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CHAPTER EIGHTY-FIVE

RIGHT-OF-WAY PLANS PREPARATION

85-1.0 GENERAL

85-1.01 Purposes

The primary purposes of acquiring highway rights of way are to provide sufficient right of way to efficiently construct the facility, to enable the safe operation of vehicles on the facility after it is constructed, and to permit the satisfactory and efficient operation of maintenance equipment after construction.

In establishing the right of way, consideration should be given to the Office of Real Estate's requirements for preparing legal descriptions of each acquisition or parcel, and in appraising the property and negotiating with the property owner. Further consideration should be given to the staking of the right of way and the Department's or property owners' problems in fencing the right of way.

85-1.02 Definitions

For definitions used in this Chapter, see the *INDOT Right-of-Way Engineering Procedures Manual* published by the Office of Real Estate's Administrative Services Team. The definitions listed below are not included in the above-referenced manual:

1. Access Control Line (ACL). This is the line on which access is physically controlled for Limited Access Right of Way (L.A. R/W). The ACL is usually the same as the L.A. R/W line along which access is controlled in a legal sense. See examples in Section 86-4.0.

2. Local Service Road. This is a road constructed to a property that would not have other access because of the purchase of L.A. R/W or physical constraints.

3. Centerline. This is a base line established in the field survey by geometric computation (paper-relocated line) or by computer generation and is used in the preparation of plans and in construction.

4. Chain-Link Type Fence (CLTF). This is a closely-woven fence as shown on the INDOT *Standard Drawings* which is used to fence the L.A. R/W in an urbanized area or in front of a developed property with a maintained lawn.

5. Control of Access. The rights of owners, occupants, or other persons on land abutting a highway to access, light, air, or view in connection with the highway are fully or partially controlled by a public authority. *Indiana Statutes* refer to this authority as limited access. However, the extent of control or limitation is defined as follows:

   a. Full Control. The control under which the authority to control access is exercised to give preference to through traffic by providing an access connection to a selected public road only and by prohibiting a crossing at grade or a direct drive connection.

   b. Partial Control. The authority to control access is exercised to give preference to through traffic to a degree that, in addition to access a connection with a selected public road, there may be a crossing at grade or a drive connection, as governed by existing conditions and economics in land acquisition and construction.

6. Construction Limit. The construction limit is the farthest limit of construction as measured perpendicular to a base line (e.g., toe of slope, top of ditch backslope). Construction limits should be shown throughout the plans.

7. Farm-Field Type Fence (FFTF). This is an open-woven fence used to fence L.A. R/W in a rural area, but not in front of a nearby rural dwelling or a developed property with a maintained lawn.

8. Final Right-of-Way Plans. The right-of-way plans are considered to be final after the parcel numbers and other pertinent right-of-way data have been added to the right-of-way plans by the Office of Real Estate and have been signed by the Office of Real Estate director.

9. Landlocked Property. A property is considered legally landlocked where it is left without access by the purchase of limited access right-of-way across its existing access or where a physical barrier (e.g., a high fill, stream channel relocation) has been constructed across its existing access or property frontage.

10. Limited Access Right-of-Way (L.A. R/W). See Item 5 above.

11. Monument, Type A, B, C, or D. Standard monument (marker) used to define the survey line, construction centerline, or civil boundary or division.

12. Partial L.A. R/W. See Item 5 above.

13. Preliminary Right-of-Way Plans. Right-of-way plans are considered to be preliminary until such time as they are submitted to the Office of Real Estate for approval.

14. Property Line. A property line outlines or defines property ownership.

15. Right-of-Way Line. A proposed-right-of-way line outlines or defines the land-acquisition requirements for a new highway project or the improvement of an existing highway facility.

85-1.03 Abbreviations

The following abbreviations should be used on right-of-way plans.

R/W	Right of Way
L.A. R/W	Limited-Access Right of Way
A.C.L.	Access Control Line
C.L.T.F.	Chain-Link Type Fence
F.F.T.F.	Farm-Field Type Fence
APP. P.L.	Apparent Property Line
APP. EXIST R/W	Apparent Existing Right of Way
L.S.R.	Local Service Road
B	Beginning of L.A. R/W
E	Ending of L.A. R/W
N.E.P.L.	No Evidence of Property Line

85-1.04 Composition

A complete set of road right-of-way plans will include the sheets as follows:

1. Title sheet;
2. Index sheet;
3. Location Control Route Survey Plat;
4. Plat No. 1 (if Plat No. 3 is not furnished);
5. Typical Cross Sections;
6. Plan and Profile sheets;
7. Detail sheets (if required);
8. Approach Table; and
9. Plat No. 3, if Plat No. 1 is not required.

A complete set of bridge right-of-way plans will include the following:

1. Title and Index sheet;
2. Location Control Route Survey Plat;
3. Plat No. 1;
4. Typical Cross Sections;
5. Detail sheets (if required);
6. Road Plan and Profile sheets;
7. Layout;
8. General Plan; and
9. Bridge Summary.

Right-of-way plans should be on standard 36 in. by 24 in. sheets (A-1 size), except for Plat No. 3, which is discussed in Section 85-2.10.

Include the right-of-way project number and right-of-way code on all right-of-way plan sheets including the plan and profile sheets.

85-1.05 Sheet Numbering

The purpose of the right-of-way plans is to provide a set of maps and other drawings showing the area required for the highway and associated purposes. There is no intention on the part of INDOT to make the right-of-way plans complete with the full construction details of a proposed facility, as this would duplicate the contents of another set of highway plans called the Construction Plans (see Chapter Fourteen). Right-of-way plans may show construction details, because they are developed using the construction plan sheets and parcel numbers added to construction plans. Right-of-way plans will include fewer sheets than the construction plans for the same project and, consequently, are numbered differently.

The right-of-way plans include references to construction plan sheet numbers. Such references which are discordant with the right-of-way plan sheet numbers should be corrected to show right-of-way plan sheet numbers or should be omitted, whichever is appropriate for the conditions.

The aerial mosaic, Plat No. 3, if required, should be numbered as the last sheet of the right-of-way plans. Plat No. 3 may have its own numbering system shown in the title block in the lower-right-hand corner.

Number all right-of-way plan sheets consecutively from the beginning to the end of the set. The title sheet is sheet 1. If, after the sheets have been numbered, it becomes necessary to insert additional sheets, the insertions can be made without re-numbering the original plan sheets by using letters. For example, two new sheets to be inserted between 17 and 18 would be the

numbered 17A and 17B. Re-numbering is necessary, however, where a sheet is eliminated. The total number of sheets should not be shown.

85-1.06 State-Funded FHWA Oversight Exempt Project or Non-NHS Project

The State will not submit plans or other right-of-way data to the Federal Highway Administration for a State-funded FHWA oversight exempt project or a non-NHS project. The delegated responsibility for such approval has been assumed by the State under its approval plan.

85-1.07 Location Survey

A surveyor will not attempt to re-establish a property line from a deed. He or she will, however, review the last deed of record to find references to property-corner monumentation and attempt to collect all physical evidence of property lines that are available. A hedge row or fence row that appears to be a property line will be labeled App. P.L. Where property-line evidence cannot be found but where a property line is expected to exist, the survey will identify this as N.E.P.L. Where a section corner cannot be found, it will be identified as such in the survey documentation.

