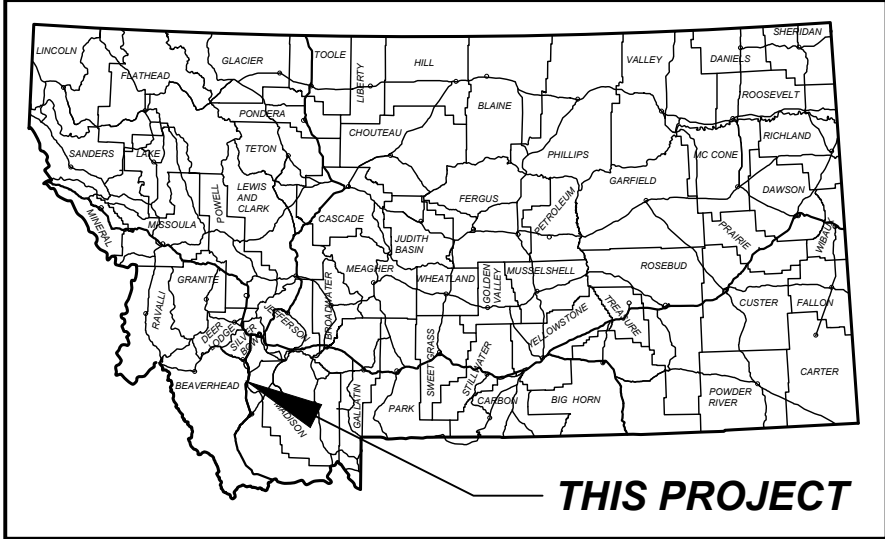




THIS PROJECT

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

FEDERAL AID PROJECT STPB 81001(12)

