

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 0.99922840

PROJECT NAME
PROSPECT AVE - MONTANA TO I-15
 COUNTY
LEWIS AND CLARK
 PROJECT ID
NH 108-1(7)0
 UPN
10312-007-000

FHWA/MDT APPROVAL: 2/13/2026
 MAP REVISED:

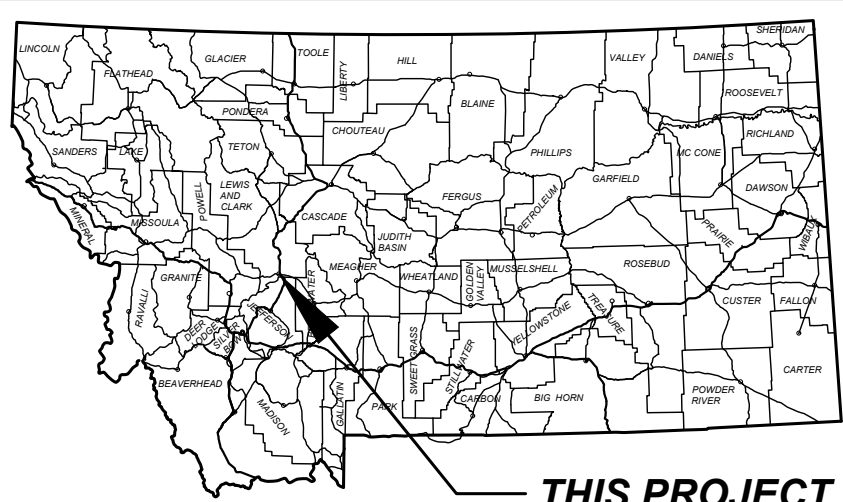
MONTANA
 Department of Transportation
RIGHT OF WAY PLAN
 4/9/2026 11:47 AM

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN FEDERAL AID PROJECT NH 108-1(7)0 PROSPECT AVE - MONTANA TO I-15 LEWIS AND CLARK COUNTY

LENGTH 0.9 MILES

A CONTROLLED ACCESS FACILITY
 PER ACCESS CONTROL RESOLUTION FOR
 PROJECT NO. 1 15-4(1)182
 (HELENA EAST AND NORTH)



