

MICHIGAN DESIGN MANUAL ROAD DESIGN

5.23 (revised 9-28-2020)

R.O.W. SUMMARY

The preceding commentary on the processing of R.O.W. should be considered as a general guideline only. Each project will have to be examined for special or unique features that might require further study. These should be discussed with the Design R.O.W. Engineer (liaison between Design and Region Real Estate or the Real Estate Services Section).

Preliminary reviews will help to reduce the number of R.O.W. revisions. Changes in R.O.W. design, after it has been submitted, must be held to a minimum. In some cases the R.O.W. may already have been acquired, as detailed on previously submitted plans. Changes usually dictate that additional time may be needed to clear R.O.W. and additional expenses charged to the project. To avoid interference or delay during construction, Region Real Estate or the Real Estate Services Section must be satisfied that all requirements are met. Revisions in R.O.W. can be avoided by making certain concessions in the form of ditch changes, steeper slopes, etc., to stay inside the R.O.W. as previously submitted. These practices should be encouraged insofar as they do not materially detract from the concepts of a good design and/or safety.

5.24 (revised 9-22-2014)

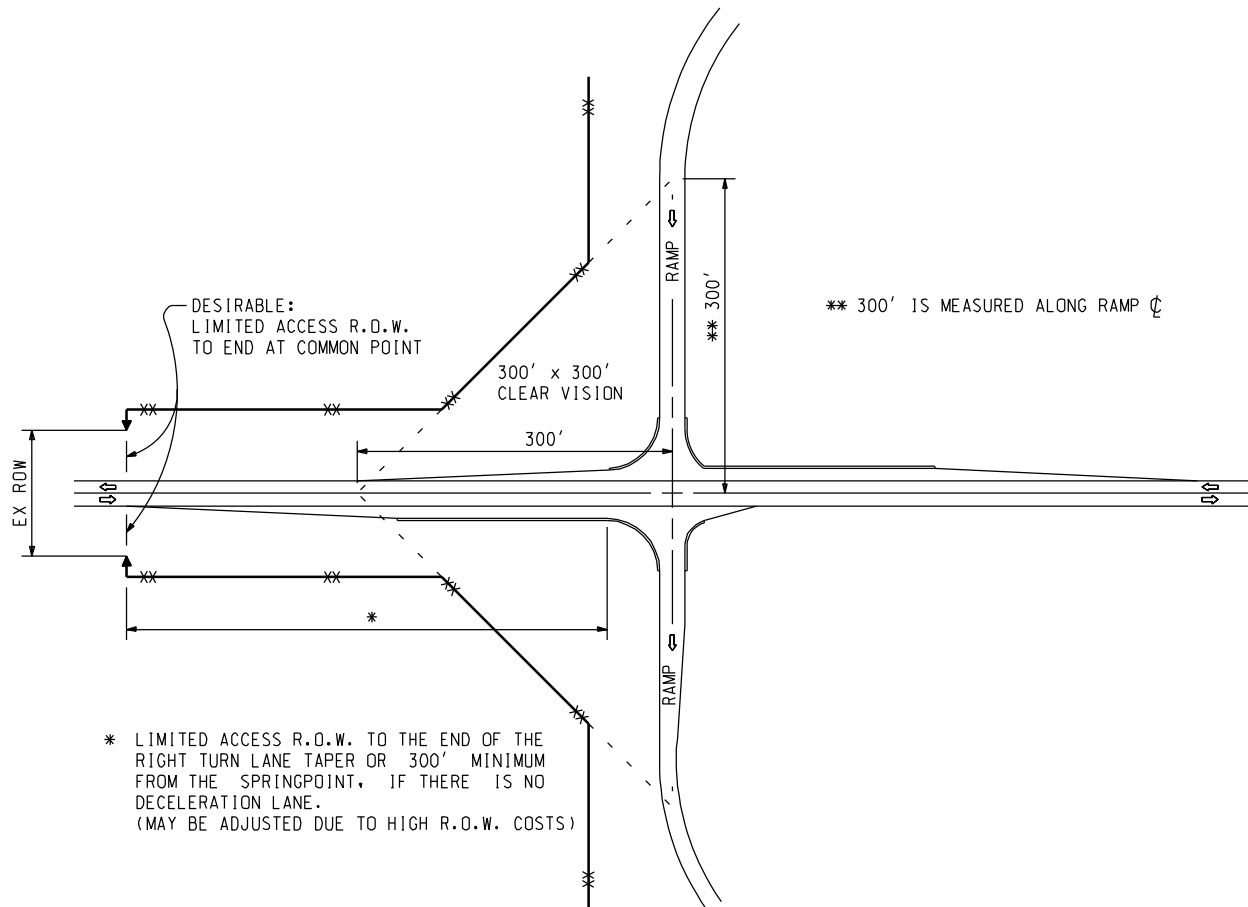
R.O.W. SKETCHES

The R.O.W. sketches included in this section should be considered general guidelines for depicting certain situations only. The sketches are not intended to show complete R.O.W. dimensioning for every situation.

