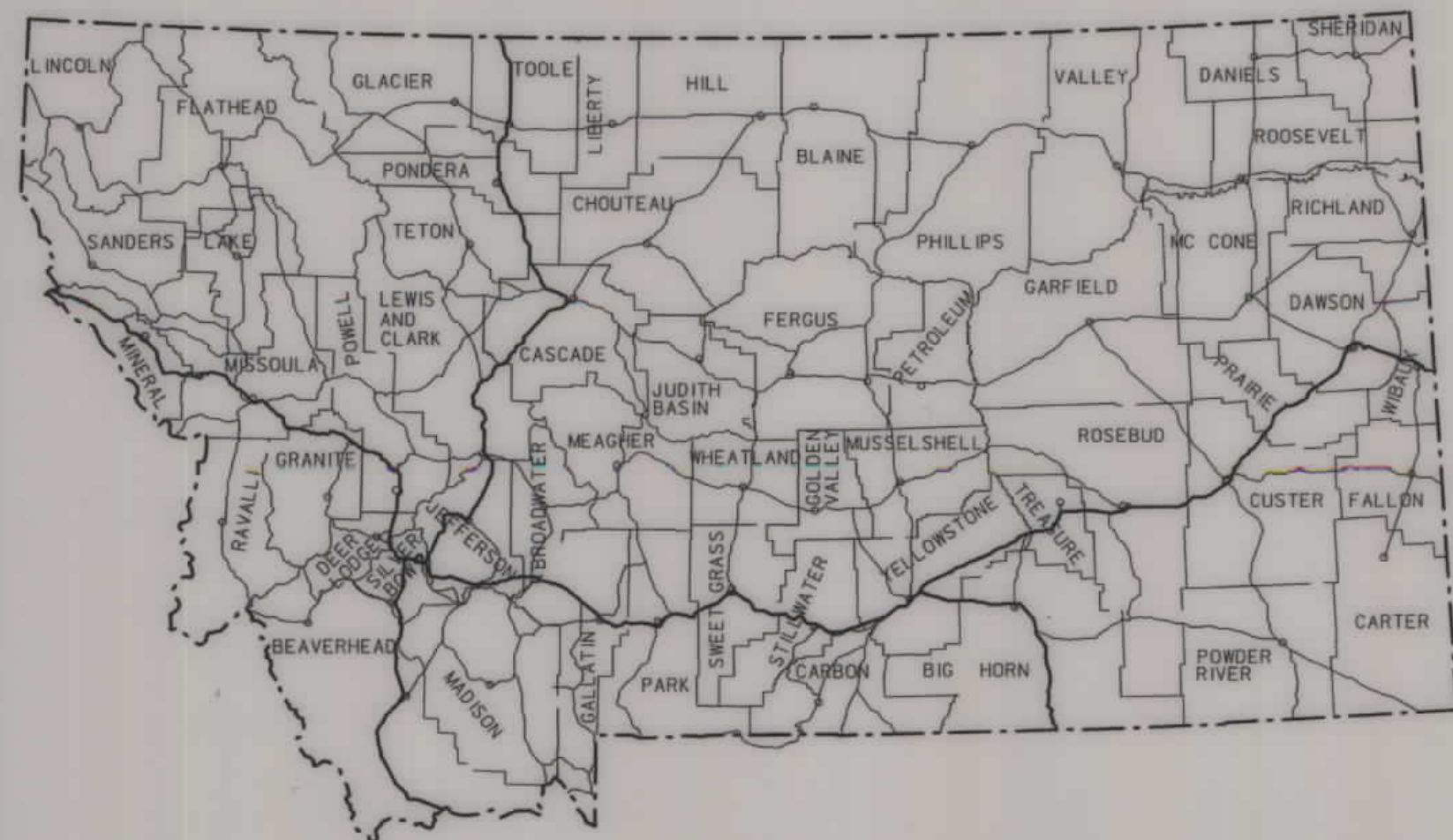


PLANS

NOT

TO

SCALE



MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN FEDERAL AID PROJECT NO. STPP 36-1(9)26 LONEPINE - N & E

SANDERS, LAKE & FLATHEAD COUNTIES

LENGTH 10.0 MILES

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		1	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