85-1.08 Property-Owner Contact for Condemned Parcel

Once a parcel is in condemnation, the only contacts that a condemned property's owner may have are with the Legal Services Division or the Attorney General's office.

After the land-acquisition process begins, it is the project manager's responsibility to be aware of which parcels may be undergoing the condemnation process.

If a condemned property's owner, representative, or tenant appears on a final field check, the field-check conductor must explain to him or her that no one in attendance is legally permitted to answer questions or provide information, and that they must instead contact the Attorney General's office.

85-2.0 RIGHT-OF-WAY PLANS SHEETS [REVISED JAN. 2010]

85-2.01 Title Sheet for Road Project or Title and Index Sheet for Bridge Project

The right-of-way title sheet should be similar to the title sheet for the construction plans and will include the following:

1. location map to scale;

2. project description (e.g., project type; location; civil township; county, section, township, and range);

3. project reference numbers including designation number, Office of Real Estate code number, and reference point. The Office of Real Estate code number may be left off the Preliminary Right-of-Way Plans, if it is unavailable. It must be shown on the Final Right-of-Way Plans;

4. a signature block for the following:

    a. the Office of Real Estate director; and
    b. the Acquisition Team leader;

5. right-of-way index (bridge project), see Figure 85-2B; and

6. revision table (bridge project).

85-2.02 Index Sheet (Road Project)

The Index sheet will include the following:

1. a completed index. See Figure 85-2A, Sample Right-of-Way Index (Road Plans);
2. a list of utilities;
3. an abbreviation legend;
4. notes that can affect right-of-way purchasing; and
5. a revision table.

85-2.03 Parcel Listing for Land Acquisition

This sheet is no longer required in the plans.

85-2.04 Route Survey Plat

A Location Control Route Survey Plat will be kept with the survey materials for each project that requires additional right of way and will be submitted by the designer with the Right-of-Way Plans. A print of the Location Control Route Survey Plat should be submitted with Preliminary

Right-of-Way Plans. The Mylar of the Location Control Route Survey Plat should be submitted with the Final Right-of-Way Plans.

1. In-House Developed Survey. The Location Control Route Survey Plat for an in-house developed survey will be transmitted to the Office of Real Estate to be recorded, and then transmitted back to the Production Management Division vault to be held until the project is assigned to a designer. Once assigned to a designer, the Location Control Route Survey Plat will be transmitted to the designer along with the survey and held by the designer until submittal of Right-of-Way Plans.

2. Open-End-Contract Survey. The survey, when completed, along with the signed, sealed, and recorded Location Control Route Survey Plat will be held in the Production Management Division vault until the project is assigned to a designer. Once assigned to a designer, the Location Control Route Survey Plat will be transmitted to the designer along with the survey and held by the designer until submittal of Right-of-Way Plans.

3. Design-Consultant-Developed Survey. For a project where the survey is performed by a design consultant, the designer should submit the survey and the signed, sealed, and recorded Location Control Route Survey Plat with Grade Review or Structure Type and Size Plans to be logged in and assigned a survey book number. Once logged in and numbered, the survey and Location Control Route Survey Plat will be returned to the designer. The Location Control Route Survey Plat will then be held by the designer until submittal of Right-of-Way Plans.

85-2.05 Plat No. 1 [Rev. Jan. 2010]

Plat No. 1 is defined as a plan showing the project centerline and the outline of all properties affected by the proposed construction. In addition to the property lines, Plat No. 1 should show all property owners, the proposed roadway, local service roads, interchanges, S-lines, and landlocked properties. Plat No. 1 should not include the areas of the properties.

It is not necessary to include a Plat No. 1 in the right-of-way plans if a Plat No. 3 is furnished. For a local public agency bridge project, a Plat No. 1 need not be included in the plans. Where Plat No. 3 is not included in the right-of-way plans, Plat No. 1 must be included. Where Plat No. 1 is required, include it in the plans following the Typical Cross Sections.

The scale for Plat No. 1 must be determined for each project. See Section 14-3.05(01) item 3 for scale information.

All property outlines should be shown. For small compact properties or lots, use a code system and tabulate the property owners elsewhere on the plat. For a small property which requires

identification by means of a coding system, do not refer to the property as a parcel. Instead, use the term Index Number, as shown in Figure 85-2B(1), Plat No. 1 Property Owners Tabulation Example.

All mitigation sites should be shown. A separate legal description and area calculations should be prepared for each mitigation site and labeled as Mitigation Site, with the land-acquisition code and parcel number.

Figure 85-2C provides a checklist for the information that should be included on Plat No. 1. An editable version of this form may also be found on the Department's website at www.in.gov/dot/div/contracts/design/dmforms/.

85-2.06 Typical Cross Sections

Include all necessary typical roadway cross sections. These will include the mainline roadway, crossroads or streets, or local service roads.

85-2.07 Plan and Profile Sheets

85-2.07(01) Topography [Rev. Jan. 2010]

Show all topographic information in the field survey book or model files on the Plan and Profile and the Interchange Right-of-Way sheets. Plot all topography information for 300 ft on each side of the centerline for a sheet with a 1" = 100' scale, or for 150 ft on each side of the centerline for a sheet with a 1" = 50' scale. Stationing should be shown at 100-ft intervals. The Plan and Profile sheets should include the following.

1. Topography. The topography should include the following:

    a. subdivision lot lines, apparent property lines, no-evidence-of property lines, property owners' names, centerline with stationing, bearings, equations, curve data, and apparent existing right of way;

    b. county lines or corporation limits;

    c. section or quarter-section line labeled as App. Section Line or App. ¼ Section Line;

    d. existing highways, streets, or alleys showing widths and names;

e. cemeteries, railroads, streams, or ditches;

f. private easements of access, if known;

g. sewage disposal systems, utilities, tile drains, wells, lakes, right-of-way markers, section-corner stones, pipes, wood stakes, marks cut in concrete, brass plugs, or other monuments;

h. iron pins or other physical features which could represent property corners, including those located outside the limits of the plan sheet;

i. fences and fence corners;

j. limits of woods, or individual trees if identified during the survey;

k. existing sidewalks, curbs, gutters, pavements, or retaining walls;

l. private roads or entrances, including drive types and materials;

m. quarries, pits, or mines;

n. springs, bridges, or culverts;

o. fire hydrants, manholes, inlets, catch basins, or vents;

p. peat bogs or muck areas, and mitigation sites; and

q. railroads or all other physical features which may affect the acquisition of right-of-way.

2. Stationing. Include the station and angle of intersection at each point where the project centerline or an "S" line crosses a centerline of a street or highway, subdivision boundaries, section lines, quarter-section lines, or county lines.

3. Distances. Include measured distances from the project centerline or an "S" line to property corners inside and nearest property corners outside the proposed right-of-way, and block corners in subdivisions.

4. Closure. Ensure that the computed alignment data for an interchange or paper relocation closes mathematically.

5. Property-Corner Monuments. Reference the station and offset of existing property corner monuments located outside the limits of the plan sheet and show the App. P.L., if applicable.