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R.O.W. SKETCHES



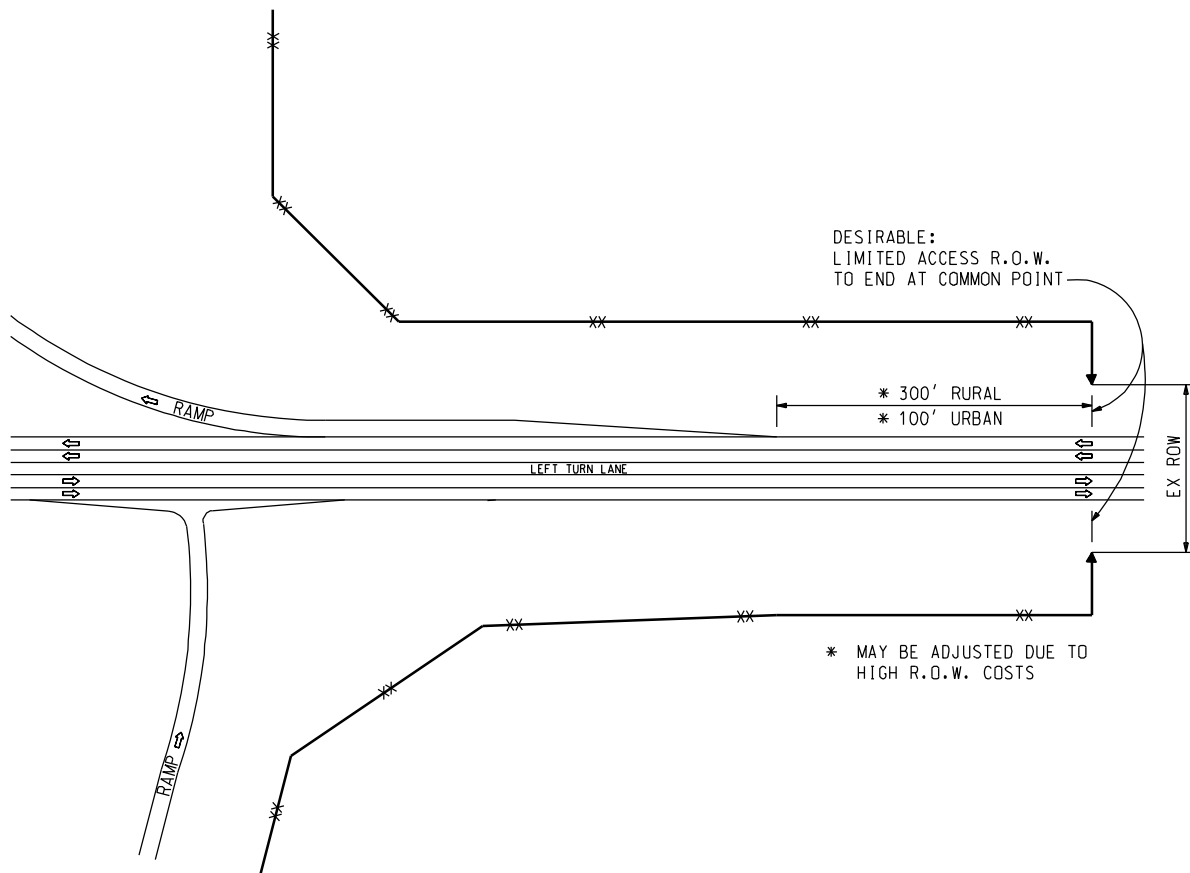
GUIDE FOR THE PURCHASE OF
LIMITED ACCESS R.O.W. AT RAMP TERMINAL (RURAL)

Figure 5.24.01

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



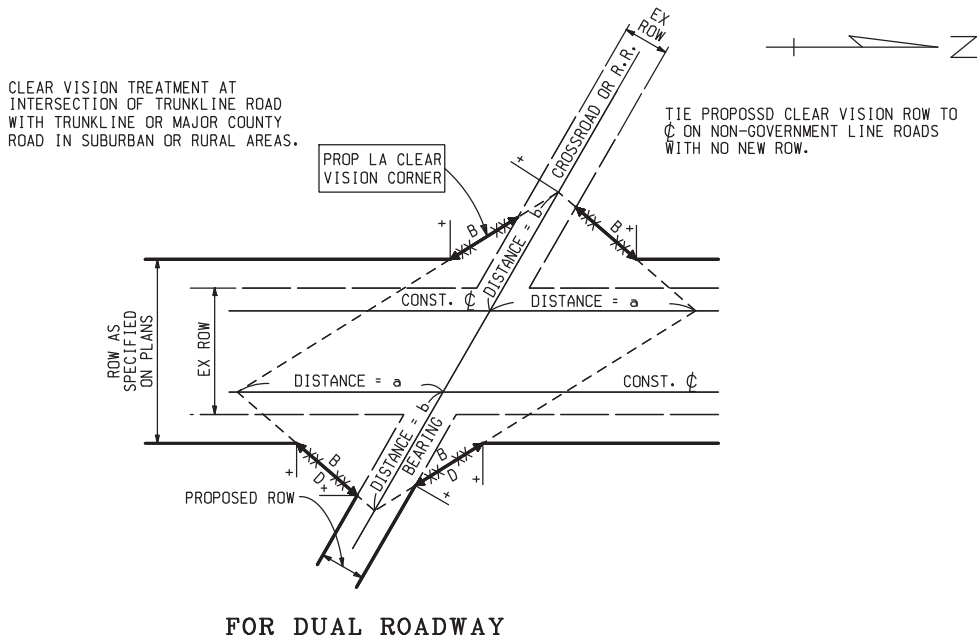
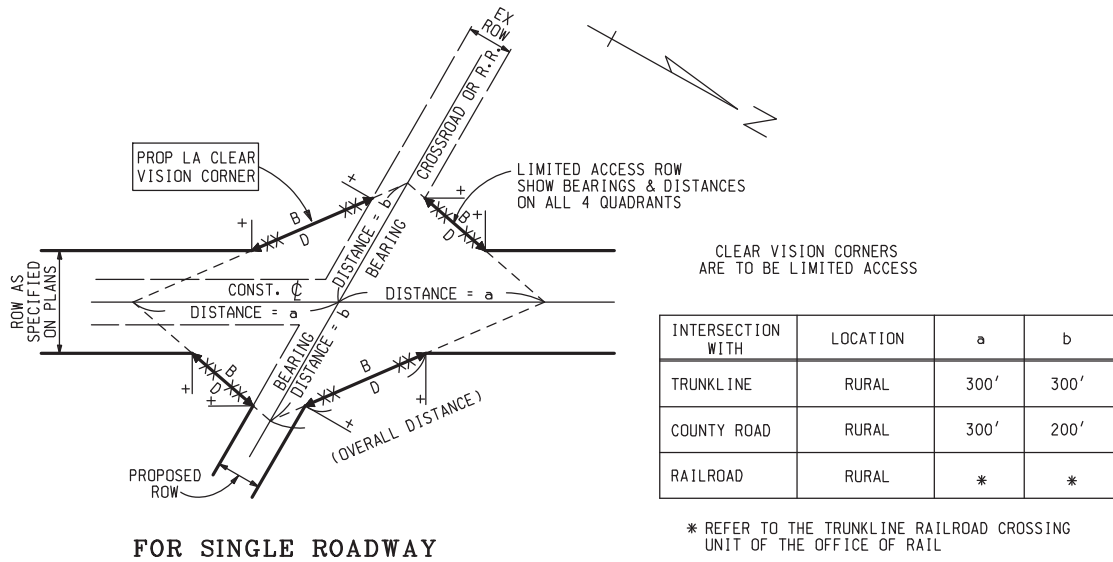
GUIDE FOR THE PURCHASE OF
LIMITED ACCESS R.O.W. AT RAMP TERMINAL

