



Oregon Department of Transportation



OREGON DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY ENGINEERING TRAINING

MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Originally Presented to the Professional Land Surveyors of Oregon
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MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Whensoever in lat
 Ada, there be anyone who
 cause one to be put forward
 sealed," whether he be a fu
 official of Bit-Ada, or a ru
 appointed, and shall say: "I
 shall present this land to a
 boundary-stone shall alter
 gods who are upon this sto
 cannot be loosened! May
 it, may they tear away his o
 lord, cause him to bear dro

May Nabu, the e
 Adad, the ruler of heaven
 may his feet tread down th
 with leprosy and with a gar
 great one of heaven and ea
 Ishtar, the lady of heaven a
 Gula, the great lady, the w
 blood he may pass like wat
 the water for him! May Ne
 king of battle, in the battle
 goes in the service of the g
 lands, not hear him in the m
 road that is obstructed!

May all the gods
 that cannot be loosened cu



tives, or household, of Bit-
 n concerning that land, or shall
 or shall say: "The seal was not
 a governor of Bit-Ada, or a...-
 Bit-Ada who shall be
 "The seal was not sealed," or
 its limit, boundary, or
 shall bring about, may all the
 urse him with a curse that
 out his foundation and destroy
 nts! May Marduk, the great

, and boundary-stone! May
 fields may he fill with thorns, and
 who dwells in the bright heavens,
 e judge, the ruler of men, the
 pose him with violence! May
 Babylon bring him evil! May
 his body so that light and dark
 nes, remove his son, who pours
 his weapons! May Zamama, the
 inister of the great gods, who
 chara, the lady of victory of the
 at Lord, cause him to take a

mes are mentioned, with a curse

-Boundary Control and Legal Principles



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

History of the center line description

Transportation facilities such as roads, highways and railroads are generally a linear corridor

- Facility would be defined by reference to the center of the corridor with widths stated on each side of the center line.

County road resolutions are a basic type of center line description.

- The proposed road was surveyed and the bearings and distances in chains of each course of the route recorded in the field notes.
- The widths of the new road were either defined in the resolution or they were established by statute.

Railroads would also use a center line description to acquire the right of way for the rail line.

- The “right of way” center line would usually be the center of the main track
- variable or constant width of the line stated in the deed.
- The alignment of the railroad would be shown on Valuation Maps.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The Oregon State Highway Department was established by the legislature in 1913.

State Highway Commission established in 1917.

In the early part of the state highway system, state highways were created from existing county roads. In some cases, the counties would acquire the right of way for new state highways.

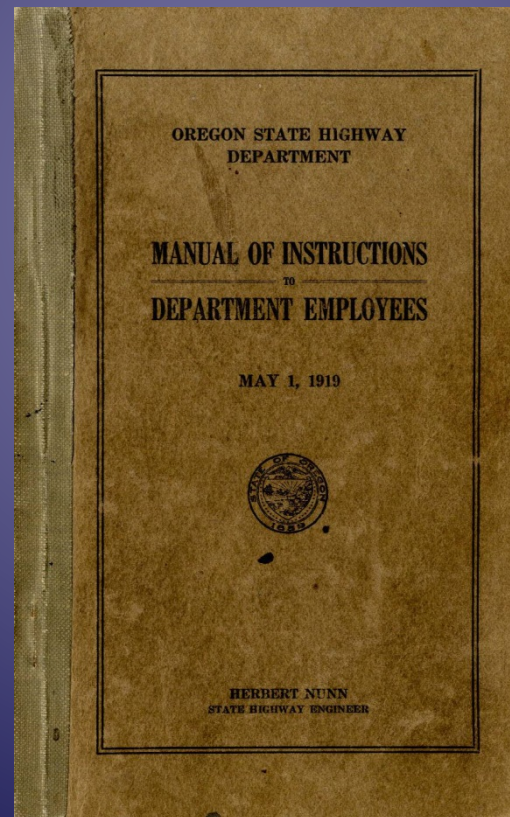
The Department did not start acquiring right of way for state highways until 1919.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“The Oregon State Highway Department Manual of Instructions to Department Employees”, was released in 1919.

Detailed the method for preparing right of way descriptions.





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

RIGHT-OF-WAY DESCRIPTIONS:

Complete right-of-way descriptions shall be prepared and submitted with other records of the survey.

The right-of-way will, in general, be 60 feet in width and the description should be worded as follows:

J. J. Jones:

It will be noted that the above type of description may start and end at any convenient points, whether these points are on the property lines or not, and that it covers absolutely all of the grantor's property within the sixty foot right-of-way provided a sufficiently long section of center line is described. It is a blanket description which has all the advantages of a metes and bound description, but does not require as great accuracy in the location property lines.

6 W. W. M; said parcel of land containing 2.35 acres more or less.

It will be noted that the above type of description may start and end at any convenient points, whether these points are on the property lines or not, and that it covers absolutely all of the grantor's property within the sixty foot right-of-way provided a sufficiently long section of center line is described. It is a blanket description which has all the advantages of a metes and bound description, but does not require as great accuracy in the location property lines.

Descriptions should be arranged consecutively from one end of the line to the other, bound together, and marked with the name of county, highway, section, etc.

- 1919 Manual of Instructions to Department Employees, Pgs 56-57



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Description format similar in type to a standard railroad description.

- The center line of the highway is described in the deed
- area of the taking is stated.

The beginning and ending points of the description are not necessarily tied to the grantor's property.

Description is sufficient as long as the grantor's property falls entirely within the described strip.

This is a basic concept for ODOT acquisitions and is still utilized today.

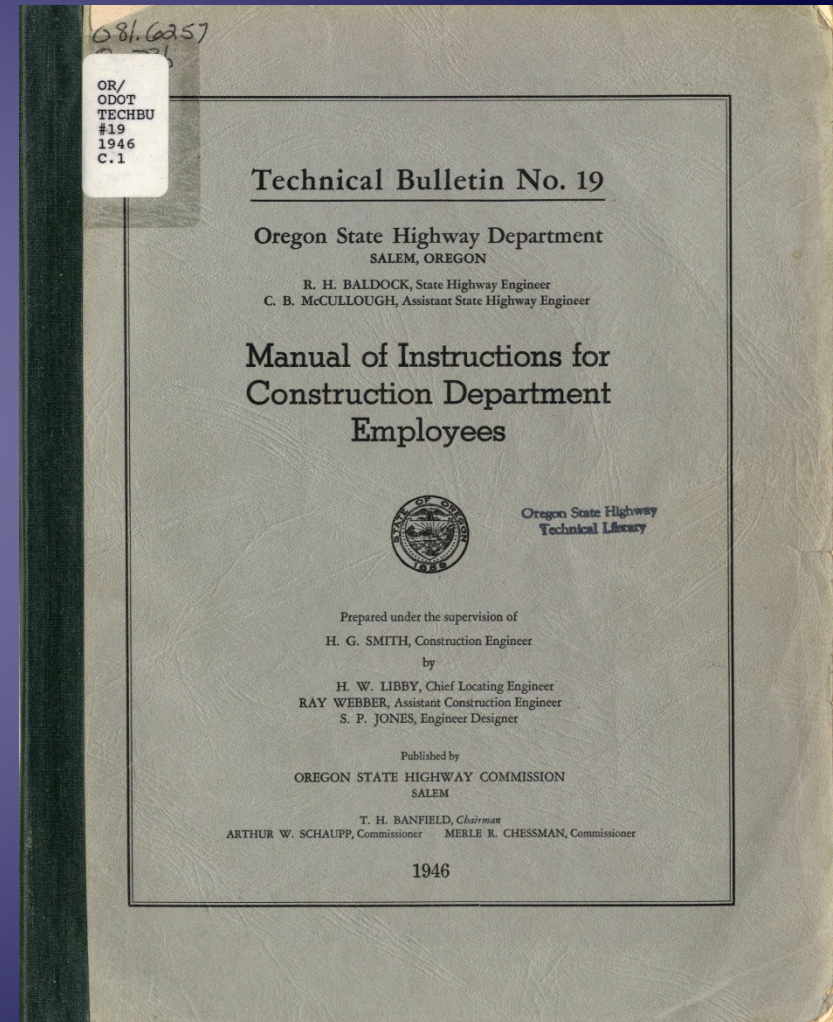


MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Throughout the 1920's, 1930's, and 1940's both center line strip and metes and bounds descriptions were utilized to acquire right of way for the highways.

In 1946 the Highway Department published an updated Manual of Instructions for Construction Department Employees as "Technical Bulletin No. 19".

Section 9, Article 13 of the bulletin allowed the use of both center line descriptions and metes and bounds descriptions.





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

All descriptions of parcels of lots or blocks which are to be acquired must be written as “metes and bounds” descriptions, except where the parcel to be acquired is a strip of uniform width along one side of a lot, block or sub-division. In which case the parcel may be described as a portion of the lot, block or sub-division...The center line of the highway should be definitely tied to at least one corner of the property involved, preferably by course and distance of the lot or block line produced to an intersection with said center line. Whenever the size of the property to be acquired justifies, a tie to the center line should be made at each property line intersected by the right of way line. In any event, the dimensions of the parcel or parcels to be acquired must be made a part of the description...

Curves should be described by the length of the radius and the bearing and length of the subtended chord. Where spiral curves are involved, the distance and bearing of the subtended chord of the spiral shall be a part of the description.

Center line descriptions will be used for procuring all rights of way over properties which are not platted.

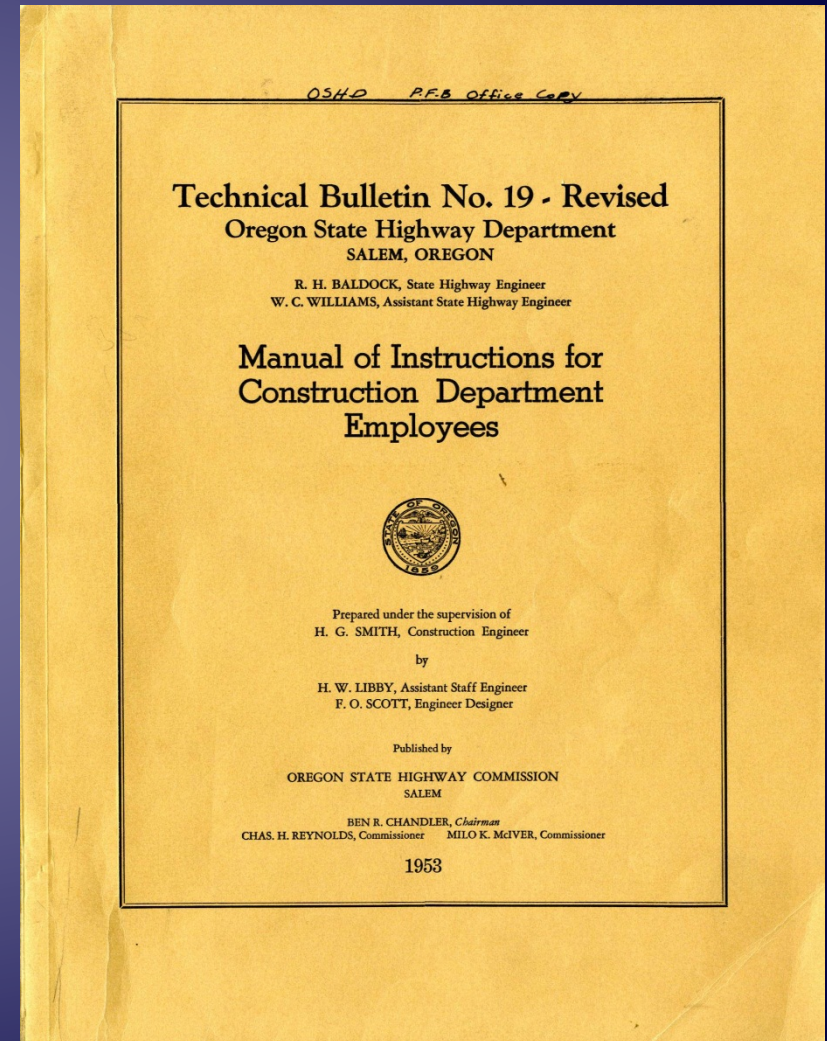
All descriptions, whether center line or metes and bounds, shall be made in as simple a form as possible and repetitions avoided...

- 1946 Technical Bulletin No. 19, Pgs. 113-114



Technical Bulletin No. 19 was revised in 1953.

More detail was given to the preparation of descriptions.





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

There are two forms of descriptions most commonly used in conveying property, viz. The “Metes and Bounds” and the “Center Line” descriptions.

For right of way where the parcel being conveyed is a strip of land, the “Center Line” descriptions should be used in most cases. In describing a center line, a curve is completely defined when two elements are given such as the radius and the length of curve. These, together with direction of curvature (Right or Left) and the bearing of the long chord are all that is necessary for description purposes. The same is true for spiral curves when the length of spiral and the degree of curve at the P. S. C. or P. C. S. is given...Center line descriptions should start and end beyond the limits of the parcel being conveyed with a qualifying clause stating the station where the center line crosses the boundaries of the property concerned...In platted subdivisions or properties where the land values are high, the station of such intersections should be determined as nearly accurate as possible. Where land values are low such intersections may be approximations and should be so noted.

– 1953 Revision Technical Bulletin No. 19, Pgs. 116–117



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Up through the 1950's, the descriptions for right of way acquisitions were prepared in the Regional offices and submitted to Salem for checking.

By the early 1960's, this was changed with all description preparation being centralized in Salem with the Construction Engineer's Office

Description preparation was kept centralized in Salem until 2004 when the Regions again took on that task, with oversight of writing standards remaining a centralized function.



Structure of a description

The preferred method of acquiring property and easement rights for the Agency is to describe the parcels with reference to a center line.

- Deed center line can be the controlling line for the highway or it could be a unique defined line.

The basic characteristic of a center line description is to define the width of the corridor being acquired.

- Offset calls to the described center line.
- The center line can be a simple tangent line or a complex line incorporating tangents, simple curves and spiraled curves.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

All ODOT descriptions whether they are center line descriptions or metes and bounds will contain the following basic elements:

- Caption
- Body
- Qualifying Clause
- Augmenting Clause
- Parcel Area
- Reservations of access where access control is taken
- With multiple parcels, each parcel will be numbered and labeled



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

ODOT makes extensive use of multiple parcels within the deeds.

- Fee simple takes,
- Easements, both permanent and temporary
- Conveyance of access rights

Each parcel in the description will be numbered and labeled as to type.

Hierarchy of Parcels:

- Fee takings
- Permanent easements
- Temporary easements

There are two exceptions to this general rule.

- Access rights acquired as a separate parcel will be first
- Acquiring a Grantor's remainder property will be last



Caption

The Caption cites the general locality, of the parcel to be conveyed. The general locality can be a reference to an aliquot part of a Section, a Donation Land Claim, platted subdivision, partition, or a recorded deed.

“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...”

“A parcel of land lying in Lot 6, Block F, KERN’S ADDITION, Multnomah County...”

“A parcel of land lying in the FRANKLIN MARTIN D. L. C. No. 45...”

“...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;”



Body

The Body identifies a particular land area within the locality designated by the caption to be conveyed.

ODOT descriptions can incorporate constant or variable width strips, perimeter or tract descriptions, bounds, and described lines.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Constant Width Strip

The constant width description is the simplest and most fundamental type that ODOT produces.

The taking is defined as being a strip of a stated width, and lying on a particular side of the center line or it could be on each side of the line.

By implication the lines of the strip are parallel with the center line. The widths may be the same on both sides of the center line or they may be different widths.

“A strip of land 30 feet in width, lying on the Northerly side of the center line of the relocated Pacific Highway West, which center line is described...”

“A strip of land 80 feet in width, 40 feet on each side of the center line...”

“A strip of land 75 feet in width, 45 feet on the Westerly side and 30 feet on the Easterly side of the center line of relocated First Street...”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The parcel taking may also be defined as lying on a particular side of the defined strip:

“...that portion of said property lying Southerly of a line parallel with and 50 feet Northerly of the center line...”

“...that portion of said property lying Northerly of a line which is parallel to and 90 feet Northerly of the center line of a Diversion Floodway, which center line is described...”

Or the strip may be bounded by two parallel lines from the center line:

“...that portion of said property lying between lines parallel with and 30 feet Westerly and 45 feet Westerly of the center line...”



Variable Width Strip

Any center line strip which is not of a constant width is known as a variable width strip.

The variable width strip may involve tapers in a straight line, a series of parallel strips of different offsets, or any combination.

The most common method of showing a variable width strip is with a width table.

