

MONTANA DEPARTMENT OF TRANSPORTATION

	STATE	RIGHT OF			SHEET	TOTAL				
	JIAIL			WAY	NO.	SHEETS				
	MONTANA	1010111			1	2				
	R/W ID.		TA 41(78)							
	PROJECT	NO.	8687-078-000							

S-373 PED BRIDGE-WOODSIDE

SEE SHEET NO. 2 FOR OWNERSHIP

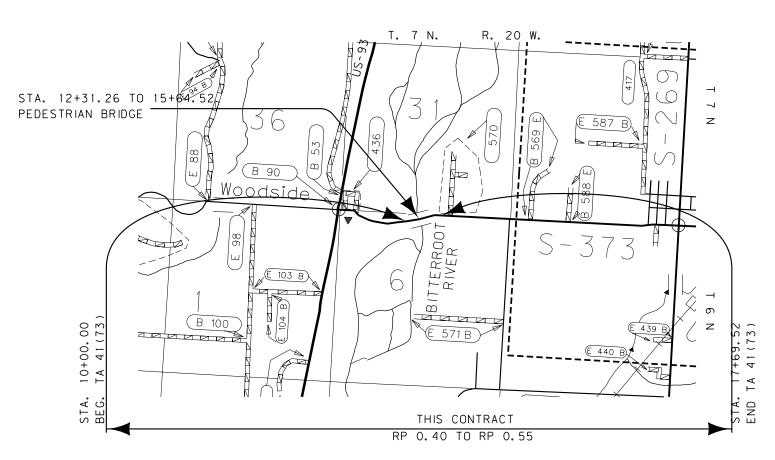
NAMES, ADDRESSES, AREAS, ETC.

RIGHT OF WAY PLAN FEDERAL AID PROJECT TA 41(78) S-373 PED BRIDGE-WOODSIDE

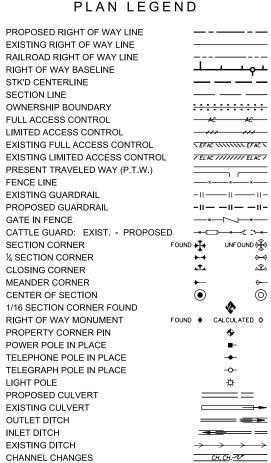
RAVALLI COUNTY

LENGTH 0.15 MILES

R 20 W



PLAN LEGEND





889

MAP REVISED 1-31-17 CONSTRUCTION LIMITS CUT SECTION TOP OF CUT TRANSITION TOE OF FILL -_ MONTANA DEPARTMENT OF TRANSPORTATION

DITCH BLOCK

RIPRAP

BRIDGES

RAILROADS

PARCEL NUMBERS

APPROACH: EXIST-PROPOSED

GRID STATE PLANE COORDINATES

THIS IS A STATE PLANE COORDINATE PROJECT. ALL DIMENSIONS, DISTANCES AND AREAS ON THIS PROJECT ARE GRID, EXCEPT FOR THE EXISTING R/W WIDTH DIMENSION. WHICH IS RECORD. THE COMBINATION SCALE FACTOR IS 0.99930313