Figure 5.24.02

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



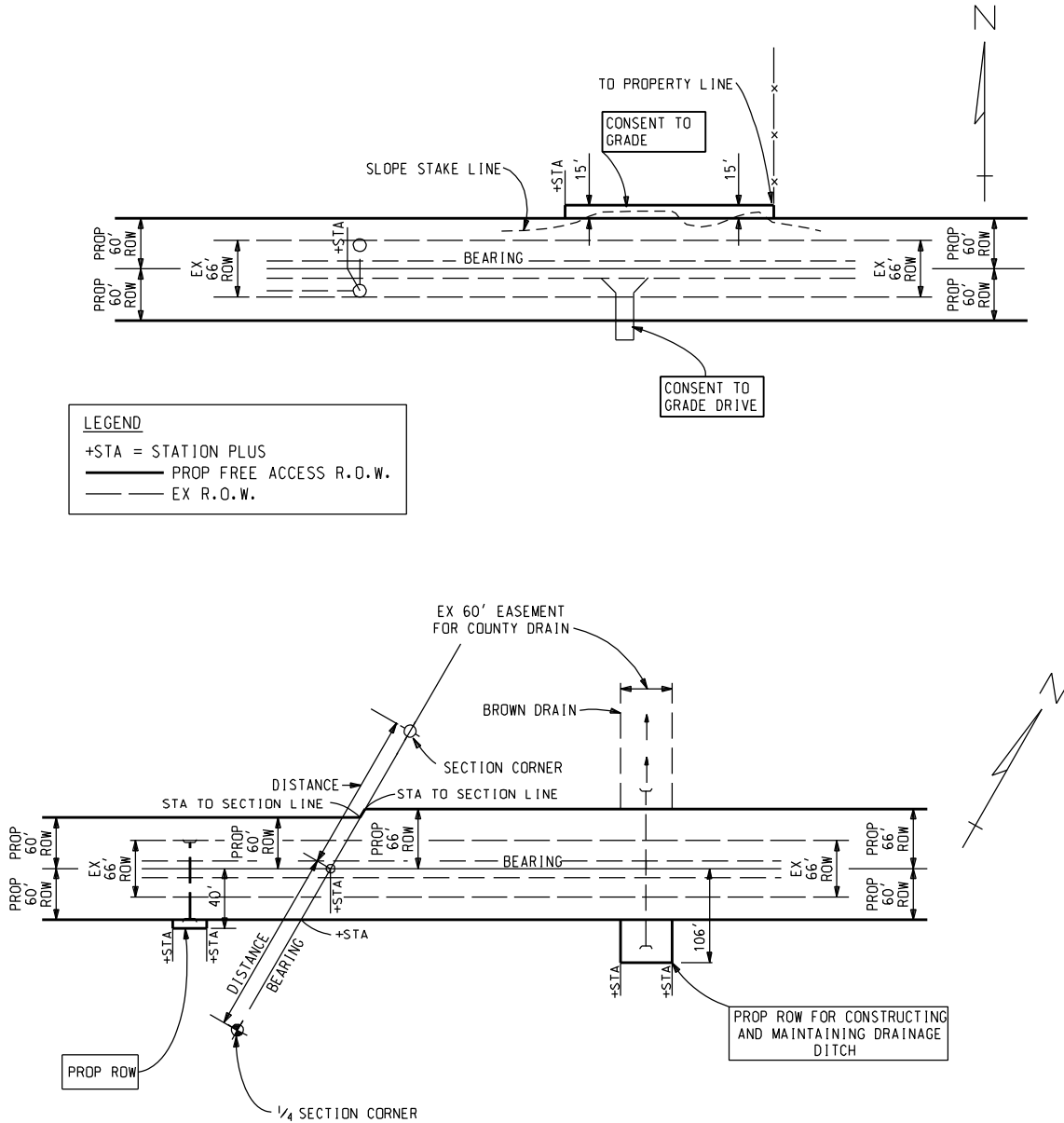
SKETCHES SHOWING DIMENSIONS FOR CLEAR VISION AREAS

Figure 5.24.03

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R.O.W. SKETCHES



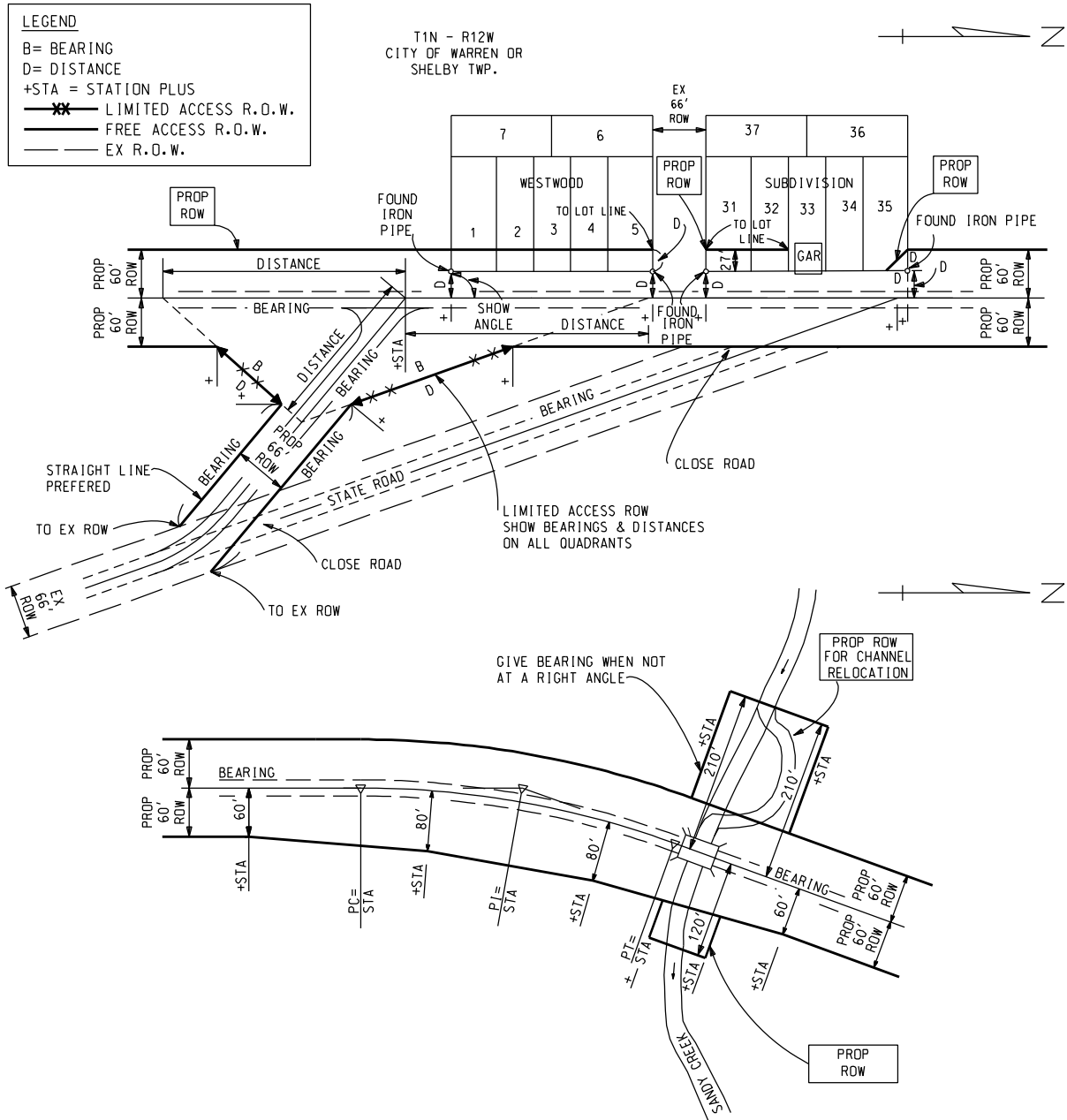