6. Old Survey Line. For original right of way established from an old survey line, include an equation and enough reference points to allow the Office of Real Estate to re-establish the old right-of-way.

7. Descriptions. Include the section, civil township, congressional township and range, and name of county, subdivision lot numbers (not placed in circles), and north arrow. See Figure 85-2D, Example Description. A circled number on the final right-of-way plans indicates a parcel number. Ensure that conflicts with the construction plans are avoided.

85-2.07(02) Design Information

The following design information should be included on the Plan and Profile sheets.

1. Paper-Relocation Line. If the right of way is referenced from a paper-relocation line or master alignment string, it must be tied to the survey line.

2. Construction Limits. Denote construction limits with dashed lines and label them Construction Limits for the entire length of the project, including each "S" line. Also, show construction limits for each drive, long structure, channel change, etc. Include and label temporary construction limits for a temporary runaround, where applicable.

3. Profile. Include the profile of the existing surface along the project centerline and each "S" line, with the proposed profile-grade lines.

4. Access Lane. A design feature which limits access to or from the highway (raised median curb, removal of median curb, etc.).

85-2.07(03) Property Lines

Each existing property line must be described as completely as practical. Where applicable, extend the property line beyond the right-of-way line for ease in identification. Show the stationing and offset distance for each property line that parallels the survey line. A property line that is not parallel to the survey centerline may be described by either of two methods as follows.

1. Describe one point on the apparent property line by showing a station and offset distance and a second point on the centerline by showing the range station.

2. Describe two points on the apparent property line by showing both stations and offset distances.

Method 2 is the preferred method.

The Plan and Profile sheets should include the following:

1. apparent property lines where evidence exists;
2. N.E.P.L. note at each location where a property line is suspected to exist; or
3. App. Existing R/W for existing right-of-way line if known from old plans or surveys.

If all attempts to determine the apparent existing right of way are unsuccessful, the Office of Real Estate's Acquisition Team should be consulted to provide the apparent existing right of way. If the Team is unable to find evidence of existing right of way, the Property Management Team will prescribe the apparent existing right-of-way lines to be used. A request for right-of-way determination should be sent to the Acquisition Team under the signature of the Production Management Division's Office manager. Copies of the Plan and Profile sheets should be included with the request. A copy of the request, without attachments, should be transmitted to the project manager for tracking.

85-2.07(04) Buildings or Other Improvements

Indicate the following on the Plan and Profile sheets.

1. Building. Show the station and offset dimension of the nearest corner for each improvement within and 75 ft beyond the right-of-way line. It may be necessary to increase this dimension in a rural area. Locate and show each structure containing an overhang which occurs within the above limits. The amount of eave overhang should be shown at each building located close to, but not crossing, the new right-of-way line.

2. Distance. Where the survey is an aerial survey, required or necessary data may be scaled from the aerial topography. However, an aerial mosaic may not be uniformly to scale.

3. Addition. Where during the Preliminary Field Check it is determined that there is an improvement (e.g., sign, underground tank, encroachment) that was not noted by the original survey or included on the plans within or 75 ft beyond the right-of-way line, determine the station, offset dimensions, and plan dimensions of the improvement, and show the improvement on the plans.

4. Utility. Each utility crossing or entering on the proposed right of way must be shown on the plans. For a line suspended on poles, show only the poles. However, for a high-tension line, show the line crossing.

   The correct inclusion of each utility facility should be reviewed by both the Production Management Division and its Utilities Team at the time of the field check. Discrepancies in the plans should be identified at this time so that proper corrections can be made. Where a change is simply noted and revised later in the office, it can too late to secure the necessary location data.

5. Existing Pipe. Each existing pipe and its size and type should be shown on the plans.

85-2.07(05) Notations

The following should be shown on the Plan and Profile sheets.

1. Right-of-Way Note. Include the following notes on each sheet as applicable:

   All R/W described from Line "_____" except as shown.

   Line "____" to be constructed. [only for multiple survey lines or a paper relocation]

   Limited Access R/W requirements to apply where indicated. [only where limited access right of way is to be acquired]

2. Right-of-Way Description. Right of way should be described as follows:

   a. Identification. Except as otherwise provided in Item 2.f. below, each breakpoint in the right-of-way line should be identified with a station and offset distance. A station or offset may be described in terms of a property line or right-of-way line (e.g., +PL/30, +150/RW, +LARW/23, +PL/PL). The right of way should be described from the centerline, which should be the survey or construction centerline, where practical. Show the offset in whole-foot increments.

   b. Parallel. Where the right-of-way line is parallel to the centerline between two breakpoints, it should be identified by using the offset distance (e.g., 75 ft R/W). On a curve, a uniform right-of-way line parallel to the curved centerline may be identified by using the offset distance between the PC and the PT. The PC and the PT of a curve should be labeled on the right-of-way line. See Section 85-4.02 for additional guidance.

c. Non-Uniform. Non-uniform right of way should be marked "R/W" or "L.A. R/W" and should be considered as a straight line between the breakpoints, including where the centerline is curved.

d. Clarity. Right-of-way lines and right-of-way notes should stand out and be easily seen and understood on each sheet. For minimum line thickness and applicable R/W symbols, see Chapter Fifteen. A right-of-way line should not obliterate a physical feature or note that is necessary in the plan or topography presentation.

e. Common PL and R/W. Where a property line is intended to be the right-of-way line for the new project, the right-of-way line should be drawn coincident with the apparent property line. Designate the line either as "P.L. & R/W" or "P.L. & L.A. R/W, A.C.L., & _._.T.F." Ensure that the existing property line or fence symbol is still labeled.

f. Right of Way through Platted Area. In a platted area, the exact right-of-way line location should be dimensioned from a property corner and not from the project centerline. A dimension at every lot line crossed is neither necessary nor desired. It is sufficient to make ties only at streets, alleys, or the platted area boundaries unless additional intermediate right-of-way breakpoints are required. Figure 85-2E, Right of Way Through Platted Area, provides a sample layout. However, proper ties must be established between the platted area and the project centerline.

85-2.08 Detail Sheet

A detail sheet should be included in the right-of-way plans if right-of-way lines are shown on the sheet. All right-of-way lines should be shown, including dimensions and descriptions.

85-2.09 Approach Table Sheet

This sheet should show each approach location, type of approach, width, length, radii, and types of materials, but not quantities (X shown in appropriate space), and distance beyond the right-of-way line.

85-2.10 Plat No. 3 [Rev. Jan. 2010]

Plat No. 3, as required with preliminary right-of-way plans, will consist of one set of photographic reproduction mylars (36 in. x 24 in.) of the entire length of the project. It should be

prepared using a scale as described in Section 14-3.05(01) Item 3, from an uncontrolled aerial photo enlargement, with 10% overlap and with the error not to exceed 2%.

Mylar enlargements may be prepared from existing aerial photographs produced by a qualified aerial-survey organization within the past three years, from new photography flown, or upon the order of the designer specifically for the coverage required. The photography, especially that of an urban area, should depict acceptable current conditions of civic, personal property, or other improvement of the area involved, and should provide acceptable quality of the photographic image. Include all proposed photography with the right-of-way plans submittal to the Office of Real Estate.