THIS PROJECT

PLAN LEGEND

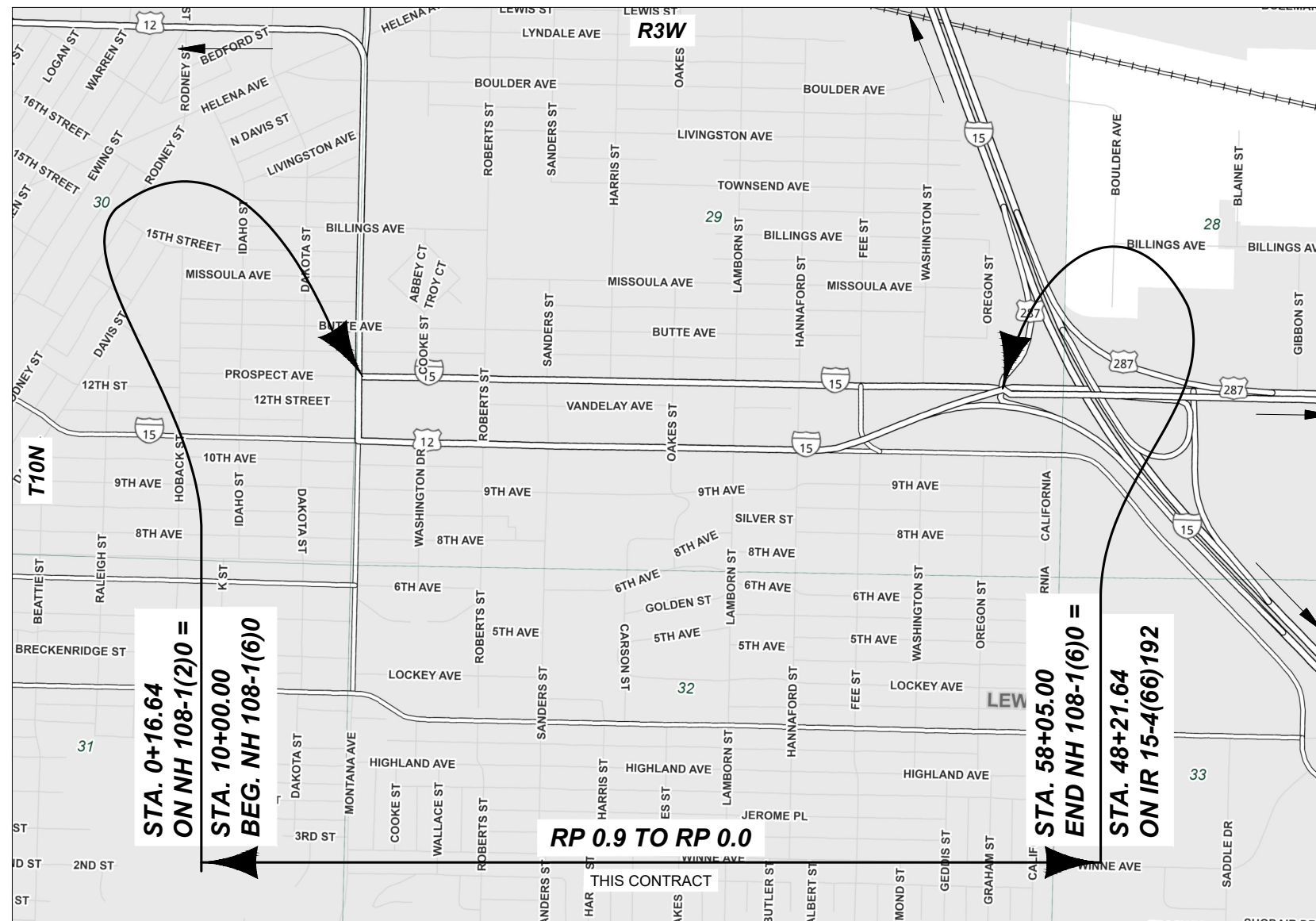
- PROPOSED RIGHT OF WAY LINE
- EXISTING RIGHT OF WAY LINE
- RAILROAD RIGHT OF WAY LINE
- RIGHT OF WAY BASELINE
- SECTION LINE
- OWNERSHIP BOUNDARY
- FULL ACCESS CONTROL
- LIMITED ACCESS CONTROL
- EXISTING FULL ACCESS CONTROL
- EXISTING LIMITED ACCESS CONTROL
- SECTION CORNER
- FOUND SECTION CORNER
- 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	NH 108-1(7)0
I. C.	
P. E.	NH 108-1(5)0