METHOD OF INDICATING
EXISTING OR ACQUIRED AND PROPOSED RIGHT OF WAY ON PLANS

Figure 5.24.04

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



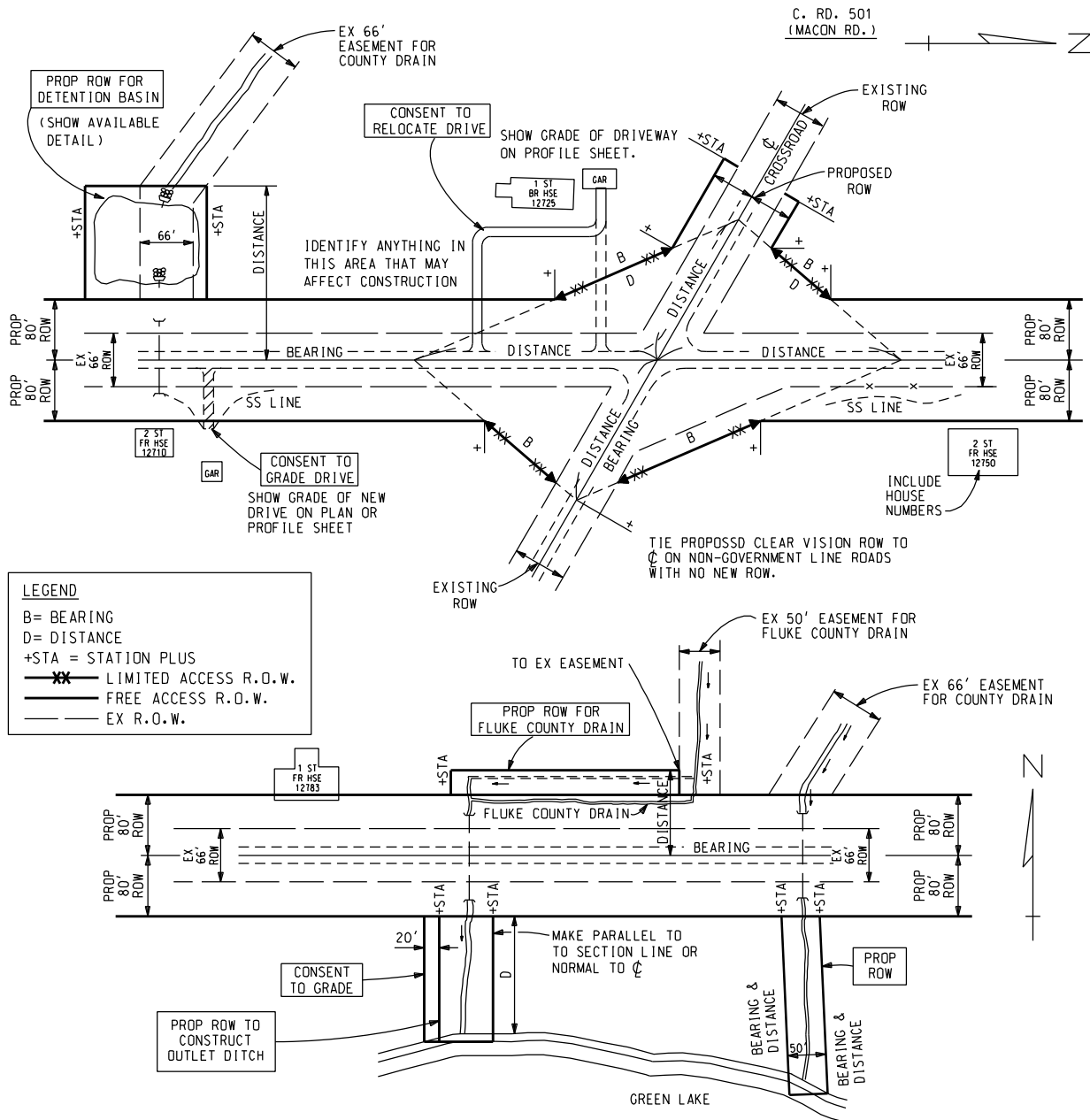
**METHOD OF INDICATING
EXISTING OR ACQUIRED AND PROPOSED RIGHT OF WAY ON PLANS**

