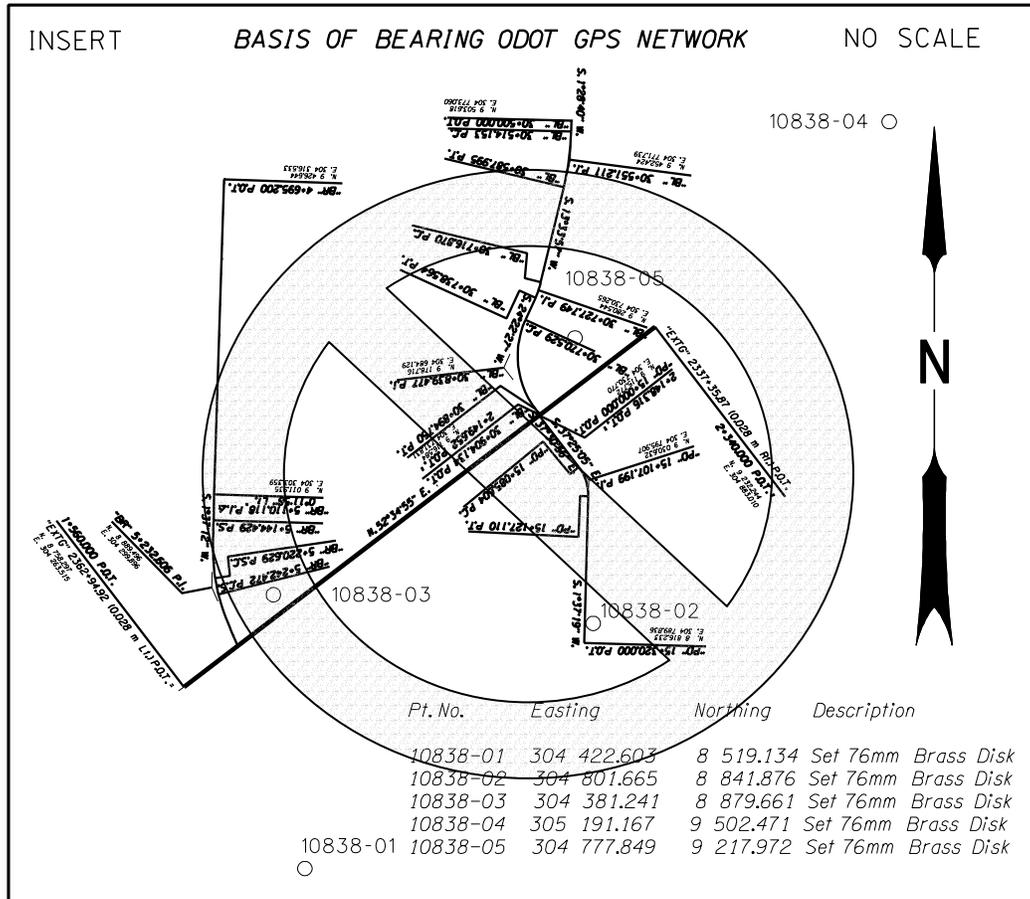


Figure 3-9

**Coordinates**

Just as every drawing needs a bearing base, it also needs a coordinate base. The choices are:

- Assumed
- Local Datum Plane (LDP)

Assumed Coordinates should be shown in the 10,000 range.

Coordinates shown as Local Datum Plane (LDP) are relative to the Oregon State Plane Coordinate System.

Show a tie to a monumented section corner, one-quarter corner, one-sixteenth corner or Donation Land Claim corner in Township and Range, or to a monumented lot or parcel corner or boundary corner of a recorded subdivision, partition or condominium.

## Plotting

It is important that you select the correct pen table when you plot. Right of Way Engineering has created a pen table that in addition to what other ODOT pen tables do, adds the following tasks:

- It cleans out the center of monuments to make them stand out.
- It shades the topo file. (The logical name must have the word “shade” or “exist” in it for this to work with this pen table.) This makes the right of way lines stand out from the topo.

The Right of Way standard pen table (rw\_bw.tbl) is located here:

[ftp://ftp.odot.state.or.us/ROW\\_Eng\STANDARDS\CAD\\_Standards\Plotting](ftp://ftp.odot.state.or.us/ROW_Eng\STANDARDS\CAD_Standards\Plotting)

## Monuments Cleared Out

Right of way drawings when plotted, show no line work running through monuments. Monument should not be cleared by cutting the underlying line. The RW\_bw.tbl pen table plots white inside monuments at the time of plotting, giving the illusion that they have been cleared out. The pen table assumes standard cell levels and names, which will be set if the cells are selected off of the ODOT menu. However, due to the constraints of Microstation plotting, the monuments must be on top of the lines, or they will not be cleared out. This may be done by selecting all the monuments you want to move and then under the Edit menu in V8, select “Bring to Front”.

Figure 3-10 is an example of how the topography file should be shaded and monuments cleared.

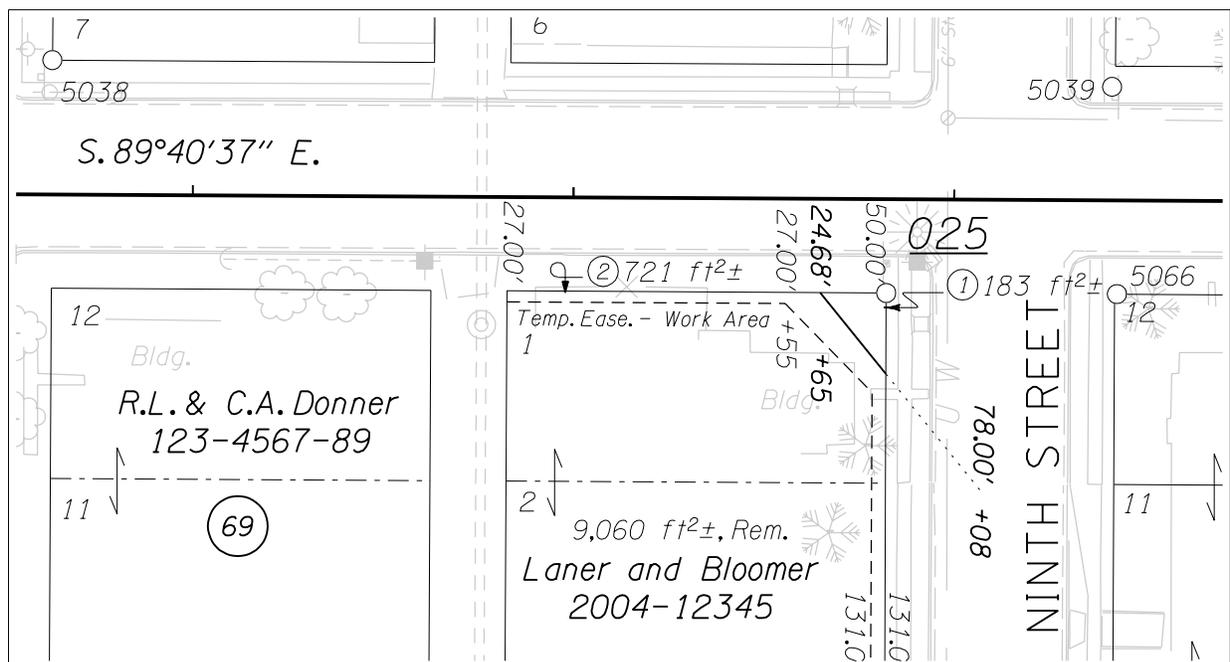


Figure 3-10

**Color Plotting**

From time to time, you may want to plot the right of way drawing in color. Right of Way Engineering has created a color pen table for this purpose. It is named rw\_color.tbl. A specialized color table also needs to be attached for the color shading. It has two additional duties, compared to other pen tables:

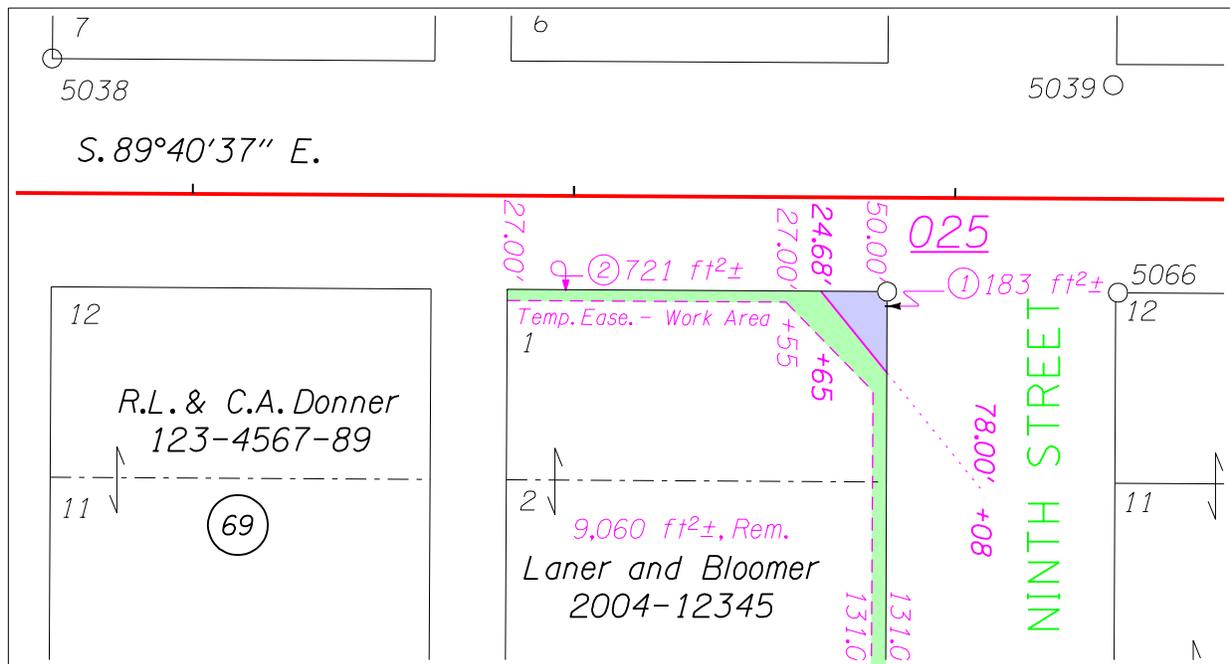
- Shades color shapes if placed (often used to show parcels).
- Changes yellow lines to black. (Yellow is hard to see on white paper.)

This specialized pen table does not however grey shade the topography, nor clear the monuments.

The Right of Way color pen table is located here:

[ftp://ftp.odot.state.or.us/ROW\\_Eng\STANDARDS\CAD\\_Standards\Plotting](ftp://ftp.odot.state.or.us/ROW_Eng\STANDARDS\CAD_Standards\Plotting)

Figure 3-11 is an example of a color plot using the Right of Way color pen table.



**Figure 3-11**

## Design Model Elements

The purpose of this chapter is to show ODOT preferences for elements displayed in the design model. Individual elements should be selected using the ODOT pulldown menu, so they should display the correct level, weight, line style, etc.

### Placing File Numbers

File numbers should be placed inside the fee parcel whenever possible (see file 057 Figure 3-12). If there is not room inside the parcel, then the file number should be placed between the center line and the property, in the existing right of way (see file 058, Figure 3-12). When parcels extend across the property, place the file number midway along the frontage if possible (also file 058). If the parcels are bunched together, then place the file number near the parcels (file 059, below). If parcels are separated, as are parcels 1 and 3 in file 057, Figure 3-12, then an additional File Number should be placed for the separated parcel. File numbers should always be underlined to prevent misinterpretation. File numbers should be placed parallel to the centerline.

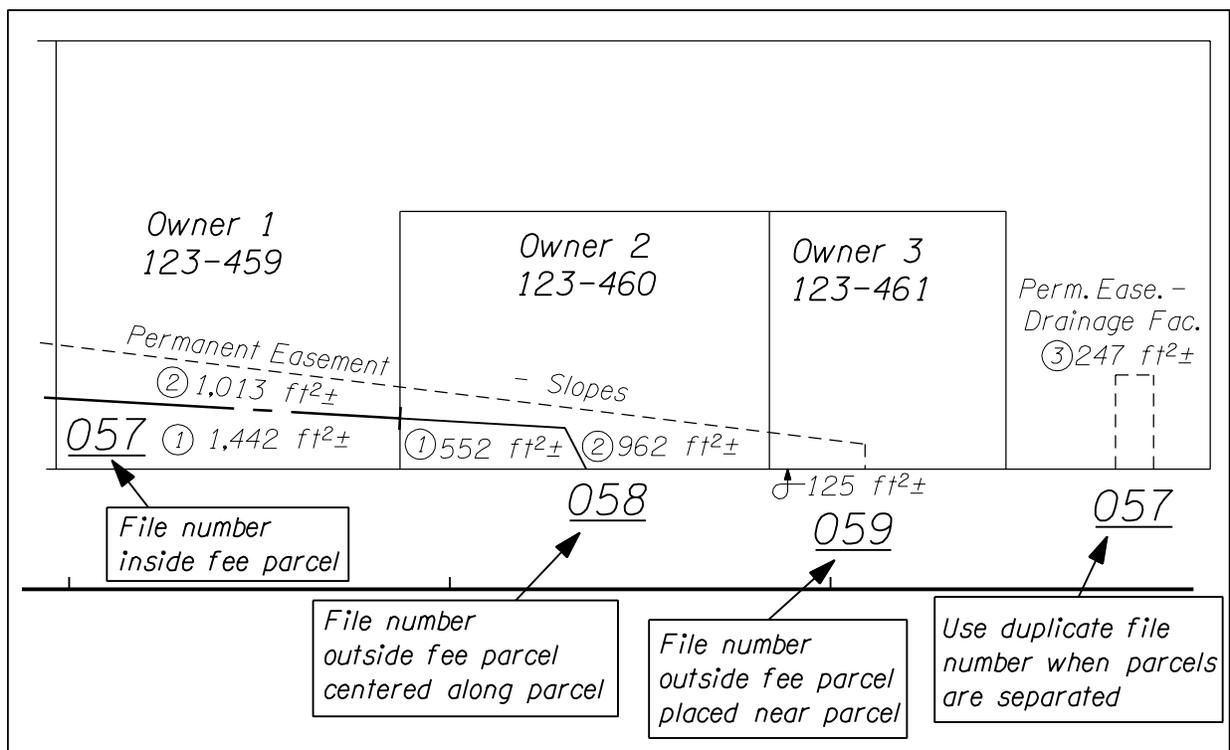
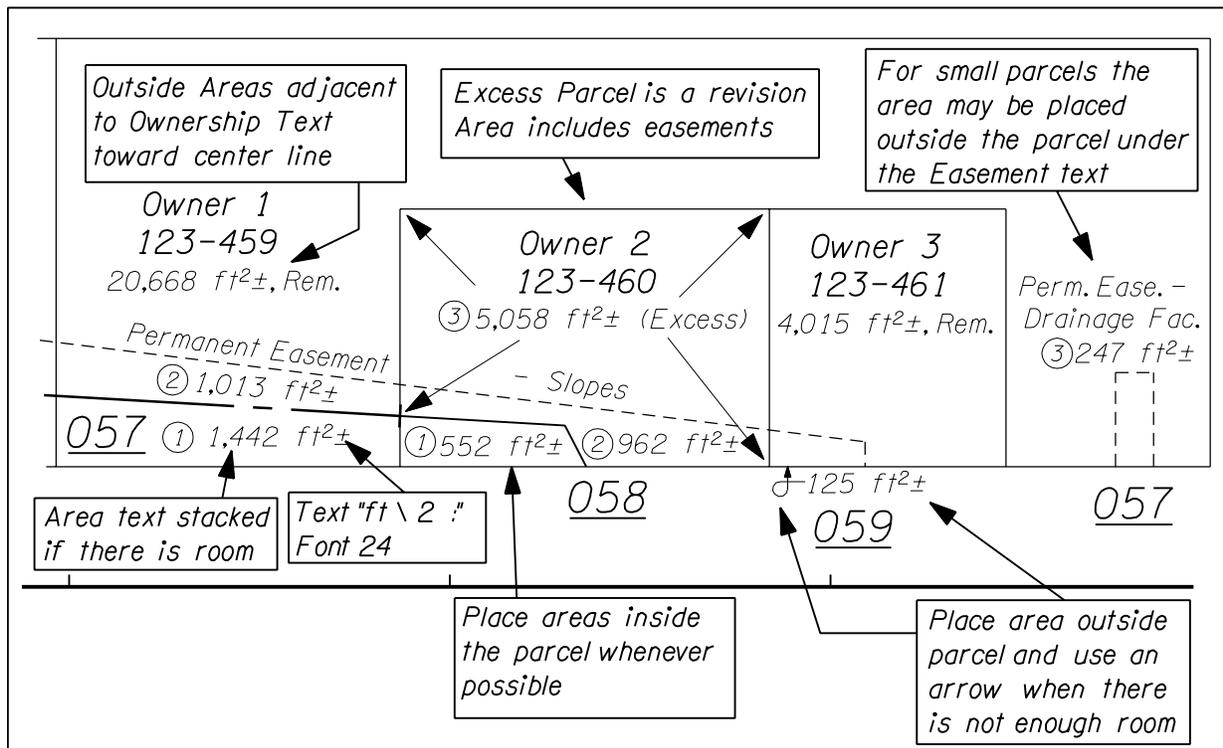


Figure 3-12

**Parcel Areas**

Parcel area text placement preferences are shown in Figure 3-13, with the most desirable on the left (057) and decreasing to the right (059). Area text for parcels should be placed inside the parcel whenever there is room. When the parcels are stacked, (file 057) try to align the text to each other. When it is not possible to stack the text, still attempt to place the text within the parcel (058). When there is not enough room to place the text inside the parcel, the preferable location is directly adjacent to the parcel area in the existing right of way, with an arrow pointing to the parcel (file 059). Parcel 3 of File 057 shows a good location for the area text of an isolated parcel, place the text with the name of the easement as shown. Parcel area text is placed parallel to the centerline when possible. Parcel area should be calculated to the closest square foot, when giving area in square feet. When area is in acres, show the number out to two decimal places.

The preferred position for remainder area text is directly beneath or above the Owner Name/Deed Reference and on the side closer to the centerline.



**Figure 3-13**

Older drawings that showed remainder areas often used “left” or “right” after the area, to signify left or right of the center line. Currently we use the abbreviation Rem. for all remainder areas.

Use ODOT font 24 to get the square foot symbols using the following keys:



### Parcel Hierarchy

Fee parcels have the highest priority in descriptions and will be listed before easements. An Access Only parcel is considered a type of fee take and has a higher priority than other fee takings. If the description includes an Access Only parcel, it will be the first parcel of the description.

Permanent easements are next in priority after fee.

Temporary easements are next in priority after permanent easements.

Excess Fee Parcels are the only exception to the hierarchy and are the last parcel in the description. This parcel picks up the Grantor's remnant including the underlying fee within any easements. Adding this parcel constitutes a revision to the file and is done at the request of the Right of Way Agent after an offer has been made and the Grantor has identified the remainder as being uneconomic and requests ODOT to buy them out. If the file later goes to condemnation, the file must again be revised to remove the excess parcel, as ODOT may not condemn property it does not need for the Highway System. Keeping the excess fee parcels last helps to facilitate this process.

The description should read in a logical order. All easements in the description will except out any fee takings. Because easements are specific to use they generally overlap other easements. Parcels that will be excepted out in later parcels need to come previous to them in the description.

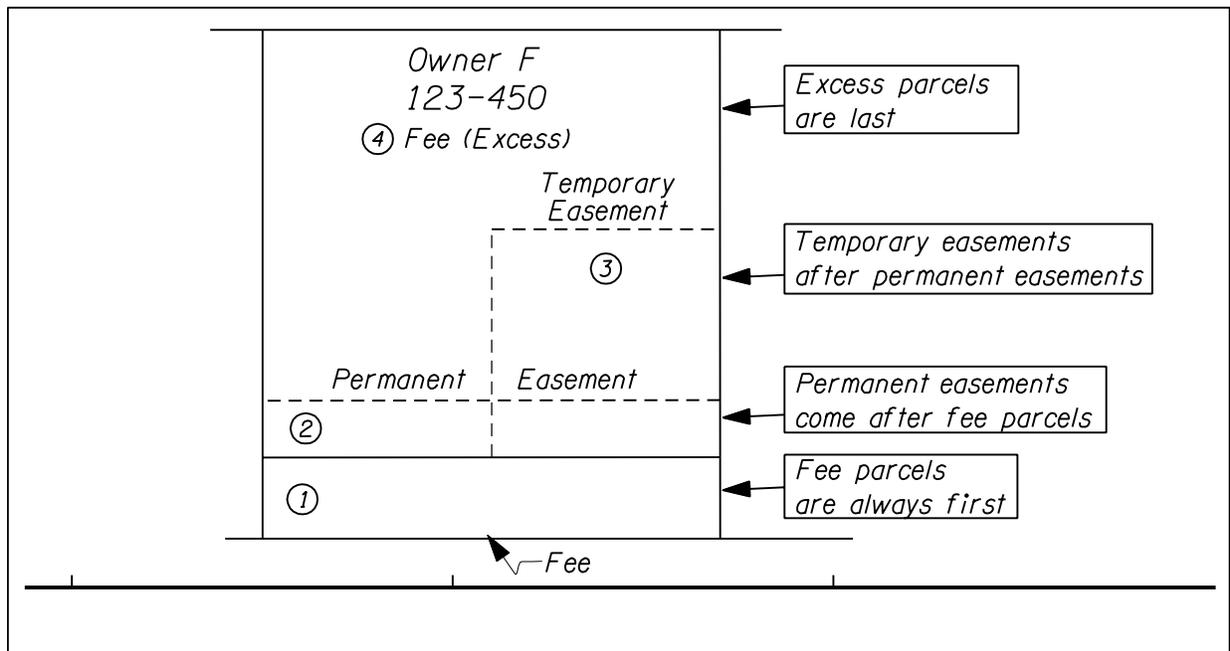


Figure 3-14

### Monuments Centers Cleared Out

Figure 3-15 shows two monuments. The monument on the left, shows the cell as it appears in the CAD file. The monument on the right shows what the cell looks like after plotting with the correct pen table. For further information, see the section on plotting.

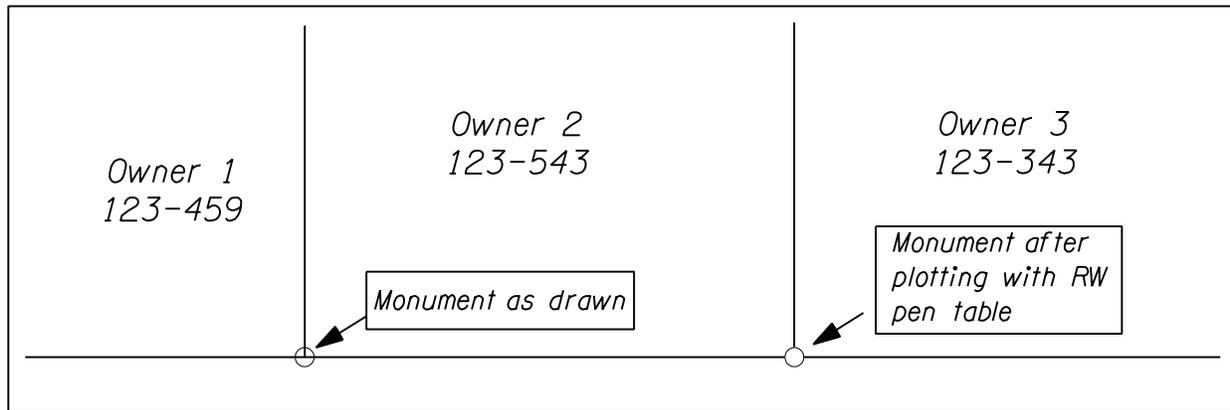


Figure 3-15

### Monument Descriptions

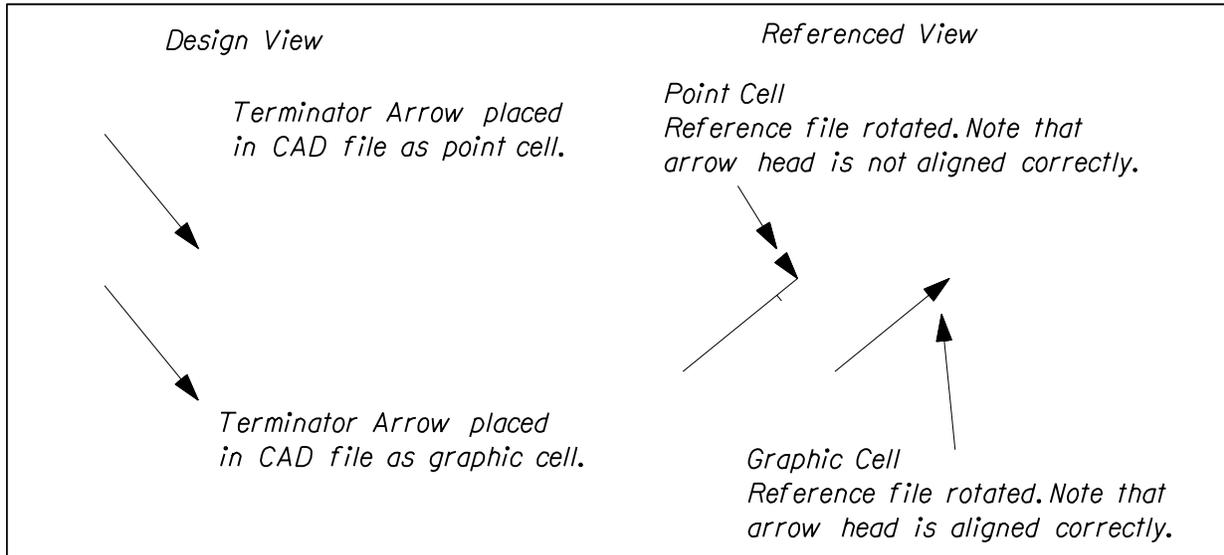
Monument text may be placed several different ways, preferably next to the monument being described. If there is not room adjacent to the monument, place text towards the top and bottom edge of the drawing approximately opposite the monument. Lastly, text may be placed in a table with other descriptions of monuments.

Monument text details should come from the field notes, which are the best evidence of what was actually found. Spell out the monument description, do not use IR or IP. The date is the date when the monument was found in the field. The County Survey number will be the survey for which the monument was set.

Fd. 5/8" Iron Rod  
 w/ Plastic Cap  
 Stamped: "LS 1234"  
 (1-22-88)  
 N. 10,000.00  
 E. 20,000.00  
 (C.S.# 012345)

### Terminator Arrows

The standard terminator arrow, as used from the ODOT setup, uses point cells for the terminator arrow. When referenced and then rotated the arrow does not align with the line. Using "Element Information" allows the user to change the point cell to a graphic cell, which then rotates as expected.



**Figure 3-16**

## Ownership Text

The name that is to appear on the drawing is that of the vested owner. Use the name as it appears in the deed, abbreviations are allowed, but spell the name out, if room allows. Company or business names are not to be abbreviated. If the property is being purchased on contract then this persons name will also appear on the drawing, and be noted with (C.P.). If more than two people own the property, you may use 'et al.' (this is an abbreviation for et alii, meaning "and others") after the first owner. Example: J. Smith, et al.

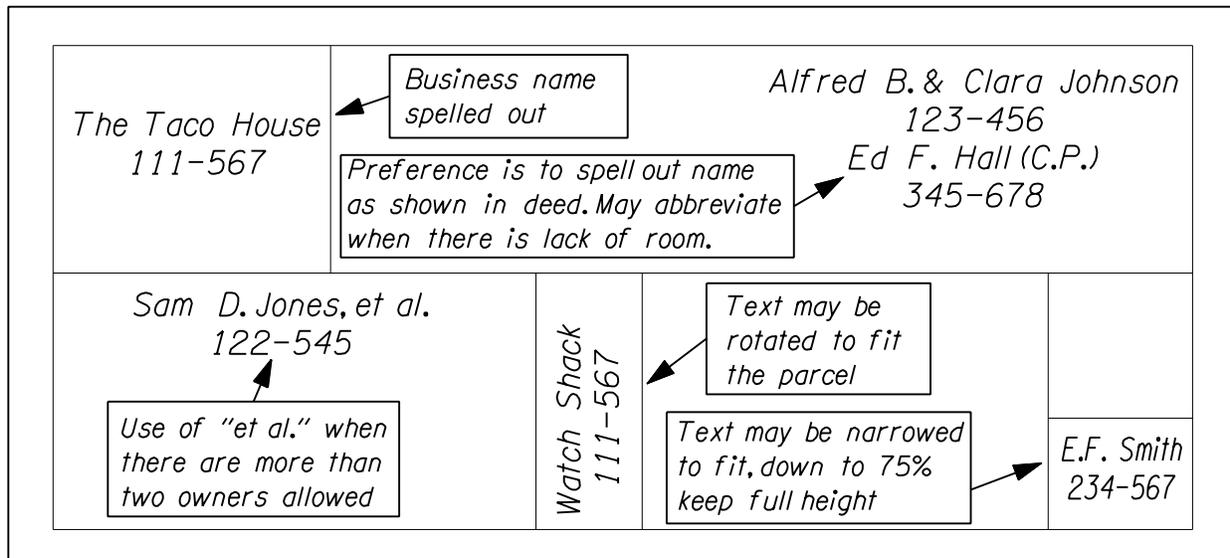


Figure 3-17

The deed recording number is noted under the owners name according to the format used by that county. Format varies from county to county and is subject to change. See the Deed Recording List for current formats:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/)

Show all deed parcel lines. If more than one parcel is owned by a party, select <Property Hook> from the menu, and hook the line to indicate common ownership.

REMEMBER: Deed recording includes the word 'Deed' in front of the document recording number while record ownership does not.

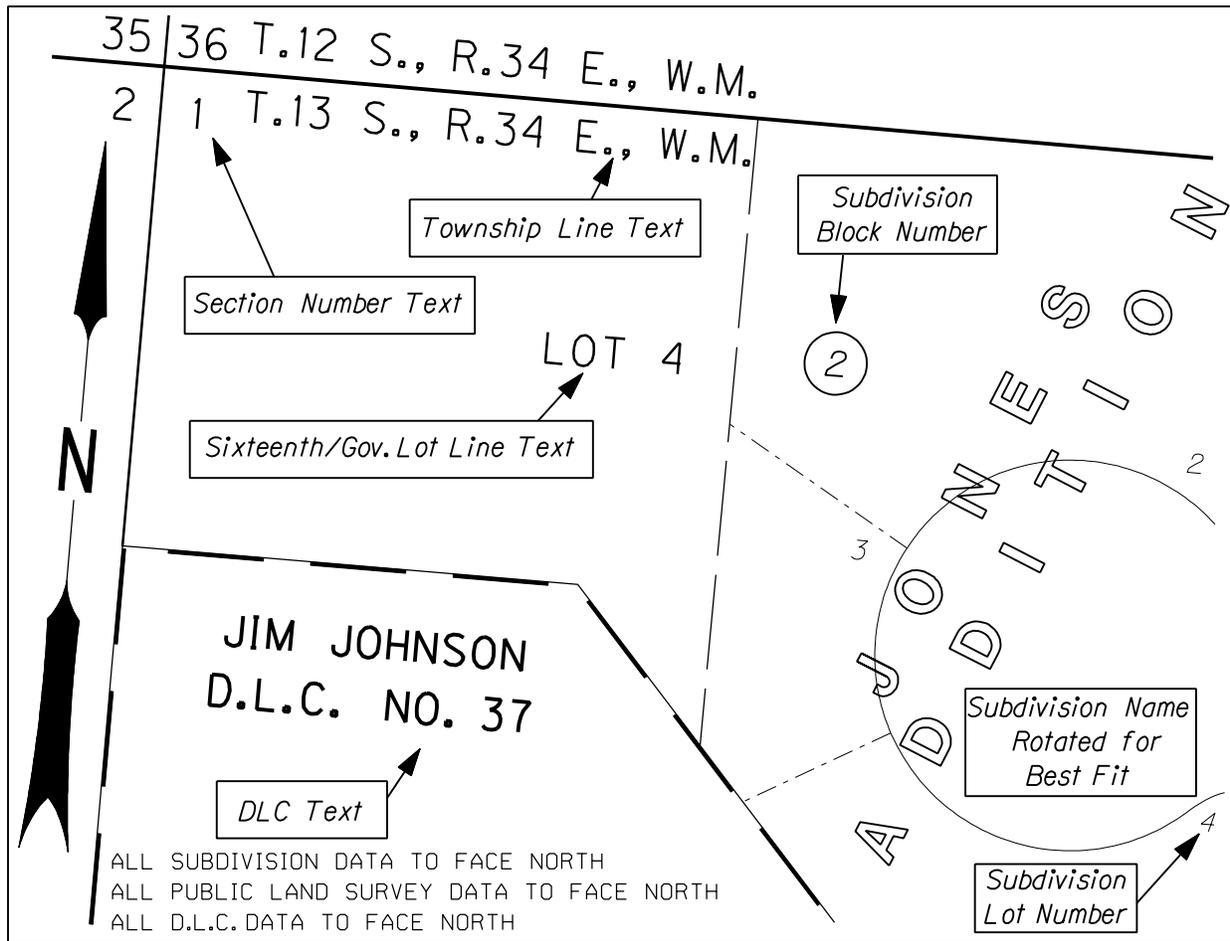
**Tip**

Using PLACE TEXT ABOVE LINE or PLACE TEXT BELOW LINE will eliminate the need for setting the active angle.

**North Facing Elements**

Data relating to the Public Lands, Donation Land Claims, Subdivision block and lot numbers, are to be placed at an Active Angle of 0 (Read facing north). Township/Range/Section text is placed normal to the Government Boundary line. This is true, even if the drawing should show North facing down. This could occur, if the stationing were to run East to West. In this case, since the priority is for the stationing to run left to right, North would be pointing toward the bottom of the drawing.

Subdivision names should be placed at an active angle that is easiest for the drawing user to read.



**Figure 3-18**

**Tip**

Place one Property Lot Number, and then use the command COPY AND INCREMENT TEXT to place the remaining property lot numbers.

## Topography

Even though topography is gray shaded in plotting, unnecessary clutter is still to be avoided. Below is a list of features commonly shown on right of way drawings and features that are not shown.

### Topography features to show on drawing

- Utility lines, both above ground and underground
- Utility poles and anchors
- Manholes, junction boxes, valves, meters, hydrants, etc.
- Luminare and signal poles
- Controller cabinets
- Junction boxes
- Signs, both public and private
- All drainage features; culverts, ditches, wells, storm sewer, sanitary sewer, drain fields, wetlands, edge of water, etc.
- Buildings, bridges, retaining walls, sound wall, etc.
- Fences and gates
- Vegetation; trees, tree lines, brush lines, etc.
- Edge of pavement, gravel, curb, sidewalk, driveways, guard rail, railroad tracks
- Descriptive text (when needed)

### Topography features not to show on drawing

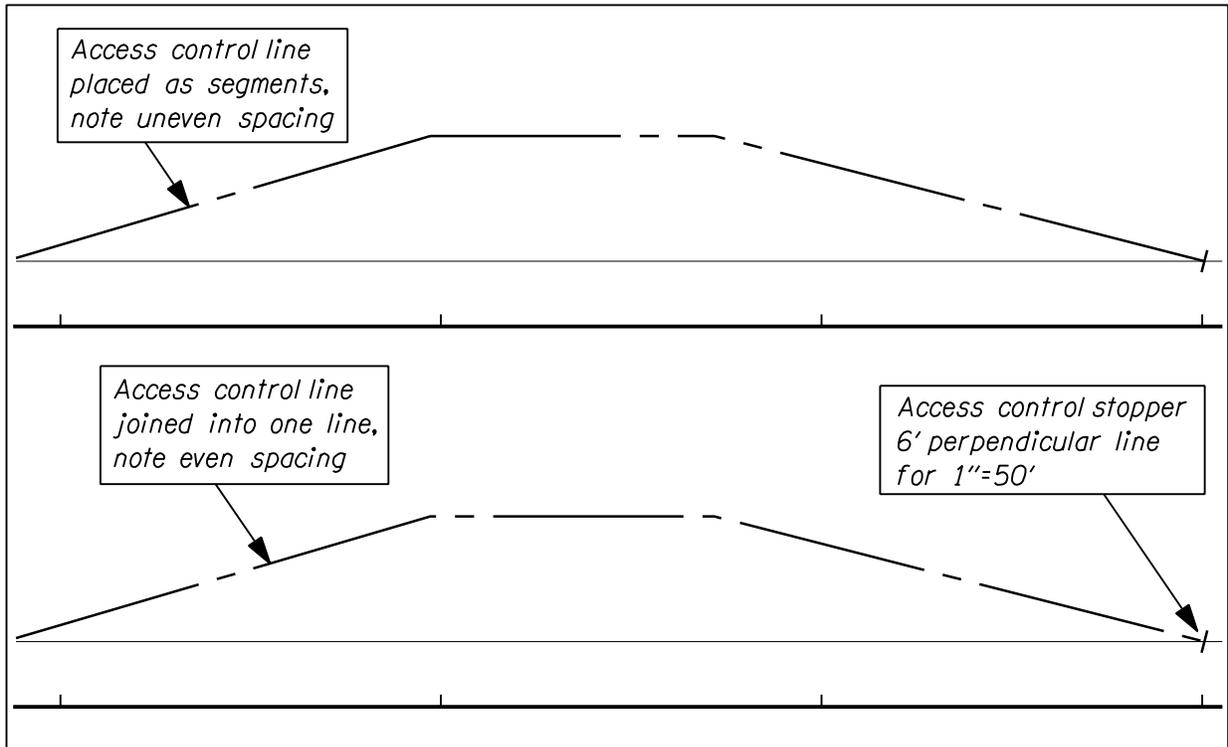
- All point numbers
- Elevations
- Striping; lane lines, skip lines, fog lines, reflector buttons, arrows, etc.
- Signal loop detectors
- DTM break lines, points, etc.

These are guidelines and not hard fast rules. You may want to show a feature that would normally be turned off or not show a feature that normally would be on. Use common sense in determining what to show. Remember, that the goal is to reduce clutter on the drawing.

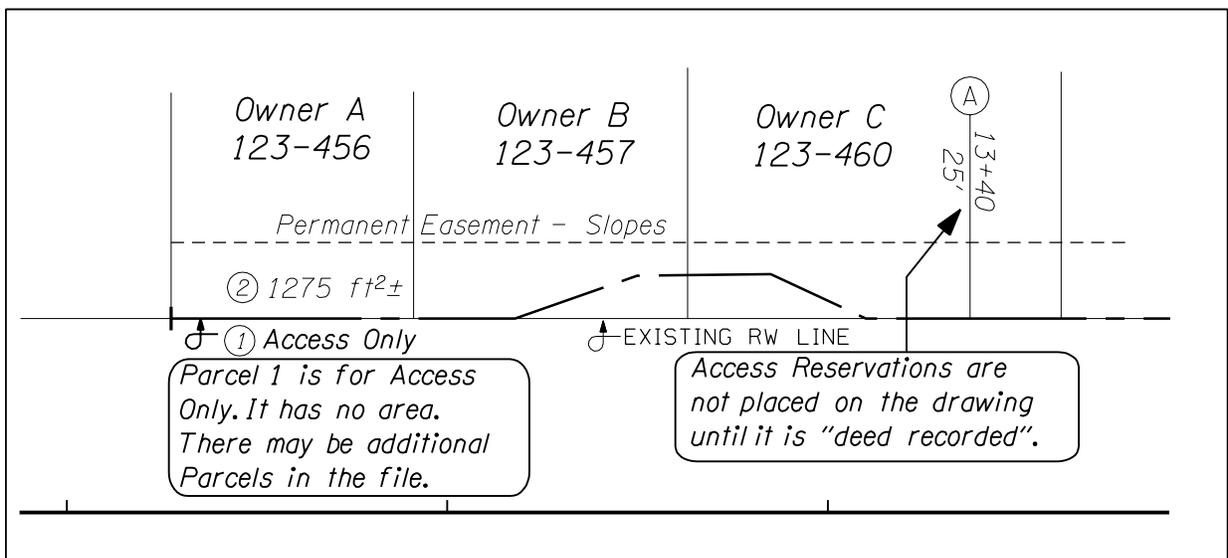
Road & Street name text is to be readable from the bottom or the right edge of the drawing.

**Access Control Linework**

Access control lines will have a stopper at each end, perpendicular to the line, and three feet in each direction. Adjacent access control lines will be joined to form a chain to allow line style spacing to show evenly along entire length.



**Figure 3-19**

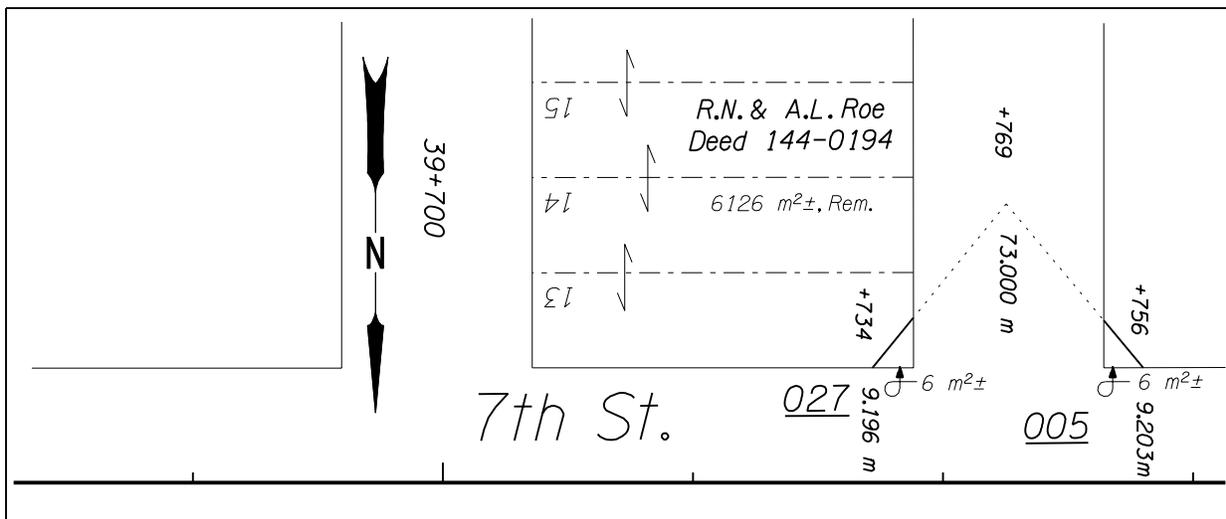


**Figure 3-20**

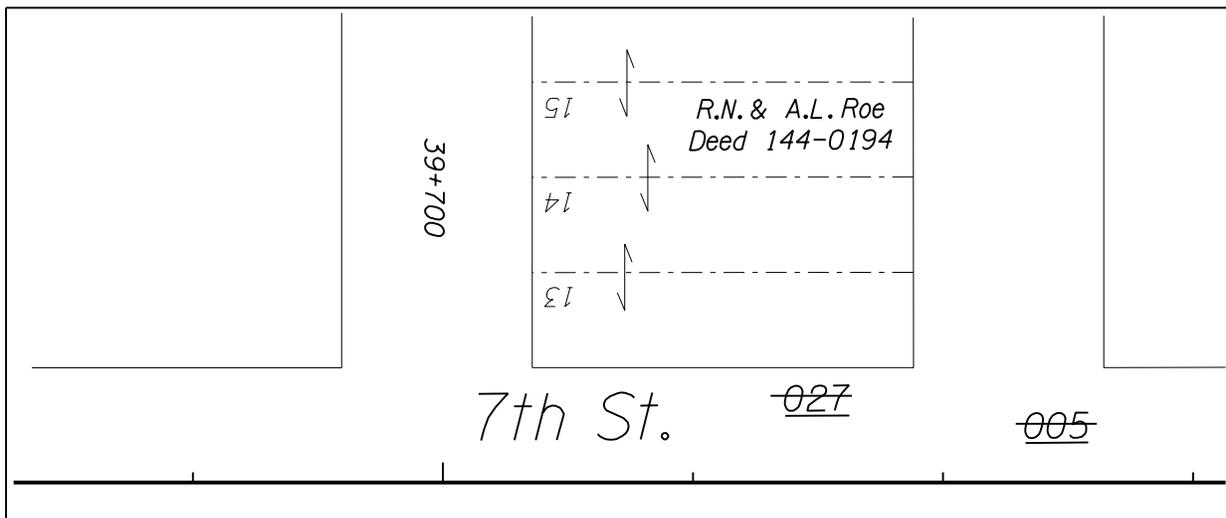
**Canceled Files**

Sometimes after you have laid out right of way and sent out the descriptions, it will be decided that one or more files are not needed after all. (Figure 3-21 shows a before image.) In this case, you will remove all right of way information except for the file number. You will then place a line through the file number. This indicates to anyone looking at the drawing, that there was a file in that location which is canceled (shown in Figure 3-22). You will of course want to produce a revision request for tracking purposes. (See Appendix G for an example of a revision request form.)

If a file is found to not be needed, but the descriptions have not been sent out, you may choose in that case to renumber the files. However, once the description has left your office, the File Number will need to stay on the drawing.



**Figure 3-21**



**Figure 3-22**

## Use Right of Way InRoads Preference Files to Display Alignments

### Station Flags

Station flags are to be placed at all curve control points (P.C., P.S., P.S.C., P.C.S., P.T., & P.I.), and angle points.

For curve control points P.C., P.S., P.S.C., P.C.S., & P.T., the station flags are to be placed 90 degrees to center line local tangent.

The direction of the station flags are to be toward the radius point.

For the curve control point P.I., the station flag is to be placed at the point of intersection of the two tangents, at an angle defined from the radius point to the P.I.

When the drawing becomes busy, station flags can be broken and angled in a direction that would create less confusion. The break should be placed so that a portion of the flag connecting to the center line is at 90 degrees to center line local tangent.

Station flag text for each curve control point should be moved to the side of the flag closest to the central part of the curve.

InRoads can be used to place station flags and text. However, the text will need to be edited to conform to our current standards (i.e. curve control point abbreviations are stated after the station with periods between letters). A tool called CntPntEd has been created that speeds up this process. This tool is available from an ODOT installation on the Microstation Menu under the Utilities Menu -Macro-Microstation Basic, which brings up the Macros Dialog Box.

P.I. reference lines should be placed at each curve control point P.I. These reference lines extend from the P.I. in the direction of both tangent points of the curve (P.C. & P.T.) for a distance that is appropriate to the eye (50' is usually a good norm).

### Alignment Text

Alignment bearing text and curve data is to be readable from the bottom of the drawing, or the right edge of the drawing. Place alignment text (500' station labels, station flag text, and P.I. coordinate text) to be read as you look ahead on line.

Each P.I. Station Flag will show coordinates to three decimal places. (Due to the rounding that InRoads does, there was often a discrepancy between the bearings of the tangents and the inverting of the P.I. coordinates when only using two decimal places. So while a survey crew may not be able to measure three decimal coordinates accurately, it does reduce the rounding conflicts.)

See a curve example in Figure 3-23.

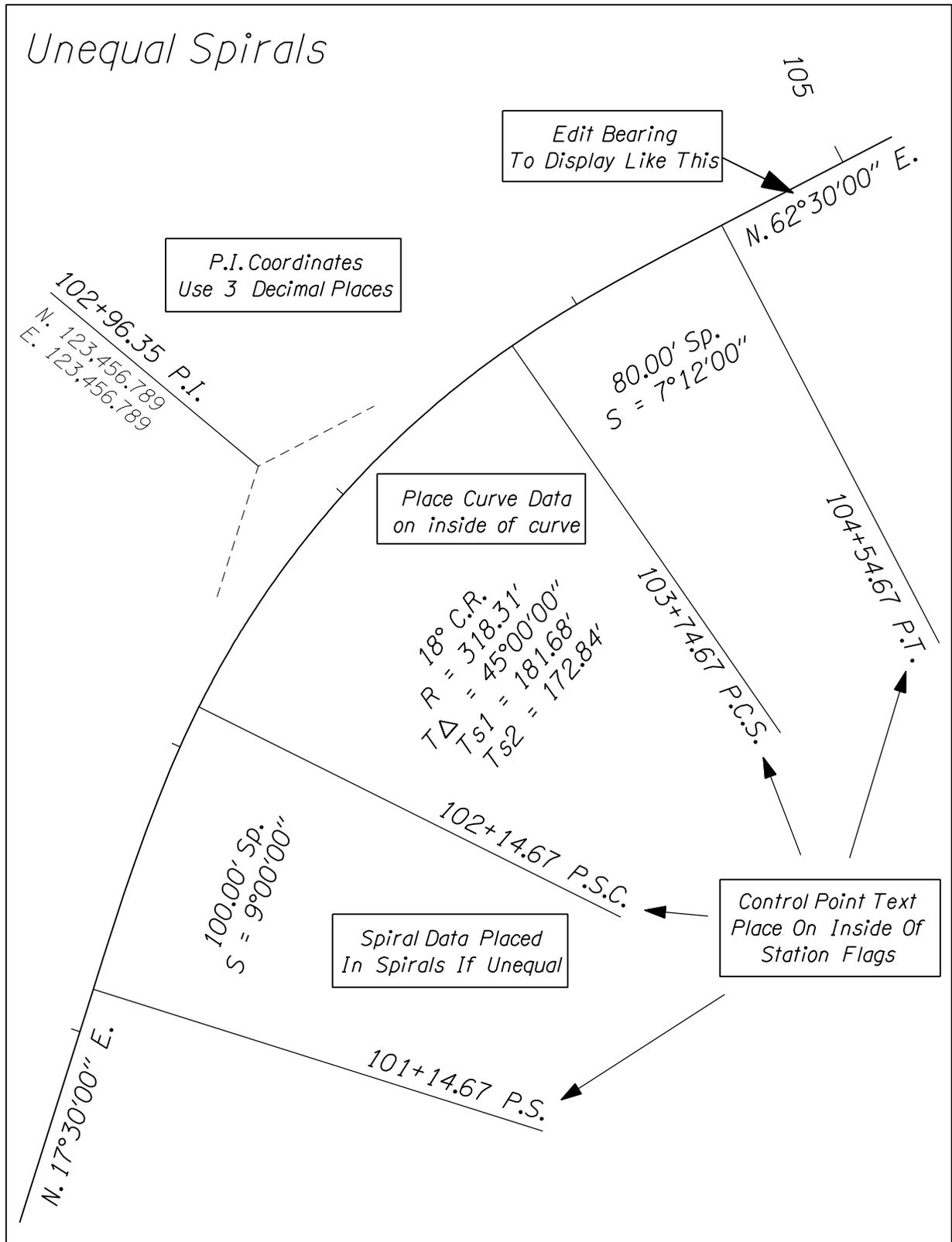
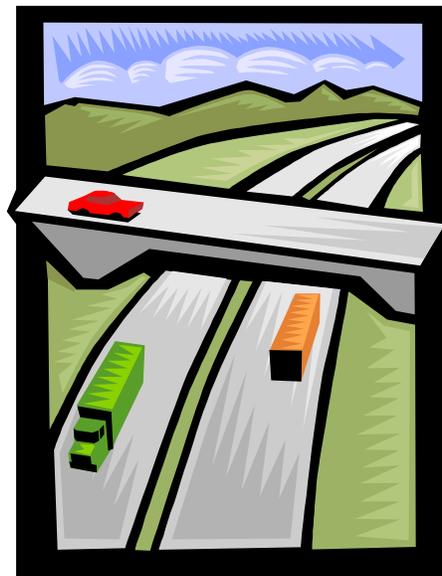


Figure 3-23



# Layout of New Right of Way

## 4

The amount of room to allow for slopes and design features vary from project to project and sound judgment should be used at all times for the right of way layout. Urban right of way design is approached differently than rural right of way design. Before beginning a right of way layout, width options should be discussed with the Right of Way agent and designer.

