Right-of-Way Rules of Thumb

Right-of-way markers should be set at Points of Curvature (P.C.), Points of Tangency (P.T.) changes of width or direction (P.I.)(at the P.I. if there is no curve), and along tangents (P.O.T.), at intervals not greater than 1,000 feet in urban areas and not greater than 2,000 feet in rural areas.

When tying acquired right-of-way to the present right-of-way, field conditions can dictate that the station or offset may vary. For instance, in tying to the present right-of-way of a cross street/road, the station may vary based on the survey. In that case "Tie to present" should be used over the station. (See exhibits "A, B, C, E & I") In tying to the right-of-way of the main road, the offset distance can be given, but the phrase "Tie to present" should be used over it to allow in variances in the survey.(See exhibit "D") This is a legal boundary description or "bounds" and prevents misunderstanding by the property owner and surveyors about the intent of the designer.

It is preferable that acquired right-of-way does NOT tie to present property lines or corners. In the rare case that the right-of-way must be tied to a property line, the station can be given, but the phrase "Tie to P/L" should always be used. (See exhibit "F")This is a legal boundary description or "bounds" and prevents misunderstanding by the property owner and surveyors about the intent of the designer. This scenario should only be for tying the end of one project to another and no monument should be placed.

As a rule of thumb, angular transitions should be used on the acquired right-of-way. This assists the maintenance crews that have to mow the right-of-way. A 45° angle or less is desirable. (See exhibits "A, B, D & I") Also, the designer should try to limit transitions as much as possible. A consistent right-of-way width is beneficial to ALDOT and the private property owners. However, this must be balanced with the cost of acquisition in the area.

As a rule of thumb, the acquired right-of-way should be 10' outside of construction limits in urban areas and 20' or greater in rural. This allows for utility placement and equipment movement during construction.

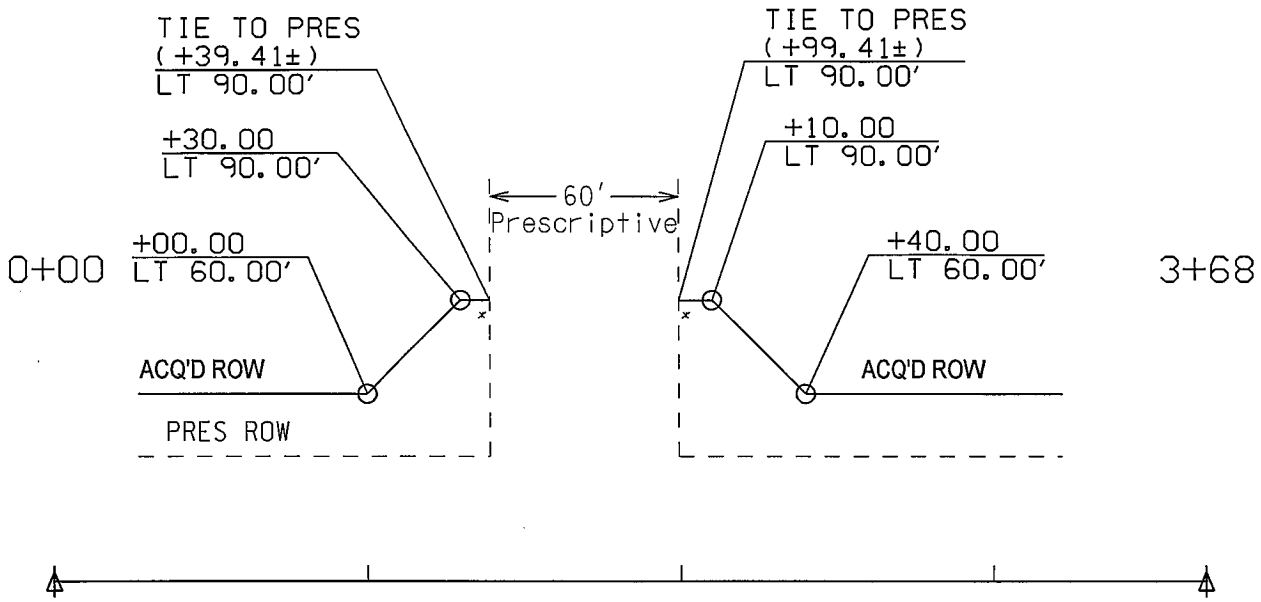
Whenever possible, small sections of property should not be left or acquired. The designer should modify the limits of the acquired right-of-way to eliminate small takings or uneconomic remnants. (See exhibit "H")