Figure 5.24.05

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



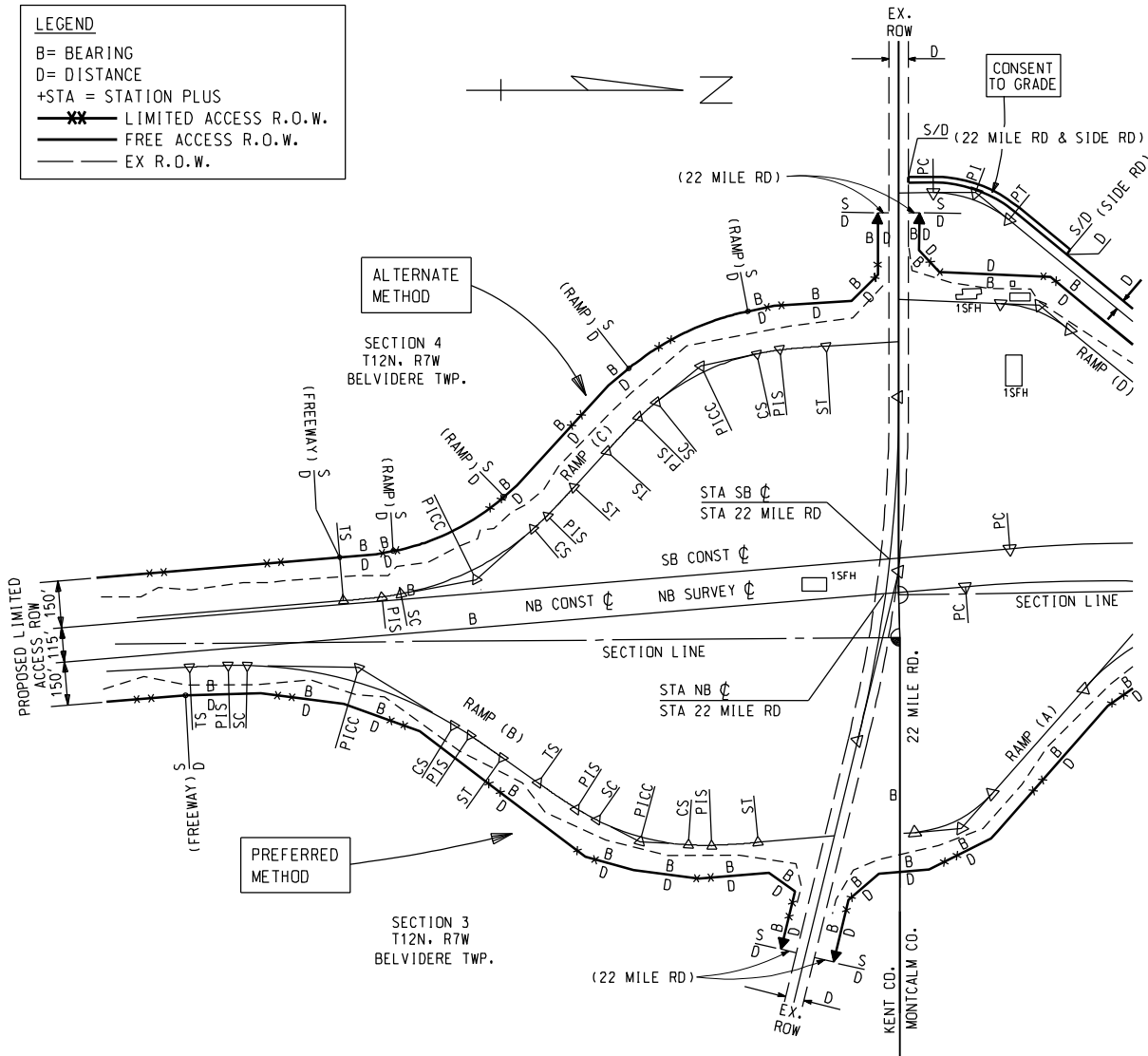
METHOD OF INDICATING
EXISTING OR ACQUIRED AND PROPOSED RIGHT OF WAY ON PLANS

Figure 5.24.06

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



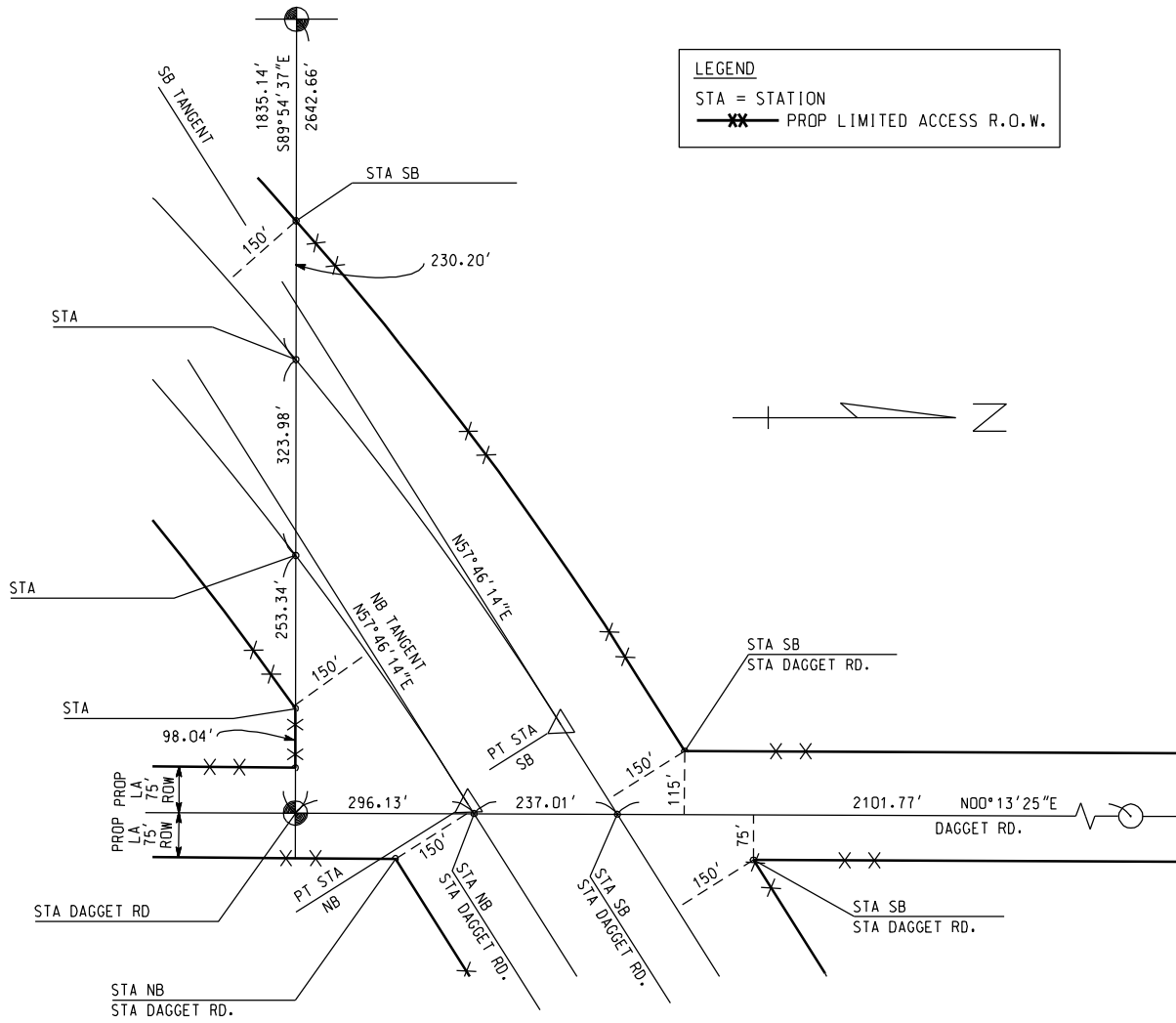
SAMPLE OF R.O.W. DIMENSIONS FOR RAMPS

Figure 5.24.07

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