ODOT acquires right of way in fee simple, permanent easements and temporary easements. All easements are specific as to use and cannot be utilized for a purpose other than what is specified. An easement area purchased to construct and maintain roadway slopes only cannot be used to place a drainage facility or a sidewalk. Thus, all intended uses of the easement must be specified. Easement titles may be combined in order to allow all the intended uses for the easement. For example, if utilities are to be allowed within the slope easement, then the easement title for a slope easement would be combined with the easement title for a utility easement and be labeled: "Permanent Easement for Slopes, Water, Gas, Electric and Communication Service Lines, Fixtures and Facilities". If an easement is needed at a specified location, such as for a sign, or traffic control facility, and falls within another larger easement, such as slopes, then it is best to separate these two easements into separate parcels. Temporary and permanent easements cannot be combined and must be laid out as separate parcels.

In rural areas, all land required for the design features should be included in the fee right of way. In urban settings, fee takings are typically 1 foot behind the sidewalk, or 1 foot behind the curb if there is no sidewalk. In both rural and urban settings, it may be necessary to take additional right of way as permanent or temporary easements for design features such as slopes, ditches, utilities, irrigation ditches or other facilities. However, the practice of taking easements indiscriminately should be avoided.

Right of way design should start with laying out the fee taking lines. For rural right of way design, a uniform fee right of way width should be selected which will provide a width of 10 to 15 feet outside the average cut and fill slopes. In urban areas hold 1 foot behind the sidewalk, or curb where there is no sidewalk for the fee take, and 5 to 10 feet outside the average cut and fill slopes for additional easements. After this normal selected right of way is placed, it should then be widened or narrowed as necessary to encompass the widest cuts or fills or to avoid an existing improvement on the property such as a building or well. Particular attention should be given to land value and land usage when establishing rights of way through agricultural or urban property. Sound judgment should always be used. When establishing an angle point in the taking line, a good guideline is to set the station of the break to an even foot, avoiding fractional station calls. Exceptions to this would be when calling to a center line curve point, or when establishing a false call into an intersecting street or road. Offset distances are always at an even foot.

Try to reduce the number of breaks in the taking lines as much as possible. Look at establishing taking lines that are parallel with the center line. This works reasonably well in urban areas. In rural areas, parallel taking lines can be established along tangents, but in curve sections chord

across the curve. Several short segments may have to be made so as to reduce the area of taking. Combine the station calls for fee and easements wherever possible.

Various methods can be used for laying out proposed right of way lines and placing the right of way breaks in the Microstation design file. For lines that are parallel to the center line a good method is to copy the center line elements by using COPY PARALLEL BY KEY-IN, then change the level and symbology of the copied elements to the Normal Take attributes. A graphical method for setting the right of way breaks is by placing active points along the purchase center line, then drawing a perpendicular line with a specified length from the center line at these active points. The right of way line can then be modified to the end of the perpendicular line. However, caution should be used when using this graphical method for breaks in spiraled curves. The line may not be a true perpendicular, especially for large offsets.

A better method for placing the breaks is by using InRoads, setting the active alignment, enabling alignment tracking and using the Microstation station and offset key-in commands (SO=). With an active alignment loaded, select <Fee Take Line> from the <Proposed R/W> menu. Select PLACE LINE STRING. Use SO=station, offset to enter each break in the new right of way line.

**Tip**

Text above or below a line can be used to place text perpendicular to the center line if there is a station flag, station tic, etc. near enough to use. This will eliminate the need to set the active angle.

### Using Control Points for Break Points

Always try to minimize the number of breaks in fee parcels. The less breaks, the less monuments will need to be set. Since control points will also be monumented, if a fee parcel break can be set at the same station, one less monument is needed. Only attempt this if it makes sense. If placing a fee take line break at a control point would cause an excessive taking, put it where it makes sense. This is one time when it is allowable to give stations in increments of less than one foot.

Figure 4-1 shows the combined use of a control point and a fee break.

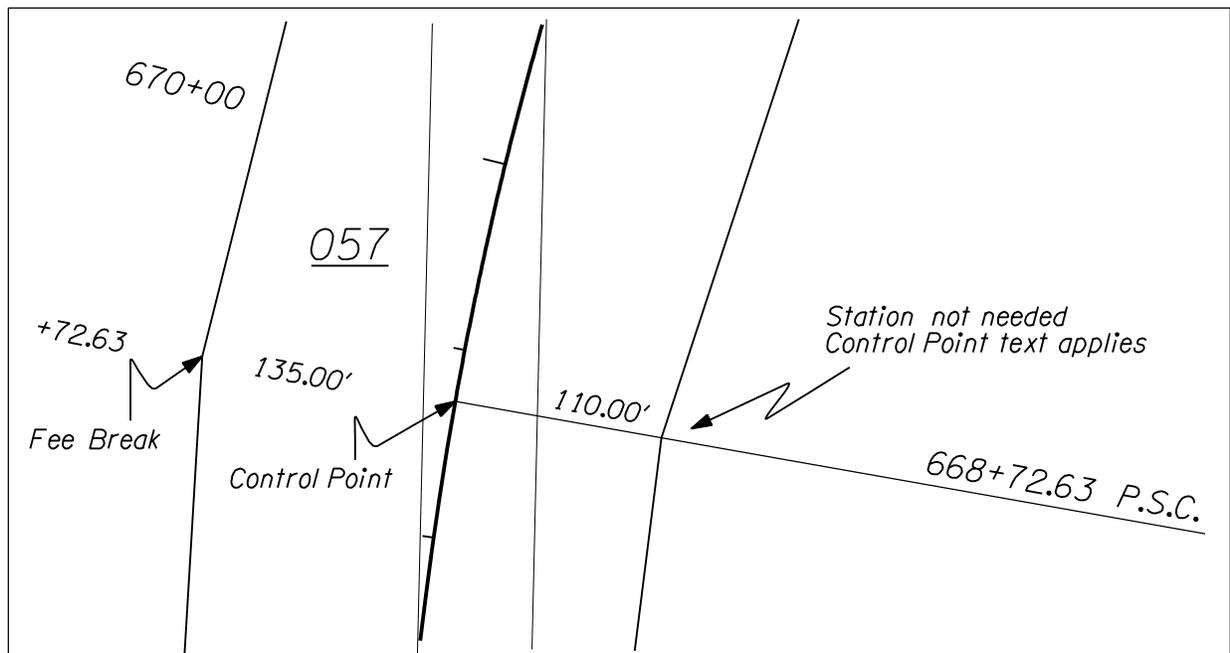


Figure 4-1

### Combining Calls

The right of way drawing tends to become cluttered with a lot of information. When possible, try to combine calls for different parcels. In Figure 4-2, both Parcel 1 and Parcel 2 use the same station (+64) for a break. Note that the offset calls are stacked at this station. At station +07 the same offset is used. When using a dual use station call, the station call will use the nomenclature of the lower numbered parcel. (A permanent easement line and a fee line, sharing one call would use fee nomenclature.) Each offset will use the attributes of its type (i.e. Easement, Fee).

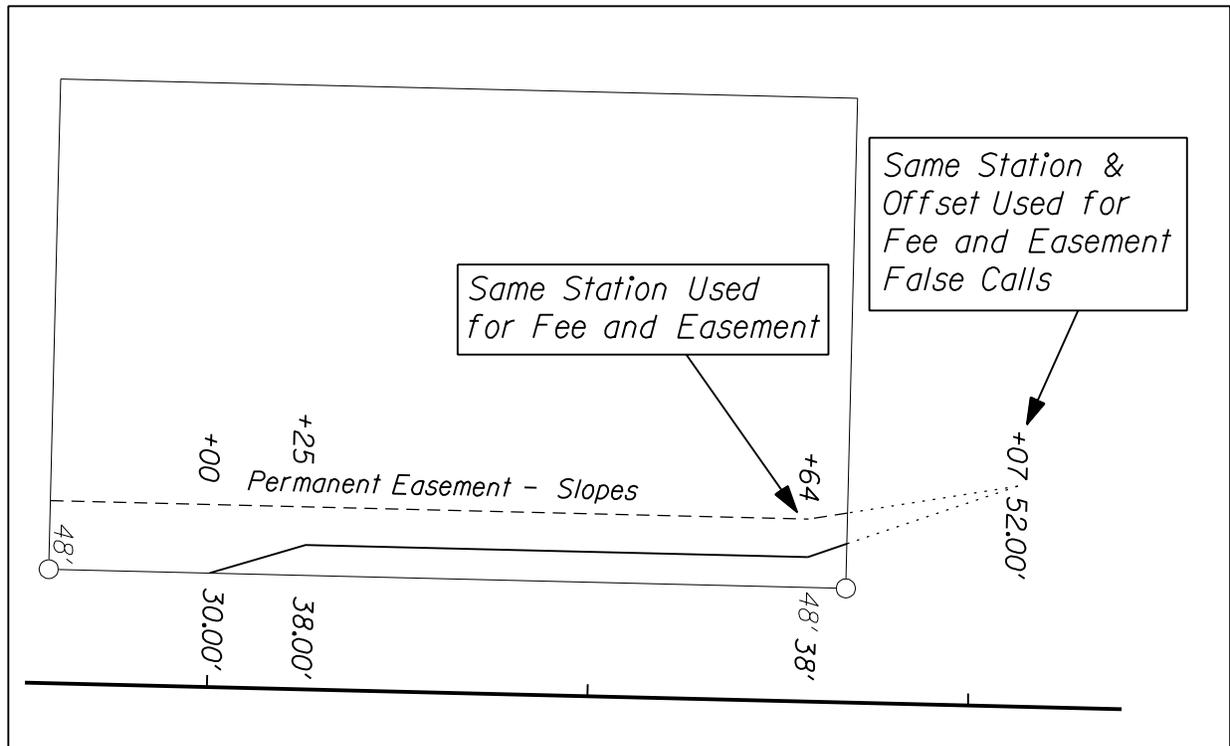


Figure 4-2

### Placing Stations and Offsets

Stations and offsets calls are placed perpendicular to the centerline. They should be placed as near the break point they are referencing as possible, while not being on top of other lines. It may be all right to be on top of topography features. The station format is to show the plus symbol and everything to the right. Preference is to show offset English distances to two decimal places. Allowances are made if space is tight. Stations are on the outside of the break point and offsets are on the inside of the break point with reference to the center line. When two offsets are made to two lines at the same station, they are stacked as shown at station +50 in Figure 4-3.

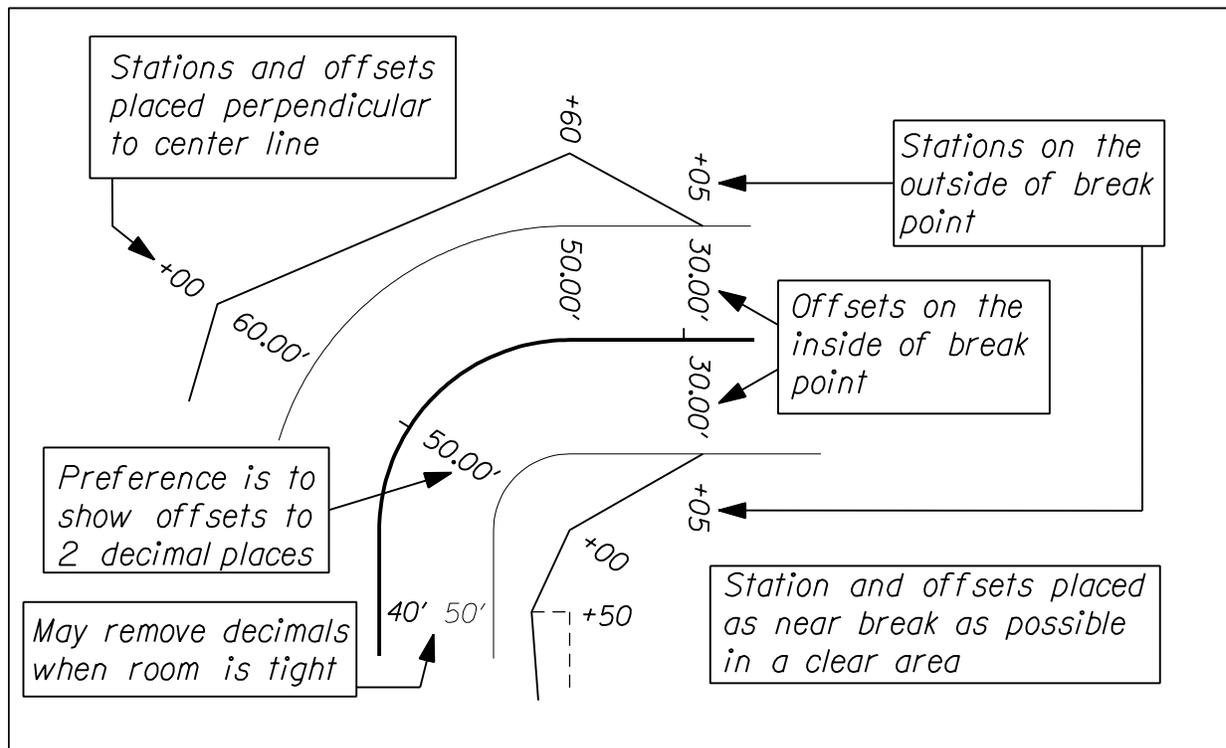


Figure 4-3

## False Calls

False calls are used when the proposed taking lines cross existing right of way lines or property lines which are indeterminate. Generally, the existing right of way lines for the highway have been resolved and their location is known with certainty, so we do not often need false calls crossing that line. However, often the right of way lines for side streets have not been resolved with the same effort. Possibly few or no monuments have been located to determine their location with certainty. For this reason, false calls are often necessary when a strip of right of way is taken that crosses property lines, or side streets. Place these false calls well back from these existing right of way lines.

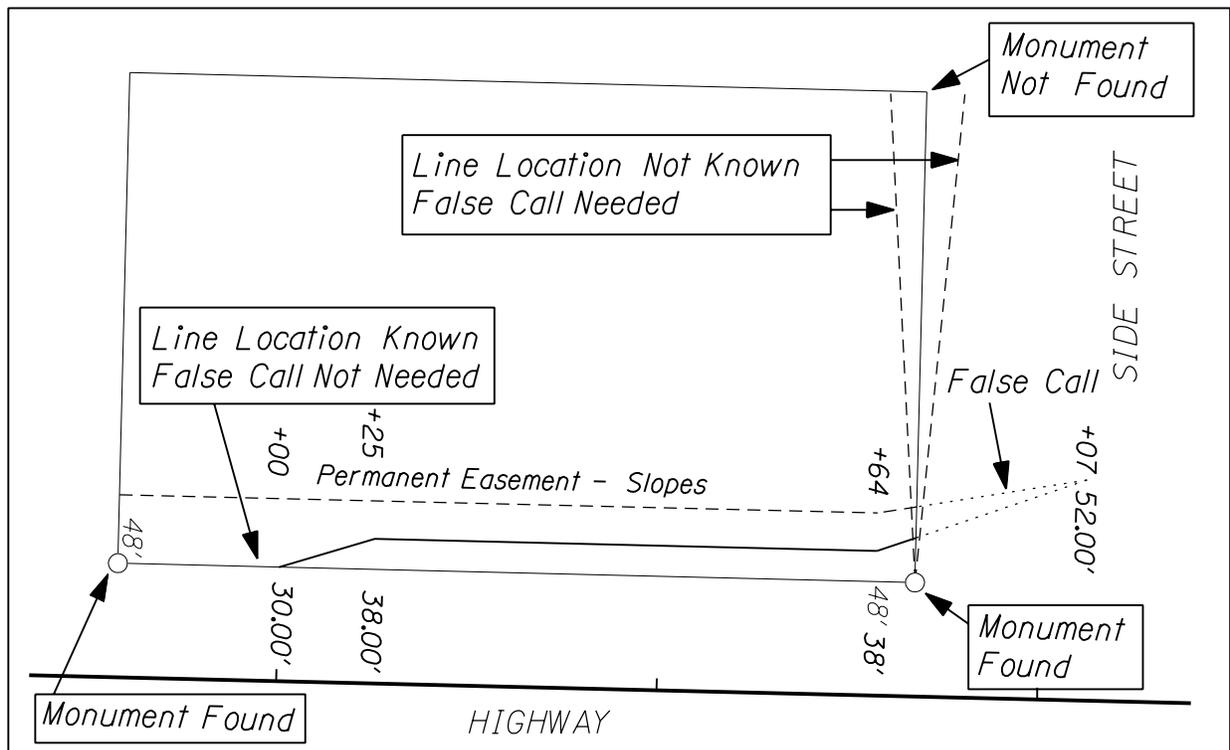
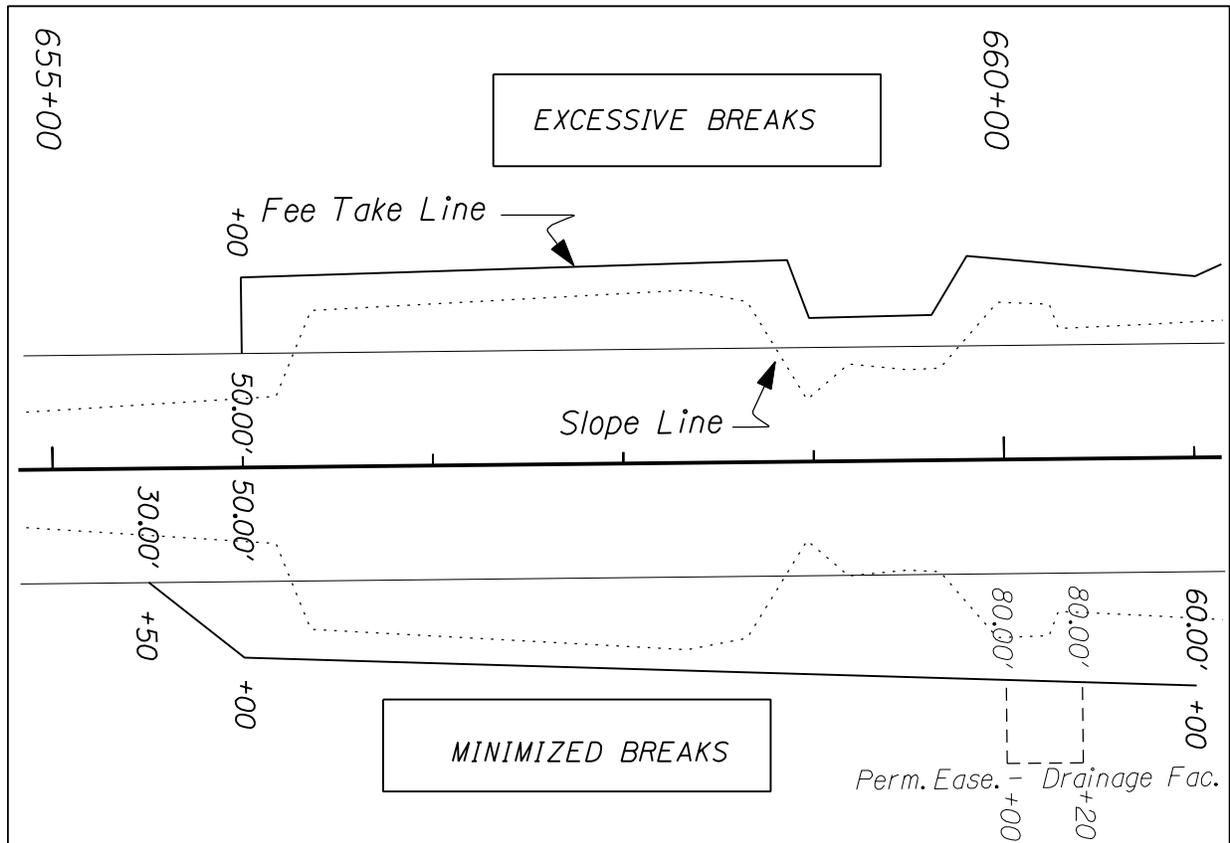


Figure 4-4

False calls can be used to reduce the number of calls needed. An example would be placing one call in the center of a side street, serving the two properties on each side, rather than two separate calls, one for each.

**Minimize Breaks**

Figure 4-5, on the North side of the center line shows a proposed fee taking that tries to follow the slope line's every break. This results in an excessive number of fee line breaks. As shown on the south side of Figure 4-5, the slope line does not need to be followed through every break. There is a balance between the number of breaks and the amount of right of way taken. This is the designer's call, when trying to minimize the number of breaks in the taking line. This is especially important for fee takes. When fee breaks are monumented, the fewer Iron Rods that need to be set the better.



**Figure 4-5**

### Right Angle Calls

In rural areas, right angles in the fee taking should be avoided. Right angle breaks can increase the cost of fencing, make it more difficult to maintain landscaping and more difficult to mow the slopes within the right of way. Right angle breaks also make it more difficult for the abutting landowner to farm or maintain their property.

Right angles are allowed in Easements.

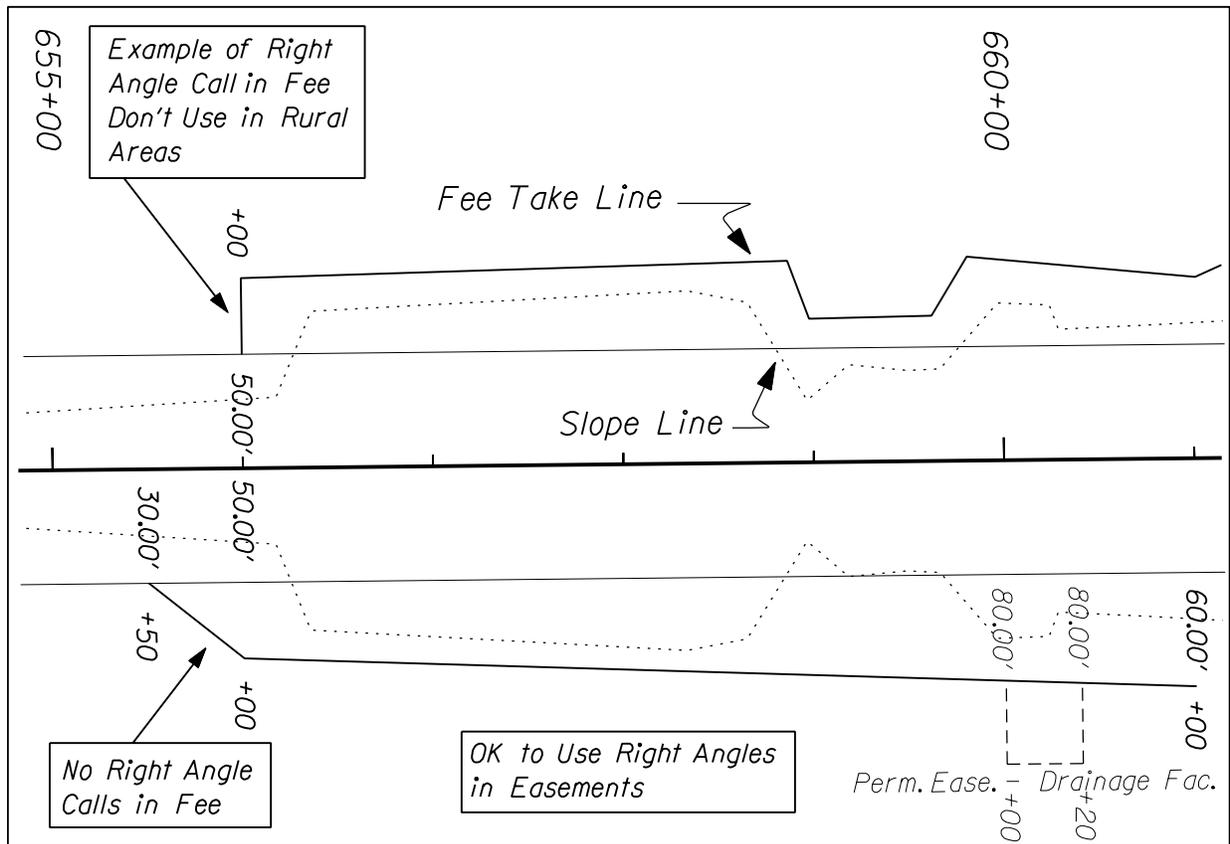
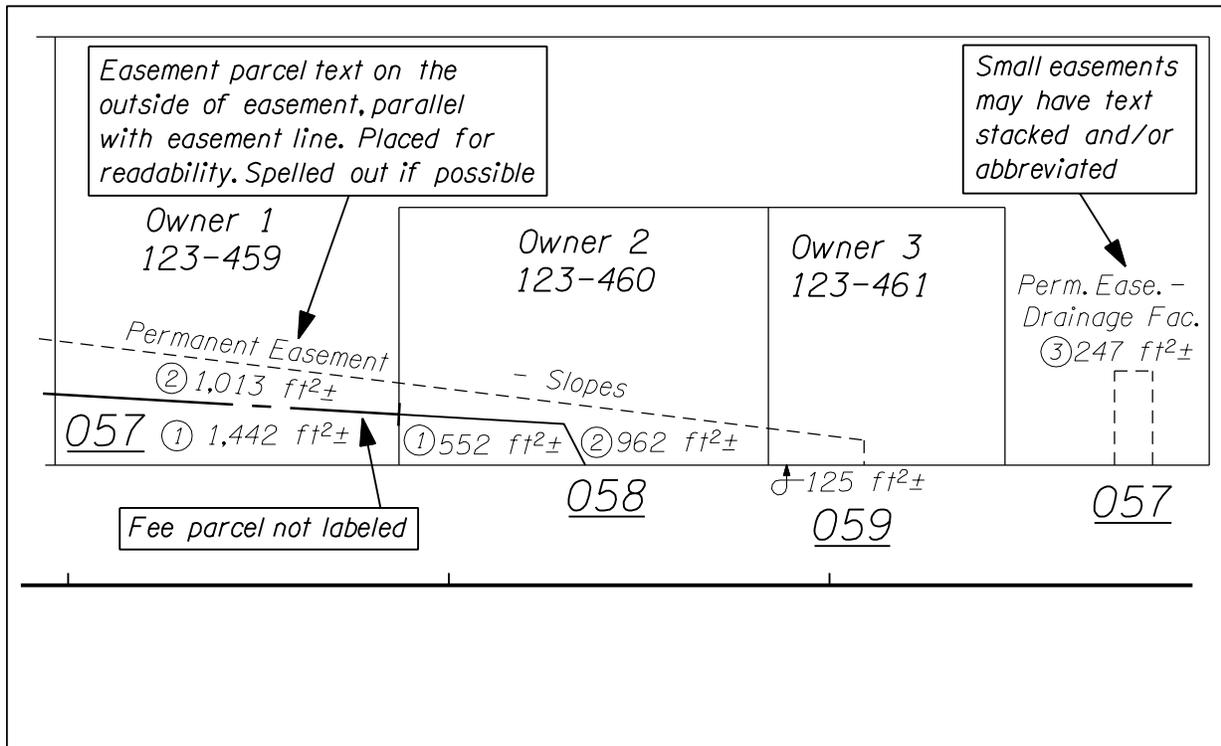


Figure 4-6

**Easement Text Placement**

Figure 4-7 shows common placement of easement text. Note that fee parcels are not labeled, they are identified by line type. Easements however are varied as to use and need to be labeled. Use easement text off the [Approved Easement List](#), available in the right of way standards folder. Generally, easement text will be placed in one line of text, on the outside of the easement and parallel with the easement line. Preference is for the easement type to be spelled out completely. Abbreviations are allowed when room is tight. When easements are small, the text may be stacked and/or abbreviated.

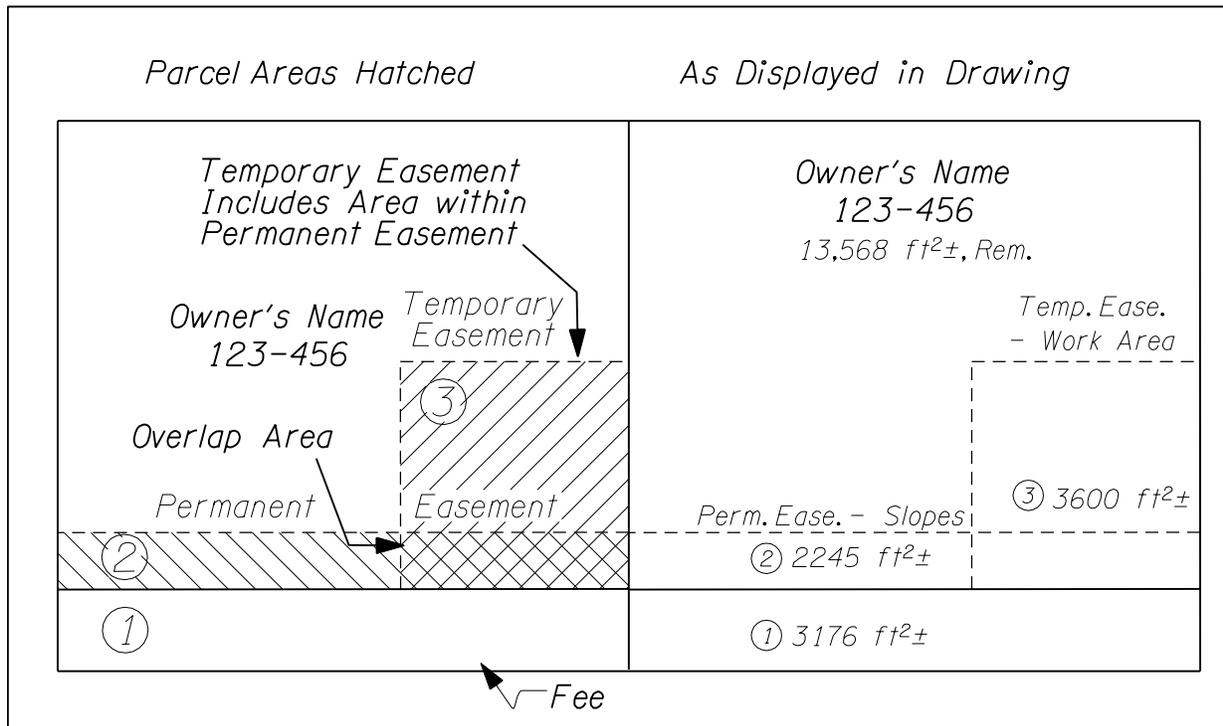


**Figure 4-7**

**Overlapping Easements**

Often it is necessary for easements to overlap. These could be temporary or permanent. Easements are specific as to use. The more uses an easement has, the higher the cost. All intended uses of the easement must be specified. In Figure 4-8, Parcel 3, a temporary work area easement, overlaps Parcel 2, which could be a slope easement, drainage easement, etc. The area shown on the right of way drawing for each easement will be the full area of each easement. However, in the addendum of the description for the file, the amount of the overlap area will be noted. The appraiser will use this information in determining value for the parcels.

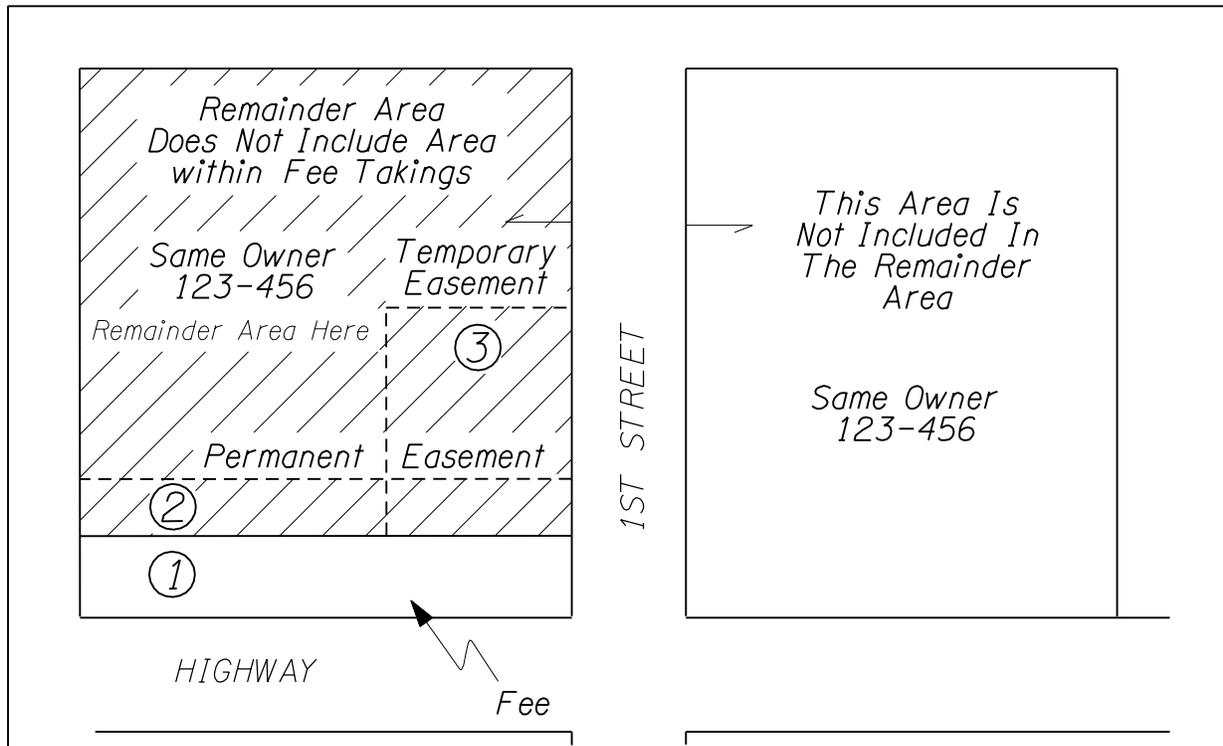
Easements will not overlap Fee Parcels.



**Figure 4-8**

**Remainder**

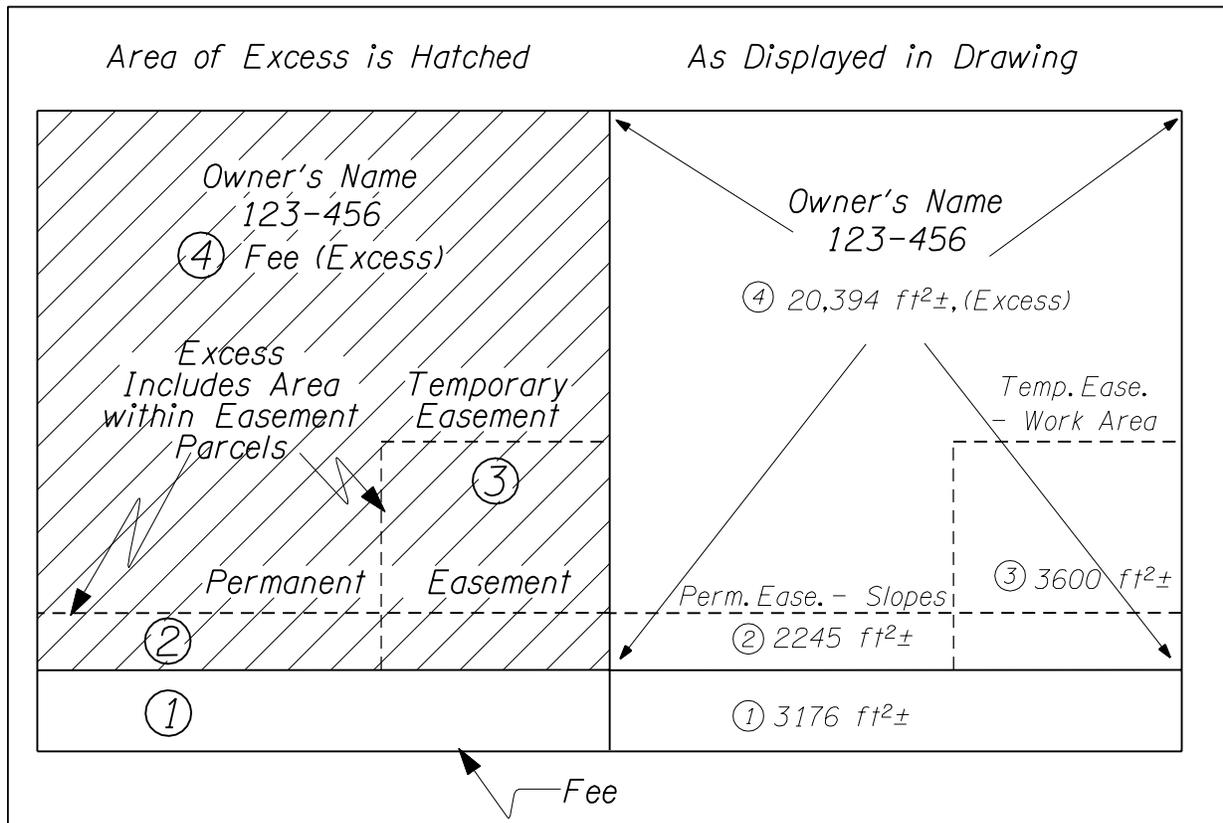
The remainder area is the area of the Grantor’s property described in the vesting deed lying outside of any fee takes we acquire. [Note: All easements will be included in the remainder area] This area will be shown by the ownership name, generally on the side nearest the center line. Notice that the remainder area is only the area adjacent to the ODOT parcels. As shown in Figure 4-9 the same owner, owns land East of 1<sup>st</sup> street, however, since there is a street between the two properties, the parcel on the East side is not included in the remainder area. Another feature that would break remainder areas is a river.



**Figure 4-9**

**Excess**

Excess parcels are created after the description has been written and the right of way agent has talked to the landowner. If the remaining land not affected by right of way takings is not of economic use to the landowner and the landowner wishes ODOT to purchase the remainder, then an excess parcel is created. This is almost always done as a revision, as a certain process must be followed (Including Appraisal Review declaring the parcel as excess). The area of this parcel includes all the area outside of the fee takings. Easements are left as they were for two reasons. First, if the file goes into condemnation, the excess parcel needs to be removed, (ODOT may not condemn property not needed for the highway system) and ODOT will need the easements to construct the project, and secondly, if ODOT later sells this excess parcel, the agency will want to keep and maintain any permanent easements.



**Figure 4-10**

## Deed Recording

Before a right of way drawing is finalized, and a mylar copy plotted, the county recording information of the deeds for the property we are acquiring, or property we are selling, will need to be drafted in the Right of Way CAD file.

### Types of Documents

ODOT typically deals with Warranty Deeds and Bargain and Sale Deeds, though other deed formats are used at times. The following are general descriptions of these documents and their purpose:

- **Warranty Deed**

A document in which grantor warrants good clear title. This is the type of deed by which ODOT acquires property.

- **Contract Purchase**

A document that involves two parties:

1. The party who owns the real property.
2. A party that is buying the real property on time.

ODOT will occasionally sell surplus property by a Land Sale Contract.

- **Easement Deed**

A document that allows the grantee the use of the real property described for a specific purpose, but does not acquire the underlying fee. This type of document is used by ODOT when the easement is not combined with a fee purchase.

- **Indenture of Access**

A document that defines where access to a Grant of Access to a state highway can be made, when access has been controlled.

- **Correction Deed**

A document that corrects or clarifies the conveyance of a previous deed, in which an error has been found.

- **Bargain and Sale Deed**

A document that conveys the entire interest in the described property. Used by ODOT when selling surplus property.

- **Quitclaim Deed**

A document that conveys whatever title or interest, legal or equitable, the grantor may have in the described property.

There are other types of transactions that are not recorded with the county, but will have to be noted on the right of way drawing. These include:

- **Leases**

A document by which we lease ODOT property to another individual. Leases typically run for a period of 5 years.

- **Land Use Permits**

A document by which ODOT grants a license to an individual or Local Public Agency to use ODOT property for a specific use. Land Use Permits are rarely done and tend to be for a long time use.

## **The Procedure to Record a Deed Document on the Right of Way Drawing**

### **CAD Maps**

1. Collect all of the deeds for a project.
2. Open the right of way CAD file
3. Locate the parcel in the CAD file by its File Number.
4. Read the deed and look for obvious blunders in the description. Then compare the description of each parcel against the drawing. Look for discrepancies between the two, including but not limited to the following:
  - Type of acquisition: Fee, easement, sale, etc.
  - Purpose
  - Numbering of parcels
  - Access Rights
  - Any change in size (area) and shape of parcels
5. If discrepancies between the map and description are found, determine if it is an error on the right of way map or an error in the description. If the error is on the map, make the correction on the drawing. If the error is in the description, a correction deed may need to be prepared and recorded with the county. Notify the Region Right of Way Supervisor of the error. The Region Right of Way Supervisor will then make the determination if a correction deed is needed and contact Salem Headquarters to start the process.
6. Often a grantor will change between the time that the right of way map was prepared and the property was acquired. Normally a change in the grantor is not noted on the map during the right of way acquisition phase. If the grantor has changed, line through the incorrect grantor name, and draft the latest ownership including the vesting deed number, if available.
7. Each County uses different formats for recording of documents. When recording on ODOT drawings, use the updated Deed Recording List, located at the following location to match the counties format:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/descriptions](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/descriptions)

8. In some cases, there will be additional deed documents with the same file, such as Quitclaim Deeds or correction deeds. All deed documents in the file should be noted on the map.
9. Set the deed recording preferences from the Right of Way Drafting menu (Proposed R/W > Deed Recording Text). Use the following format for the county deed recording:
  - Deed (respective county recording)
  - If the deed document is an Easement Deed and not a Warranty Deed, use "Deed Ease." before the county recording information.
  - If the property has been acquired by another jurisdiction, use the following format:
    - Acq. By (respective jurisdiction name)
  - See the Deed Recording List for examples of formats for Judgments, Probates and others.
10. The preference for placement of the added text is first inside the fee parcel (Figure 4-11, File 002). If there is not sufficient room, place the text in the existing right of way as shown for file 001.
11. If an Access Reservation has been granted, show an access point symbol at the respective station. The access point symbol is drafted perpendicular to center line with the tail of the leader on the fee take line. It will show the station and width of the reservation. To place the access point symbol, from the Right of Way Drafting menu, choose Proposed R/W > Access Point Symbol. (See Figure 4-11 for placement of access point symbol, station and width notations.)
12. When the deed recording is complete for all files on the right of way map, place a revision date in the revision history block at the front title section of the map. Delete the "Active Copy" stamp at the front and end title areas and replace it with a "Final Copy" stamp. Plot a mylar copy of the map and submit it to Salem Headquarters (see [Appendix G](#)).

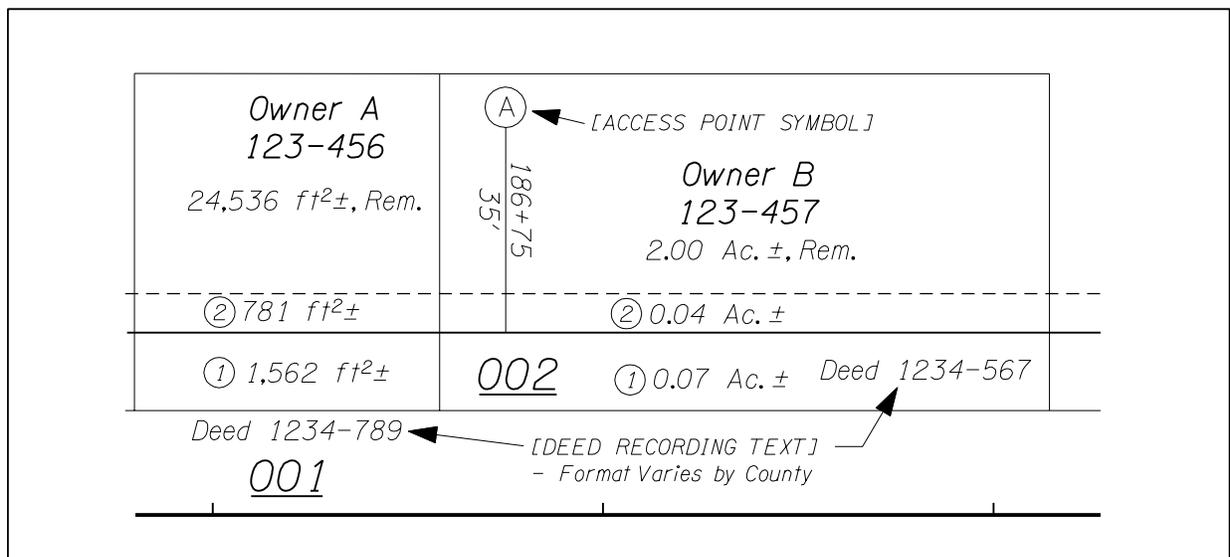


Figure 4-11

**Linen Maps (Headquarters function)**

The procedure for deed recording on linen maps is similar to CAD maps, with the exception that all deed information will be hand inked on the maps. Check out the linen map from the Map and Plans center. Go through the same steps as above for CAD maps in checking for errors and discrepancies. When hand inking the recorded deed information, and access points, match the symbology style that was used for that particular map. When completed, ink a revision date in the front title area of the linen map. Fill out a revised map slip and send to the Map and Plans Center. See Figure 4-12 for an example of a linen drawing.

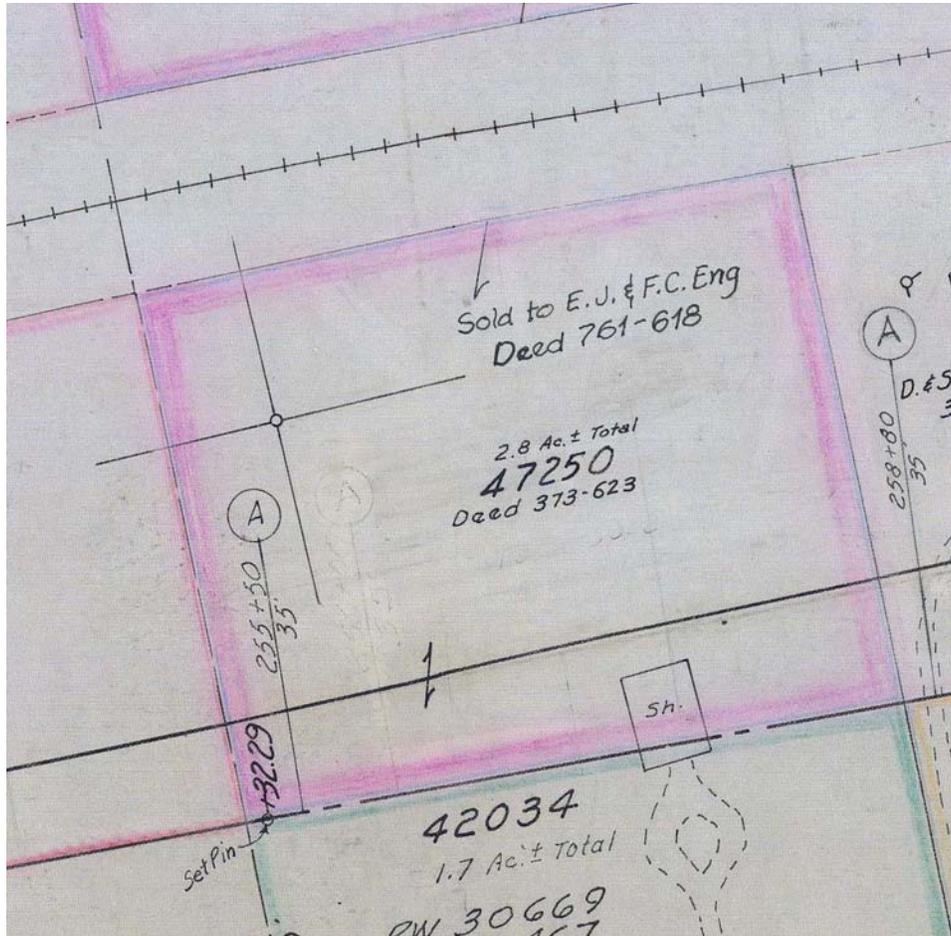


Figure 4-12

**Recording Sales**

Follow the same general steps as above to record the Bargain and Sale Deed for surplus property with a few differences. On both linen maps and CAD maps, the sale parcel boundary is marked. For linen maps, the sale parcel is shaded with a magenta color pencil (See Figure 4-12 for an example of this.), either shading the entire parcel area for small sales or outlining the perimeter of the boundary for larger parcels. On CAD maps, the perimeter of the boundary is outlined with a dedicated line style (See Figure 4-13 for an example of this). Set this line by

choosing from the Right of Way menu: Proposed R/W > Recorded Sale Bndry Line. On both linen and CAD maps erase or delete the proposed "To Be Sold" text and draft the Grantee's name and county recording in the following format:

Sold to (grantee name)  
(respective county recording)

Occasionally ODOT will sell surplus property on a Contract. When this occurs, depict the boundaries of the purchase with crossing arrows and show the contract purchase information as follows:

State to (grantee name) (C.P.)  
(Respective county recording)

When updating a contract purchase to a 'sold to' status, erase the boundary arrows depicting the area to be sold, and draft the county recording of the contract fulfillment as outlined above.

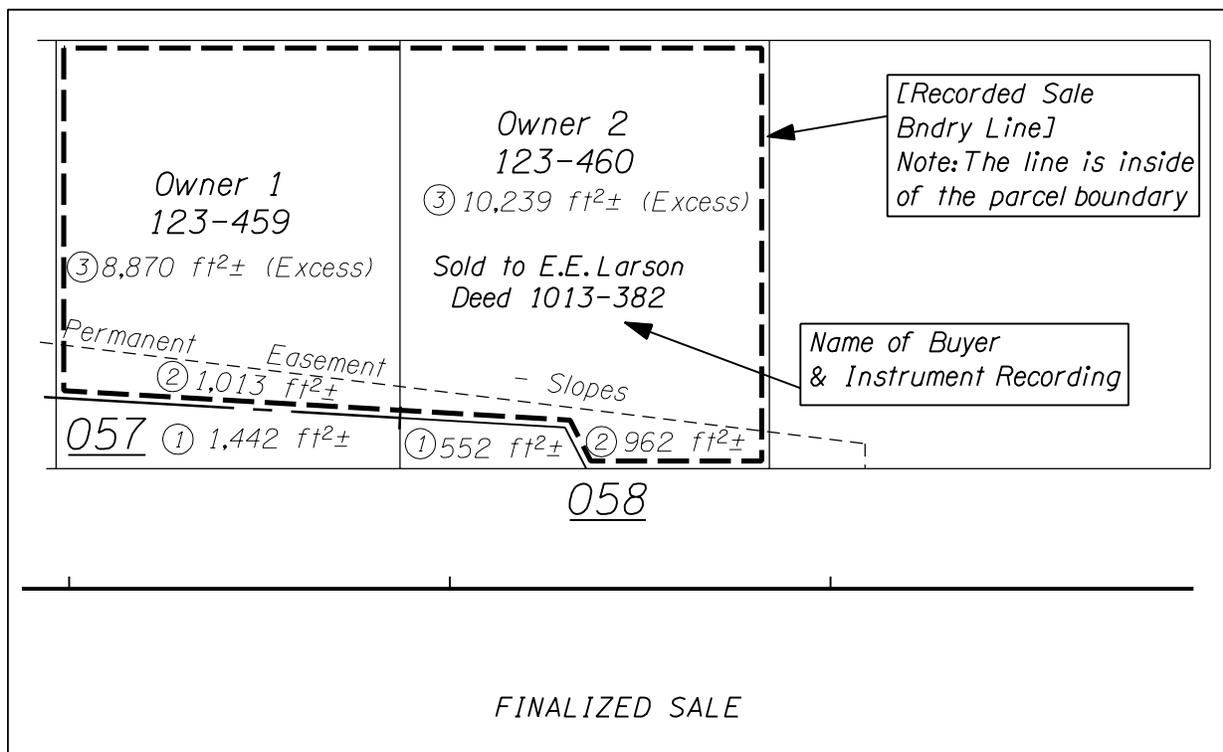


Figure 4-13

**Tip** When adding information to an existing right of way drawing, roll through it and match your update to the symbology used at the time the drawing was made.