If a property extends beyond the limits of a project, the designer should extend the aerial coverage and description to include the property.

The coverage of the reproduction Mylar in the 24-in. dimension should not be less than 10,000 ft at the 1" = 50' scale, or less than 2000 ft at the 1" = 100' scale.

The 10,000 ft Mylar enlargements should be sufficiently matched and end-lapped between successive sheets, so as to provide for a matched continuous strip of the project length once printed, trimmed, and spliced together.

The reproduction Mylar should include the following information.

1. Centerline. The centerline of the final selected surveyed route should be positioned approximately in the center of the 24-in. dimension. Include the centerline stationing and the curve radius for each portion of the centerline which is on a curve. Include the north arrow on each sheet.

2. Property Lines. The boundary of the entire property ownership on both sides of the centerline and all property adjacent to or bisected by the centerline should be shown with a dashed line and designated with the letters PL.

3. Mitigation Sites. The boundaries should be shown as solid lines. The site should be labeled as a mitigation site.

4. Right-of-Way Lines. The right-of-way lines, as established, should be shown on both sides of the centerline. Station and offset dimensions need not be shown.

5. Property Owners. The name of each property owner involved should be shown.

6. Section Corner. Each section corner appearing within the coverage specified, on both sides of the centerline, should be shown with all four sections indicated in a small circle.

7. Political Boundaries. Appropriate designation of county lines, State or county roads, and streams or ditches should be shown.

8. Area. The areas of the properties should not be included.

9. Title Block. An appropriate title block in the lower right-hand corner of each reproduction, in a block of approximately 3 in. x 5 in., should indicate the following:

   a. R/W Plat No. 3, for the Office of Real Estate, Indiana Department of Transportation;

   b. project number, designation number, and Office of Real Estate code number;

   c. aerial photo mosaic;

   d. description of controlling project termini;

   e. mosaic scale of 1" = 20', 1" = 50', or 1" = 100';

   f. date and source of aerial photography used; and

   g. sheet number of each reproduction with its relation to the total number of reproduction Mylar involved. Also include the total number of sheets in the plans.

85-2.11 Checklist

Figure 85-2F provides a checklist which may be used to ensure that the applicable information has been included on a set of right-of-way plans. An editable version of this form may also be found on the Department's website at www.in.gov/dot/div/contracts/design/dmforms/.

85-3.0 PROCESSING RIGHT-OF-WAY PLANS

85-3.01 Preliminary Right-of-Way Plans

The preliminary right-of-way plans will be processed as discussed in Chapter Fourteen. The preliminary right-of-way plans are submitted to the project manager by the designer for subsequent transmittal to the Office of Real Estate's Acquisition Team for its review and comments.

At the completion of Office of Real Estate's review, the preliminary plans will be returned to the designer through the project manager. It is the responsibility of the designer in charge of the project to review the Acquisition Team's comments and resolve differences of opinion between the markup and the designer's intent.

85-3.02 Final Right-of-Way Plans

After the preliminary right-of-way plans have been found to be acceptable, a mylar set of the final right-of-way plans and two sets of prints will be submitted by the designer to the project manager. If the project was developed using CADD, include the CADD files with this submittal. For an in-house project, the designer will only submit one set of prints to the project manager. A memorandum will be prepared by the project manager and transmitted to the Planning Division's Research and Documents Library Team along with the Mylar set and prints for processing. The mylar set and memorandum will be transmitted by the Team to the Office of Real Estate's Acquisition Team for their use. A transmittal letter will be prepared by the Research and Documents Library Team and sent to the county surveyor along with two sets of prints for review by the county drainage board. This submittal from the Research and Documents Library Team will not become complete Final Right-of-Way Plans until the parcel numbers and other right-of-way data have been added and the plans have been signed by the Office of Real Estate director.

Once the designer receives the final right-of-way plans from the Office of Real Estate, the designer should add the offset distances for right-of-way points. After submission of right-of-way plans, the designer is responsible for submitting all right-of-way revisions to INDOT as soon as possible. The Office of Real Estate needs the current information so that it may proceed with the following:

1. prepare legal descriptions for the correct properties;

2. appraise the correct acquisitions; and

3. show the correct project features to the property owners.

If the designer needs access to, or a copy of, a Buyer's Report, the Research and Documents Library Team leader should be contacted.

*** PRACTICE POINTER ***

The district construction engineer should always be consulted

prior to letting a project with right-of-way clearance exceptions.

85-3.03 Revision of Approved Right-of-Way Plans

85-3.03(01) Right-of-Way Change Initiated by the Production Management Division

1. Change Not Requiring Land-Acquisition Suspension. A change to the right of way or access (e.g., raised median curb, removal of median crossover, etc.), initiated by the Production Management Division after the final right-of-way plans have been processed, will require the following.

   a. A memorandum to the Office of Real Estate director from the designer through the Production Management Division director. This memorandum should contain a detailed explanation of the revision and why it was necessary.

   b. A set of prints of the revised sheets.

   This type of revision is submitted to the Office of Real Estate through the Research and Documents Library Team.

2. Change Requiring Land-Acquisition Suspension. If a major design change or scope change is identified that will result in a right-of-way revision, the designer should send a memorandum to the Office of Real Estate requesting that the right-of-way acquisition for the project, or for specific parcels, be temporarily suspended. The design change should involve three or more parcels, or 10% of the total number of parcels, in order for the entire project's right-of-way acquisition to be suspended. For a design change affecting only one or two parcels, the memorandum should indicate that right-of-way acquisition is to be suspended only on such parcels.

   Figure 85-3A is the memorandum form for partial suspension. Figure 85-3B is the memorandum form for complete suspension. Editable versions of these forms may also be found on the Department's website at www.in.gov/dot/div/contracts/design/dmforms/.

   The Office of Real Estate should also be notified in writing if the issues causing the delay have been resolved and right-of-way acquisition may resume. Such notification may be included in the transmittal memorandum accompanying the revised right-of-way plans.

85-3.03(02) Right-of-Way Change Initiated by the Office of Real Estate

A change to the right of way, initiated by the Office of Real Estate after the final right-of-way plans have been processed, will require the following.

1. The Office of Real Estate will verbally request that the designer review a proposed change.

2. The designer will verbally advise the Office of Real Estate of his or her position regarding the request.

3. Once the request has been reviewed and approved, the Office of Real Estate will send a memorandum to the designer authorizing a change to the plans, with a copy to the project manager. The Office of Real Estate will establish a reasonable due date for the submission and communicate it to the designer in the memorandum.

4. The designer revises the plans in accordance with the Office of Real Estate's memorandum.

    a. If the designer is a consultant, go to Step 5.

    b. If the designer is in house, go to Step 7.

5. The designer submits revised plan sheets, along with a copy of the of the Office of Real Estate's request, to the Production Management Division's project manager. The project manager forwards the submission to the reviewer.

6. The reviewer checks the submission in accordance with the Limited Review policy.

    a. If acceptable, the reviewer transmits the revised plan sheets along with a copy of the Office of Real Estate's request to the project manager. Go to Step 7.

    b. If not acceptable, the designer sends a letter through the project manager to the consultant. The consultant should resolve the matter and resubmit.