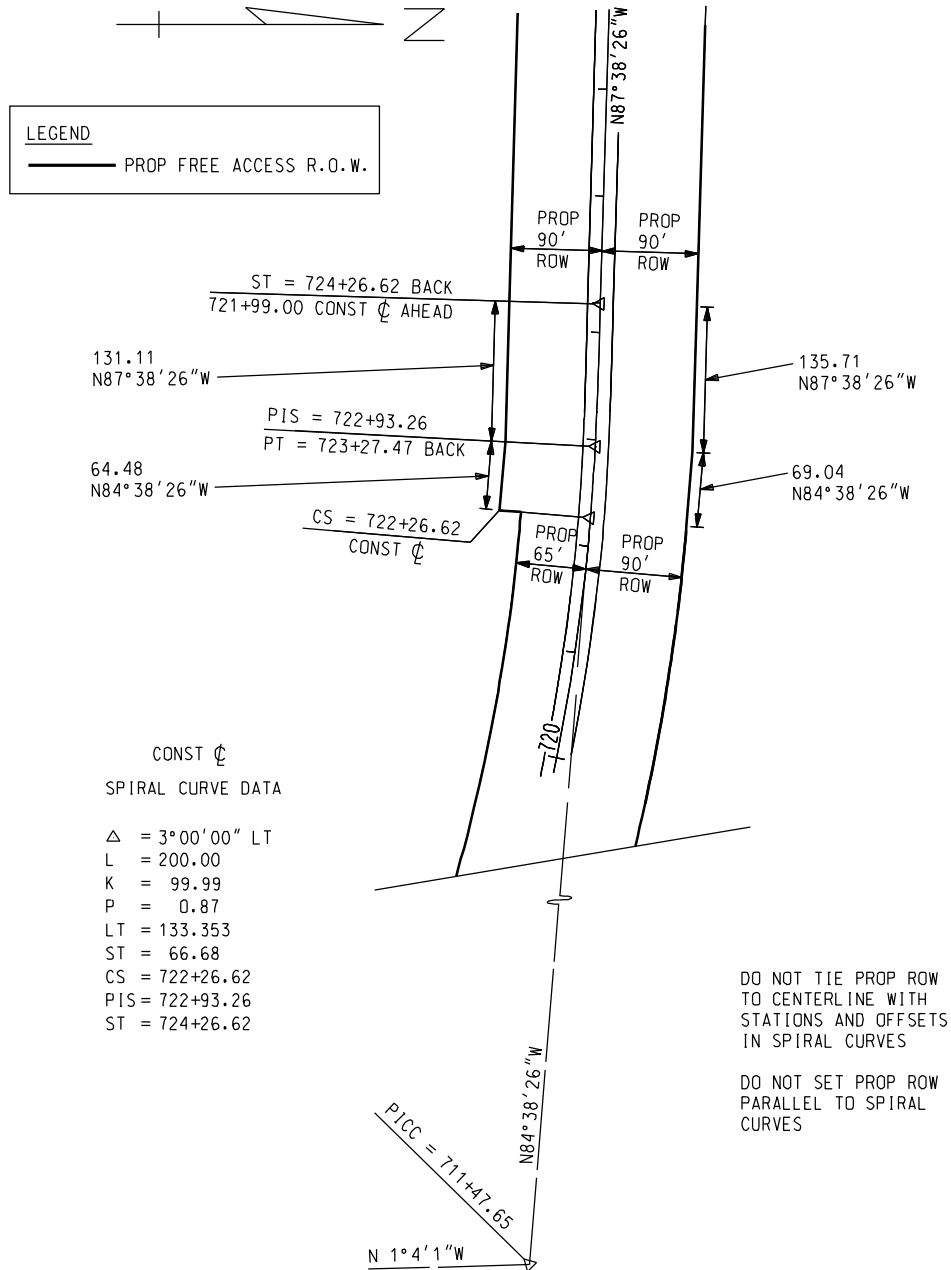
SAMPLE OF R.O.W. TIES
(NOT TO SCALE)

Figure 5.24.08

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R.O.W. SKETCHES



R.O.W. DIMENSIONING FOR SPIRAL CURVES

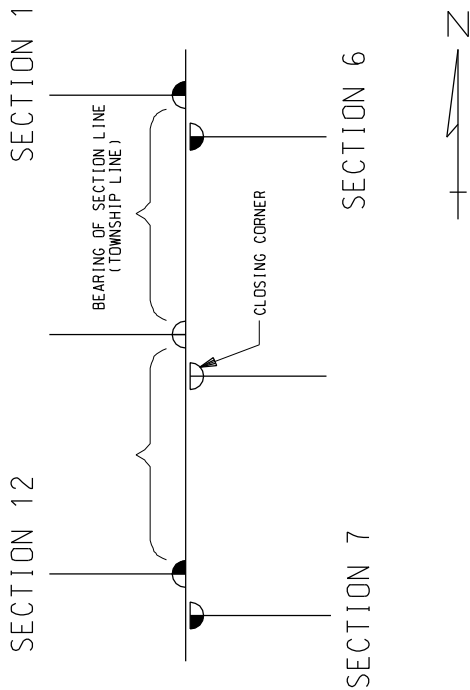
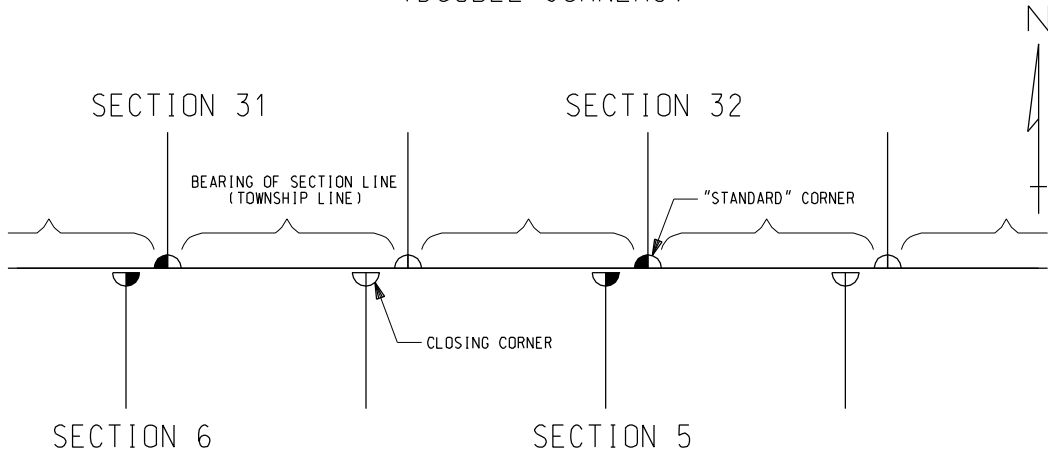
Figure 5.24.09

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES

SPLIT SECTION CORNERS (DOUBLE CORNERS)



CLOSING CORNER MUST FALL ON SECTION LINE DEFINED FROM THE SOUTH CORNERS OF SECTION TO THE NORTH OR THE EAST CORNERS OF THE SECTION TO THE WEST.

A CLOSING CORNER NOT ACTUALLY LOCATED ON THE LINE THAT WAS CLOSED UPON WILL DETERMINE ONLY THE DIRECTION OF THE CLOSING LINE, BUT NOT ITS LEGAL TERMINUS; THE CORRECT POSITION IS AT THE TRUE POINT OF INTERSECTION OF THE TWO LINES. DESIGNERS SHOULD NOT COMPUTE THIS INTERSECTION POINT.