# SECTION 2 - DESCRIPTIONS

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# Writing Descriptions

1

“The best deed authors use a minimum of terms that give a clear intent without error, conflict, or ambiguity . . . the writer who is applauded is the one who condenses but omits nothing essential, who creates no conflicts and is clear.”  
*(Evidence and Procedures for Boundary Location)*

## OREGON REVISED STATUTES

### Chapter 93 — Conveyancing and Recording

#### 2003 EDITION

**93.600 Description of real property for purposes of recordation.** Unless otherwise prescribed by law, real property shall be described for recordation by giving the subdivision according to the United States survey when coincident with the boundaries thereof, or by lots, blocks and addition names, or by partition plat recording and parcel numbers, or by giving the boundaries thereof by metes and bounds, or by reference to the book and page, document number or fee number of any public record of the county where the description may be found or in such other manner as to cause the description to be capable of being made certain. However, description by tax lot number shall not be adequate. Initial letters, abbreviations, figures, fractions and exponents, to designate the township, range, section or part of a section, or the number of any lot or block or part thereof, or any distance, course, bearing or direction, may be employed in any such description of real property. [1987 c.586 §2; 1989 c.772 §26; 1995 c.382 §10]

## The ODOT Right of Way File

When ODOT begins negotiations in the conveyance, transfer or selling of property a Right of Way File folder is created and given a unique number. This file folder is the repository for Property Management correspondence; Title Information; Appraisal data; the stamped original copy of the Right of Way description consisting of an Addendum and an Exhibit 'A'; any vesting deeds or deeds referenced in the Exhibit 'A'; revised deed descriptions and copies of superceded descriptions marked as such.

The Right of Way Description is used by Right of Way Personnel to produce a deed to be recorded with the County. The Exhibit 'A' will be a part of this deed and the information in the Addendum will be a catalyst for Document Specialists to place various language/phrases in the deed.

## Elements in a Deed

The Right of Way description is one element in the structure of a deed. This element is placed in the deed following the conveyance language or at this point a reference is made to an Exhibit 'A'. The Exhibit 'A' is placed at the end of a deed. All ODOT deeds are put together using an Exhibit 'A'.

When acquiring property ODOT uses a Warranty Deed. When selling property ODOT uses a Bargain and Sale Deed. If there is questionable ownership of a property ODOT needs, a Quitclaim deed is used to relinquish any possible interest. When acquiring easements ODOT uses Easement Deeds. When only Temporary Easements are being acquired they are not recorded.

<p>Type - Statutory Deed Forms - (O.R.S. 93.870)</p> <p>    Warranty Deed - (O.R.S. 93.850 and 93.855)</p> <p>    Bargain and Sale Deed - (O.R.S. 93.860)</p> <p>    Quitclaim Deed - (O.R.S. 93.865)</p> <p>Conveyance language - (O.R.S. 93.030)</p> <p>    Grantor</p> <p>    Consideration</p> <p>    Grantee</p> <p><b>Description or Reference to Exhibit 'A'</b></p> <p>    Covenants, conditions, restrictions and easements</p> <p>    Signatures and Acknowledgements - (O.R.S. 93.410, 93.804)</p> <p><b>Exhibit 'A'</b></p> <p>    County Recording Stamp - (O.R.S. 93.620)</p>
---

**Figure 1-1 - Elements of a deed**

## Parts of a Description

According to *Boundary Control and Legal Principles*, a description of land may be divided into (1) caption, (2) body, (3) qualifying clauses, and (4) augmenting clauses.

The **caption** cites the general locality, the map number or reference document, city, town, county, or state and other matters of general interest. An example:

A parcel of land lying in the NE<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub> of Section 15, Township 1 North, Range 39 East, W.M., Union County, Oregon and being a portion of that property described in that Warranty Deed to The First Christian Church of Elgin, Oregon recorded March 11, 1969 as Microfilm Document No. 22789 of Union County Record of Deeds;

The **body** includes the precise area being conveyed. An example:

said parcel being that portion of said property included in a strip of land 36.00 feet in width lying on the Northerly side of the center line of the relocated Weston - Elgin Highway, which center line is described as follows:

Beginning at Engineer's center line Station 1071+26.88, said station being 124.40 feet South and 5,552.44 feet West of the East quarter corner of Section 15, Township 1 North, Range 39 East, W.M.; thence South 78° 51' 10" East 1,522.38 feet; thence on a 2,427.82 foot radius curve left (the long chord of which bears South 85° 13' 09" East 538.41 feet) 539.52 feet; thence North 88° 24' 53" East 1,539.66 feet to Engineer's center line Station 1107+28.35.

**Qualifying clauses** (including reservations) take away something included within the body of the description. An example:

EXCEPT therefrom Parcel 1.

**Augmenting clauses** may give something in addition to what was conveyed in the body. An example:

ALSO that portion of South 14th Avenue vacated by Ordinance No. 69, recorded June 9, 1960 as Microfilm Document No. 691960, Union County Record of Deeds inuring to said property and included in said strip of land.

## The ODOT Right of Way Description

ODOT has a File Description Seed document (DescriptionSeedEnglish.doc), which consists of:  
an information page (**File Addendum**) . . .

<p><b>FILE ADDENDUM</b> (NOT to be included with Exhibit A)</p> <p>OR204: Elgin City Section Weston - Elgin Highway Union County Non-Throughway</p> <p>The First Christian Church of Elgin, Oregon Parcels 1, 2 and 3</p> <p>Parcel 1 access language: none</p> <p>Parcel 2 access language: none. Parcel 2 includes 232 square feet, more or less, of an existing Permanent Easement for Drainage Facilities.</p> <p>Parcel 3 access language: none. Parcel 3 includes all of Parcel 2.</p> <p>These parcels lie within the NE<math>\frac{1}{4}</math>SW<math>\frac{1}{4}</math> of Section 15, T 1 N, R 39 E, WM.</p> <p>These parcels lie within Tax Lots 1N-39-15CA-301 &amp; 400 of Union County.</p> <p>Remainder: 4 224 square feet, more or less, lying Northerly of the Weston - Elgin Hwy.</p> <p>Prior files, recorded documents, and access control: None</p>	<p><b>File 9999018</b> Drawing 10B-19-30 Paul J. Morin, ODOT - 6/18/2004</p>
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(EXHIBIT A - NEXT PAGE)

Example of a filled out ADDENDUM page

A link to the seed document for an English Addendum/Exhibit 'A' is:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/Word\\_Seed\\_Documents](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/Word_Seed_Documents)

Also this link has a Metric seed document (DescriptionSeedMetric.doc) to be used if a description is to be written in metric.

. . . and a description (**Exhibit 'A'**)

<p><b>EXHIBIT A</b> - Page 1 of 2</p> <p><b>PARCEL 1 - Fee</b></p> <p>A parcel of land lying in the NE<math>\frac{1}{4}</math>SW<math>\frac{1}{4}</math> of Section 15, Township 1 North, Range 39 East, W.M., Union County, Oregon; said parcel being that portion of that property described in that deed to The First Christian Church of Elgin, Oregon recorded March 11, 1969 as Microfilm Document No. 22789 of Union County Record of Deeds and that Memorandum of Contract to The First Christian Church of Elgin recorded December 20, 1982 as Microfilm Document No. 107191 of Union County Record of Deeds; said parcel being that portion of said property included in a strip of land 30.00 feet in width lying on the Northerly side of the center line of the relocated Weston - Elgin Highway which center line is described as follows:</p> <p>Beginning at Engineer's center line Station 1071+26.88, said station being 124.40 feet South and 692.25 feet West of the East Quarter Corner of Section 15, Township 1 North, Range 39 East, W.M.; thence South 78° 51' 10" East 1522.38 feet; thence on a 2427.82 feet radius curve left (the long chord of which bears South 85° 13' 09" East 538.41 feet) 539.52 feet; thence North 88° 24' 53" East 1539.66 feet to Engineer's center line Station 1107+28.44.</p> <p>Bearings are based on the Oregon Coordinate System 1983(1998 adjustment) north zone.</p> <p>This parcel of land contains 183 square feet, more or less outside the existing right of way.</p> <p><b>PARCEL 2 - Permanent Easement For Slopes, Water, Gas, Electric and Communication Service Lines, Fixtures and Facilities.</b></p> <p>A parcel of land lying in the NE<math>\frac{1}{4}</math>SW<math>\frac{1}{4}</math> of Section 15, Township 1 North, Range 39 East, W.M., Union County, Oregon; said parcel being that portion of that property described in that deed to The First Christian Church of Elgin, Oregon recorded March 11, 1969 as Microfilm Document No. 22789 of Union County Record of Deeds and that Memorandum of Contract to The First Christian Church of Elgin recorded December 20, 1982 as Microfilm Document No. 107191 of Union County Record of Deeds; said parcel being that portion of said property included in a strip of land 30.00 feet in width lying on the Northerly side of the center line of the relocated Weston - Elgin Highway which center line is described in Parcel 1.</p> <p>EXCEPT therefrom Parcel 1.</p> <p>This parcel of land contains 1335 square feet, more or less.</p>	<p><b>File 9999018</b> Drawing 10B-19-30 6/18/2004</p>
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Example of a filled out Exhibit 'A'

# Writing an Addendum

## The ODOT Description Addendum

In the past ODOT Right of Way Descriptions were written with information notes at the end of the document after the description. These notes were not intended to go into the deed but were information for Document Specialists, Right of Way Agents and Appraisers. Sometimes these notes were inadvertently incorporated into the deed. Today the format of the ODOT description is split into two sections: the legal description page(s) called the “Exhibit A” and a description notes page(s) called the File Addendum. The File Addendum is an informational page and will be used by a Document Specialist to create deeds and by Appraisers and Right of Way agents to appraise, negotiate, acquire and sell property. The File Addendum will not be in the recorded deed.

It is important to keep in mind that the Addendum is a compilation of key bits of information Right of Way staff need to complete the process. The Addendum is a tool created to aid them in their work. This chapter will present the different components that make up an Addendum and provide the description writer with examples of how the key bits of information should appear on an Addendum.

## The Addendum Header

### **FILE ADDENDUM**

(Not to be included with Exhibit A)

**File 7106018**

Drawing 10B-19-30

Paul J. Morin, ODOT - 6/18/2004

At the top right corner of the Addendum Page is an addendum header, which contains:

- The File number, consisting of a four-digit Project Number followed by a three-digit file number. This Project number is assigned by Right of Way Headquarters. The file number is assigned by the Region Right of Way Engineering staff with input from the Region Right of Way Agents.
- The name of the Drawing that maps the File parcels.
- The full name of the description writer (responsible party) and their firm.
- The date of the description. This date will be the date the description is submitted to Salem. Generally the descriptions for a right of way project are submitted at the same time and will have the same date.

## Project Information Block

OR204: Elgin City Section  
Weston – Elgin Highway  
Union County  
Non-Throughway

Below the header at the top left corner of the Addendum Page is the project information block, which contains:

- The official Section Name of the project (Check with the project team leader).
- The official highway name ([See Appendix 'J' for the latest list](#)).
- The County the project is in.
- The Throughway status of the project.

Every month the Oregon Transportation Commission receives a list of properties acquired by ODOT. On this listing the Oregon Transportation Commission needs to know the Throughway status of the acquired properties. This status will be either "Throughway" or "Non-Throughway". Generally, if any part of the project falls within a portion of a highway designated as a Throughway, then the status of all the descriptions will be "Throughway".

## Throughway System

The throughway system was authorized by the Oregon Legislature in 1947, and enacted by the Oregon Transportation Commission in 1948. This system, as originally conceived was to provide a continuing method of protecting the integrity of the highway system and to provide for a safer and more viable highway system.

**374.010 "Throughway" defined.** As used in ORS 374.005 to 374.095, "throughway" means a highway or street especially designed for through traffic, over, from or to which owners or occupants of abutting land or other persons have no easement of access or only a limited easement of access, light, air or view, by reason of the fact that their property abuts upon the throughway or for any other reason.

Starting in 1948, the OTC designated certain highways in the state as Throughways. Each of these highways was then surveyed for the location of commercial businesses along the route. If in any given one mile segment of the highway there were 10 or more commercial businesses, then that portion of the highway was excepted as a Throughway (ORS 374.015).

The Throughway system, with excepted and non-excepted portions, is indexed through several levels of mapping.

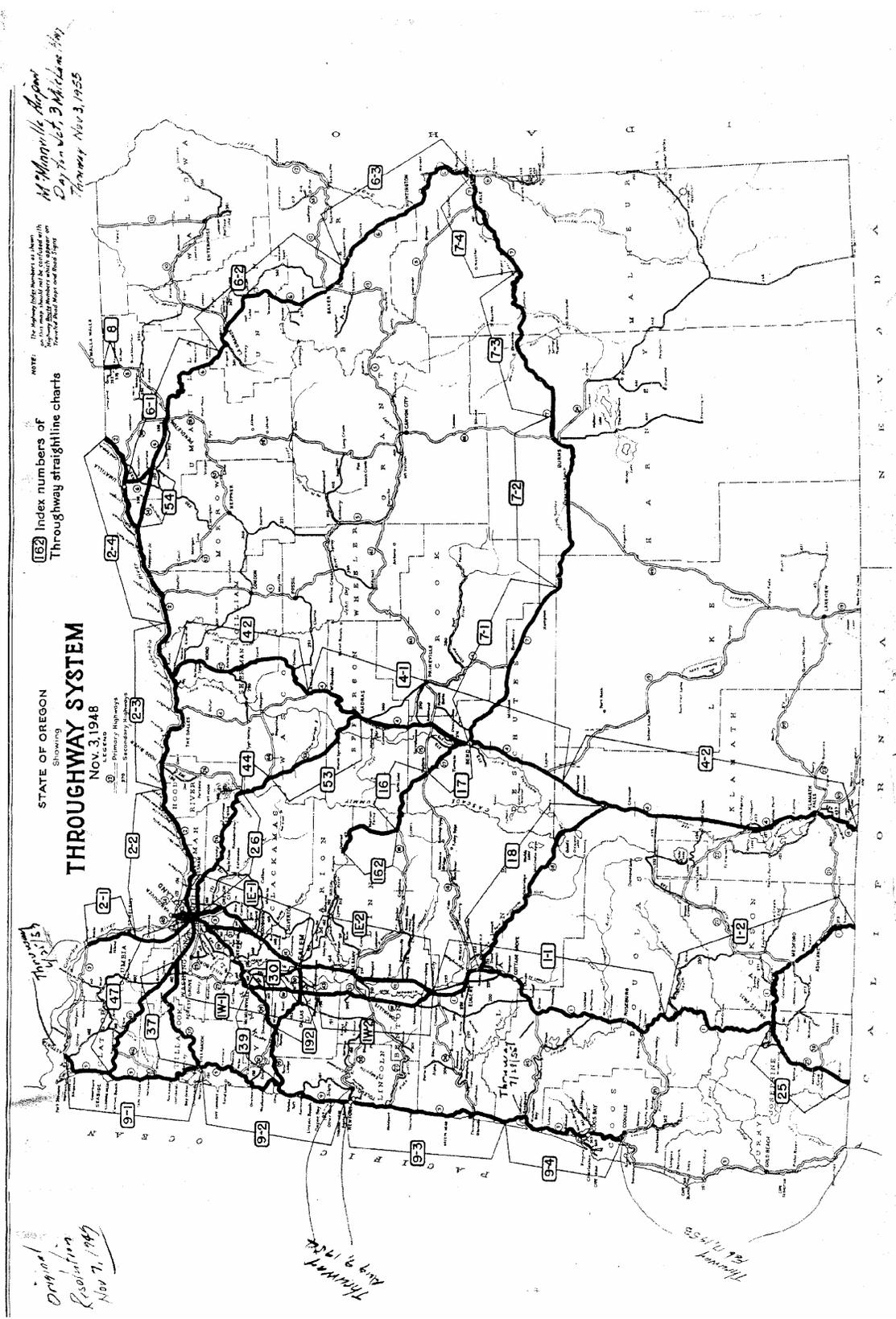


Figure 2-1

The first level is the statewide view, as shown on the previous page in Figure 2-1, where each Highway on the Throughway system is indexed. An additional level of detail is shown on scanned documents available with this link:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/Throughway\\_Maps](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/Throughway_Maps)

A third level of detail is noted on the original roll maps which reside in General Files in the Transportation Building in Salem. You may visit General Files or you may request copies of these roll maps from General Files.

## Property Owner and Parcel List

Michael Patrick Smith  
(Noah Ray Johnson, C.P.)  
Parcel 1, 2 and 3

The name of the vesting owner of the parcels in the description is placed after the project header. If there is more than one parcel in a description the parcel numbers are listed.

Any contract purchasers, having interest in the vesting property, should be listed after the vesting owner. Follow the contract purchasers name with a comma and the initials 'C.P.' and place the contract purchaser line in parenthesis.

## Parcel Access Language

Parcel 1 access language: Restricted to Highway (Weston-Elgin Highway).  
Parcel 2 access language: None.  
Parcel 3 access language: None.

The type of Access rights to be acquired needs to be listed for each parcel in the description. The Project team and Right of Way Agents determine if any access control is needed for the project. If there is no access control needed use "none." It is important to input the proper key access control terms for each parcel. This information lets the Document Specialist know if and what kind of access control language should be placed in the deed.

When key terms include "Highway", specify in parenthesis the highway name. It is important to list all Highways or streets affected.

## Access Control Terms Used in a Description Addendum:

Key terms (underlined below) to use in the Addendum page to define intended purchase of access rights are as follows:

- None - No access control language will be included for the parcel. (Defaults to Permit)
- Restricted to Highway - All rights between the highway and Grantor's remaining real property.
- Controlled to Highway - All rights between the highway and Grantor's remaining real property, with reservations of access (location to be determined by Project Team).
- Restricted to Parcel - All rights between the described parcel and Grantor's remaining real property.
- Controlled to Parcel - All rights between the described parcel and Grantor's remaining real property, with reservations of access (location to be determined by Project Team).
- Controlled to Frontage Road - All rights between the highway and Grantor's remaining real property, with access allowed to constructed access road.
- O.R.S. 374.405 - No Abutter's Rights Of Access - This phrase is to be used only when the ORS 374.405 applies and there will be no reservations of access granted. If it is intended to allow driveways onto the new route, then use the phrase "Controlled to highway" or "Controlled to parcel"
- Future Frontage Road - Grantee has right to construct a future access road, at which time all reservations shall extinguish.
- Joint Access - Notes that an access point is to be shared by adjoining owners.
- Farm Access - Notes reservation above being for farm use only.
- Farm Crossing - Reserves a crossing location on each side of the highway at the same station for farm use only.
- Under Crossing - Reserves a crossing location under but not onto the highway.

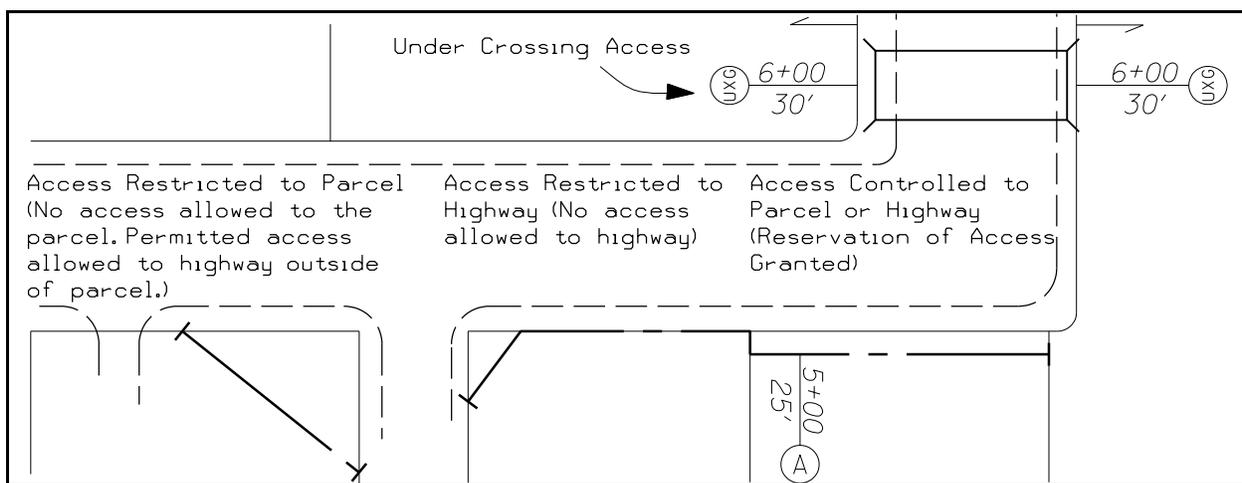


Figure 2-2

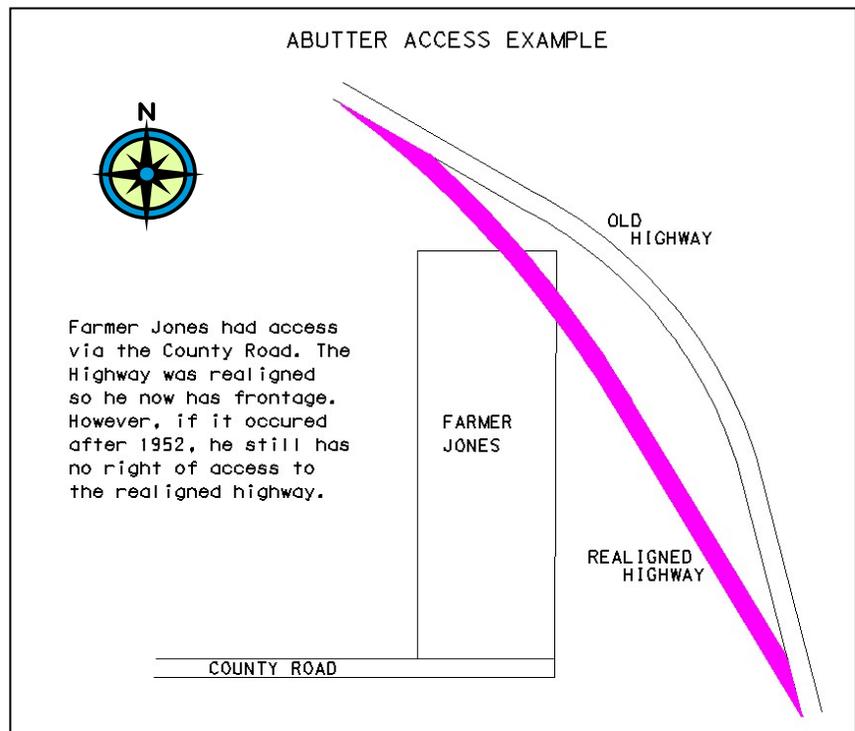
## Further Explanation of O.R.S. 374.405

The effective date of ORS 374.405 was May 12, 1951. This law specifies that no rights of access shall accrue to abutting property where a highway is ...“constructed, relocated or reconstructed after May 12, 1951 upon right-of-way, no part of the width of which was acquired prior to May 12, 1951...” In this case, since the abutting property has no right of access then there is no need to “purchase” access control. In previous years it has been handled both ways. Sometimes, access control was not mentioned in the deed, nor was an access control line drawn on the map, trusting people would recognize that there were no abutter’s rights. However, most of the time, the standard access control language and access control line was used. There are problems with both approaches. In the first method there is a real danger that someone in the future will not recognize the property has no abutter’s rights and would improperly permit an access. The second method assures our access rights are recognized but there is a risk that owners will be paid for access rights that they never had. We now have alternate deed language from the Department of Justice for these cases.

Pursuant to Oregon law, ORS 374.405, there is no right of access to or from the remainder of Grantor's parcel(s) and any highway constructed on the property subject of this conveyance.

The right of way drawing should show an access control line. The parcel access language in the Addendum should say “ORS 374.405 - No Abutter’s Rights Of Access”, to notify the Document Specialist to use the above language in the deed.

In some cases it may be necessary to allow access, where a highway is relocated, to avoid land locking or a substantial damage to the remainder. For example in Figure 2-3, to allow Farmer Jones access to the Northeast corner of his property. Since access location will have to be negotiated anyway, this can be handled with our usual access controlled language.



**Figure 2-3**

## Parcel Impact Notes

Parcel 1 access language: Restricted to Highway (Weston-Elgin Highway).

Parcel 2 access language: None.

Parcel 2 includes 232 square feet, more or less, of an existing Permanent Easement for Drainage Facilities.

Parcel 2 includes 20 square feet, more or less, occupied by an existing building.

Parcel 3 access language: None.

Parcel 3 includes all of Parcel 2.

If there is a special note about a particular parcel it should be listed after the parcel access language note. Special notes are input in the File Addendum to let Right of Way staff know about impacts to a parcel. Some examples of situations when special notes are needed:

- Note the area of any existing buildings, or other permanent structures, within a parcel. (For more information on building encroachments with easements see [Appendix 'H'](#)).
- Note the area and type of any existing ODOT easements within a parcel.
- Note if any of the other File parcels in the File description are overlapping or are included in a parcel and state the amount of overlapping area.

## Parcel Location

These parcels lie within the NE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 15, T 1 N, R 39 E, WM.

These parcels lie within Tax Lots 1N-39-15CA-301 & 400 of Union County.

Right of Way Staff need the parcels referenced to the Government land System (to smallest aliquot part possible; usually nearest sixteenth as shown above) and the County Tax Assessors System (Assessors Map Number and Tax Lot(s)).

## Grantor's Remainder Area

Remainder Area: 13,860 square feet, more or less, lying Northerly of the Weston-Elgin Highway

The area of the Grantor's property that is not affected by any of the description fee parcels is the remainder area. The quantity of the remainder area is specified and where it is compared to the description parcels or the highway. After every area the phrase "more or less" is used.

If the remainder area is in excess of 100 acres the statement “In excess of 100 acres” is used instead of the exact area.

Sometimes a river, roadway, or another property separates a Grantor’s property into non-contiguous parts. Typically, if any one of the parts of a Grantor’s property is untouched by all parcels in the description, the area of that part is not included in the remainder area quantity. Consult with the Region Right of Way Agent whether to include it or not. There could also be a question of continuity of use for a property with one owner. The right of way agent may want the property split into files for each use. Again consult with the Region Right of Way Agent.

## Prior ODOT Files, Recorded Documents and Access Control

Prior files, recorded documents, and access control:

File 9999 (RW1234) Warranty deed, recorded June 9, 1960 in MF Volume 10, Page 11 of Linn County Records; includes rights to Corvallis – Lebanon Highway but reserves a 40-foot wide access at Station 625+50 to serve the remaining property for residential use.

Any prior ODOT files that deal with access rights need to be referenced in the Addendum. List the File number, the type of deed or recorded document, the date the document was recorded, the document number, the county of record and a brief description of any access rights included and reservations made.

## Metric to English Conversion Equations and Area Chart

This property description is written using the metric system.

1+000.000 Station = 1000 meters = 3,280.84 feet

1 meter = 3.2808 feet

100 meters = 328.08 feet

1 square meter = 10.7639 square feet

1 hectare = 2.47105 acres

Parcel 1: 17 square meters = 183 square feet, more or less.

Parcel 2: 124 square meters = 1,335 square feet, more or less.

Remainder Area: 4224 square meters = 1.04 acres, more or less.

If metric units are used in an ODOT property description then a note should be placed in the Addendum stating that the “property description is written using the metric system.” Metric to English Conversion Equations and a Metric to English Area chart should also be incorporated into the Addendum. These equations and chart assist the Right of Way staff in communicating with property owners.

# Writing an Exhibit 'A'

## The ODOT Description EXHIBIT 'A'

The Exhibit 'A' will be used as an attachment in the deed to define what is being conveyed and where it is located.

### Exhibit 'A' Header

**EXHIBIT A** – Page 1 of 1

**File 7106018**  
Drawing 10B-19-30  
6/18/2004

At the top right corner of an Exhibit 'A' is the Exhibit header, which contains:

- The File number consisting of a four-digit Project Number and a three-digit file number.
- The name of the Drawing for the project.
- The date of the description. This date will be the date the description is submitted to Salem. Generally the descriptions for a right of way project are submitted at the same time and will have the same date.

### Parcel Titles in an Exhibit 'A'

**Parcel 1 - Fee**

The description begins after the Exhibit header with text justified to the left. A description can contain one or more parcels. A parcel title in bold type is placed at the top of each parcel description. The parcel title defines the type and use of a parcel. Parcels are given a number in the title for descriptions that have more than one parcel. If a description has only one parcel, do not spell out "Parcel 1" in the title. ODOT has established a list of standard titles for defining easement parcels. (For an Approved Easement List see [Appendix 'D'](#))

Every ODOT parcel description is describing one of three types of parcels.

1. Fee (including Access Only)
2. Permanent Easement
3. Temporary Easement

In a description with multiple types of parcels there is a hierarchy in the placement of the parcels, based on the importance of the taking. Fee takes have a greater importance than

easements, since we are purchasing all rights associated with the parcel. Permanent easements acquire a right for a specific use of the described parcel, and come next in importance. Temporary easements acquire a right for a specific use for a limited duration and are last in importance. Therefore, the hierarchy of parcel placement is as follows: 1) Fee takings, with Access only parcels having the highest priority, 2) Permanent Easements, and 3) Temporary Easements. There is an exception to this rule, which involves a fee taking of a Grantor's remaining property (Excess Fee parcel). Though an excess parcel is a fee taking, it will be the last parcel in a description. In order to incorporate an Excess Fee parcel into a description it requires a revision. In the original description, the parcels needed for the highway project are already numbered and do not need alteration. Adding the Excess Fee parcel to the end is the most efficient revision. More importantly, if ODOT has to condemn on the property, we can only condemn on parcels needed for the project, resulting in the removal of the excess fee parcel from the description. Placing the excess fee parcel last, it can be removed from the description without renumbering the parcels.

### Elements in the Caption of an Exhibit 'A' Parcel Description

A parcel of land lying in the NE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 15, Township 1 North, Range 39 East, W.M., Union County, Oregon; said parcel being a portion of that property described in that Warranty Deed to The First Christian Church of Elgin, Oregon recorded March 11, 1969 as Microfilm Document No. 22789 of Union County Record of Deeds;

In the caption, when citing the general locality of a parcel, refer to the latest division of land that is platted (i.e. Government quarter section or Government Lot; Donation Land Claim; Subdivision Lot and Block; Partition Plat Parcel).

When referencing a deed that contains multiple parcels, and it is desired to limit the reference to only one of the deed parcels (i.e. Parcel 2), phrase the reference like this: "being a portion of that property designated as Parcel 2 and described in that Warranty deed to . . . ." Be sure to call out the deed parcel just as it is labeled in the reference deed and call out the correct type of deed.

Notice in the example above how ODOT prefers to label sixteenth sections in a description (i.e. NE $\frac{1}{4}$ SW $\frac{1}{4}$ ). When calling to a government Section, ODOT prefers that the following words are spelled out (i.e. 'Section', 'Township', 'Range', 'North', 'East', 'South', 'West') and that 'Willamette Meridian' is abbreviated (i.e. 'W.M.'). When a Subdivision is called, the name is spelled exactly as it is named on the record plat and all letters are capitalized (i.e. MILLIORN'S ADDITION).

There are differences in the way each Oregon County references deed information. Be sure to call deed references per County preferences. When calling out a deed, mention the type of deed referenced (i.e. Warranty deed; Bargain and Sale deed; Quitclaim deed). All deed references should include the name of Grantor, recording date, record document number, and county of record. For a Final Judgment record, the date the document was signed by the Judge is the date

to call out (not the filed date). A judgment becomes legal when signed by the Circuit Court Judge. (A listing of County Recording References through the years has been compiled by the central Right of Way Engineering Unit and can be found in the Deed\_Recording\_List document at this link:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/)

This document is updated every so often with the latest county preferences for deed referencing style and format. Refer to each county to determine their latest preferences. Let Right of Way Headquarters know of any changes.)

## Elements in the Body of an Exhibit 'A' Parcel Description

. . . ; said parcel being that portion of said property lying Easterly of a line at right angles to the center line of the relocated Weston-Elgin Highway at Engineer's Station 33+00.00 and included in a strip of land 30.00 feet in width lying on the Northerly side of said center line, which center line is described as follows:

The format for the entire description is left justified, with paragraphs distinguished from each other by a blank line. Start a new paragraph in an ODOT description for the following: a center line description; a described line description; a described tract description; a variable width chart statement; a qualifying clause; an augmenting clause; a basis of bearing statement; the parcel area statement.

The **strip description** is the preferred type of description for an ODOT Exhibit 'A'. The next chapter discusses the strip description, along with several other common description types. *Always approach writing a description for a taking as a center line strip description first.* However, if it is not possible to use a strip description, then explore other types of descriptions, and use the type that best fits the situation. Elements that can be found in the body of a strip description are: station bound calls; call to the center line of the relocated Highway; constant or variable width strip phrases; directional phrases defining the relationship of a strip to the center line; reference to a center line description; center line descriptions; variable width tables.

ODOT's standard is to make the term "center line" two words. Show stations and distances to the hundredth of a foot (i.e. 30.00 feet).

The Caption and Body are separated by a semicolon. When a paragraph of a description is long and complex or involves internal punctuation, for the sake of clarity, separate elements by semicolons.

There are eight specific direction calls and eight directional calls that ODOT uses in descriptions. When specific direction and directional calls are used, ODOT prefers that they are spelled out and capped (i.e. Specific direction calls: 'Northwest', 'North', 'Northeast', 'East', 'Southeast', 'South', 'Southwest', 'West'; Directional calls: 'Westerly', 'Northwesterly', 'Northerly', 'Northeasterly', 'Easterly', 'Southeasterly', 'Southerly' and 'Southwesterly').

Figure 3-1 shows the convention ODOT uses to define specific direction and directional calls.

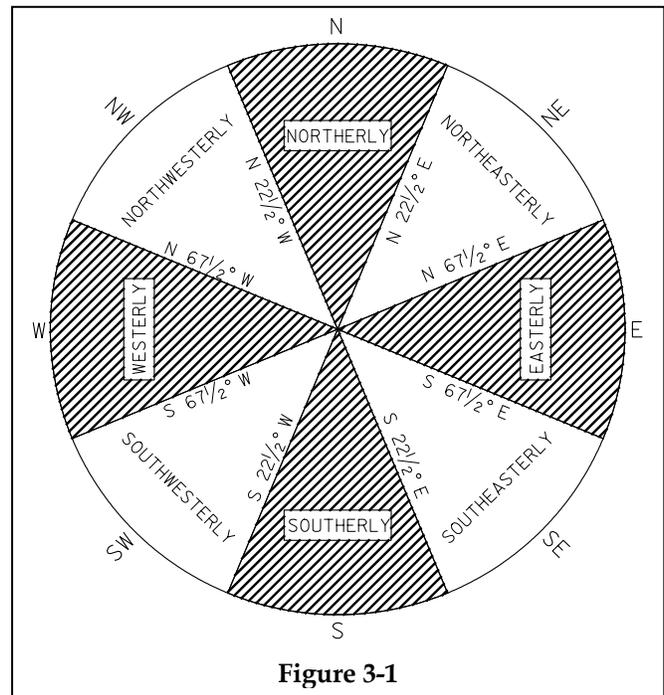


Figure 3-1

### Variable Width Tables

The width in feet of said strip of land is as follows:

<u>Station</u>	to	<u>Station</u>	<u>Width on Southerly Side of Center Line</u>
927+48.00		930+14.00	44.00
930+14.00		935+00.00	44.00 in a straight line to 52.00

Variable width tables for variable width strip descriptions are placed after the center line description paragraph. The variable width table begins with a leading statement. The leading statement gives the dimension for the values in the table.

A variable width table defines the shape of a variable width strip, with each row of the table being a segment of the strip. The table contains three columns of information, which define the dimensions of a segment (where values are written to the hundredth of a foot). The first column defines the beginning station of a segment. The second column defines the ending station of a segment. The third column defines the widths of a segment at the beginning station and at the ending station. The beginning call of the next segment is the ending call of the previous segment. If the width is constant along the entire length of a particular segment, only the constant width value is shown, otherwise use the words "in a straight line to" between the beginning and ending station widths. In the heading of the third column, a directional call specifies on which side of the center line the strip lies.

**Tip**

Never use the term "taper" in a variable width table. "Taper" can be interpreted more than one way, for example you can have a taper within a curve. The words "in a straight line" are unambiguous.

## Qualifying Clauses in an Exhibit 'A'

EXCEPT therefrom Parcel 1.

ALSO EXCEPT therefrom that portion of said property lying Northerly of the following described line:

Place qualifying clauses after the body of the description. All qualifying clauses begin with the word "EXCEPT" or the words "ALSO EXCEPT." When writing a qualifying clause, entirely cap the words 'EXCEPT' and 'ALSO EXCEPT' in order to make the qualifying clause stand out in the description.

Except out of a parcel any preceding fee parcels with described boundaries that overlap the described boundaries of the parcel, as shown above. Except out any prior O.D.O.T. Fee acquisitions contained within the boundaries of a described parcel, as shown below.

EXCEPT therefrom that property designated as Parcel 1 and described in that Warranty Deed to the State of Oregon, by and through its Department of Transportation, recorded June 25, 2001 Instrument No. 2001-4300, Malheur County Deed Records.

Except out any structures that lie within temporary easement boundaries.

EXCEPT therefrom that portion of said parcel lying within the existing building.

## Augmenting Clauses in an Exhibit 'A'

ALSO that portion of vacated Lake Street inuring to said Block 4 as described in that Order Vacating Streets, recorded May 1, 1776 in Book 1, Page 9 of the County Court Journal, Malheur County, Oregon included in said strip of land.

AND ALSO that portion of said property lying on the Southerly side of the center line of said relocated Succor Creek Highway.

Augmenting clauses are placed after the body of the description. All augmenting clauses begin with the word "ALSO" or the words "AND ALSO." When writing a augmenting clause, entirely cap the words "ALSO" and "AND ALSO" in order to make the augmenting clause stand out in the description.

## Basis of Bearing Statement

Bearings are based on the Oregon Coordinate System 1983(1991 adjustment) north zone.

Place a basis of bearing statement in a parcel description that contains bearings or cardinal direction calls. The basis of bearing should match the Right of Way Drawing. The basis of bearing statement calls to a record document. Examples: specific Oregon Coordinate System; county survey map, plat, or document; Solar/Polaris; existing ODOT Right of Way Drawings.

Examples of other Basis of Bearing statements are as follows:

Bearings are based on County Survey No. 02-135-C, filed May, 2002, Umatilla County, Oregon.

True bearings based on solar observation taken February 8, 1971 by Federal Highway Administration survey.

Bearings are based upon an Oregon State Highway Division survey. See Drawing 4B-22-8, dated October, 1934 and revised April, 2002.

## Parcel Area Statement

This parcel of land contains 1,230 square feet, more or less, outside the existing right of way.

Place an area statement at the end of a parcel description. If the value of an area is over one-thousand, use a comma (i.e. 1,234 square feet; 10,987 square feet). Spell out "square feet."

Define areas in square feet unless the area is an acre or more, then use acres, written to the hundredth of an acre (i.e. 1.23 acres; 123.45 acres; 1,234.56 acres).

Always qualify area values with "more or less".

Following is a discourse on when and when not to use the statement "outside the existing right of way."

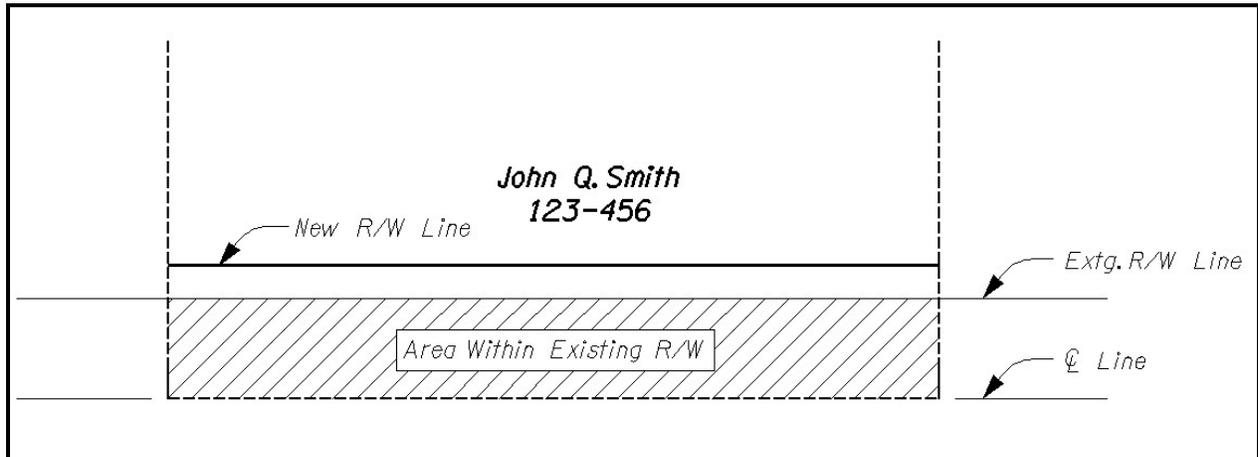


Figure 3-2

As shown in Figure 3-2, the Grantor's deed calls to the center of the highway. The deed does not except out that portion lying within the existing highway right of way. The new fee acquisition will purchase a strip of land described from the center line. The stated area of the acquisition will be the area of the strip lying outside of the existing highway right of way. The area statement in the description will read **"This parcel of land contains xxx square feet, more or less, outside the existing right of way."**

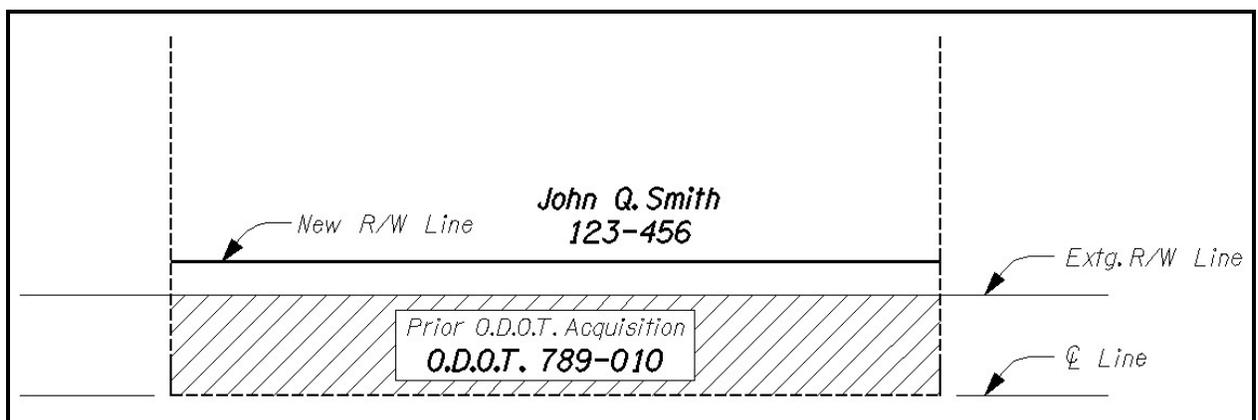


Figure 3-3

As shown in Figure 3-3, the Grantor's deed calls to the center of the highway. The deed does not except out that portion lying within the existing right of way. A prior O.D.O.T. acquisition has picked up the underlying fee of the highway. The new fee acquisition will purchase a strip of land described from the center line. The description will have a qualifying clause excepting out the prior O.D.O.T. acquisition. Since no part of the Grantor's property lies within the existing highway right of way, the area statement in the description will read **"This parcel of land contains xxx square feet, more or less."**

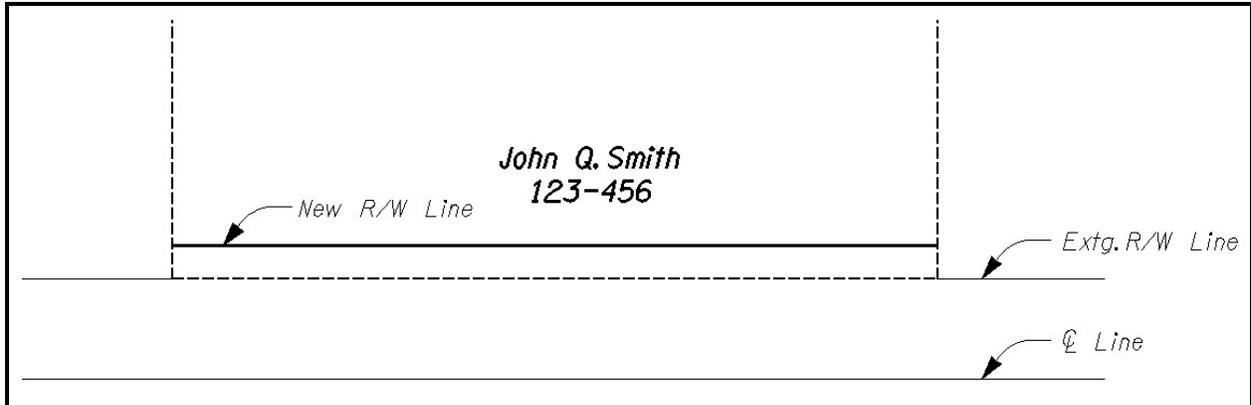


Figure 3-4

As shown in Figure 3-4, the Grantor's deed calls to the existing right of way line. The new fee acquisition will be a strip of land described from the center line. Since no part of the Grantor's property lies within the existing highway right of way, the area statement in the description will read **"This parcel of land contains xxx square feet, more or less."**

# Examples of ODOT Descriptions

## Examples of the Most Common Description Types

The **strip description** is the preferred type of description for an ODOT Exhibit 'A'. This chapter discusses the strip description, along with several other common description types. *Always approach writing a description for a taking as a center line strip description first.* However, if it is not possible to use a strip description, then explore other types of descriptions, and use the type that best fits the situation.

### Center Line Description

When an ODOT deed description contains a call to the center line of the relocated highway, the center line must be described or a reference made to a deed containing the center line description. Elements that should be included in every center line description are a tie to a government corner, a beginning Engineer's center line Station and an ending Engineer's center line Station. Various elements that may be contained in a center line description include tangents, simple curves, spirals, and equation stations.

The following example shows a center line description containing all these elements.

which center line is described as follows:

Beginning at Engineer's center line Station 1079+76.00, said station being 549.00 feet North and 723.28 feet East of the South quarter corner of Section 27, Township 7 South, Range 11 West, W.M.; thence South 46° 59' 38" East 1027.87 feet; thence on a spiral curve right (the long chord of which bears South 43° 51' 22" East 199.76 feet) 200.00 feet; thence on a 608.48 feet radius curve right (the long chord of which bears South 30° 04' 19" East 158.97 feet) 159.42 feet; thence on a spiral curve right (the long chord of which bears South 1° 19' 41" West 746.91 feet) 760.00 feet to Engineer's center line Station 1101+23.29 Back equals 1101+16.80 Ahead; thence South 13° 12' 56" West 119.42 feet to Engineer's center line Station 1102+36.22.

### Center Line Strip Description

The Center line Strip Description is the standard type of description used by ODOT. An Exhibit 'A' should be written using a Center Line Strip Description if at all possible. This type of description is a simple format that directly correlates to ODOT's highway right of way corridors. The center line strip description defines a parcel area by calling to the center line of

the relocated highway and including a given number of feet of width on each side or one side of the center line. The strip can be a constant width or variable in width.

The following example is a **center line strip description with a constant width**.

the said parcel being that portion of said property included in a strip of land 37.00 feet in width, lying on the Southerly side of the center line of the relocated Corvallis - Lebanon Highway, which center line is described as follows:

The following example is a **center line strip description variable in width**. ODOT uses a variable width table to define the changes in width along segments of the variable width strip.

the said parcel being that portion of said property included in a strip of land variable in width, lying on the Southerly side of the center line of the relocated Corvallis - Lebanon Highway, which center line is described in Parcel 1.

The width in feet of said strip of land is as follows:

<u>Station</u>	to	<u>Station</u>	<u>Width on Southerly Side of Center Line</u>
927+48.00		930+14.00	44.00 in a straight line to 52.00
930+14.00		935+00.00	52.00
935+00.00		940+69.00	52.00 in a straight line to 30.00

The following example is a **center line strip description variable in width**, with the strip lying on each side of the center line.

the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of the relocated Corvallis - Lebanon Highway, which center line is described in Parcel 1.

The width in feet of said strip of land is as follows:

<u>Station</u>	to	<u>Station</u>	<u>Width on Northerly Side of Center Line</u>
927+48.00		930+14.00	52.00
930+14.00		940+69.00	52.00 in a straight line to 30.00
<u>Station</u>	to	<u>Station</u>	<u>Width on Southerly Side of Center Line</u>
927+48.00		930+14.00	44.00 in a straight line to 52.00
930+14.00		935+00.00	52.00
935+00.00		940+69.00	52.00 in a straight line to 30.00

## Described Line

A described line is used in an Exhibit 'A' to define a parcel boundary. Points on a described line are usually defined in relation to the center line of the relocated highway.

The following is an example of a **described line**.

the said parcel being that portion of said property lying Southerly of the following described line:

Beginning at a point opposite and 110.00 feet Northerly of Engineer's Station 661+34.45 on the center line of the relocated Corvallis-Lebanon Highway; thence Easterly in a straight line to a point opposite and 135.00 feet Northerly of Engineer's Station 671+50.00 on said center line.

The center line of the relocated Corvallis - Lebanon Highway is described as follows:

## Described Tract

A described tract defines all the boundaries of a parcel. The described tract is similar to a described line in that points on a described tract are usually defined in relation to the center line of the relocated highway, but a described tract defines a closed shape.