RELATED PROJECTS

CM 5899(22)
 I 15-4(1)182



RP 0.9 TO RP 0.0

THIS CONTRACT

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 0.99922840

PROJECT NAME
PROSPECT AVE - MONTANA TO I-15

COUNTY
LEWIS AND CLARK

PROJECT ID
NH 108-1(7)0

UPN
10312-007-000

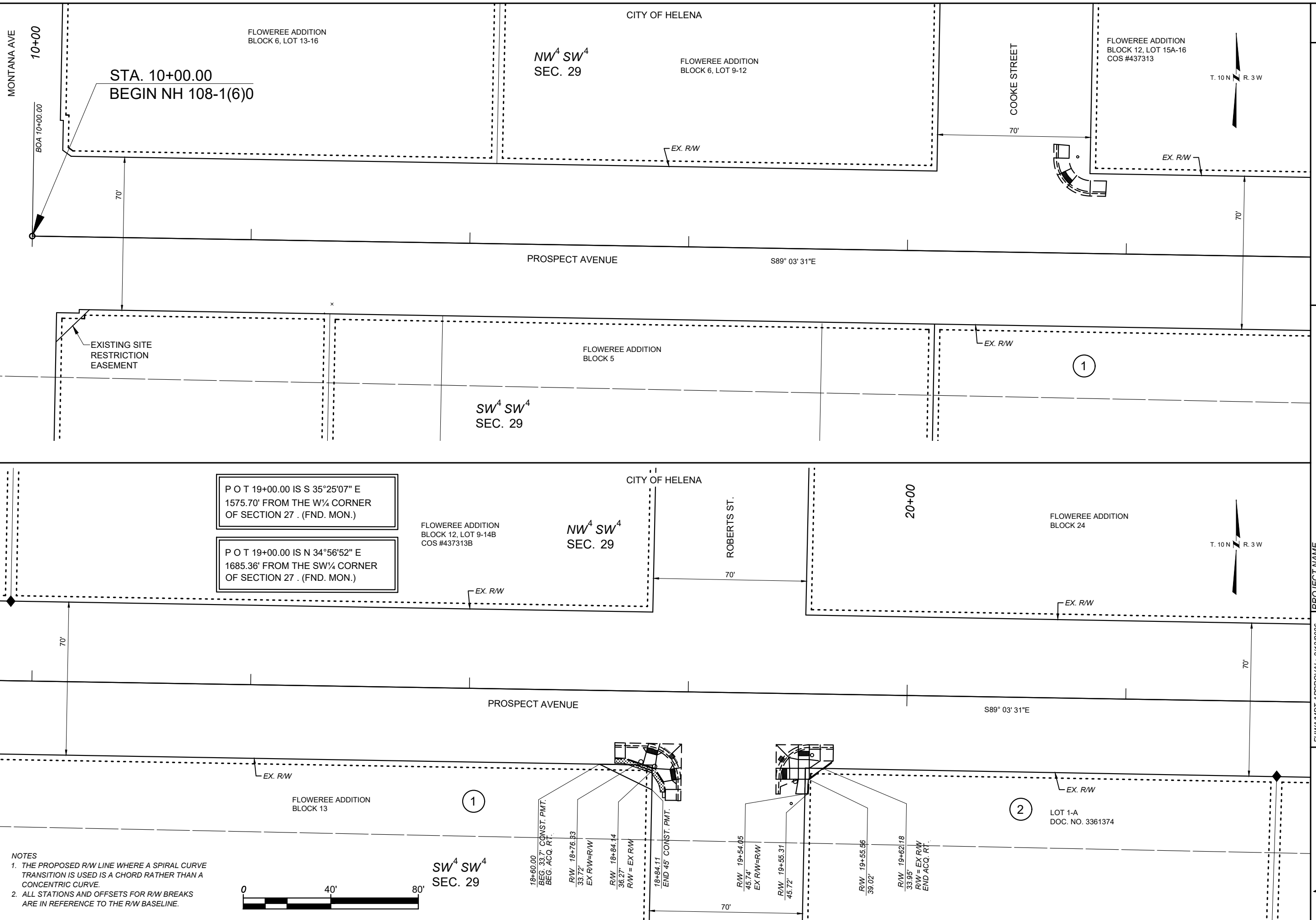
FHWA/MDT APPROVAL: 2/13/2026

MAP REVISED:

MONTANA
Department of Transportation

RIGHT OF WAY PLAN

4/9/2026 11:47 AM



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.



SW⁴ SW⁴
SEC. 29

18+60.00 CONST. PMT. BEG. ACQ. RT.
 18+76.83 R/W EX R/W=R/W
 18+84.14 R/W EX R/W
 18+84.11 END 45' CONST. PMT.
 19+54.05 R/W EX R/W=R/W
 19+55.31 R/W EX R/W
 19+55.56 R/W END ACQ. RT.
 19+62.18 R/W EX R/W

P O T 19+00.00 IS S 35°25'07" E
1575.70' FROM THE W 1/4 CORNER
OF SECTION 27 . (FND. MON.)

P O T 19+00.00 IS N 34°56'52" E
1685.36' FROM THE SW 1/4 CORNER
OF SECTION 27 . (FND. MON.)

