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Making Sense Of ODOT Center Line Descriptions

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The following document is intended to help the reader to understand and interpret center line descriptions found in deeds for Oregon state highway acquisitions. The examples in this document, dating from the earliest days of the Highway Department through the Department of Transportation today, were taken from ODOT Right of Way files and are included to illustrate the various methods that State Highway Department descriptions have been written in the past. This document is not intended to show the reader how to write a description to ODOT standards. For information on the current standards for writing ODOT descriptions, please refer to the Right of Way Engineering Manual, available on the Geometronics website.

<http://egov.oregon.gov/ODOT/HWY/GEOMETRONICS/documents.shtml>

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HISTORY OF THE CENTER LINE DESCRIPTION

The Oregon Department of Transportation has had a long association with acquiring the right of way for its highways with reference to a described center line, which dates back to the earliest days of the Highway Department. With transportation facilities such as roads, highways and railroads being along a linear corridor, it is logical that the facility would be defined by reference to the center of the corridor.

County road resolutions were a basic type of center line description. The proposed road would be surveyed and a Surveyor's report would show the alignment of the route by course and distance from point to point. In the resolution document the width of the new road would either be specified, or the width would be set 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 of the line, and a variable or constant width of the line stated in the deed. The alignment of the railroad would be shown on Valuation Maps, detailing the alignment curves, widths of the right of way and grantor information.

The Oregon State Highway Department was established by the legislature in 1913, and in 1917 the State Highway Commission came into being. 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. On May 1, 1919, "The Oregon State Highway Department Manual of Instructions to Department Employees", was released. In this manual, pages 56 and 57 detailed the method for preparing right of way 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:

All that part of the property of J. J. Jones in the NW. $\frac{1}{4}$ of Section 22, T. 2 S., R. 6 W. W. M. included within a strip of land sixty feet wide being thirty feet on each side of the center line of the Pacific Highway as surveyed over and across said property and as more particularly described as follows:

Beginning at a point in the center line of the existing county road, which point is approximately 235 feet North and 465 feet East from the quarter corner between Sections 21 and 22, T. 2 S., R. 6 W. W. M. running thence N. 60° 18' E. a distance of 299.6 feet; thence on a 318.4 ft. radius curve to the left, a distance of 100.0 ft; thence N. 42° 18' E. a distance of 981.2 feet; thence on a 573.1 feet radius curve to the left, a distance of 402.0 feet; thence N. 2° 06' E. a distance of 891.6 feet to a point on the North boundary of the Walter L. Fish D. L. C. No. 59, which point is approximately 203 feet South and 192.1 ft. East on the section corner common to section 15, 16, 21 and 22, T. 2 S., R. 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.

The description format outlined in the 1919 manual is similar in type to a standard railroad description. The center line of the highway is described in the deed and an area of the taking is stated. An important point to consider is the paragraph following the description example. The beginning and ending points of the description are not necessarily tied to the grantor's property, and the 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.

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 went into more detail on writing descriptions than the 1919 manual of instructions. Article 13 allowed the use of both center line descriptions and metes and bounds 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...

In 1953, Technical Bulletin No. 19 was revised. Section 9, Article 13, went into more detail of the structure of a description and the proper usage of language.

In general, a description should be as short and simple as possible, complete and specific as to the position of the boundaries, devoid of uncertainties or possible ambiguity, clear as to intent of what is being conveyed and free from any excess language which add nothing to the meaning or construction.

Descriptions, in general, are in three divisions, viz. The Caption, the Body and the Qualifying Clause. The Caption is a statement of the general location of the parcel as to Tract, Subdivision, Section, Township, Range, County and State. The Body is the recital of the boundaries of the parcel, giving dimensions, ties and other references. The Qualifying Clause recites exceptions, reservations and the like. These, in a large percentage of descriptions, are set out in separate paragraphs but they may, in some instances, be intermingled or combined to advantage...

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 of 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.

In the 1950's the center line strip description format became the predominate method of writing descriptions for highway deeds. Metes and bounds descriptions along with other methods were still utilized as needed to produce a clear, concise description free of ambiguities.

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. The 1962 revision of Technical Bulletin No. 19 did not even address methods of writing descriptions, noting that "...right of way descriptions will be prepared in the office of the Construction Engineer in Salem."

Descriptions 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 for acquiring property and easement rights for ODOT highway projects is to describe the parcels with reference to a center line, though other methods have been used in the past. This purchase center line in the deed 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 by 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.

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, Area, and Reservations. In addition, with takings involving multiple parcels, each parcel will be numbered and labeled.

PARCELS

ODOT makes extensive use of multiple parcels within the deeds. Each parcel will be a separate acquisition of rights from a grantor, and can be fee simple takes, permanent easements, temporary easement and conveyance of access rights. The parcels are numbered and labeled.

