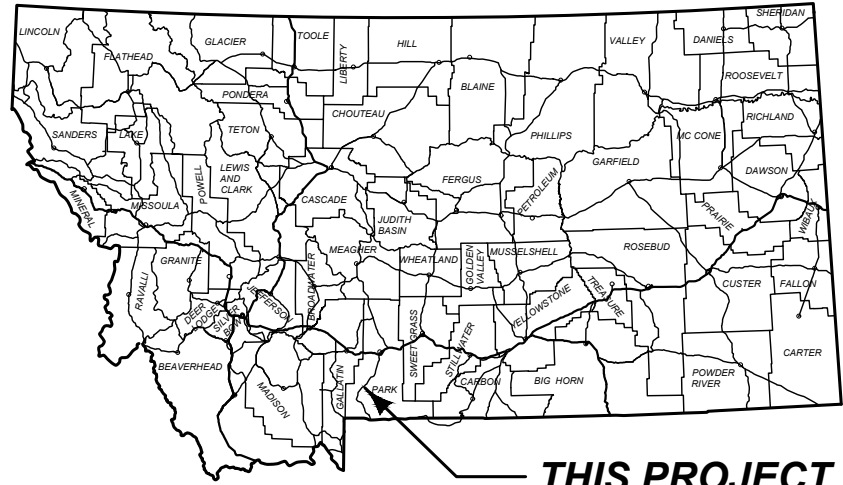


GRID STATE PLANE COORDINATES  
 THIS IS A STATE PLANE COORDINATE PROJECT. ALL DIMENSIONS, DISTANCES AND AREAS ON THIS PROJECT ARE GRID. EXCEPT FOR THE EXISTING RW WIDTH DIMENSION, WHICH IS RECORD.  
 THE COMBINATION SCALE FACTOR IS N/A.