The acquired right-of-way in a curve should parallel the curve of the centerline. If a transition is required in a curve, the transition shall be linear, but return to curve in the parallel sections. A lineal taper should be used for intersecting streets. (See exhibits "A, B, G & I")

Offset distances should be divisible by five, be it an English or metric project.

Transition stations should be divisible by ten (10). It is preferable to have them at whole stations or +50 for English and 20 meter stations for metric.

Exhibit A



**Note the absence of required monuments on Prescriptive ROW*

Exhibit B

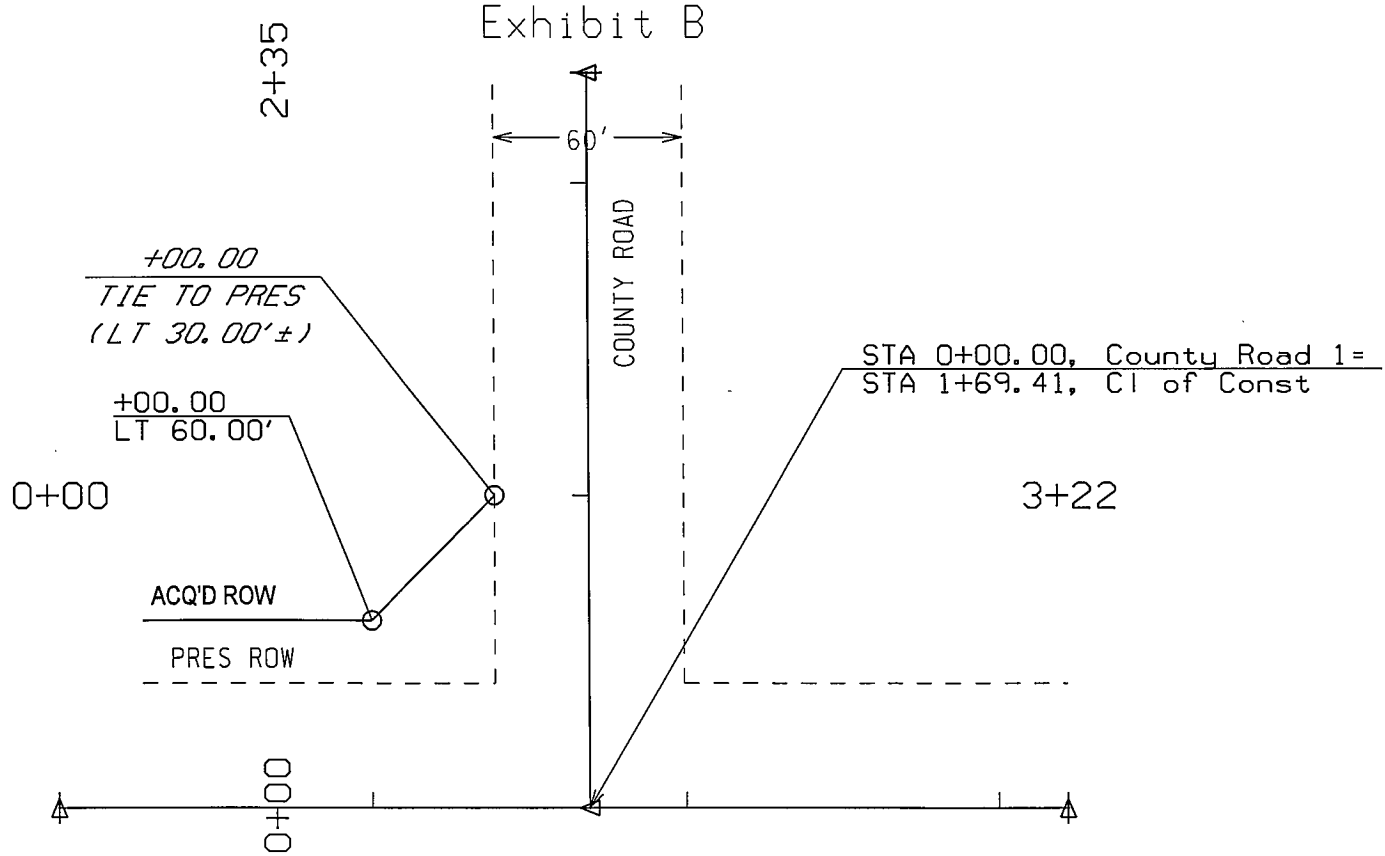
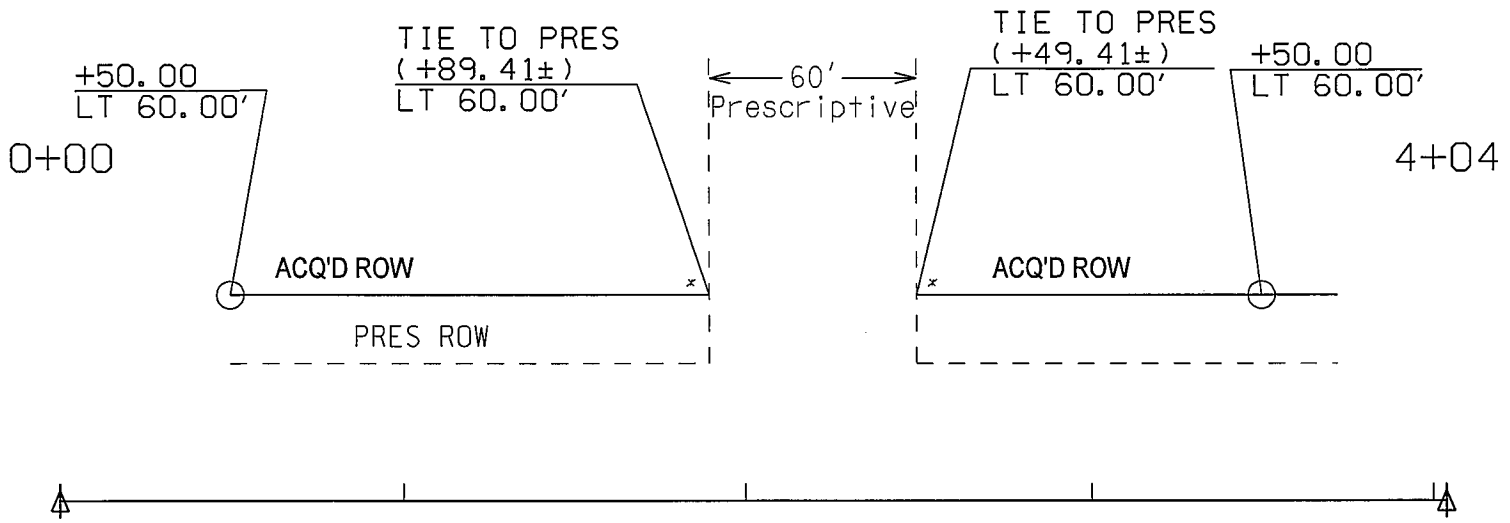