The parcels area arranged with a hierarchy with fee takes coming first, then permanent easements, followed by temporary easements. There are two exceptions to this general rule. Access rights will sometimes be acquired and shown as a separate parcel in the deed. In these instances, this conveyance will be the first parcel. Normally this occurs when the other parcels in the description are easements, though not always. The second exception occurs when ODOT acquires an entire property. The portions of the grantor's property needed for the highway are described first. The remainder of the grantor's property is then taken in the last parcel and includes any easements described in preceding parcels. In cases such as this, the grantor would request to have their remainder purchased, and this parcel would be added with a revision.

"Parcel 1 - Fee"

"Parcel 2 - Permanent Easement For Slopes"

"Parcel 3 - Temporary Easement For Work Area"

"Parcel 4 - Fee"

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.

The constant width description is the simplest and most fundamental type of center line description 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. Some different methods of describing a constant width strip are as follows:

“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...”

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 TABLES

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. Below are two examples of variable width tables:

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

The first example involves two constant width strips lying on the Easterly side of the highway; one being 45 feet from the center line and the other being 60 feet from the center line, with the change in the width occurring at Engineer’s Station 217+75. The change in the width from 45 feet to 60 feet is perpendicular to the center line that is described in the deed. In the second example the variable width taking is on the Westerly side of the highway. The changing widths in this case are not at right angles to the described center line, but are tapering in a straight line from station to station. The last call, from Engineer’s Station 218+00 to 219+00 the offset width from the center line is a constant 70 feet.

In each of these examples the acquisition was on one side of the highway. Takings from a grantor’s property lying on each side of the highway can be described in the same table, as the following example shows.

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

This table again incorporates both constant widths and variable widths. Note that the angle points in the right of way lines occur on opposite sides of the same Engineer's Stations 684+74.57 and 689+00. Thereafter the width on the Southeasterly side of the highway is a constant width, while the widths on the Northwesterly side of the highway is variable to Engineer's Station 693+00. The last call from Engineer's Station 693+00 to 696+00 is constant on both sides.

At times the right of way breaks for a taking on both sides of the highway cannot be designed to occur on opposite sides of the same station. In this case the widths on one side can be stated, then the widths on the opposite side are stated.

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

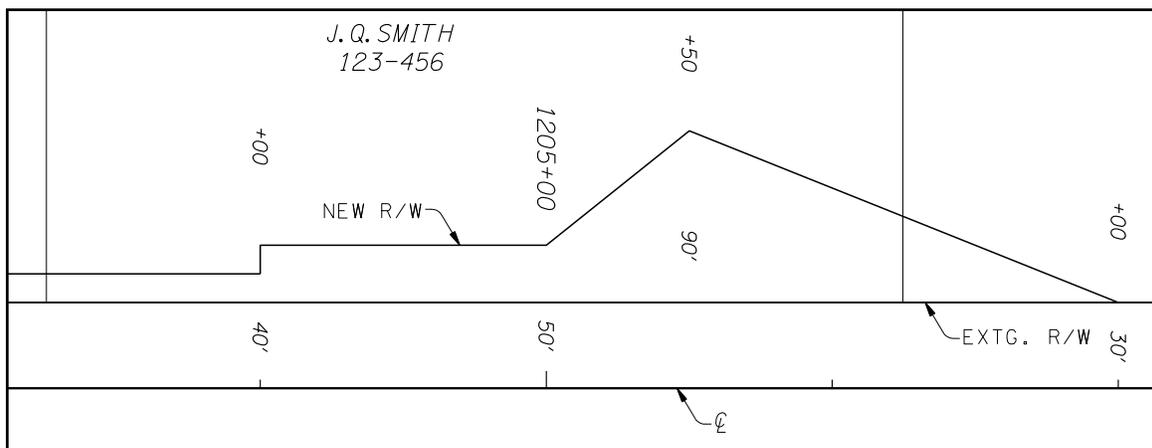
<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Width on Southeasterly Side of Center Line</u>	<u>Width on Northwesterly Side of Center Line</u>
674+00		676+00	135 in a straight line to 140	
676+00		682+68.86	140 in a straight line to 145	
682+68.86		684+74.57	145 taper to 150	
684+74.57		689+00	150 in a 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

Note the use of the phrase "in a straight line to" and "taper to" in the table. In older descriptions, "taper to" was used when the width changed along a tangent section of the highway. When the changing widths occurred in a curve, the phrase "in a straight line to" was used. Each of these phrases are interpreted the same; the right of way line from Engineer's Station to Engineer's Station is a straight line. However, "taper to" can be interpreted more than one way as a taper can be along a curve. Because of this differing interpretation, the phrase "taper to" is no longer used in ODOT descriptions.