FLOWEREE ADDITION
BLOCK 12, LOT 9-14B
COS #437313B

NW⁴ SW⁴
SEC. 29

FLOWEREE ADDITION
BLOCK 24

T. 10 N R. 3 W

EXISTING SITE
RESTRICTION
EASEMENT

FLOWEREE ADDITION
BLOCK 5

SW⁴ SW⁴
SEC. 29

1

CITY OF HELENA

20+00

PROSPECT AVENUE

S89° 03' 31"E

ROBERTS ST.

2

LOT 1-A
DOC. NO. 3361374

CITY OF HELENA

NW⁴ SW⁴
SEC. 29

FLOWEREE ADDITION
BLOCK 6, LOT 9-12

FLOWEREE ADDITION
BLOCK 12, LOT 15A-16
COS #437313

T. 10 N R. 3 W

PROSPECT AVENUE

S89° 03' 31"E

COOKE STREET

EX. R/W

MONTANA AVE

10+00

BOA 10+00.00

STA. 10+00.00
BEGIN NH 108-1(6)0

FLOWEREE ADDITION
BLOCK 6, LOT 13-16

70'

70'

70'

70'

EX. R/W

70'

70'

EX. R/W

FLOWEREE ADDITION
BLOCK 13

1

EX. R/W

70'