The following is an example of a **described tract**.

the said parcel being that portion of said property lying within the following described tract:

Beginning at Engineer's Station 668+10.00 on the center line of the relocated Corvallis-Lebanon Highway; thence Northerly at right angles to said center line 104.89 feet; thence Northwesterly in a straight line to a point opposite and 195.00 feet Northerly of Engineer's Station 657+60.00 on said center line; thence Easterly in a straight line to a point opposite and 107.80 feet Northerly of Engineer's Station 659+95.00 on said center line; thence Southerly in a straight line to Engineer's Station 659+95.00 on said center line; thence Westerly along said center line to the point of beginning.

The center line of the relocated Corvallis - Lebanon Highway referred to herein is described in Parcel 1.

## Metes and Bounds Description

*“As commonly used by surveyors, the metes and bounds description means complete perimeter descriptions wherein each course is described in sequence and the entire description has a direction of travel around the area described. The distinguishing feature of this type of description . . . is that each course identified must be described one after another in the same direction of travel that would occur if a person walked around the entire perimeter. Either of two directions can be used, clockwise or counterclockwise, but once a direction is selected it must be consistent for the remainder of the description.”* (Evidence and Procedures for Boundary Location)

The following is an example of a **metes and bounds** description.

the said parcel being that portion of said property described as follows:

Beginning at the Northeast corner of said property, said corner being the Northeast corner of the George F. Crawford D.L.C. No. 59, Township 12 South, Range 3 West, W.M.; thence North 88° 14' 49" West, along the North line of said D.L.C. No. 59, 257.18 feet to the Northwest corner of said property; thence South 4° 24' 39" West along the West property line of said property, 190.00 feet; thence South 55° 32' 17" East, 181.39 feet; thence North 43° 00' 00" East, 170 feet, more or less, to a point on the East line of said D.L.C. No. 59, said point being South 2° 12' 48" West 160.00 feet from the Northeast corner of said D.L.C. No. 59; thence North 2° 12' 48" East along said East line, 160.00 feet to the point of beginning.

## Bounded by Adjacent Properties

In the caption of a parcel description it is common to refer to a vesting deed. Sometimes the vesting deed is not suitable or available for reference in an Exhibit 'A'. In order to describe the parcel it may be necessary to bound the parcel by adjacent property boundaries and/or right of way lines.

The following is an example of a description of a parcel **bounded by adjacent properties**.

A parcel of land lying in the Jeremiah Ralston D.L.C. No. 49, Township 12 South, Range 2 West, W.M., Linn County, Oregon; said parcel lying Easterly of that property described in that Statutory Warranty Deed to Eric B. Hulse, recorded February 7, 2003 in MF Volume 1384, Page 397 of Linn County Records; lying Westerly of the West line of 8th Street and included in a strip of land variable in width lying on the Southerly side of the center line of the relocated Corvallis - Lebanon Highway which center line is described as follows:

## Access Only Description

An Access Only parcel is one where ODOT is only interested in the conveyance of property rights of access to the highway and where all other Fee title rights remain with the property. In an Access Only parcel the description should define all the property being affected by the conveyed access rights.

The following is an example of an **Access Only** description.

### **Parcel 1 – Access Only**

A tract of land lying in Lots 1, 2, 3, 4, and 5, Block 1, NICHOLS ADDITION TO THE CITY OF LEBANON, Linn County, Oregon and being that property described in those Bargain and Sale Deeds to Gary D. Weatherly, Robert E. Weatherly, Jr. and Bruce A. Weatherly, recorded March 14, 1979 in MF Volume 227, Page 306 of Linn County Records and recorded July 14, 1980 in MF Volume 266, Page 909 of Linn County Records.

## Entire Taking Description

An Entire Taking description is a Fee parcel that defines the entire property of the Grantor.

Following are two examples of **Entire taking** descriptions.

Lot 1, Block 3, NICHOLS ADDITION TO THE CITY OF LEBANON, Linn County, Oregon.

This parcel of land contains 4,745 square feet, more or less.

A tract of land lying in the Jeremiah Ralston D.L.C. No. 49, Township 12 South, Range 2 West, W. M., Linn County, Oregon and being that property described in that Statutory Warranty Deed to Thomas O. Evans and Glenda S. Evans, recorded October 3, 1995 in MF Volume 768, Page 185 of Linn County Records.

This tract of land contains 6,960 square feet, more or less.

## Fee Excess Description

While negotiating for the acquisition of certain parcels of land from a property owner, ODOT may be requested by the property owner to purchase the excess of the property. In this case a Revision to the original description is made and a Fee Excess parcel is added at the end of the Right of Way File description. This is a case where the parcel placement hierarchy of a Fee parcel is not followed. The area described in a Fee Excess parcel would contain the entire property except any Fee parcels already described in the Right of Way File description.

Following is an example of a **Fee Excess** parcel description.

### **PARCEL 3 - Fee**

Lot 1, Block 3, NICHOLS ADDITION TO THE CITY OF LEBANON, Linn County, Oregon.

EXCEPT therefrom Parcel 1.

This parcel of land contains 4,745 square feet, more or less.

Here is another example of a **Fee Excess** parcel description.

### **PARCEL 2 - Fee**

A parcel of land lying in the SE $\frac{1}{4}$ NE $\frac{1}{4}$  and the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 36, Township 10 South, Range 10 West, W.M., Lincoln County, Oregon and being a portion of that property described in that Bargain and Sale Deed to Orval Parks and Betty Jean Parks, recorded June 23, 1965 in Book 256, Page 267 of Lincoln County Record of Deeds; the said parcel being that portion of said property lying Easterly of and adjoining Parcel 1.

This parcel of land contains 6.40 acres, more or less, outside the existing right of way.

## Railroad Encroachment Description

ODOT Right of Way Headquarters in Salem has a railroad liaison who is the point of contact between ODOT and the railroads. For particulars about railroad requirements or for questions you may have about particular railroads, first contact Region Right of Way Agents, then the liaison can be contacted.

When writing a description for a Railroad Encroachment it is the preference of most railroads that the description be based on the railroad center line. It is also a preference that the railroad center line be tied to a Section corner. Contact the ODOT Right of Way Headquarters railroad liaison if deviations from these preferences are needed.

It is desirable that Railroad Descriptions be strip descriptions. A good technique to limit the parcel within a railway right of way is to bound the parcel between lines at right angles to the center line of the relocated Railway.

When calling out the railroad name it is important to mention if the railroad was formerly known by another name.

ODOT never buys Fee from active railroad property. It is standard practice for ODOT to acquire Permanent Easement for Highway Right of Way Purposes.

Following is an example of a Railroad description.

### **Permanent Easement For Highway Right of Way Purposes**

A parcel of land lying in the NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 10, Township 12 South, Range 2 West, W.M., Linn County, Oregon, and being a portion of the Willamette Valley Railway right of way; the said parcel being that portion of said right of way lying between lines at right angles to the center line of the relocated Willamette Valley Railway at Engineer's Stations 'RR' 573+70.00 and 'RR' 575+00.00, which center line is described as follows:

Beginning at Engineer's center line Station 'RR' 562+25.61, said station being 389.08 feet South and 711.44 feet East of the North quarter corner of Section 10, Township 12 South, Range 2 West, W.M.; thence South 46° 52' 27" East 383.39 feet; thence on a 1,909.91 feet radius curve right (the long chord of which bears South 22° 45' 07" East 1,561.10 feet) 1,608.19 feet; thence South 1° 22' 13" West 139.09 feet to Engineer's center line Station 'RR' 583+56.10.

Bearings are based on the Oregon Coordinate System 1983(1991 adjustment) north zone.

This parcel of land contains 3,875 square feet, more or less, outside the existing easement.

## **Government Land Acquisitions**

Sometimes ODOT needs to update easements it has through National Forest Land and Bureau of Land Management land. ODOT does not write any descriptions for the Right of Way File or for recording with the County, but generates Forest sheets to be reviewed and approved by the Forest Services. In this approval process the type of right of way ODOT is granted is Permanent Easement for Highway Right of Way purposes. The exhibit document put together for the various Forest Departments consists of a title sheet, sheets displaying maps of the proposed right of way layout and a sheet showing the basis of bearing. Each map sheet contains the right of way layout in a given sixteenth section.

For more information about Forest Service and BLM exhibits see Chapter 1 in Section 1.

# ODOT Description Phrases

5

## Preferred Type of Description and Foundation Block Phrases

The Center Line Strip Description is the preferred type of description for an Exhibit 'A'. All other types of descriptions should be used only if a center line strip description is not possible.

An example of a center line strip description is shown in Figure 5-1 and Figure 5-2 and a sketch of the description parcels is shown in Figure 5-3:

<b>FILE ADDENDUM</b> (NOT to be included with Exhibit A)	<b>File 1234021</b> Drawing 10B-37-10 Paul J. Morin, ODOT - 9/31/2004
OR34: 13 <sup>th</sup> St – 2 <sup>nd</sup> St (Lebanon) Section Corvallis - Lebanon Highway Linn County Non-Throughway	
Thomas O. & Glenda S. Evans Parcels 1 and 2	
Parcel 1 access language: None.	
Parcel 2 access language: None.	
These parcels lie within the SE $\frac{1}{4}$ NW $\frac{1}{4}$ and the SW $\frac{1}{4}$ NE $\frac{1}{4}$ of Section 10, T 12 S, R 2 E, WM.	
These parcels lie within Tax Lot 12-2W-10BD-LEBANON-1200 of Linn County.	
Remainder: 21,992 square feet, more or less.	
Prior files, recorded documents, and access control: None.	
(EXHIBIT A - NEXT PAGE)	

Figure 5-1

**EXHIBIT A** - Page 5-2 of 1

**File 1234021**  
 Drawing 10B-37-10  
 9/31/2004

**PARCEL 1 - Fee**

A parcel of land lying in the Jeremiah Ralston D.L.C. No. 49, Township 12 South, Range 2 West, W. M., Linn County, Oregon and being a portion of that property described in that Statutory Warranty Deed to Thomas O. Evans and Glenda S. Evans, recorded October 3, 1995 in MF Volume 768, Page 185 of Linn County Records; the said parcel being that portion of said property included in a strip of land 37.00 feet in width, lying on the Southerly side of the center line of the relocated Corvallis-Lebanon Highway, which center line is described as follows:

Beginning at Engineer's center line Station 927+00.00, said station being 82.41 feet South and 3356.00 feet East of the Northwest corner of the Jeremiah Ralston D.L.C. No. 49, Township 12 South, Range 2 West, W.M.; thence South 88° 36' 44" East 391.78 feet to Engineer's center line Station 930+91.78.

Bearings are based upon the Oregon Coordinate System 1983(91), north zone.

This parcel of land contains 759 square feet, more or less, outside the existing right of way.

**PARCEL 2 - Permanent Easement For Slopes**

A parcel of land lying in the Jeremiah Ralston D.L.C. No. 49, Township 12 South, Range 2 West, W. M., Linn County, Oregon and being a portion of that property described in that Statutory Warranty Deed to Thomas O. Evans and Glenda S. Evans, recorded October 3, 1995 in MF Volume 768, Page 185 of Linn County Records; the said parcel being that portion of said property included in a strip of land variable in width, lying on the Southerly side of the center line of the relocated Corvallis-Lebanon Highway, which center line is described in Parcel 1.

The width in feet of said strip of land is as follows:

Station	to	Station	Width on Southerly Side of Center Line
927+48.00		930+14.00	44.00 in a straight line to 52.00

EXCEPT therefrom Parcel 1.

This parcel of land contains 1,266 square feet, more or less.

**Figure 5-2**

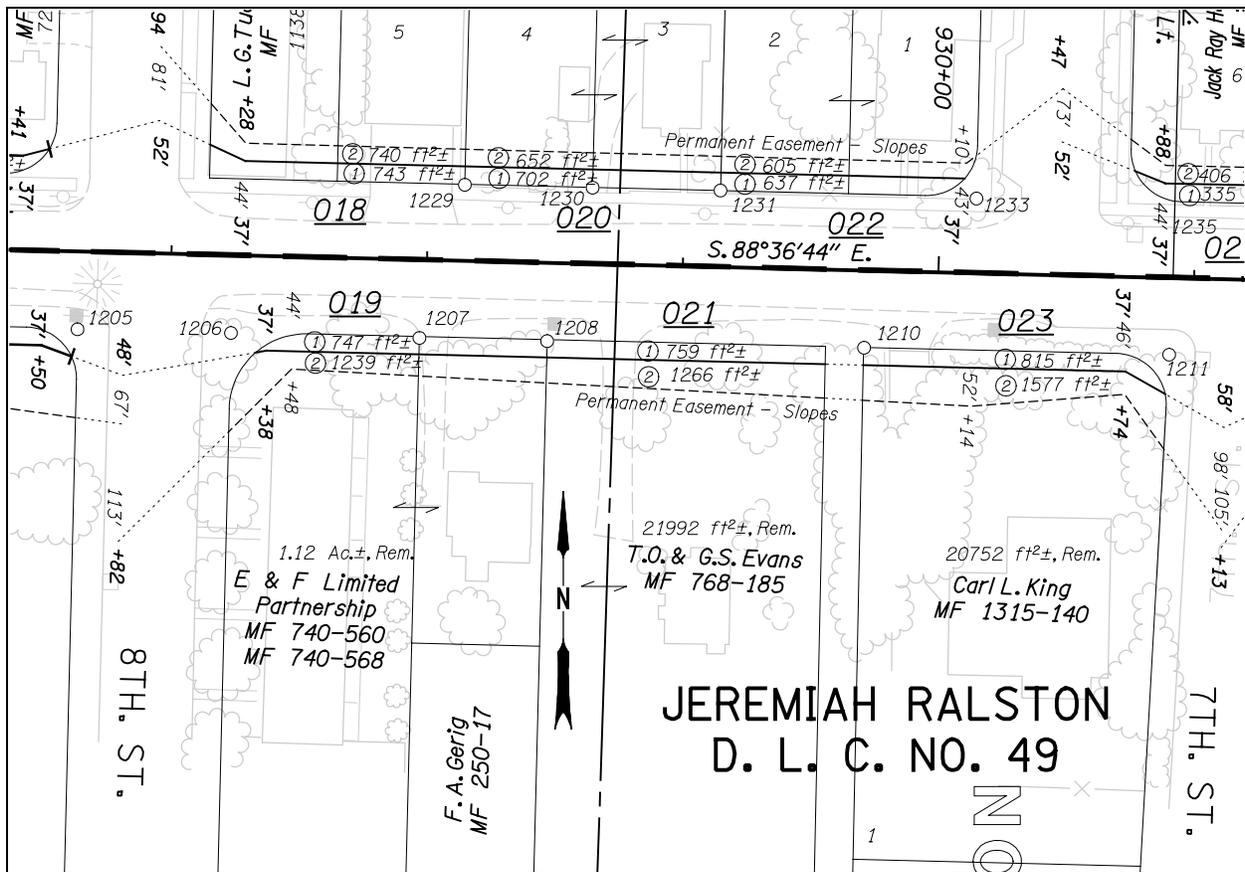


Figure 5-3

In the description example above, in Figure 5-2, there are several phrases highlighted. These highlighted phrases can be found in most ODOT descriptions. These phrases follow the general outline for a description.

The general outline for a description is as follows:

- I. GENERAL LOCATION: "A parcel of land lying in . . . "
 

Describe the general location in which a parcel lies.
- II. VESTING PROPERTY: " . . . and being a portion of that property . . . "
 

Reference to the deed of the vesting property in which a parcel lies.
- III. SPECIFIC BOUNDS: " . . . ; the said parcel being that portion of said property . . . "
 

Define specifically the parcel of land: presenting a center line strip description, presenting metes and bounds or referencing to an existing record.
- IV. DEFINING CENTER LINES, LINES & TRACTS: " . . . which center line is described . . . "
 

Define any center lines (i.e. center lines of relocated highways; center lines of roads) that are called out and define any variable strip segments.

The description may further define a described tract of land or described line.

## V. FURTHER ADJUSTMENTS TO THE BODY

Insert an augmenting or qualifying phrase if there is anything to add to or take away from the body of the description

## VI. BASIS OF BEARING: “Bearings are based upon . . . .”

Give a basis of bearing if bearings are used in the description.

## VII. AREA: “This parcel of land contains . . . , more or less . . . .”

Define the area of the parcel.

These highlighted phrases are useful when writing an Exhibit ‘A’ because they form an outline to follow. Consider these phrases the **foundation blocks** supporting the structure of a description.

## Building Block Phrases

Foundation Block phrases are found in most ODOT descriptions. Between these foundation block phrases are description phrases that vary depending on what is being described. The remaining chapter will present several examples of these varying description phrases. Consider these varying phrases **building blocks** for building the structure of a description. The order these building block phrases will be presented in this chapter are as they would appear in the structure of a description, following the outline for a description mentioned above. The intent of this chapter is to give the description writer example phrasing to follow when putting a description together.

### General Location of Parcel Phrases: “A parcel of land lying in . . . .”

An example of a **Sixteenth Section** phrase:

. . . lying in the NE $\frac{1}{4}$ SE $\frac{1}{4}$  and S $\frac{1}{2}$ NE $\frac{1}{4}$  of Section 12, Township 45 South, Range 18 West, W.M., Curry County, Oregon . . .

An example of a **Government Lot** phrase:

. . . lying in Lot 1 of Section 6, Township 45 South, Range 18 West, W.M., Curry County, Oregon . . .

An example of a **Donation Land Claim** phrase:

. . . lying in the Simon S. Markham D.L.C. No. 36, Township 12 South, Range 3 West, W.M., Linn County, Oregon . . .

An example of a **Subdivision** phrase:

. . . lying in Lots 1, 2 and 3, Block 3, NICHOL'S ADDITION TO THE CITY OF LEBANON, Linn County, Oregon . . .

An example of a **Partition Plat** phrase:

. . . lying in Parcel 1 of Partition Plat No. 2002-2, Malheur County, Oregon . . .

An example of a **Condominium Plat** phrase:

. . . lying in the common element of STANWOOD MANOR CONDOMINIUMS, Washington County, Oregon; . . .

### **Abandoned Right of Way Phrases: “. . . and being a portion of that property . . . “**

On occasion, it will be necessary to make reference in the caption of the description to a portion of former state highway which has been abandoned to a local jurisdiction. In the older abandonment's it will be necessary to refer to the resolution in the Commission minutes. The following are some examples of the proper wording to use:

. . . A parcel of land lying in Lot 3, Section 6, Township 15 South, Range 16 East, W.M., Crook County, Oregon and being a portion of the Ochoco Highway right of way designated as Unit A and abandoned to Crook County in that Abandonment and Retention Resolution No. 178, adopted by the Oregon State Highway Commission, December 20, 1948 and entered into the State Highway Commission minutes and records on pages 15499 through 15501 as Exhibit H; the said parcel being that portion of said right of way included in a strip of land 100.00 feet in width, lying on the Easterly side of the center line of the relocated Ochoco Highway, which center line is described as follows:

. . . and being a portion of the Pacific Highway right of way abandoned to Douglas County in that Abandonment and Retention Resolution No. 46, adopted by the Oregon State Highway Commission, November 17, 1937 and entered into the State Highway Commission minutes and records on pages 7707 and 7708 ...

. . . and being a portion of the Oakland - Shady Highway designated as Unit C and abandoned to Douglas County in that Abandonment Resolution No. 670, recorded August 9, 2001 as Liber 325, Page 0453, Douglas County Book of Records.

### **Vesting Property Phrases: “. . . and being a portion of that property . . . “**

Deed reference phrases vary depending on the county in which the deed is recorded and the recording date of the deed. For deed reference phrasing refer to the Right of Way Engineering Units Deed\_Recording\_List document at this link:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/)

An example phrase of a reference to a Multnomah County **deed**, using the Deed\_Recording\_List document format:

. . . and being a portion of that property described in that Warranty Deed to Kenan Mahalalel recorded June 19, 2001 as Document No. 2001-98765, Multnomah County Records . . .

A phrase example to follow when referencing to a **named parcel** described in a particular deed:

. . . property designated as Parcel 4 and described in that Warranty Deed to . . .

An example of phrasing used when referencing to an **Abandonment and Retention Resolution**:

. . . and being a portion of the Ochoco Highway right of way designated as Unit A and abandoned to Crook County in that Abandonment and Retention Resolution No. 178, adopted by the Oregon State Highway Commission, December 20, 1948 and entered into the State Highway Commission minutes and records on pages 15499 through 15501 as Exhibit H; . . .

The following example phrase limits a parcel to a right of way:

... and being a portion of the Central Oregon & Pacific Inc. (Formerly Southern Pacific Transportation Co.) right of way ...

### **Specific Bounds Phrases: "... said parcel being that portion of said property ..."**

The first choice for describing the specific boundary of a parcel is to use strip phrases. The following example phrases define the bounds of a parcel using a **strip of land**:

... included in a strip of land 37.00 feet in width, lying on the Southerly Side of the center line of the relocated Pacific Highway, ...

... included in a strip of land variable in width, lying on the Northerly Side of the center line of the relocated Pacific Highway, ...

... included in a strip of land 100.00 feet in width, 50.00 feet on each side of the center line of the relocated Pacific Highway, ...

... included in a strip of land variable in width, lying on each side of the center line of the relocated Pacific Highway, ...

... included in a strip of land 15.00 feet in width, lying Northerly of and adjoining the Southerly line of said property, ...

Example of phrases using as a parcel bounds a **line at right angles to the center line station**:

... lying between lines at right angles to the center line of the Pacific Highway at Engineer's Stations 10+00.00 and 15+00.00 ...

... lying Northerly of a line at right angles to the center line of the relocated Pacific Highway at Engineer's Station 10+00.00 ...

Example phrases using **lines parallel to a center line** as parcel bounds:

. . . lying between lines parallel with and 50.00 feet Easterly and 100.00 feet Easterly of said center line . . .

. . . lying Easterly of a line parallel with and 100.00 feet Westerly of the center line of the Pacific Highway, . . .

Example phrases using **another Parcel** as one of the parcel bounds:

. . . lying between Parcel 1 and a line parallel with and 100.00 feet Easterly of the center line of the Pacific Highway, . . .

. . . that portion of said property lying Easterly of and adjoining Parcel 1.

Example phrases using an **adjacent or abutting property boundary** as a parcel bounds:

. . . lying Westerly of and abutting FIRST ADDITION TO WATSECO, Tillamook County, Oregon.

. . . lying Westerly of and adjacent to that property acquired by the State of Oregon, by and through its State Highway Commission, in that certain Judgment dated May 17, 1968 entered as Circuit Court Case No. 64410 of Marion County, Oregon.

Example phrase calling to a **named creek** as a parcel bounds:

. . . lying Westerly of Hawk Creek and/or Neskowin Creek . . .

Examples of phrases using **described lines** as a parcel bounds:

. . . lying Easterly of the following described line:

Beginning at a point opposite and 60.00 feet Easterly of Engineer's Station 10+00.00 on the center line of the relocated Pacific Highway; thence Easterly in a straight line to a point opposite and 300.00 feet Easterly of Engineer's Station 10+50.00 on said center line.

. . . lying Easterly of a line that begins at a point opposite and 50.00 feet Easterly of Station 10+00.00 on the center line of the Pacific Highway and runs thence Northerly in a straight line to a point opposite and 100.00 feet Easterly of Station 15+00.00 on said center line; . . .

Example phrasing using a **described tract** as a parcel bounds:

. . . lying within the following described tract:

Beginning at Engineer's Station 668+10.00 on the center line of the relocated Corvallis-Lebanon Highway; thence Northerly at right angles to said center line 104.89 feet; thence Northwesterly in a straight line to a point opposite and 195.00 feet Northerly of Engineer's Station 657+60.00 on said center line; thence Easterly in a straight line to a point opposite and 107.80 feet Northerly of Engineer's Station 659+95.00 on said center line; thence Southerly in a straight line to Engineer's Station 659+95.00 on said center line; thence Westerly along said center line to the point of beginning.

The center line of the relocated Corvallis - Lebanon Highway referred to herein is described in Parcel 1.

When a described tract is used to describe a parcel bounds the tract boundaries may encompass an area outside of the grantor's property as well as a portion of his property. Therefore, if a vesting property phrase is used in the caption, it limits the parcel to only that portion of the Grantor's property that is within the described tract.

### Phrases defining called center lines: “. . . which center line is described . . . “

The following phrasing example defines a **center line** with a **description** paragraph:

. . . which center line is described as follows:

Beginning at Engineer's center line Station 1079+76.00, said station being 549.00 feet North and 723.28 feet East of the South quarter corner of Section 27, Township 7 South, Range 11 West, W.M.; thence South 46° 59' 38" East 1027.87 feet; thence on a spiral curve right (the long chord of which bears South 43° 51' 22" East 199.76 feet) 200.00 feet; thence on a 608.48 feet radius curve right (the long chord of which bears South 30° 04' 19" East 158.97 feet) 159.42 feet; thence on a spiral curve right (the long chord of which bears South 1° 19' 41" West 746.91 feet) 760.00 feet to Engineer's center line Station 1101+23.29 Back equals 1101+16.80 Ahead; thence South 13° 12' 56" West 119.42 feet to Engineer's center line Station 1102+36.22.

Here are phrasing examples where the **center line** is defined **by** referring to another **parcel**:

. . . which center line is described in Parcel 1.

The center line of the relocated Pacific Highway is described in Parcel 1.

Here are phrasing examples where the **center line** is defined **by** referring to a **deed**:

. . . which center line is described in that Warranty deed to . . .

. . . which center line is described in that parcel designated as Parcel 1 and described in that Warranty deed to . . .

## Body Adjustment Phrases

The following augmenting phrase examples define a **vacated street inuring to a property**:

ALSO that portion of Mahr Avenue vacated by Ordinance No. 49, recorded October 26, 1966 Instrument No. 76414, Malheur County Deed Records inuring to said Lot 1 and included in said strip of land.

A parcel of land lying in Lot 18, Block 3, ROSS ADDITION TO SELLWOOD and in vacated S.E. Harney Street inuring to said lot, Multnomah County, Oregon; the said parcel being that portion of said lot and vacated S.E. Harney Street lying Southerly of the center line of said vacated S.E. Harney Street...

The following qualifying phrase example excludes another **Parcel**:

EXCEPT therefrom Parcel 1.

The following qualifying phrase examples exclude existing ODOT property:

EXCEPT therefrom that property designated as Parcel 1 and described in that Warranty Deed to the State of Oregon, by and through its Department of Transportation, recorded June 25, 2001 Instrument No. 2001-4300, Malheur County Deed Records.

EXCEPT therefrom that parcel of land described in that agreement between the State of Oregon, by and through its State Highway Commission and Southern Pacific Company, dated May 22, 1936 and recorded October 15, 1936 in Book 25, Page 556, Multnomah County Record of Deeds.

EXCEPT therefrom that property acquired by the State of Oregon, By and Through its Department of Transportation, in that Stipulated Final Judgment, dated July 15, 2002, entered as Circuit Court Case No. 012266, Clatsop County, Oregon.

The following qualifying phrase example excludes from a temporary easement parcel a **building**:

EXCEPT therefrom that portion of said parcel lying within the existing building.

The following example description shows some unique phrasing:

**Rail Service Easement (To Be Granted To O.D.O.T.)**

That portion of the Portland and Western Railway Company's Rail Service Easement along the rail corridor from Bowers Junction to Orenco, Oregon lying within the following described parcel of land:

A parcel of land situated in the E½W½ of Section 23, Township 1 North, Range 2 West, W.M., Washington County, Oregon and being a portion of The Burlington Northern and Santa Fe Railway Company's 100 foot branch line right of way conveyed to the Oregon Department of Transportation, said right of way being 50 feet on each side of the center line of the main track from Bowers Junction to Orenco, Oregon; the said parcel being that portion of said right of way lying Southerly of a line parallel with and 70 feet Northwesterly of the center line of N. W. Cornelius Pass Road, as said center line is shown on County Survey No. 23674, filed February 28, 1990, Washington County Surveyor's Office and Northerly of the Easterly extension of a line parallel with and 33 feet Southerly of the center line of N. W. Imbrie Drive, as said street is shown on the Plat of TANASBOURNE WEST, Washington County, Oregon, filed in Plat Book 111, Pages 31 through 34, and recorded June 24, 1997 as Microfilm Document No. 97057566, Washington County Book of Records.

This parcel of land contains 7.83 acres, more or less.

## Phrases defining land under jurisdiction of Division of State Lands:

All submerged and submersible lands of streams and lakes and all tidal submerged lands within the State of Oregon not previously vested or granted to private parties are owned by the state and fall under the jurisdiction of the Division of State Lands (ORS 274.025 and ORS 274.710).

Submerged lands are defined as *“lands lying below the line of ordinary low water of all navigable waters within the boundaries of this state as heretofore or hereafter established, whether such waters are tidal or nontidal.”* ORS 274.005 (7)

Submersible lands are defined as *“lands lying between the line of ordinary high water and the line of ordinary low water of all navigable waters and all islands, shore lands or other such lands held by or granted to this state by virtue of her sovereignty, wherever applicable, within the boundaries of this state as heretofore or hereafter established, whether such waters or lands are tidal or nontidal.”*  
ORS 274.005 (8)

Line of ordinary high water is defined as the *“line on the bank or shore to which the high water ordinarily rises annually in season.”* ORS 274.005 (3)

Line of ordinary low water is defined as the *“line on the bank or shore to which the low water ordinarily recedes annually in season.”* ORS 274.005 (4)

Tidal submerged lands is defined as *“lands lying below the line of mean low tide in the beds of all tidal waters within the boundaries of this state as heretofore or hereafter established.”* ORS 274.705 (7)

The ordinary highway water mark is generally recognizable by a change in soil or vegetation on the bank (Division of State Lands publication). However, *“when the lines of ordinary high or low water cannot be determined by survey or inspection, then such lines shall be determined by the use of the annual mean high or mean low water for the preceding year.”* ORS 274.015

Right of way needed on land under the jurisdiction of the Division of State Lands shall be acquired as a permanent easement for highway right of way purposes. The following are examples on how to word the descriptions:

. . . A parcel of land lying in Lot 10, Block 15, CHARLESTON and tidelands abutting said Lot 10, Coos County, Oregon; the said parcel being that portion of said Lot 10 and said tidelands lying Westerly of the mean low water line on the Westerly bank of South Slough . . .

. . . the said parcel being that portion of said property lying Easterly of the present mean low tide line and lying below the mean low tide line as it existed in 1935.

A parcel of land lying in Section 1, Township 28 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being all state-owned submerged and submersible land lying between the lines of ordinary high water on the Northerly and Southerly banks of the Coquille River . . .

A parcel of land lying in Section 31, Township 25 South, Range 12 West, W.M., Coos County, Oregon, the said parcel being all state-owned submerged and submersible land lying below the ordinary high water lines of Catching Slough and of the Coos River, northwesterly of a line at right angles to the center line of the relocated Coos River Highway at Engineer's Station 45+00, and included in a strip of land variable in width, lying on each side of said center line, which center line is described as follows:

A parcel of land lying in Section 27, Township 26 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being all state-owned submerged and submersible land lying between the lines of ordinary high water on the Easterly and Westerly banks of Davis Slough included in a strip of land 60 meters in width, 30 meters on each side of the center line of the relocated Oregon Coast Highway which center line is described as follows:

# Right of Way HQ Functions



## Sales - Descriptions

ODOT has a continuing program to sell its surplus property. Generally, the Headquarters staff writes these sale descriptions. Acquisition files and sale files have a lot in common. There are however, a few differences, which are as follows:

### Description File Name

Sale descriptions will be stored in the same file folder that holds the original description used to acquire the property. The file name of the surplus sale description will contain the file number followed by a capital letter (i.e. 5000123A). If there is a sale description already in the file folder, use in the description name the next available letter of the alphabet (i.e. 5000123A exists, use 5000123B).

Occasionally a surplus sale will encompass property acquired under more than one file. In this case, the sale is usually associated with the lower file number.

### Addendum - Owners Name

Since ODOT owns the surplus property, the Owners name in a sale is ODOT.

ODOT

### Addendum - Area Breakdown

Sometimes sale parcels are comprised of files from more than one acquisition. Create an area breakdown paragraph in the addendum. Place the area contained in each prior file on a separate line with its file number.

Area Breakdown  
File 6468002 – 75 square meters, more or less.  
File 6468059 – 987 square meters, more or less.

**Exhibit "A" - Parcel Heading**

Label fee parcels in sales descriptions as, "To Be Sold" rather than, "Fee" as in a typical acquisition.

**Parcel 1 – To Be Sold**

Sometimes ODOT will want to retain an easement on the property to be sold. In this case, the description label of the easement parcel should contain in parenthesis the statement "To be retained by ODOT"

**Parcel 2 – Permanent Easement For Access (To be retained by ODOT)**

**Sales – CAD Work**

When a sale description is written, it must be tracked through ODOT's Right of Way Mapping System. This system is comprised of our roll and sheet drawings. Each sale is generally tracked on the drawing containing the acquisition. Changes made to the right of way drawings for sales are of two types:

1. Tentative Sales
2. Finalized Sales

## Tentative Sales

When a sale is first proposed, it is not certain that it will take place. Still, we want to keep track of it. ODOT has two types of right of way drawings: Linen and CAD drawings. The CAD drawings may be broken down into two additional categories, Mylar and Paper. Each of these types of drawings is handled in a different way.

### Linen Drawings

Since a proposed sale is tentative, we do not want to make permanent changes to the drawing until it has actually been sold. The proposed sale elements are drafted with a No. 2 pencil and the limits of the sale are indicated by arrows (shown in Figure 6-1). The area along with the date, drafter's initials and the term "To Be Sold" are penciled-in on the drawing.

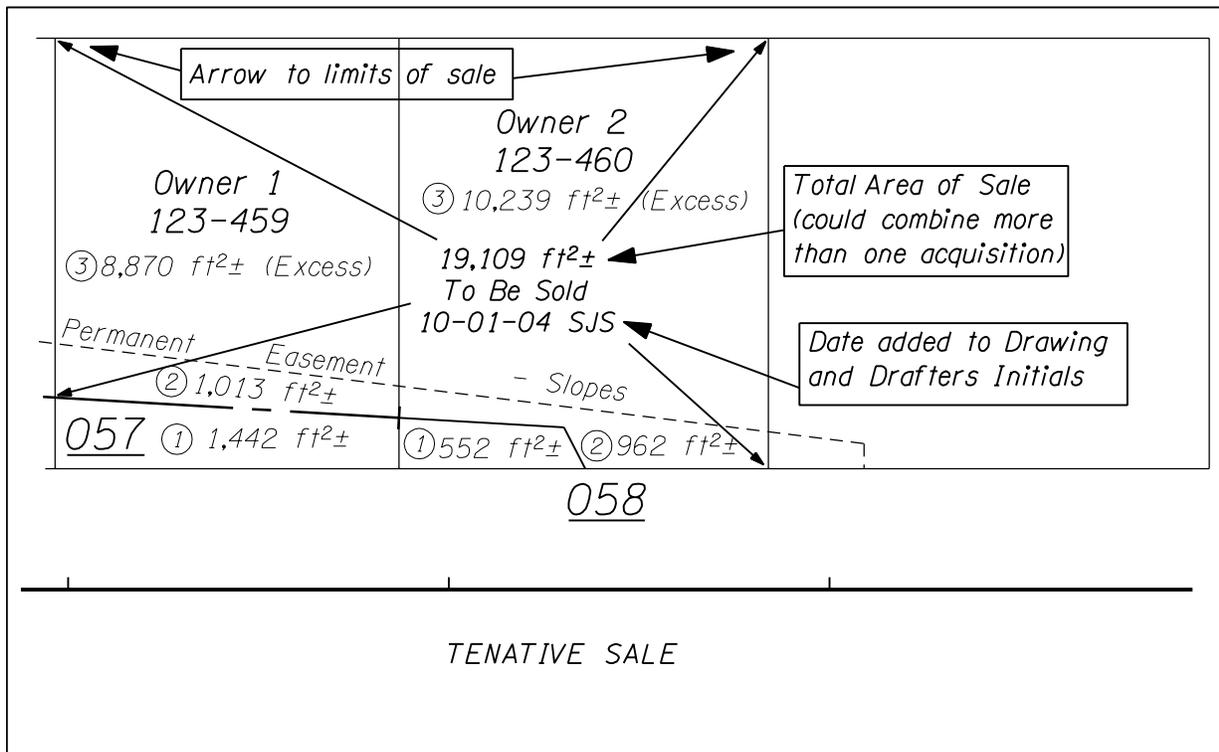


Figure 6-1

### CAD Drawings

The same proposed sale information placed on linen drawings is also added to the CAD file. It is also placed on the printed version. If the printed copy is on mylar, pencil in the information. If the printed copy is on paper, a new drawing may be plotted that contains the sale information. This is generally a cost issue, as mylar is several times more expensive than paper.

## Finalized Sales

Once finalized (it has been recorded with the county) the information for a sale is then placed permanently on the representative drawing. Again, since we have different types of right of way drawings, there are different ways to accomplish this.

### Linen Drawings

Figure 6-2 shows a portion of a linen drawing containing a sale. This is still the method used today. The outline of the sale is drawn in with a purple pencil. The text "Sold to [Owners Name]" and the Deed Reference are inked onto the drawing.

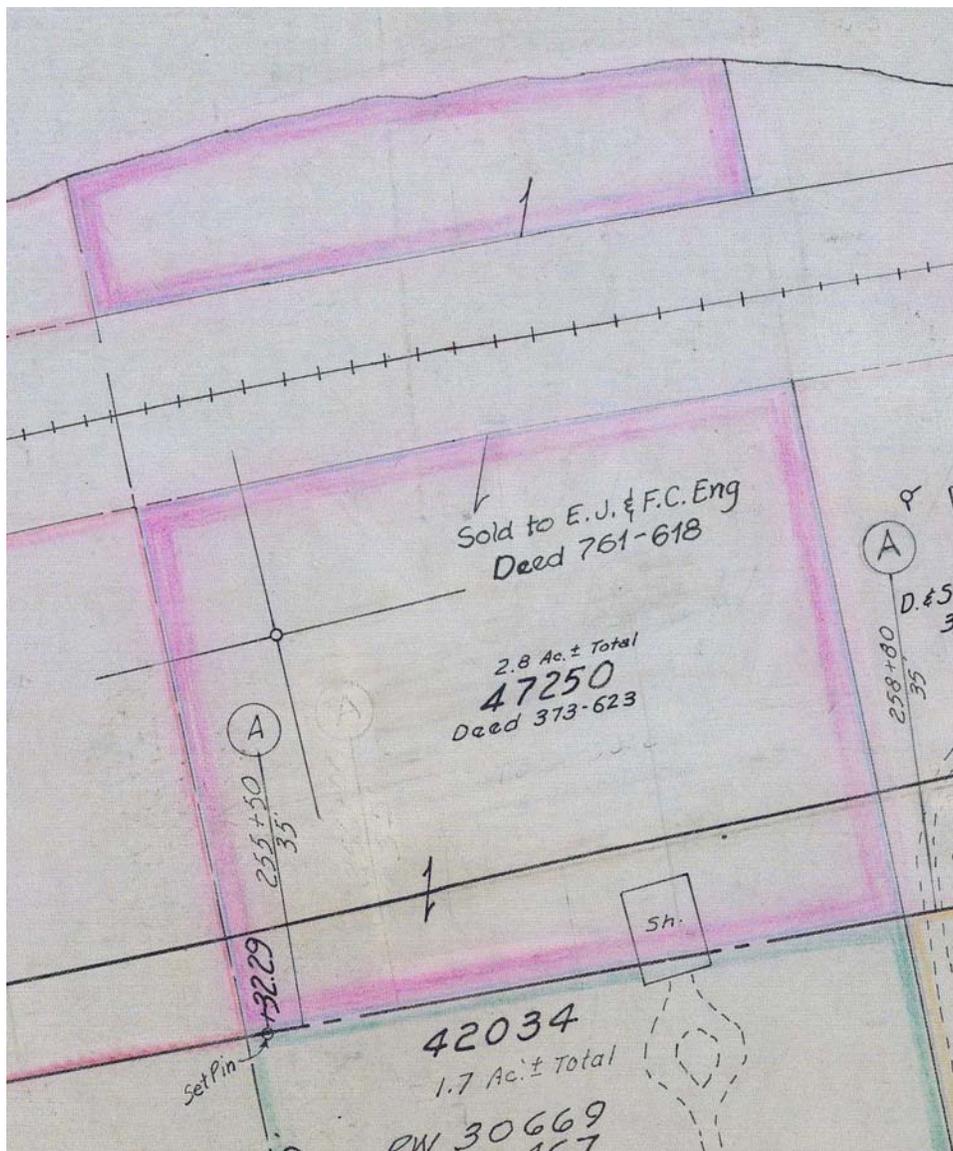
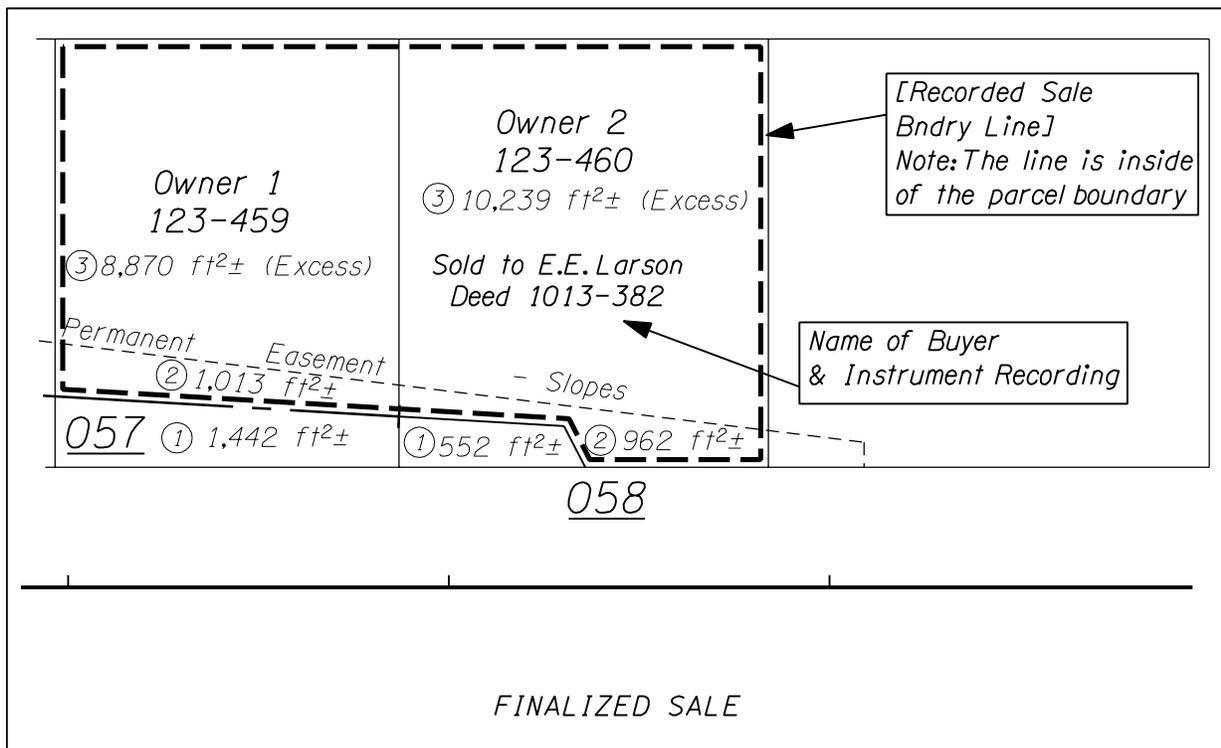


Figure 6-2

**CAD Drawings**

Figure 6-3 shows an example of a final sale done in a CAD drawing. A unique linestyle is available through the ODOT menu bar, named, "Recorded Sale Bndry Line". It is placed just inside the boundary of the sale, so that the existing lines are not covered. The same text added in the Linen Drawing is placed in the CAD file. Generally, if the existing drawing is a paper version, a new copy is plotted and takes the place of the original. If the original is a Mylar copy, then either a new one is produced, or if the cost is not justified, this information may be added on the existing mylar with red pencil, until such time as a new Mylar is plotted.



**Figure 6-3**

## Survey Approval Drawing

Right of Way Engineering follows ODOT's Policies & Procedures "PRO 04" when producing the documents for Highway Corridor and Design Resolutions. Creating the Survey Approval Drawing is one part of the process. Below in Figure 6-4 is an example of a Survey Approval Exhibit.

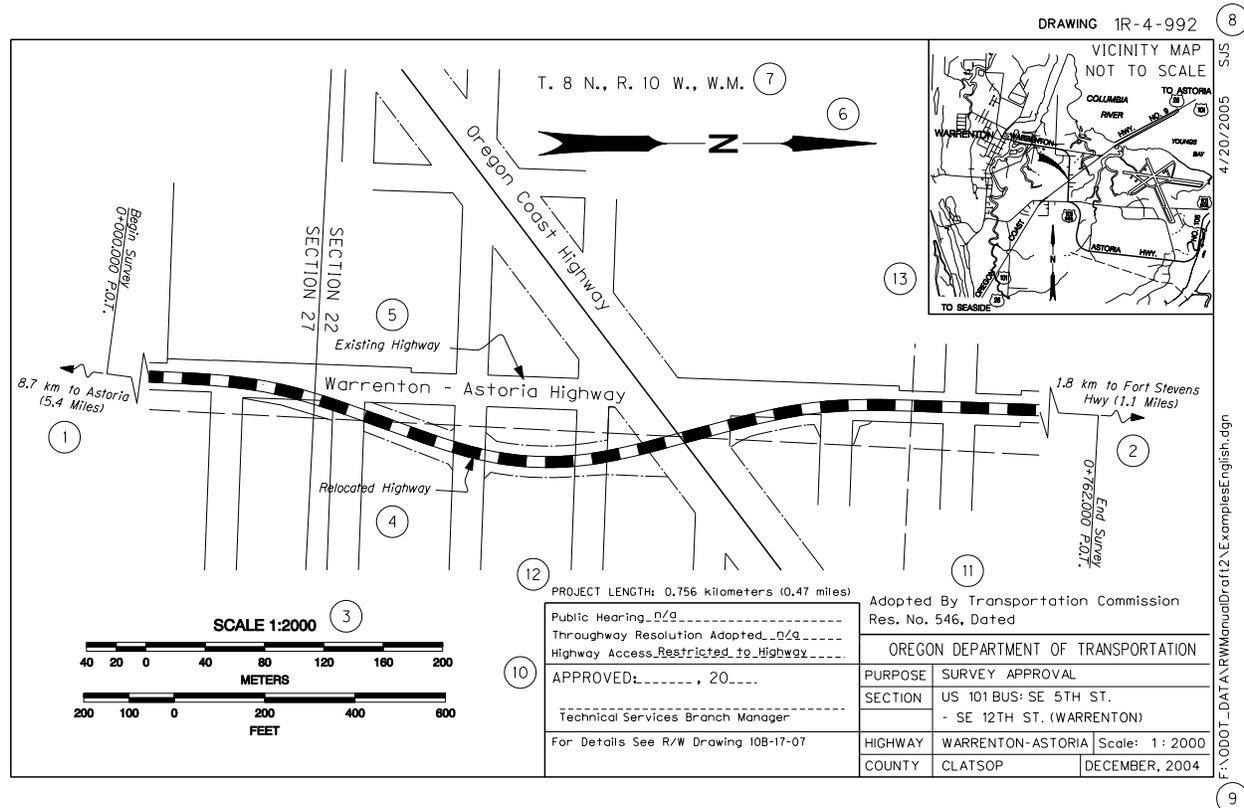


Figure 6-4

### Survey Approval CAD Exhibit

Items of Note:

1. The station at the beginning of survey.  
Distance to the nearest town.
2. The station at the end of survey.  
Distance to the nearest town.
3. Survey Approval Drawings are often created at non-typical scales. You may need to edit the regular scale bar to represent the scale of your drawing.
4. Label the relocated Highway.

5. Label the existing Highway.
6. Include a North Arrow.
7. Include the location of the area in the Government Land System.
8. This drawing is typically produced as a ledger size (11"x17") Request a "1R" map number and include it in the drawing.
9. Include the text that works with the Pen table to produce drawing name and plot date and make sure it works correctly. This is the best way to find the CAD file in the future.
10. Public Hearing Date:  
Signature.  
Drawing cross reference.
11. Request a Survey Approval Resolution number from General Files.
12. Determine the length of the project from Inventory and Mapping.
13. Insert a Vicinity Map, a small scale representation of the area. You will find CAD files of Cities and Counties on the ODOT FTP site that you may use. Some editing and level manipulation may be required.

## Boilerplate Documents

As part of the submission to the Oregon Transportation Commission are the following two documents. These documents are stored in the same location as other right of way standards. Besides filling out the standard information, you will also need to make sure the names listed are up to date, as they change through time.

**DATE:** OTC Meeting Date

**TO:** Oregon Transportation Commission

**FROM:** Bruce Warner  
Director

**SUBJECT:** Consent Calendar - Survey Approvals  
Highway Corridor and Design Resolutions  
Section Name, Highway Name

**Requested Action:**

The Commission is requested to approve the route location and highway design for the relocation of the state highways for the section of highway described as:

- Section Name, Highway Name (Hwy. No.), in County Name County (R/W Drg. No. Map No. dated date).

**Background:**

Commission approval is required for all survey approvals on state highways when the route changes affect the location of the designated highway.

The Section Name project is on the Highway Name Highway in County Name County (distance/direction to nearest city). The project is listed in the 1996-1998 STIP for construction in Year. This project (has been completed)/(is under construction). The project (will) widen(ed) and improv(ed) distance kilometers (distance miles) of highway.

Oregon Transportation Commission  
 OTC Meeting Date  
 Page Two

In order that the record be clear as to the official location of these state highways, I recommend your approval of the enclosed survey approval maps. Upon the approval of the Commission, Highway Corridor and Design Resolutions will be entered into the minutes and records of the Commission as:

- Section Name, Highway Name (Hwy. No.), in County Name County – Highway Corridor and Design Resolution No. No.

Enclosures

Copies (w/enclosures) to:

Tom Lulay	Jeff Scheick	Paul Mather
Mike Marsh	Dee Jones	Bob Bryant
Patrick Cooney	Cathy Nelson	Jan Curry
Beth Wilson	Steve Lindland	Craig Greenleaf

The names listed on this page change, depending on who is in the position. The positions that need to be listed are:

Region 1 Manager	Communications Div. Administrator
Region 2 Manager	Technical Services Div. Manager/Chief Engineer
Region 3 Manager	Driver & Motor Vehicle Services Administrator
Region 4 Manager	Public Affairs/Web Administrator
Region 5 Manager	Transportation Development Div. Administrator
Right of Way Manager	Central Services Div. Deputy Director
	Highway Div. Deputy Director

OTC Meeting Date

Highway Corridor and Design Resolution  
File No. Resolution No.

**OREGON TRANSPORTATION COMMISSION**  
**HIGHWAY CORRIDOR AND DESIGN RESOLUTION**

**Section Name**  
**Highway Name Highway No. Route No.**  
**County Name County**

WHEREAS, pursuant to ORS 366.215, the Oregon Transportation Commission may select, establish, adopt, lay out, locate, alter, relocate, change, and realign primary and secondary state highways.

