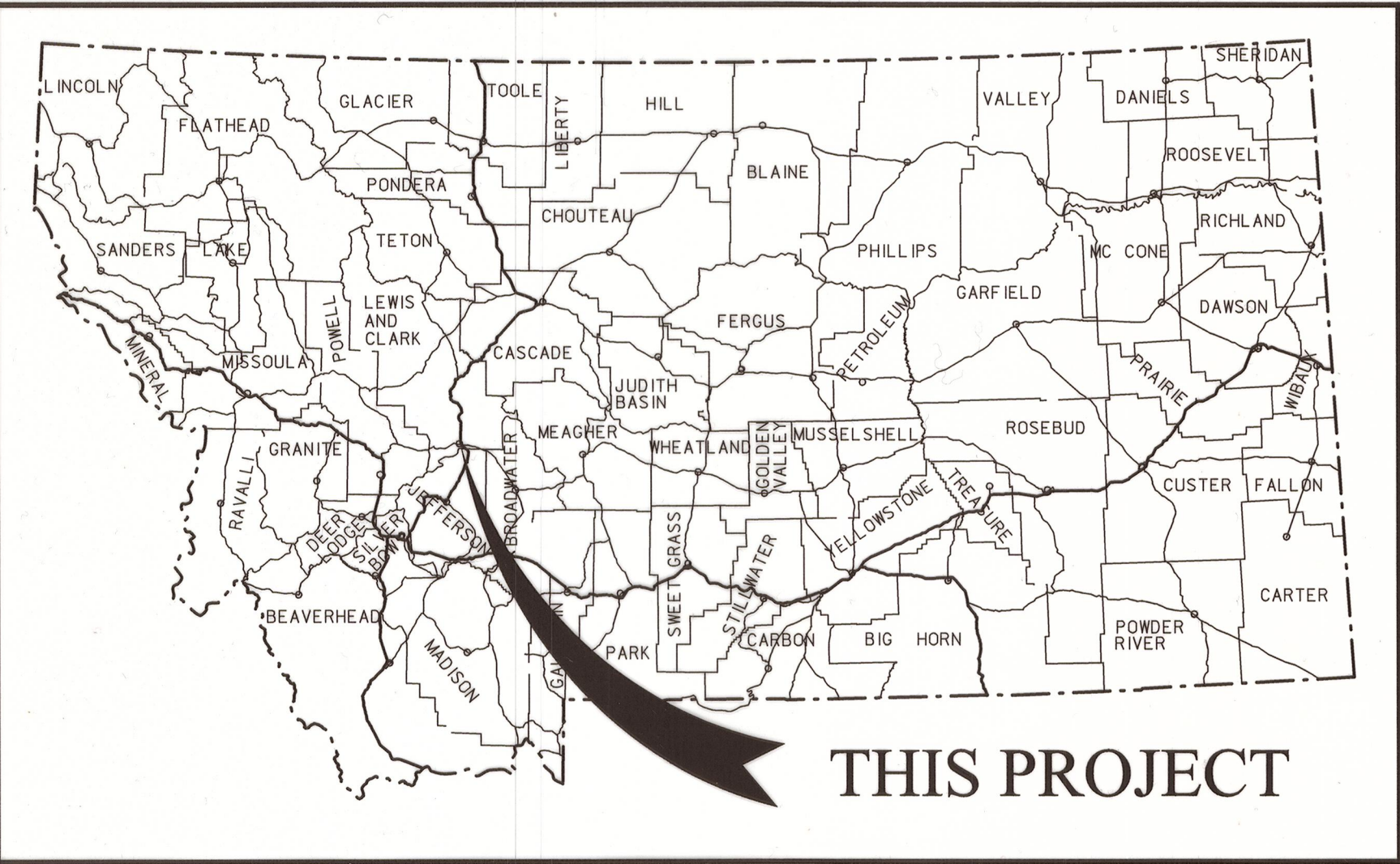


PLANS

NOT

TO

SCALE



MONTANA DEPARTMENT OF TRANSPORTATION

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		1	3
R/W ID.		NH 8-2(85)42	
PROJECT NO.		4014-085	

BENTON & LYNDAL-HELENA

RIGHT OF WAY PLAN FEDERAL AID PROJECT NH 8-2(85)42 BENTON & LYNDAL-HELENA LEWIS AND CLARK COUNTY

LENGTH 0.2 MILES

SEE SHEET NO. 2 FOR OWNERSHIP NAMES, ADDRESSES, AREAS, ETC.