# MONTANA DEPARTMENT OF TRANSPORTATION

## RIGHT OF WAY PLAN STATE AID PROJECT SFCS 540-1(0)4 BOZ MAINT CHALK BLUFF SLIDE PARK COUNTY

LENGTH 0.3 MILES



THIS PROJECT

### PLAN LEGEND

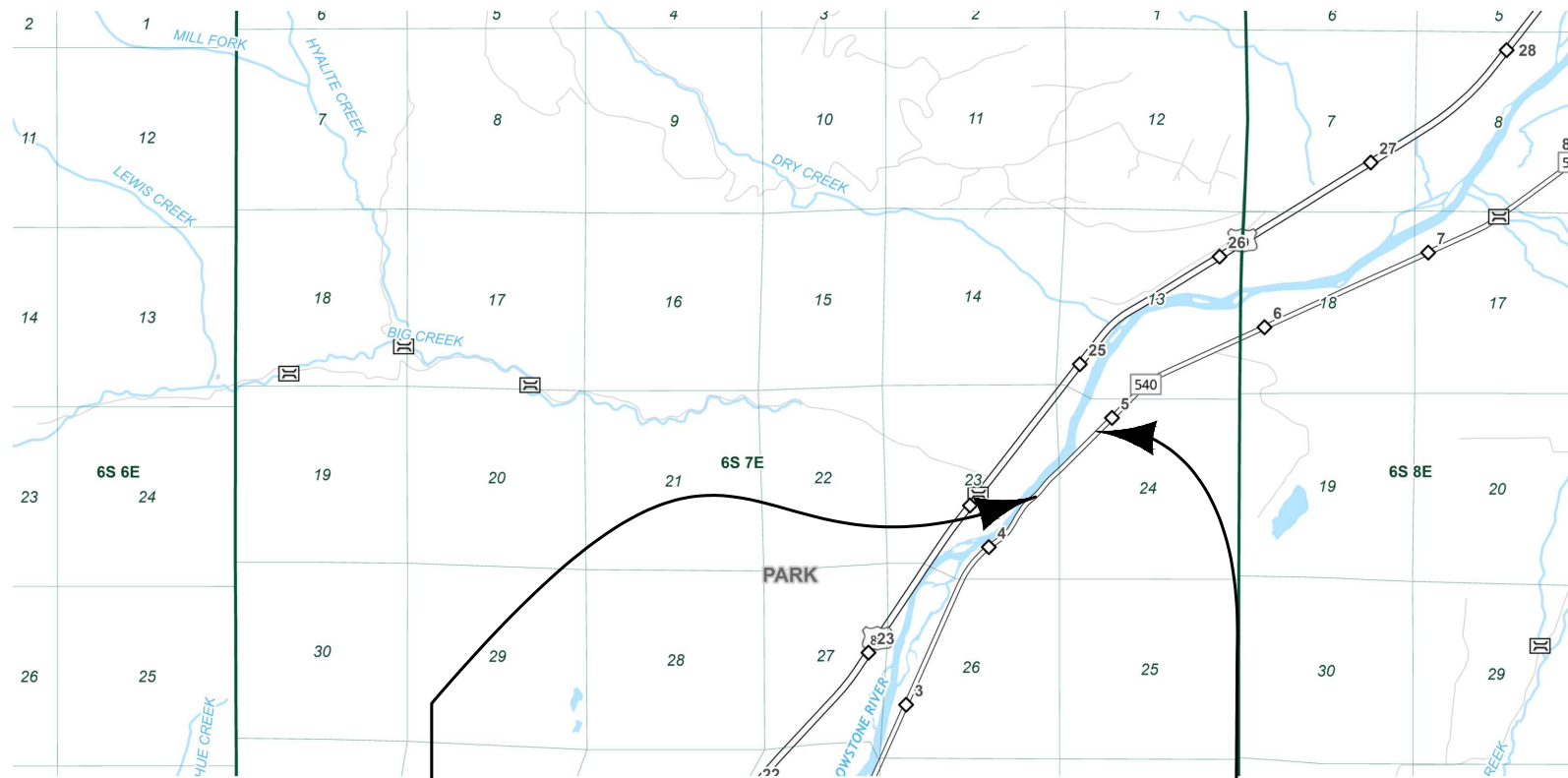
PROPOSED RIGHT OF WAY LINE	---
EXISTING RIGHT OF WAY LINE	—
RAILROAD RIGHT OF WAY LINE	—+—
RIGHT OF WAY BASELINE	—○—
SECTION LINE	—+—+—
OWNERSHIP BOUNDARY	—+—+—+—
FULL ACCESS CONTROL	AC AC
LIMITED ACCESS CONTROL	///
EXISTING FULL ACCESS CONTROL	/// EFAC
EXISTING LIMITED ACCESS CONTROL	/// ELAC
SECTION CORNER	FOUND UNFOUND
1/4 SECTION CORNER	FOUND UNFOUND
CLOSING CORNER	FOUND UNFOUND
MEANDER CORNER	FOUND UNFOUND
CENTER OF SECTION	○
1/8 SECTION CORNER FOUND	◆
RIGHT OF WAY MONUMENT	FOUND CALCULATED
PROPERTY CORNER PIN	○
PARCEL NUMBERS	②
RAILROADS	—+—+—
EXISTING DITCH	—+—
CONSTRUCTION LIMITS	—+—
CUT SECTION	—+—
TOE OF FILL	—+—

### ASSOCIATED PROJECT AGREEMENT NUMBERS

R/W	SFCS 540-1(0)4
I. C.	
P. E.	SFCS 540-1(0)4

### RELATED PROJECTS

FAP 217-F



STA. 616+00 ON FAP 217-F

STA. 616+00 ON SFCS 540-1(0)4

RP 4.2 TO RP 4.5

THIS CONTRACT

STA. 600+44.49 ON FAP 217-F

STA. 600+00 ON SFCS 540-1(0)4

PROJECT NAME  
**BOZ MAINT CHALK BLUFF SLIDE**

COUNTY  
**PARK COUNTY**

PROJECT ID  
**SFCS 540-1(0)4**

UPN  
**51529-000-000**

FHWA/MDT APPROVAL: 04/03/2025

MAP REVISED:

51529000ROTTL001.DWG



RIGHT OF WAY PLAN

EXISTING R/W LINES SHOWN AS APPARENT ARE APPROXIMATE AND HAVE NOT BEEN RETRACED.