WHEREAS, pursuant to ORS 366.295, the Oregon Transportation Commission may make such changes in the location of highways designated and adopted by the Commission, as in the judgment and discretion of the Commission will result in better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways than is possible under the present location.

WHEREAS, the Oregon Transportation Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the **Section Name** Section of **Highway Name** Highway in **County Name** County and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map and other engineering data submitted by the Engineer, and also of the social, economic, and environmental effects of the route location and highway design proposed by the Engineer, it is the judgement of the Commission that the route location and highway design for said highway section designated as the **Section Name** Section of **Highway Name** Highway in **County Name** County should be approved.

OTC Meeting Date

Highway Corridor and Design Resolution  
File No. Resolution No.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission as follows:

1. That the route location and highway design as shown on the Engineer's map of the Section Name Section of Highway Name in County Name County beginning at Highway Engineer's Station Station and extending in a Direction direction to Highway Engineer's Station Station, a distance of Length miles/kilometers, which map for identification purposes bears Survey Design Approval Map File No. 1R – 3 - Number and the date of Enter Date, and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the Transportation Building, Salem, Oregon.

2. That when said highway section is permanently constructed, the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That said highway section has full access control.

4. That this resolution be entered in the minutes and records of the Commission as of the dd day of mm, yy as Highway Corridor and Design Resolution No. Resolution No..

### Jurisdictional Transfers

Whenever ODOT transfers land between another governmental agency and itself, it enters into a process now called a Jurisdictional Transfer. Formerly ODOT called this process Abandonment and Retention. ODOT has an Official Procedure for preparation of these documents (ROW 10-01-01). Right of Way Engineering’s involvement entails producing a final sketch map and checking or creating a description of the transfer area. A sketch map is produced to accompany the other documents. Figure 6-5, Figure 6-6 and Figure 6-7 below, show examples of various sketch map formats used for Jurisdictional Transfers.

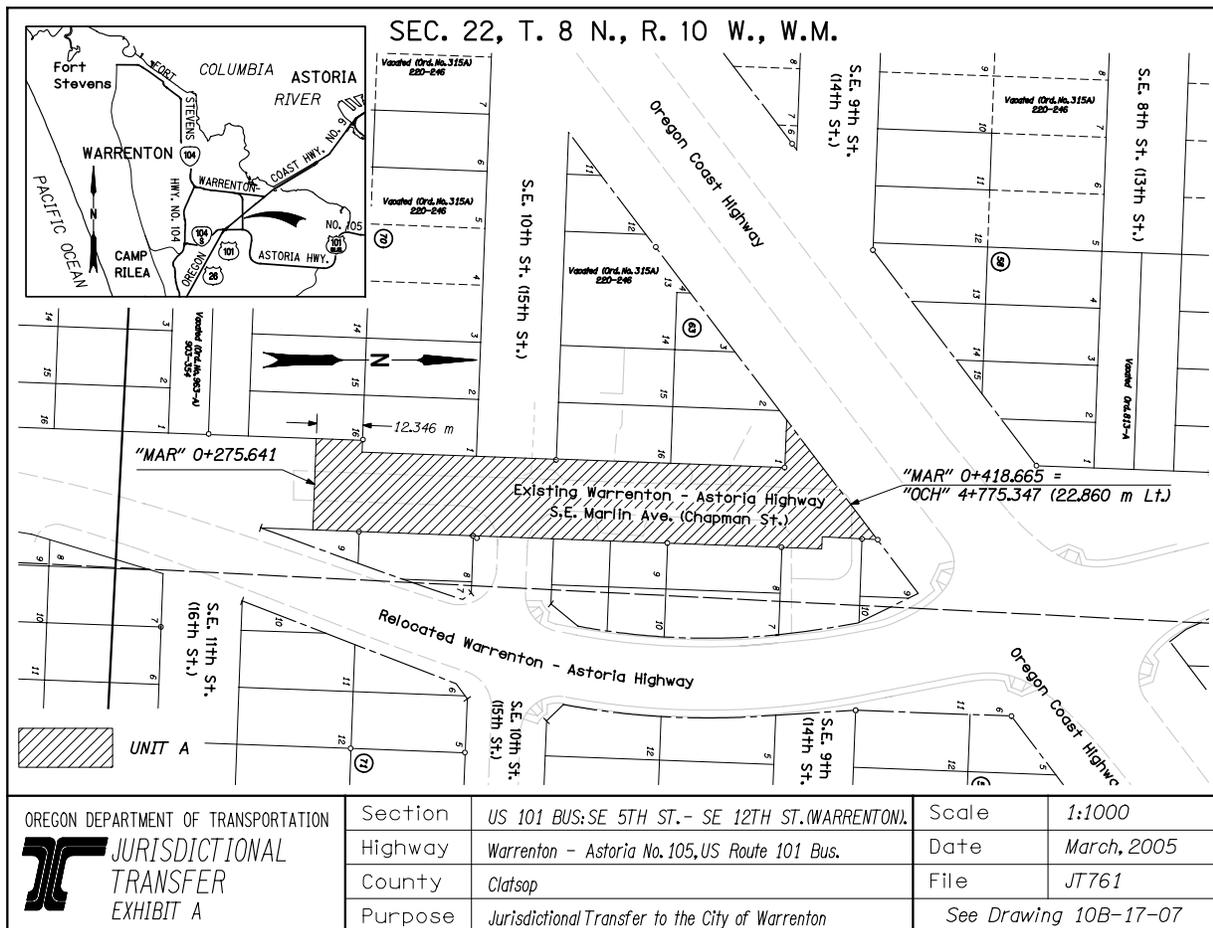


Figure 6-5

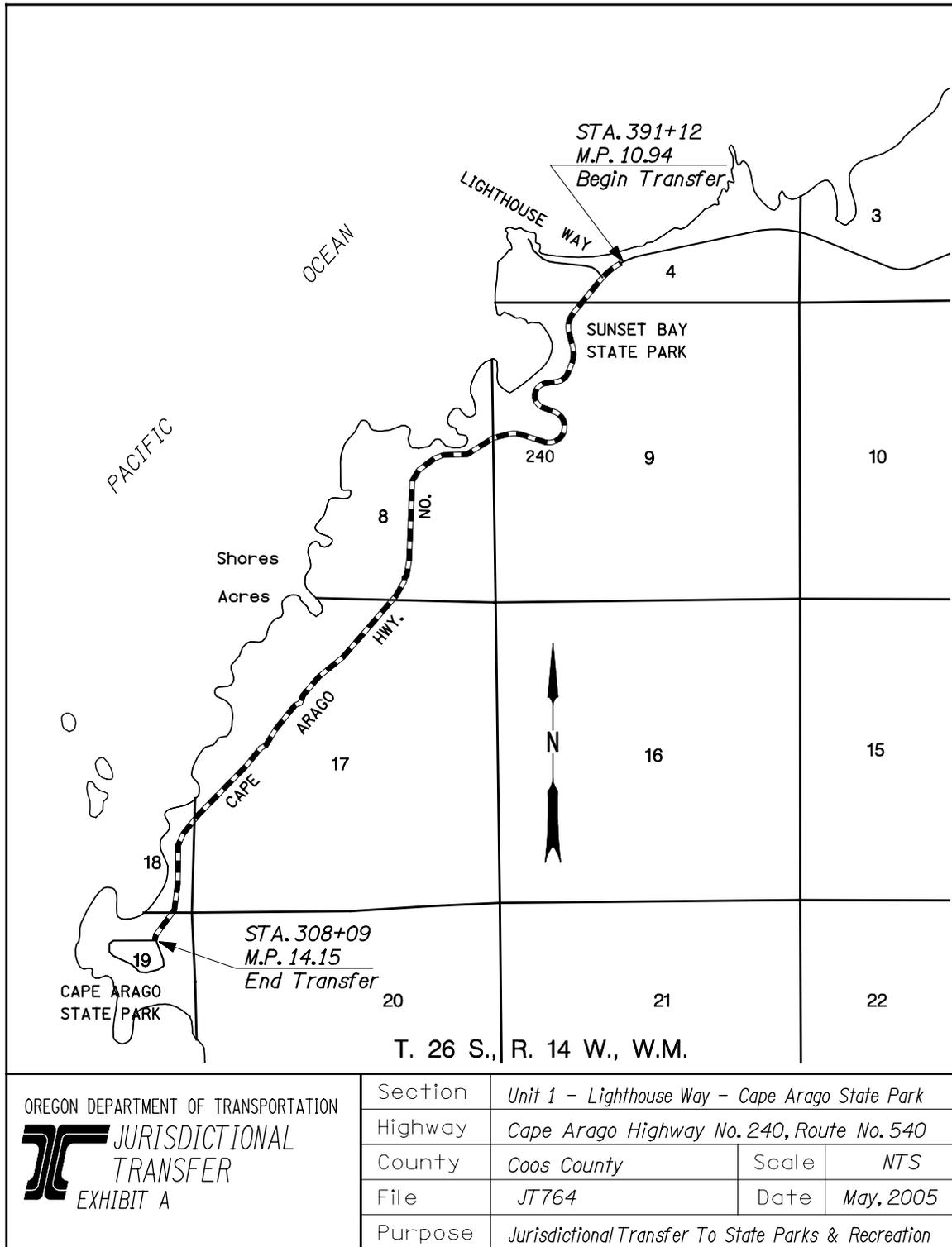


Figure 6-6

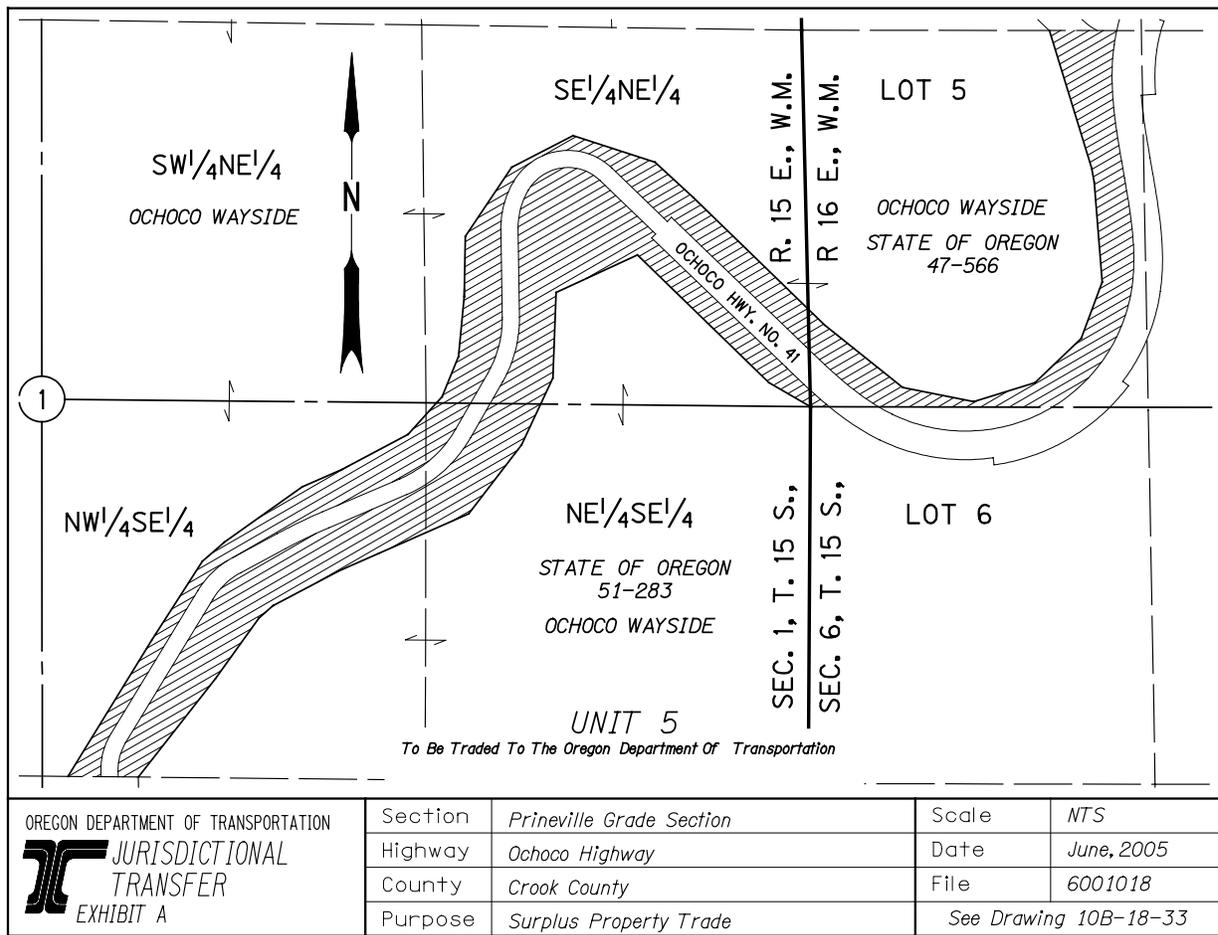


Figure 6-7

**Guidelines for Exhibit Maps for Jurisdictional Transfers**

(Taken from ROW 10-01-01)

It is the Region’s responsibility to provide a preliminary map, electronic if possible, of the highway segment being transferred to a local jurisdiction. Right of Way Engineering will use that preliminary map to create a final exhibit map that will be used for the agreement and other needed documents in the jurisdictional transfer process. The completion of the final exhibit map will be expedited considerably if the preliminary map is an electronic one. However, if the Region personnel involved do not have the equipment and/or the expertise to produce an electronic map, a paper map will suffice. Regions must create the best map possible with whatever information and materials are available.

The following guidelines were developed to assist the Regions with preparing maps.

Exhibit drawings (maps) are attached to the Jurisdictional Transfer Agreement document and should clearly show the limits of the section of highway being transferred.

1. Exhibit drawings should be 8½ x 11 (letter). In certain cases 11 x 14 (legal) may be used. 11 x 17 (ledger) should never be used.
2. Drawings should be produced electronically, using MicroStation. Computer Aided Design (CAD) programs, such as AutoCAD or other graphics programs, may be used if MicroStation is not available. Copying, cutting and pasting or faxing is not desirable.
3. The exhibit drawing should have the following:
  - Title box or area with the section name, highway name, state highway number and state route number, county name, scale and Jurisdictional Transfer number (see examples)
  - Scale bar
  - North arrow
  - Township, Section, Range
  - Large scale vicinity map
4. The starting and ending points of the transfer should be indicated on the drawing and should follow the description in the document. The end points of the section should be defined using the following hierarchy:
  - Mile points
  - Engineering stationing when available
  - Physical features (street intersections, curb lines, etc.)
  - Political boundaries (city limits, county lines, etc.)

### **Guidelines for Descriptions for Jurisdictional Transfer Agreements**

(Taken from ROW 10-01-01)

*The following guidelines are provided as a reference for Regions when writing the description for the Jurisdictional Transfer Agreements. Regions initiate the descriptions, as they are knowledgeable about the segment of the highway that is proposed for a jurisdictional transfer. As part of the overall process, Right of Way shall be reviewing the descriptions, together with the exhibit map.*

## Guidelines

The description of the portion of the highway being transferred shall follow the exhibit map.

The highway shall be identified by state highway name, highway number, highway route number (if applicable) and city street name (if applicable).

The portion of the highway being transferred is to be bounded by the beginning and ending points. The direction of the run is to be general, i.e. northerly, southerly, southeasterly, northwesterly. A center line description such as is used in Right of Way acquisition documents is generally not necessary for the description of the transfer. Use the same hierarchy as the map exhibit guidelines for the beginning and ending points of the portion being transferred:

- Mile points (MP)
- Engineering stationing when available
- Physical features (street intersections, curb lines, etc.)
- Political boundaries (city limits, county lines, etc.)

Cite the sections, township and range, city (if applicable) and county that the highway being transferred lies in.

### Sample Description: Fourth Street - Walker Avenue (Ashland)

All land within the right-of-way boundaries of the Rogue Valley Highway, State Highway No. 63, Route No. 99 (Siskiyou Boulevard) beginning at MP 19.5, said mile point being the intersection of the highway with the Southeasterly line of East Main Street. Thence running Southeasterly to MP 20.8 said mile point being the intersection of the highway with the Northwesterly line of Walker Avenue and lying in Sections 9, 10 and 15. Township 30 South, Range 1 East, W.M., City of Ashland, Jackson County, Oregon.

## Court Exhibits

Court Exhibit drawings are specialized exhibits prepared for the Department of Justice attorneys for use during trial after a property is condemned. The court exhibits are large format color plots, usually 24 inches by 36 inches and mounted on ¼ inch foam board. The attorneys will generally ask for multiple exhibits, a “Before” exhibit showing what the subject property was like before the project, and an “After” exhibit showing what the subject property was like once the project was completed. The attorneys will also request clear acetate overlays, showing the different takings, which are used as with the “Before” exhibit. The DOJ attorney will use the exhibits to tell a story of the project, and emphasize the benefits of the project to the traveling public and the property.

The court exhibits can either be prepared in the Right of Way CAD file or in a separate, stand alone CAD file. If the Right of Way CAD file is to be used, create a new model for the exhibits. Never prepare a court exhibit drawing in a right of way design model, since the graphics will have to be edited and changed to different standards. Graphical elements from the right of way design model, the topography CAD file or model and the construction design CAD file should be copied directly into the court exhibit model or file.

Before beginning on the court exhibit, meet with the DOJ attorney to review the case. Ask the attorney how many exhibits are needed and what types. Go over any special aspects of the case. Quite often, the court case will hinge on access to the Defendant’s property, or a perceived reduction in parking for a business. You may have to draft a proposed parking lot design provided by a consultant to DOJ. Check with the Region to make sure that the project was built according to the construction plans. The Region survey crews may have to visit the site and tie in the new improvements. Since there is a short time frame from when the DOJ attorney contacts you and the trial date, any additional surveying will have to be done early in the process. When the draft exhibits are completed, meet with the DOJ attorney for review. If the attorney is satisfied with the exhibits, make the final color plots and have them mounted on ¼ inch foam board.

There are some considerations in making a court exhibit drawing. The exhibit is serving a different purpose than the right of way map or construction plans. The exhibit is a drawing that will be displayed to a jury in a court trial. The drawing should not be crowded with information, and should be able to tell the story that the DOJ attorney is presenting. Labeling text should be large enough to be read from across a room. Do not use Engineering, Architectural, or Standard CAD fonts. Use ODOT font 33, or true type fonts, such as Helvetica, or Arial as these tend to be easier reading and more professional looking. Buildings, structures, sidewalks and streets should be color shaded. Colors should be pleasing and shade values should be light. Avoid full value colors, as these tend to be glaring and hard to see. Avoid using shades of red. Red is psychologically a “negative” color. Use blues, greens, greys and browns on your exhibit.

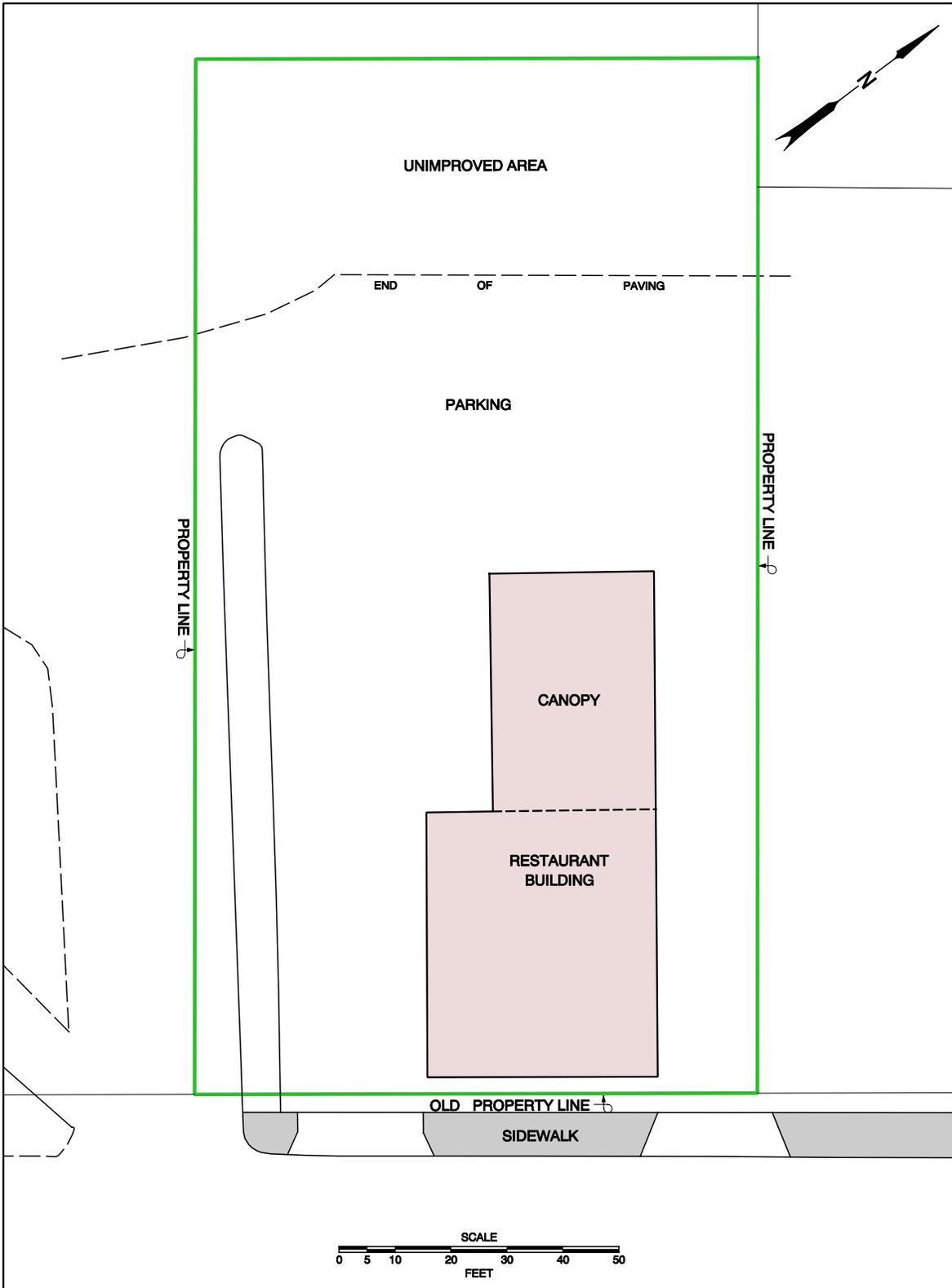


Figure 6-8

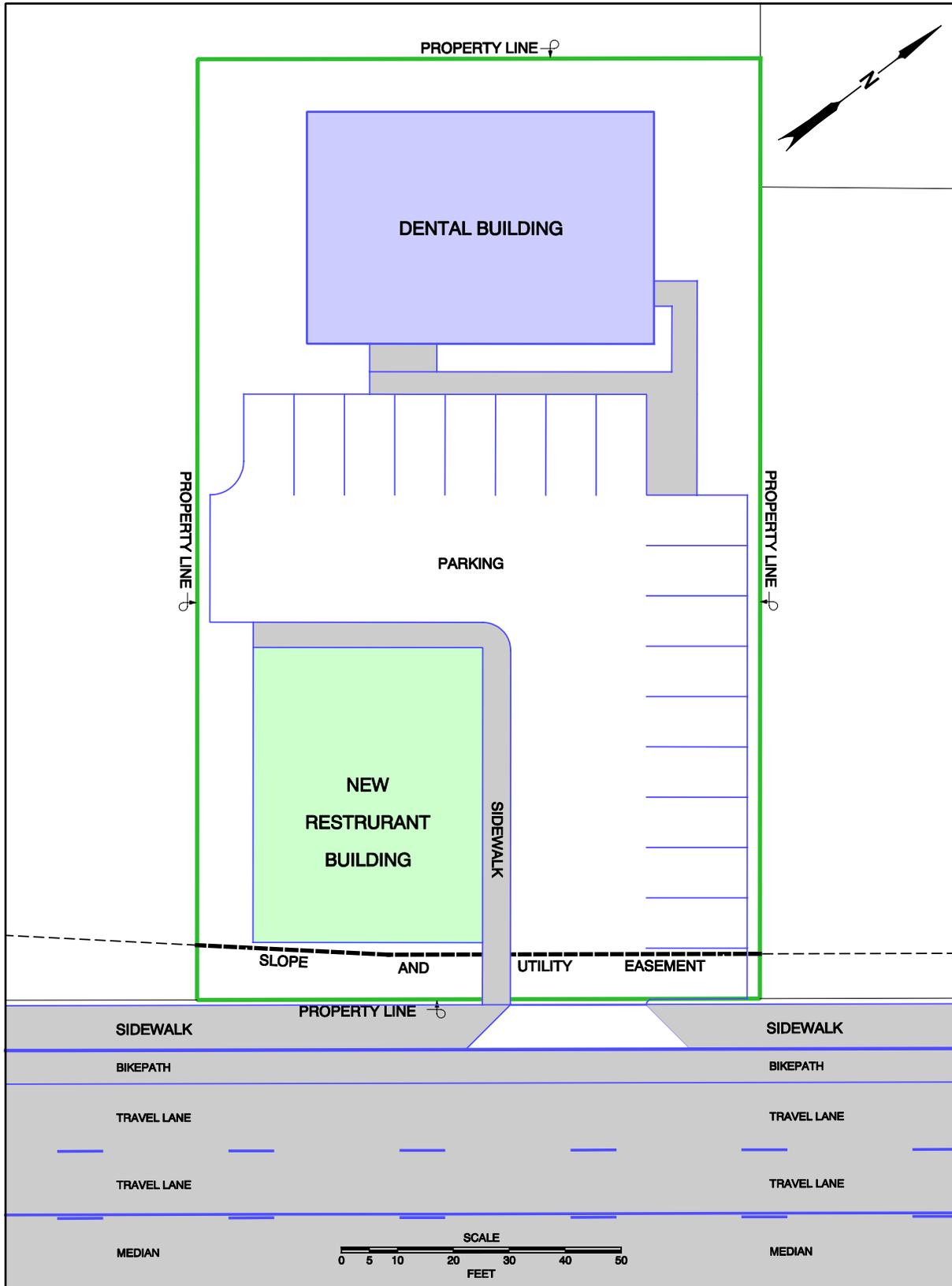


Figure 6-9



# APPENDIX

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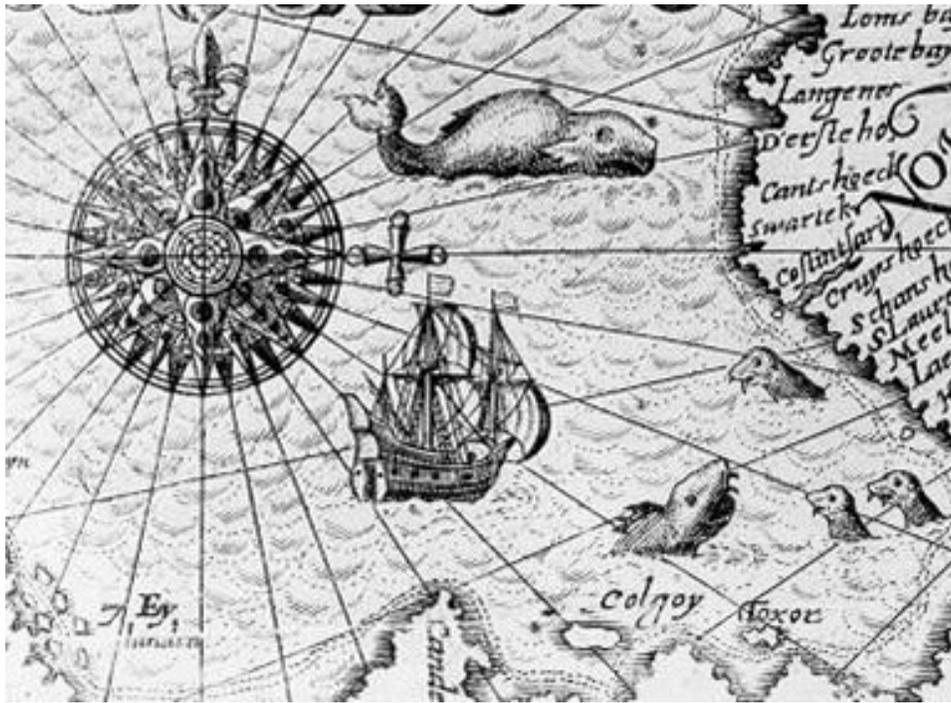


# Appendix A

## Determining Widths of Existing Rights-Of-Way for County Roads

The following document is a synopsis of laws relating to county road right of way widths, written by William F. Frye, A Lane County District Attorney. Written in 1959, but still pertinent today, as many state highways started as county roads.





DETERMINING WIDTHS OF EXISTING  
RIGHTS-OF-WAY FOR COUNTY ROADS

By WILLIAM F. FRYE  
Lane County District Attorney

## FOREWORD

"How wide is our right-of-way?" This is a question which is frequently raised in Lane County, and, I would assume, in every county. It is vital to anyone who is concerned with the construction or improvement of county roads.

Any one of several factors may raise the question. It may be that no width was specified in the original establishment proceeding, or, it may be that the road was informally taken over by the county after it had been created by prescriptive use. Again, it may be that the road deviates from the boundaries originally established, or that the county built the road on the basis of defective establishment proceedings.

Even where the original right-of-way width is clear, a problem arises as to whether the county may have lost part of it through adverse possession, automatic vacation, or a rule of law called the "doctrine of equitable estoppel."

These are the problems that are dealt with in this paper. Many statutes and cases are discussed, and you will notice that instances where the law is not definite and clear. In these the citations and references are included mainly for the use of your own district attorney, for it is he who will have to apply such cases.

Primarily, however, I hope that this paper will itself provide a useful guide for you, who, day in and day out, must answer the question: "How wide is our right-of-way?"

WILLIAM F. FRYE  
Lane County District Attorney

November 18, 1959

## I. DETERMINING ORIGINAL WIDTH OF COUNTY ROADS

### A. Roads Established by County Court

#### 1. Prior to June 6, 1931:

a. The statutory width of county roads prior to June 6, 1931 was prescribed as 60 feet, with the county court being empowered to determine a different width. Until 1889 the court had discretion only to establish a lesser width, but after 1889 the statutes allowed a maximum of 80 feet and a minimum of, at first 40 feet and, from 1915, 30 feet.

1.) In the Bush Code of 1855 at page 489 it is provided that "all county roads shall be sixty feet in width, unless the commissioners shall, upon the prayer of the petitioners for the same, determine on a less number of feet in point of width."

According to a footnote in the Deady Code of 1854, at page 856, this statute probably took effect on January 27, 1854.

(2) This law was repealed and re-enacted in substantially the same form in Oregon Laws 1860, p. 36, section 10, changing only the term "commissioners" to "county court." This law took effect on January 17, 1861, according to the same footnote in the Deady Code referred to above.

(3) In Oregon Laws 1889, p. 87, section 2, the law was amended to read as follows:

All county roads shall be sixty feet in width, unless the county court shall, upon the prayer of the petitioners for the same, determine on a different width, not less than forty feet nor more than eighty feet in width.

The effective date of this act, approved on February 25, 1889, would be 90 days from the adjournment of the 1889 session of the legislature, since the act carried no emergency clause.

(4) The 1889 law was repealed and re-enacted in the same form in Oregon Laws 1903, p. 262, section 16.

(5) In Oregon Laws 1915, ch. 263, p. 373, the law was amended to read as follows:

All county roads shall be sixty feet in width, unless the County Court shall, upon the prayer of the petitioners for the same, determine upon a different width, not less than thirty feet nor more than eighty feet in width.

This act took effect on May 22, 1915.

(6) This law was repealed and re-enacted in substantially the same form in Oregon Laws 1917, ch. 295, section 4, omitting the phrase "upon the prayer of the petitioners for the same." The reason for this change was that the general road law of 1917 provided for the establishment of county roads by resolution of the county court, as an alternative to the petition system. The amendment became effective on May 21, 1917.

b. Under the law as it existed prior to June 6, 1931 there was no requirement that the width of a road be specified in the documents establishing it. Accordingly, the Oregon court has held that unless a width other than 60 feet was specified in the resolution initiating the road proceeding, the width is automatically 60 feet:

"The law prescribes that all roads shall be sixty feet wide, unless otherwise ordered by the county court... This provision must be considered a part of the resolution unless a different width is specified therein. It would not confer a jurisdiction on the County Court to alter the road so as to establish any different width." *Latourette v. Clackamas County*, 121 Or. 323, 331 (1927).

2. Since June 6, 1931:

a. No general statutory width has been provided. It is required that the county court determine the width, subject to a minimum. It is also required that the proposed width be stated in

most of the documents relating to the establishment of a county road.

(1) In Oregon Laws 1931, ch. 326, the former law was amended to read as follows:

All county roads shall be of such width as the county court shall determine, which width shall not be less than thirty feet; provided, the proposed width shall be stated in all petitions, notices, orders or resolutions relating to any such county road.

This act took effect on June 6, 1931.

(2) The 1931 law was amended in Oregon Laws 1947, ch. 498, to read as follows:

All county roads established after the effective date of this act shall be of such width as the county court shall determine, which width shall not be less than 50 feet; provided, that the county court shall have authority to accept any dedicated circular road or street of less than 30 feet in width and not exceeding one mile in length and maintain such road or street as a county road for one-way traffic only; provided, the proposed width shall be stated in all petitions, notices, orders or resolutions relating to any such county road.

This act took effect on July 5, 1947.

(3) The 1947 law was amended in Oregon Laws 1951, ch. 132, to read as follows:

All county roads established after the effective date of this act shall be of such width as the county court shall determine, which width shall not be less than 50 feet; provided, that the county court shall have authority to accept any circular road or street of not less than 30 feet in width and not exceeding one mile in length and to maintain such road or street as a county road for one-way traffic only. The proposed width shall be stated in all petitions, notices, orders or resolutions relating to any county road.

This act took effect on August 2, 1951.

(4) In Oregon laws 1953, ch. 229, the law was amended to read as follows:

(1) Subject to subsection (2) of this section, all county roads established after August 2, 1951, shall be of such width as the county court shall determine, which width shall not be less than 50 feet. The proposed width shall be stated in all petitions, notices, orders or resolutions relating to any county road.

(2) The county court, by majority vote, may accept as a county road any highway, road or street, irrespective of its actual or plotted width, if such highway, road or street was dedicated to the public as a highway, road or street before January 1, 1948. After acceptance the county shall maintain such highway, road or street as a county road.

This act took effect on July 21, 1953 and appears now as ORS 368.415.

b. It should be noted that under each of these laws since June 6, 1931, the proposed width must be stated in all "petitions, notices, orders or resolutions" relating to a county road. The language in *Latourette v. Clackamas County*, quoted above, could not be applied to the law as it has existed since June 6, 1931, because no statute since that time has prescribed the width of county roads. The width must be determined by the county court itself, subject to the statutory minimum in effect at the time.

B. Roads Established by Prescription or Implied Dedication

1. County roads can be informally established.

This has been held by the Oregon court, and the court has said that it makes no difference whether the theory proceeded upon is that of prescriptive use by the public or an "implied offer of dedication" by the land owner. The result is the same and a prescriptive use by the public is "based upon the assumption of a prior dedication or action by duly constituted authority." The court's logic is open to question since the two legal bases--of prescriptive use, on the one hand, and dedication, on the other--are directly contradictory, but the holding is clear:

"The rights to the use of a way arising by prescription, arise not out of the formality of conveyance, but by informality; not by formal gift, grant or dedication, but by open, notorious, hostile, adverse use, based upon the assumption of a prior dedication or action by duly constituted authority. Thus a roadway so established is not controlled by the statutory requirement of formal acceptance, and unless required by statute, no formality is necessary to a valid acceptance...

"An offer of dedication may be impliedly accepted by some act or acts showing that the municipality has assumed control and possession of the land dedicated as a public way, but the acts relied on

must be unequivocal and not equivocal or isolated..." Huggett v. Moran, 201 Or. 105, 111-112 (1954).

2. Width of roads established by prescription or implied dedication.

a. Since 1889 (when a minimum width was first prescribed by statutes.

In Huggett v. Moran, quoted above, wherein a road arising by prescription was held to be impliedly accepted by the county, the court said:

"Whenever a statute prescribes the minimum width of public roads to be established in the future, and a public road is established by prescription, the width thereof is the minimum necessary to the establishment of a legal road in the absence of evidence of the taking of a greater amount." (A guide as to what the court may consider as "evidence of a greater amount" may be found in the cases quoted under "b." below.)

This case appears to overrule Sweet v. Irrigation Canal Co., 198 Or. 166, 187-188 (1953), which, in discussing the width of a county road arising by prescription, stated that there were several factors to be considered in relation to width, none of which was held conclusive as a minimum.

b. Prior to 1889:

The Oregon court has several times, prior to the ruling in the Huggett v. Moran case (which would be limited to roads created after 1889, when the minimum width was first prescribed by statute), indicated the factors to be considered in determining the width of a road arising from prescriptive use by the public.

In Bayard v. Standard Oil Co., 38 Or. 438, 446-447 (1901), the court first stated that the width of a road arising by prescription cannot be any broader than its actual use by the public. However, the court went on to say:

"Other conditions, however, may be effective to extend the exterior limits beyond the thread or course of actual travel, as where inclosures may have been permanently maintained by persons affected with reference to the highway, or the use is referable to a survey and plot recognized and adopted by owners of

lands over which the way extends, or was under color of ineffectual proceedings to establish a legal road under the statute... Even where the highway is founded solely upon user, its width or extent of servitude is usually a question of fact for the jury. It would seem that it ought not, where the topography of the locality will permit, to be confined exclusively to the beaten track or thread of actual travel, because of the exigency that experience has shown for the passing and re-passing of those in the use of it. And circumstances such as that the use has been with reference to natural objects or artificial obstructions, or the character of the way requires improvement, necessitating access to the wayside, pertinent for the consideration of the jury in determining the question."

In *Montgomery v. Somers*, 50 Or. 259, 267-268 (1907), a trail had been used for driving livestock, sometimes only 16 to 20 feet wide, and in other places 75 to 100 feet wide. The court said that the maximum width allowed would be 60 feet, since this was deemed by statute to be adequate for county roads, but went on to state general factors to be considered by the jury in determining the width:

"Where the right to a highway depends solely on user by the public, its width and the extent of the servitude imposed on the land are measured and determined by the character and the extent of the user, for the easement cannot on principal or authority be broader than the user. This does not mean, however, that the public will be confined to the precise portion of the soil on which the wheels of passing vehicles may run, commonly called the track...While it is the general rule that the width of a highway established by user is limited to the ground actually used, the question is usually for the jury, giving proper consideration to the circumstances and conditions attending the use."

Also, it should be noted that in *Sweet v. Irrigation Canal Co.*, quoted above, it was held that the usual width of highways in the locality is a pertinent factor.

c. Where the prescriptive use is within the boundaries of a road purportedly, but ineffectually, established by the county, the road arising from such prescriptive use will have the width prescribed in the void proceedings:

"Ordinarily, there must be an entry under, and a claim of right with reference to, the colorable title, in order to set the statute of limitations running. In such a case, actual possession need not be of the whole, but may be of a part only, and it will be extended constructively to the whole, by reason of the definite description contained in the defective or ineffectual muniment. The rule must have like application to public

highways, if it has any at all; that is to say, user by the public must have been begun and continued with reference to the supposedly valid proceedings. In such a case, if there was user of a part, within defined limits, as shown by the proceedings, it would amount constructively to an occupation of the whole, and the width of the road, when thus established, would correspond with that designated by the authorities or by the law." Bayard v. Standard Oil Co., 38 Or. 438, 447 (1901). (The court held, however, that the field notes in the void proceeding were too vague to enable anyone to determine the purported boundaries of the road in the establishment proceedings.)

## II. FACTORS ALTERING THE ORIGINAL WIDTH OF COUNTY ROADS

### A. Adverse Possession

1. Prior to May 25, 1895, county roads were subject to the ordinary law of adverse possession. The legal elements of adverse possession are stated in *Reeves v. Porta*, 173 Or. 147, 149 (1944):

"Ownership of land by adverse possession can be acquired only by actual, open, notorious, hostile, continuous and exclusive possession under a claim of right or color of title... These elements must coincide, and the possession must be continuous for the statutory period, which, in this state, is ten years... Where adverse possession is in issue, it is held generally that all of the elements thereof must be alleged and must be established by clear and positive proof..."

A good review of several Oregon cases on this subject can be found in *Thomas v. Spencer*, 66 Or. 359 (1913).

2. Oregon Laws 1895, p. 57, sec. 2, took effect on May 25, 1895, providing:

The right of counties in this state to public roads, or to open public roads, shall not be extinguished by any adverse possession however long continued, and no title to lands included in such public roads, when such roads are once established, shall be acquired as against such county through the operation of the statute of limitations.

This law was repealed and re-enacted in the same form in Oregon Laws 1903, p. 262, sec. 55 and appears now as part of ORS 368.620.

All 10 years of the prescriptive period must have run prior to May 25, 1895. The court so stated in *Killam v. Multnomah County*, 137 Or. 562 (1931).

### B. Automatic Vacation

1. Prior to May 22, 1903, Oregon statutes provided for an automatic vacation of roads not open for at least two years,

and later four years, after the time of their location. In Killam v. Multnomah County, 137 Or. 562, 565 (1931), it was held that: "All these enactments had particular reference to roads laid out by county courts and not to streets or roads dedicated to the public by the realty owner."

The statutes are as follows:

- a. "Provided: That all territorial and county roads which have been or hereafter may be located for the term of two years and not opened, shall be considered as vacated." Oregon Laws 1855, p. 492, sec. 24. This was amended in 1860 to read:
  - b. "If any part of any road in this state shall not be opened for two years from the time of its location the same shall become vacant." Oregon Law 1860, p. 42, sec. 37. This in turn was amended in 1864 to read:
    - c. "If any part of any road in this state shall not be opened for four years after, or from the time of its location, the same shall become vacated." Deady code, chapter 47, section 37, page 868. This was repealed by Oregon Laws 1903, p. 262, effective May 22, 1903.
2. It would seem reasonable to conclude that the full statutory period must have run prior to May 22, 1903. Yet the Oregon court, in Hawkins v. Rodgers, 91 Or. 483, 502, (1919), stated in dictum that the statute would apply to a road "initiated under the law as it stood prior to" May 22, 1903. And the attorney general in 1944-1946 Attorney General's Opinions, page 435, indicates that the statute would apply to roads "established" prior to that time. (February 24, 1903, the date the repeal was enacted, is referred to in the opinion as being the effective date of the repeal, but this is an error.)
3. Did these automatic vacation laws apply to vacate that part of the road width which was not physically opened to travel within the prescribed time, even though the road itself was opened and a traveled portion constructed? It would seem not. The language of Bayard v. Standard Oil Co., 38 Or. 438, 447 (1901), stated that "if there was user of a part, within defined limits, as shown by the proceedings, it would amount constructively to an occupation of the whole, and the width of

the road, when thus established, would correspond with that designated by the authorities or by the law."

But the Oregon court in *Hawkins v. Rodgers*, cited above, said by way of dictum that the statute would apply to vacate that part of a road which lay behind a bordering fence. The court does not elaborate on this conclusion, but possibly was following its statement in *Bradtl v. Sharkey*, 50 Or. 153, 156 (1911), that "It is frequently and very generally true that possession of a part of a tract of land, under a deed to the whole, is constructive possession of the whole, but the rule is not absolute." In this case this court went on to quote a New Hampshire decision stating that "the actual possession of a part must be of such a character as to give rise to a reasonable presumption that the owner knows that the entry was made under color of title." (This case did not involve any road.) However, the Oregon court would probably not follow the dictum in the *Hawkins* case in light of its recent reluctance to declare forfeiture of public road rights-of-way. See *City of Molalla v. Coover*, 192 Or. 233 (1951), discussed below.

### C. The Doctrine of Equitable Estoppel

This doctrine, as applied to public roads, was given its broadest application in *Dabney v. City of Portland*, 124 Or. 54 (1928). In this case, 45 years had elapsed since the establishment of a city street and a section of the street had never been opened. The city had built a sidewalk across the end of the open portion of the street, indicating that it did not intend to extend the street. The city had never exercised dominion of control over the unopened portion. Taxes had been mistakenly levied against the plaintiff on the unopened part. The plaintiff built a porch and a cement driveway on the street right-of-way and subsequently sought to enjoin the city from opening the street.. The court, in granting the plaintiff an injunction against the city, said (at page 58):

"Whatever may be the authorities elsewhere, it is well established in this jurisdiction that, while title to property held in trust for public use by a municipality cannot be acquired by adverse possession, special cases may arise where, in the interests of equality and justice, a city may be estopped from asserting that the property upon which the improvements were made is a street...

"Where there has been long-continued nonuser by a municipality and valuable and permanent improvements have been made with its consent or acquiescence, in good faith, equity will not permit the city to change its position to the material damage of the person thus misled. The groundwork of equitable estoppel is a species of fraud. The conduct of the city must have been such as to have caused the plaintiff reasonably to believe that it was the intention to abandon the strip of land for street purposes. Plaintiff must have been misled to her prejudice, and the damage sustained must be of a substantial character thus to invoke the aid of equity."

The court went on to say:

"Mere lapse of time, nonuser nor improper levying and assessment of taxes will not constitute an estoppel... but certainly these are factors to be taken into consideration."

Therefore it seems that the act of the city in constructing a sidewalk across the open portion of the street was the determining factor, although the language itself indicates that mere acquiescence by the city in the acts of the landowner may

be enough to estop the city.

For a thorough discussion of cases applying the doctrine, see "The Law of Dedication in Oregon," by Sheldon W. Parks, 20 Oregon Law Review, pp, 146-150 (1940).

The Oregon court has recently retreated from this position-- certainly to the point that a municipality will no longer be estopped by mere acquiescence in construction of improvements by the abutting owner, and probably further. In *City of Molalla v. Coover*, 192 Or. 233 (1951), the city had vacated only a part of a street and the defendant, believing that all had been vacated, built a fence across the unvacated part and constructed a barn on it. The city never warned the defendant that he was on the right of way, and 19 years later the city sought to open the street. The court, holding in favor of the city, said (at page 249):

"As against holdings that the city may be estopped by passive acquiescence, we find persuasive authority and sound reasons for the severe restriction of the doctrine." The opinion stated (page 252) that "the courts have frequently cautioned that the doctrine of equitable estoppel should be applied in street cases only in exceptional instances of extraordinary hardship." Continuing, the court said that the doctrine "is a product of the pioneer era. It is ill-adapted to the needs of progressive and growing cities." The court overruled the doctrine insofar as it stood "for the proposition that a city will be estopped to open a street by reason of its tacit acquiescence in the construction therein of permanent and valuable improvements by persons who knew or should have known that the erections were within the line of dedicated though unopened streets..."

The court concluded (at page 253):

"While he may have been honest in his belief that Seventh Street had been vacated, he is in no position to claim an estoppel against the city. If the city had a duty to prevent and remove encroachments, the defendant also had a duty not to construct or maintain them. Here the equities are not equal. The

public interest must prevail. Our decision is limited to the facts of the pending case. Whether estoppel may in exceptional cases be predicated upon affirmative action by a city or its officers need not be and is not here decided."

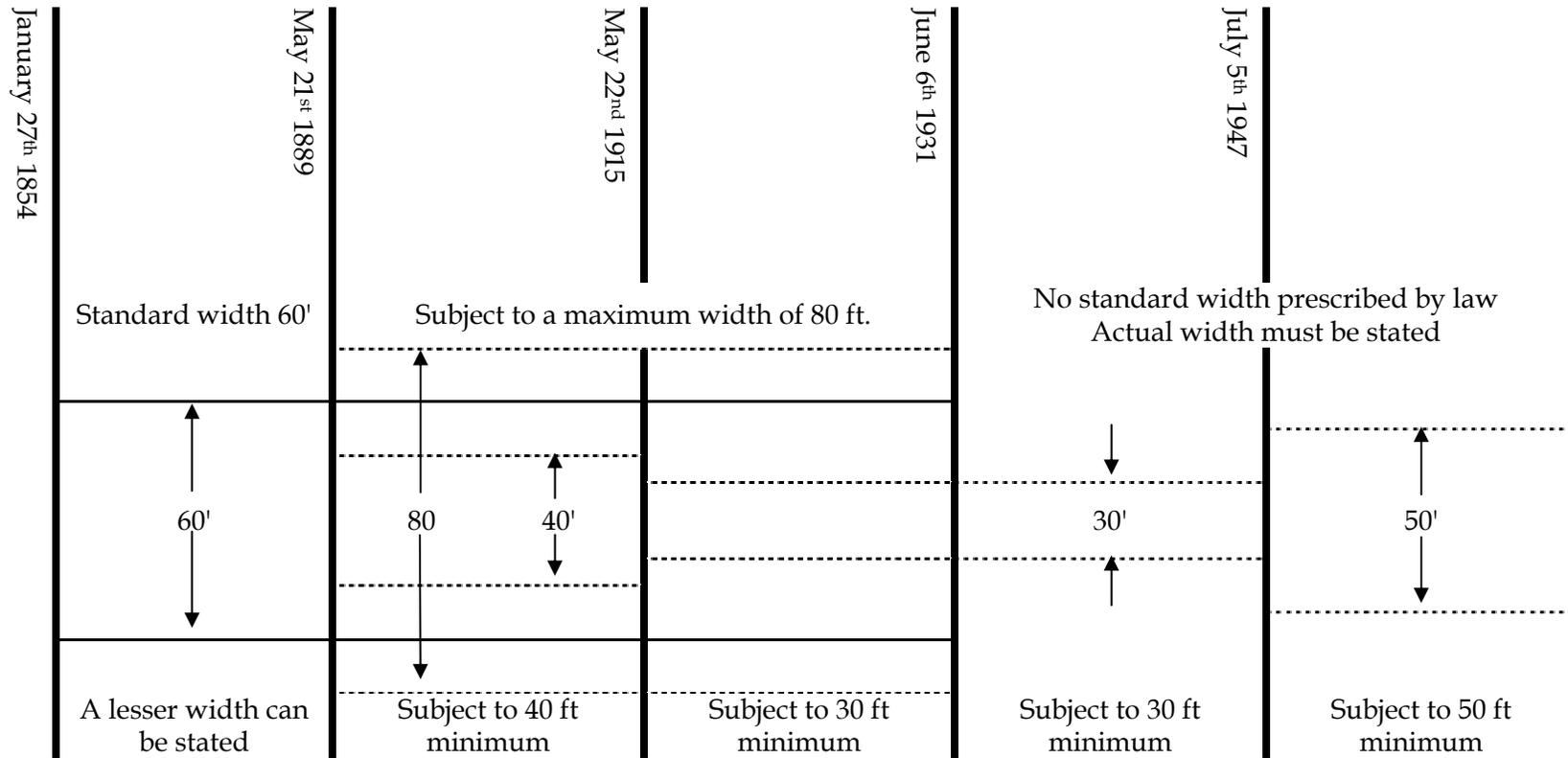
Note that in the last sentence the court indicated that the question is reopened in Oregon as to whether even affirmative action "by a city or its officers" will give rise to equitable estoppel.