PLAN LEGEND

- PROPOSED RIGHT OF WAY LINE
- EXISTING RIGHT OF WAY LINE
- RAILROAD RIGHT OF WAY LINE
- RIGHT OF WAY BASELINE
- STK'D CENTERLINE
- SECTION LINE
- OWNERSHIP BOUNDARY
- FULL ACCESS CONTROL
- LIMITED ACCESS CONTROL
- EXISTING ACCESS CONTROL
- PRESENT TRAVELED WAY (P.T.W.)
- FENCE LINE
- EXISTING GUARDRAIL
- PROPOSED GUARDRAIL
- GATE IN FENCE
- CATTLE GUARD: EXIST. - PROPOSED
- SECTION CORNER
- 1/4 SECTION CORNER
- CLOSING CORNER
- MEANDER CORNER
- CENTER OF SECTION
- 1/16 SECTION CORNER FOUND
- RIGHT OF WAY MONUMENT
- PROPERTY CORNER PIN
- POWER POLE IN PLACE
- TELEPHONE POLE IN PLACE
- TELEGRAPH POLE IN PLACE
- LIGHT POLE
- PROPOSED CULVERT
- EXISTING CULVERT
- OUTLET DITCH
- INLET DITCH
- EXISTING DITCH
- CHANNEL CHANGES
- DITCH BLOCK
- RIPRAP
- BRIDGES
- RAILROADS
- PARCEL NUMBERS
- APPROACH: EXIST.- PROPOSED

LEWIS & CLARK COUNTY

ASSOCIATED PROJECTS
NH 8-2(49)42 PE
RELATED PROJECTS
F-FG 376(2)
F-FG 249(12)
F-249(12)