The table defines the width of the strip lying between Engineer's Stations on the described center line.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The widths in feet of the strip of land referred to are as follows:

| Station | to | Station | Width on Easterly side of centerline |
|---------|----|---------|--------------------------------------|
| 215+00 | | 217+75 | 45 |
| 217+75 | | 218+50 | 60 |

The widths in feet of the strip of land referred to are as follows:

| Station | to | Station | Width on Westerly Side of Center Line |
|---------|----|---------|---------------------------------------|
| 211+50 | | 217+00 | 50 in a straight line to 40 |
| 217+00 | | 218+00 | 40 in a straight line to 70 |
| 218+00 | | 219+00 | 70 |



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The widths in feet of the strip of land above referred to are as follows:

| <u>Station</u> | <u>to</u> | <u>Station</u> | <u>Width on Southeasterly Side of Center Line</u> | <u>Width on Northwesterly Side of Center Line</u> |
|----------------|-----------|----------------|-------------------------------------------------------|-------------------------------------------------------|
| 684+74.57 | | 689+00 | 150 in a straight line to 175 | 140 in a straight line to 170 |
| 689+00 | | 691+00 | 200 | 170 in a straight line to 165 |
| 691+00 | | 693+00 | 200 | 165 in a straight line to 170 |
| 693+00 | | 696+00 | 200 | 200 |



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

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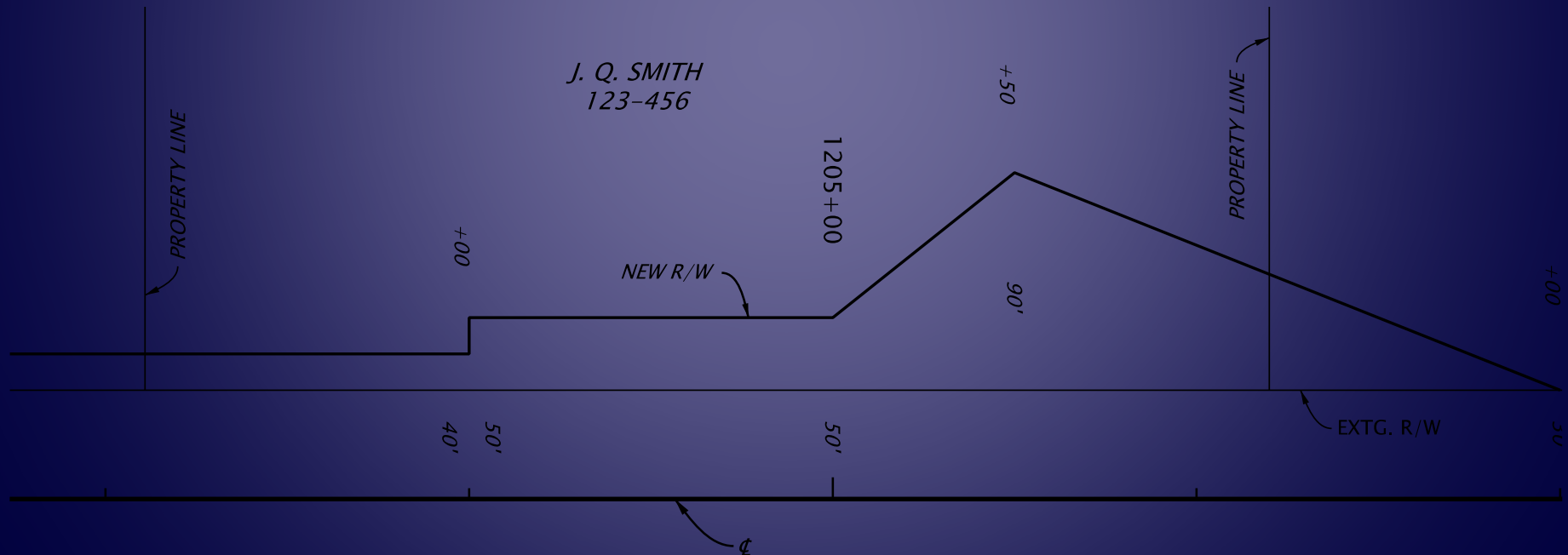
| <u>Station</u> | <u>to</u> | <u>Station</u> | <u>Width on Southeasterly</u> <u>Side of Center Line</u> | <u>Width on Northwesterly</u> <u>Side of Center Line</u> |
|----------------|-----------|----------------|-------------------------------------------------------------|-------------------------------------------------------------|
| 674+00 | | 676+00 | 135 in a straight line to 140 | |
| 676+00 | | 682+68.86 | 140 in a straight line to 145 | |
| 682+68.86 | | 684+74.57 | 145 taper to 150 | |
| 684+74.57 | | 689+00 | 150 in a straight line to 175 | |
| 666+00 | | 669+00 | | 200 in a straight line to 175 |
| 669+00 | | 671+50 | | 175 in a straight line to 185 |



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The widths in feet of the strip of land referred to are as follows:

| Station | to | Station | Width on Northerly Side of Center Line |
|---------|----|---------|----------------------------------------|
| 1201+50 | | 1204+00 | 40 |
| 1204+00 | | 1205+00 | 50 |
| 1205+00 | | 1205+50 | 50 in a straight line to 90 |
| 1205+50 | | 1207+00 | 90 in a straight line to 30 |

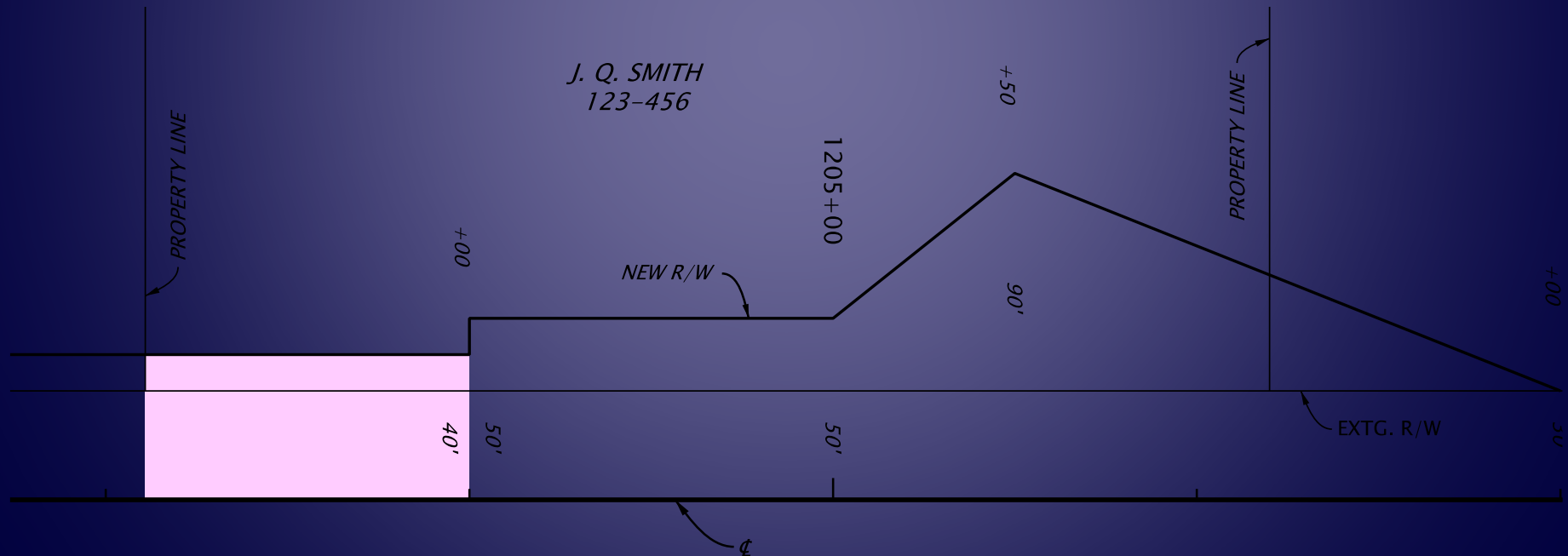




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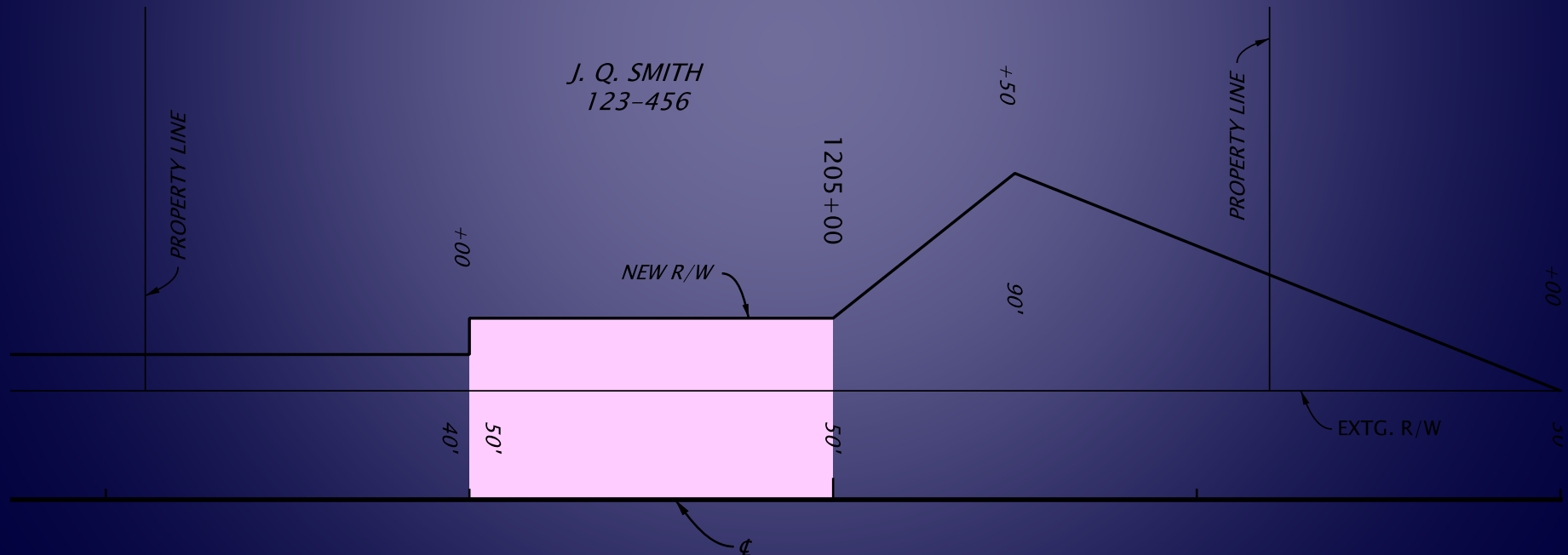




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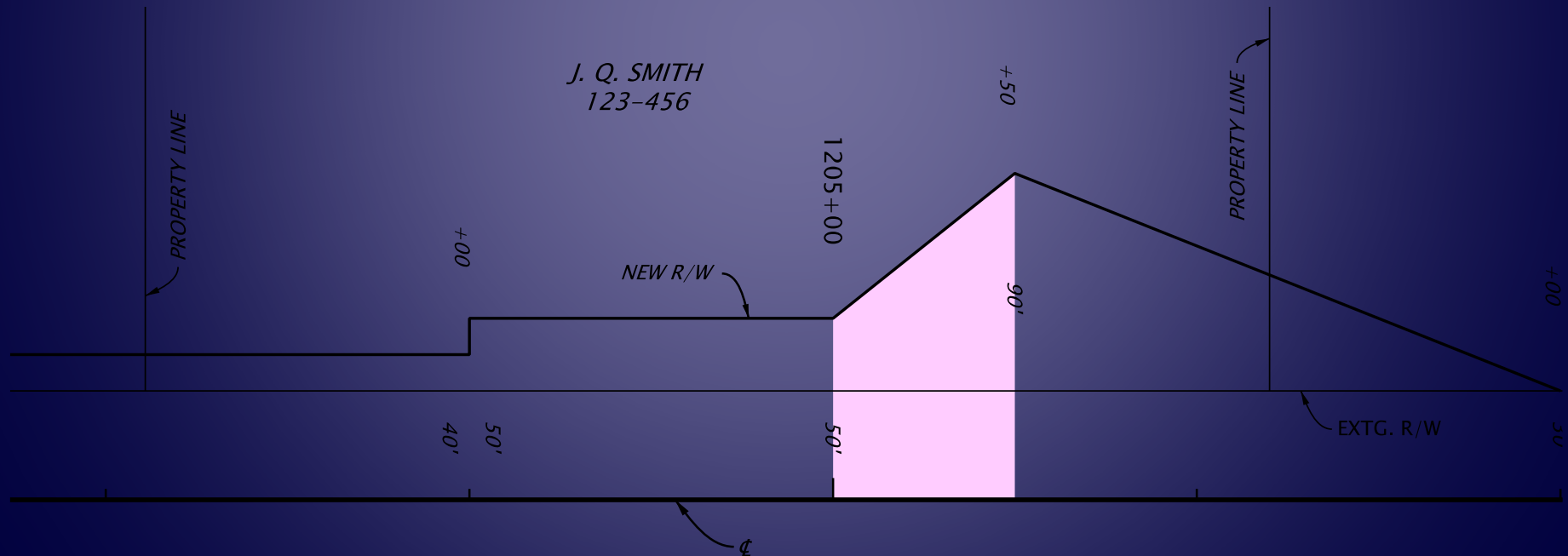




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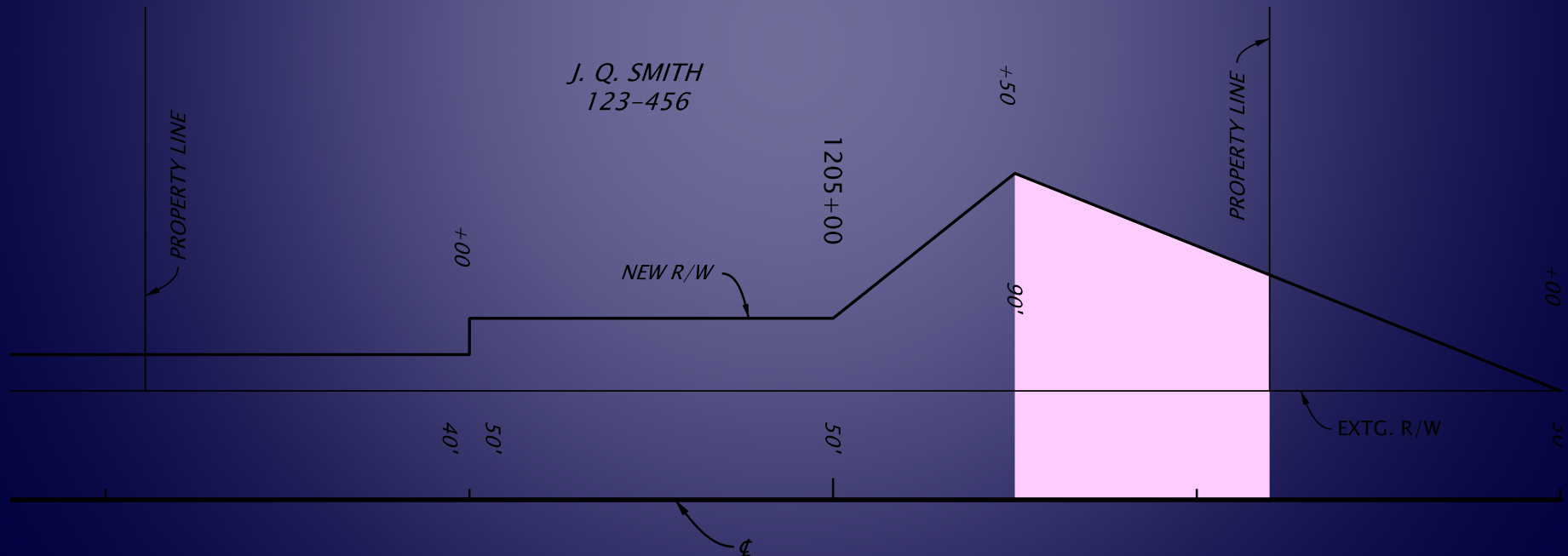




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| 1204+00 | | 1205+00 | 50 |
| 1205+00 | | 1205+50 | 50 in a straight line to 90 |
| 1205+50 | | 1207+00 | 90 in a straight line to 30 |



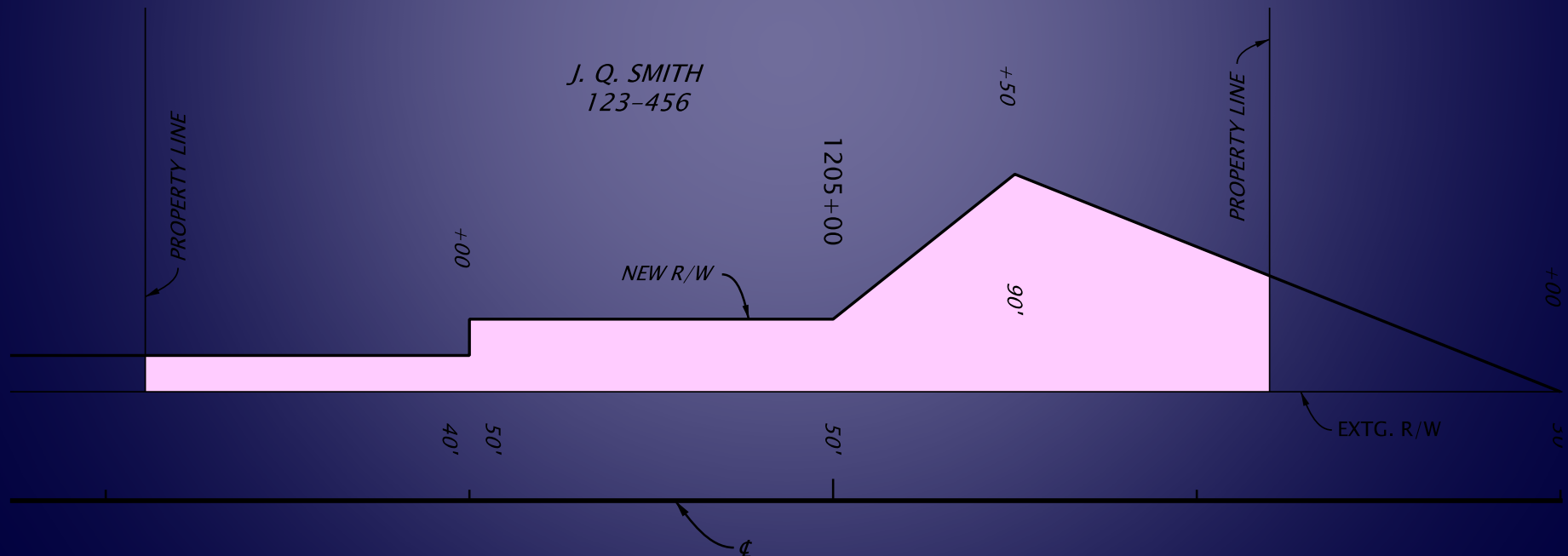


MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The segments of the table taken together as a whole define the property described in the body.