In interpreting a variable width table, it is important to remember that each call from Engineer's Station to Engineer's Station should be treated on its own as an individual segment of the whole acquisition. Each segment will have a defined width which will be either constant or changing. A variable width table should not be treated as a described line running from point to point. The examples below show a taking of variable width along the Northerly side of the highway. The individual segments of the strip being acquired along the J. Q. Smith property are composed of both constant and tapering widths.

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

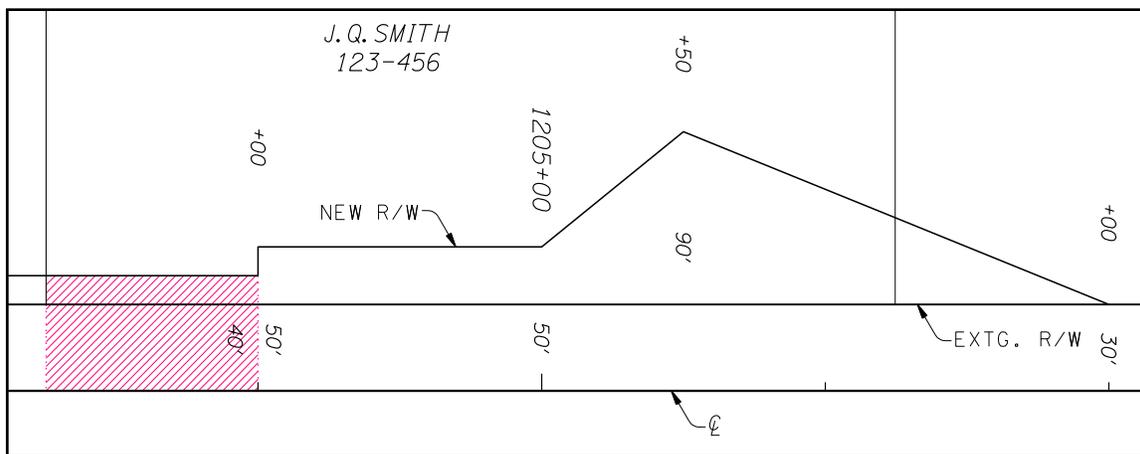


The first station call in the variable width table lies Westerly of the Smith's property. The description will still be valid, since the parcel is that portion of the Smith property included in the strip being described. Calls of the strip lying outside the boundaries of the Grantor's property are known as false calls. False calls may be part of a strip being acquired from adjoining property, or they may be related just to the strip being acquired in the deed. False calls in center line strip descriptions commonly occur in intersecting streets.

The first segment of the parcel being acquired from Smith therefore will lie between the Westerly line of Smith’s property and Engineer’s Station 1204+00, and has a constant width of 40 feet from the center line.

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

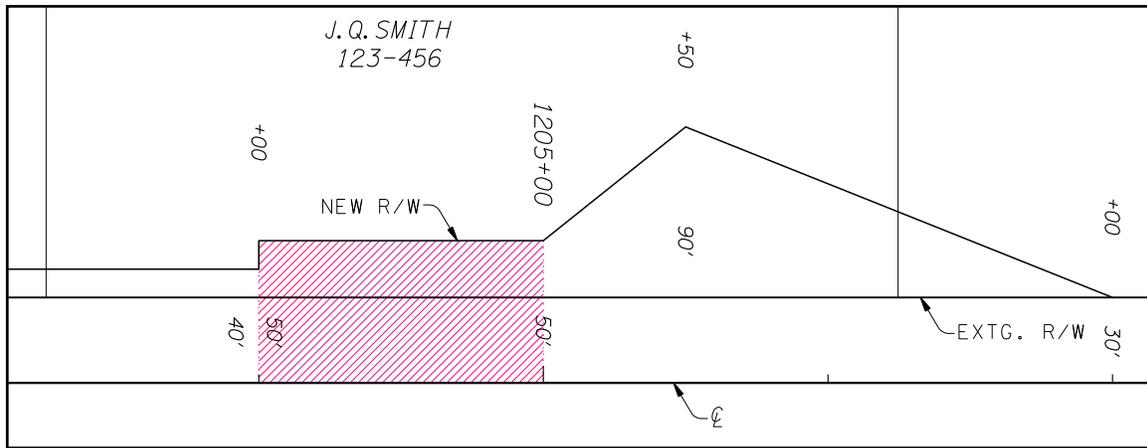


When you have a constant width segment in a variable width table, it is not necessary to state the width as “...40 in a straight line to 40.” This phrase is only used when the width is changing between Engineer’s Stations on a straight line taper. Showing the width in the segment as 40 feet implies that the width is constant between stations.