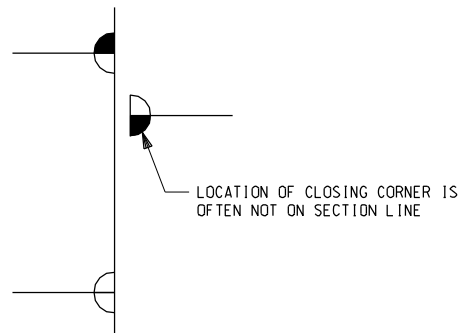
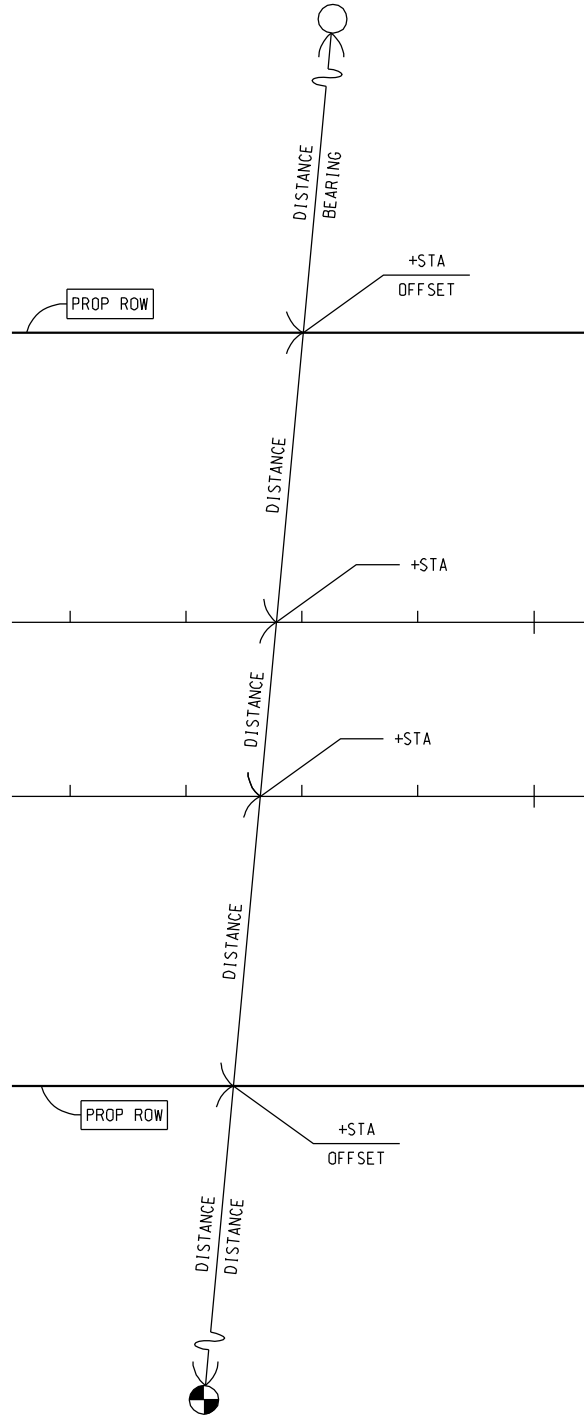


Figure 5.24.10

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



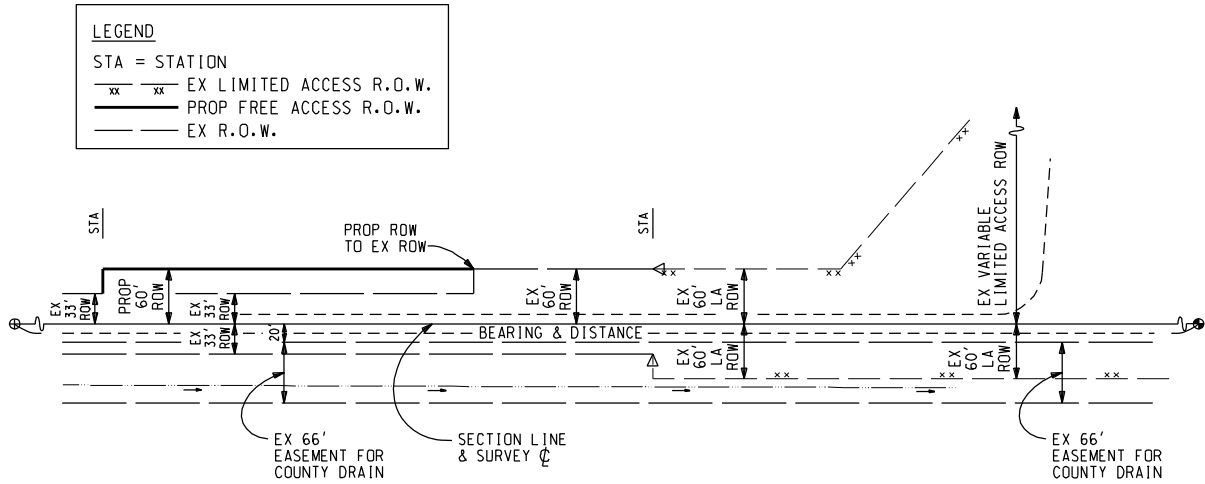
METHOD OF SHOWING TIES
TO GOVERNMENT CORNERS

Figure 5.24.11

MICHIGAN DESIGN MANUAL ROAD DESIGN

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R.O.W. SKETCHES



METHOD OF INDICATING
EXISTING OR ACQUIRED AND PROPOSED RIGHT OF WAY ON PLANS

Figure 5.24.12