Because the widths are stated from the center line, the existing right of way is included in the parcel.

This existing right of way may or may not be taken out of the parcel in a qualifying clause, depending on circumstances.





Description Bounds

Description bounds help clarify the intent of the description.

- limit the taking to a specific area of the Grantor's property.

Bounds by Engineer's Stations in the description are perpendicular to the center line.

- May be a single station call with a direction.
- May be two Engineer's Stations with the taking lying between the calls.

The most common usage of station bounds in ODOT descriptions are with small easements for drainage, signs, driveways or work areas, and where the taking is along only a portion of the frontage of the property.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“...said parcel being that portion of said property lying Northwesterly of a line at right angles to the center line of the Pacific Highway at Engineer’s Station 1150+50 and included in a strip of land variable in width, lying on the Northeasterly side of said center line...”

“...the said parcel being that portion of said property lying Southerly of a line at right angles to the center line of the relocated Lower Columbia River Highway at Engineer’s Station 34+909.863.”

“...the said parcel being that portion of said lot lying between lines at right angles to the “H” center line of the relocated Pacific Highway West at Engineer’s Station “H” 25+945.747 and “H” 25+953.747 and included in a strip of land 18 meters in width, lying on the Northerly side of said center line...”

“...the said parcel being that portion of said property lying Westerly of a line which is parallel to and 121 feet Easterly of the center line of the relocated Pacific Highway and Northerly of a line drawn at right angles to said center line at Engineer’s Station 216+25.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

- Descriptions may also be bound by other elements, such as adjoining properties, intersecting streets, bodies of water, prior ODOT acquisitions, or even other parcels in the deed.

“...the said parcel being that portion of said Moore D.L.C. lying Westerly of a line at right angles to the center line of the Northbound lane of the East Portland Freeway at Engineer’s Station “NB” 804+00 and included in a strip of land 20 feet in width, lying Northerly of and adjoining the Northerly line of the strip of land heretofore set forth in Parcel 1.”

“...the said parcel being that portion of said property situated in said SE $\frac{1}{4}$ SE $\frac{1}{4}$ lying Westerly of a line at right angles to the center line of the relocated John Day Highway at Engineer's Station 915+50; Southerly of the line of mean high water on the Southerly bank of the John Day River and Northerly of the existing John Day Highway.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

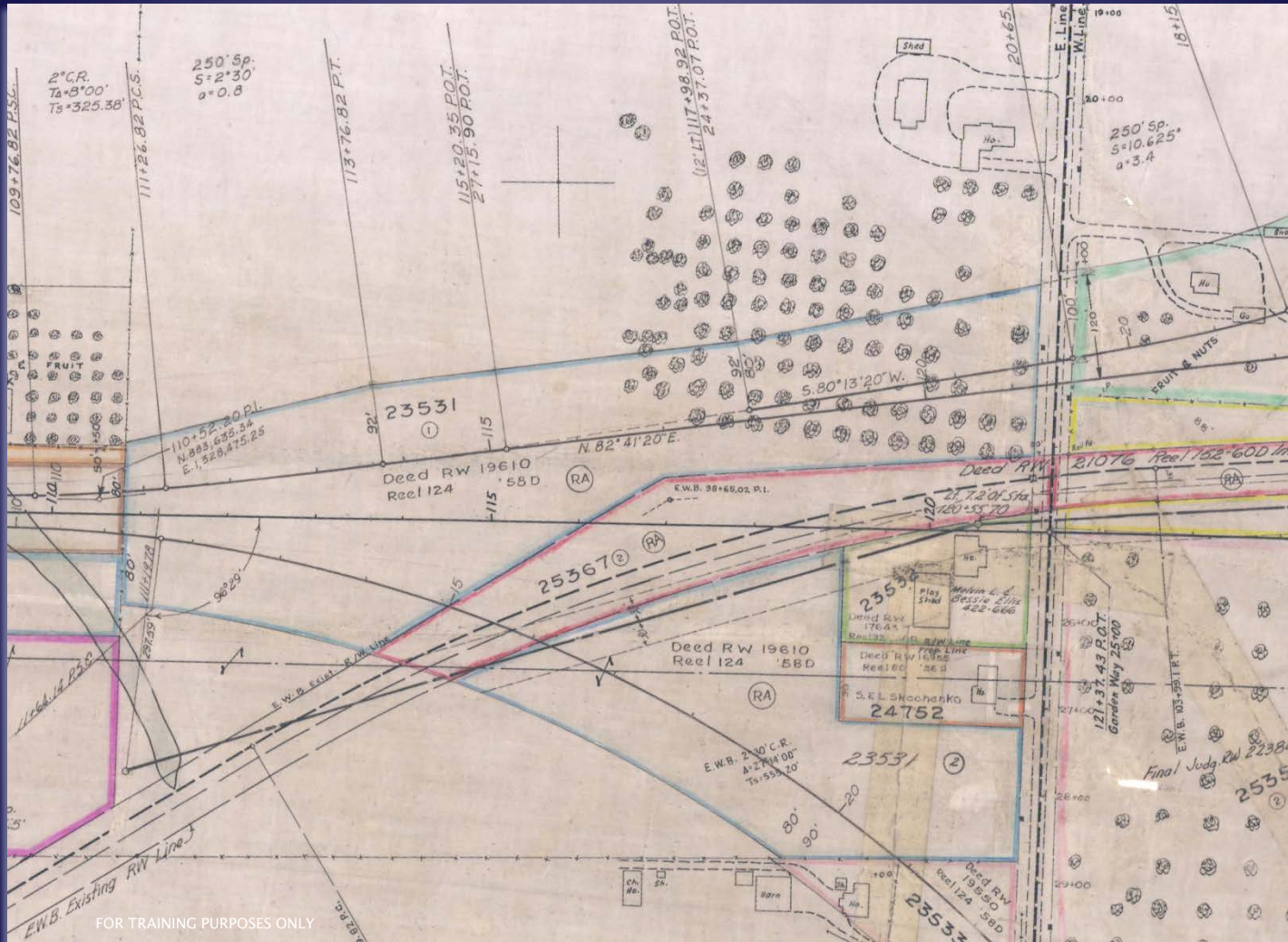
“...the said parcel being all state-owned submerged and submersible land lying between the lines of mean high water on the Westerly and Easterly banks of the Molalla River included in a strip of land variable in width, lying on each side of the center line of the relocated Woodburn–Estacada Highway which center line is described as follows...”

“...the said parcel being all state owned submerged and submersible lands lying between the lines of mean high water on the North and South banks of Depoe Bay and included in a strip of land 110.00 feet in width, 60.00 feet on the Easterly side and 50.00 feet on the Westerly side of the center line of the Oregon Coast Highway, as said highway has been relocated, which center line is described...”

“...the said parcel being that portion of said NE $\frac{1}{4}$ NE $\frac{1}{4}$ lying Southwesterly of the Southwesterly line of that property designated as Parcel 4 and described in that Warranty Deed to David L. Page and Susan M. Page, recorded December 20, 2000, Fee No. 2000–12237, Columbia County Clerk’s Office, and included in a strip of land...”

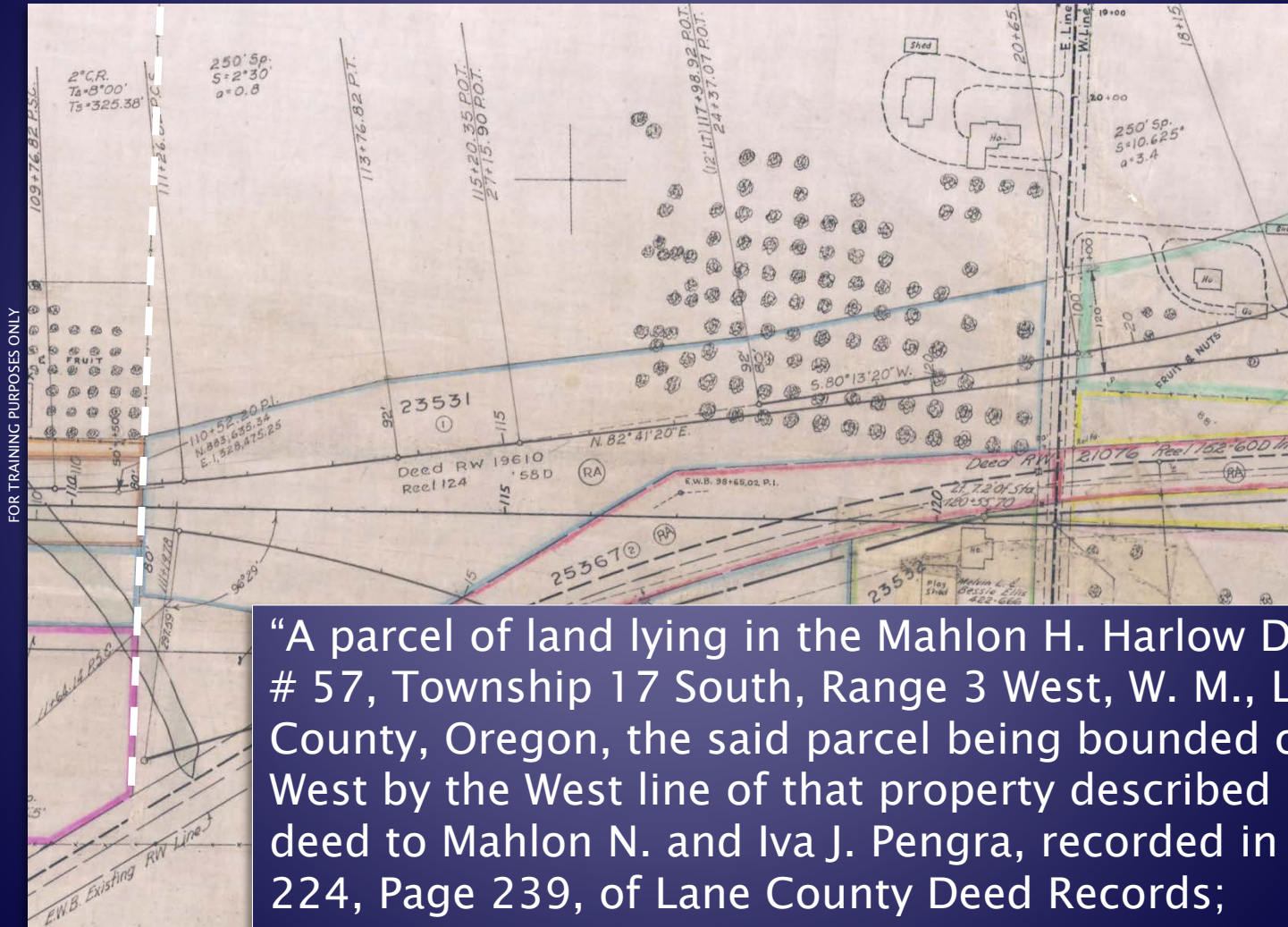


MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS





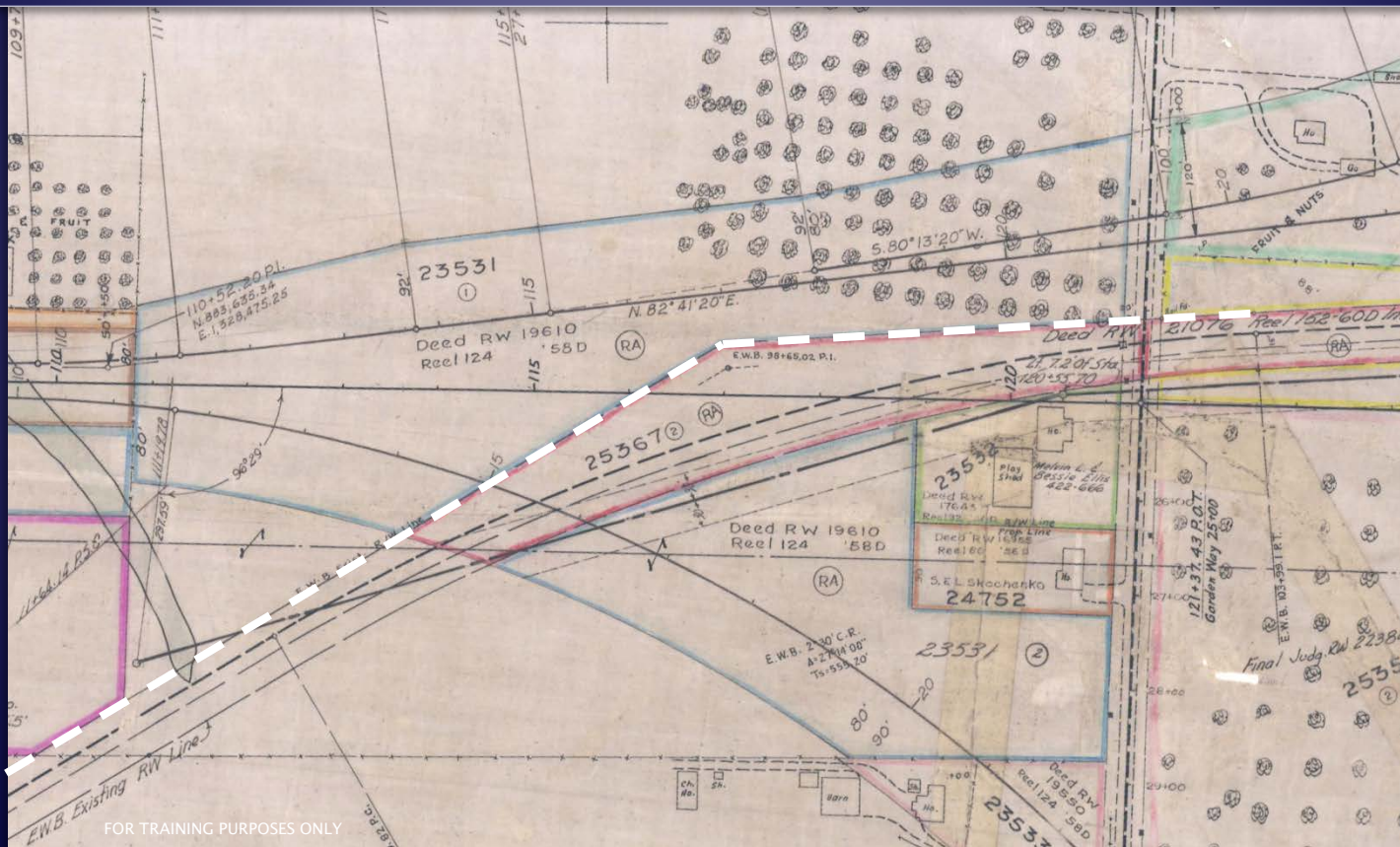
MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

bounded on the Southeasterly side by that tract described in that deed to the City of Eugene, recorded in Book 359, Page 329, of Lane County Deed Records;





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

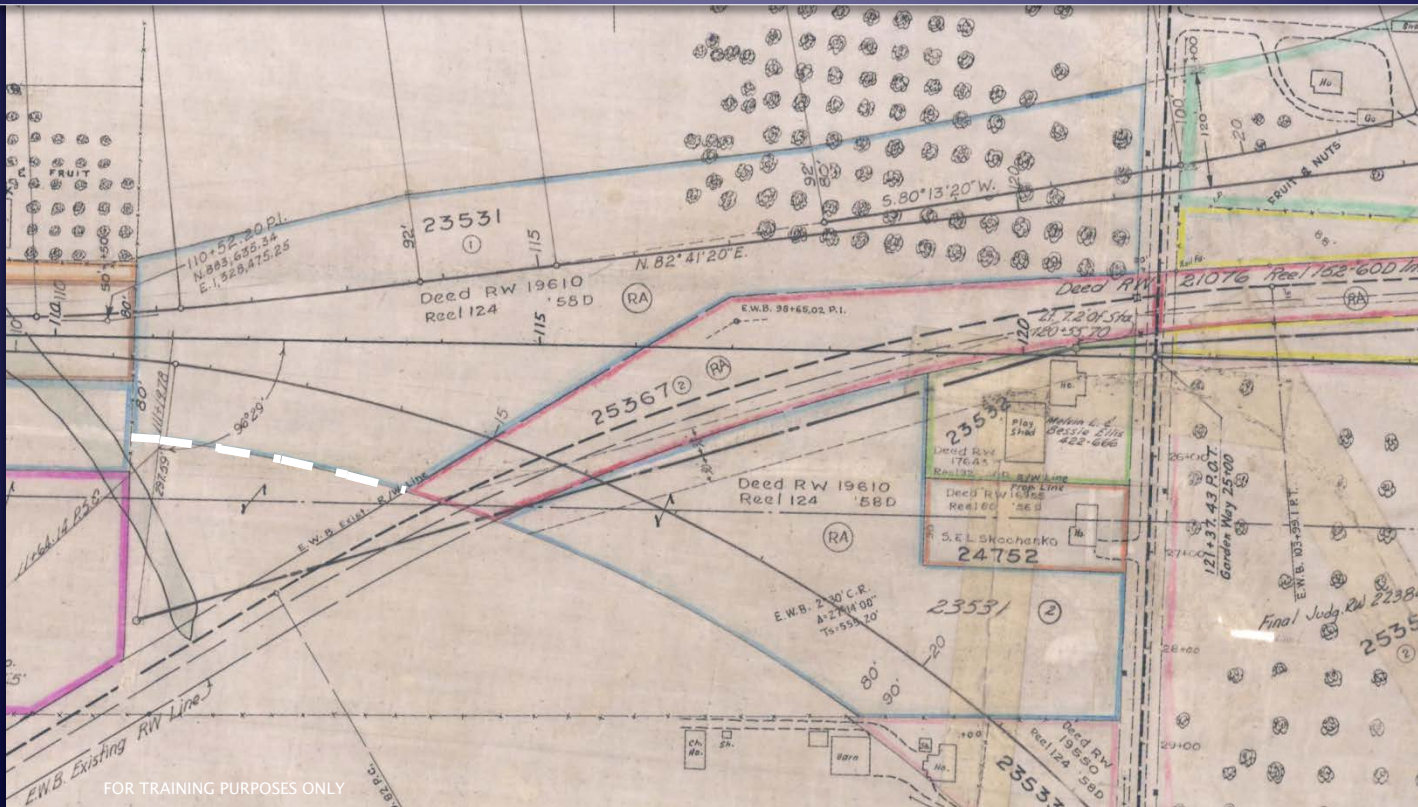
bounded on the East by the East line of said D. L. C. # 57;