7. One copy of the revised plan sheets, along with a copy of the of Office of Real Estate's request, is distributed by the project manager to the following:

    a. the author of the of Office of Real Estate memorandum who requested the change;

    b. the Office of Real Estate's Acquisition Team leader; and

c. the project manager for a consultant-designed project, or the designer for an in-house designed project.

Only a copy of the correspondence is sent to the Office of Real Estate's Property Management Team leader.

85-3.04 Construction Change

A right-of-way change made after a project is let and awarded must be processed as a construction change. A construction change is processed as discussed in Section 14-1.02.

85-4.0 RIGHT-OF-WAY DESIGN

85-4.01 Width

85-4.01(01) Interstate Route

The right-of-way width is based on a desirable clear width of 15 ft between the construction limits and the right-of-way line. For construction beyond the right-of-way limits, see Section 85-5.0.

85-4.01(02) Non-Interstate Route Except County Road

The minimum right-of-way width is based on a desirable clear width of 10 ft between the construction limits and the right-of-way line. Right-of-way width less than desirable is permissible at a specific location based on engineering judgment. A less-than-desirable right-of-way width should only be used where the cost of required right of way is prohibitive, or if physical features control such as those encountered in an urban area.

For construction beyond the right-of-way limits, see Section 85-5.0.

85-4.01(03) County Road (Local-Public-Agency Project)

The minimum right-of-way width is based on desirable clear distance of 3 ft between the construction limits and the right-of-way line.

85-4.02 Design Considerations

In determining right-of-way limits, the designer should consider the following.

1. Minimizing Number of Breakpoints. Except as required below, the number of right-of-way breakpoints should be kept to a minimum.

2. Right-of-Way Break on Property Line. A change in the distance from the centerline to the right-of-way line should not occur on a property line if there is a taking from both properties involved. However, if it is impractical to place the breakpoint approximately 20 ft from the property line, the point should be placed exactly on the property line. The breakpoint should not be placed in or near a stream bed, river, etc.

3. Right of Way Around a Curve. Where the right-of-way line is on a curve, the right-of-way line should be parallel to the centerline. A nearby improvement or other condition may justify using straight-line chords.

4. Abrupt Change in the Right-of-Way Line. An abrupt change in the right-of-way line should be avoided. The maximum desirable rate of change is 5 ft laterally for each 100 ft along the centerline. This low rate of change may not, however, be practical in rough terrain. This will reduce the number of right-of-way markers or corner posts for fencing, and will reduce the maintenance cost of the fence.

5. Adjacent Projects. Where adjacent projects end within the limits of a particular property, each project must show the complete right-of-way requirements across the property in question, both on the plan and profile sheets and on the aerial mosaic (Plat No. 3) or Plat No. 1.

6. Variable Median. The right of way should be described only from one survey centerline for a variable-median roadway. For a wide median of at least 200 ft, it may be necessary to describe the right of way from two centerlines.

7. Hatching of Residue. Landlocked residue should be identified by the use of hatching on Plat No. 3 or Plat No. 1.

8. Construction Limits. Show the construction limits for each area where construction is planned in order to establish the right-of-way requirements for the project.

9. Two-Centerlines Description. Do not describe one right-of-way point from each of two centerlines.

10. Unstakable Breakpoint. Avoid a right-of-way break where the breakpoint cannot be staked (e.g., in a stream or drive).

11. Small Parcel. Additional right-of-way breakpoints or short distances between breaks should be considered where such a procedure will eliminate taking a parcel or will avoid leaving a small remnant.

12. Cemetery. In conformance with *Indiana Statutes*, a Department-maintained route is required to be a minimum of 100 ft from the nearest gravesite wherein burial rights have been transferred, or from a mausoleum in a cemetery. Right of way or temporary right of way can be taken from a cemetery with the consent of the cemetery owner, governing board, or the relatives of interred people. However, avoidance of taking right of way from a cemetery is advisable because of the substantial administrative burden and because the contractor can be enjoined from building a road on cemetery property upon the complaint of a person. Where a small cemetery is affected, relocation of the cemetery may be an acceptable mitigation strategy.

85-5.0 ALTERNATE RIGHTS OF WAY

85-5.01 Temporary Right of Way

Temporary right of way should be specified for where there is a definite time limit on the State's need for the use of the land. The conditions under which temporary right of way will be required are discussed below.

85-5.01(01) Drive Construction

Temporary right of way is not always warranted for drive construction. If permanent right of way is not required from a property owner, temporary right of way from that property should be avoided if possible. This is in effort to reduce the number of parcels on a project.

1. Where to Consider Temporary Right of Way for Drive Construction. Temporary right of way for drive construction should be considered where one of the criteria exists as follows:

    a. the proposed drive grade and vertical curve required to construct the drive tie-in extend beyond the permanent right-of-way line. The drive grade should not exceed the grade shown on the INDOT *Standard Drawing*s;

b. if right of way is required from a property for other work, the drive should be paved to the right-of-way line and the necessary temporary right of way for drive construction should be acquired;

c. the drive pavement is in need of replacement to the right-of-way line, or a different drive pavement material than that in place must be used;

d. if the proposed drive is wider than the existing drive, the tapers should be placed outside the permanent right of way as shown on the INDOT *Standard Drawings*; or

e. revising the drainage causes grading work outside the permanent right of way.

2. Where Not to Consider Temporary Right of Way for Drive Construction. Temporary right of way for drive construction should not be considered in one the situations as follows:

a. the proposed drive grade and vertical curve required to construct the drive tie-in are short of the permanent right-of-way line, and the existing pavement beyond the tie-in point may remain in place. Paving should stop at the drive tie-in point, or within 5 ft of the right-of-way line, whichever is farther from the roadway; or

b. for a partial 3R project, a 3-ft wide HMA wedge is placed adjacent to the mainline or shoulder pavement. Therefore, no temporary right of way will be required. See Section 56-4.05(02).

Construction limits for each drive should be shown on the plans within the temporary right of way. Excessive temporary right of way should not be taken outside of the construction limits. The minimum distance from the construction limits to the temporary right-of-way line is 5 ft. This distance can vary depending on the individual situation. A feature such as a tree, well, septic system, planter, garden, sign, lamp post, etc., may appear within the temporary right-of-way limits. If such a feature is within the temporary right of way and is not to be removed, it should be identified on the plans as not to be disturbed.

** *PRACTICE POINTER* **

Where it is necessary for complete construction of a drive to extend outside the permanent right of way, the necessary temporary right of way for construction of the drive should be shown on the plans and labeled as such.

85-5.01(02) Improvement Removal

Where improvement removal is required, the designer should consider the following.

1. Where it is necessary to go outside the permanent right of way to complete the removal of an improvement through which the right-of-way lines pass, show the necessary temporary right of way for the removal on the plans (see Item 3 below).

2. Temporary right of way will be provided for the removal of each improvement that encroaches on the proposed right of way, but is also partially located outside the take (see Item 3 below). Temporary right of way will not be required to remove an encroachment where the existing right of way is adequate and there is no other right-of-way acquisition. The property owner will be required to remove an encroachment of this nature.