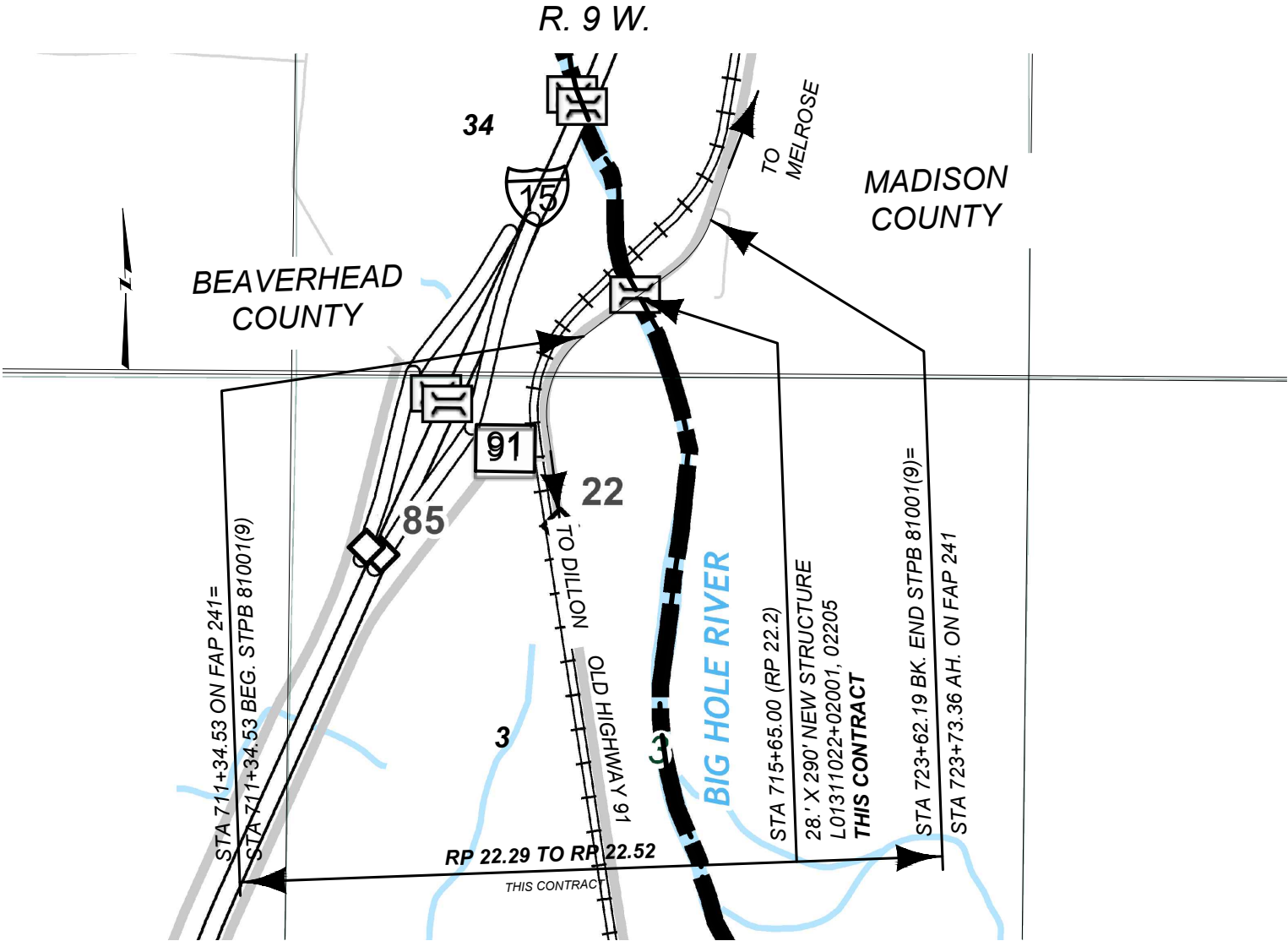
BIG HOLE RIVER - 22M N DILLON

BEAVERHEAD AND MADISON COUNTIES

LENGTH 0.2 MILES

T. 3 S.

T. 4 S.



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	AG AG
LIMITED ACCESS CONTROL	---
EXISTING FULL ACCESS CONTROL	EFAC
EXISTING LIMITED ACCESS CONTROL	ELAC
SECTION CORNER	FOUND UNFOUND
1/4 SECTION CORNER	---
CLOSING CORNER	---
MEANDER CORNER	---
CENTER OF SECTION	---
1/8 SECTION CORNER FOUND	FOUND 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	STPB 81001(12)
I. C.	
P. E.	STPB 9001(65)

RELATED PROJECTS

FAP_241-B
FI_241(10)

FOR EXISTING RW RETRACEMENT, SEE
COS NO. 2664-R IN MADISON COUNTY AND
COS NO. 2065BR IN BEAVERHEAD COUNTY

SHEET NO.

1

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 0.99948611

PROJECT NAME
BIG HOLE RIVER - 22M N DILLON

COUNTY
BEAVERHEAD & MADISON COUNTIES

PROJECT ID
STPB 81001(12)

UPN
9667-012-000

FHWA/MDT APPROVAL: 4/28/2025

MAP REVISED:

9667000ROTTL001.DWG



RIGHT OF WAY PLAN

5/12/2025 9:15 AM

GRID STATE PLANE COORDINATES
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DIMENSION, WHICH IS RECORD.
THE COMBINATION SCALE FACTOR IS 0.99943611

BIG HOLE RIVER - 22MI N DILLON
COUNTY

BEAVERHEAD & MADISON COUNTIES

STPB 81001(12)

9667-012-000

MAP REVISED:

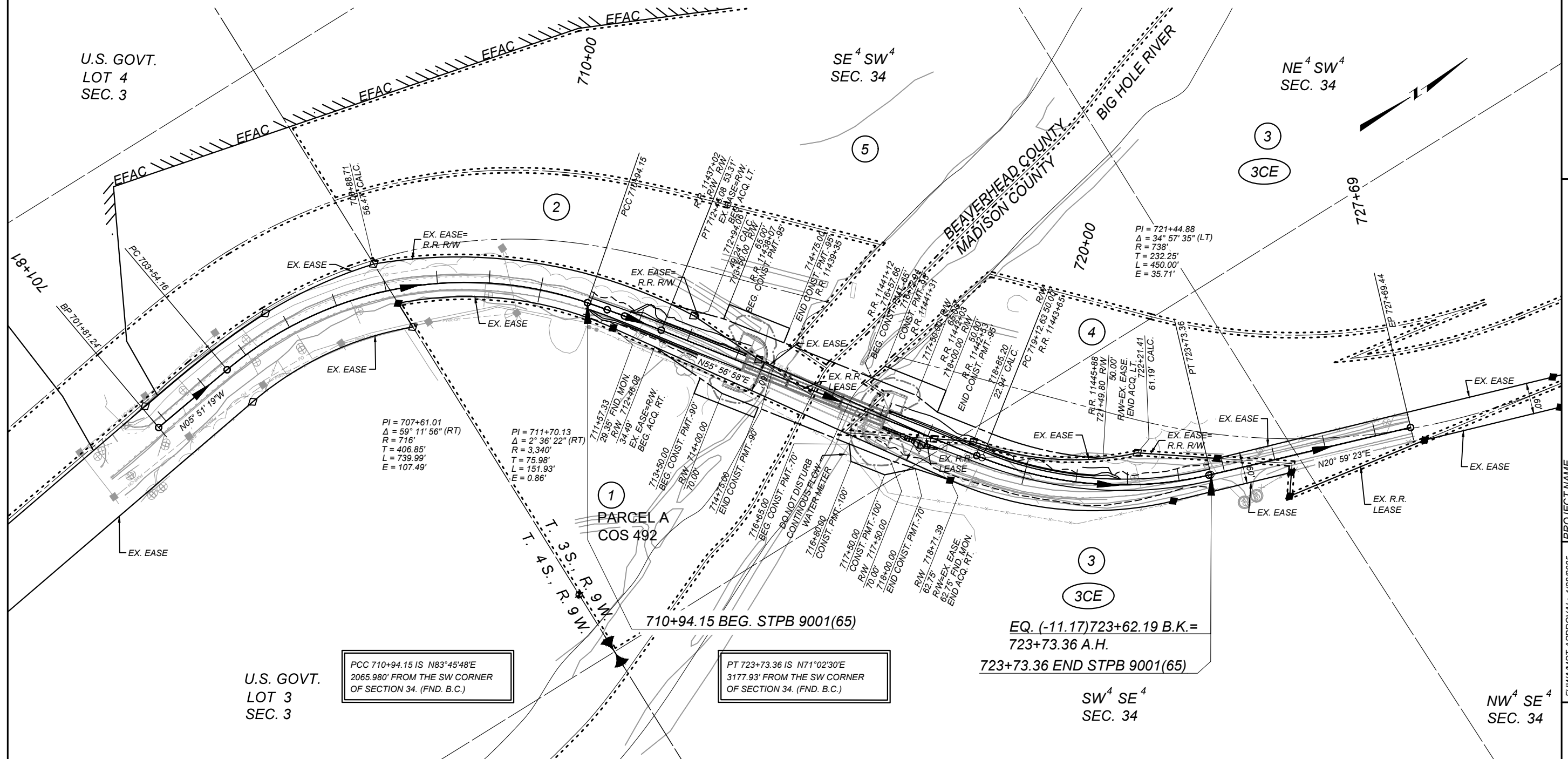
RIGHT OF WAY PLAN - (1).DWG



MONTANA
Department of Transportation

RIGHT OF WAY PLAN

5/12/2025 11:04 AM



FOR EXISTING R/W RETRACEMENT, SEE
COS NO. 2664-R IN MADISON COUNTY AND
COS NO. 2065BR IN BEAVERHEAD COUNTY

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.