The next segment in the table lies between Engineer’s Stations 1204+00 and 1205+00. The width has changed from a constant 40 foot parallel offset from center line to a constant 50 foot parallel offset from center line.

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

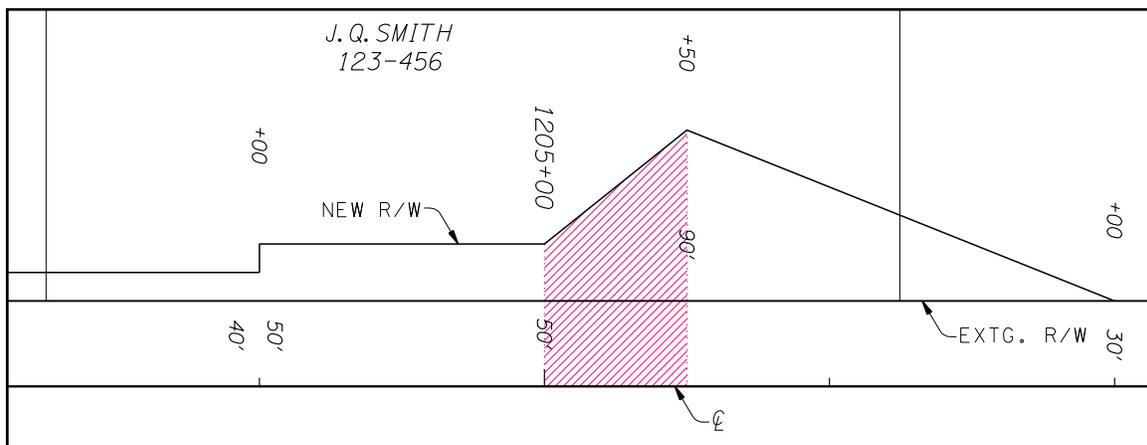


The break in the right of way line at Engineer's Station 1204+00 is perpendicular to the center line and since the table defines the widths of segments lying between stations on the center line, nothing more is needed to show the changing width. A call placed in the table running from Engineer's Station 1204+00 to 1204+00 and with a width stated as 40 in a straight line to 50 is not necessary and incorrect as that would define a width with zero length.

The next segment in the table involves a changing right of way width between Engineer's Stations 1205+00 and 1205+50. In this case, since the width has a straight line taper between the two stations, the phrase "...in a straight line to..." is used.

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

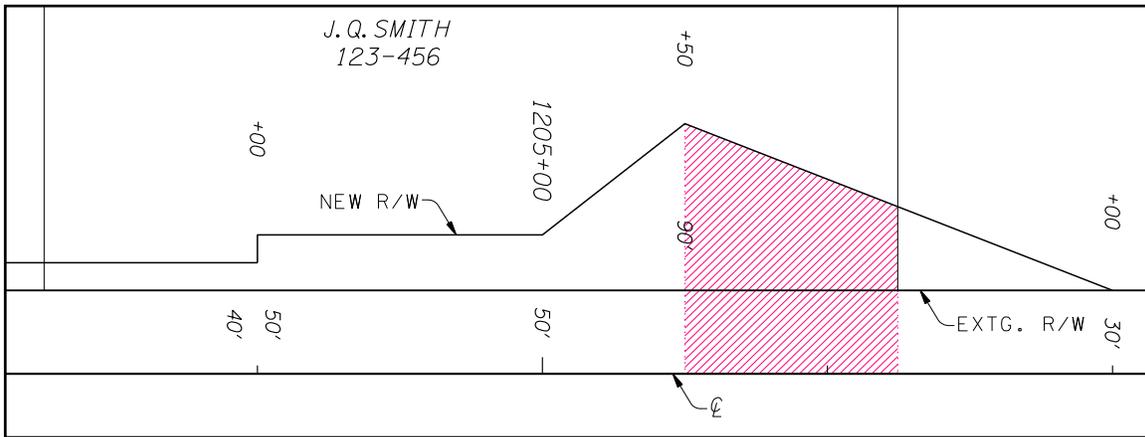
Station	to Station	Width on Northerly Side of Center Line
1201+50	1204+00	40
1204+00	1205+00	50
1205+00	1205+50	50 in a straight line to 90
1205+50	1207+00	90 in a straight line to 30