   Temporary right of way can be established only for the removal of a partial encroachment upon right of way to be acquired. The removal of a partial or complete illegal encroachment upon existing right of way acquired on previous projects, with no encroachment upon new right of way, is the responsibility of the owner of the encroaching improvement. Therefore, no temporary right of way is required.

   Temporary right of way cannot be acquired from an owner for the removal of an adjoining owner's improvement. If an improvement is on or extends over the property line, the Office of Real Estate should be consulted.

3. The parts of an encroaching building, including signs, which lie outside the permanent right of way, must be embraced with temporary right of way, having limits which are about 20 ft from a part of the building or sign. Where practicable, the perimeter of temporary right of way for building removal will be a four-sided figure formed by two parallel lines (one of which is the designed right-of-way line) and by two lines perpendicular to the centerline. The distance between this temporary right-of-way line and the extremities of the building involved may exceed 20 ft for the purpose of convenience. Exceptions to the 20-ft distance will occur where the distance from the building in question to the boundary of the property involved is less than 20 ft. In this situation, the temporary right-of-way line should follow the property line. The 20-ft distance must be waived where it will embrace a portion of a second building which is situated wholly on the abutting owner's residue and should not be removed.

   For a platted lot, the above described method of designing the quadrilateral should be disregarded if the four bounding lines can be made parallel with lot lines to enable the use of descriptions "By Parallel Lines." For example, such a description may read, "The

north 24' of the south 49' of the west 41' of Lot 29 in Smith's Addition …. ." This is a perimeter-type metes-and-bounds description, furnishes an easy means of identifying the land, and is easier to compose.

85-5.01(03) Unsuitable Materials

The following discusses where temporary right of way may be required for unsuitable materials.

1. Peat Removal. Where the permanent right of way is not sufficient to provide for disposal of peat, temporary right of way may be taken for this purpose.

2. Other Materials. Unsatisfactory foundation soils other than peat are disposed of as Unsuitable Material, and temporary right of way is not provided for this disposal. Where the quantities of unsatisfactory foundation soils are of the magnitude that it is desirable to provide temporary right of way adjacent to the proposed facility, the plans must state the nature of the soils to be disposed of on the temporary right of way.

3. Disposal. Temporary right of way for the deposit of soils to be wasted as in Items 1 and 2 above should be determined on the basis of depositing the waste soil at a depth of 3 ft.

85-5.01(04) Grading as Excavation on Temporary Right of Way

Where temporary right of way will not be returned to its original condition, this fact must be shown on the plans. Where material from the temporary right of way is to be used in the roadway fill, a note to this effect must be shown, e.g., *Excavation of 120 yd^3 from the channel change shall be used in the roadway fill*.

85-5.01(05) Concrete Slab Removal

Do not include temporary right of way for concrete slab removal where the slab can be sawed along the permanent right-of-way line.

85-5.01(06) Describing Temporary Right of Way

Where temporary right of way is required, define on the plans the purpose for which the temporary right of way is being taken.

85-5.01(07) Permanent Construction

Permanent construction may not take place on temporary right of way. Permanent right of way must be acquired for this purpose. An exception may be made to this for grading in a residential area where a shallow cut or fill is involved. Temporary right of way for yard grading may be specified for up to 2 ft difference in elevation. Otherwise, permanent right of way should be purchased. Exceptions to this method of establishing right of way should be used upon the recommendation of the Office of Real Estate with the concurrence of the property owner.

85-5.01(08) Restriction on Temporary Right of Way for Drive Construction

Temporary right of way cannot be acquired from one owner to construct an adjoining owner's drive. If the drive cannot be relocated entirely upon the adjoining owner's property, permanent right of way should be acquired.

85-5.02 Provisional Right of Way

Where there is a continuing need (no definite time limit) for entrance onto a property outside the permanent right of way line, the area so required should be taken as provisional right of way. Provisional right of way must be shown on the plans, and the purpose for which it is being taken clearly indicated (e.g., Provisional Right of Way to Limit Line-of-Sight Obstruction).

Provisional right of way cannot be condemned. Where provisional right of way cannot be acquired through negotiated purchase or gift, the fee simple title will need to be secured by condemnation and the right of way will be considered permanent.

85-5.03 Perpetual Easement for Off-Highway Construction

Where an off-highway sewer, ditch, drain, or other permanent item is to be constructed and subsequently maintained by the State, and it is not necessary or desirable to acquire the fee simple title to the right of way, the plans should show the acquisition as a *Perpetual Easement for* _____."

The relocation of a legal ditch or legal pipe drain requires the acquisition of a perpetual easement so that the county can maintain the portions of the ditch or pipe drain outside the permanent right-of-way limits.

The amount of legal-ditch- or pipe-drain-usable easement right-of-way overlap will vary from 0 where right-of-way costs are minimal, to a maximum where extensive damages are indicated.

The amount of overlap should be discussed on the field check. Right-of-way markers will not be required for delineation of a perpetual easement.

The design should be incorporated into the applicable Right-of-Way Plans not yet submitted to the Office of Real Estate. Revisions to such plans now in review by the Office of Real Estate should be made per its request.

85-6.0 FIELD CHECK

85-6.01 Purpose

A field check is held during preparation of design plans, at which time the proposed right of way may be reviewed. A field check may be held specifically for right-of-way review, particularly in an urban area where there are a large number of right-of-way decisions to be made.

85-6.02 Types of Inspections

The following describes the right-of-way field inspections that may occur.

1. Preliminary Field Check. Right-of-way requirements are a primary consideration at the Preliminary Field Check. Access provisions on a limited-access facility should be resolved at this time as discussed in Chapter Eighty-six. The Preliminary Field Check Plans which are provided to the Office of Real Estate for use at the field check must be prepared showing the right-of-way lines.

2. Final Field Check, If Required. Right-of-way requirements should be shown in complete detail on the Final Field Check Plans. At the time of the Final Field Check, the right-of-way requirements are to be reviewed by the members of the field-check party and either revised or approved.

An Office of Real Estate representative should be present at the Preliminary and Final Field Checks to consult with the designer regarding right-of-way impacts. The Office of Real Estate representative should be encouraged to make an independent review of the plans, not only from a right-of-way viewpoint, but also in anticipation of appraising and buying problems.

85-7.0 REINFORCED-CONCRETE RIGHT-OF-WAY MARKERS

85-7.01 Specifications

Reinforced-concrete right-of-way markers should be in accordance with the INDOT *Standard Drawings* and the INDOT *Standard Specifications.*

85-7.02 Warrants

Reinforced-concrete right-of-way markers are used to define the right-of-way for the following.

1. Route within the State system including that on the Interstate System.

2. That portion of a county road or city or town street where right of way is purchased by the State to permit reconstruction of a portion of the road even though the road and the right of way may be subsequently abandoned to the local agency.

3. Local-service road where the State is purchasing the right of way for a new location but intends to subsequently abandon the right of way and the local-service road to the local agency.

4. County-Federal aid route.

Right-of-way markers may be eliminated in a highly-urbanized area where recommended or approved by the appropriate district office.