And in Sweet v. Irrigation Canal Co., 198 Or. 166, 199 (1953), the court said of its opinion in City of Molalla v. Coover:

"The opinion re-emphasizes the holdings of this court that a public or governmental corporation is not estopped by the acquiescence of its officers when they exceed their powers... The opinion may be said to be founded in adherence to the fundamental theory of the doctrine...that there can be no estoppel where the knowledge of both parties is equal and nothing is done by the one to mislead the other."

## Statutory County Road Widths

Determining widths of existing rights-of-way for county roads. - William F. Frye

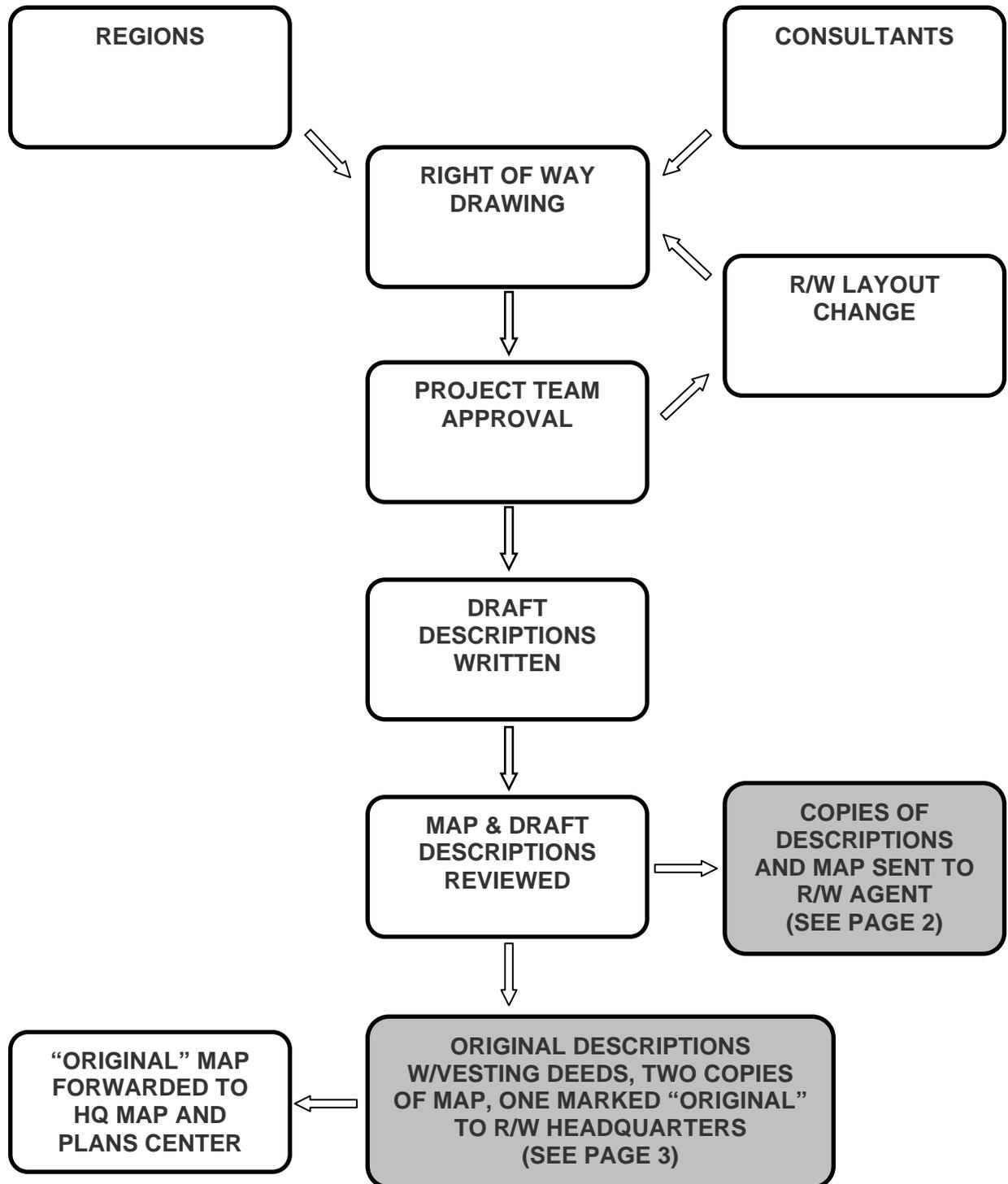


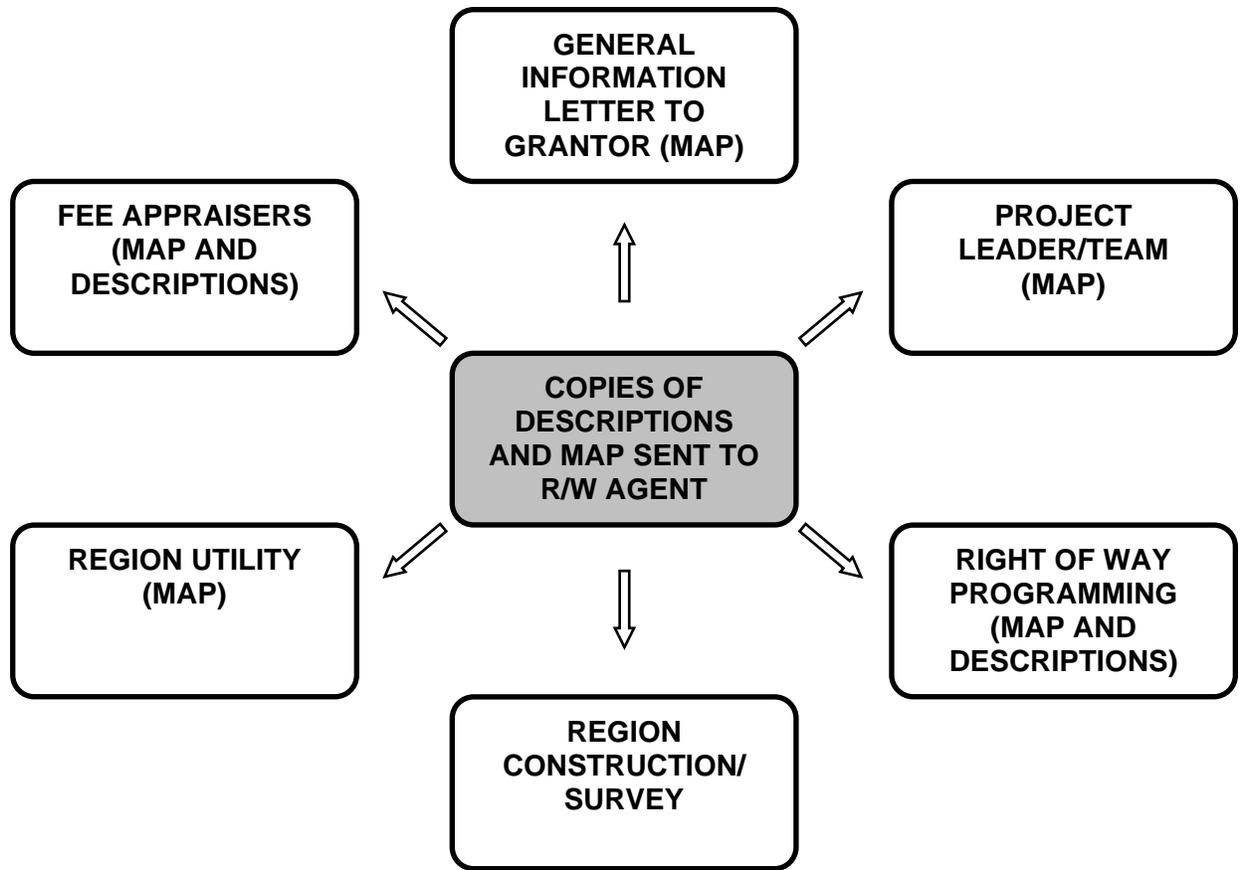
Law prescribes 60 ft as standard width when no width is stated. Stated width controls, subject to specified limits

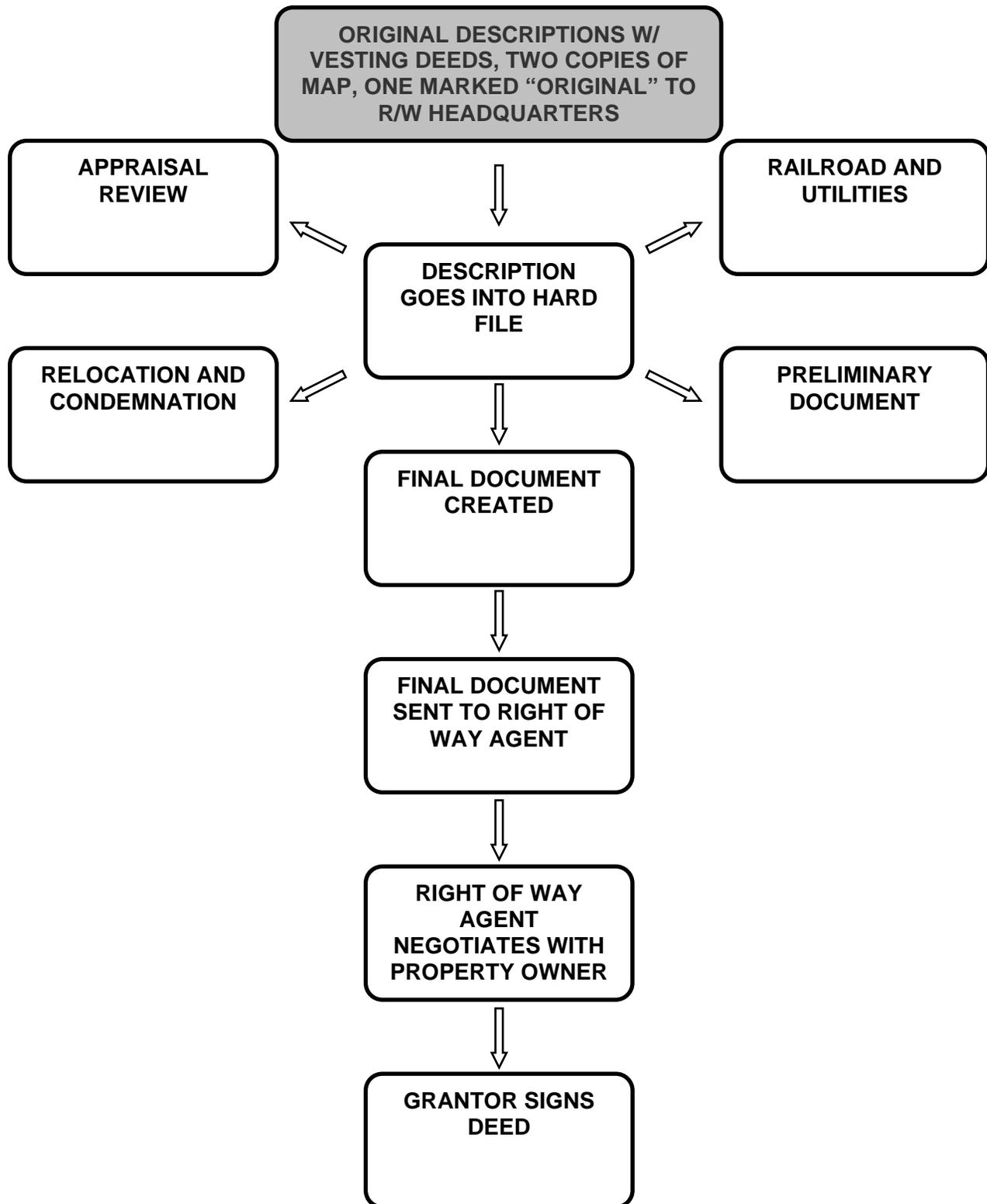
Law prescribes no standard width. Width of county road must be stated, subject to specified minimum.

# Appendix B - Process Flowcharts

## Right of Way Drawings and Descriptions Development









# Appendix C - Review Checklists

Two checklists developed as an aid in reviewing right of way drawings and descriptions for completeness. The first is for a light review. The second for a detailed review.





### Light Review

Project Section Name				
Highway Name				
County Name				
Map Number		Field Book Number		
R/W Project Number		Key Number		
CAD File name				
Drafter				
Writer				
Reviewer				
	<b>Drafter</b>	<b>Writer</b>	<b>Reviewer</b>	<b>N/A</b>
• Right of Way Acquisition Drawing - Design Model				
○ Roll Map titles complete, front and end of drawing.				
○ Title Block complete for 1R sheet drawings.				
○ Basis of Bearing shown (Insert or on face of drawing).				
○ Tie to PLSS corner shown in basis of bearing.				
○ Tied highway and property monuments placed with descriptions (monument table or text nodes).				
○ North Arrows placed so will be spaced along drawing every 3 feet.				
○ Center lines displayed with proper stationing format and curve information.				
○ Highway right of way, existing access control and property lines drafted.				
○ Street and Road names placed.				
○ Subdivisions drafted and labeled.				
○ Property owner names and deed recording references placed per county standards.				
○ GLO lines drafted.				
○ State, County, City lines properly labeled.				
○ Township/Range lines properly labeled.				
○ Donation Land Claims properly labeled.				
○ Existing topography features referenced and displayed. Gray shaded on drawing				
○ Proposed Right of Way layout drafted with correct symbology.				
○ Access control lines shown.				
○ Easements labeled correctly.				
○ Parcels number correctly.				
○ <b>Parcel and remainder areas placed.</b>				
• Right of Way Acquisition Drawing - Plot Map				
○ Roll Map titles complete, front and end of drawing.				

	Drafter	Writer	Reviewer	N/A
○ Title Block complete for 1R sheet drawings.				
○ Basis of Bearing shown (Insert or on face of drawing).				
○ Tie to PLSS corner shown.				
○ Township/Range/Section - Drawing No. - R/W Project number text placed approximately every 3 feet along map.				
○ Prior R/W map reference placed approximately every 3 feet along map.				
○ Adjoining R/W map reference placed at each end of map.				
● Right of Way Descriptions: Addendum Page				
○ Right of Way File Number.				
○ Right of Way Drawing Number.				
○ Author's initials and date.				
○ Project Section Name, Highway Name & County Name.				
○ Throughway or Non-Throughway.				
○ Grantor's Name.				
○ Number of Parcels.				
○ Parcel access language statement for each parcel.				
○ Location of parcel by Section.				
○ Location of parcel by Tax Lot Map.				
○ Remainder area.				
○ Prior files, recorded documents, and access control statement.				
○ Conversion table (metric descriptions only)				
● Descriptions: Exhibit A				
○ Right of Way File Number.				
○ Right of Way Drawing Number				
○ Date				
○ Pages numbered correctly.				
○ Parcel Title correct and in proper order of acquisition.				
○ Caption.				
○ Body (includes center line description, variable width tables, basis of bearing statement and area statement).				
○ Qualifying clauses.				
○ Augmenting clauses.				
○ Electronic Files complete with proper naming format.				

○ Check that legal descriptions and Right of Way Acquisition Drawing match.				
○ Owner name and deed reference.				
○ Right of Way File Number.				
○ Number of Parcels.				
○ Types of parcel acquisition; fee and easement.				
○ Access control lines.				
○ Station/Offset calls.				
○ Parcel and Remainder areas.				
Comments:				

## Detailed Review

Detailed Review			
Project Section Name			
Highway Name			
County Name			
Map Number		Field Book Number	
R/W Project Number		Key Number	
CAD File name			
Drafter			
Writer			
Reviewer			
	Yes	No	N/A
CAD FILE (design model)			
Is CAD active scale set correctly for the map plot scale			
Check tied monuments and descriptions against field notes			
Check the basis of bearing			
Check Alignments			
o InRoads alignment (.alg) files			
o Does alignment track correctly			
o Are cardinal stations stationed correctly			
o Beginning and ending stations and PI's			
o Northing and Eastings shown on beginning station, ending station and PI's and correct			
o Bearings on Tangents correct			
o Curve data shown			
o Alignments and text correct symbology			
Government Lines			
o Check Township/Range, Section, Quarter Section, Sixteenth/Government Lot, and DLC lines against GLO, County Surveys and prior R/W maps			
o Check State, County, City limits lines and text			
o Are Government lines labeled correctly			
o Are Government lines and text on correct symbology			
Monuments			
o Check monument descriptions and coordinates against field notes, recovery survey			
o Monuments cells and text on correct symbology			
Existing Right of Way			
o Check existing right of way against recovery survey			
o Are right of way lines at offsets stated			
o Check existing access rights			
o Are right of way lines shown with correct symbology			
o Check deed references and properties			
o Are Ownership names drafted as they appear on the vesting deed			
o Is ownership text the correct symbology			

	Yes	No	N/A
<b>CAD FILE (design model) cont.</b>			
o Does property on map match deed calls			
o Is there a corresponding County Survey			
o Does property match tax lot on assessors map			
o Are property hooks used correctly			
<b>Subdivisions</b>			
o Check subdivisions against plat			
o Subdivision names correct			
o Subdivision lines and text on correct symbology			
o Road and Street names correct			
<b>Proposed Right of Way layout</b>			
o Do Station and Offset calls track correctly from alignment			
o Are easements labeled			
o Are right of way file numbers by new taking			
o Are parcel and remainder areas correct			
o Are access control lines shown			
o Is acquisition deed references recorded next to Right of Way file numbers (for "Final" copy of map only)			
o Has all CAD drafting been done to correct symbology (level, color, weight, text size and font) per R/W V8 menu			
<b>CAD FILE (plot models)</b>			
<b>Check that the following basic elements are on the R/W map:</b>			
o Map Titles correct (front end titles for roll map, title block for 1R map)			
o Project name			
o Highway name			
o County name			
o Map scale			
o Basis of bearing statement			
o Coordinate statement			
o Field notes			
o Right of Way Project number			
o Drawing number (Identifier)			
o Scale bar			
o Was basis of bearing insert used			
o Alignment(s) shown			
o Tie to PLSS corner(s)			
o Bearing basis indicated			
o Tied highway and property monuments			
o Adjoining map references			
o Prior map references			
o Township/Range/Section, Drawing No., Project No. reference every three feet along top edge of map			
o North arrows spaced approximately every three feet along map			
o Are match lines used on map			

	Yes	No	N/A
○ Is existing topography shown			
○ Is topography gray shaded (halftoned) on hard copy			
○ Reversed title on beginning and end edges of roll map			
○ Do titles indicate multiple maps			
○ Does map have "Active Copy" stamp at front and end of map			
○ If final map, does it have "Final Copy" stamp			
○ Has all CAD drafting been done to correct symbology (level, color, weight, text size and font) per R/W V8 menu			
<b>DESCRIPTIONS</b>			
File Addendum sheet			
○ Correct file number			
○ Drawing number			
○ Project name, highway, county correct			
○ List Throughway/Non-Throughway			
○ Grantor name correct and per vesting deed			
○ Number of Parcels shown			
○ Parcel access language statement for each parcel?			

	Yes	No	N/A
<b>DESCRIPTIONS cont.</b>			
○ Location of parcel(s) by Section			
○ Location of parcel(s) by tax lot			
○ Remainder area stated			
○ Prior files, recorded documents and access control list			
○ Area conversion table for metric projects			
Exhibit A			
○ Correct file number			
○ Drawing number			
○ Does page numbering work correctly			
○ Parcel title			
○ Parcel numbers for multiple parcels			
○ Location by Township/Range/Section, Donation Land Claim, Subdivision			
○ Vesting deed reference			
○ Center line description			
○ Tied to PLSS			
○ Strip description			
○ Constant width			
○ Variable width table			
○ Qualifying or Augmenting clauses			
○ Basis of bearing statement			
○ Parcel area			
○ Are parcels in correct hierarchy			
○ Fee			

	Yes	No	N/A
○ Permanent Easements			
○ Temporary Easements			
Check descriptions against the Right of Way map			
○ Owner name and deed reference			
○ File Number			
○ Number of Parcels			
○ Types of parcel acquisition; fee and easement			
○ Access control			
○ Station/Offset calls			
○ Parcel and Remainder areas			
○ Deed recording information			
Comments:			



# Appendix D - Approved Easement List

A list of easement types, approved for use in ODOT descriptions. This document is occasionally updated and you may want to check the following link for possible updates to the "Approved Easements.doc"

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/Writing\\_Standards/](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/Writing_Standards/)





### Approved Easement List

Easements, both temporary and permanent, are specific as to use and cannot be utilized for a purpose other than what is specified. An easement area purchased to construct and maintain roadway slopes cannot be used to place a drainage facility or a sidewalk. Thus all intended uses of the easement must be specified. The easements titles listed below may be combined in order to allow all the intended uses for the easement. For example, if utilities are to be allowed within the slope easement, then the easement title for a slope easement would be combined with the easement title for a utility easement and be written in the description as: "Permanent Easement for Slopes, Water, Gas, Electric and Communication Service Lines, Fixtures and Facilities". If an easement is needed at a specified location, such as for a sign, or traffic control facility, and falls within another larger easement, such as slopes, then it is best to separate these two easements into separate parcels.

Temporary easements are limited to a specific period of time and automatically extinguish at the end of the period. All temporary easement titles in the description shall include the phrase (3 years or duration of Project, whichever is sooner). This phrase gives a maximum time period of the easement (3 years) while allowing the easement to extinguish if the project duration is less and the easement is no longer needed. If it is known that the duration of the project will be longer than 3 years, then this maximum time period may be lengthened. However, the longer that the easement will be in effect, the greater the appraised value of the easement will be.

Temporary and permanent easements cannot be combined and must be written as separate parcels.

The approved easements are listed below are grouped in the following categories: Roadway, Access, Structural, Traffic and Utility, and Riparian. Each category contains both permanent and temporary easements. Some easements may be written as permanent or temporary. The specific easement title is shown in bold text. Below the title are listed the allowed uses of the easement followed by any qualifying information.

Every attempt should be made to utilize the easements on this approved list. These easements cover most of the uses that would be required for a typical project. If for any reason an easement is required that does not appear on this list, submit the proposed easement title and intended use to Salem Headquarters for approval. Contacts for submittal are:

Janie Olson  
Acquisition/Condemnation Coordinator  
Right of Way Section  
503.986.3651  
[janie.s.olson@odot.state.or.us](mailto:janie.s.olson@odot.state.or.us)

Scott Morrison, PLS  
Right of Way Engineering Team Leader  
503.986.3672  
[scott.r.morrison@odot.state.or.us](mailto:scott.r.morrison@odot.state.or.us)

## ROADWAY EASEMENTS

### Permanent Easements

#### **Permanent Easement for Highway Right of Way Purposes**

Allowed Uses: To construct, reconstruct, repair, and maintain a public highway and its appurtenances and facilities, and also to construct and maintain water, gas, electric and communication service lines, fixtures and facilities, and appurtenances therefore, upon, over, under and across the property.

Note: This easement acquires all rights necessary for highway uses but does not acquire the underlying fee of the property and is used in lieu of a total fee take. It is mainly used for railroad encroachments, or takes along county roads where the County requires an easement instead of fee.

#### **Permanent Easement For Slopes**

Allowed Uses: To construct and maintain slopes.

Note: This easement may also be temporary (see Temporary Easements).

#### **Permanent Easement For Sidewalk**

Allowed Uses: To construct a public sidewalk.

#### **Permanent Easement For Slide Correction**

Allowed Uses: To enter upon, take, move, remove, and dispose of earth, sand, rock or other materials and for the purpose of correcting and eliminating present or future slide conditions, installing drainage facilities, stabilizing slopes, and preventing further slides.

#### **Permanent Easement For Clear Zone**

Allowed Uses: To enter upon and remove, trees, brush and other obstacles in order to provide a safe recovery area for vehicles which leave the traveled roadway.

### Temporary Easements

#### **Temporary Easement For Work Area (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For construction purposes during a project.

#### **Temporary Easement For Slopes (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To construct and maintain slopes.

Note: This easement may also be permanent (see Permanent Easements).

#### **Temporary Easement For Fill Material (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To enter upon the described property for the purpose of placing fill material in connection with a project.

#### **Temporary Easement For Detour (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the construction or make available a detour road for public travel.

**Temporary Easement For Road Approach (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the construction, operation and maintenance of a road approach.

**Temporary Easement For Building Demolition (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the demolition of a structure and removal of debris from the property described.

### ACCESS EASEMENTS

#### Permanent Easements

**Permanent Easement For Access Road**

Allowed Uses: To construct and maintain an access road over and across the property described.

Note: The access road that is constructed within the permanent easement becomes a public road.

If the easement is to be temporary, the access road can be eliminated after the easement expires. This easement may also be temporary (see Temporary Easements).

**Permanent Easement For Access**

Allowed Uses: For access over and across the property described.

Note: This easement only allows the right to access over and across the property, and may be restricted to just foot traffic. If the easement is along an existing private roadway, it does not grant any construction or maintenance rights.

This easement may also be temporary (see Temporary Easements).

**Permanent Easement For Ingress and Egress**

Allowed Uses: To cross another property to access public right of way.

#### Temporary Easements

**Temporary Easement For Access Road (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To construct and maintain an access road over and across the property described. Note: The Access road that is constructed within the permanent easement becomes a public road. If the easement is to be temporary, the access road can be eliminated after the easement expires.

Note: This easement may also be permanent (see Permanent Easements).

**Temporary Easement For Access (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For access over and across the property described. Note: This easement only allows the right to access over and across the property, and may be restricted to just foot traffic. If the easement is along an existing private roadway, it does not grant any construction or maintenance rights.

Note: This easement may also be permanent (see Permanent Easements).

## **STRUCTURAL EASEMENTS**

### **Permanent Easements**

#### **Permanent Easement For (type of wall) Wall**

Allowed Uses: For the construction, maintenance of wall and footings.

Note: The type of walls allowed for this easement are retaining, sound and privacy.

#### **Permanent Easement For Retaining Wall Supports**

Allowed Uses: For the construction and maintenance of sub-surface tie backs for retaining wall footings.

#### **Permanent Easement For Wall Maintenance**

Allowed Uses: Access over and across the property described to maintain a wall.

Note: This easement is used only when the retaining, sound or privacy wall is constructed entirely upon ODOT right of way but access is required across the abutting property to maintain the wall.

#### **Permanent Easement For Snow Fence**

Allowed Uses: For the installation and maintenance of a snow fence and appurtenances.

#### **Permanent Easement For Bridge Facility**

Use: For the construction, maintenance, operation and replacement in, over and across State owned submerged and submersible land.

Note: This easement is rarely used in acquisitions from Division of State Lands. Easement of choice would be a Permanent Easement For Highway Right Of Way Purposes (see Roadway Easements)

#### **Permanent Easement For Sign Bridge**

Allowed Uses: For the construction, installation and maintenance of sign bridge and appurtenances.

#### **Permanent Easement For Guardrail Facility**

Allowed Uses: For the construction, installation and maintenance of a guardrail.

#### **Permanent Easement For Rip Rap and Revetment**

Allowed Uses: To construct and maintain rip rap and revetment.

#### **Permanent Easement For Interpretative Sign Facility**

Allowed Uses: For the construction, installation and maintenance of an interpretative sign facility and appurtenances.

Note: If the sign facility is not located adjacent to the highway right of way, a permanent access easement may also be needed.

### Temporary Easements

#### **Temporary Easement For Snow Fence (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the installation and maintenance of a snow fence and it's appurtenances.

Note: This easement may also be permanent (see Permanent Easements).

### TRAFFIC AND UTILITY EASEMENTS

#### Permanent Easements

##### **Permanent Easement For Traffic Control Facilities**

Allowed Uses: To install, operate, and maintain traffic control facilities, and its appurtenances, including traffic signal vehicle loop detectors, under, over, and across the property described.

##### **Permanent Easement For Sign**

Allowed Uses: For the construction, installation and maintenance of Highway sign(s) and appurtenances.

##### **Permanent Easement For Illumination Facilities**

Allowed Uses: For the construction and maintenance of illumination facilities and appurtenances.

##### **Permanent Easement For Water, Gas, Electric and Communication Service Lines, Fixtures and Facilities**

Allowed Uses: To relocate, construct and maintain electric, water, gas and communication service lines, fixtures and facilities and appurtenances therefore, upon, over, under and across the property described.

Note: This easement is usually combined with a permanent easement for slopes (see Roadway Easements).

##### **Permanent Easement For Overhead Electric and Communication Service Lines, Fixtures and Facilities**

Allowed Uses: To relocate, construct and maintain overhead electric, and communication service lines, fixtures and facilities and appurtenances therefore, upon, over, and across the property described.

Note: This easement does not allow underground power or communication lines.

##### **Permanent Easement For Utility Pole**

Allowed Uses: For the installation and maintenance of a utility pole, and it's appurtenances.

Note: This easement may also be temporary (see Temporary Easements).

##### **Permanent Easement For Anchor Pole**

Allowed Uses: To construct and maintain an anchor pole, including guys and other supports over and across the property.

Note: This easement may also be temporary (see Temporary Easements).

##### **Permanent Easement For Irrigation Facilities**

Allowed Uses: To construct and maintain irrigation facilities upon the property described.

Note: This easement may also be temporary (see Temporary Easements).

**Permanent Easement For Landscaping**

Allowed Uses: To install, plant, remove and maintain landscaping.

Note: This easement may also be temporary (see Temporary Easements).

**Permanent Easement For Drainage Facilities**

Allowed Uses: To construct and maintain a drainage facility on the property described.

Note: This easement also includes access across the property for the construction and maintenance.

**Permanent Easement For Sanitary Sewer Line Facilities**

Allowed Uses: To construct, reconstruct, operate, maintain, inspect and repair underground sewer line facilities and appurtenances.

**Temporary Easements****Temporary Easement For Utility Pole (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the installation, maintenance of Utility Pole and its appurtenances.

Note: This easement may also be permanent (see Permanent Easements).

**Temporary Easement For Anchor Pole (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To construct an anchor pole for a temporary use, including guys and other supports over and across a certain property.

Note: This easement may also be permanent (see Permanent Easements).

**Temporary Easement For Traffic Control Facilities (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the installation, operation and maintenance of traffic control facilities, and its appurtenances, including traffic signal vehicle loop detectors, under, over and across the property.

**Temporary Easement For Illumination Facilities (3 years or duration of Project, whichever is sooner)**

Allowed Uses: For the construction and maintenance of Illumination Facilities and appurtenances.

Note: This easement may also be permanent (see Permanent Easements).

**Temporary Easement For Irrigation Facilities (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To construct and maintain an irrigation facility.

Note: This easement may also be permanent (see Permanent Easements).

**Temporary Easement For Drainage Facilities (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To construct and maintain a drainage facility. (Includes Access)

Note: This easement may also be permanent (see Permanent Easements).

**Temporary Easement For Drainage Ditch (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To enter upon the described property for the purpose of cleaning out and improving an existing drainage ditch.

**CONSERVATION AND RIPARIAN EASEMENTS****Permanent Easements****Permanent Easement For Riparian/Flood Plain Enhancement**

Allowed Uses: 1. To modify and/or preserve the property described to help reduce the effects of flooding. 2. To help protect the stream bank from erosion. 3. To help sustain fish populations. 4. To improve the ecological health of the stream and the riparian area by providing shade.

Note: This easement allows the uses in the discontinued "fish enhancement" "vegetation" and "riparian/flood plain" easements.

**Permanent Easement For Water Flow**

Allowed Uses: To drain and facilitate flow of varying amounts of water over and across the property described.

Note: This is essentially a "flooding easement", defined by a water elevation contour, rather than bounds as they are normally described. This easement will probably be removed from the description upon condemnation proceedings.

**Permanent Easement For Wetland Mitigation**

Allowed Uses: For the preservation of the wetland and natural state of the property. This easement shall include the right to enter upon said easement area for the purpose of planting, digging, cleaning and performing such other activities as benefit wildlife and otherwise preserve the natural state of the easement area. The area cannot be dredged, filled, contaminated by any waste or toxic materials, or drained.

**Permanent Easement For Channel Change**

Allowed Uses: To change the channel of existing creek or waterway to facilitate a project.

Note: This easement may also be temporary (see Temporary Easements).

**Permanent Easement For Fish Mitigation (Passage)**

Allowed Uses: For the purpose of preserving and enhancing the fish habitat and fish passage.

**Permanent Easement For Wildlife and Vegetative Habitat Conservation**

Allowed Uses: For the purpose of constructing, maintaining and implementing a conservation plan to conserve or enhance the property for the survival of fish or other living things including the right to manage the vegetation and wildlife on the subject property, including the right to plant, harvest, remove, clear, trim, or monitor the condition of any and all vegetation and wildlife.

Note: This easement is similar to a Wetland Mitigation easement, however it may only include non riparian areas.

**Temporary Easements****Temporary Easement For Channel Change (3 years or duration of Project, whichever is sooner)**

Allowed Uses: To change the channel of an existing creek or waterway to facilitate a project.

Note: This easement may also be permanent (see Permanent Easements).

# Appendix E - CAD Examples

This appendix contains drafting examples for producing right of way drawings. Many typical situations are included, but are not intended to be all-inclusive.

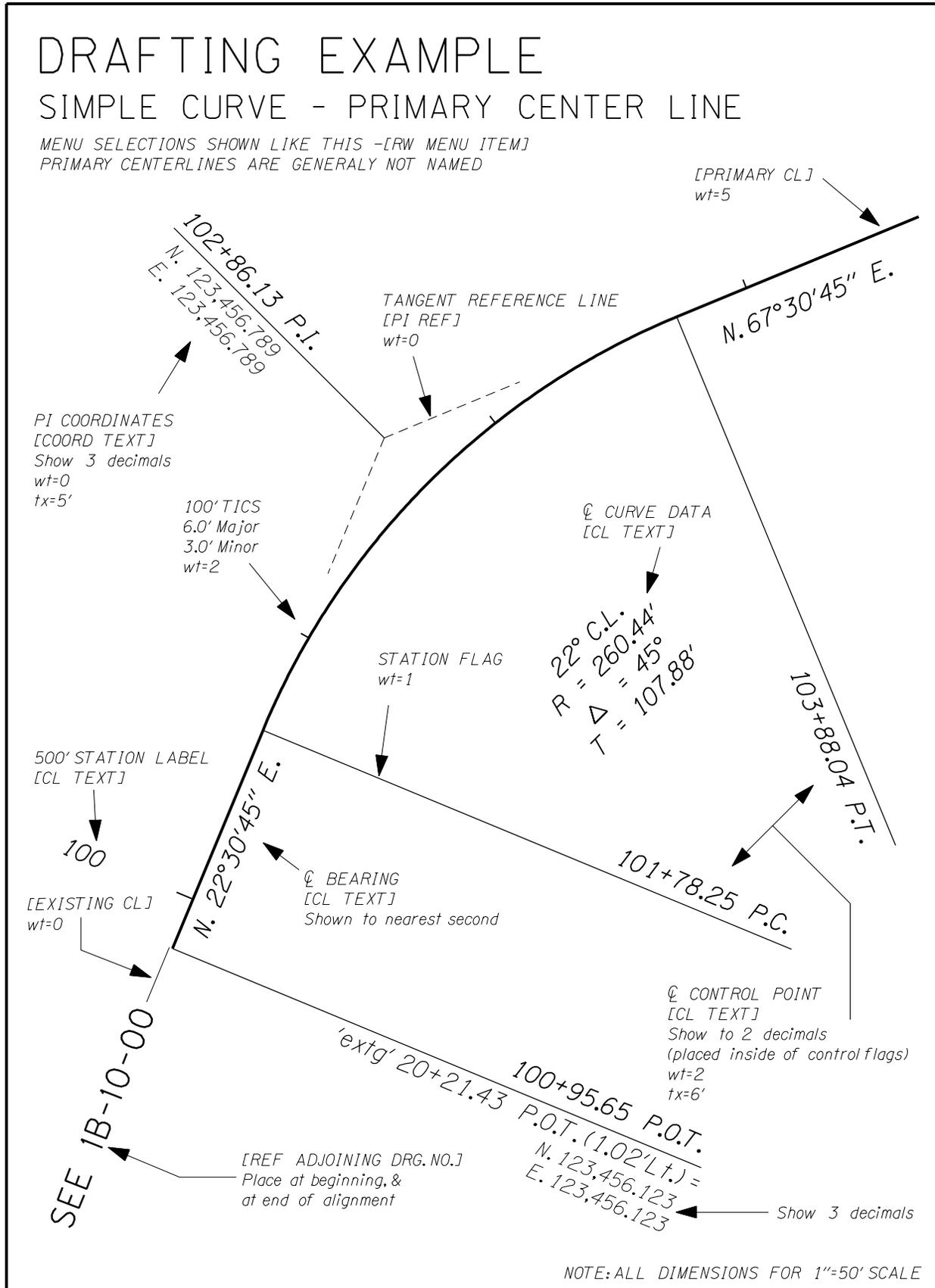




# DRAFTING EXAMPLE

## SIMPLE CURVE - PRIMARY CENTER LINE

MENU SELECTIONS SHOWN LIKE THIS -[RW MENU ITEM]  
 PRIMARY CENTERLINES ARE GENERALLY NOT NAMED

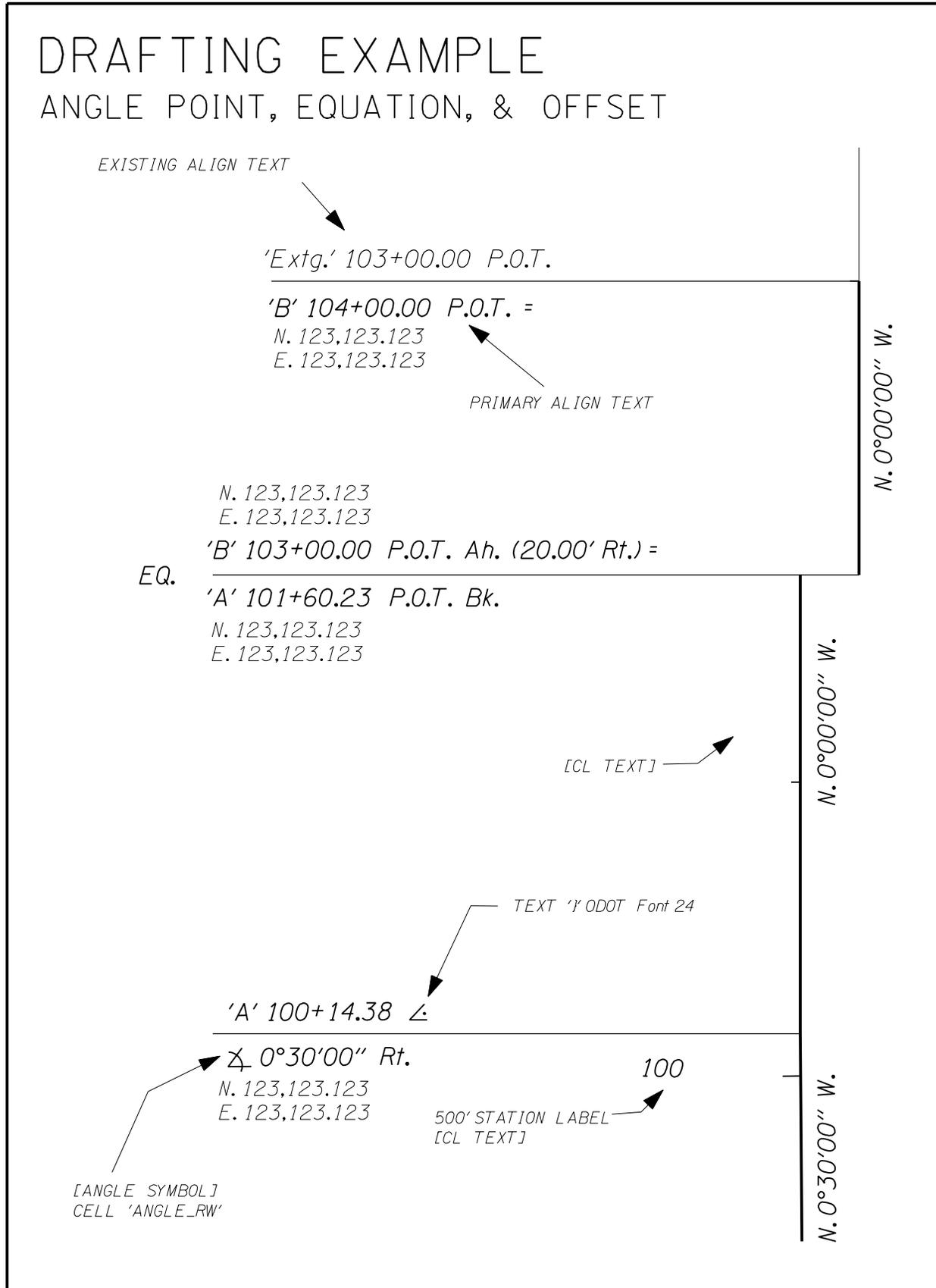


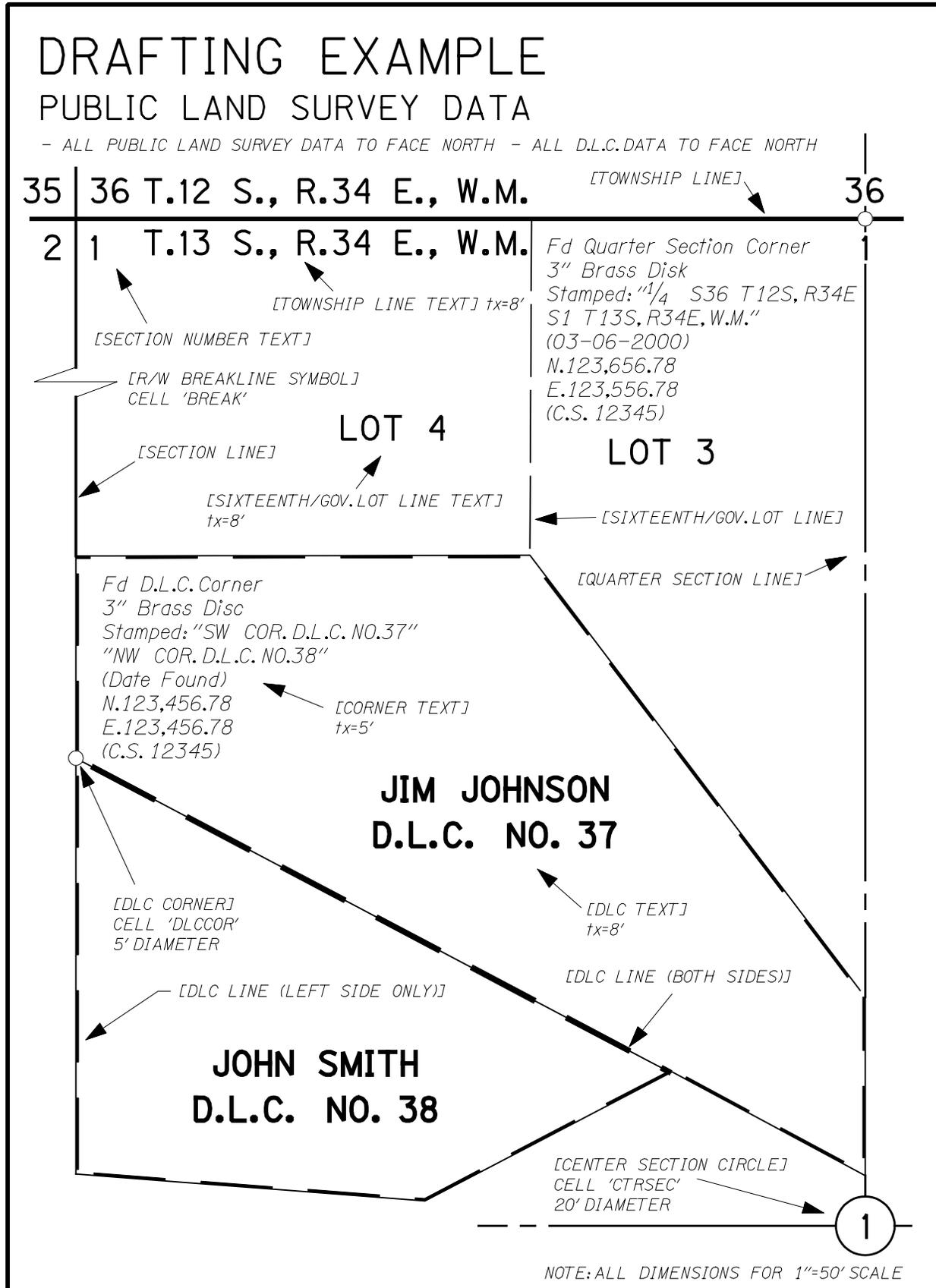
NOTE: ALL DIMENSIONS FOR 1"=50' SCALE



# DRAFTING EXAMPLE

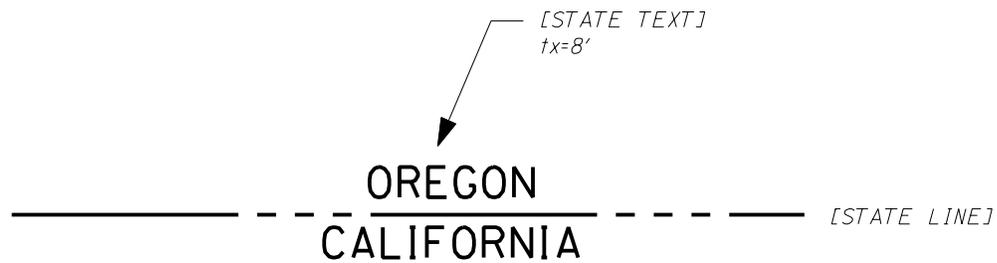
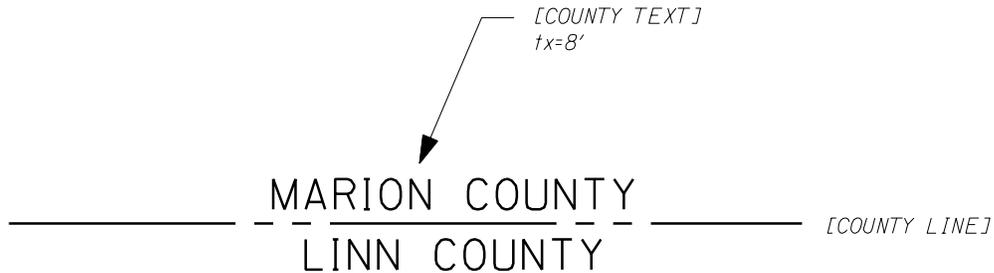
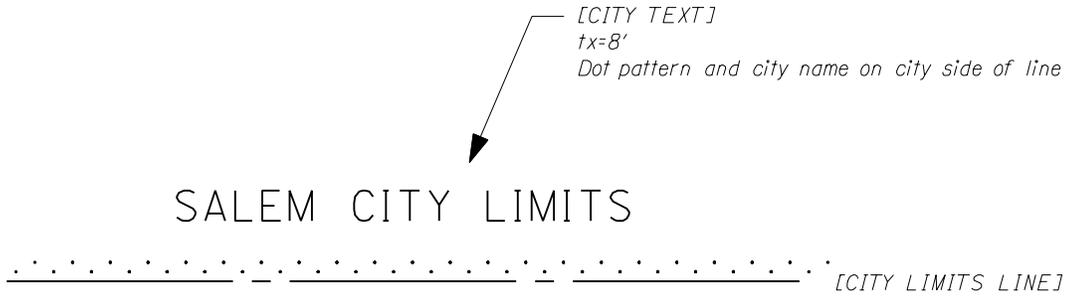
## ANGLE POINT, EQUATION, & OFFSET



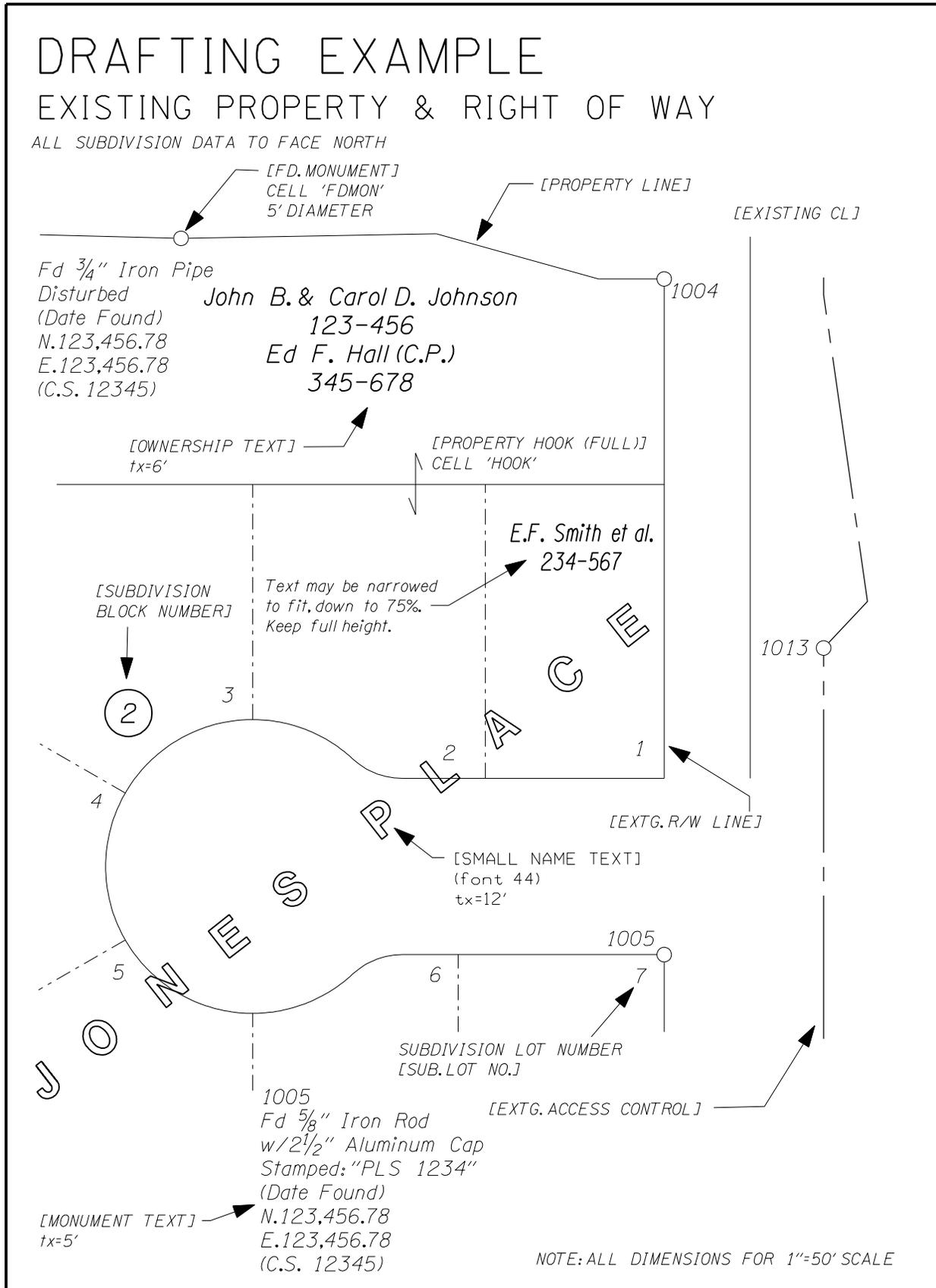


# DRAFTING EXAMPLE

## BOUNDARY LINE DATA



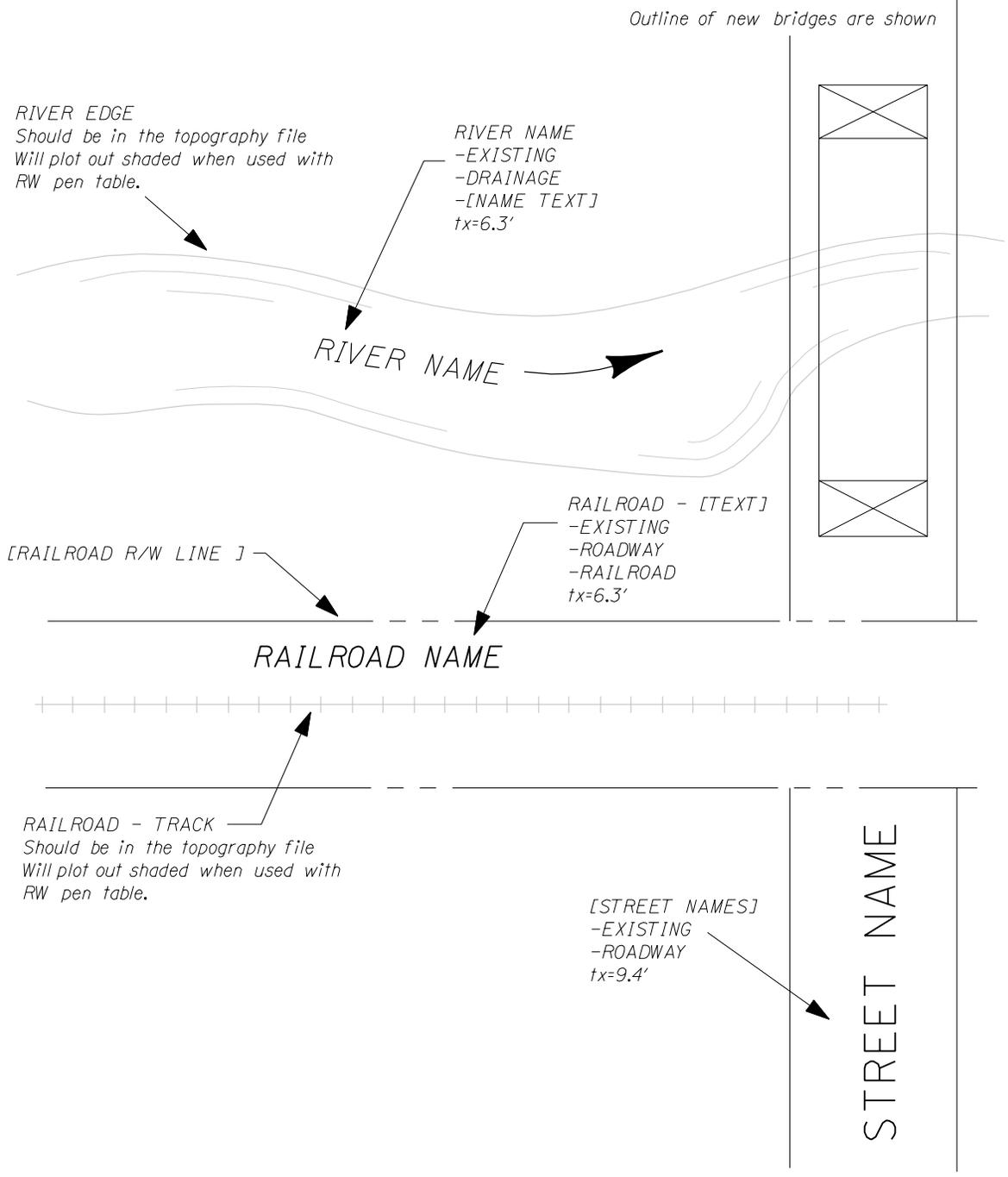
NOTE: ALL DIMENSIONS FOR 1"=50' SCALE



# DRAFTING EXAMPLE

## TOPOGRAPHY

SOME ELEMENTS SHOWN, ARE PLACED FROM THE EXISTING MENU.

