

CRITERIA FOR PLACEMENT OF RIGHT OF WAY MONUMENTS

Right of way monuments will be installed in accordance with the following criteria:

- (a) On inside and outside of PC's and PT's
- (b) Along minor road until existing right of way is tied in
- (c) All right of way breaks
- (d) At beginning and end of project unless documented on previous project
- (e) At 500' (Urban), 1000' (Rural) and 2500' (Interstates) maximum intervals between right of way breaks*

If the Right of Way is variable in curves, the right of way should be developed with the following criteria:

- 1. Be concentric to the curve.
- 2. A combination of curves and cords that provide the best fit without obtaining excessive right of way.
- 3. Non-concentric curves should never be used.

When a right of way break is positioned in the vicinity of a property line, it is to be positioned so as not to be confused with the property line. The practice of showing the proposed right of way lines intersecting a property line at a break point is not acceptable unless it is necessary for some reason that the break be on the property line.

A necessary condition, for instance, would be for an entire taking where a part of the taking would be in fee right of way with the remaining residue being described along the proposed acquisition line. Another condition would be where the proposed right of way begins or ends on the existing right of way (see Figure C-3-1).

Survey parties have been, for some time, locating all existing property corners (monuments, stones, iron pins, trees, fence corners, etc.) referenced to the survey baseline by station and right angle offset or radial offset distance with both station and distance being accurately measured to the nearest one-hundredth of a foot. Property line bearings are furnished, calculated from the bearing of the survey and the direction of the bearing referred to this base line.

The monuments along right of way lines, to meet inter-visibility requirements, shall be estimated by studying the grades or left up to the party setting the monuments to be placed at least every 500' (Urban), 1000' (Rural) and 2500' (Interstates). It is preferable to make an estimate from the plans to reduce the possible overrun on right of way monuments in the summaries.

* Rev. 1/13