Exhibit C



**Note the absence of required monuments on Prescriptive ROW*

Exhibit D

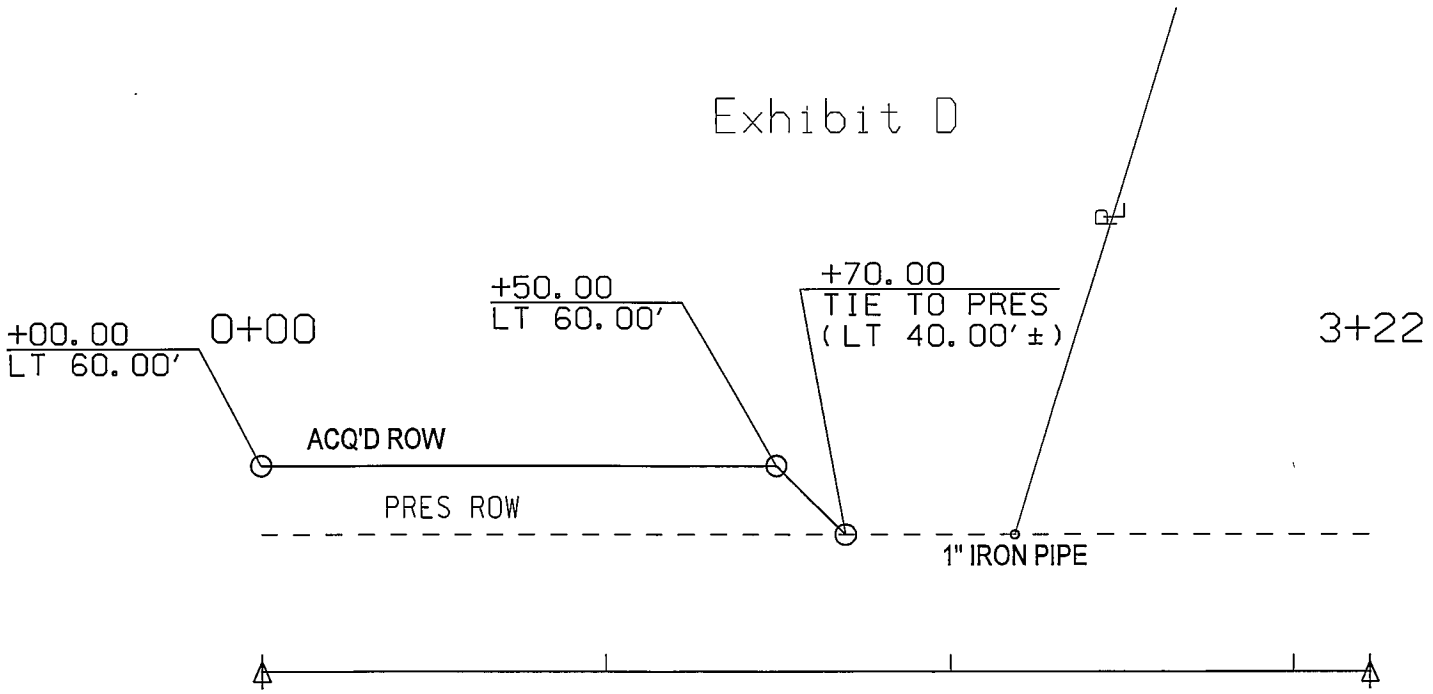


Exhibit E

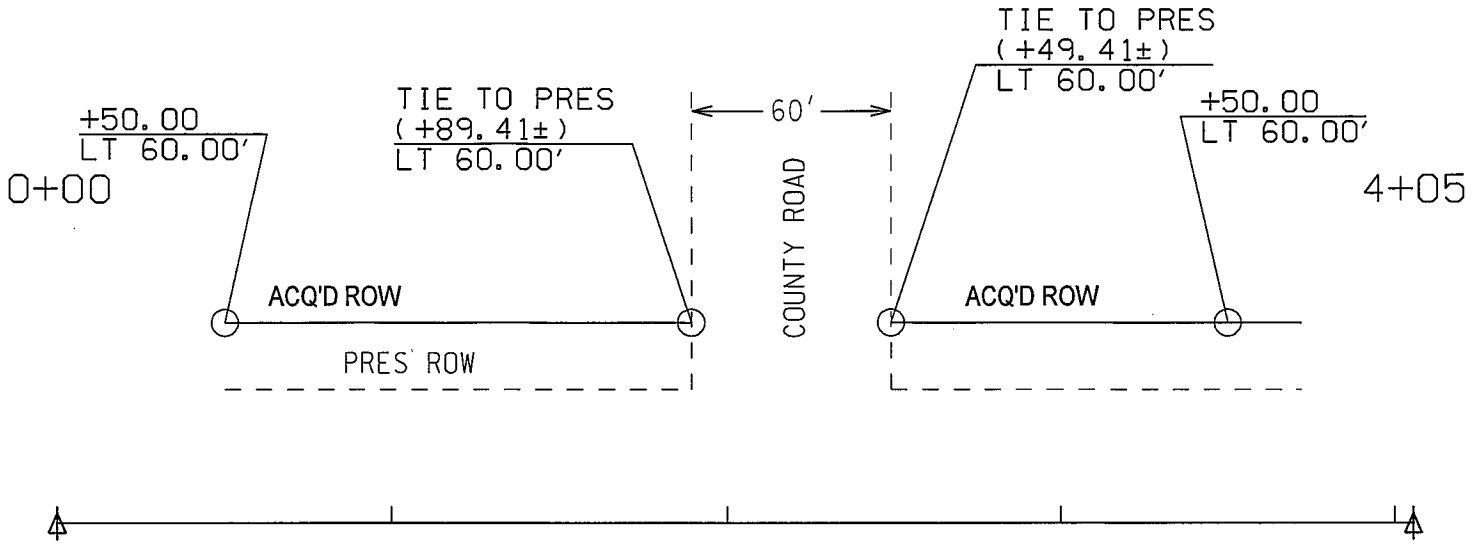