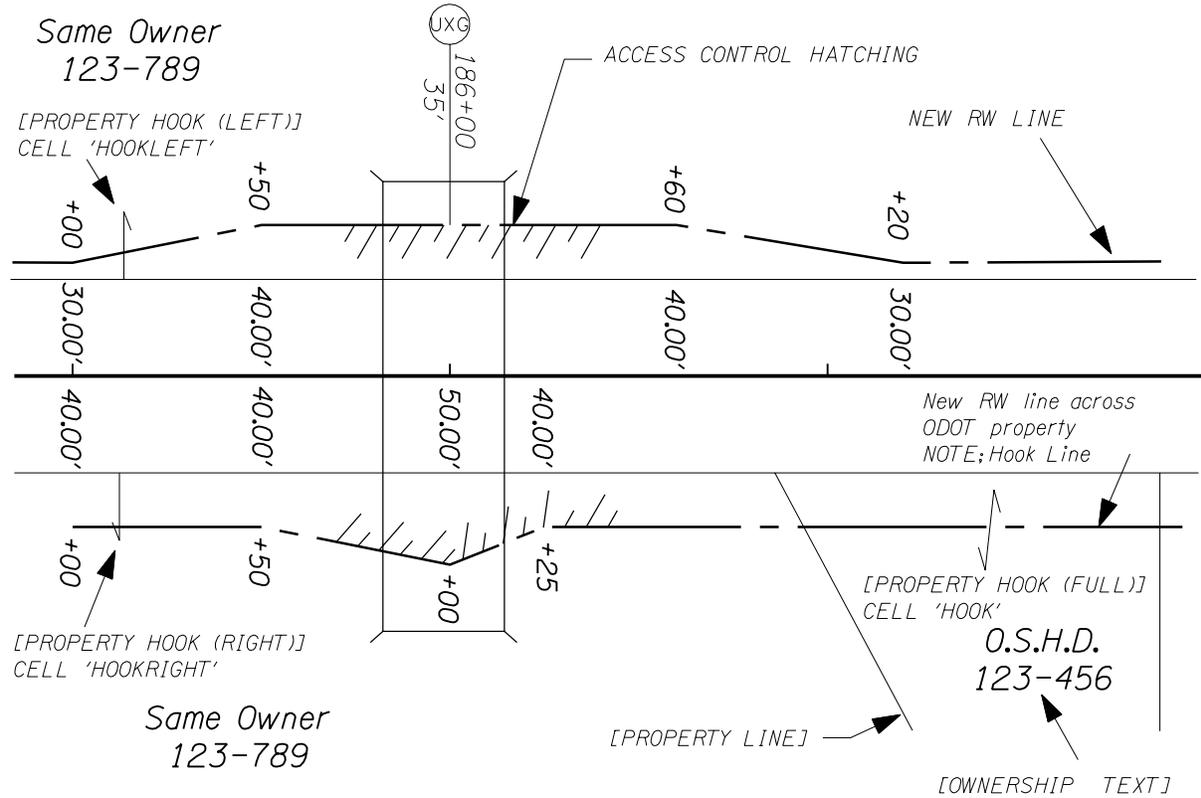


NOTE: ALL DIMENSIONS FOR 1"=50' SCALE

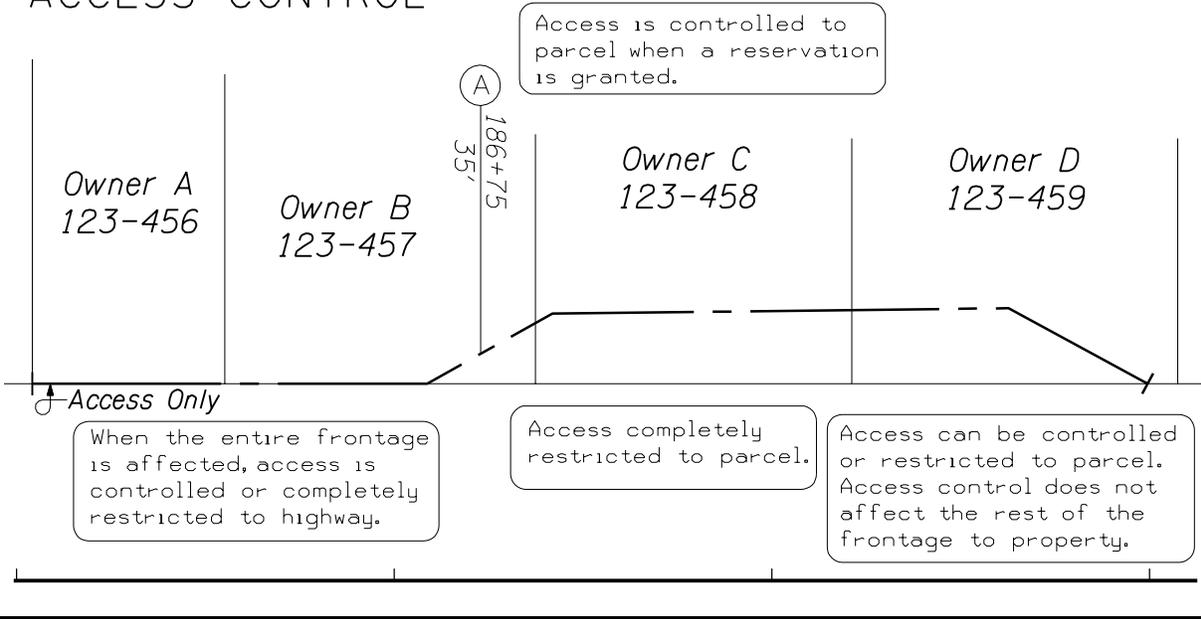
# DRAFTING EXAMPLE

## ACCESS CONTROL HATCHING

### ACCESS UNDER, OR OVER, BUT NOT ONTO



## ACCESS CONTROL





# DRAFTING EXAMPLE

## ROLL MAP BEGINNING TITLE

MCKENZIE HIGHWAY  
 DESCHUTES COUNTY  
 YTIUQOJ  
 LOCATED LINE  
 SCALE 1"=50'  
 DRAWING IOB-18-19  
 PROJECT NO. 7085  
 ENGLISH



OREGON DEPARTMENT OF TRANSPORTATION ← tx=8'

Located Line ←

### OR126: GLACIER - HIGHLAND COUPLET



MCKENZIE HIGHWAY ← tx=12'

DESCHUTES COUNTY ← tx=8'

DRAWN BY [DRAFTER, COMPANY], November, 2003

BEARINGS: Oregon Coordinate System of 1983(91), south zone.

COORDINATES: This drawing utilizes a Local Datum Plane (LDP) which is relative to the Oregon Coordinate System of 1983 (91), south zone, with respect to the local latitude and ground elevation. The LDP coordinates define true ground distances. To convert the LDP coordinates to the Oregon Coordinate System of 1983(91), south zone, multiply the LDP coordinates by 0.9999466.

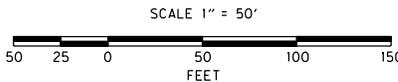
FIELD NOTES: This drawing shows the results of an Oregon Department Of Transportation (ODOT) survey. The field survey notes, book number 3984 are available from ODOT files in Salem, Oregon.

PROJECT NO. 7085 ← tx=8'

DRAWING IOB-18-19 ←

ACCESS CONTROL ——— ——— ———

THIS IS THE FILE NAME LOCATION \*\*\*\*\* 1/25/2006



*Horizontal Roll Map End Title  
This text is mirrored, so that  
it may be read through the mylar  
when rolled up. (tx=8')*

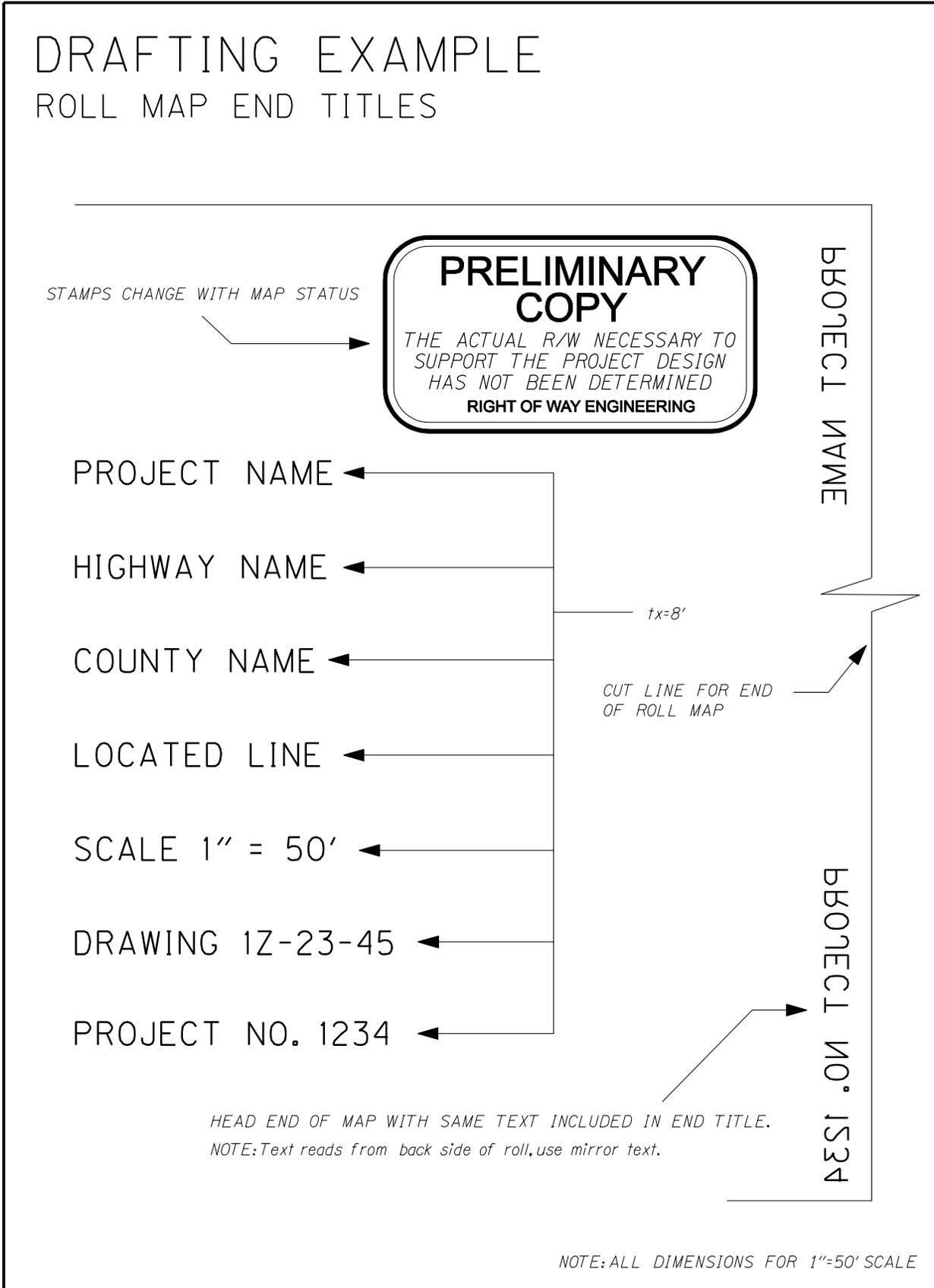
*These are fields. When plotted  
with the correct pen tables,  
the file name and plot date  
are automatically substituted.*

INSERT	BASIS OF BEARING	NO SCALE
See Basis of Bearing Example		

NOTE: ALL DIMENSIONS FOR 1"=50' SCALE (shown half size)

# DRAFTING EXAMPLE

## ROLL MAP END TITLES



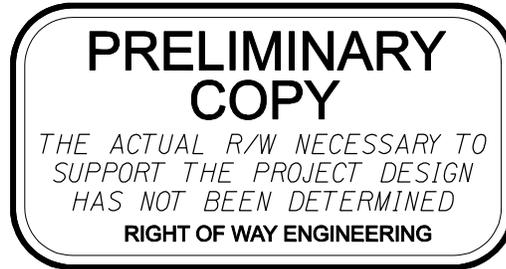
# DRAFTING EXAMPLE

## MAP STATUS NOTES

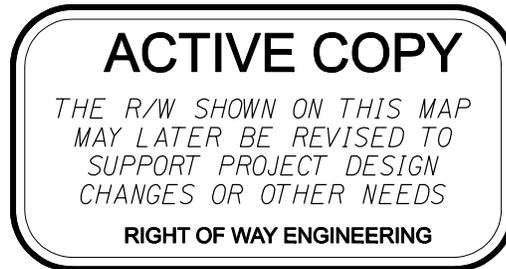
*NOTE: ALL DIMENSIONS FOR 1"=50' SCALE*

The following stamps are to be placed on the right of way map in the beginning and end title area. Each stamp will denote the working status of the map. As the status changes while the map and project develops, the stamps will be changed to reflect the changed status.

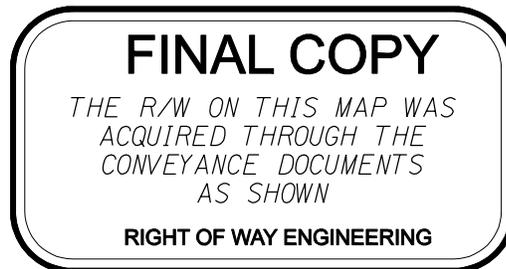
Cell Library : RW.cel  
 Cell Name: RW PRELIMINARY  
 This stamp is to be used on the map before the descriptions are sent out. It indicates that the right of way base map is still being built.



Cell Library : RW.cel  
 Cell Name: RW ACTIVE  
 This stamp is to be used on the map after the descriptions are sent out. It indicates that the right of way base map has been built and descriptions have been sent out. Revisions could still be taking place.



Cell Library : RW.cel  
 Cell Name: RW FINAL  
 This stamp is to be used on the map after the property has been purchased and deeds have been checked against the map. It indicates that the right of way base map is complete and represents what ODOT purchased.



## MISC. MAP REFERENCING

SEE 1Z-23-45 FOR PRIOR RW

*[REF PRIOR/NEW RW] tx=12'*  
 Place at 3' intervals along map in upper portion of map.

*[TOWNSHIP/RANGE] tx=8'*  
 Place at 3' intervals along map approx'ly 1/2" below top cut line.



*[ENGLISH FLYING TEE]  
 CELL 'ENGLISH FLYING TEE'*

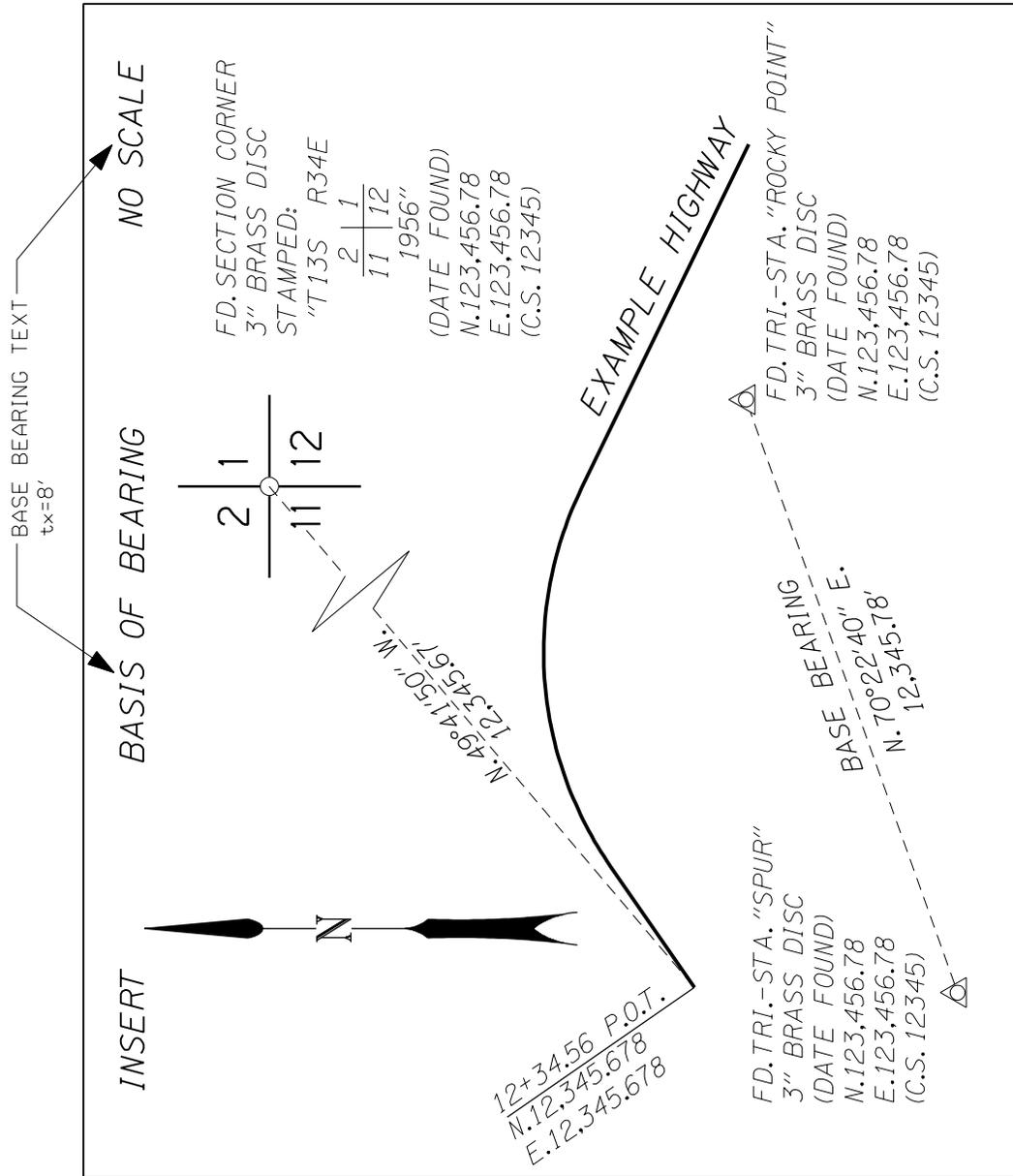
T. 12 S., R. 34 E., W.M.  
 DRAWING 1Z-23-45  
 PROJECT NO. 1234

*[NORTH ARROW]  
 CELL 'ARROW\_RW'*



# DRAFTING EXAMPLE

## BASE BEARING INSERT



# DRAFTING EXAMPLE

## BEARING BASE & COORDINATE NOTE FOR TITLES

### - SOLAR OBSERVATION

TRUE BEARINGS BASED ON SOLAR OBSERVATION TAKEN  
(DATE) BY OREGON DEPARTMENT OF TRANSPORTATION SURVEY.

### ASSUMED COORDINATES

### - RECORD COUNTY SURVEY

BEARINGS BASED ON COUNTY SURVEY NO. (CS#),  
DATED (SURVEY DATE), (COUNTY NAME) COUNTY, OREGON.

### ASSUMED COORDINATES

### - OREGON STATE PLANE

BEARINGS: Oregon Coordinate System of \*, \*\* zone.

COORDINATES: This drawing utilizes a Local Datum Plane (LDP) which is relative to the Oregon Coordinate System of 1927, \*\* zone, with respect to the local latitude and ground elevation. The LDP coordinates define true ground distances. To convert the LDP coordinates to the Oregon Coordinate System of 1927, \*\* zone, multiply the LDP coordinates by \*\*\*.

OR

COORDINATES: This drawing utilizes a Local Datum Plane (LDP) which is relative to the Oregon Coordinate System of 1983, \*\* zone, with respect to the local latitude and ground elevation. The LDP coordinates define true ground distances. To convert the LDP coordinates to the Oregon Coordinate System of 1983, \*\* zone, multiply the LDP coordinates by \*\*\* and by the metric conversion factor of 0.3048.

\* YEAR (1927 or 1983)  
\*\* ZONE (north or south)  
\*\*\* CONVERSION FACTOR

### - PRIOR RIGHT OF WAY MAP

BEARINGS BASED ON OREGON DEPARTMENT OF TRANSPORTATION SURVEY. SEE DRAWING (RW DRAWING), DATED (DATE OF RW DRAWING) .

### ASSUMED COORDINATES

# DRAFTING EXAMPLE

## FIELD BOOK NOTE

- SURVEY PERFORMED BY ODOT - (INHOUSE)

FIELD NOTES: This drawing shows the results of an Oregon Department of Transportation (ODOT) survey. The field survey notes, book number (FB#), are available from ODOT files in Salem, Oregon.

-----

- SURVEY PERFORMED BY CONSULTANT

FIELD NOTES: This drawing shows the results of an Oregon Department of Transportation (ODOT) survey contracted by (CONSULTANT NAME & ADDRESS). The field survey notes, book number (FB#), are available from ODOT files in Salem, Oregon.

-----

- SURVEY PERFORMED BY FHWA

FIELD NOTES: This drawing was prepared by the Oregon Department of Transportation from a Department of Transportation, Federal Highway Administration, Western Direct Federal Division survey. The survey transit notes are retained by this federal agency.

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- SURVEY PERFORMED BY USFS

FIELD NOTES: This drawing was prepared by the Oregon Department Of Transportation from a United States Department Of Agriculture, Forest Service, Pacific Northwest Region survey. The survey transit notes are retained by this federal agency.

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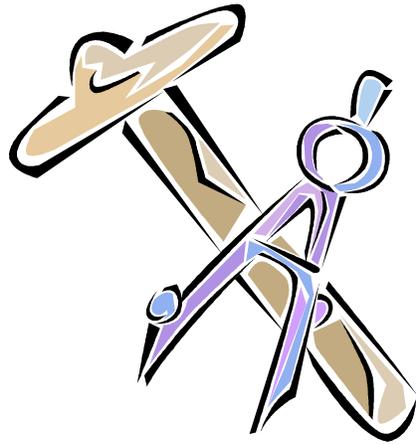
- SURVEY PERFORMED BY COUNTY SURVEYOR

FIELD NOTES: This drawing was prepared by the Oregon Department of Transportation from a (COUNTY NAME) County survey. The survey transit notes are retained by this county agency.

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- SURVEY PERFORMED BY CORP OF ENGINEERS

FIELD NOTES: This drawing was prepared by the Oregon Department Of Transportation from a Department of The Army, Portland District, Corps of Engineers survey. The survey transit notes are retained by this federal agency.



# Appendix F - Description Wording

## Specific Description Information

1. The term "in a straight line" is used in preference to "taper". To taper is "to become progressively smaller toward one end" and is not limited to a straight line; a curve can taper.
2. Right angles are measured at right angles to the center line at a station - not at a station on the center line.
3. A point can be opposite a station on the center line - not opposite the center line.
4. Always on a line at a point - never at a point on a line.
5. When calling to a point which is referenced to a known corner, the reference is a distance and direction *of* the known corner, never *from* the known corner, i.e.: "thence Northwesterly in a straight line to the Northerly line of said lot at a point 10 feet Westerly of the Northeasterly corner of said lot."
6. When citing the center line of a state highway in the description use the phrase "the center line of the relocated *Name* Highway...", never use "the relocated center line of the *Name* Highway...". ODOT does not relocate "center lines" but instead relocates the highways. The phrase "relocated *Name* Highway..." is in effect affirming the right granted to the Transportation Commission in ORS 366.295 Relocation of Highways, to "*make such changes in the location of highways designated and adopted by the commission, as in the judgment and discretion of the commission will result in better alignment, more advantageous and economical highway operation and maintenance, or as will contribute to and afford a more serviceable system of state highways than is possible under the present location.*" Whenever the width of a highway is changed, it is "relocated".
7. A point can be approximately opposite a station - not opposite an approximate station.
8. The same center line station can appear on either side on an equation station. Make certain that the station intended has the proper reference.
9. Refer to a corner of a tract as the most Southerly or the most Easterly - not the Southeasterly.
10. Use the term "to the river, creek, etc." not "to river bank, water line, etc."
11. If practical, describe property by referral to document recording data and avoid copying a document verbatim.

12. Keep in mind that the City and County designations are political subdivisions and the boundaries are subject to change.
13. Reservation and exceptions are qualifying clauses that modify the meaning of the body of the description. A qualifying term may appear in the caption, body or as a separate statement. An exception to an exception often results in ambiguity. By rearranging the description, double exceptions can be avoided.
14. The statement "this parcel of land contains 10.0 acres, more or less, outside of the existing right of way" does not except the existing right of way from the description.
15. Areas are given in square footage where values are high and when they can be computed accurately. In all other instances areas will be given in acreages and computing acreages to the nearest one hundredth of an acre is considered to be the ultimate. For remainder areas of 100 acres or more, use the phrase "In Excess of 100 acres".
16. When describing parcels that share a common boundary, use the term *adjoining* rather than *adjacent*. Adjacent parcels may not actually touch, where adjoining parcels are in contact with each other. The following definitions are from Black's Law Dictionary, fifth edition:
  - Adjacent.* Lying near or close to; sometimes, contiguous; neighboring. Adjacent implies that the two objects are not widely separated, though they may not actually touch, while adjoining imports that they are so joined or united to each other that no third object intervenes.
  - Adjoining.* Touching or contiguous, as distinguished from lying near to or adjacent. To be in contact with; to abut upon. And the same meaning has been given to term when used in statutes.An example of using the term adjoining would be when describing an easement around an irregularly shaped parcel where a width table would be impractical:  
"...included in a strip of land 10 feet in width, lying Northerly and Easterly of and adjoining the Southerly and Westerly boundaries of Parcel 1."
17. When describing a parcel of land which is bounded by a line or lines at right angles to the center line, you will want to state the station bounds first then the width of the parcel. For example: "...said parcel being that portion of said property lying between lines at right angles to the center line of the relocated Heppner Highway at Engineer's Stations 1032+00.00 and 1035+50.00 and included in a strip of land 45.00 feet in width, lying on the Easterly side of said center line, which center line is described as follows:"

## Correct Right of Way Description Phrasing

1. For subdivisions, such as NW<sup>1</sup>/<sub>4</sub>, SW<sup>1</sup>/<sub>4</sub>SW<sup>1</sup>/<sub>4</sub>, only abbreviations should be used, in both the heading and body of the description. Never key SW<sup>1</sup>/<sub>4</sub> of the SW<sup>1</sup>/<sub>4</sub>, or the Northwest <sup>1</sup>/<sub>4</sub>.
2. For directions, such as Northwest corner or North 3° 12' 45" West, key out the words, never abbreviate or follow with abbreviations, and always capitalize.
3. If proper name, capitalize; if just a noun do not capitalize. The initial point, interior corner, quarter corner.
4. The East and West line of the Section; said section; said Lot 4; said lots; said stations; said Station 200+00; said county road; said Oregon Coast Highway.
5. Northwesterly side of center line.
6. The West half of said lot lying; West half of Lot 5; West quarter corner.
7. Only use subdivision abbreviations for aliquot parts. Never key the N<sup>1</sup>/<sub>3</sub>E<sup>1</sup>/<sub>2</sub>; instead key the North third of the East half; North two-thirds.
8. Lot 6, Block F, KERN'S ADDITION, Multnomah County; Lot 12, Block 1, BERKSHIRE NO. 5 ADDITION TO CEDAR HILLS, Washington County, Oregon. Section, Township and Range generally is not needed. Subdivision names are unique within each county.
9. D.L.C. No. 37; County Road (first time used) No. 294; Parcel 1 (do not use "No." or #); Instrument No. 2000009449; Circuit Court Case No. 64812.
10. Multnomah County Record of Deeds. Deschutes County Records. (See deed recording list for specific county).  
State of Oregon, by and through its Department of Transportation, Highway Division.
11. First Street; Tenth Street; 11<sup>th</sup> Avenue; S. E. Baker Ave.
12. In the "widths in feet" columns, it is appropriate to abbreviate Bk=Ah; in the body of the description, the equation is written out in the center line description: 200+09.42 Back equals 200+09.00 Ahead.
13. North 54° 45' 24" West 542.72 feet; South 0° 08' 25" West 1,142.07 feet.
14. O.W.R. & N. Co.
15. Five Hundred Six and <sup>75</sup>/<sub>100</sub> Dollars (\$506.75).
16. ALSO, EXCEPT and ALSO EXCEPT always in upper case. Start new paragraph to make exception stand out.

17. Names in the body of the description shall agree with the deed referred to. Names in the File Addendum page shall agree with the vesting deed.
18. When a file is made legal, include the Legal File Number: File 39887 L-4020 in the addendum under prior file notes.
19. 0.36 acre; 2.00 acres; Station 200+00.00; 120.00 feet; 1,289.28 feet; 10,289.28 feet; 1,308 square feet.
20. This parcel of land contains 1,230 square feet, more or less, outside of the existing right of way.
21. Lower case: access road and frontage road; Northbound lane.
22. (AKA) also known as; "RW" 15+28.60; High Water
23. Vacations:
  - ... and that portion of Danebo Avenue vacated by that Notice of Plat Vacation, recorded on Reel 2162R, Instrument No. 9624122 of Lane County Official Records; the said parcel being that portion of said lots and said vacated avenue inuring to said lots...
  
  - A parcel of land lying in Lot 18, Block 3, ROSS ADDITION TO SELLWOOD and in vacated S.E. Harney Street inuring to said lot, Multnomah County, Oregon; the said parcel being that portion of said lot and vacated S.E. Harney Street lying Southerly of the center line of said vacated S.E. Harney Street and included in a strip of land ...
  
  - ALSO that portion of Meinecke Road vacated by that Vacation Ordinance No. 2003-1151 by the City Council of Sherwood, Oregon, inuring to said parcel.

# Appendix G – Submittals

## Right of Way Drawing and Descriptions Submittal

The following is the procedure for submitting the right of way drawing and descriptions for a project to Salem. (See [Description Transmittal Form](#) on following pages.)

Link for full size form:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/Word\\_Seed\\_Documents/](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/Word_Seed_Documents/)

1. Print out one copy of the descriptions and stamp each page “R/W Engineering Original, Do Not Remove From File”. Date stamp each page of the description at lower left margin with date of submittal.
2. Clip a copy of vesting deed(s) that are referred to in the description to the original copy.
3. Fill out the Transmittal Memo listing each file number and Grantor’s name.
4. Plot two copies of the right of way roll or sheet map. On one copy stamp “R/W Engineering Original, Do Not Remove From File” in four locations: Left outside margin, main title area, end title area and right outside margin. For 1R sheet maps stamp “original” one location on face of map.
5. Send the packet of original descriptions with vesting deeds along with the two paper copies of the right of way drawing to Salem Right of Way Headquarters Program Coordinator.

## Revisions Submittals

The following procedure is used when a right of way file is revised. (See [Revision Request Form](#) on following pages.)

Link for full size form:

[ftp://ftp.odot.state.or.us/ROW\\_Eng/STANDARDS/Descriptions/Word\\_Seed\\_Documents/](ftp://ftp.odot.state.or.us/ROW_Eng/STANDARDS/Descriptions/Word_Seed_Documents/)

1. Print out one copy of the revised description and stamp each page “R/W Engineering Original, Do Not Remove From File”. Date stamp each page of description at lower left margin with date of submittal.
2. Attach 2 copies of sketch map showing revision to revised description.
3. Plot new paper copy of the revised right of way map with revision date/name/description information entered in revision block. Stamp: “R/W Engineering Original, Do Not Remove From File” in four locations on map: Left outside margin, main title area, end title area and right outside margin. For 1R sheet maps stamp “original” one location on face of map.
4. Fill out the transmittal memo listing right of way file number of each revision with instructions to supersede the prior description in the file and void old map.
5. Fill out the revision request form with appropriate signatures.
6. Send new “original” description, sketch of revision and new “original” map with transmittal memo and revision request to Salem Right of Way Headquarters Program Coordinator.

## **Final Right of Way Drawing Submittal**

The following procedure is used when a right of way drawing is finalized. (Deed Recording has been completed and active copy stamps replaced by final copy stamps.)

1. A mylar plot of the right of way drawing is produced.
2. This mylar plot is sent, along with a submittal memo, to the Right of Way Headquarters Program Coordinator in Salem.
3. The electronic right of way CAD file is submitted to the Right of Way Engineering Headquarters Group.



**INTEROFFICE MEMO**

TECHNICAL SERVICES BRANCH

Right of Way Section \_\_\_\_\_  
Office Phone: \_\_\_\_\_  
Fax Phone: \_\_\_\_\_

DATE: \_\_\_\_\_

TO: Files  
Right of Way Section

FROM: \_\_\_\_\_

SUBJECT: File(s) \_\_\_\_\_  
\_\_\_\_\_ Section  
\_\_\_\_\_ Highway  
\_\_\_\_\_ County

NEW FILES

Attached are the original descriptions and copies of the right of way drawing covering right of way required for the subject project.

<u>File No.</u>	<u>Grantor Name</u>	<u>File No.</u>	<u>Grantor Name</u>
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

REVISED FILES

Attached is the new original description, sketch map (2) and revision request covering the revision to the following file(s). Please supersede the prior original description in the file(s).

<u>File No.</u>		
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____



DEPARTMENT OF  
TRANSPORTATION

R/W FILE CHANGE REQUEST

New File  
 Revision to File

To: R/W Engineering  
 From: \_\_\_\_\_  
 \_\_\_\_\_  
 (Initiator of Request)

File No. \_\_\_\_\_  
 Section \_\_\_\_\_  
 Highway \_\_\_\_\_  
 County \_\_\_\_\_  
 R/W Drawing \_\_\_\_\_

Description and Purpose for Proposed Change:

\_\_\_\_\_

\_\_\_\_\_

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\_\_\_\_\_

Change needed by: \_\_\_\_\_ (Date)

Reviewed/Approved By:

R/W Engineering (Region/Consultant): \_\_\_\_\_ Date: \_\_\_\_\_  
This section is to be signed for all change requests.

Region R/W Supervisor: \_\_\_\_\_ Date: \_\_\_\_\_  
This section is to be signed by Region Right of Way (for new files, programming estimate and vesting deed should be attached), unless request is generated by Design shown below.

Design (Region/Consultant) By: \_\_\_\_\_ Date: \_\_\_\_\_  
This section is to be signed for design changes or new files. (Attach map portion showing revision).

R/W Project Administration By: \_\_\_\_\_ Date: \_\_\_\_\_

Send Completed Copies to:

Right of Way Files

R/W Engineering (Region/Consultant)

Region R/W Office

Reason for Change (Revision Only):

Design Change \_\_\_\_\_  
 Accommodate Landowner/Negotiation  
 Fee Excess  
 R/W Engineering Error

*RIGHT OF WAY ENGINEERING USE ONLY*

Revised File Returned to R/W files on \_\_\_\_\_ (Date)

# Appendix H- Building Encroachments with Permanent Easements

Occasionally when laying out right of way you will have an easement line that goes through an existing building or structure. The first course of action is to attempt to adjust the easement line enough to miss the structure. Sometimes though you will not be able to move the line enough and an encroachment cannot be avoided. Past policy was to except the building or structure from the easement in the description, however if the structure was later removed the easement would still follow the old footprint and would be difficult or impossible to retrace.

Currently, ODOT's strategy in this situation is for the permanent easement to include the full area, as if the building was not currently there. **Do not** "except therefrom that portion lying within the existing building." Language will be added in the conveyance document to explain that ODOT acknowledges the existing building and will not be severing it, piling dirt up against the side of it, or running utility lines underneath it. The deed will also declare that at the time when the existing building is ever removed or destroyed, ODOT's easement will prohibit reconstruction after one year of the building's absence. (The current file may require an additional parcel to allow immediate placement of overhead utilities.)

When this situation occurs, it should be declared in the Addendum Page of the property description file with the parcel information. The note will be just after the access language statement and should read that there is an existing encroachment, identify the type of improvement encroaching (usually a building--but we have had other items such as a canopy, air conditioning unit, etc.) and state the area of the easement lying within the existing structure. For example:

Parcel 2 access language: none.  
203 square feet, more or less of an existing barn encroaches upon the parcel.

This statement in the Addendum page will alert the Right of Way Document Specialist to add the appropriate language to the conveyance document. Below is an example of the language that the Document Specialist will place in the deed.

## ALL PURPOSE STRUCTURE LANGUAGE:

Existing structures belonging to the Grantor encroach upon a portion of this easement. **GRANTOR RESERVES** both the right to leave any such structures as and where they are and to maintain same, provided that Grantor shall exercise these rights in such a manner so as to not unreasonably interfere with the easement rights granted herein. However, if at any time, any such structure is either removed at the Grantor's direction or destroyed by a catastrophe such as (but not limited to) fire, flood, or earthquake, and the construction of a replacement (which replacement shall be limited to the same "footprint"/area as the structure removed or destroyed) has not commenced within the following year, this reservation shall then expire.

IT IS UNDERSTOOD that this easement (as qualified by the foregoing reservation), does not convey any right or interest in the above-described parcel except for the purposes stated herein, nor prevent Grantor from the use of said property; provided however, that such use shall not be permitted to interfere with the rights herein granted or endanger the lateral support of the public way, or to interfere in any way with the relocation, construction, and maintenance of said utilities and their appurtenances, as granted hereinabove. **And further provided**, that except for overhead electric and communication service lines, the right to relocate, construct, and maintain water, gas, electric and communication service lines shall not extend to the areas occupied by the existing structures.

# Appendix I - Road Establishment Files

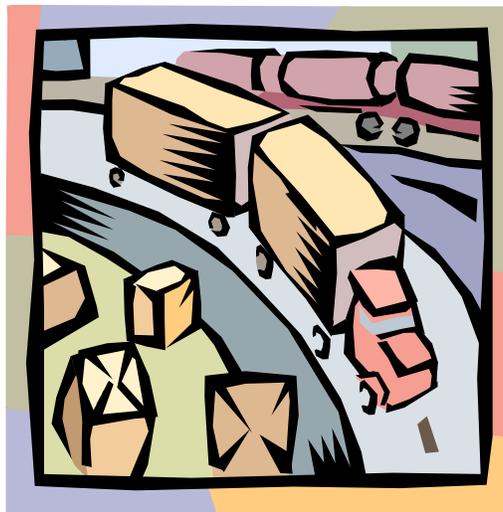
During some periods in right of way history, there have been researchers on staff. Road Establishment Files are the results of their work. These files contain documents such as letters, county resolutions, maps etc. The files are stored in the Transportation Building in the right of way section. A lot of information is here, but not every mile of every highway will be found in these files.

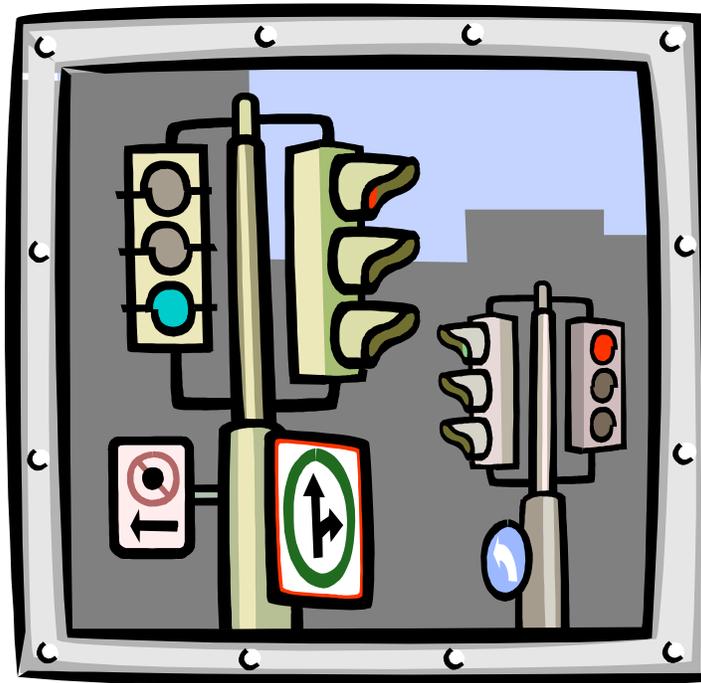
Co.	County Name	RW File	1W Lane	49504	9 Clatsop	56361
1	Baker	6010-001	1W Polk	49621	9 Lincoln	57170
2	Benton	6010-002	1W Yamhill	51701	10 Union	6010-062
3	Clackamas	6010-003	1W Washington	52377	11 Wallowa	6010-063
4	Clatsop	6010-004	1W Multnomah	53714	12 Baker	6010-064
5	Columbia	6010-005	1W Benton	58772	15 Lake	6010-065
6	Coos	6010-006	1 Douglas	6010-039	16 Deschutes	6010-066
7	Crook	6010-007	1 Josephine	6010-040	16 Linn	50173
8	Curry	6010-008	1 Jackson	6010-041	18 Klamath/Desch	6010-090
9	Deschutes	6010-009	1 Marion	6010-042	20 Klamath	6010-067
10	Douglas	6010-010	1 Lane	6010-043	20 Lake	6010-068
11	Gilliam	6010-011	1 Multnomah	6010-044	20 Klamath	49840
12	Grant	6010-012	1 Washington	6010-045	20 Lake	56914
13	Harney	6010-013	1 Clackamas	6010-046	21 Klamath	51932
14	Hood River	6010-014	1 Linn	50603	22 Jackson	50172
15	Jackson	6010-015	2W Clatsop	6010-047	25 Josephine	49734
16	Jefferson	6010-016	2W Columbia	6010-048	26 Multnomah	6010-069
17	Josephine	6010-017	2W Multnomah	52045	26 Clackamas	6010-070
18	Klamath	6010-018	2 Multnomah	6010-049	26 Hood River	52077
19	Lake	6010-019	2 Gilliam	6010-050	27 Benton	49114
20	Lane	6010-020	2 Hood River	6010-051	28 Grant	49729
21	Lincoln	6010-021	2 Wasco	6010-052	29 Washington	6010-071
22	Linn	6010-022	3 Clackamas	6010-053	30 Polk	50387
23	Malheur	6010-023	4 Jefferson	6010-054	31 Benton	50957
24	Marion	6010-024	4 Wasco	6010-055	32 Tillamook/Yamhill	48616
25	Morrow	6010-025	4 USA Forest	30794	33 Benton/Lincoln	48946
26	Multnomah	6010-026	4 Linn	36310	35 Douglas	6010-072
27	Polk	6010-027	4 Klamath	49620	37 Tillamook/Yamhill	6010-073
28	Sherman	6010-028	4 Deschutes	50101	38 Josephine	49727
29	Tillamook	6010-029	5 Gilliam	6010-056	39 Lincoln/Yamhill	6010-074
30	Umatilla	6010-030	5 Malheur	6010-057	39 Polk	50100
31	Union	6010-031	5 Baker/Grant	6010-058	40 Washington/Mult	6010-075
32	Wallowa	6010-032	6 Baker/Etc	6010-059	41 Crook	51278
33	Wasco	6010-033	6 Umatilla	49511	43 Polk	59947
34	Washington	6010-034	7 Harney	50397	45 Douglas	51933
35	Wheeler	6010-035	8 Umatilla	50404	46 Tillamook	6010-076
36	Yamhill	6010-036	9 Curry	6010-060	46 Clackamas	49951
			9 Coos	6010-061	47 Clatsop	6010-077
			9 Lane	49506	47 Washington	50610
			9 Douglas	49510	48 Grant	6010-078
			9 Tillamook	49731	49 Harney	50171
			9 Clatsop	53201	50 Klamath	6010-079
Hwy	County Name	RW File				
1E	Clackamas	6010-037				
1E	Multnomah	6010-038				
1E	Marion	51700				

53 Jefferson/Wash	56251	229 Lane	53944
54 Umatilla	49507	230 Douglas/Jackson	48833
60 Jackson	49728	231 Douglas	52914
62 Lane	49736	234 Douglas	55292
63 Jackson	6010-080	240 Coos	48947
64 Multnomah (I-205)	6010-092	241 Coos	48948
66 Union	6010-081	242 Coos	51693
68 Multnomah	6010-082	244 Coos	48949
69 Lane	49321	250 Curry	50954
71 Baker	53057	260 Josephine	48951
72 Marion	6010-083	270 Jackson/Klamath	55291
73 Douglas	58479	272 Jackson	49508
73 Douglas	59178	281 Hood River	50278
102 Washington	6010-084	282 Hood River	55290
102 Clatsop	49320	292 Wasco	50848
102 Columbia	49839	300 Gilliam/Sherman	55289
120 Multnomah	6010-093	320 Umatilla	51935
123 Multnomah	50620	321 Morrow/Wheeler	55288
125 Multnomah	6010-085	333 Umatilla	55287
130 Tillamook	48615	340 Baker	55286
131 Tillamook	50276	341 Union/Umatilla	55285
140 Marion	50280	360 Jefferson/Crook	55284
141 Washington	49952	361 Jefferson	55283
143 Washington	50604	371 Crook	55282
144 Washington	6010-086	372 Deschutes	50398
150 Polk	48720	373 Deschutes	50399
151 Yamhill	6010 087	374 Deschutes	50400
153 Yamhill	6010-088	375 Deschutes	50401
154 Yamhill	50732	380 Crook	48826
157 Yamhill	51820	402 Grant	55281
160 Marion/Clackamas	50847	410 Baker	55280
161 Marion/Clackamas	51277	413 Baker	50403
162 Linn/Marion	48827	425 Klamath	49732
163 Marion	49733	428 Klamath	55279
164 Linn	6010-089	431 Lake	49730
170 Clackamas	49949	450 Malheur	49726
171 Clackamas	50275	455 Malheur	55278
173 USA Forest	49514	465 Malheur (US95)	6010-091
180 Benton/Lincoln	48440		
181 Lincoln	48502	Other Files	
191 Polk	55299	Emergency Traffic	6010-100
193 Polk	55298	Cemeteries	6010-101
193 Polk	58478	Ocean / Rivers,	6010-102
194 Polk	55297	Use	
194 Polk	59947	Orleans-Brownville	12747
200 Douglas/Lane	49218	Early Trails W. Rd.	6010-104
200 Lane	55296		
211 Linn	49424		
212 Linn	55295		
223 Lane	49321		
227 Lane	55294		
228 Lane	55293		

## Appendix J - Highway Numbers

This appendix contains two sections. The first contains ODOT Highways sorted first numerically and then alphabetically. The second section contains a cross reference of ODOT highway numbering against Route numbers (Interstate, US and Oregon). Both of these lists come from the ODOT Inventory and Mapping web site.





