

Over the years the "Highway Commission" has been updated to the "State Highway and Transportation Commission", the "State Highway and Transportation Board" and as of January 1, 1987, is the "Commonwealth Transportation Board".

Following are the notes that are to be used along with the applicable project situations:

(1) LIMITED ACCESS HIGHWAY By Resolution of Commonwealth Transportation Board dated _____.

All projects designated after December 31, 1986 by "Commonwealth Transportation Board" (includes interstate and other highways that tied the original L/A line down by stations and thereby, require a new resolution)

(2) LIMITED ACCESS HIGHWAY By Resolution of Highway Commission dated _____.

All interstate highways and all highways previously designated by "Highway Commission".

DEPICTING LIMITED ACCESS RIGHT OF WAY

The method of designating Right of Way on a proposed limited access project should be as indicated in Figures 2E-9 and 2E-10. Unusual conditions, not covered by these examples, may require individual study and should be discussed at Field Inspection.

SEPARATE RIGHT OF WAY PLANS

If plan sheets are extremely congested with topography, etc., separate right of way plans may be justified. This determination is to be made by the Engineer in charge of the project design.

PROPERTY REQUIRING METES AND BOUNDS DESCRIPTION

Complete metes and bounds information is to be included in the approved right of way plan assembly for projects requiring procurement of property from unique clients (e.g. Federal and State governmental agencies, railways and Power companies). This requirement shall apply to all land and permanent easement acquisitions. It is not necessary to provide metes and bounds descriptions for temporary construction easements. Temporary construction easements shall be designated with conventional plus and distance on the breaks and acreage of take.