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

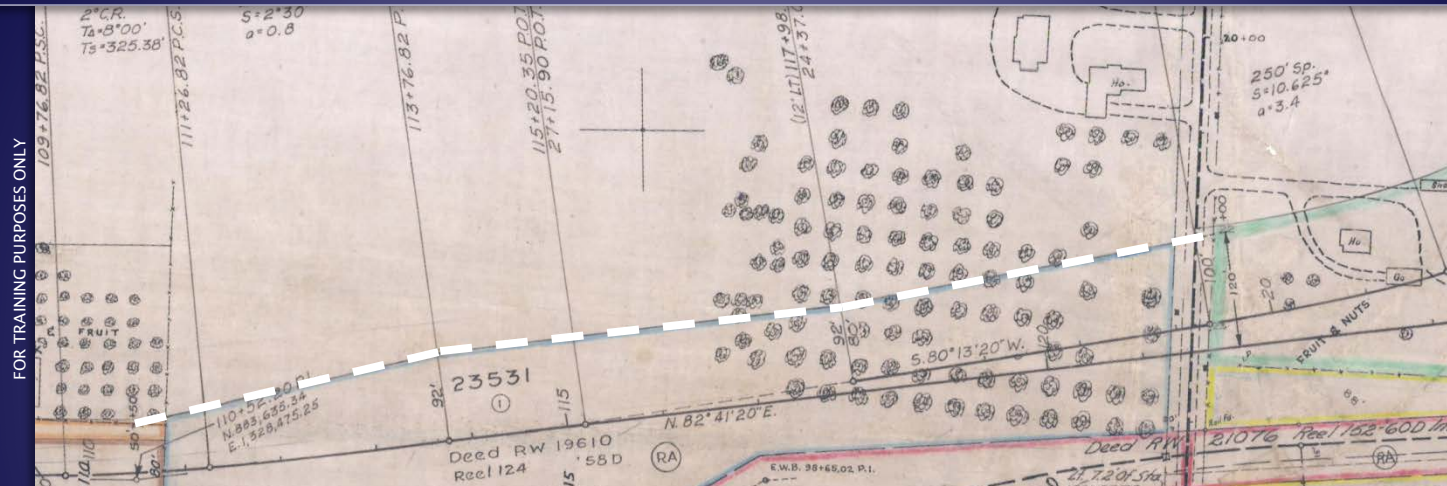
bounded on the Southwesterly side by a line which is parallel to and 80 feet Southwesterly of the center line of the Southwesterly connection leg between the relocated Eugene–Springfield Highway and the relocated Pacific Highway





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

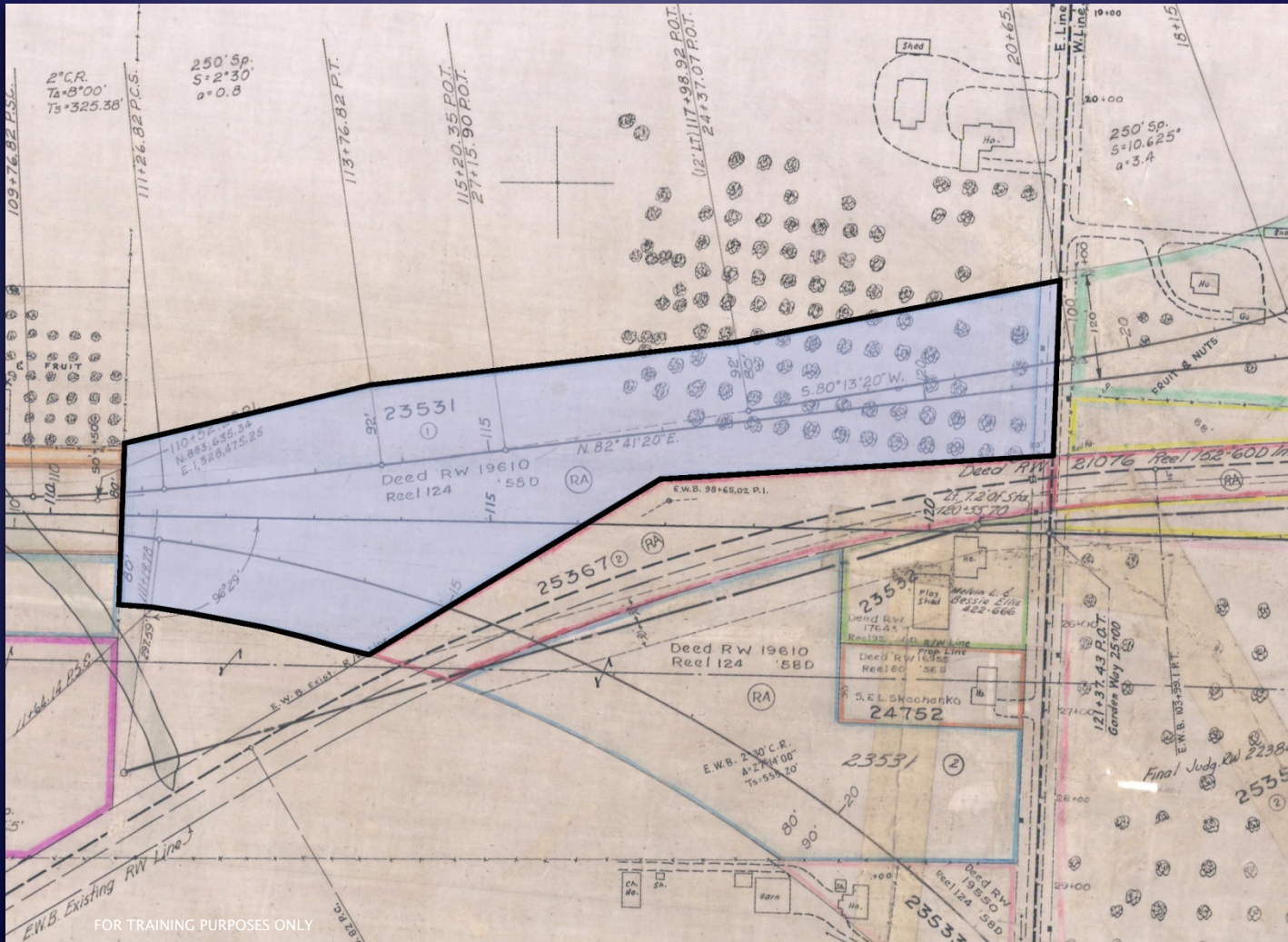
and bounded on the Northwestern side by the following described line.



“Beginning at a point opposite and 50 feet Northerly of Station 110+50 on the center line of the Westbound land of the relocated Eugene–Springfield Highway; thence Northeasterly in a straight line to a point opposite and 92 feet Northerly of Station 113+76.82 of said Westbound lane center line; thence Northeasterly parallel to and 92 feet Northwesternly of said Westbound lane center line to a point opposite Station 117+98.92 of said Westbound lane center line; thence Northeasterly in a straight line to a point opposite and 120 feet Northerly of Station 122+00 on said Westbound lane center line, the center line of the Southwesterly connection leg herein referred to is described as follows...”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS





Metes and Bounds (Perimeter) Descriptions

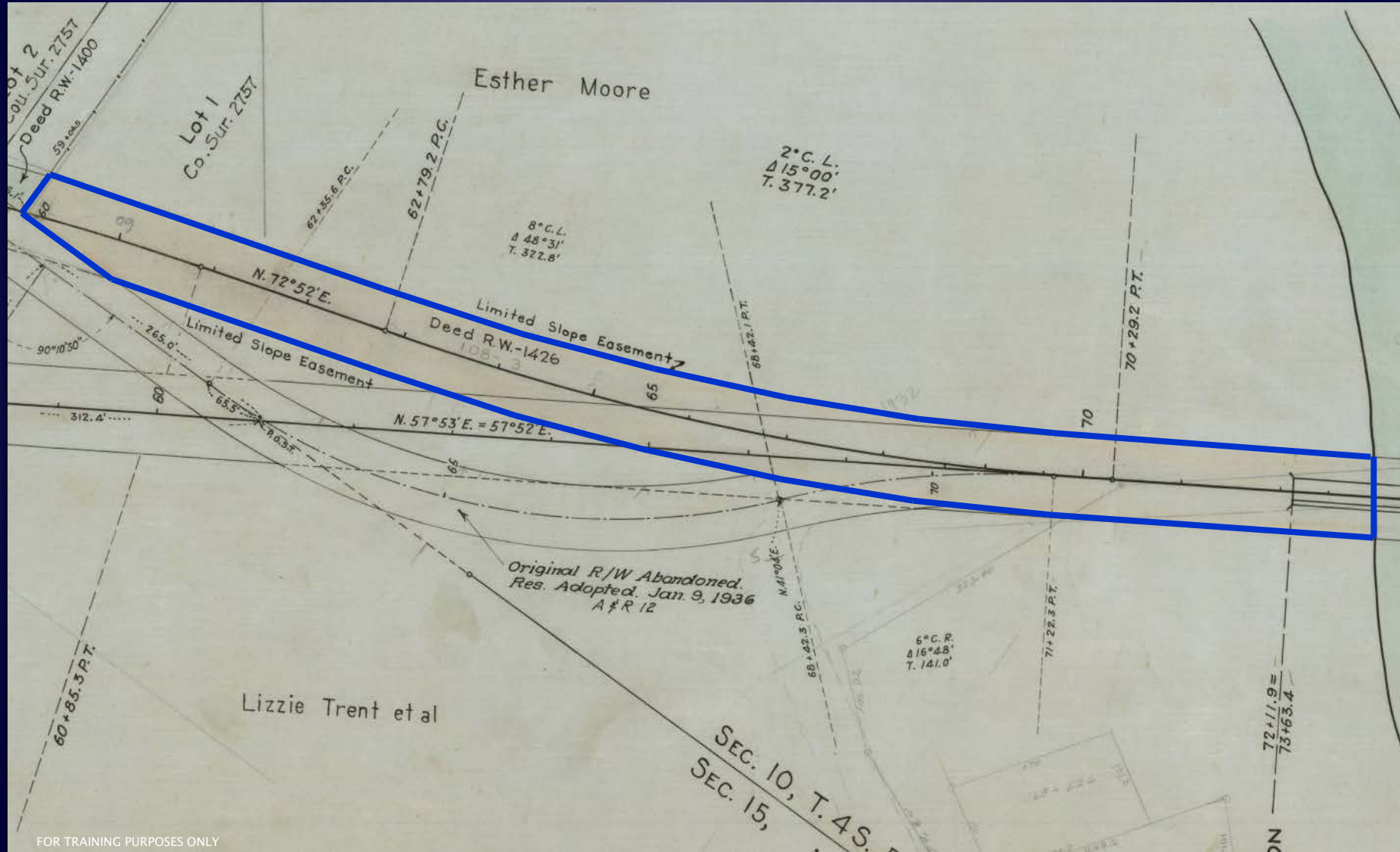
The 1946 Technical Bulletin No. 19 specified that “...all descriptions of parcels of lots or blocks which are to be acquired must be written as metes and bounds...”

In the 1920's, 1930's and 1940's, metes and bounds descriptions were used even in areas not within platted subdivisions.

These metes and bounds descriptions would describe around the perimeter of the corridor, whether constant width or variable width, and would reference to the center line by Station.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS



FOR TRAINING PURPOSES ONLY



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Beginning at the southwest corner of Lot 1 of Yamhill County Survey No. 2757, said point being North $0^{\circ} 15'$ West measured along the east line of the Madison Malone D. L. C. No. 49 a distance of 4344.6 feet and North $89^{\circ} 35'$ East measured along the north right of way line of the old or present paved West Side Pacific Highway a distance of 56.1 feet from the southeast corner of said Malone D. L. C. No. 49; thence North along the West line of said Lot 1 of County Survey No. 2757 a distance of 44.6 feet to a point which is 40.0 feet northwesterly from (when measured at right angles to) the 1932 relocated center line of the West Side Pacific Highway, at Engineer's Station 56+17.2; thence in a general northeasterly direction parallel to said relocated highway center line as follows: on a 2905.0 foot radius curve right (the long chord of which bears North $71^{\circ} 11' 08''$ East) a distance of 170.5 feet; thence North $72^{\circ} 52'$ East a distance of 193.9 feet; thence on a 2625.0 foot radius curve left (the long chord of which bears North $65^{\circ} 22'$ East) a distance of 739.5 feet; thence North $57^{\circ} 52'$ East a distance of 300 feet, more or less to the center of the North Yamhill River; thence South $32^{\circ} 06'$ East along the center of said River a distance of 80.0 feet to a point which is 40.0 feet southeasterly from (when measured at right angles to) the 1932 relocated center line of the West Side Pacific Highway; thence in a general southwesterly direction parallel to said center line as follows: South $57^{\circ} 52'$ West a distance of 300 feet, more or less to a point opposite Engineer's Station 70+29.2 P.T.; thence on a 2905.0 foot radius curve right (the long chord of which bears South $65^{\circ} 22'$ West) a distance of 760.5 feet; thence South $72^{\circ} 52'$ West a distance of 193.9 feet; thence on a 2325.0 foot radius curve left (the long chord of which bears South $72^{\circ} 07' 47''$ West) a distance of 72.7 feet to the south line of Lot 1 of said County Survey No. 2757, and being on the north line of the right of way of the old West Side Pacific Highway; thence South $89^{\circ} 35'$ West along the south line of said Lot 1 a distance of 115.7 feet to the point of beginning."

FOR TRAINING PURPOSES ONLY



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Some descriptions would state that the acquisition was within a strip of land of a certain width defined by the center line, but then actually describe around the perimeter of the taking.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“All that portion of the property of Mrs. Mary Schwartz lying within a strip of land 80 feet in width, being 40 feet on each side of the center line of the Mt. Hood Highway as surveyed over and across the townsite of Pompeii in the N. W. 1/4 of Sec. 25 T. 3 S. R. 3 1/2 E., W. M. Clackamas County, Oregon, being more particularly described as follows

Beginning at the northwest corner of Block 11 in the townsite of Pompeii, thence east on the north line of said Block 11 a distance of 100.0 feet to the northeast corner of Lot 2 in Block 11; thence south on the east line of Lot 2 a distance of 43.4 feet to the southerly line of the said 80 foot strip of land; thence N. 67° 01' W. a distance of 54.2 feet to the west line of Lot 2, said point being approximately 25.0 feet south; of the northeast corner of Lot 1; thence N. 74° 00' W. a distance of 52.0 feet to the west line of Block 11; thence north on the west line of Block 11 a distance of 9.2 feet to the point of beginning.”

FOR TRAINING PURPOSES ONLY



Described Line

Described line descriptions define the parcel boundary by reference to a defined line.

The parcel may be limited to a specified direction of the described line.

Or the parcel may be located on both sides of the described line.

This line could be secondary center line, say for a drainage easement, or it could be a newly defined right of way line that does not lend itself to a constant or variable width description.

The described line may be along multiple center lines.

The points on the described line may be referenced to the center line of the highway.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

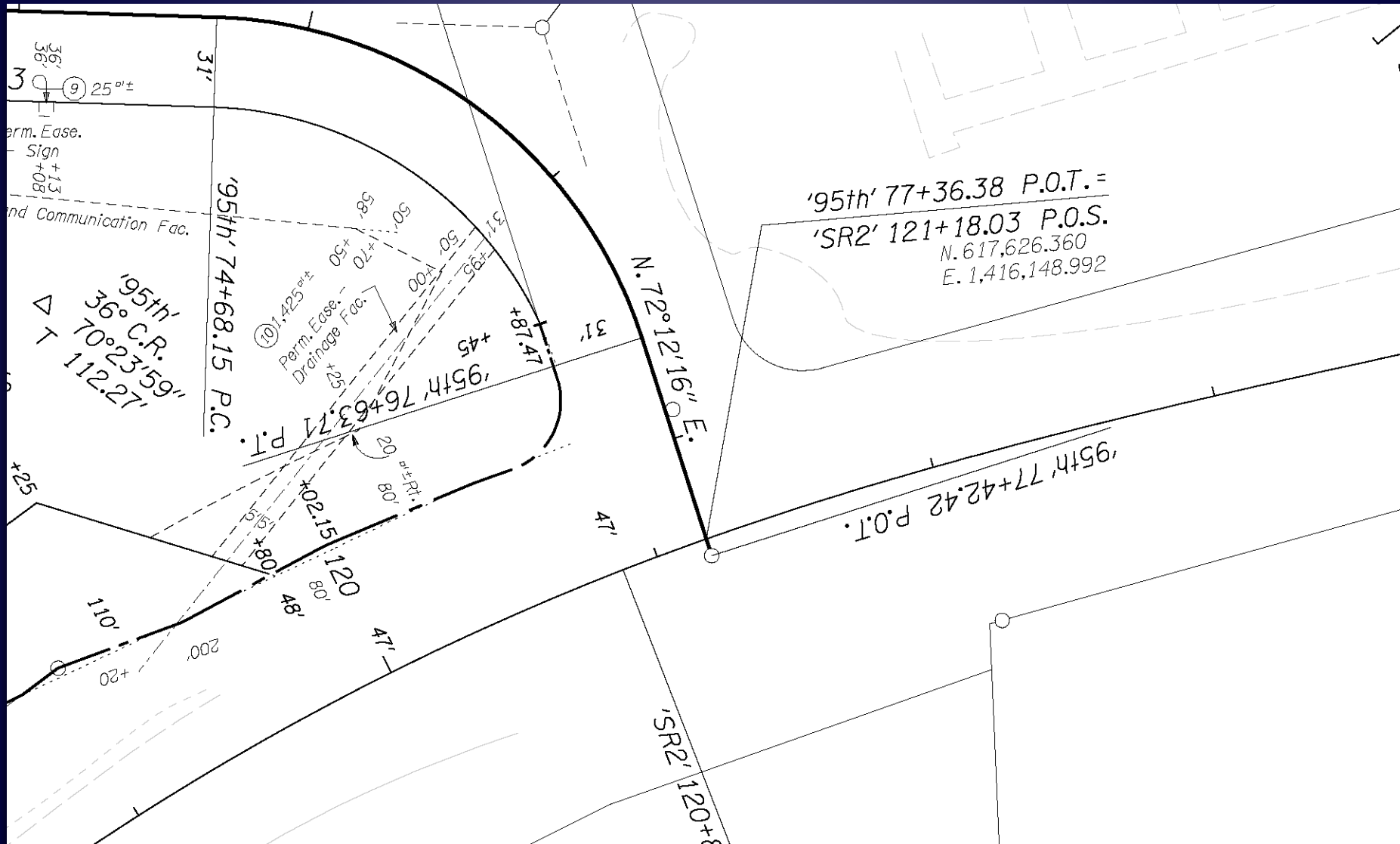
“...included in a strip of land 20 feet in width, 10 feet on each side of the following described line...”

