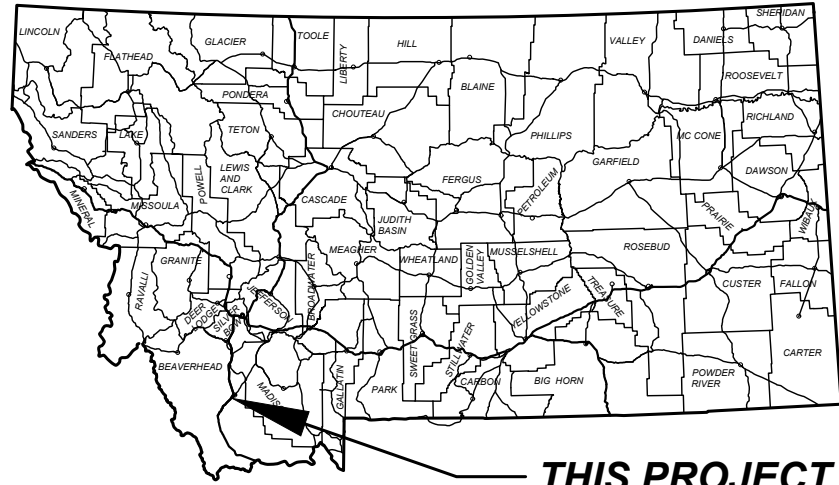


GRID STATE PLANE COORDINATES
THIS IS A STATE PLANE COORDINATE PROJECT. ALL DIMENSIONS, DISTANCES AND AREAS ON THIS PROJECT ARE GRID. EXCEPT FOR THE EXISTING RW WIDTH DIMENSION, WHICH IS RECORD.
THE COMBINATION SCALE FACTOR IS 0.9996650425

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN FEDERAL AID PROJECT HSIP 222-1(9)2 SF 179 CURVE S OF DILLON BEAVERHEAD COUNTY



THIS PROJECT

PLAN LEGEND

- PROPOSED RIGHT OF WAY LINE
- EXISTING RIGHT OF WAY LINE
- RAILROAD RIGHT OF WAY LINE
- RIGHT OF WAY BASELINE
- SECTION LINE
- OWNERSHIP BOUNDARY
- FULL ACCESS CONTROL
- LIMITED ACCESS CONTROL
- EXISTING FULL ACCESS CONTROL
- EXISTING LIMITED ACCESS CONTROL
- SECTION CORNER
- FOUND SECTION CORNER
- UNFOUND SECTION CORNER
- CLOSING CORNER
- MEANDER CORNER
- CENTER OF SECTION
- 1/8 SECTION CORNER FOUND
- RIGHT OF WAY MONUMENT
- FOUND RIGHT OF WAY MONUMENT
- CALCULATED RIGHT OF WAY MONUMENT
- PROPERTY CORNER PIN
- PARCEL NUMBERS
- RAILROADS
- EXISTING DITCH
- CONSTRUCTION LIMITS
- CUT SECTION
- TOE OF FILL