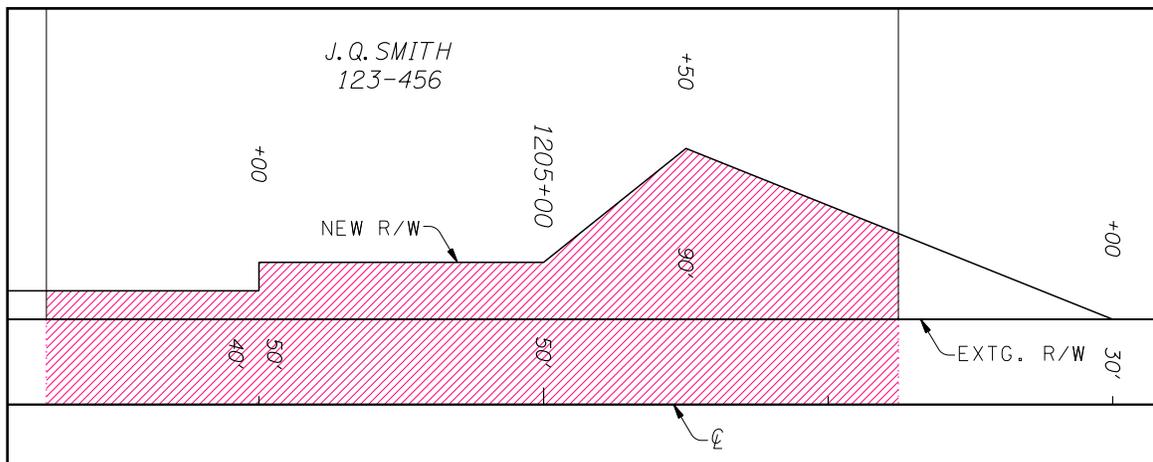
The last segment in the table is also a straight line taper between Engineer's Stations 1205+50 and 1207+00. As with the first call in the table, this last call extends beyond the Easterly line of the Smith property and is a false call. As with the first segment, this segment will terminate at the Smith property line.

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



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

When an acquisition does not extend across the entire frontage of a grantor's property, the parcel is usually bound by an Engineer's Station on the described center line. These station bounds limit the taking to the specific area of the property and help to clarify the intent of the acquisition, eliminating ambiguities. The bounds in the description are perpendicular to the center line and can be a single station call with a direction, or it can be bound by calls to 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. Some examples of station bounds in the descriptions are as follows:

"...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."

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 land 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."

“...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...”

METES AND BOUNDS (PERIMETER) DESCRIPTIONS

In the 1920’s, 1930’s and 1940’s, quite often right of way acquisitions would be described by metes and bounds. 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...” However, the metes and bounds descriptions were used with takings in rural and urban areas not within platted subdivisions even where the right of way maps would show the proposed new right of way takings as a corridor tied to a center line, and offset widths from that center line, warranting a center line type description. 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.

Beginning at the southwest corner of Lot1 of Yamhill County Survey No. 2757, said point being North 0° 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° 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° 11’ 08” East) a distance of 170.5 feet; thence North 72° 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° 22’ East) a distance of 739.5 feet; thence North 57° 52’ East a distance of 300 feet, more or less to the center of the North Yamhill River; thence South 32° 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."

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.

"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. $8 \frac{1}{2}$ 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. $67^{\circ} 01'$ 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. $74^{\circ} 00'$ 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."

DESCRIBED LINE

Described line descriptions define the parcel boundary by reference to a specified line, such as a secondary center line or a newly defined right of way line that does not lend itself to a strip description. The parcel being described will be located on one side of the line, or it may be on both sides. Points on the described line may be referenced to one or more described center lines and the line may incorporate curved elements not related to the main roadway center line.

"A parcel of land lying in the E $\frac{1}{2}$ of Section 31, Township 16 South, Range 2 East, W.M., Lane County, Oregon; the said parcel being that portion of said E $\frac{1}{2}$ lying Easterly of Parcel 4 and included in a strip of land 20 feet in width, 10 feet on each side of the following described line:

Beginning at Engineer's Station 1265+25 on the center line of the relocated McKenzie Highway; thence Easterly at right angles to said center line 220 feet to a point and at which point the Easterly line of said strip of land lies at right angles to said described line."

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

Beginning at a point opposite and 72.00 feet Northerly of Engineer's Station "B"30+43.00 on the centerline of relocated Barger Drive; thence Westerly in a straight line to a point opposite and 75.00 feet Northerly of Engineer's Station "B"27+62.00 on said centerline; thence Westerly parallel with said centerline to Engineer's Station "B"24+81.59; thence Northwesterly in a straight line to a point opposite and 90.00 feet Northerly of Engineer's Station "B"24+50.00 on said centerline; thence Northerly in a straight line to a point opposite and 195.00 feet Easterly of Engineer's Station 263+10.00 on the centerline of the relocated Beltline Highway; thence Northerly in a straight line to a point opposite and 161.82 feet Easterly of Engineer's Station 267+90.19 on the centerline of the relocated Beltline Highway.”