“...the said parcel being that portion of said property lying Northerly of a line at right angles to the center line of the relocated Pacific Highway (formerly the Pacific Highway East) at Engineer’s Station 2391+00 and Southeasterly of the following described line...”

“...the said parcel being that portion of said property lying Southerly and Westerly of the following described line:”

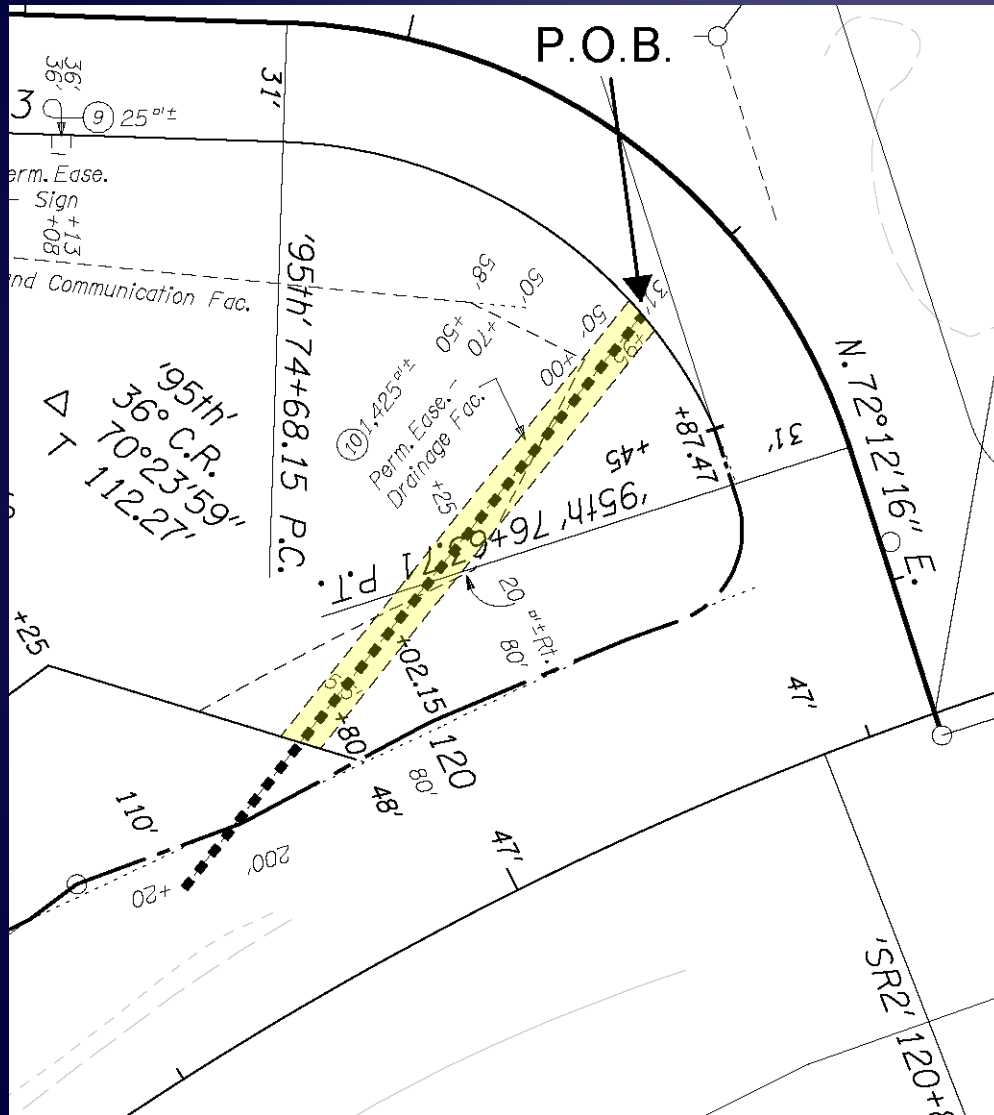


MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

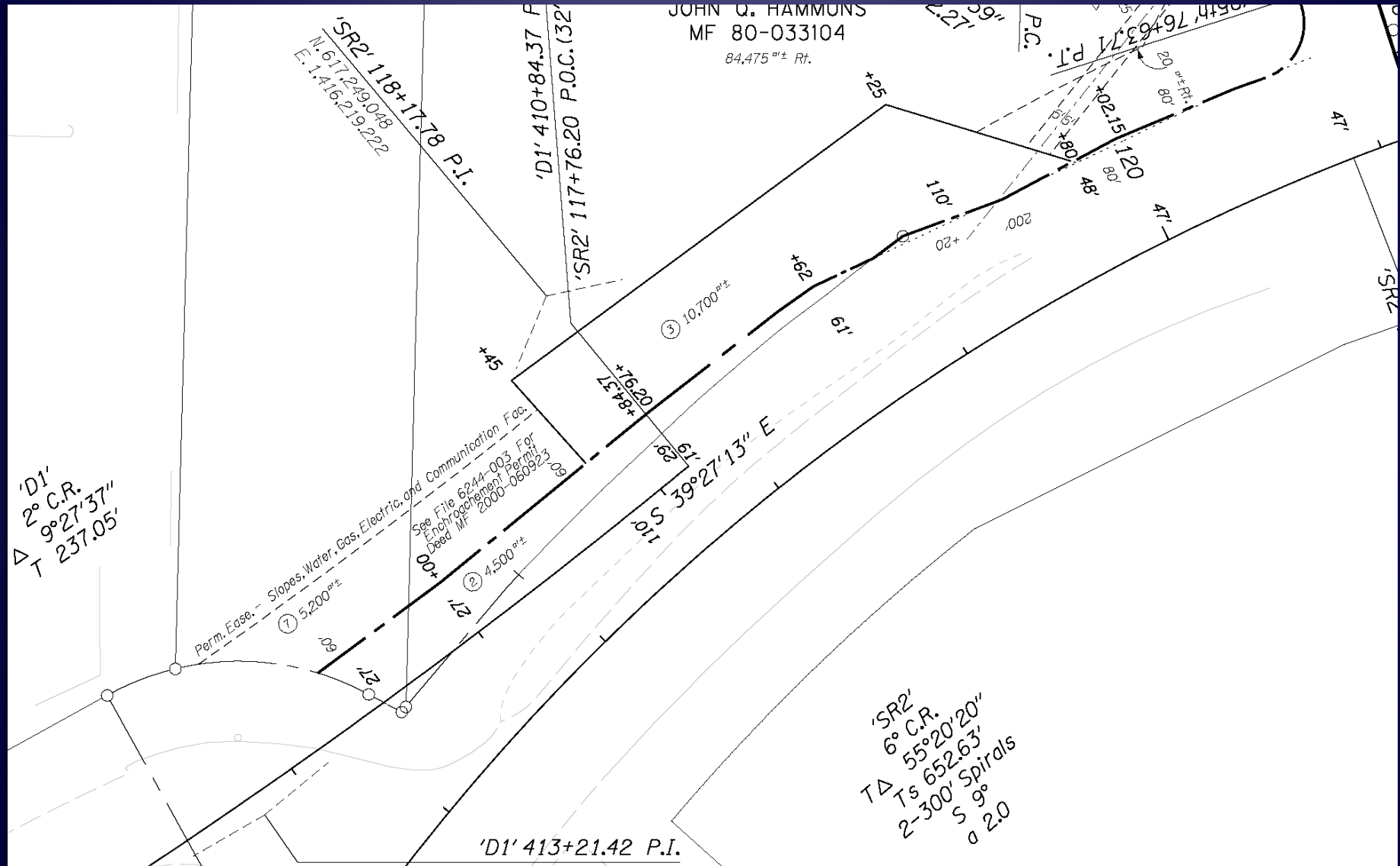


...”the said parcel being that portion of said property included in a strip of land 10 feet in width, 5 feet on the each side of the following described line: Beginning at a point opposite and 31 feet Southeasterly of Engineer's Station "95th" 75+95 on the center line of relocated 95th Avenue; thence Southeasterly in a straight line to a point opposite and 200 feet Southeasterly of Engineer's Station "95th" 77+20 on said center line which center line is described in Parcel 1.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

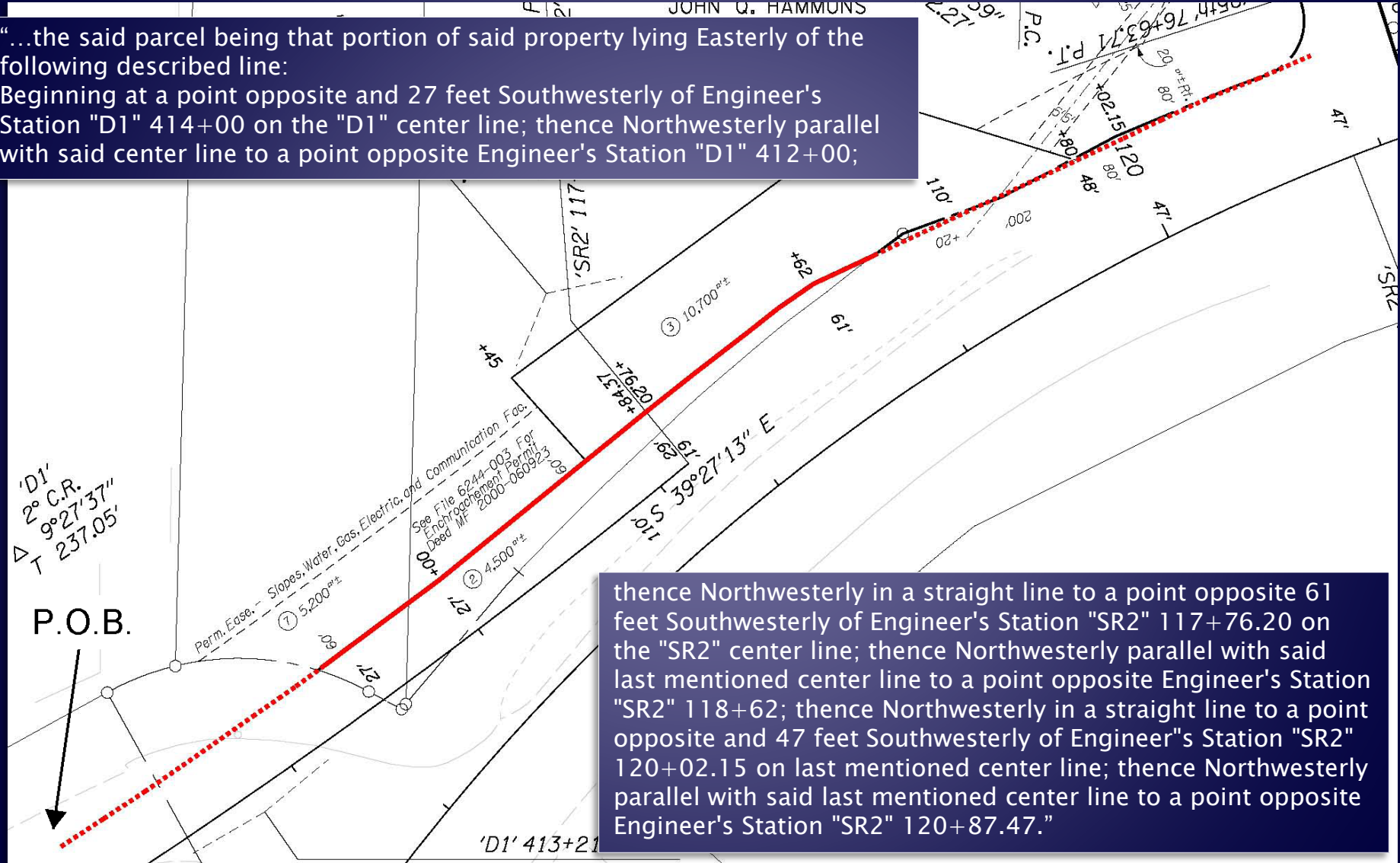
JOHN Q. HAMMONS
MF 80-033104
84,475 ±± Rt.





MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“...the said parcel being that portion of said property lying Easterly of the following described line:
Beginning at a point opposite and 27 feet Southwesterly of Engineer's Station "D1" 414+00 on the "D1" center line; thence Northwesterly parallel with said center line to a point opposite Engineer's Station "D1" 412+00;

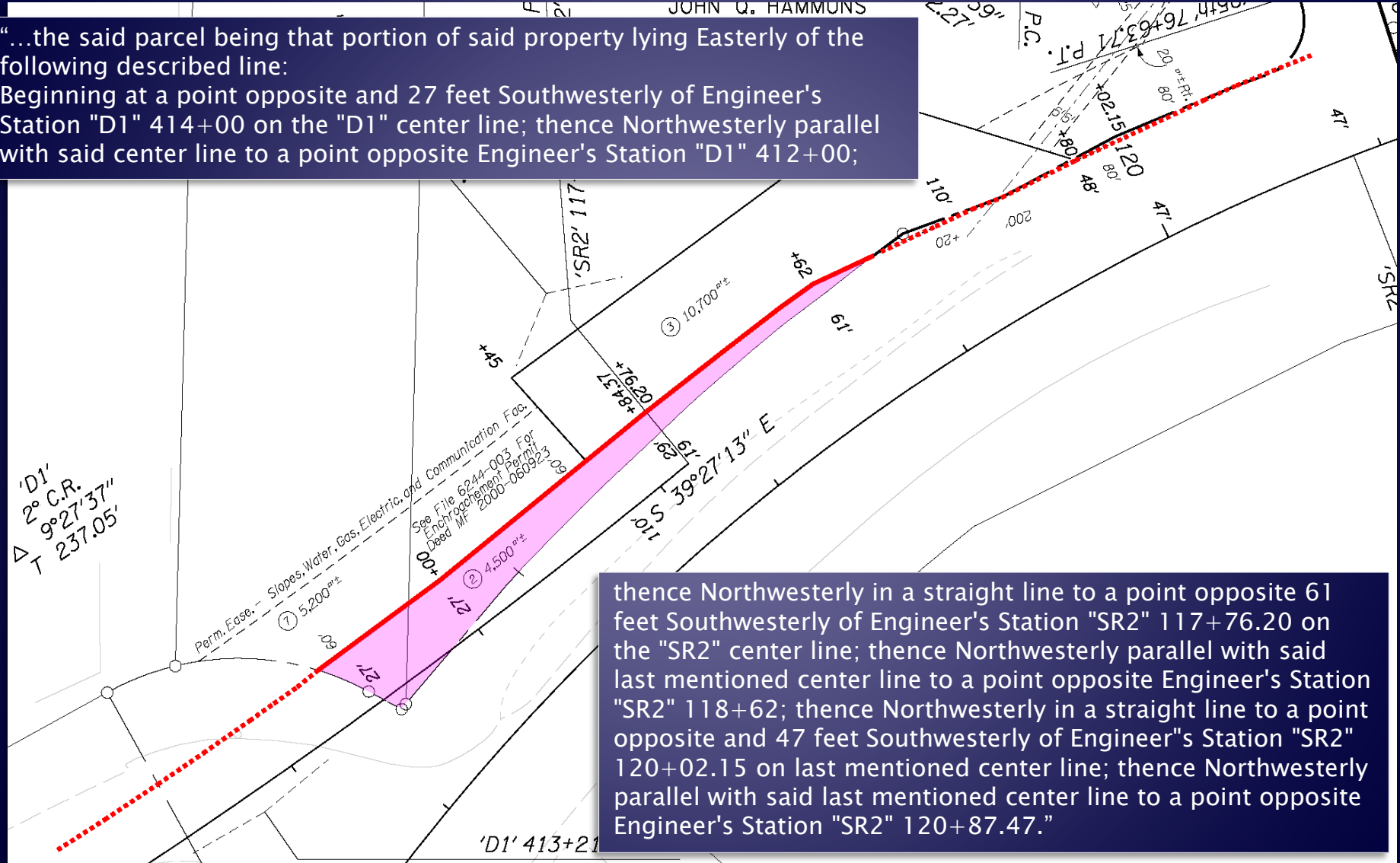


thence Northwesterly in a straight line to a point opposite 61 feet Southwesterly of Engineer's Station "SR2" 117+76.20 on the "SR2" center line; thence Northwesterly parallel with said last mentioned center line to a point opposite Engineer's Station "SR2" 118+62; thence Northwesterly in a straight line to a point opposite and 47 feet Southwesterly of Engineer's Station "SR2" 120+02.15 on last mentioned center line; thence Northwesterly parallel with said last mentioned center line to a point opposite Engineer's Station "SR2" 120+87.47.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“...the said parcel being that portion of said property lying Easterly of the following described line:
Beginning at a point opposite and 27 feet Southwesterly of Engineer's Station "D1" 414+00 on the "D1" center line; thence Northwesterly parallel with said center line to a point opposite Engineer's Station "D1" 412+00;



thence Northwesterly in a straight line to a point opposite 61 feet Southwesterly of Engineer's Station "SR2" 117+76.20 on the "SR2" center line; thence Northwesterly parallel with said last mentioned center line to a point opposite Engineer's Station "SR2" 118+62; thence Northwesterly in a straight line to a point opposite and 47 feet Southwesterly of Engineer's Station "SR2" 120+02.15 on last mentioned center line; thence Northwesterly parallel with said last mentioned center line to a point opposite Engineer's Station "SR2" 120+87.47.”