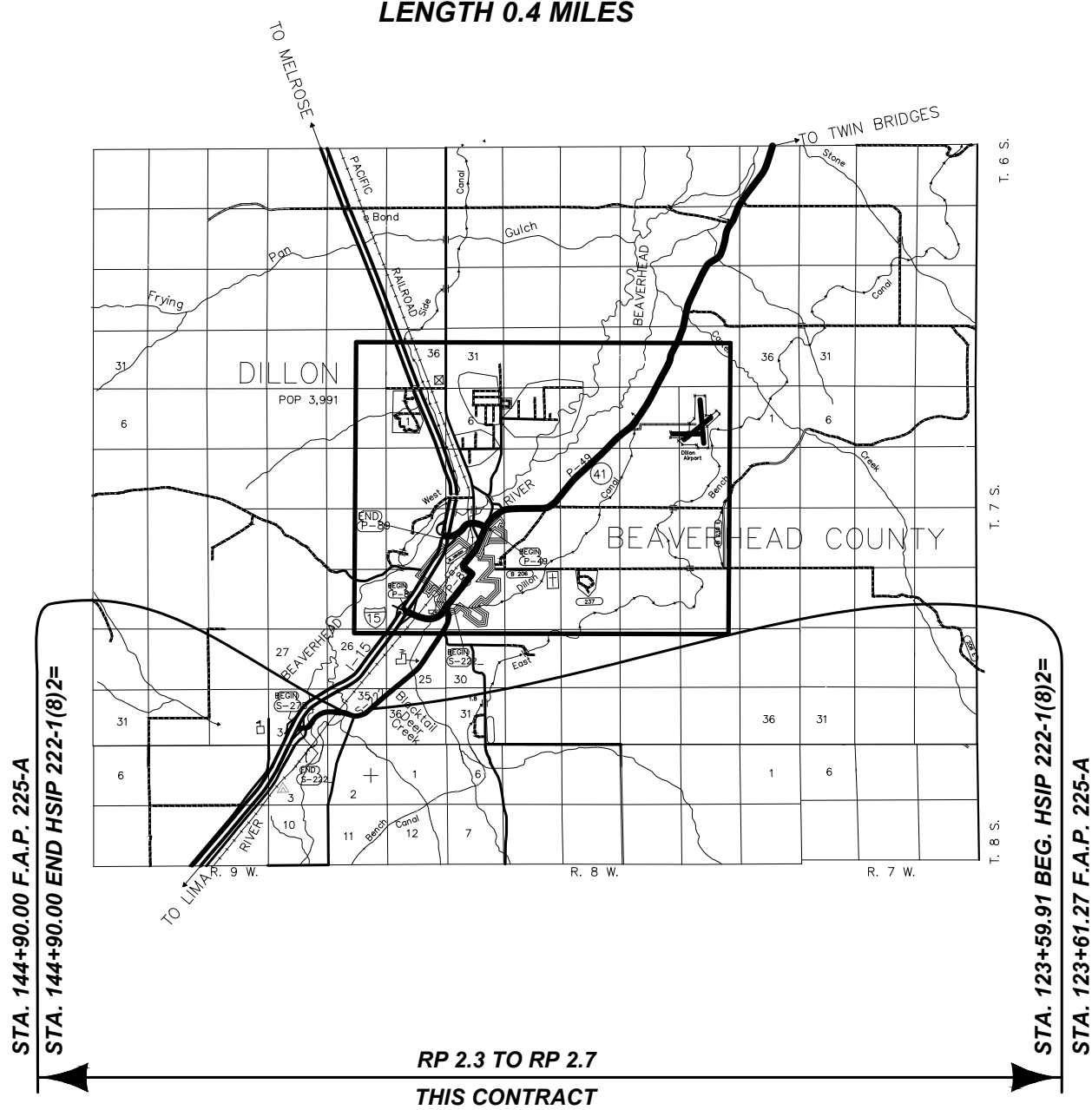
ASSOCIATED PROJECT AGREEMENT NUMBERS

R/W	
I. C.	
P. E.	HSIP 222-1(7)2

RELATED PROJECTS

FAP 255-A

LENGTH 0.4 MILES



RP 2.3 TO RP 2.7
THIS CONTRACT

FOR EXISTING RW RETRACEMENT, SEE CERTIFICATE OF SURVEY 1951BR

PROJECT NAME
SF 179 CURVE S OF DILLON

COUNTY
BEAVERHEAD COUNTY

PROJECT ID
HSIP 222-1(9)2

UPN
9602-009-000

FHWA/MDT APPROVAL: 07/12/2024

MAP REVISED: 08/29/2024

09/07/2024

10/21/2024

9602000ROTTL001.DWG

MONTANA
Department of Transportation



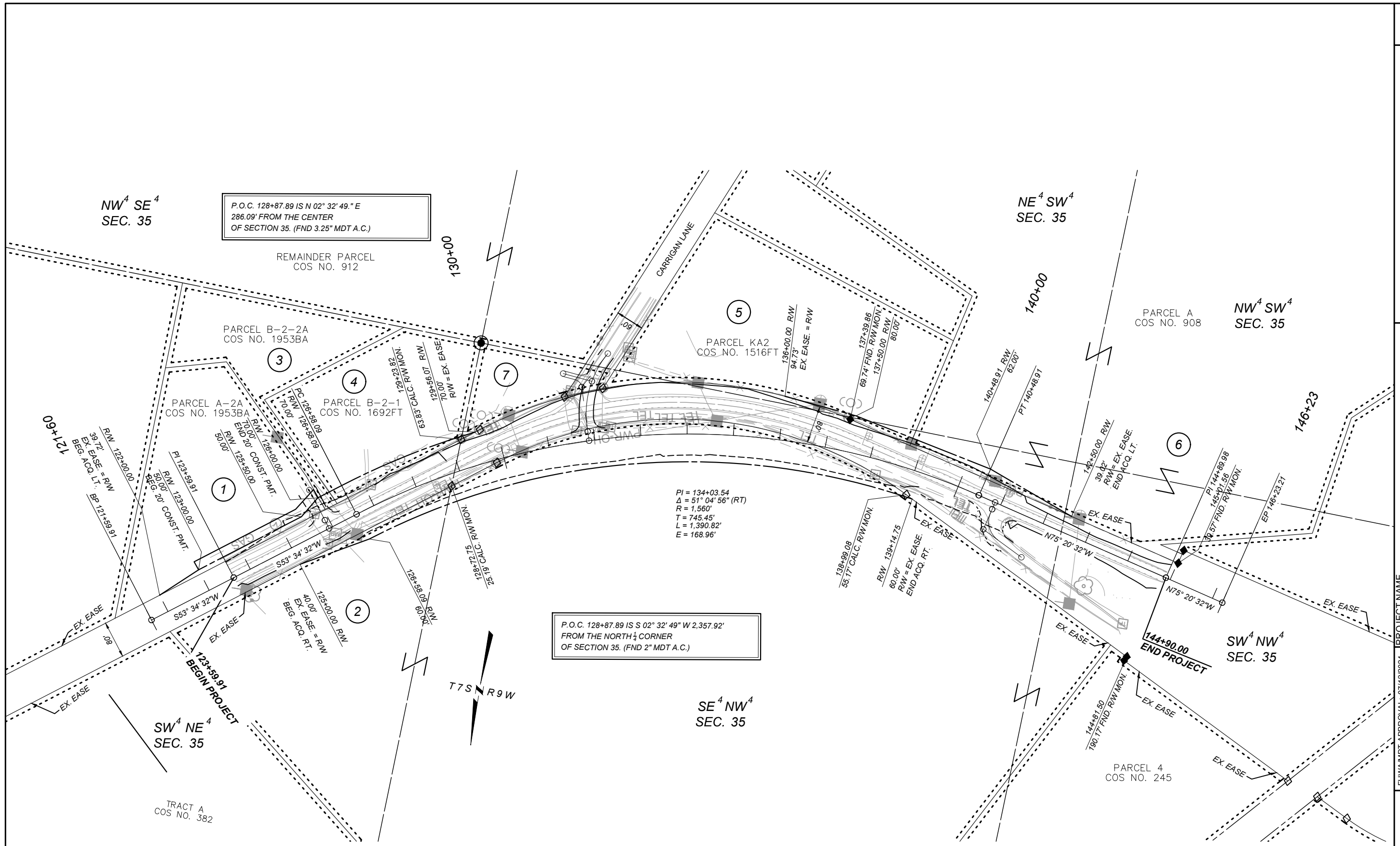
RIGHT OF WAY PLAN

GRID STATE PLANE COORDINATES
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THE COMBINATION SCALE FACTOR IS 0.999650425

PROJECT NAME
SF 179 CURVES OF DILLON
COUNTY
BEAVERHEAD COUNTY
PROJECT ID
HSIP 222-1(9)2
UPN
9602-009-000

FHWAMDT APPROVAL: 07/12/2024
MAP REVISED: 8/29/2024
09/07/2024
10/21/2024
9602000R0PLN0012.DWG

MONTANA
Department of Transportation
RIGHT OF WAY PLAN
10/20/2024 10:56 PM



P.O.C. 128+87.89 IS N 02° 32' 49." E
286.09' FROM THE CENTER
OF SECTION 35. (FND 3.25" MDT A.C.)

P.O.C. 128+87.89 IS S 02° 32' 49" W 2,357.92'
FROM THE NORTH 1/4 CORNER
OF SECTION 35. (FND 2" MDT A.C.)

FOR EXISTING R/W RETRACEMENT, SEE
CERTIFICATE OF SURVEY 1951BR

- 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.