“...the said parcel being that portion of said property lying Easterly of the following described line:

Beginning at a point opposite and 32.50 feet Westerly of Engineer's Station “95th” 70+95 on the center line of relocated 95th Avenue; thence Northerly parallel with said center line to a point opposite Engineer's Station “95th” 74+68.15; thence Westerly at right angles to said center line 15.54 feet; thence Northerly in a straight line to a point opposite and 52.13 feet Westerly of Engineer's Station “95th” 74+79.51 on said center line; thence on a 41 foot radius curve left (the long chord of which bears North 40° 59' 02" West 40.39 feet) 42.24 feet; thence North 31° 11' 42" West 11.92 feet to the Northerly line of said property.”

DESCRIBED TRACT

A described tract is different from the described line description in that it defines a closed shape. The described tract is a metes and bounds description, but differs from the old perimeter descriptions discussed above in that they generally are 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. The parcel being acquired may be the entire tract described, or it may lie within the described tract.

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

Beginning at Engineer's Station 668+10.00 on the center line of the relocated Corvallis-Lebanon Highway; thence Northerly at right angles to said center line 104.89 feet; thence Northwesterly in a straight line to a point opposite and 195.00 feet Northerly of Engineer's Station 657+60.00 on said center line; thence Easterly in a straight line to a point opposite and 107.80 feet Northerly of Engineer's Station 659+95.00 on said center line; thence Southerly in a straight line to

Engineer's Station 659+95.00 on said center line; thence Westerly along said center line to the point of beginning."

THE DESCRIBED CENTER LINE

The center line or center lines that the acquisition parcels are referenced to will be described in the description. The center line will begin at an Engineer's Station and 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 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.

"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° 58' 30" West 58.46 feet; thence on a spiral curve right (the long chord of which bears North 4° 21' 09" East 398.05 feet) 400 feet; thence on a 603.11 foot radius curve right (the long chord of which bears North 46° 35' 30" East 595.19 feet) 622.45 feet; thence on a spiral curve right (the long chord of which bears North 88° 49' 51" East 398.05 feet) 400 feet; thence South 84° 50' 30" East 826.51 feet; thence on a 1637.02 foot radius curve right (the long chord of which bears South 76° 31' 46" East 473.32 feet) 474.99 feet; thence South 68° 13' 02" East 47.73 feet; thence on a 1909.86 foot radius curve left (the long chord of which bears North 82° 26' 08" East 1872.05 feet) 1956.49 feet; thence North 53° 05' 18" East 185.73 feet to Engineer's center line Station 1330+00."

Each center line used to acquire a parcel need only to be described once in the description. When additional parcels are described off of the same center line, the center line can be referenced, rather than described a second time.

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

The center line may also be referenced in another deed and not described. This mostly occurs with surplus property sales. The center line will be referenced to the deed that acquired the property rather than described in the sale deed.

"...the said parcel being that portion of said property lying between lines at right angles to the center line of the relocated John Day Highway at Engineer's Stations 1274+50 and 1276+50 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."

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 36° 44' 56" East 499.14 feet) 500.00 feet; thence on a 1273.24 foot radius curve left (the long chord of which bears South 70° 52' 00" East 1140.87 feet) 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.”

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

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° 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

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. The bearing basis could be based on the Oregon Coordinate System, prior right of way maps, county surveys, etc.

"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 are found after the body of the description and defines something that is to be taken away from the body. Qualifying clauses in ODOT descriptions begin 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, such as with easements. Typically, easements are described from the center line and abut fee parcels. In order that the easement will not overlap the fee parcel, the preceding parcel will be excepted out from the easement.

"EXCEPT therefrom Parcel 1."

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. In this case, where we are describing the new taking from the center line, 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, Malheur 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."

EXISTING BUILDINGS

Another qualifying clause you may find in ODOT descriptions pertain to easements, such as slopes or utilities. Occasionally these easements were laid out such that they intersected an existing building lying on the grantor's property. Since structures cannot be allowed on publically purchased right of way, including easements the portion occupied by the building would be excluded from the easement. Prior to the mid 1990's this was done just by excepting the building from the easement.

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

However, if the building was removed from the property, the footprint would be lost and locating the easement would be difficult if not impossible. In the later part of the 1990's, ODOT adopted a procedure in which if an easement intersected a building the structure would not be excepted from the easement. The Grantor would reserve the right for the building to encroach within the easement, and with the exception of overhead utility lines, the uses of the easement would not be exercised within the building. If the structure was removed, the property owner would have one year in which to rebuild the structure in the same footprint. After this time period, if the building was not rebuilt, then the reservation would expire and the easement would be in full effect. The following language is found in the deed in these cases.

"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.”

