



RIGHT OF WAY

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RIGHT OF WAY SCOPING

- Trying to put a dollar amount on the unknown.....
- There are no solid answers, if it can change, it probably will.....
- What may appear as a simple project can change in the blink of an eye.



GOVERNMENT AGENCIES:

- The Fifth Amendment of the Constitution
....nor shall private property be taken for public use without just compensation.
- Follow The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended.
- Follow the ODOT Right of Way Manual.

RIGHT OF WAY TIMELINES:

- Starts after Legal Descriptions have been received and project is authorized.
- One uncomplicated file will take on average 31-41 weeks or 7-9 months.
- One complicated file can take 47-77 weeks, or 11-18 months.
- *If your project has more than one file, additional time will need to be added.*



THINGS THAT TURN SIMPLE TO COMPLICATED:

- Relocation
- Railroad Acquisition
- Multiple owners
- Large Corporation
- Death of an owner
- Unknown owner/
Complex Title
Issues
- Historic Properties
- Owner out of
Country
- Bankruptcy
- Demolition
- Hazmat
- Tribal Lands
- Language/
Communication



SCOPING



Ownership:

Jackson County Property Data Online is a great resource.



View project area:

View the project in person or at minimum by Google Maps.



Impacts:

What is going to be impacted within the proposed Fee/Easement area?

THINGS TO WATCH FOR THAT COULD BE WITHIN THE AREA OF PROPOSED IMPACT:



- Private signs & Billboards
- Real Property
- Personal Property
- Septic Tanks
- Wells
- Fencing
- Irrigation
- Landscape
- Parking
- Trees and Crops
- All of these things have the potential of adding significant costs to the project if not included in the scoping estimate.
- (List is not all-inclusive)

In eminent domain appraising the land value of the larger parcel is valued to its highest and best use as if *vacant and ready for development*.

- Fair Market Value: “The amount of money, in cash, that property would bring if offered for sale by one who desired but was not obliged to sell, and was bought by one willing but not obliged to buy. It is the actual value of the property on the date of the taking, with all its adaptations to general and special uses, that is to be considered.” (ODOT R/W Manual 5.315)
- Sales Comparison Approach: Comparisons of bona fide comparable sales transactions to the subject property.
- Analyze current sales that are similar to the subject property.
- If the property is improved, determine the land only value.
- Arrive at an estimate of Real Market Value (RMV) for the subject Property.



PERSONNEL COSTS:

- Don't short change yourself, this can make or break a project.
- Staff time can include:
 - Research
 - Setting up files
 - Appraisal
 - Negotiation
 - Condemnation
 - Closing

SCOPING WORKSHEET:

- Fill out as much as possible
- Include any risks
- Include any assumptions

RIGHT OF WAY SCOPING WORKSHEET						
Project Name				Project Number		
	Begin	End	Begin	End		
Street / Road / Route	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00		
	0.00	0.00	0.00	0.00		
Type of Project	County		City		MPO	
Work Type						
Rural/Urban/Mixed						
Terrain						
Contact for Project:					R/W Cost Estimate	
Prepared By:			Date:		R/W Subtotal \$ -	
			Process Mgmt Subtotal (from AM Sheet) \$ -		Total R/W Estimate \$ -	
	Yes	No	N/A	Comment/Clarification		
RIGHT OF WAY REQUIRE						
Fee Parcels	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Permanent Easement(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Temporary Easement(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Rights of Entry	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Archy, Geo, Enviro	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Access Remedies	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Roadway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Slopes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Drainage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Utilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Sign(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Signals	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Aerial	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Sidewalk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Yes	No	N/A	Comment/Clarification		
Temporary Easements						
Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Demolition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
BLM	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Forest Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Corp of Engineers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
DSL Lands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Airport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Section 4F/6F Properties	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Wildlife Refuges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Historic Buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Recreational Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Right of Way Acquisition Impacts to Consider						
	Yes	No	N/A	Comment/Clarification		
Gas Stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Repair Shops	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Industrial Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Landfills	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Fuel Tanks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Privately Owned Wells	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Water Rights	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Irrigation Ditches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Septic Systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
On-Premise Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
On-Street & Drive-Through Signs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			



How do you “squeeze in” project improvements, i.e., sidewalks?



Where do you move existing improvements?



Addressing items in the existing right of way.

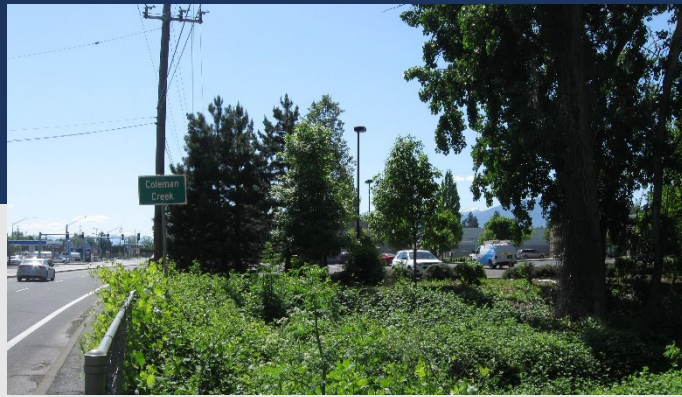


Improvements that must be reestablished, but may not meet code requirements.

Double Check the Scope



Historic properties and reconsidering scope.



Ensuring all scope is considered.



Remember to include everyone!

Detailed Scoping Notes



Make notes regarding potential impacts to businesses and residences.



Pay attention to the smallest details.



Private utilities are important in scoping.