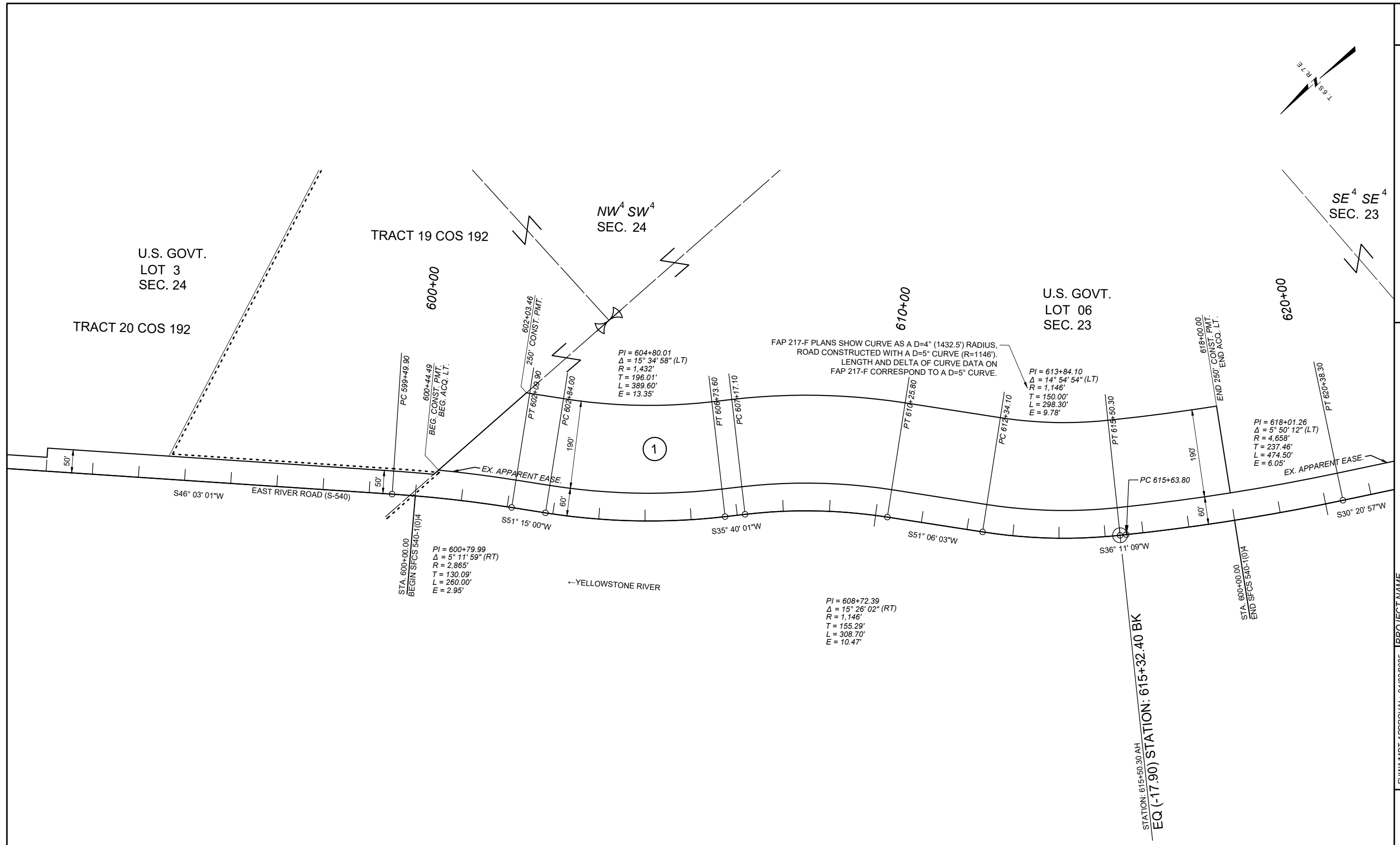
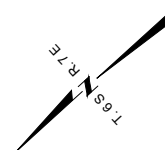


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PROJECT NAME  
**BOZ MAINT CHALK BLUFF SLIDE**  
COUNTY  
**PARK COUNTY**  
PROJECT ID  
**SFCS 540-1(0)4**  
UPN  
**51529-000-000**

FHW/MDT APPROVAL: 04/03/2025  
MAP REVISED:

**MONTANA**  
Department of Transportation  
**RIGHT OF WAY PLAN**



EXISTING R/W LINES SHOWN AS APPARENT ARE APPROXIMATE AND HAVE NOT BEEN RETRACED.

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.