AREA STATEMENTS

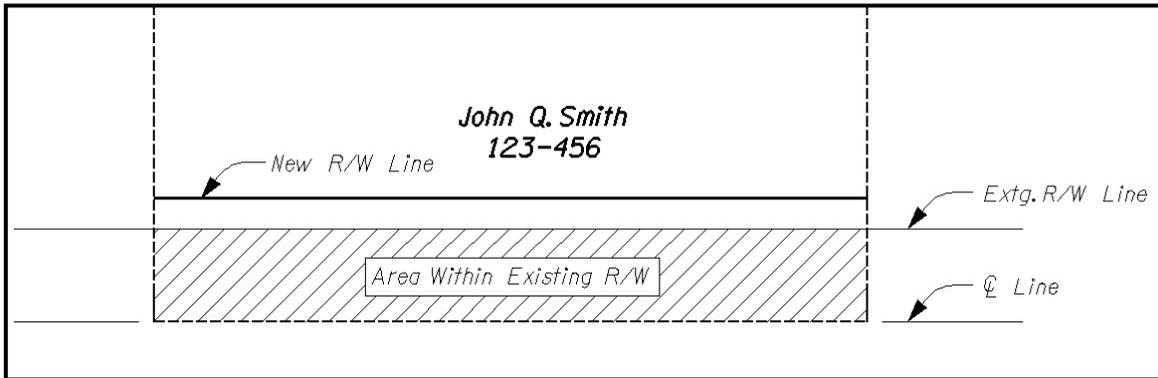
The area stated in the description will be the area of the parcel being acquired minus any area lying within any existing right of way. Areas for easement parcels may overlap other easement parcels within the description, but will never overlap a fee taking. In rural settings where property values are low, the area will be stated in acres, and in urban setting where property values are generally higher, the area will be stated in square feet (hectares and 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.

The 1946 and 1953 editions of Technical Bulletin No. 19 addressed the computation of parcel areas in Section 9, Article 13 by stating:

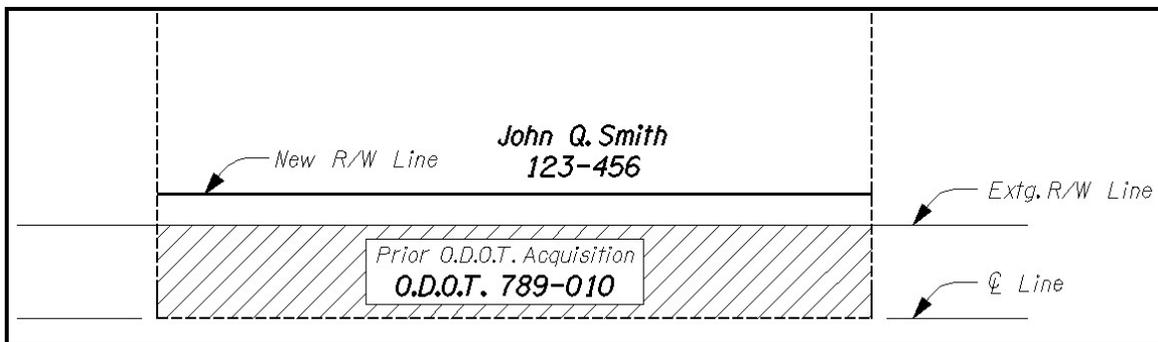
“The measurement of areas by means of planimeters is satisfactory in cases where land values are not great. However, where the computations can be made reasonably easy, the area should be calculated. Areas of city properties are all to be mathematically determined in each case.”

With the strip in a description being defined from the center line of the highway, ODOT actually acquires the underlying fee ownership within any existing right of way. The valuation of any existing right of way lying within the grantor’s property is usually zero dollars. The stated area in the description is that portion of the described strip which is lying outside the existing right of way. When a landowner’s property fronts along a resolute right of way and their deed calls to the center of the highway, the statement “outside of the existing right of way” is used in the description. This statement does not exclude the existing right of way from the description, but is simply defining how the area value was calculated. The following three illustrations will help clarify how this phrase is used in ODOT descriptions.