THIS CONTRACT

RP 42+0.848 TO RP 42+1.048 LYNDAL-HELENA

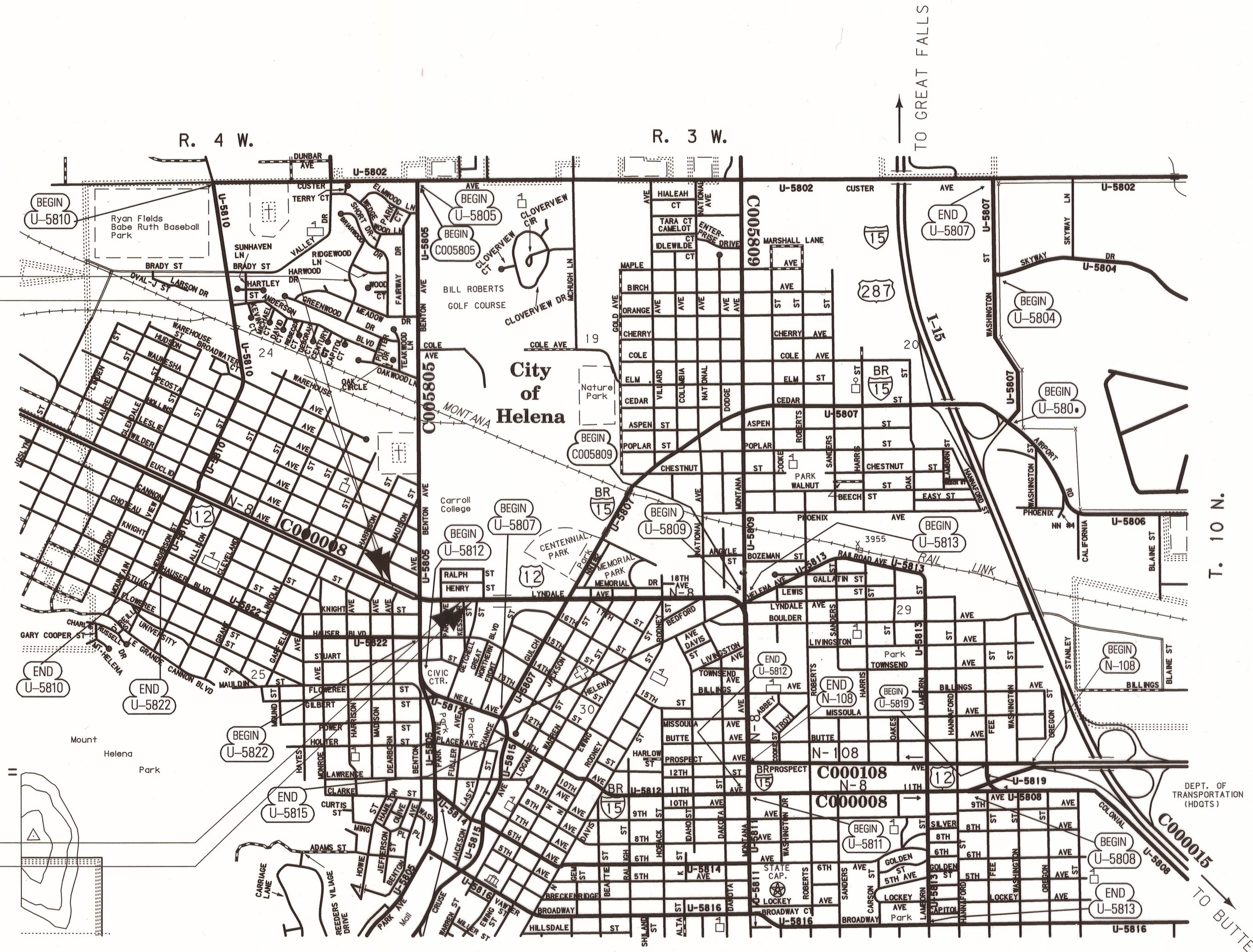
RP 1+0.283 TO RP 1+0.066 BENTON AVE

STA 12+68.16
BEGIN CONNECTION

STA 12+98.16
BEGIN NH 8-2(55)42 =
STA 3+00.2 U-249(14)

STA 7+00.52 U-UG-376(3) =
STA 23+56.19
END NH 8-2(55)42

STA 23+86.19
END CONNECTION



CONSTRUCTION LIMITS	MAP REVISED
CUT SECTION	
TRANSITION	
TOE OF FILL	
BACKSLOPE LIMITS	
INCLUDE ROUNDING	
3	MDTA MONTANA DEPARTMENT OF TRANSPORTATION
2	9/11/2014
1	7:17:54 AM CPS - U1068

[illegible]

R/W BREAK COORDS: 4014ROBRK001.TXT
R/W BASELINE COORDS: 4014ROBAS001.TXT
ALL FILES ARE LOCATED ON THE CADD SERVER
IN THE RO DIRECTORY, UNDER PROJECT: 4014

NOTES:

1. THE PROPOSED R/W LINE WHERE A SPIRAL CURVE TRANSITION IS USED IS A CHORD RATHER THAN A CONCENTRIC CURVE.
2. ALL STATIONS AND OFFSETS FOR R/W BREAKS ARE IN REFERENCE TO THE R/W BASELINE.