Described Tract

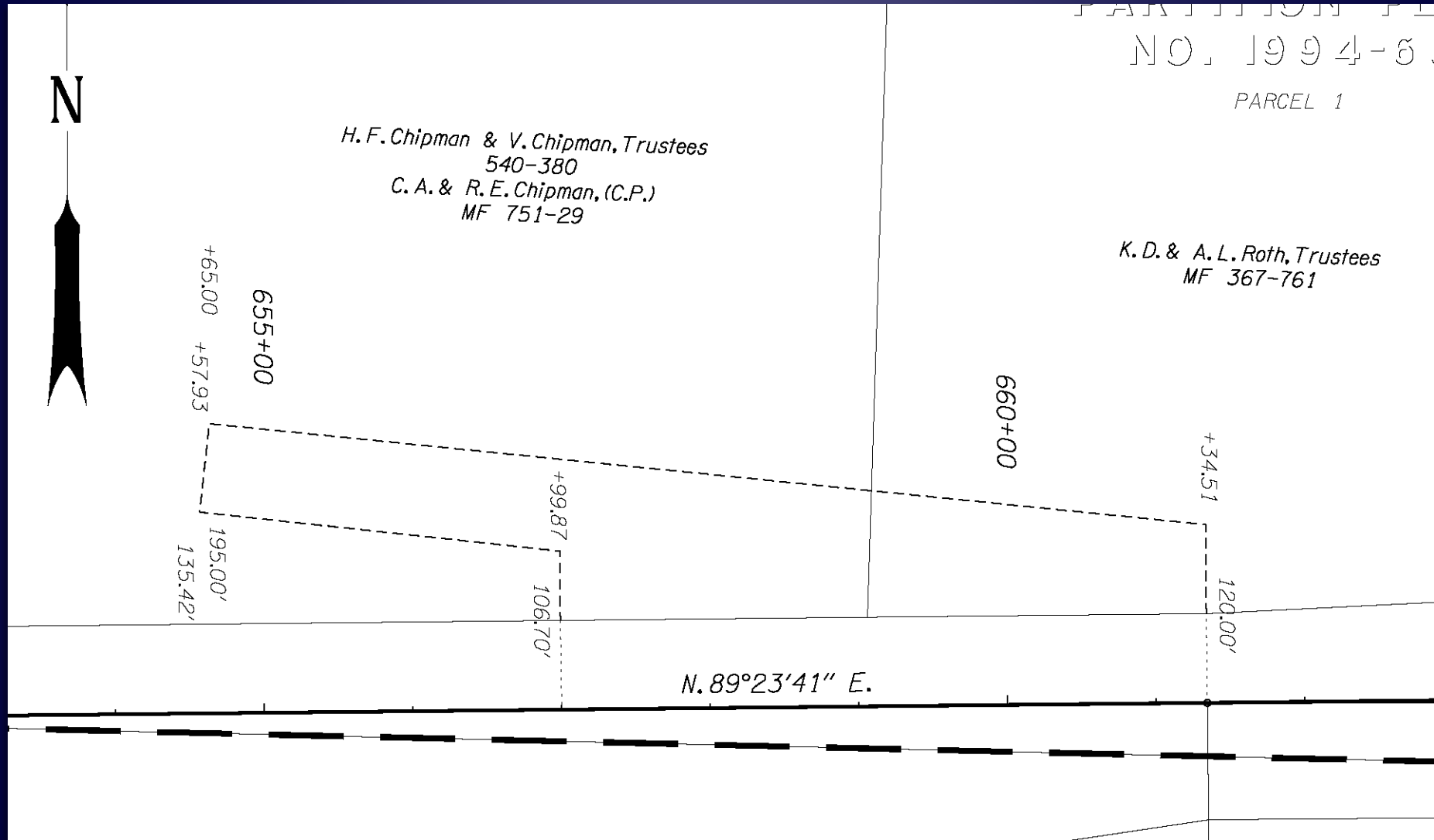
A described tract defines a closed shape and is used for irregularly shaped tracts that cannot be described by a center line strip.

The points on a described tract are usually defined in relation to the center line of the relocated highway.

It is similar to a metes and bounds type description, however the parcel taking may be the entire tract or a portion lying within the tract.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

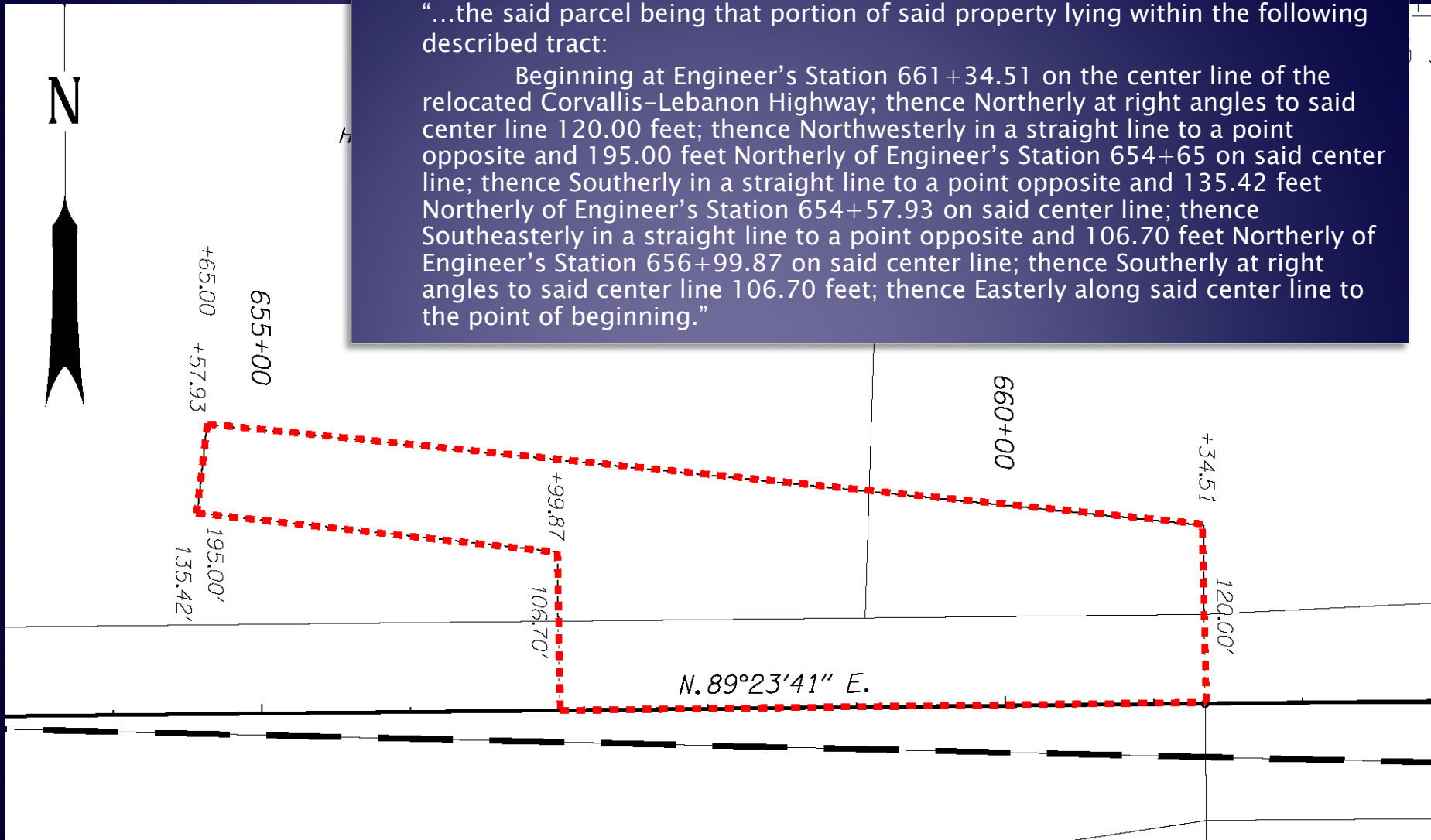




MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

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

Beginning at Engineer’s Station 661+34.51 on the center line of the relocated Corvallis–Lebanon Highway; thence Northerly at right angles to said center line 120.00 feet; thence Northwesterly in a straight line to a point opposite and 195.00 feet Northerly of Engineer’s Station 654+65 on said center line; thence Southerly in a straight line to a point opposite and 135.42 feet Northerly of Engineer’s Station 654+57.93 on said center line; thence Southeasterly in a straight line to a point opposite and 106.70 feet Northerly of Engineer’s Station 656+99.87 on said center line; thence Southerly at right angles to said center line 106.70 feet; thence Easterly along said center line to the point of beginning.”

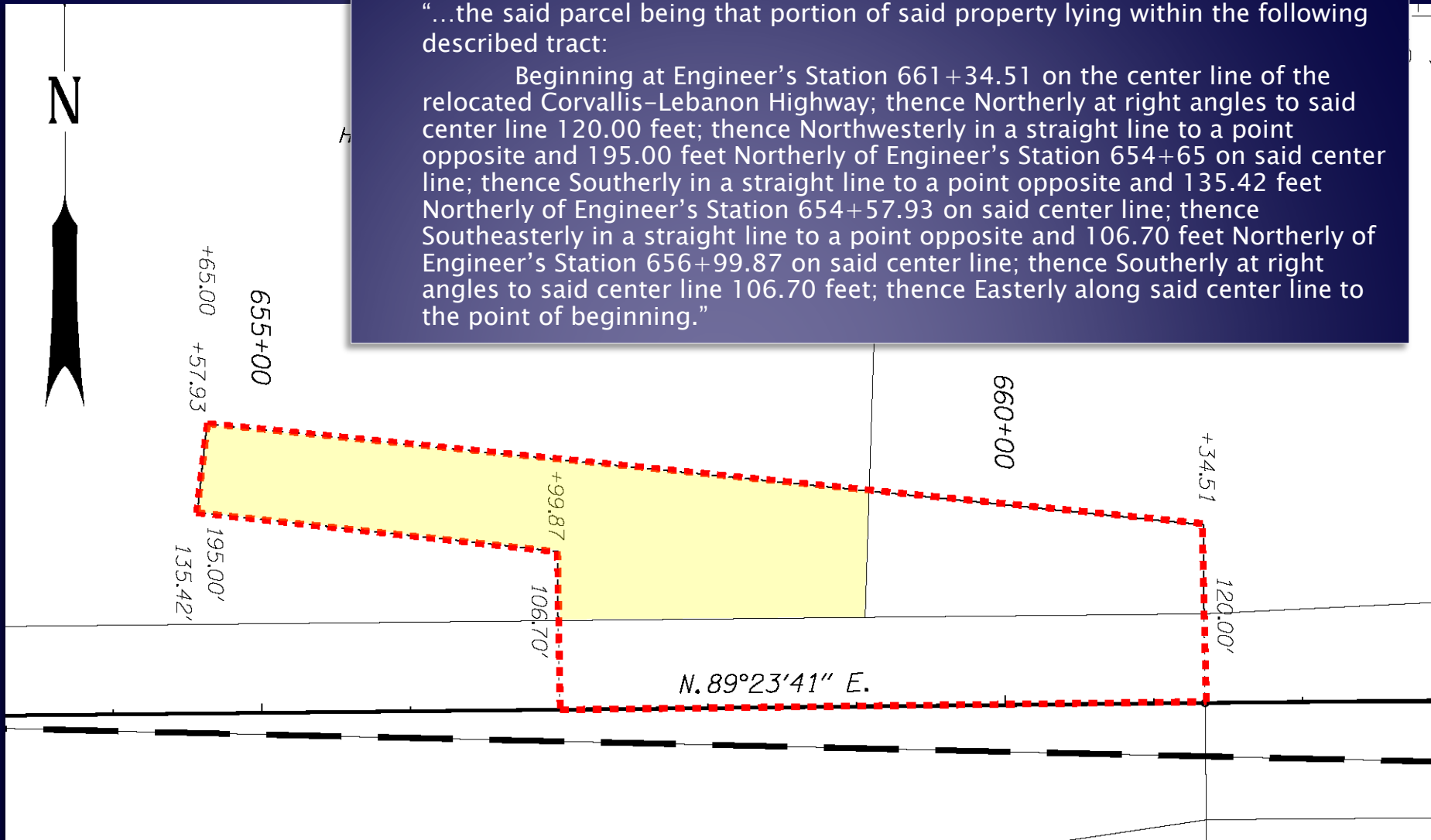




MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

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

Beginning at Engineer’s Station 661+34.51 on the center line of the relocated Corvallis–Lebanon Highway; thence Northerly at right angles to said center line 120.00 feet; thence Northwesterly in a straight line to a point opposite and 195.00 feet Northerly of Engineer’s Station 654+65 on said center line; thence Southerly in a straight line to a point opposite and 135.42 feet Northerly of Engineer’s Station 654+57.93 on said center line; thence Southeasterly in a straight line to a point opposite and 106.70 feet Northerly of Engineer’s Station 656+99.87 on said center line; thence Southerly at right angles to said center line 106.70 feet; thence Easterly along said center line to the point of beginning.”





The Described Center Line

The center line that the acquisition parcels are referenced to will be described in the description.

The description will begin at an specified Engineer's Station on the center line.

The Engineer's Station will be tied to a Section corner, Quarter or Sixteenth Section corner, D.L.C. corner, or subdivision lot or block corner.

Traditionally, this tie will be cardinal directions from the PLSS corner (North, South, East, West).

The courses of the alignment are then given along the tangents and curves to the ending station. Lengths of spirals and central curves are stated, along with the radius of the central curve and chord bearing and chords of both the spirals and central curve.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“Beginning at Engineer's center line Station 1280+27.64, said station being 897.84 feet South and 2036.53 feet West of the Northeast corner of Section 31, Township 16 South, Range 2 East, W.M.; thence North $1^{\circ} 58' 30''$ West 58.46 feet; thence on a spiral curve right (the long chord of which bears North $4^{\circ} 21' 09''$ East 398.05 feet) 400.00 feet; thence on a 603.11 foot radius curve right (the long chord of which bears North $46^{\circ} 35' 30''$ East 595.19 feet) 622.45 feet; thence on a spiral curve right (the long chord of which bears North $88^{\circ} 49' 51''$ East 398.05 feet) 400.00 feet; thence South $84^{\circ} 50' 30''$ East 826.51 feet; thence on a 1637.02 foot radius curve right (the long chord of which bears South $76^{\circ} 31' 46''$ East 473.32 feet) 474.99 feet; thence South $68^{\circ} 13' 02''$ East 47.73 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears North $82^{\circ} 26' 08''$ East 1872.05 feet) 1956.49 feet; thence North $53^{\circ} 05' 18''$ East 185.73 feet to Engineer's center line Station 1330+00.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The center line need only be described once in the description. When multiple parcels are described using the same center line, it will be referenced.

“The center line of the relocated McKenzie Highway referred to herein is described in Parcel 1.”

A description may be written using a center line which is described in another deed. The deed that the center line is described in will be referenced in the parcel description. This most often occurs in ODOT descriptions, surplus property sales.

“...and included in a strip of land 60 feet in width, lying on the Southerly side of said center line which center line is described in that deed to the State of Oregon, by and through its State Highway Commission, recorded June 26, 1953 in Book 68, Page 119 of Grant County Record of Deeds.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Equations that occur along the highway center line alignment are noted in the description of the center line.

“Beginning at Engineer's centerline Station 618+21.30, said station being 2731.97 feet North and 1805.54 feet West of the Southwest corner of Section 15, Township 18 South, Range 8 West, W.M.; thence South 33° 00' 00" East 321.74 feet; thence on a spiral curve left (the long chord of which bears South 26° 44' 56" East 499.14

bears North 75° 00' 56" East 499.14 feet) 500.00 feet to **Engineer's centerline Station 643+26.00 Back equals 643+54.30 Ahead**; thence

1182.96 feet; thence on a spiral curve left (the long chord of which bears North 75° 00' 56" East 499.14 feet) 500.00 feet to Engineer's centerline Station 643+26.00 Back equals 643+54.30 Ahead; thence North 71° 16' 00" East 1012.71 feet to Engineer's centerline Station 653+67.01.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The equation is also noted in the variable width table, when the strip being acquired runs across the equation point.