85-7.03 Placement

The back face of each marker should be set on the right-of-way line approximately 1000 ft apart. A marker should also be placed as follows:

1. at each corner or angle point of an irregularly-shaped right-of-way line;

2. opposite each PC and PT of each curve on each right-of-way line;

3. a maximum of 500 ft apart on the inside and outside of each curve; and

4. where, at a given marker, the adjacent marker on that line is visible assuming an eye level of 60 in. at the intermediate marker.

The location of each right-of-way marker should be shown on the plans. The locations will also be tabulated in a table showing station and offset and designated as Right or Left of the centerline.

85-7.04 Fence as Right-of-Way Marker

The following will apply to fencing as a right-of-way marker.

1. A right-of-way marker is not required where the plans provide for a fence on the Limited-Access Right-of-Way line (L.A. R/W).

2. Where the L.A. R/W is not fenced, markers should be provided as set out in Section 85-7.03.

3. Where a fenced L.A. R/W line ends and non-fenced right of way begins, the end fence post should be considered as a right-of-way marker in determining the placement of the first right-of-way marker.

4. A corner or angle point should not be artificially introduced so as to require a marker at less than the normal distance after a fence post at the end of L.A. R/W.

85-7.05 Resetting Right-of-Way Marker

At one of the field checks, the Production Management Division representative should, in cooperation with the district representative, determine if there are existing right-of-way markers that should be reset. The number of new markers plus the number of markers to be reset should equal the total number of markers required for the project.

85-7.06 Quantities and Pay Items

Quantities and pay items should be determined as described in the INDOT *Standard Specifications*.

Sheet No.	Description
1	Title
2	Index
3-4	Location Control Route Survey Plat *
5-6	Plat No. 1 *(if no Plat No. 3 is furnished)*
7-8	Typical Cross Sections
9-26	Plan and Profile
27	Interchange Geometrics
28	Interchange R/W
29	Interchange Drainage
30-33	Interchange Details
34	Approach Table
	Plat No. 3 *(if required)*

**This sheet is provided by the district Office of Surveying.*

SAMPLE RIGHT-OF-WAY INDEX, ROAD PLANS

Figure 85-2A

Sheet No.	Description
1	Title and Index
2	Location Control Route Survey Plat*
3	Plat No. 1
4-5	Typical Cross Sections
6	Approach Details
7	Temporary Runaround Details
8-9	Road Plan and Profile
10	Layout
11	Channel Change Layout
12	General Plan
13	Bridge Summary

**This sheet is provided by the district Office of Surveying.*

SAMPLE RIGHT-OF-WAY INDEX, BRIDGE PLANS

Figure 85-2B

Section	Index No.	Owner
25	1	John & Mary Brown

PLAT No. 1 PROPERTY-OWNER TABULATION EXAMPLE

Figure 85-2B(1)

1.	Section corner tie-in included if project did not have a Location Control Route Survey Plat.	☐
2.	Section corners, section lines, and quarter-section lines identified.	☐
3.	For all properties impacted by the proposed construction, property owners identified and apparent property lines shown, but not labeled as such.	☐
4.	Name of stream, river, etc., identified, with flow direction.	☐
5.	Civil township; and section, township, and range; and county identified.	☐
6.	Stations shown in 100-ft (100-m) increments.	☐
7.	All right-of-way lines shown and identified. Stations and offsets for right-of-way points should not be shown.	☐
8.	All temporary right of way shown and labeled. The purpose for temporary right of way need not be specified.	☐
9.	Line designation of project centerline and all S-lines identified. Centerlines shown from which new right of way is described.	☐
10.	Stations and locations of begin-project and end-project points identified.	☐
11.	All station equations shown and labeled.	☐
12.	Applicable subdivision names and lot numbers identified.	☐
13.	North arrow shown.	☐
14.	Drawing scale indicated.	☐
15.	Existing roads shown and labeled.	☐
16.	Landlocked residues identified with crosshatching.	☐
17.	Hexagons placed around numbers used for property owner legend / index.	☐
18.	All mitigation sites delineated and labeled.	☐

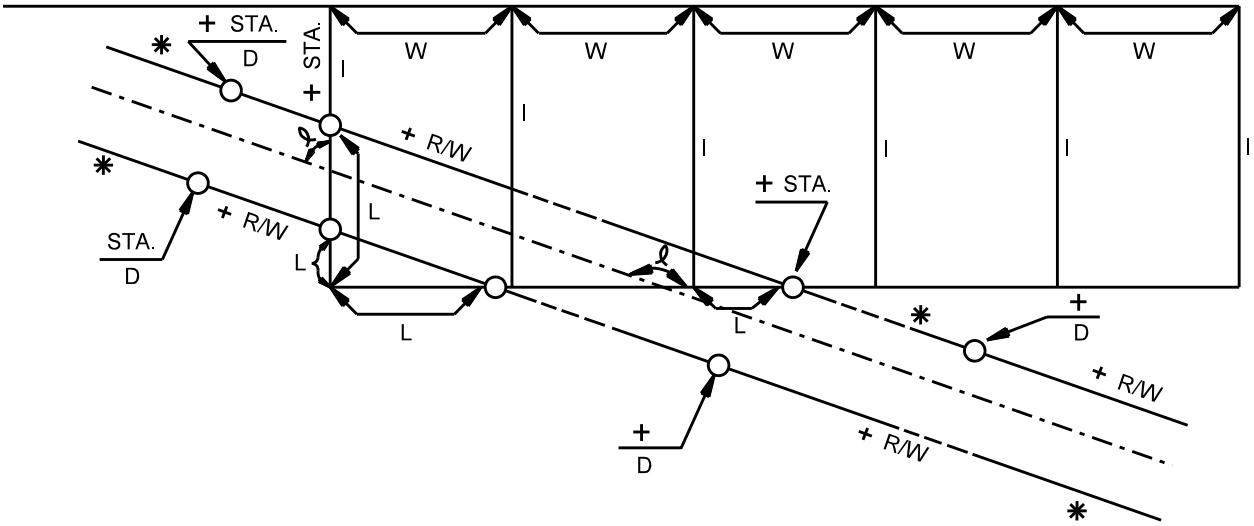
CHECKLIST FOR PLAT NO. 1

SEC. 21, T-23N, R-3W
PERRY TWP.
TIPPECANOE COUNTY

The top line is the congressional township description.
The middle line is the civil township description.