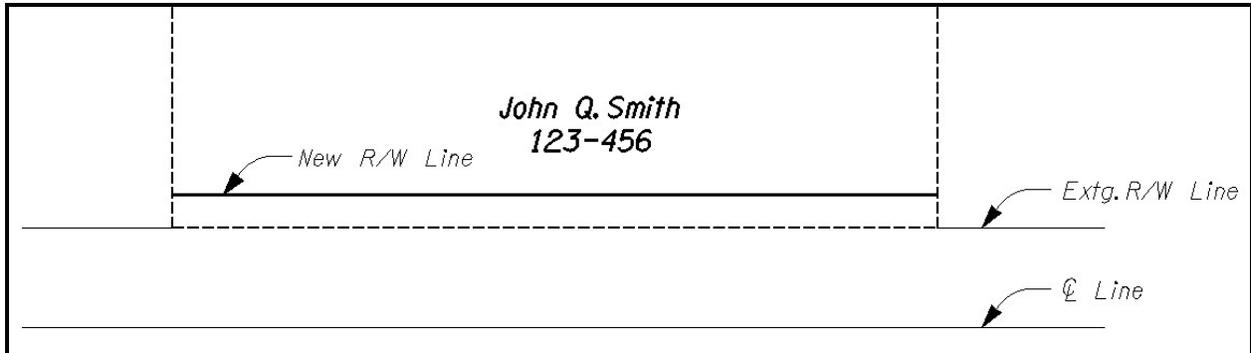
In the first example, the Grantor’s deed calls to the center of the highway. The deed does not except out that portion lying within the existing highway right of way, and there are no prior right of way acquisitions. The new fee taking will purchase a strip of land that is described from the center line, and the area of taking stated in the description is all of the Grantor’s property 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.”*



In the second example, the 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. There was a prior O.D.O.T. acquisition which 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.”*



In this last example, the 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.”*



In the past, ODOT descriptions would take into account the amount of area of the Grantor’s property within the existing highway right of way and state how much was within the existing right of way and how much fell 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.”

“The parcel of land described above contains 0.28 acres, of which 0.24 acres lie within the present public right of way, and the additional land conveyed by this deed is 0.04 acres.”

ACCESS CONTROL

ODOT has statutory authority to control the access to the highways. The Agency can completely restrict an abutting property’s access to the highway or control where an access can be constructed. The access language in the deed follows the body and any qualifying or augmenting clauses. The following is an example of complete restriction to the highway:

“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.”

The control of access taken in the deed can be either to the highway or to the specific parcel being conveyed. The following lists the types of access rights that can be acquired.

Restricted to Highway - All rights of access are acquired between the highway and Grantor's remaining real property, and the landowner is restricted from access the highway along the frontage.

Controlled to Highway - All rights of access between the highway and Grantor's remaining real property are acquired. A reservation of access is granted, and access to the highway can only be from a specified point listed by Engineer's Station in the deed.

Restricted to Parcel - All rights of access are acquired between the described parcel and Grantor's remaining real property. Existing access rights along the remainder of the Grantor's property are not affected.

Controlled to Parcel - All rights of access are acquired between the described parcel and Grantor's remaining real property. A reservation of access is granted, and access to the highway can only be from a specified point listed by Engineer's Station in the deed.

Controlled to Frontage Road - All rights of access are acquired between the highway and Grantor's remaining real property. A reservation of access is granted in the deed allowing access to the highway from a frontage road.

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. In a few cases, the use of the access is specified (Farm Access and Farm Crossing).

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

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."

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.”

This phrase would only apply where access is to be restricted. If a reservation of access was to be granted as part of the acquisition, then standard reservation language would be used.

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 ODOT deed descriptions 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.

The first deed acquisition to the Highway Department in ODOT records, found in file RW-1 is a quitclaim recorded September 10, 1919. This quitclaim conveyed the Barlow Road to the State of Oregon, and interestingly, the deed is not a center line or metes and bounds description.

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.

The second acquisition by the Highway Department, which is found in file RW-2, follows the format in the 1919 manual of instructions. This acquisition, 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.

This following is example is found in 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.

THIS INDENTURE WITNESSETH, That Glen P. White, unmarried, for the consideration of the sum of Six Hundred and Fifty ----- No/100-----Dollars, to him paid, has bargained and sold and by these presents does bargain, sell and convey unto Gilliam County, State of Oregon, the following described premises, to wit:

“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 ½

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."

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. Notice the in the segment with a tapering section, the total width is shown as variable.

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

Station	to Station	Total Width	Width on Westerly Side of Center Line	Width on Easterly Side of Center Line
173+47.0	174+00	450	400	50
174+00	178+01.9	Variable	Taper 400 to 180	50
178+01.9	180+00	230	180	50

This variable width table calls to the boundary line of a previous parcel. The taking also includes bounds to the previous parcel and the center line.

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

<u>Station</u>	<u>to Station</u>	<u>Width on Southwesterly Side of Center Line</u>
20+00	28+00	90 feet
28+00	29+00	90 feet in a straight line to 75 feet
29+00	38+37.16	75 feet
38+37.16	38+96.95	75 feet taper to Westerly line of Parcel No. 1

ALSO that portion of said property lying Northeasterly of said Southwesterly connection leg center line and Westerly of Parcel No. 1.

Here is a description for a permanent slope easement that was adjoining a 1933 fee taking along the 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."

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.

“...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.”

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.”

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) ...”