			OWNERS	HIP									STATE	OF WAY NO. SHEET
D. 2.2=:			TOTAL	GROSS R/W	EX. EASE.		REMA	AINDER	CONST. PMT.	EASEMENT	SHEET	1	MONTANA	2 2
PARCEL	NAME	ADDRESS	AREA	AREA	AREA	NET AREA	LEFT	RIGHT	AREA	AREA	NO.	1	R/W ID.	TA 41(78
1	STATE OF MONTANA - DNRC	1625 11TH AVE., HELENA, MT 59601		0.80 AC		0.80 AC					2	-	PROJECT NO.	8687-078-000
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		 				R/W LINE L L T			•/ <u>•</u>	ļ.				
		SE ⁴ SW ⁴				= R/W ON LT								
				11104 50		SITE ST	<u>.</u>	R/W LINE LT	;/: :/•					
		PI=10+68. δ Δ =0° 50'	39 (LT) ∑ 9 PI	= 11+84.50 = 0° 50' 09" (RT)	EX. R/W = B PROP. L ACQUISITION	·\.	" .X	•/.* •/*					
		R =2,500' T =18.24	R T	= 2, 500 = 18.24'		I	*)*	R/W = PROP. JISITION	<i>.</i>	P	PI = 17+33.19 N = 1° 43' 14"	(LT) CW4 CF	4	
		L = 36.47' E = 0.07'	L E	= 11+84.50 = 0° 50' 09" (= 2,500' = 18.24' = 36.47' = 0.07'		BEG.	:/: :/:	EX. R © PI ACOUIS	·/.	R	R = 1,000' F = 15.02'	SW ⁴ SE SEC. 3		
	T 7 N, R 20 W						•/•			Ĺ	= 30.03'	SEC. 3		
		EX. R/W 0 5 5					NEW R/	W END	y=15+87.02	•	OL I			
	T 6 N, R 20 W					\ <u>;</u>				(RT	17+69.5			
		0 0 0 0 0 0 0 0 0 0	E						L = 36.89'			EX. R/W	T 7 N D 24	> W
						\$ <u>`</u> ./	/ \			2 2		- 	T 7 N, R 20) W
			nn	**) ~ (/			1 56			T 🔓 N, R 20	$\overline{\mathbb{W}}$
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		5 88° 41' 29" E S 89°	31' 38" E		· /· · · · · · · · · · · · · · · · · ·	S 88° 41' 29%	/c 	\$(4 \ \$\frac{\pi_1 \cdots}{2} \ \]	2 86.	34' 40" E	S 88°	17' 55" E		
	S-373 (WOODSIDE CUTOFF)				<u>/</u>		Ų		-	450.		# = = = = 		
	.09		PC	F				•}• / `			-		■ - ²⁰	
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	EX. R/W		-66.	<u>\</u> . \dot{\dot{\dot}}		RIVEA			† † † † † † † † † † † † † † † † † † †	·	-0	(30)	EX. R/W	
	CTA 10		26	, Z	<i>.</i>	1/4		<i>;</i> ;; 1:	46			CTA	17.CO E2	
	STA. 10	1+UU. UU / A		18 14 14 14 14 14 14 14 14 14 14 14 14 14	8177EAR2	\$ / (1		₩./	i				17+69.52 TA 41(73)	
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			× ,	<i>Z</i> /•	77	/	الآسببببر.	SITIC	 					
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			, M	ACO.			=	A A C	1			U.S.	GOVT.	
	U.S. GOVT	•	: :	BEG. ACQUISITION RT			X 4	END T				LOT	2	
	LOT 3		ШI	BE								SEC.		
	SEC. 6													
CONSTRUCTION TOP 0	LIMITS MAP REVISED 12-27-16													
CUT SECTION TOP 0			_	DID CT:-	E D	00055	T.C.							
TRANSITION						COORDINA						MC	ONTANA DEPARTMENT	
TOE OF FILL	FHWA/MDT APPROVAL	NOTES:	DI	MENSIONS, DIS	TANCES AND A	DINATE PROJECT AREAS ON THIS I	PROJECT						RIGHT OF V	
3	12-16-16	 THE PROPOSED R/W LINE WHERE A SPIRAL CURVE TRANSITION IS USED IS A CHORD RATHER THAN A CONCENTRIC CURVE. 	AF		PT FOR THE E	EXISTING R/W WIL							RAVALLI	
	OF TRANSPORTATION	RATHER THAN A CONCENTRIC CURVE. 2. ALL STATIONS AND OFFSETS FOR R/W BREAKS ARE IN REFERENCE TO THE R/W BASELINE.				OR IS 0.999303	13						SCALE 1	
1	1:51:33 PM CPS - U1757	ARE IN REFERENCE TO THE R/W BASELINE.											0 50'	100' 150'