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 0.99922840

PROJECT NAME
PROSPECT AVE - MONTANA TO I-15

COUNTY
LEWIS AND CLARK

PROJECT ID
NH 108-1(7)0

UPN
10312-007-000

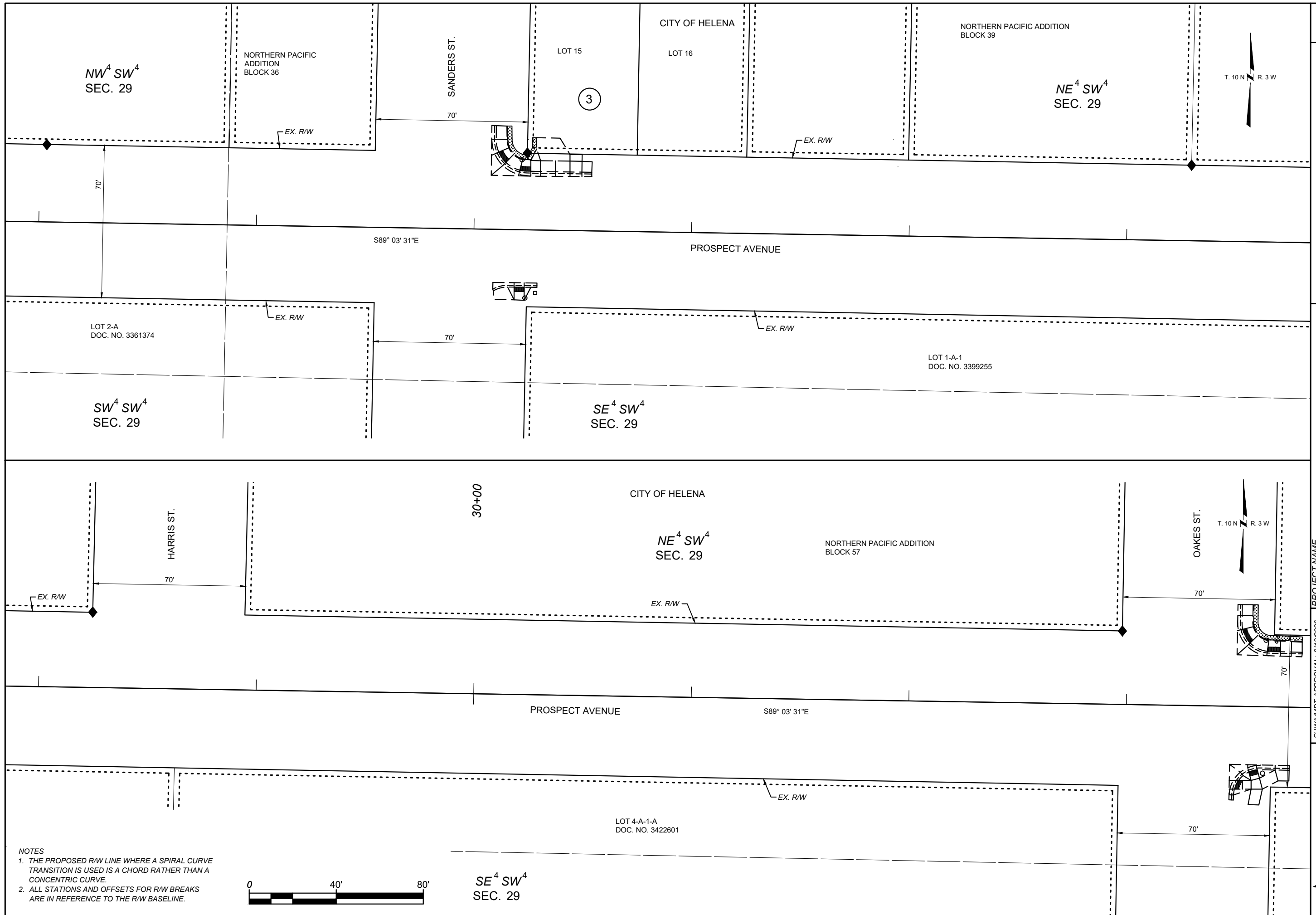
FHW/MDT APPROVAL: 2/13/2026

MAP REVISED:

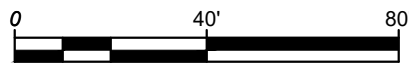
MONTANA
Department of Transportation

RIGHT OF WAY PLAN

4/9/2026 11:47 AM



- 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.



SE⁴ SW⁴
SEC. 29

CITY OF HELENA

NE⁴ SW⁴
SEC. 29

NORTHERN PACIFIC ADDITION
BLOCK 60

LAMBORN ST.

NW⁴ SE⁴
SEC. 29

NORTHERN PACIFIC ADDITION
BLOCK 77

T. 10 N R. 3 W

SHEET NO.

5

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 0.99922840

EX. R/W

EX. R/W

70'

70'

S89° 03' 31"E

PROSPECT AVENUE

S89° 03' 31"E

LOT 2-A
DOC. NO. 3378228

EX. R/W

NORTHERN PACIFIC ADDITION
BLOCK 78

70'

SE⁴ SW⁴
SEC. 29

SW⁴ SE⁴
SEC. 29

40'

NORTHERN PACIFIC ADDITION
BLOCK 77

NW⁴ SE⁴
SEC. 29

CITY OF HELENA

HANNAFORD ST.

NORTHERN PACIFIC ADDITION
BLOCK 80

LOT 16

LOT 15

LOT 14

LOT 13

LOT 12

T. 10 N R. 3 W

EX. R/W

70'

EX. R/W

70'

70'

S89° 03' 31"E

PROSPECT AVENUE

EX. R/W

NORTHERN PACIFIC ADDITION
BLOCK 78

70'

EX. R/W

NORTHERN PACIFIC ADDITION
BLOCK 79

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.



SW⁴ SE⁴
SEC. 29

PROJECT NAME
PROSPECT AVE - MONTANA TO I-15

COUNTY
LEWIS AND CLARK

PROJECT ID
NH 108-1(7)0

UPN
10312-007-000

FHWA/MDT APPROVAL: 2/13/2026

MAP REVISED:

10312000ROPLN001.DWG



RIGHT OF WAY PLAN

4/9/2026 11:47 AM

58+05

NORTHERN PACIFIC
SECOND ADDITION
BLOCK 98

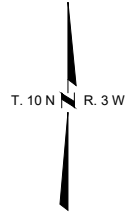
NE⁴ SE⁴
SEC. 29

STA. 58+05.00
END NH 108-1(6)0

S89° 03' 31"E

PROSPECT AVENUE

EOA 58+04.96



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 0.99922840

PROJECT NAME
PROSPECT AVE - MONTANA TO I-15

COUNTY
LEWIS AND CLARK

PROJECT ID
NH 108-1(7)0

UPN
10312-007-000

FHWA/MDT APPROVAL: 2/13/2026

MAP REVISED:

10312000ROPLN001.DWG



RIGHT OF WAY PLAN

4/9/2026 11:47 AM

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.