The widths in feet of the strip of land referred to are as follows:

| Station | to | Station | Width on Southeasterly Side of Center Line |
|---------------------------------|----|---------------------------------|--------------------------------------------|
| 635+74.00 | | 638+40.00 | 44.00 in a straight line to 52.00 |
| 638+40.00 | | 643+26.00 Bk.= 643+54.30 Ah. | 52.00 |
| 643+26.00 Bk.= 643+54.30 Ah. | | 649+22.12 | 52.00 in a straight line to 30.00 |



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

There are examples in ODOT deeds, where an equation would be called in the center line description, but not called for in the table.

“...thence North $78^{\circ} 36'$ East, 1432.59 feet to Engineer's center line Station “GS2” 27+37.66 Back equals “GS” 457+16.22 Ahead; thence on a spiral curve...”

The widths in feet of the strip of land referred to are as follows:

| Station | to | Station | Width on Northerly Side of Center Line |
|-------------|----|-------------|----------------------------------------|
| “GS2” 24+00 | | “GS2” 25+50 | 100 |
| “GS2” 25+50 | | “GS2” 26+00 | 100 taper to 110 |
| “GS2” 26+00 | | “GS” 458+00 | 100 |



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Throughout the 1950's, with descriptions referencing a center line, the Engineer's Station where the center line crossed the side lines of the Grantor's property would be shown. The intersecting station would be determined as accurately as possible for high value properties and approximated for low value properties. When approximated, it would be noted in the description.

“Beginning at Engineer's center line Station 209+77.09, said Station being 2207.91 feet North and 1324.68 feet West of the Southeast corner of said Section 22; thence South 41° 47' 45" East, 2101.11 feet to Engineer's center line Station 230+78.20. The Northeasterly line of said strip of land crosses the Northwesterly and Southeasterly lines of said property approximately opposite Engineer's Stations 215+65 and 220+90, respectively.”



Bearing statements

In the 1950's the Department started adding a basis of bearing statement in center line strip descriptions.

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

“Bearings are based on an Oregon State Highway Division Survey. See Drawing No. 7B-32-5, dated April, 1955.”

“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 on General Land Office Plat of Township 1 South, Range 2 East, W.M., dated December 25, 1854.”



Qualifying Clauses

Qualifying clauses define something that is to be taken away from the body.

In ODOT descriptions a qualifying clause begins with the word “EXCEPT”.

Where there are multiple exceptions, “ALSO EXCEPT” is used.

Most common exceptions in ODOT descriptions would be preceding fee parcels in a description with described boundaries that overlap.

Typically, easements are described from the center line as with fee takings. The easement will not overlap the fee parcel, so the prior fee parcel is excepted from the easement.

“EXCEPT therefrom Parcel 1.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The second most common exceptions occur where there have been prior O.D.O.T. Fee acquisitions along the frontage of a highway, and the property owner's deed predates this prior taking.

The prior ODOT acquisition would be excepted from the conveyance.

“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, Malhuer County Deed Records.”

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

“EXCEPT therefrom that property described in that Memorandum of Contract to Arnold J. Emery and Ronda S. Emery, recorded September 28, 1979 as Micro-film Reception No. 87746 of Union County Record of Deeds.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Existing Buildings

Another qualifying clause you may find in ODOT descriptions involves existing buildings that will fall within a proposed easement.

Structures cannot be allowed on publically purchased right of way, including easements.

In the past, the portion of the Grantor's land occupied by the building would be excluded from the easement.

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

However, this method would make it difficult to locate the easement if the building was removed.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

A new procedure was then adopted where structures would be allowed in an acquired easement.

Grantor reserved the right for the building to encroach within the easement.

The uses of the easement would not be exercised within the building footprint (except for overhead utilities).

Land owner would have one year to rebuild within the footprint if building was removed.

Reservation would expire and the easement would be in full effect if the building was not replaced within the time period.

Language inserted in deed to this effect.

“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.”



Augmenting Clauses

Augmenting clauses add something in addition to what was conveyed in the body of the description.

The augmenting clause begins with the word “ALSO” or the words “AND ALSO” where there are multiple clauses.

Common augmentations would be portions of streets inuring to the grantor’s property, or portions of the property that lies on the opposite side of the described center line.

“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.”

“ALSO that portion of said property situated in said SE $\frac{1}{4}$ SE $\frac{1}{4}$ lying Easterly of said center line.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Area Statements

The area of a taking in ODOT descriptions is a calculated quantity.

In rural settings with low property values, the area is expressed in acres (hectares for metric descriptions).

In urban settings with higher property values, the area is expressed in square feet (square meters for metric descriptions).

The calculated areas are shown as “more or less” with an accuracy to adequately appraise the property and compensate the landowner.

In the center line strip description, the underlying fee ownership within any existing resolute right of way will be acquired.

The valuation of existing right of way is usually zero dollars.

Older descriptions would take into account the amount of area lying within the existing highway right of way and amount lying outside the existing right of way.

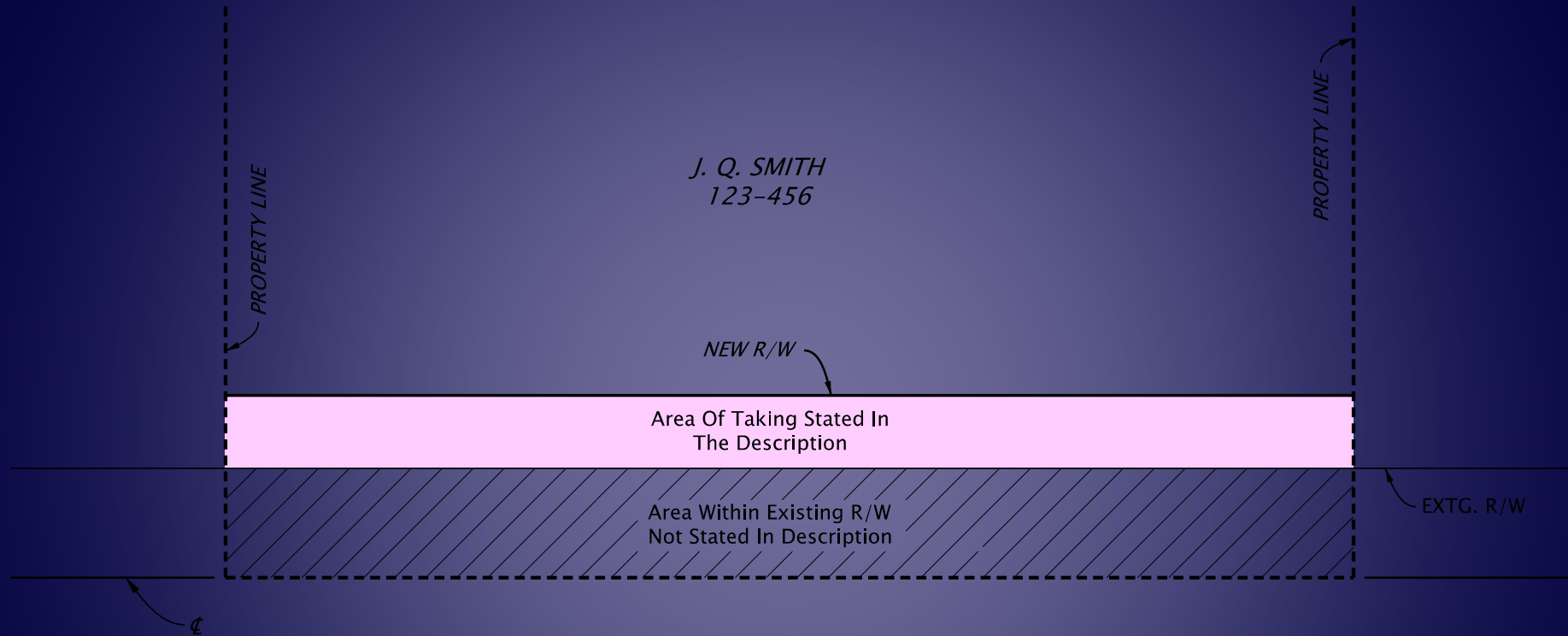
“The parcel of land to which this description applies contains 0.52 acre, of which 0.06 acre lies within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.46 acre lies outside of the existing right of way.”

Current practice is to state just the area of the described strip which is lying outside the existing right of way.

The phrase “outside of the existing right of way” used in area statements does not exclude the existing right of way from the description.



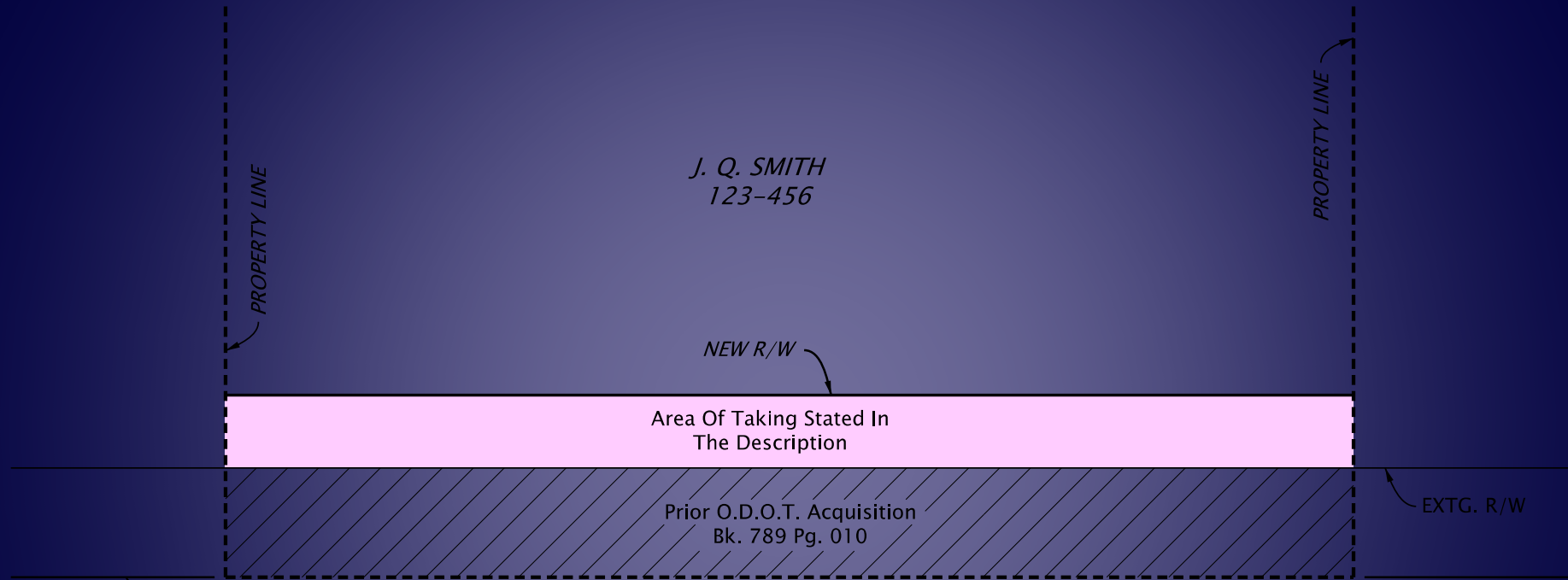
MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS



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."



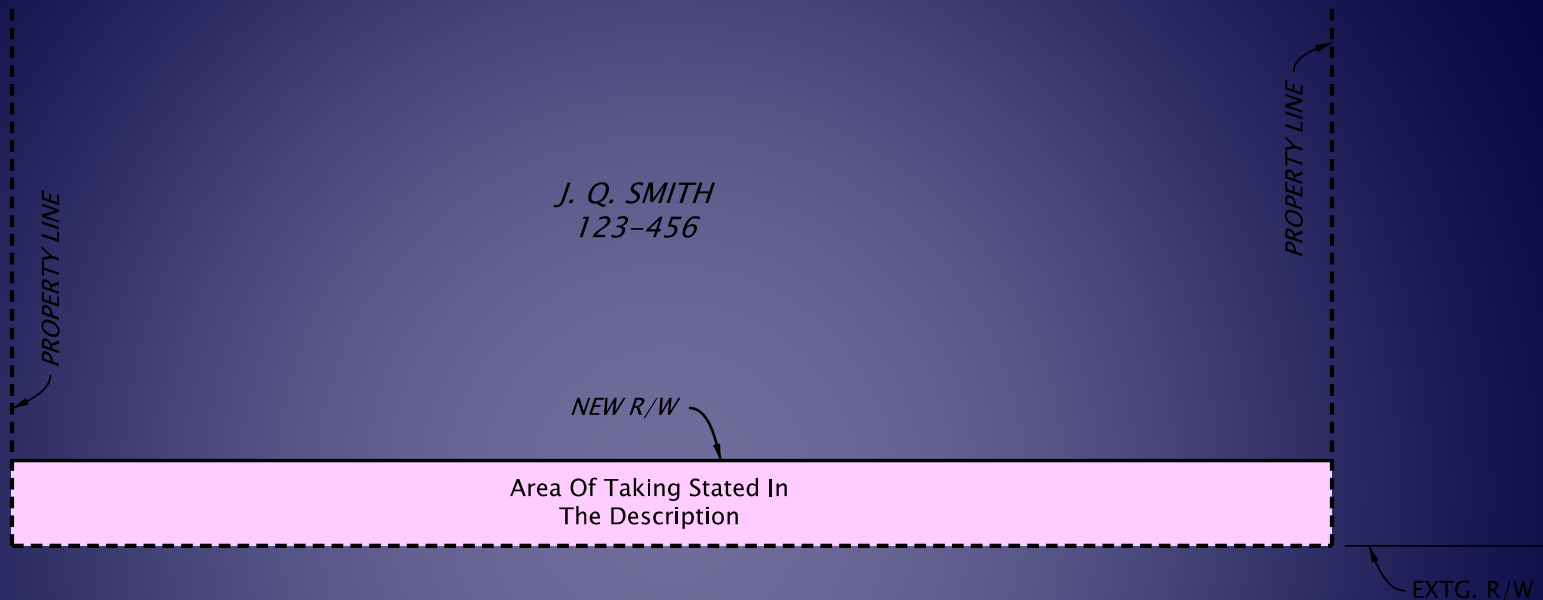
MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS



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."



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS



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."



Access Control

ODOT has statutory authority to control the access to the highways.

The access control can be completely restricted where the abutting property has no rights of access to the highway.

Access can be controlled and the abutting property will have limited rights to the highway.

The access language in the deed follows the body and any qualifying or augmenting clauses.

“As a part of the consideration hereinabove stated, there is also bargained, sold, conveyed and relinquished to the Grantee all existing, future or potential common law or statutory abutter’s easements of access between the parcel herein described and all of the Grantor’s remaining real property.”



Access Control

Access can be restricted to highway.

- No access from Grantor's property to the highway.

Access can be controlled to highway.

- Access to the highway from Grantor's property is limited to a specific Engineer's Station and width.

Access can be restricted to the parcel being conveyed.

- No access from the Grantor's remaining property to the parcel being conveyed. Restriction does not apply to Grantor's remaining frontage along the highway.

Access can be controlled to the parcel being conveyed.

- Access from the Grantor's remaining property to the parcel being conveyed is limited to a specific Engineer's Station and width.

Access can be restricted or controlled to a frontage road.

- Access could be allowed with no restrictions, or limited to a specific Engineer's Station and width or restricted from the Grantor's remaining property to a frontage road connecting to a highway.



Access Control

In cases where the access will be controlled, a reservation will be granted in the deed. The reservation of access will specify the location of the driveway access by Engineer's Station, and specify a width of the driveway.

TOGETHER WITH all abutter's rights of access between the right of way of the public way identified as the relocated Oregon Coast Highway and all of Grantors' remaining real property, EXCEPT, however,

Reserving for the service of Grantors' remaining property, access rights to and from said remaining property to the abutting highway right of way at the following place and in the following width:

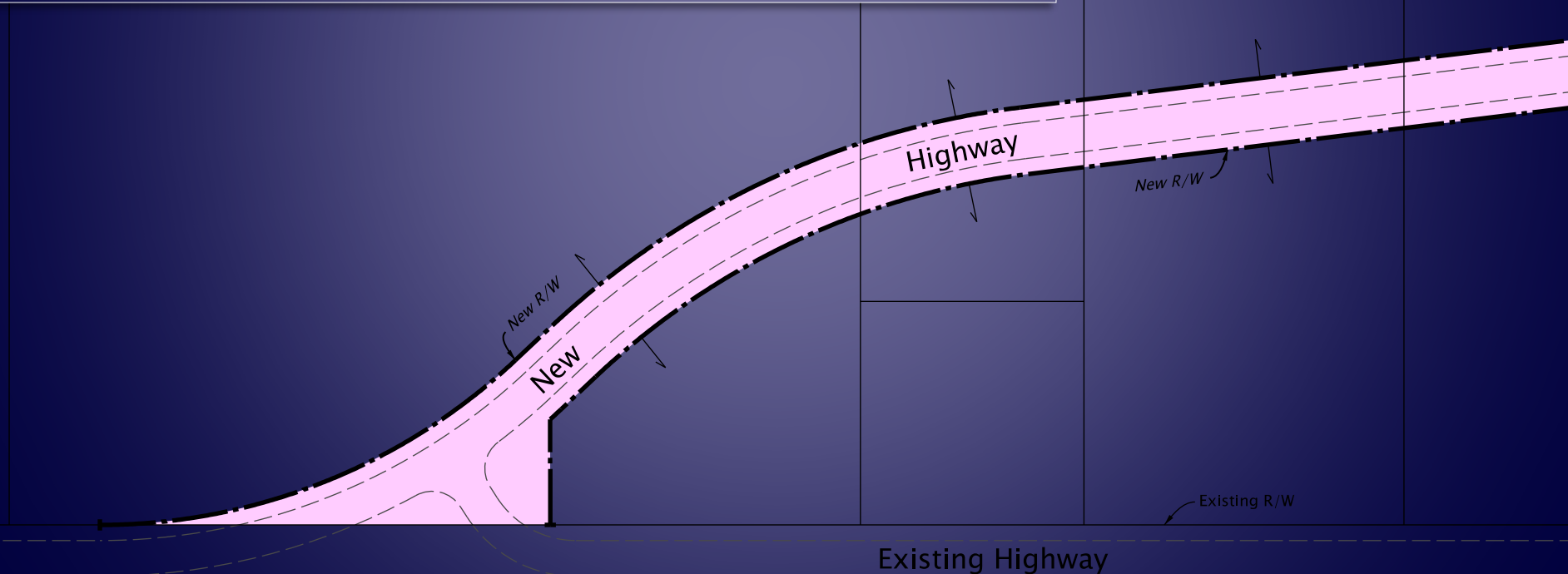
| Hwy. Engr's Sta. | Side of Hwy. | Width | Purpose |
|------------------|--------------|-------|--------------|
| 221+50 | Westerly | 35' | Unrestricted |
| 226+25 | Westerly | 35' | Unrestricted |

Currently, only Farm Access, Farm Crossing and Undercrossing have use restrictions.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

In May, 1951, the legislature enacted a law (ORS 374.405) which stated that “no rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway 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, for public use as a highway, by reason of the real property abutting upon the state highway.”