**Alpha-Numeric Listing of Oregon State Highways****Oregon Department of Transportation**

Road Inventory and Classification Services

**Numeric Listing****2005**

1	PACIFIC	67	PENDLETON	242	POWERS
1E [81]	PACIFIC HIGHWAY EAST	68	CASCADE HWY NORTH	244	COQUILLE-BANDON
1W [91]	PACIFIC HIGHWAY WEST	69	BELTLINE	250	CAPE BLANCO
2	COLUMBIA RIVER	70	MCNARY	251	PORT ORFORD
2W [92]	LOWER COLUMBIA RIVER	71	WHITNEY	255	CARPENTERVILLE
3	OSWEGO	72	SALEM	260	ROGUE RIVER LOOP
4	THE DALLES-CALIFORNIA	100	HISTORIC COLUMBIA RIVER	270	LAKE OF THE WOODS
5	JOHN DAY	102	NEHALEM	271	SAMS VALLEY
6	OLD OREGON TRAIL	103	FISHHAWK FALLS	272	JACKSONVILLE
7	CENTRAL OREGON	104	FORT STEVENS	273	SISKIYOU
8	OREGON-WASHINGTON	105	WARRENTON-ASTORIA	281	HOOD RIVER
9	OREGON COAST	110	MIST-CLATSKANIE	282	ODELL
10	WALLOWA LAKE	120	SWIFT	290	SHERARS BRIDGE
11	ENTERPRISE-LEWISTON	123	NORTHEAST PORTLAND	291	SHANIKO-FOSSIL
12	BAKER-COPPERFIELD	130	LITTLE NESTUCCA	292	MOSIER-THE DALLES
14	CROOKED RIVER	131	NETARTS	293	ANTELOPE
15	MCKENZIE	138	NORTH UMPQUA	300	WASCO-HEPPNER
16	SANTIAM	140	HILLSBORO-SILVERTON	301	CELILO-WASCO
17	MCKENZIE-BEND	141	BEAVERTON-TUALATIN	320	LEXINGTON-ECHO
18	WILLAMETTE	142	FARMINGTON	321	HEPPNER-SPRAY
19	FREMONT	143	SCHOLLS	330	WESTON-ELGIN
20	KLAMATH FALLS-LAKEVIEW	144	BEAVERTON-TIGARD	331	UMATILLA MISSION
21	GREEN SPRINGS	150	SALEM-DAYTON	332	SUNNYSIDE-UMAPINE
22	CRATER LAKE	151	YAMHILL-NEWBERG	333	HERMISTON
23	DAIRY-BONANZA	153	BELLEVUE-HOPEWELL	334	ATHENA-HOLDMAN
25	REDWOOD	154	LAFAYETTE	335	HAVANA-HELIX
26	MT. HOOD	155	AMITY-DAYTON	339	FREEWATER
27	ALSEA	157	WILLAMINA-SHERIDAN	340	MEDICAL SPRINGS
28	PENDLETON-JOHN DAY	160	CASCADE HWY SOUTH	341	UKIAH-HILGARD
29	TUALATIN VALLEY	161	WOODBURN-ESTACADA	342	COVE
30	WILLAMINA-SALEM	162	NORTH SANTIAM	350	LITTLE SHEEP CREEK
31	ALBANY-CORVALLIS	163	SILVER CREEK FALLS	351	JOSEPH-WALLOWA LAKE
32	THREE RIVERS	164	JEFFERSON	360	MADRAS-PRINEVILLE
33	CORVALLIS-NEWPORT	171	CLACKAMAS	361	CULVER
35	COOS BAY-ROSEBURG	172	EAGLE CREEK-SANDY	370	O'NEIL
36	PENDLETON-COLD SPRINGS	173	TIMBERLINE	371	POWELL BUTTE
37	WILSON RIVER	174	CLACKAMAS-BORING	372	CENTURY DRIVE
38	OREGON CAVES	180	EDDYVILLE-BLODGETT	380	PAULINA
39	SALMON RIVER	181	SILETZ	390	SERVICE CREEK-MITCHELL
40	BEAVERTON-HILLSDALE	182	OTTER ROCK	402	KIMBERLY-LONG CREEK
41	OCHOCO	189	DALLAS-RICKREALL	410	SUMPTER
42	SHERMAN	191	KINGS VALLEY	413	HALFWAY-CORNUCOPIA
43	MONMOUTH-INDEPENDENCE	193	INDEPENDENCE	414	PINE CREEK
44	WAPINITIA	194	MONMOUTH	415	DOOLEY MOUNTAIN
45	UMPQUA	200	TERRITORIAL	420	MIDLAND
46	NECANICUM	201	ALSEA-DEADWOOD	422	CHILOQUIN
47	SUNSET	210	CORVALLIS-LEBANON	424	SOUTH KLAMATH FALLS
48	JOHN DAY-BURNS	211	ALBANY-LYONS	426	HATFIELD
49	LAKEVIEW-BURNS	212	HALSEY-SWEET HOME	429	CRESCENT LAKE
50	KLAMATH FALLS-MALIN	215	CLEAR LAKE-BELKNAP SPRINGS	431	WARNER
51	WILSONVILLE-HUBBARD	222	SPRINGFIELD-CRESWELL	440	FRENCHGLEN
52	HEPPNER	225	MCVAY	442	STEENS
53	WARM SPRINGS	226	GOSHEN-DIVIDE	449	HUNTINGTON
54	UMATILLA-STANFIELD	227	EUGENE-SPRINGFIELD	450	SUCCOR CREEK
58	ALBANY-JUNCTION CITY	228	SPRINGFIELD	451	VALE-WEST
60	ROGUE RIVER	229	MAPLETON-JUNCTION CITY	453	ADRIAN-ARENA VALLEY
61	STADIUM FREEWAY	230	TILLER-TRAIL	454	ADRIAN-CALDWELL
62	FLORENCE-EUGENE	231	ELKTON-SUTHERLIN	455	OLDS FERRY-ONTARIO
63	ROGUE VALLEY	233	WEST DIAMOND LAKE	456	I.O.N.
64	EAST PORTLAND FREEWAY	240	CAPE ARAGO		
66	LA GRANDE-BAKER	241	COOS RIVER		

## Alpha-Numeric Listing of Oregon State Highways

## Oregon Department of Transportation

Road Inventory and Classification Services

Alphabetical Listing

2005

ADRIAN-ARENA VALLEY	453	HEPPNER	52	PENDLETON-JOHN DAY	28
ADRIAN-CALDWELL	454	HEPPNER-SPRAY	321	PINE CREEK	414
ALBANY-CORVALLIS	31	HERMISTON	333	PORT ORFORD	251
ALBANY-JUNCTION CITY	58	HILLSBORO-SILVERTON	140	POWELL BUTTE	371
ALBANY-LYONS	211	HISTORIC COLUMBIA RIVER	100	POWERS	242
ALSEA	27	HOOD RIVER	281	REDWOOD	25
ALSEA-DEADWOOD	201	HUNTINGTON	449	ROGUE RIVER	60
AMITY-DAYTON	155	I.O.N.	456	ROGUE RIVER LOOP	260
ANTELOPE	293	INDEPENDENCE	193	ROGUE VALLEY	63
ATHENA-HOLDMAN	334	JACKSONVILLE	272	SALEM	72
BAKER-COPPERFIELD	12	JEFFERSON	164	SALEM-DAYTON	150
BEAVERTON-HILLSDALE	40	JOHN DAY	5	SALMON RIVER	39
BEAVERTON-TIGARD	144	JOHN DAY-BURNS	48	SAMS VALLEY	271
BEAVERTON-TUALATIN	141	JOSEPH-WALLOWA LAKE	351	SANTIAM	16
BELLEVUE-HOPEWELL	153	KIMBERLY-LONG CREEK	402	SCHOLLS	143
BELTLINE	69	KINGS VALLEY	191	SERVICE CREEK-MITCHELL	390
CAPE ARAGO	240	KLAMATH FALLS-LAKEVIEW	20	SHANIKO-FOSSIL	291
CAPE BLANCO	250	KLAMATH FALLS-MALIN	50	SHERARS BRIDGE	290
CARPENTERVILLE	255	LA GRANDE-BAKER	66	SHERMAN	42
CASCADE HWY NORTH	68	LAFAYETTE	154	SILETZ	181
CASCADE HWY SOUTH	160	LAKE OF THE WOODS	270	SILVER CREEK FALLS	163
CELILO-WASCO	301	LAKEVIEW-BURNS	49	SISKIYOU	273
CENTRAL OREGON	7	LEXINGTON-ECHO	320	SOUTH KLAMATH FALLS	424
CENTURY DRIVE	372	LITTLE NESTUCCA	130	SPRINGFIELD	228
CHILOQUIN	422	LITTLE SHEEP CREEK	350	SPRINGFIELD-CRESWELL	222
CLACKAMAS	171	LOWER COLUMBIA RIVER	2W [92]	STADIUM FREEWAY	61
CLACKAMAS-BORING	174	MADRAS-PRINEVILLE	360	STEENS	442
CLEAR LAKE-BELKNAP SPRINGS	215	MAPLETON-JUNCTION CITY	229	SUCCOR CREEK	450
COLUMBIA RIVER	2	MCKENZIE	15	SUMPTER	410
COOS BAY-ROSEBURG	35	MCKENZIE-BEND	17	SUNNYSIDE-UMAPINE	332
COOS RIVER	241	MCNARY	70	SUNSET	47
COQUILLE-BANDON	244	MCVAY	225	SWIFT	120
CORVALLIS-LEBANON	210	MEDICAL SPRINGS	340	TERRITORIAL	200
CORVALLIS-NEWPORT	33	MIDLAND	420	THE DALLES-CALIFORNIA	4
COVE	342	MIST-CLATSKANIE	110	THREE RIVERS	32
CRATER LAKE	22	MONMOUTH	194	TILLER-TRAIL	230
CRESCENT LAKE	429	MONMOUTH-INDEPENDENCE	43	TIMBERLINE	173
CROOKED RIVER	14	MOSIER-THE DALLES	292	TUALATIN VALLEY	29
CULVER	361	MT. HOOD	26	UKIAH-HILGARD	341
DAIRY-BONANZA	23	NECANICUM	46	UMATILLA MISSION	331
DALLAS-RICKREALL	189	NEHALEM	102	UMATILLA-STANFIELD	54
DOOLEY MOUNTAIN	415	NETARTS	131	UMPQUA	45
EAGLE CREEK-SANDY	172	NORTH SANTIAM	162	VALE-WEST	451
EAST PORTLAND FREEWAY	64	NORTH UMPQUA	138	WALLOWA LAKE	10
EDDYVILLE-BLODGETT	180	NORTHEAST PORTLAND	123	WAPINITIA	44
ELKTON-SUTHERLIN	231	OCHOCO	41	WARM SPRINGS	53
ENTERPRISE-LEWISTON	11	ODELL	282	WARNER	431
EUGENE-SPRINGFIELD	227	OLD OREGON TRAIL	6	WARRENTON-ASTORIA	105
FARMINGTON	142	OLDS FERRY-ONTARIO	455	WASCO-HEPPNER	300
FISHHAWK FALLS	103	O'NEIL	370	WEST DIAMOND LAKE	233
FLORENCE-EUGENE	62	OREGON CAVES	38	WESTON-ELGIN	330
FORT STEVENS	104	OREGON COAST	9	WHITNEY	71
FREEWATER	339	OREGON-WASHINGTON	8	WILLAMETTE	18
FREMONT	19	OSWEGO	3	WILLAMINA-SALEM	30
FRENCHGLEN	440	OTTER ROCK	182	WILLAMINA-SHERIDAN	157
GOSHEN-DIVIDE	226	PACIFIC	1	WILSON RIVER	37
GREEN SPRINGS	21	PACIFIC HIGHWAY EAST	1E [81]	WILSONVILLE-HUBBARD	51
HALFWAY-CORNUCOPIA	413	PACIFIC HIGHWAY WEST	1W [91]	WOODBURN-ESTACADA	161
HALSEY-SWEET HOME	212	PAULINA	380	YAMHILL-NEWBERG	151
HATFIELD	426	PENDLETON	67		
HAVANA-HELIX	335	PENDLETON-COLD SPRINGS	36		

### Highway - Route Cross Reference

US #	Hwy	Name	Beg	End
<b>Interstate</b>				
005	001	Pacific	0.00	308.38
082	070	Mcnary	0.00	11.21
084	002	Columbia River	0.00	167.58
084	006	Old Oregon Trail	167.58	378.01
084	012	Baker-Copperfield	1.56	2.43
084	100	Historic Columbia River	22.25	30.00
084	100	Historic Columbia River	34.49	48.67
105	227	Eugene-Springfield	0.00	3.49
205	064	East Portland Freeway	0.00	26.56
205	171	Clackamas	4.36	5.18
405	061	Stadium Freeway	-0.04	4.21
<b>US</b>				
020	004	The Dalles-California	135.14	137.62
020	007	Central Oregon	0.51	266.82
020	015	Mckenzie	92.28	93.07
020	016	Santiam	-0.01	100.36
020	017	Mckenzie-Bend	0.00	18.51
020	031	Albany-Corvallis	0.10	11.28
020	033	Corvallis-Newport	0.00	56.80
020	058	Albany-Junction City	1.38	2.28
020	210	Corvallis-Lebanon	-0.05	0.00
026	004	The Dalles-California	91.94	97.18
026	005	John Day	124.17	278.21
026	007	Central Oregon	246.39	266.82
026	009	Oregon Coast	3.80	24.93
026	026	Mt Hood	0.01	57.20
026	041	Ochoco	18.16	98.39
026	047	Sunset	-0.10	73.81
026	053	Warm Springs	57.45	117.58
026	360	Madras-Prineville	0.00	26.28
030	001	Pacific	301.91	302.91
030	002	Columbia River	0.00	6.28
030	002	Columbia River	6.28	43.38
030	002	Columbia River	45.33	61.81
030	002	Columbia River	64.69	69.63
030	002	Columbia River	87.23	167.58
030	004	The Dalles-California	0.91	0.61
030	006	Old Oregon Trail	167.58	207.10
030	006	Old Oregon Trail	213.37	259.22
030	006	Old Oregon Trail	265.26	285.51
030	006	Old Oregon Trail	306.78	342.52
030	006	Old Oregon Trail	353.29	376.53
030	008	OR-Washington	-0.68	0.00
030	061	Stadium Freeway	3.08	3.57
030	066	La Grande-Baker	-0.04	5.62
030	066	La Grande-Baker	32.23	54.46
030	067	Pendleton	-0.03	6.60
030	092	(Lower) Columbia River	1.45	99.34
030	100	Historic Columbia River	22.25	31.28
030	100	Historic Columbia River	34.49	51.26
030	100	Historic Columbia River	57.53	72.37
030	292	Mosier-The Dalles	15.26	20.24
030	449	Huntington	0.00	11.09
030	455	Olds Ferry-Ontario	27.02	28.39
030b	059	Sandy Boulevard	-0.05	5.48
030b	455	Olds Ferry-Ontario	25.20	27.02
030b	455	Olds Ferry-Ontario	27.02	27.73
030by	123	Northeast Portland	0.00	18.75
095	455	Olds Ferry-Ontario	11.65	13.66
095	456	I.O.N.	0.00	121.36
097	004	The Dalles-California	67.17	291.73
097	042	Sherman	-0.43	68.66
097b	020	Klamath Falls-Lakeview	-0.14	0.19

US #	Hwy	Name	Beg	End
097b	050	Klamath Falls-Malin	-6.92	-4.97
097b	050	Klamath Falls-Malin	4.97	5.10
101	009	Oregon Coast	0.00	363.11
101	009	Oregon Coast	66.00	68.00
101b	102	Nehalem	0.00	1.52
101b	105	Warrenton-Astoria	0.00	7.25
197	004	The Dalles-California	0.00	67.17
199	025	Redwood	-2.74	41.69
199	025	Redwood	-0.48	1.99
395	002	Columbia River	184.08	184.87
395	005	John Day	154.03	162.29
395	006	Old Oregon Trail	189.13	209.36
395	007	Central Oregon	104.62	134.08
395	019	Fremont	120.57	157.73
395	028	Pendleton-JohnDay	1.57	120.51
395	048	John Day-Burns	0.00	67.78
395	049	Lakeview-Burns	0.00	90.02
395	054	Umatilla-Stanfield	0.04	12.90
395	070	Mcnary	0.00	0.76
395	333	Hermiston	7.24	7.30
730	002	Columbia River	167.58	203.28
<b>OREGON</b>				
003	011	Enterprise-Lewiston	0.00	43.19
006	037	Wilson River	0.00	51.57
007	012	Baker-Copperfield	1.13	0.00
007	066	La Grande-Baker	51.79	52.04
007	071	Whitney	0.00	50.92
008	029	Tualatin Valley	12.41	0.23
008	029	Tualatin Valley	15.98	14.10
008	029	Tualatin Valley	17.88	17.54
008	029	Tualatin Valley	18.20	17.88
008	102	Nehalem	90.35	90.40
010	040	Beaverton-Hillsdale	0.97	3.41
010	091	Pacific Highway West	1.70	3.19
010	142	Farmington	-0.06	8.74
011	008	Oregon-Washington	-1.77	35.32
018	039	Salmon River	-0.22	52.65
018	039	Salmon River	46.26	47.20
018b	157	Willamina-Sheridan	0.00	8.60
019	005	John Day	0.00	124.15
022	030	Willamina-Salem	0.00	26.14
022	032	Three Rivers	0.00	24.97
022	039	Salmon River	23.06	27.17
022	072	Salem	5.19	8.52
022	162	North Santiam	1.21	81.81
027	014	CrookedRiver	0.00	42.51
031	019	Fremont	0.00	120.53
034	027	Alsea	0.00	58.56
034	033	Corvallis-Newport	49.76	56.80
034	210	Corvallis-Lebanon	0.34	18.13
035	026	Mt Hood	57.45	101.82
035	100	Historic Columbia River	48.67	51.26
036	200	Territorial	8.62	10.06
036	229	Mapleton-JunctionCity	0.01	51.59
037	028	Pendleton-John Day	1.37	1.70
037	036	Pendleton-Cold Springs	0.88	30.75
037	067	Pendleton	2.08	2.54
038	045	Umpqua	0.00	50.25
039	020	Klamath Falls-Lakeview	-0.14	5.54
039	050	Klamath Falls-Malin	0.00	16.51
039	426	Hatfield	0.00	2.42
042	035	Coos Bay-Roseburg	0.00	77.17
042s	244	Coquille-Bandon	0.00	16.94
043	003	Oswego	0.00	11.66
046	038	Oregon Caves	0.00	19.33
047	029	Tualatin Valley	20.00	42.43

US #	Hwy	Name	Beg	End
047	047	Sunset	45.48	49.47
047	102	Nehalem	46.14	91.50
047	110	Mist-Clatskanie	0.00	11.89
051	043	Monmouth-Independence	0.00	2.35
051	193	Independence	0.00	6.34
052	455	Olds Ferry-Ontario	19.65	21.30
053	046	Necanicum	0.04	19.03
058	018	Willamette	-0.30	86.45
062	022	Crater Lake	0.00	66.37
062	022	Crater Lake	83.63	103.87
066	021	Green Springs	0.00	59.05
070	023	Dairy-Bonanza	0.00	6.97
074	052	Heppner	0.00	83.15
078	442	Steens	0.00	91.60
082	010	Wallowa Lake	0.00	71.42
086	012	Baker-Copperfield	2.66	70.80
099	001	Pacific	35.62	40.66
099	001	Pacific	58.34	99.29
099	001	Pacific	101.40	103.76
099	001	Pacific	108.47	112.23
099	001	Pacific	140.53	150.08
099	001	Pacific	162.57	168.46
099	001	Pacific	188.83	192.25
099	018	Willamette	-0.30	-0.12
099	025	Redwood	-2.74	0.01
099	035	Coos Bay-Roseburg	73.37	76.05
099	045	Umpqua	50.25	57.13
099	060	Rogue River	0.00	14.95
099	063	Rogue Valley	0.00	24.12
099	091	Pacific Highway West	108.82	126.37
099	226	Goshen-Divide	0.02	19.92
099	234	Oakland-Shady	11.77	22.25
099	271	Sams Valley	-0.30	2.36
099	271	Sams Valley	2.36	3.32
099e	001	Pacific	234.39	258.26
099e	058	Albany-Junction City	0.00	32.37
099e	081	Pacific Highway East	-6.09	46.16
099e	140	Hillsboro-Silverton	39.29	40.46
099eb	072	Salem	0.00	8.52
099w	091	Pacific Highway West	7.61	108.82
099w	140	Hillsboro-Silverton	20.16	20.59
126	004	The Dalles-California	121.29	121.50
126	015	Mckenzie	6.23	54.97
126	015	Mckenzie	92.28	111.94
126	016	Santiam	71.50	100.36
126	041	Ochoco	-0.06	18.16
126	062	Florence-Eugene	0.02	52.69
126	069	Bellline	0.00	3.10
126	091	Pacific Highway West	122.26	123.37
126	215	Clear Lk-Belknap Spring	0.00	19.81
126	227	Eugene-Springfield	0.00	9.97
126b	015	Mckenzie	-0.06	0.37
126b	015	Mckenzie	0.37	6.23
126b	091	Pacific Highway West	123.37	125.81
138	001	Pacific	124.16	136.27
138	073	North Umpqua	0.00	86.01
138	231	Elkton-Sutherlin	0.00	24.25
138	234	Oakland-Shady	17.18	17.41
138	425	East Diamond Lake	0.00	14.82
140	019	Fremont	143.03	138.37
140	020	Klamath Falls-Lakeview	5.54	96.37
140	021	Green Springs	58.86	59.05
140	050	Klamath Falls-Malin	1.78	0.00
140	270	Lake Of The Woods	0.00	68.76
140	424	South Klamath Falls	0.00	5.97
140	431	Warner	0.00	65.28
201	007	Central Oregon	258.14	265.97

US #	Hwy	Name	Beg	End
201	450	Succor Creek	0.02	20.11
201	450	Succor Creek	20.11	22.24
201	455	Olds Ferry-Ontario	-0.29	31.81
202	102	Nehalem	0.00	46.14
203	066	La Grande-Baker	5.32	16.51
203	340	Medical Springs	0.00	38.94
204	330	Weston-Elgin	-1.36	40.84
205	440	Frenchglen	0.00	73.35
206	005	John Day	38.07	38.27
206	300	Wasco-Heppner	-0.09	84.12
206	301	Celilo-Wasco	0.00	15.57
207	005	John Day	95.56	78.56
207	052	Heppner	36.45	45.89
207	054	Umatilla-Stanfield	5.46	5.40
207	300	Wasco-Heppner	84.12	73.33
207	320	Lexington-Echo	27.24	0.00
207	321	Heppner-Spray	0.00	40.96
207	333	Hermiston	0.02	7.24
207	333	Hermiston	7.24	7.30
207	333	Hermiston	7.30	17.81
207	390	Service Creek-Mitchell	0.00	24.32
210	143	Scholls	0.00	9.60
211	161	Woodburn-Estacada	0.00	33.49
211	171	Clackamas	17.92	23.36
211	172	Eagle Creek-Sandy	-0.23	5.94
212	171	Clackamas	5.18	8.15
212	174	Clackamas-Boring	0.03	8.87
213	068	Cascade Hwy North	0.00	10.17
213	160	Cascade Hwy South	0.00	29.71
213	171	Clackamas	4.04	5.18
214	081	Pacific Highway East	31.70	32.87
214	140	Hillsboro-Silverton	36.72	50.66
214	163	Silver Creek Falls	8.78	40.84
216	004	The Dalles-California	33.89	42.39
216	044	Wapinitia	0.18	26.03
216	290	Sherars Bridge	-0.05	28.42
217	144	Beaverton-Tigard	0.00	7.44
218	291	Shaniko-Fossil	0.00	42.98
219	091	Pacific Highway West	23.04	23.45
219	140	Hillsboro-Silverton	0.00	36.72
221	150	Salem-Dayton	0.00	20.78
223	189	Dallas-Rickreall	0.00	4.01
223	191	Kings Valley	0.00	31.40
224	064	East Portland Freeway	12.94	13.11
224	171	Clackamas	0.00	49.97
226	211	Albany-Lyons	0.00	25.71
227	230	Tiller-Trail	41.46	52.71
228	212	Halsey-Sweet Home	0.00	21.40
229	181	Siletz	-0.21	31.24
230	233	West Diamond Lake	0.00	23.80
233	039	Salmon River	49.91	52.65
233	154	Lafayette	0.00	0.52
233	155	Amity-Dayton	0.00	7.44
234	271	Sams Valley	-0.30	17.48
234	271	Sams Valley	3.32	2.36
237	066	La Grande-Baker	15.93	32.29
237	342	Cove	0.00	22.07
238	272	Jacksonville	0.00	38.93
240	151	Yamhill-Newberg	0.00	11.50
242	015	Mckenzie	54.97	92.28
244	341	Ukiah-Hilgard	0.00	47.22
245	415	Dooley Mountain	0.00	36.62

# Appendix K - Research

## Roadway Information Access System (RIAS)

All of the prior right of way drawings are stored in the Maps and Plans Center, located in the Transportation Building located in Salem. When researching existing right of way for a new project, you will want to find all the prior right of way drawings. Most of the drawings that have been produced in the past have been entered into a database called RIAS.

The database is accessible from the ODOT network from the following location:

[\\Scdata\admin\\_rias](\\Scdata\admin_rias)

then open the "RW Maps" directory and run this file: RwMapsIndex\_XP.mdb

Figure K-1 shows the search page of the RIAS database. This is where you will go to search for prior RW drawings. Once you have found the ones you want and would like to get copies, or to request additional assistance on using this tool, you will need to contact the Map and Plans Center at 503-986-3792.

**RIAS** ROADWAY INFORMATION ACCESS SYSTEM  
 ROADWAY INFORMATION ACCESS SYSTEM is the property of Roadway Engineering, Oregon Department of Transportation

RIGHT-OF-WAY MAPS INDEX Version 1.02.11  
8/25/1999  
1997, 1998, 1999

**Search**

Enter search value in field(s) and press the <Search> button

Cab-Bin-Ilo [ ]-[ ]-[ ] Rd ID [ ] Missing? [ ]  
 Map Name [ ] Formr Hwy [ ] Route [ ]  
 Electr Addr [ ]  
 Mile From [ ]  Begin MP within range  
 Point To [ ]  End MP within range  
 Beg & End MPs within range  
 Sect contains all or part of range  
 Township [ ] Range [ ] Section [ ]  
 County [ ] Ref [ ]  
 Scale [ ]  
 Type [ ]  
 Transit Note [ ]  
 Comments [ ]  
 An asterisk \* may be used as a wildcard in 'Map Name', 'ElecAddr' and 'Comments' [Clear] [Search]

Scan Filename [ ] A/R Seq # [ ] RW Proj # [ ]  
 Scan Date From [ ] To [ ] A/R text [ ]  
 Rescan? [ ] A/R Date From [ ] To [ ] [Clear] [Search]  
 An asterisk \* may be used as a wildcard in 'A/R Text' [Clear] [Search] [Exit]

Record: [ ] of 8224

Figure K-1

## Older Right of Way Drawings

Through time, standards have changed for right of way drawings. Figure K-2 is an example of an older linen right of way drawing. You may notice a number of items that have changed from then to the current standards. Then, access control was shown with a RA inside a circle (Other letters were also used to denote the type of access control). We no longer have separate RW file numbers. Then these file numbers were assigned on a file by file basis, no project number as we have today. The outlines of parcels were colored, a practice since discontinued.

Other items have not changed. Notice the Access Control Point, other than rotating the text to face online, it remains the same. The Owners Name and references are the same. Deed recording also remains unchanged.

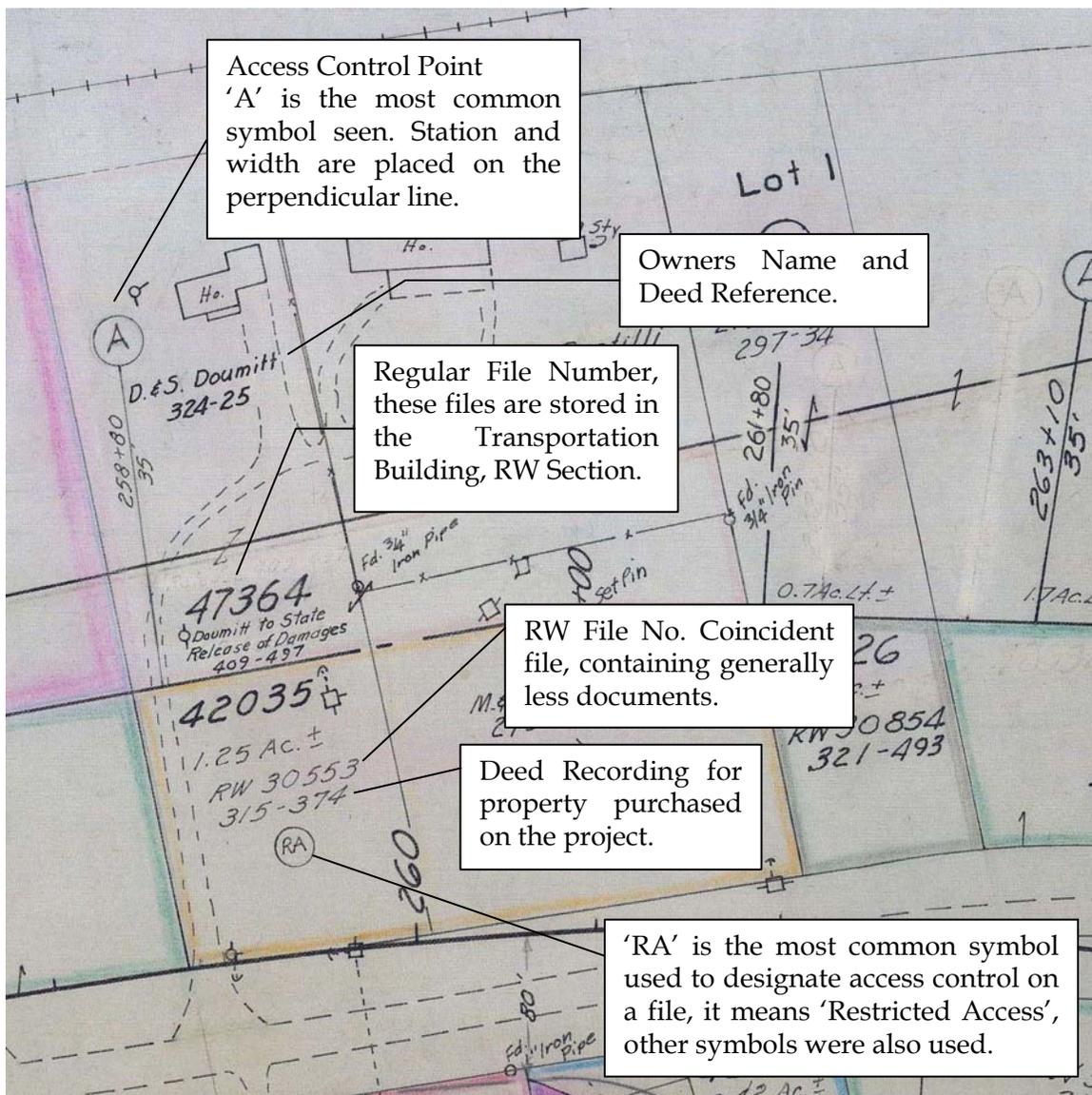


Figure K-2

## Historical Files

### General Statement: Right of Way Engineering Filenames

The current standard naming convention for right of way CAD files is as follows:

<key number>rw.dgn

For example, the key number for a project is 01234. The right of way CAD filename for this project will be 01234rw.dgn.

Older CAD files, prior to the adoption of the project keynumber were named, based on the highway and year. For example: scholls87.dgn.

### Right of Way CAD Files on SCDATA:

Right of way files prior to decentralization are stored on the server SCDATA.

The following directories are used:

<a href="#">\\Scdata\7788shar\projects</a>	Contains project directories by key number.
<a href="#">\\Scdata\7788shar\projects\&lt;key number&gt;</a>	These directories contain the project files.
<a href="#">\\Scdata\eng_arc</a>	Contains projects archived.

In the past, when hard drive space was scarce, finished projects were sent to a location on the network. These were then recorded on to tapes at first, then latter compact disks. The original files were then deleted from the network. Latter as hard drive space became more affordable, all the old archives were placed back on SCDATA and are now available for use. Be careful when searching as some files were revised and put back in the archive more than once. Always use the newest file. Then you should compare the revision dates between the CAD file and the physical copy stored in the Maps and Plans Center in order to ensure that they are the same.

When searching for RW CAD file, look first in [\\Scdata\7788shar\projects](#) then, if the file is not found there, search in [\\Scdata\eng\\_arc](#)

### Historical Filename Extensions

In earlier days of CAD work, when filenames were limited to few characters and attempts were made to keep each file size small, many extensions were used to differentiate between different types of right of way files. In the event you ever need to access some of these older files, here is a listing of most of the ones used.

**.DGN** Contains base map and plot maps for Right of Way projects.

**.P1A,.P1B, .P2A, .P2B, .N1A, .N1B, .N2A, .N2B** Contains plan sheet borders for Federal Aid Plan Sheets. The Right of Way CAD file was referenced into these CAD files to produce the plan sheets. Federal Aid Plan Sheets are no longer produced.

**.SRF** CAD file used for survey filing maps.

**.S1A,.S1B, .S2A, .S2B** Plan sheet borders for survey filing maps.

**.F1A,.F1B, .F2A,.F2B** Forest Service RW Plat sheet borders

**.BLM** Contains base map and plot map for right of way projects over Bureau of Land Management property. (Used only if a .DGN file did not exist, or could not be utilized.)

**.APP** Contains the base map and plot map for Highway Design Corridor (SURVEY Approval) projects.

**.TXT** Contains text data.

**.NAR** Contains the survey filing map narrative or project narrative text.

# Appendix L - Suggested Reading

Boundary Control and Legal Principles  
by Curtis Brown

## Oregon Revised Statutes

- 92 - Subdivisions and Partitions
- 93 - Conveying and Recording
- 97 - Rights and Duties Relating to Cemeteries
- 105 - Property Rights
- 209 - County Surveyors
- 274 - Submersible and Submerged Lands
- 366 - State Highways
- 368 - County Roads
- 369 - Ways of Public Easement
- 374 - Control of Access to Public Highways

## Highway Design Manual

- 3.0 - Survey & Location Design
- 4.0 - Right of Way

## Other Suggested Reading

Manual of Instructions for Surveying of the Public Lands of the United States  
B.L.M. Manual

Evidence and Procedure  
by Brown-Robillard-Wilson-Elderidge

Easements and Reversions  
by D.A. Wilson

Advanced Land Descriptions  
by Cuomo and Minnick

History of Rectangular Survey

Black's Law Dictionary  
by Henry Campbell Black



# Appendix M - Assessor Plats

All of the counties in Oregon use the Public Land Survey System to index property for tax assessment. In Oregon, the point of origin for the Public Land Survey System is the Willamette Stone, which is an actual rock survey monument in the west hills of Portland.

A grid of townships, which are 6 miles square and contain 36 square miles, defines the entire state. Each township is identified by its location relative to the Willamette Stone. For example, Township 17 South, Range 12 East, is 17 townships south and 12 townships east of the Willamette Stone.

The Willamette Baseline runs east and west from the Willamette Stone. Counties that are entirely north or south of the Willamette Baseline do not use the letters "N" or "S" following the Township designation on their assessor plats; it is presumed to be understood that the whole county is either north or south of the baseline. Counties that straddle the baseline and use the letter "N" or "S" following the Township designation on their assessor plats are Gilliam, Hood River, Morrow, Multnomah, Sherman, Tillamook, Umatilla, Union, Wallowa, Wasco, and Washington.

The Willamette Principal Meridian runs north and south from the Willamette Stone. Counties that are entirely east or west of the Willamette Principal Meridian do not use the letters "E" or "W" following the Range designation on their assessor plats; it is presumed to be understood that the whole county is either east or west of the meridian. Counties that straddle the meridian and use the letter "E" or "W" following the Range designation on their assessor plats are Clackamas, Jackson, Linn, Marion, and Multnomah. Douglas County straddles the meridian and uses no letter for Ranges west of the meridian, but the letter "E" follows the Range numbers east of the meridian. Lane County straddles the meridian and uses no letter for Ranges west of the meridian, but the number "5" follows the Range numbers east of the meridian.

Each township is divided into 36 square miles. Each square mile is called a "Section". The sections are numbered beginning with Section 1 in the northeast corner of the township, increasing westerly to Section 6 in the northwest corner of the township, thence southerly to Section 7, increasing easterly to Section 12, thence southerly to Section 13, and continuing this serpentine pattern to Section 36 in the southeast corner of the township.

A full Section is one square mile and contains 640 acres. For tax assessment purposes, a Section can be divided into quarter-Sections, with each quarter being one-half mile square and containing 160 acres. The northeast quarter is designated as "A"; the northwest quarter is designated as "B"; the southwest quarter is designated as "C"; and the southeast quarter is designated as "D". Columbia and Lane Counties use the numbers 1, 2, 3, and 4 instead of the letters A, B, C, and D.

Each quarter-Section can be further subdivided into four equal parts, with each part being one-fourth mile square and containing 40 acres. If quarter-Section "A" is subdivided, the northeast quarter is designated as "AA"; the northwest quarter is designated as "AB"; the southwest quarter is designated as "AC"; and the southeast quarter is designated as "AD".

Columbia and Lane Counties use the numbers 1, 2, 3, and 4 instead of the letters A, B, C, and D.

A tax lot number is unique only to the map on which it appears. When identifying a certain tax lot number, you must also identify exactly which assessor plat it is shown on.

## Assessor plats come in four standard scales:

### Township

This map shows an area 6 miles square, covering 36 square miles. A full-size assessor plat (an 18" x 24" sheet) has a scale of 1 inch = 2,000 feet. These maps are common for areas where property ownership is all in large parcels, such as forest or ranch lands. Specific tax lots are identified using only the township, range, and tax lot number. Examples of identifying a tax lot on one of these maps are:

	<u>T</u>	<u>R</u>	<u>Lot #</u>
Baker County	7	39	1800
Wasco County	1N	12	500

### Section

This map shows an area one mile square, covering 640 acres. A full-size assessor plat (an 18" x 24" sheet) has a scale of 1 inch = 400 feet. These maps are common for rural areas and farm lands. A specific property is identified using the township, range, section number, and tax lot number. Examples of identifying a tax lot on one of these maps are:

	<u>T</u>	<u>R</u>	<u>Sec</u>	<u>Lot #</u>
Jackson County	32	3E	27	302
Klamath County	37	14	1	1100

### Quarter-Section

This map shows an area one-half mile square, covering 160 acres. A full-size assessor plat (an 18" x 24" sheet) has a scale of 1 inch = 200 feet. These maps are common near urban and developed areas. A specific property is identified using the township, range, section number, quarter-Section, and tax lot number. Examples of identifying a tax lot on one of these maps are:

	<u>T</u>	<u>R</u>	<u>Sec</u>	<u>¼</u>	<u>Lot #</u>
Columbia County	3	2	2	4	1000
Tillamook County	1N	9	32	D	1700

### Quarter-Quarter-Section

This map shows an area one-fourth mile square, covering 40 acres. A full-size assessor plat (an 18" x 24" sheet) has a scale of 1 inch = 100 feet. These maps are common for areas where property ownership is divided into small parcels, such as cities, towns, and suburbs. A specific property is identified using the township, range, section number, quarter-Section, quarter-quarter-Section, and tax lot number. Examples of identifying a tax lot on one of these maps are:

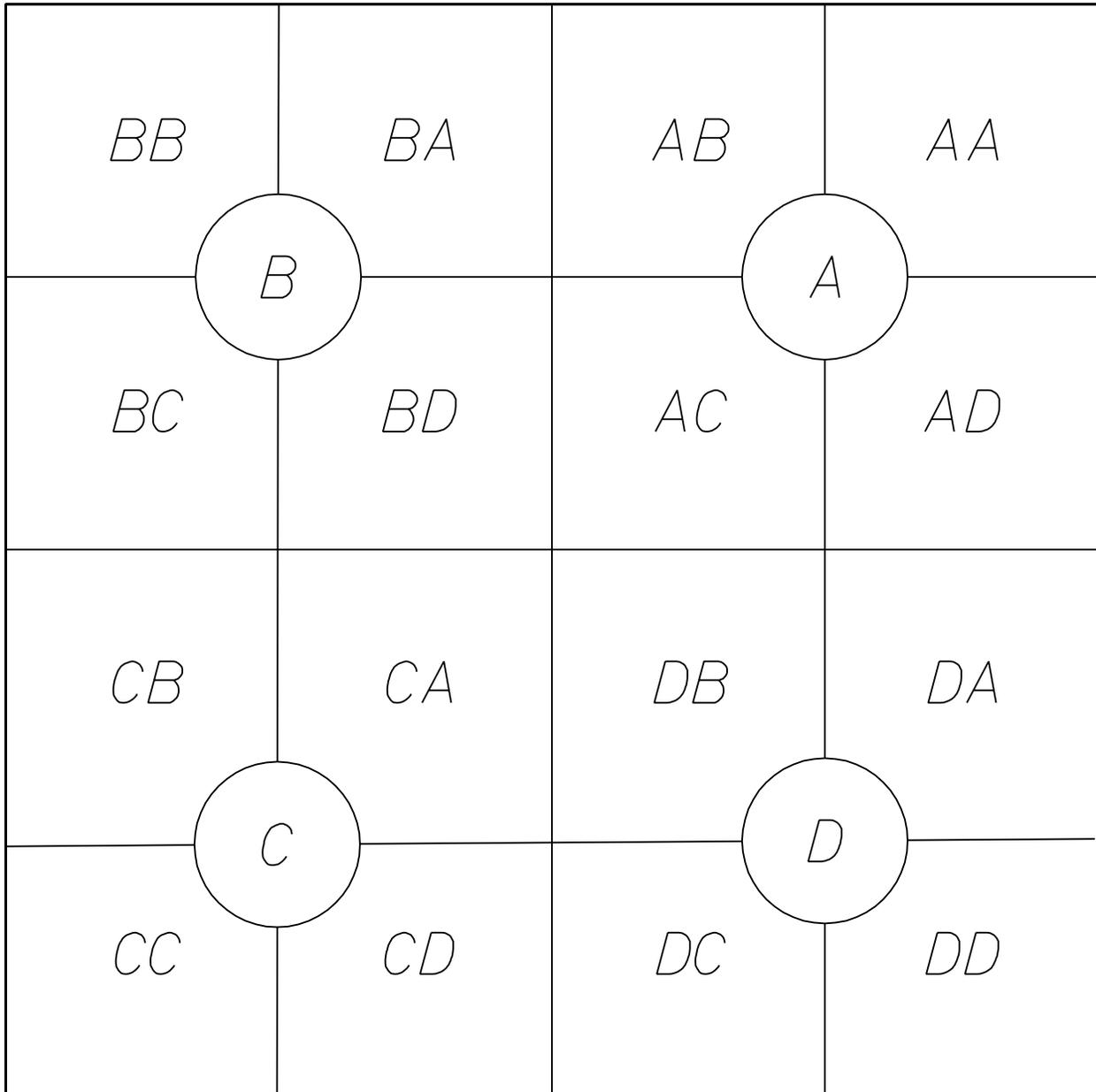
	<u>T</u>	<u>R</u>	<u>Sec</u>	<u>1/4 1/4</u>	<u>Lot #</u>
Multnomah County	1N	3E	25	BD	200
Clatsop County	4	7	3	CB	5100

### County Townships Ranges 1/4-Sections Example

	<u>T</u>	<u>R</u>	<u>Sec<sup>1/4</sup>1/4</u>	<u>Lot #</u>
<b>Baker</b>	S (all)	E (all)	A, B, C, D	9 - 40 - 34AB - 5600
<b>Benton</b>	S (all)	W (all)	A, B, C, D	11 - 5 - 34AB - 5600
<b>Clackamas</b>	S (all)	E & W	A, B, C, D	2 - 2E(E or W) - 34AB - 5600
<b>Clatsop</b>	N (all)	W (all)	A, B, C, D	8 - 9 - 34AB - 5600
<b>Columbia</b>	N (all)	W (all)	1, 2, 3, 4	4 - 1 - 3412 - 5600
<b>Coos</b>	S (all)	W (all)	A, B, C, D	25 - 13 - 34AB - 5600
<b>Crook</b>	S (all)	E (all)	A, B, C, D	14 - 16 - 34AB - 5600
<b>Curry</b>	S (all)	W (all)	A, B, C, D	41 - 13 - 34AB - 5600
<b>Deschutes</b>	S (all)	E (all)	A, B, C, D	17 - 12 - 34AB - 5600
<b>Douglas</b>	S (all)	E & W	A, B, C, D	27 - 6(E if E) - 34AB - 5600
<b>Gilliam</b>	N & S	E (all)	A, B, C, D	4S(N or S) - 21 - 34AB - 5600
<b>Grant</b>	S (all)	E (all)	A, B, C, D	13 - 31 - 34AB - 5600
<b>Harney</b>	S (all)	E (all)	A, B, C, D	23 - 31 - 34AB - 5600
<b>Hood River</b>	N & S	E (all)	A, B, C, D	2N(N or S) - 10 - 34AB - 5600
<b>Jackson</b>	S (all)	E & W	A, B, C, D	37 - 2W(E or W) - 34AB - 5600
<b>Jefferson</b>	S (all)	E (all)	A, B, C, D	11 - 13 - 34AB - 5600
<b>Josephine</b>	S (all)	W (all)	A, B, C, D	36 - 5 - 3412 - 5600
<b>Klamath</b>	S (all)	E (all)	A, B, C, D	38 - 9 - 34AB - 5600
<b>Lake</b>	S (all)	E (all)	A, B, C, D	39 - 20 - 34AB - 5600
<b>Lane</b>	S (all)	E & W	1, 2, 3, 4	17 - 3(5 if E) - 3412 - 5600
<b>Lincoln</b>	S (all)	W (all)	A, B, C, D	11 - 11 - 34AB - 5600
<b>Linn</b>	S (all)	E & W	A, B, C, D	11 - 3W(E or W) - 34AB - 5600
<b>Malheur</b>	S (all)	E (all)	A, B, C, D	18 - 45 - 34AB - 5600
<b>Marion</b>	S (all)	E & W	A, B, C, D	7 - 3W(E or W) - 34AB - 5600
<b>Morrow</b>	N & S	E (all)	A, B, C, D	2S(N or S) - 26 - 34AB - 5600
<b>Multnomah</b>	N & S	E & W	A, B, C, D	1N(N or S) - 1E(E or W) - 34AB - 600
<b>Polk</b>	S (all)	W (all)	A, B, C, D	7 - 5 - 34AB - 5600
<b>Sherman</b>	N & S	E (all)	A, B, C, D	1S(N or S) - 17 - 34AB - 5600
<b>Tillamook</b>	N & S	W (all)	A, B, C, D	1S(N or S) - 10 - 34AB - 5600
<b>Umatilla</b>	N & S	E (all)	A, B, C, D	2N(N or S) - 32 - 34AB - 5600
<b>Union</b>	N & S	E (all)	A, B, C, D	3S(N or S) - 38 - 34AB - 5600
<b>Wallowa</b>	N & S	E (all)	A, B, C, D	2S(N or S) - 44 - 34AB - 5600
<b>Wasco</b>	N & S	E (all)	A, B, C, D	1N(N or S) - 13 - 34AB - 5600
<b>Washington</b>	N & S	W (all)	A, B, C, D	1N(N or S) - 2 - 34AB - 5600
<b>Wheeler</b>	S (all)	E (all)	A, B, C, D	7 - 21 - 34AB - 5600
<b>Yamhill</b>	S (all)	W (all)	A, B, C, D	4 - 4 - 34AB - 5600

Figure M-1 shows an example of the most common method of assessor plat indexing.

## *Assessor Plat Index - Letters*



**Figure M-1**

Figure M-2 shows the indexing system used by Lane and Columbia counties.

### *Assessor Plat Index - Numbers*

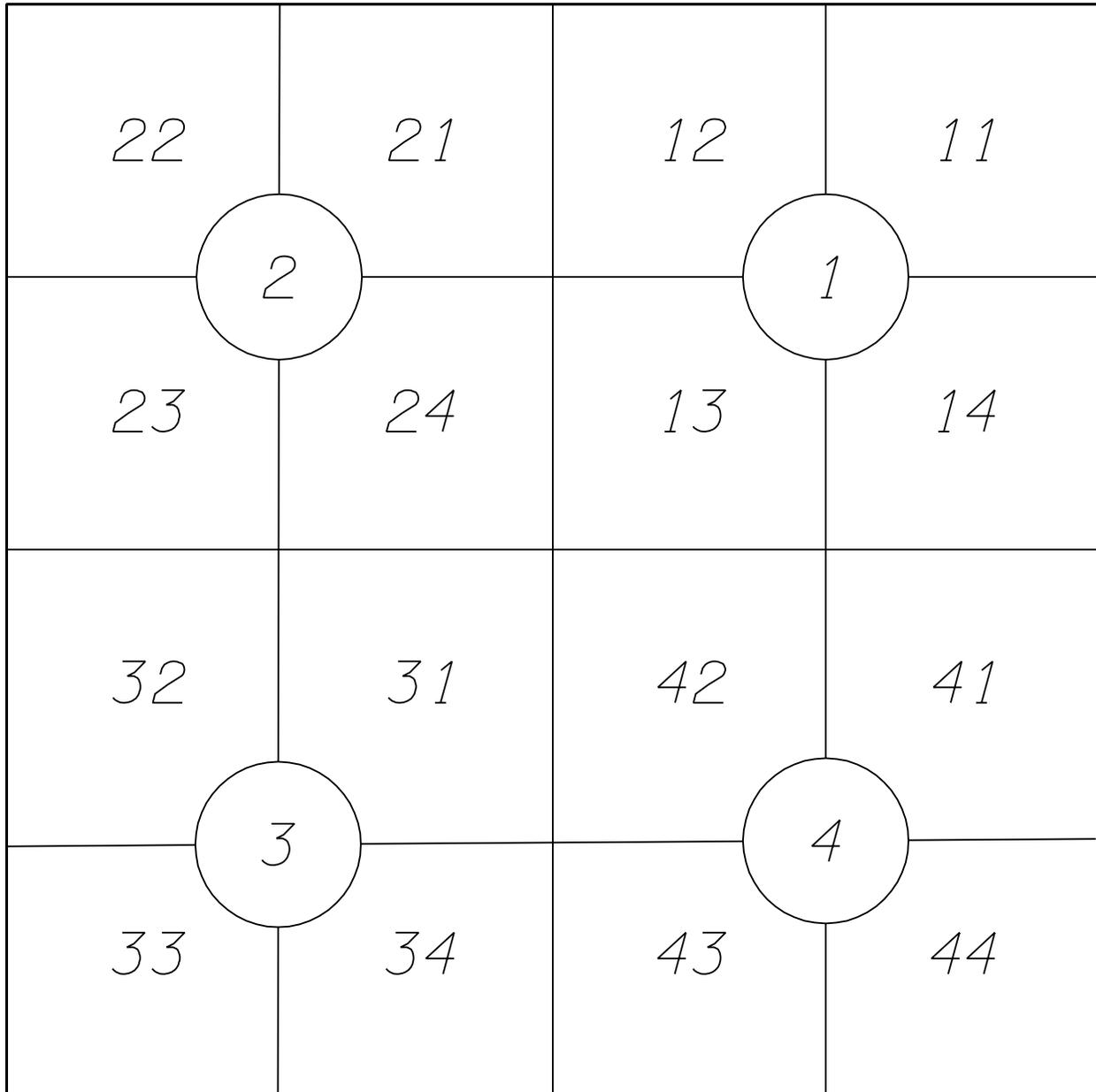


Figure M-2