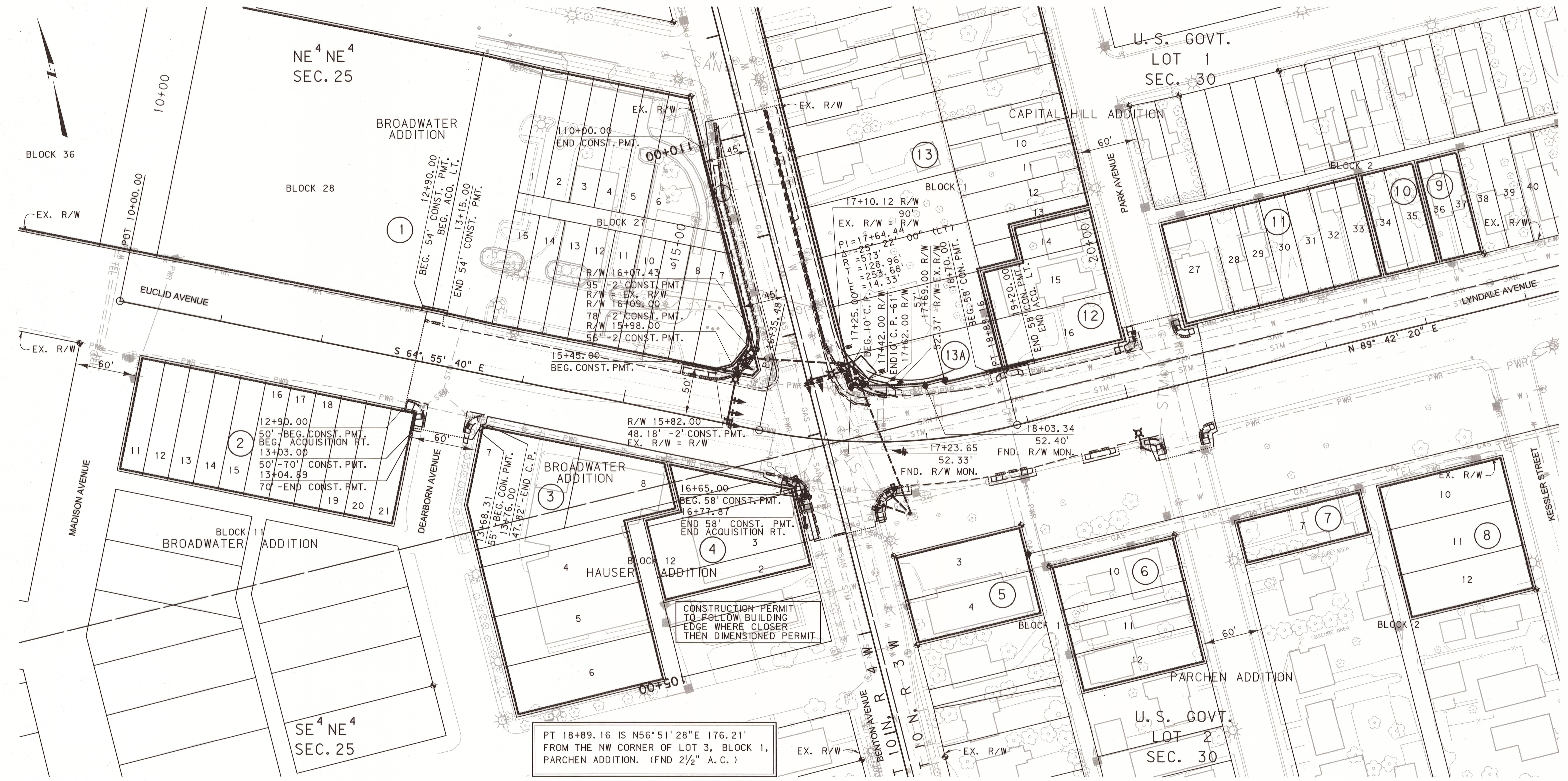
NH 8-2(85)42 SHT 2 OF 3

SEE SHEET NO. 2 FOR OWNERSHIP NAMES, ADDRESSES, AREAS, ETC.

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		3	3
R/W ID.	NH 8-2(85)42		
PROJECT NO.	4014-085		

BENTON & LYNDAL-HELENA

HELENA



PT 18+89.16 IS N56°51'28"E 176.21'
FROM THE NW CORNER OF LOT 3, BLOCK 1,
PARCHEN ADDITION. (FND 2 1/2" A.C.)

CONSTRUCTION LIMITS

TOP OF CUT

CUT SECTION

TRANSITION

TOE OF FILL

BACKSLOPE LIMITS

INCLUDE ROUNDING

MAP REVISED

5-7-12

6-18-12

6-4-13

FWHA/MDT APPROVAL

8-8-11

MDT

MONTANA DEPARTMENT OF TRANSPORTATION

c:\dgn\4014\ropln003.dgn

9/11/2014

7:18:09 AM

CPS - U1068

- NOTES:
1. THE PROPOSED R/W LINE WHERE A SPIRAL CURVE TRANSITION IS USED IS A CHORD RATHER THAN A CONCENTRIC CURVE.
 2. ALL STATIONS AND OFFSETS FOR R/W BREAKS ARE IN REFERENCE TO THE R/W BASELINE.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

LEWIS AND CLARK COUNTY

SCALE 1"=50'

0 50' 100' 150'