EXAMPLE TOWNSHIP DESCRIPTION

Figure 85-2D



+ -- R/W described as shown will be considered variable R/W
* -- R/W beyond the first point outside the plattedarea may or may not be uniform
D -- Dimension from project centerline to the proposed R/W line
L -- Dimension from a property corner or lot corner to the proposed R/W line
W -- A lot dimension (width)
1 -- A lot dimension (length)
α -- Angle of intersecting lines

R/W THROUGH PLATTED AREA

Figure 85-2E

CHECKLIST FOR RIGHT-OF-WAY PLANS

1.	Section-line and section-corner locations identified.	☐
2.	Civil and congressional township information and county name shown.	☐
3.	All apparent property lines identified.	☐
4.	Names of last property owners of record shown.	☐
5.	Apparent existing right-of-way lines identified.	☐
6.	Property-corner monumentation identified, including iron pins, etc.	☐
7.	All proposed and temporary right of way identified, including purposes for temporary right of way.	☐
8.	Centerline bearing identified.	☐
9.	Right-of-way lines made to match up with those on abutting sheets or abutting projects.	☐
10.	Right-of-way project number and code number shown on each sheet.	☐
11.	Approach table completed.	☐
12.	Cross sections not furnished.	☐
13.	Note, “All R/W described from Line “__”, except as shown,” appears on all Plan and Profile sheets.	☐
14.	If more than one survey line is shown, the line intended as the construction line is identified as such.	☐
15.	R/W Index labeled as such.	☐
16.	Signature block included, equivalent to the one shown on the Right-of-Way Plans title sheet frame.	☐
17.	Construction limits shown to be inside the right-of-way lines.	☐
18.	Drafting line styles used as shown in *IDM* Chapters Fourteen and Fifteen.	☐
19.	The right-of-way lines and names of property owners shown on Plat No. 1 match those shown on the Plan and Profile sheets.	☐
20.	Equations and enough reference points included for old survey lines that original right of way was acquired from so that they can be re-established by the Office of Real Estate.	☐
21.	Station and offset of the nearest building corner shown and labeled for each building within 25 m (75 ft) of the new right-of-way line.	☐
22.	All subdivision names, lot lines, and numbers identified.	☐
23.	All mitigation sites delineated and labeled.	☐

PARTIAL SUSPENSION OF RIGHT-OF-WAY ACQUISITION ACTIVITIES

Date _____

MEMORANDUM

TO: _____, Manager
Real Estate Office

THRU: _____
Roadway Services or Structural Services Manager,
or Design Office Manager, _____ District

FROM: _____
Project Manager

SUBJECT: Partial Suspension of Right-of-Way Acquisition Activities

Route: _____
Des. No.: _____
P.E. Project No.: _____
R/W Project No.: _____
R/W Code No.: _____
Project Description:

The above referenced project will be undergoing substantial design changes that will result in a right-of-way revision to Parcel No(s). _____ (and _____).

We hereby request that right-of-way acquisition of such parcel(s) be suspended until the design changes are finalized.

_____ : _____

Cc: _____, Real Estate Office Property Management Team Leader
_____, Project Coordinator
_____, Reviewer
_____, Designer

Clear Data

COMPLETE SUSPENSION OF
RIGHT-OF-WAY ACQUISITION ACTIVITIES

Date _____

MEMORANDUM

TO: _____, Manager
Real Estate Office

THRU: _____
Roadway Services or Structural Services Manager,
or Design Office Manager, _____ District

FROM: _____
Project Manager

SUBJECT: Complete Suspension of Right-of-Way Acquisition Activities

Route: _____
Des. No.: _____
P.E. Project No.: _____
R/W Project No.: _____
R/W Code No.: _____
Project Description:

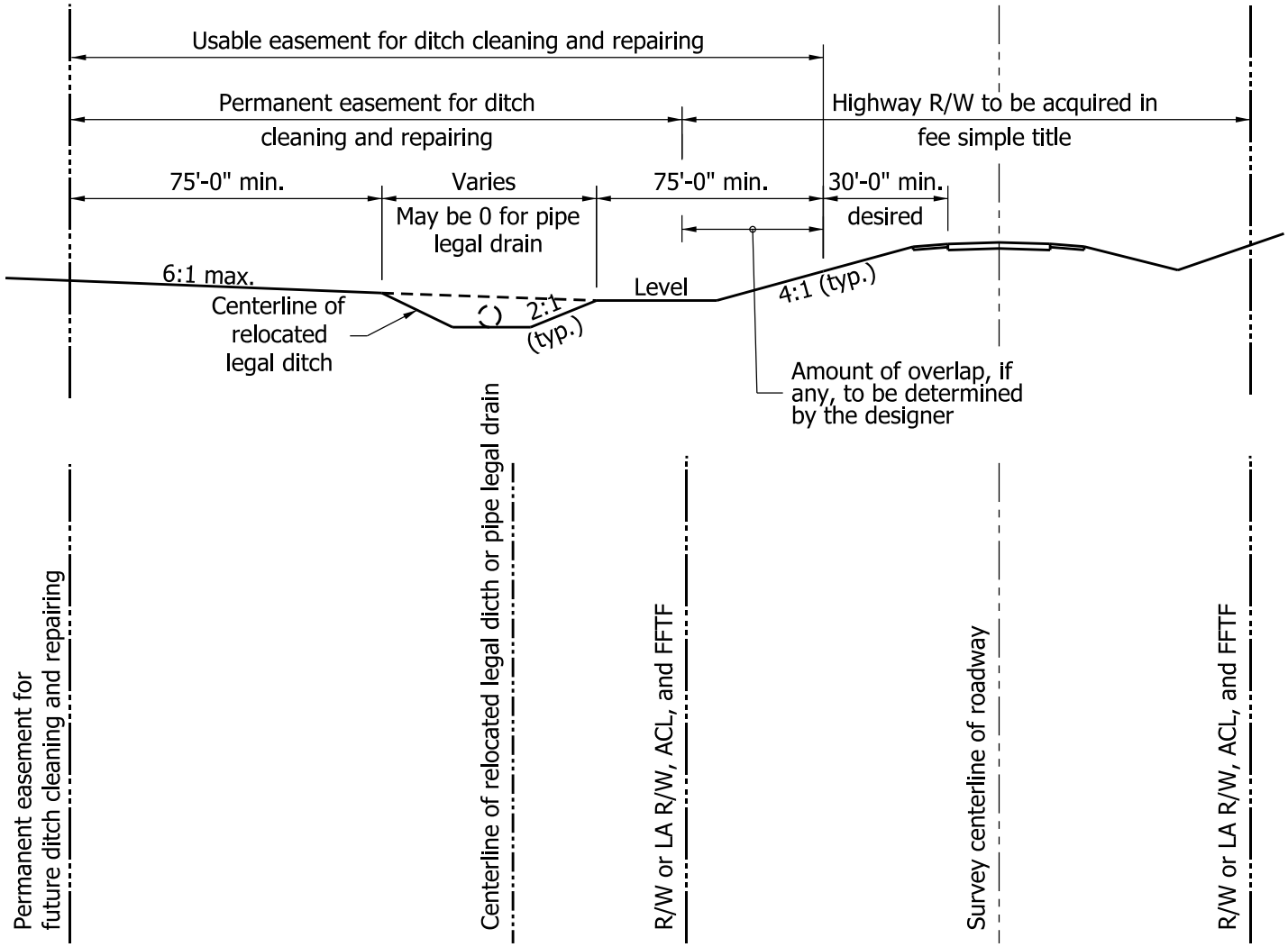
The above referenced project will be undergoing substantial design changes that will result in a right-of-way revision to Parcel Nos.

We hereby request that all right-of-way acquisition activities be suspended until the design changes are finalized.

_____ : _____

Cc: _____, Real Estate Office Property Management Team Leader
_____, Project Coordinator
_____, Reviewer
_____, Designer

Clear Data



PERMANENT EASEMENT FOR MAINTENANCE OF LEGAL DITCH

Figure 85-5A