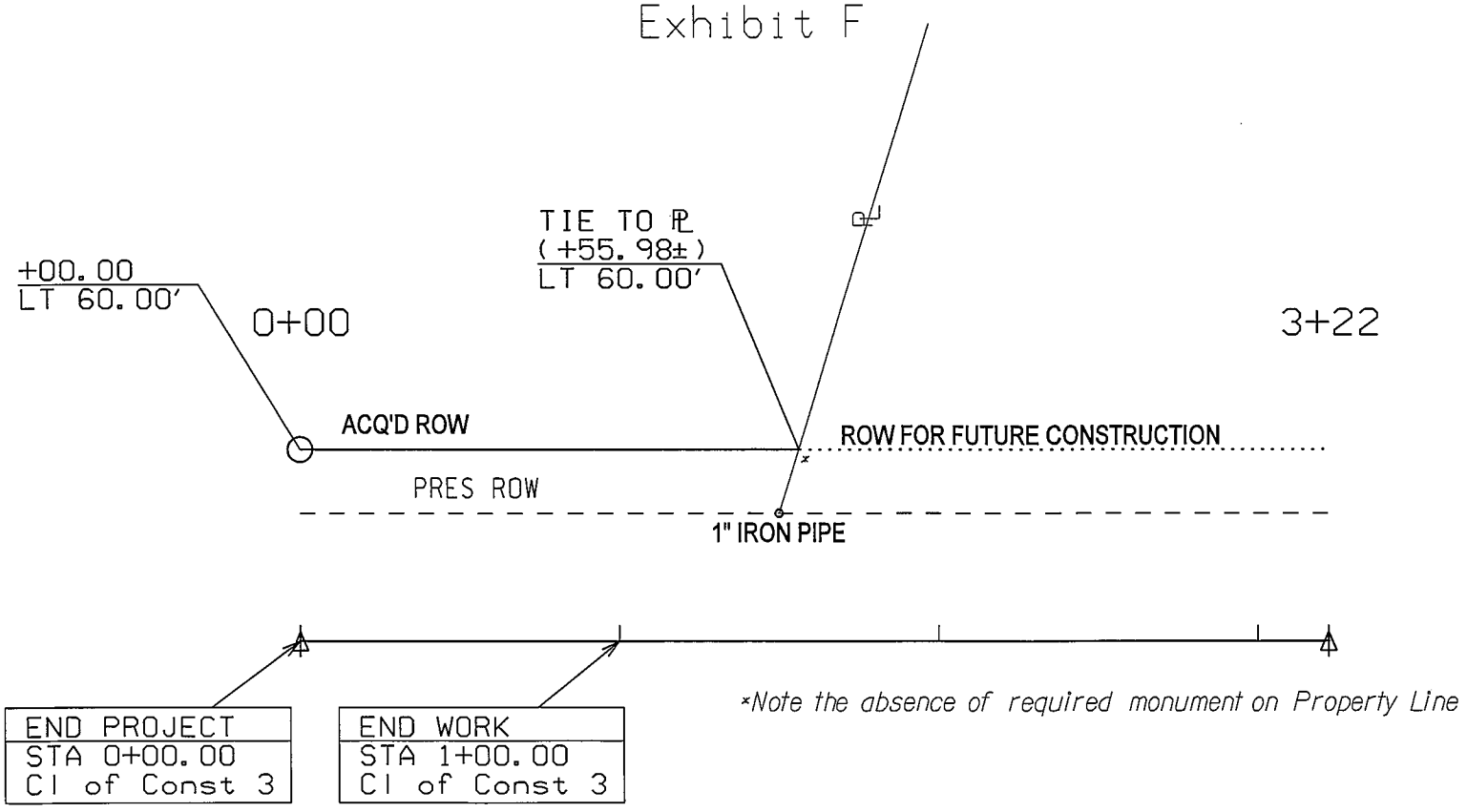
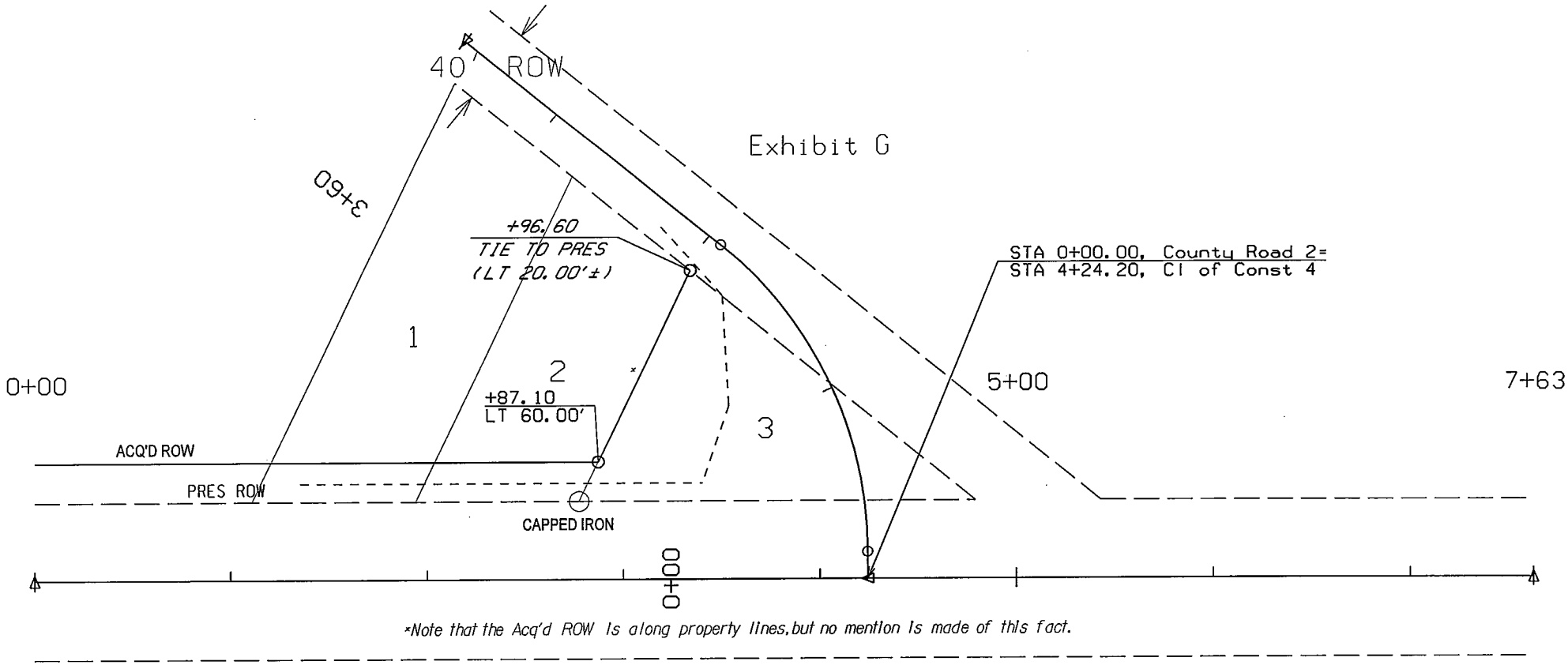