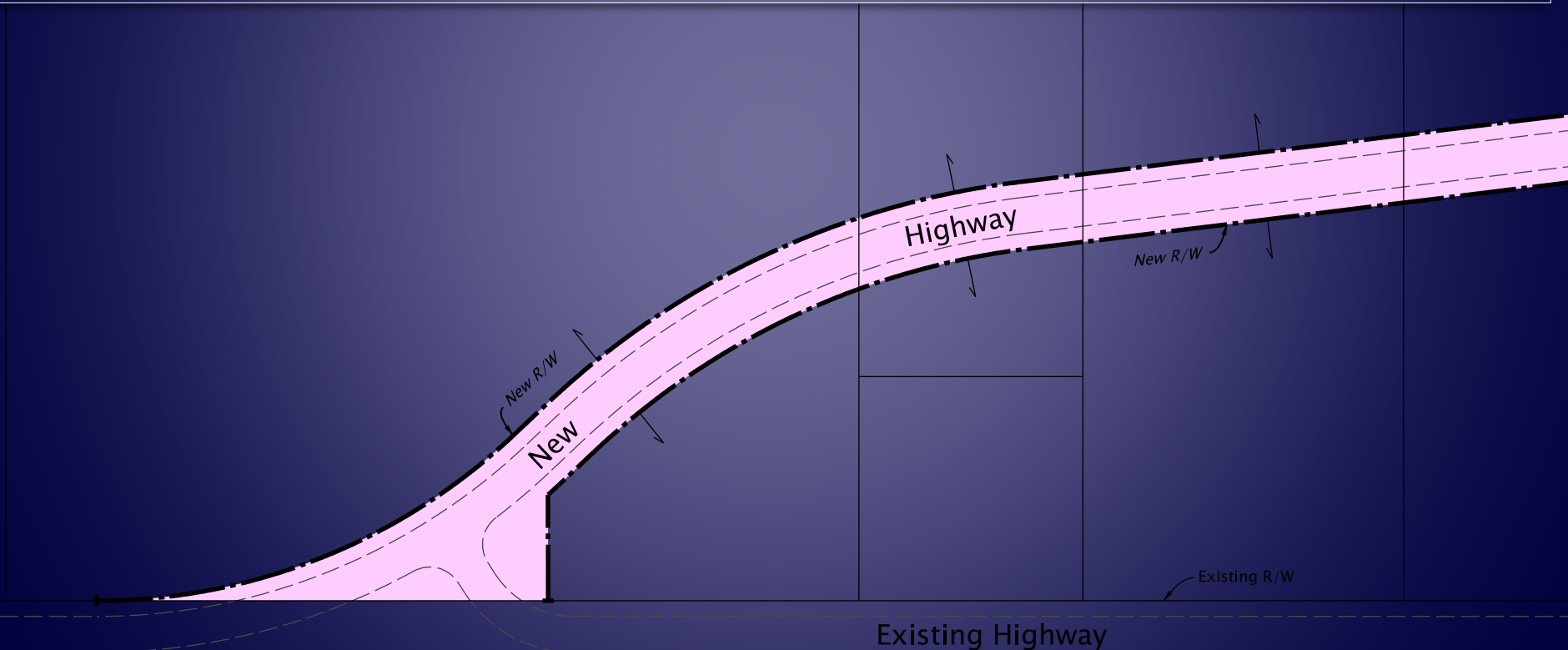




MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Prior to this date, abutting properties had “grandfathered” rights to the state highway. With this law, those rights did not exist for brand new highway routes, and any access to the highway would have to go through the reservation process. In the 1990’s ODOT began identifying in acquisition deeds where this law applied by inserting the following phrase:

“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.”





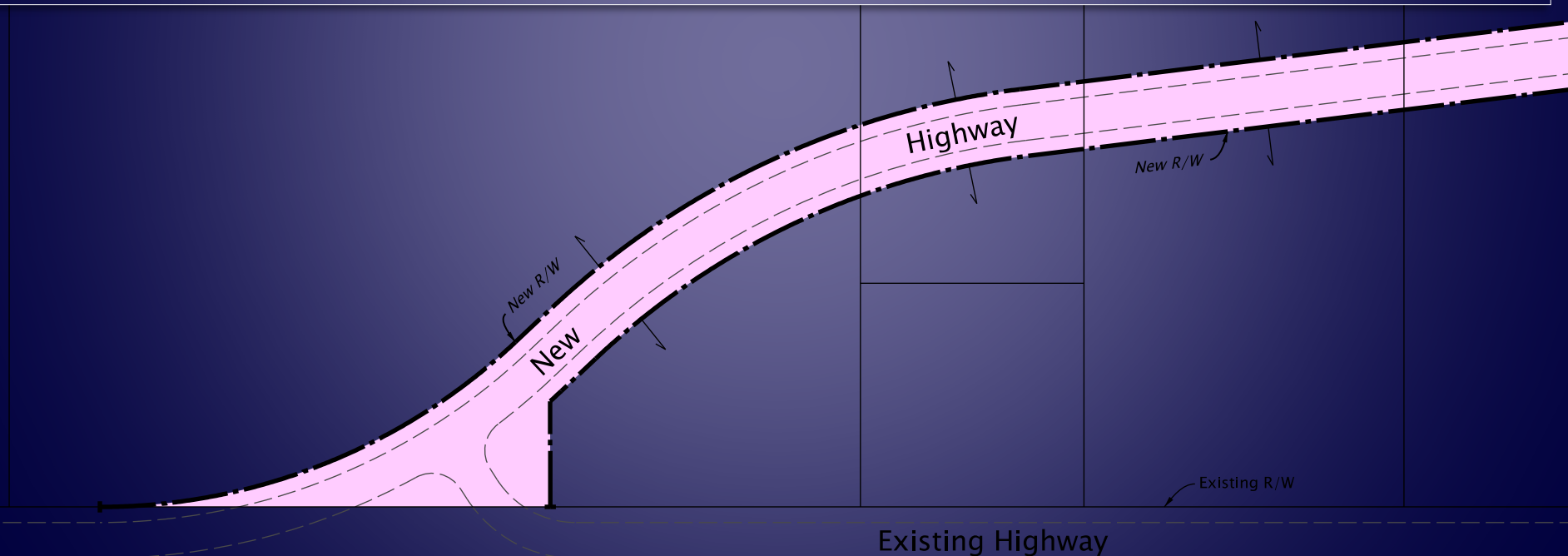
MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Currently ODOT has modified the language in the deeds when ORS 374.405 applies, by stating that either access will be completely restricted to the new highway or that a reservation of access will be granted.

“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.”

“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 EXCEPT however,

Reserving access rights for the service of Grantor's remaining property, to and from said remaining property to the abutting highway at the following place(s), in the following width(s)…”





CONCLUSION

Though many different methods have been utilized to acquire right of way for the various state highway projects since its beginnings, the center line description, especially the center line strip description has been the type most frequently used. This type of description has lent itself well in acquiring the needed right of way for our highways. It has a solid foundation in use and acceptance in defining a transportation corridor and has proved itself over the years.



ODDS, ENDS, AND ODDITIES

In this section are examples of deed descriptions found in ODOT files which do not quite fit the norm. In some cases, the descriptions were prepared by outside agencies or personnel. Other cases tend to show the evolution of the description from the Highway Department's earliest days. These examples are included to illustrate many ways that right of way has been acquired during the almost 100 years since the creation of the State Highway Department.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Right of Way file RW-1, recorded September 10, 1919. Quitclaim deed to the State of Oregon conveying the Barlow Road (now Mt. Hood Highway).

KNOW ALL MEN BY THESE PRESENTS, That George W. Joseph and Bertha L. Joseph, his wife, of Portland, County of Multnomah and State of Oregon, in consideration of One Dollar (\$1.00) paid by the State of Oregon, do hereby remise, release and forever QUITCLAIM unto the said State of Oregon and unto its successors and assigns all their right, title and interest in and to the following described parcel of real estate, situate in the County of Clackamas, State of Oregon, to-wit:

The right of way over which is constructed and used what is known as "The Mt. Hood & Barlow Road" between the town of Sandy, in Clackamas County, State of Oregon; thence running easterly following the travelled road to Government Camp; thence easterly to the town of Wapinitia in Wasco County, State of Oregon.

TO HAVE AND TO HOLD unto the said State of Oregon, with all its mountains and hills, its forests and vines, its flowers and shrubs, its valleys and dells, its crags and rocks, its gorges and canyons, its glaciers and snow-fields, its rivers and streams, its lakes and springs, its animals and birds, its tempests and storms, its lights and shadows, its trails and paths, and the beauties and grandeur of Mount Hood; for the use, benefit and pleasure of all forever.

IN WITNESS WHEREOF, the grantors above named hereunto set their hands and seals this 8th day of September, A. D. 1919.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Right of Way file RW-2, dated April 29, 1920, was taken as a right of way easement and is along the Columbia River Highway in Wasco County.

RIGHT OF WAY DEED

THIS INDENTRURE, made this 29th day of April, A.D. 1920,

WITNESSETH: That, J.P. Lombard, for and in consideration of the sum of \$10.00 to him paid, does hereby grant and convey unto the State of Oregon and the County of Wasco, for right of way purposes the following described premises, to-wit:

“All that portion of the property of J.P. Lombard in Lot 1, Sec. 16, T. 2 N. R. 15 E., W.M. included within a strip of land sixty feet wide, being thirty feet on each side of the center line of the Columbia River Highway, as surveyed over and across said property and more particularly described as follows:

Beginning at a point on the East boundary of Lot 2, Section 16, T. 2 N. R. 15 E. at Station 1747 plus 20.2 of the Columbia River Highway Survey, said point being approximately 1330 feet West and 854 feet North of the Section corner which is common to Sections 15-16-21-22, T. 2 N. R. 15 E., W.M., and running thence South 64 degrees 31' East 322.1 feet to a point; thence on a 2 degree curve to the right 106.6 feet to a point; thence South 62 degrees 23' East 158.9 feet to a point; thence on a 10 degree curve to the right 131.2 feet to a point; thence South 49 degrees 16' East 296.0 feet to a point; thence along a 10 degree curve to the left a distance of 170.7 feet to a point; thence South 66 degrees 20' East 174.9 feet to a point; thence on a 10 degree curve to the right a distance of 173.8 feet to a point; thence South 48 degrees 57' East 49.2 feet to a point on the East boundary of Lot 1, Section 16, T. 2 N. R. 15 E., W.M. which point is approximately 51 feet North of the Section corner common to Sections 15-16-21-22, T. 2 N. R. 15 E., W.M., containing 2.2 acres, more or less.”

TO HAVE AND TO HOLD the said license, easement, permit, grant and right-of-way for the purposes of constructing thereon, and thereafter maintaining a public highway.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Right of Way file RW-7, and is a variable width taking along the Heppner Highway in Gilliam County. The description however, does not use a table, but instead lists the differing widths of the segments from station to station. The right of way was conveyed to Gilliam County and the deed is dated November 29, 1922 and filed April 10, 1924.

“A strip of land 60 feet wide, being 30 feet on each side of the center line of said highway as surveyed from Station L5 90+86 (through equation L5 92+55.0 equals L3 87+04.1) to Station L3 90+00; and a strip of land 130 feet wide, being 100 feet on the left (east) side and 30 feet on the right (west) side of the center line as surveyed from Station L3 90+00 to Station L3 93+00; and a strip of land 60 feet wide, being 30 feet on each side of the center line as surveyed from Station L3 93+00 to Station L3 97+00; and a strip of land 130 feet wide, being 100 feet on the left (east) side and 30 feet on the right (west) side of the center line as surveyed from Station L3 97+00 to L3 99+00; and a strip of land 60 feet wide, being thirty feet on each side of the center line as surveyed from Station L3 99+00 (through equation L3 108+56.9 equals L4 108+56.9) to Station L4 108+75; ...all over the property of Glen P. White, for a total distance of 2948.9 feet, being in the West $\frac{1}{2}$ of the N. E. $\frac{1}{4}$ of Section 1, T. 3 N. R. 22 E., W. M. ...Excepting that portion already dedicated by public use as a county road, New right of way required being approximately 4.28 acres. All in Gilliam County, state of Oregon.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Here is another variation of a variable width table. Along with the widths on each side of the center line, a total width is also shown for each of the segments.

The widths (in feet) of the strip of land above referred to are as follows:

| Station to | Station | Total Width | Width on South Side of Center Line | Width on North Side of Center Line |
|------------|---------|-------------|---------------------------------------|---------------------------------------|
| 659+46.4 | 661+50 | 60 | 30 | 30 |
| 661+50 | 666 | 70 | 40 | 30 |



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Here is a description for a permanent slope easement that was adjoining a 1933 fee taking along Pacific Highway West.

“There is also hereby granted an easement for the construction and maintenance of embankment slopes beyond the limits of the above described property; said slopes to be confined to a strip of land paralleling the center line of the West Side Pacific Highway between Engineer’s Stations 69+00 and 72+11.9 and shall not extend beyond 50 feet from said center line of the West Side Pacific Highway on the northwesterly side of said highway, and shall not extend beyond 55 feet from said center line of the West Side Pacific Highway on the southeasterly side of said highway. Not to go beyond present highway stakes as now marked out on the ground.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

The following description is from a 1986 Quitclaim Deed from the United States of America to the Department of Transportation for right of way along I-84 in the vicinity of The Dalles Dam. I've included this excerpt to show the different way the center line is described along with two bounding calls; one in the table calling to the ordinary highway water of the Deschutes River and the second bounding the North right of way to the railroad.

Because of the differences in the way this description was written, I believe that this was not prepared by ODOT personnel, but by the Federal Government.



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

“...said parcel being a strip of land of variable width on each side of the centerline survey of the relocation of the Columbia River Highway (U. S. 30), said centerline being described as follows:

BEGINNING at a point on said centerline survey as Engineer’s Station L-H7 1728+01.30 P.S. and from which point a bronze disk in a concrete monument marking the Southwest corner of said Section 16 bears South 71°48’40” West 3,535.80 feet;

thence Southeasterly on an increasing Standard Highway Spiral to the right (a = 0.6), a distance of 400 feet through an angle of 04°48’00” to Station L-H7 1732+01.30 P.S.C. ...

...thence North 83°07’51” East and tangent to the last above described spiral, 425.00 feet, more or less, to the center of the Deschutes River.

The distances (in feet) when measured at right angles and/or radially from the above described centerline are as follows:

| <u>Station</u> | <u>to</u> | <u>Station</u> | <u>Distances to South Boundary</u> |
|-----------------|------------------------------------------------------------------|----------------|------------------------------------|
| L-H7 1728+01.30 | L-H7 1807+72.78 | | 150 |
| L-H7 1807+72.78 | L-H7 1821+00 | | 200 |
| L-H7 1821+00 | Ordinary highway water line of The west bank of Deschutes River. | | |

The North boundary line being the southerly right-of-way of the relocated Oregon-Washington Railroad and Navigation Company’s railroad, as recorded in Book 143 at Page 401 in Wasco County, Oregon.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

This next description is typical of what is found in Abandonment and Retention and Jurisdictional Transfer Resolutions. These resolutions transfer portions of highways or entire highways to another jurisdiction, either a city or county.

“A parcel of land lying in Sections 10 and 15, Twp. 4 South Range 4 West, W.M., Yamhill County, Oregon, and being all that portion of the old 60 foot right of way lying northerly of the present acquired right of way of said highway and being more particularly described as follows: Beginning at engineer’s center line Station 46+00 of the relocated center line of said highway; thence in a northerly and easterly direction to engineer’s center line Station 58+00; also all that portion of said old 60 foot right of way lying southerly of the present acquired right of way and being more particularly described as follows: Beginning at engineer’s center line Station 58+00 of said relocated center line; thence in an easterly and northerly direction to engineer’s center line Station 68+50 of said relocated center line.”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

Here's an example of a center line described in a sale deed. The wordage of the center line is slightly different than the norm, but still lists the same data that current descriptions show.

“Beginning at center line Station 16+20.05, said station being South 640.42 feet and West 1047.01 feet from the Northeast corner of said Northeast quarter of the Southeast quarter; thence around a 14° curve to the left for 375.01 feet (the long chord of which bears South 65° 46' 40" East for 362.03 feet); thence North 87° 58' 17" East for 132.99 feet; thence around a 4° curve to the left for 337.00 feet (the long chord of which bears North 81° 13' 53" East for 336.23 feet) ...”



MAKING SENSE OF ODOT CENTER LINE DESCRIPTIONS

For more information on right of way descriptions and right of way engineering in general, refer to the Right of Way Engineering Manual, available on the ODOT web site. A white paper of this presentation is also available from the web site.