Exhibit F

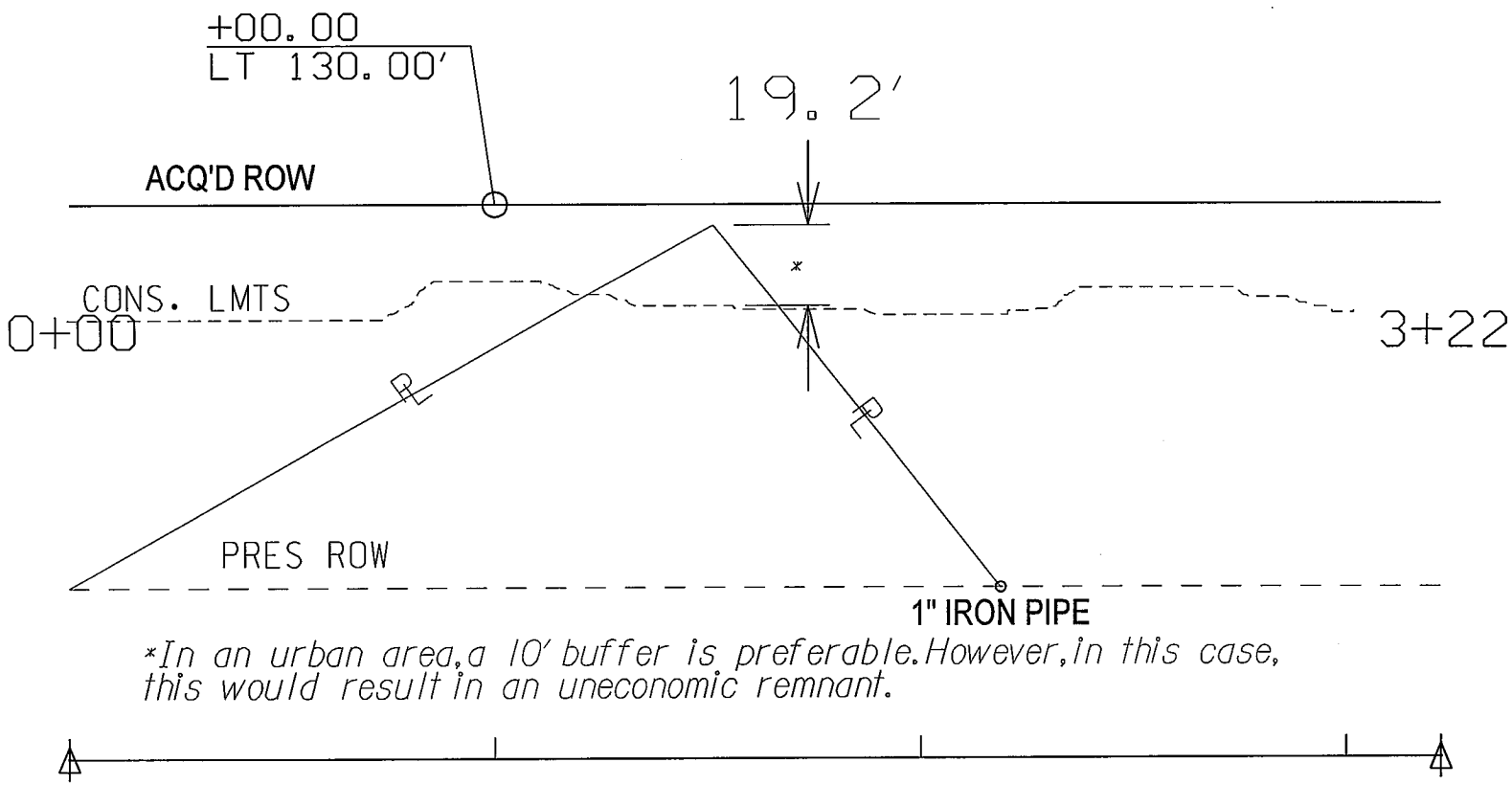


*Note the absence of required monument on Property Line



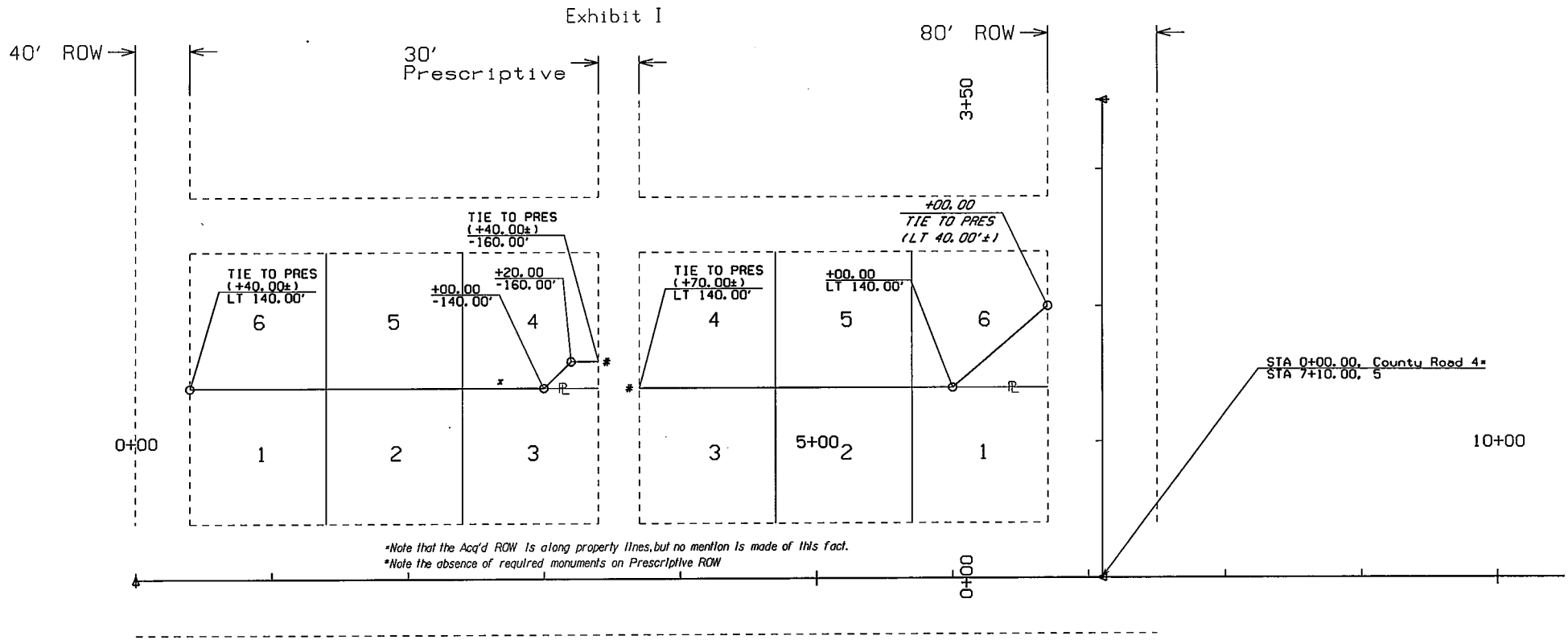
*Note that the Acq'd ROW is along property lines, but no mention is made of this fact.

Exhibit H



*In an urban area, a 10' buffer is preferable. However, in this case, this would result in an uneconomic remnant.

Exhibit I


40' ROW
30' Prescriptive
80' ROW
3+50
TIE TO PRES (+40.00±) -160.00'
TIE TO PRES (+40.00±) LT 140.00'
+20.00 -160.00'
+00.00 -140.00'
+00.00 TIE TO PRES (LT 40.00'±)
TIE TO PRES (+70.00±) LT 140.00'
+00.00 LT 140.00'
6
5
4
4
5
6
1
2
3
3
5+00
2
1
0+00
10+00
STA 0+00.00, County Road 4=
STA 7+10.00, 5
*Note that the Acq'd ROW is along property lines, but no mention is made of this fact.
*Note the absence of required monuments on Prescriptive ROW
0+00