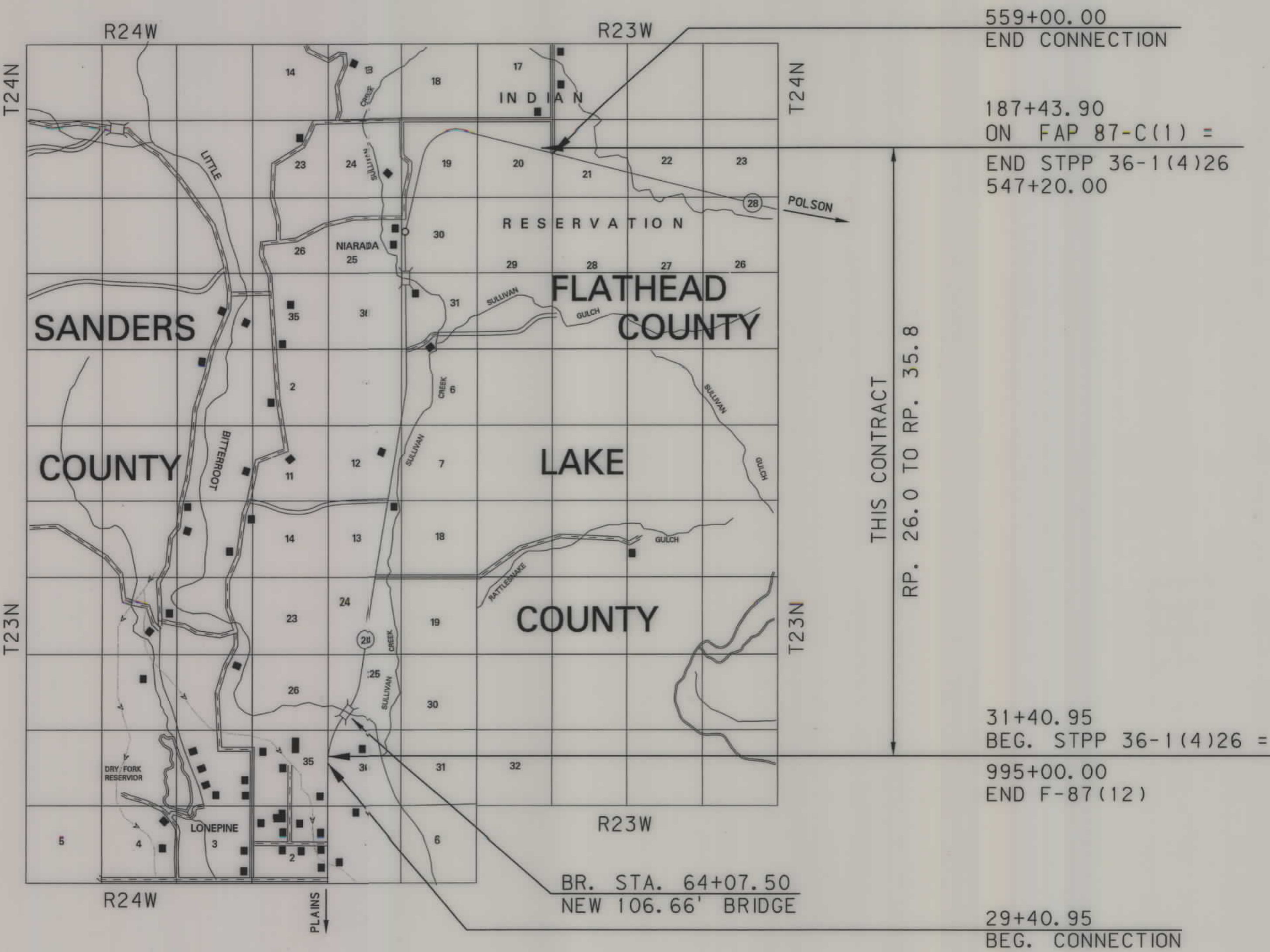
LONEPINE - N & E

PLAN LEGEND

PROPOSED RIGHT OF WAY LINE	---
EXISTING RIGHT OF WAY LINE	---
RAILROAD RIGHT OF WAY LINE	---
RIGHT OF WAY BASELINE	---
STK'D CENTERLINE	---
SECTION LINE	---
OWNERSHIP BOUNDARY	---
FULL ACCESS CONTROL	---
LIMITED ACCESS CONTROL	---
EXISTING ACCESS CONTROL	---
PRESENT TRAVELED WAY (P.T.W.)	---
FENCE LINE	---
EXISTING GUARDRAIL	---
PROPOSED GUARDRAIL	---
GATE IN FENCE	---
CATTLE GUARD: EXIST. - PROPOSED	---
SECTION CORNER	FOUND UNFOUND
1/4 SECTION CORNER	FOUND UNFOUND
CLOSING CORNER	FOUND UNFOUND
MEANDER CORNER	FOUND UNFOUND
CENTER OF SECTION	FOUND UNFOUND
RIGHT OF WAY MONUMENT	FOUND UNFOUND
PROPERTY CORNER PIN	FOUND UNFOUND
POWER POLE IN PLACE	FOUND UNFOUND
TELEPHONE POLE IN PLACE	FOUND UNFOUND
TELEGRAPH POLE IN PLACE	FOUND UNFOUND
LIGHT POLE	FOUND UNFOUND
PROPOSED CULVERT	---
EXISTING CULVERT	---
OUTLET DITCH	---
INLET DITCH	---
EXISTING DITCH	---
CHANNEL CHANGES	---
DITCH BLOCK	---
RIPRAP	---
BRIDGES	---
RAILROADS	---
PARCEL NUMBERS	---
APPROACH: EXIST.-PROPOSED	---

ASSOCIATED PROJECTS
I.C. = STPP 36-1(10)26
CONSTR=STPP 36-1(11)2

RELATED PROJECTS
FAP 87 - C

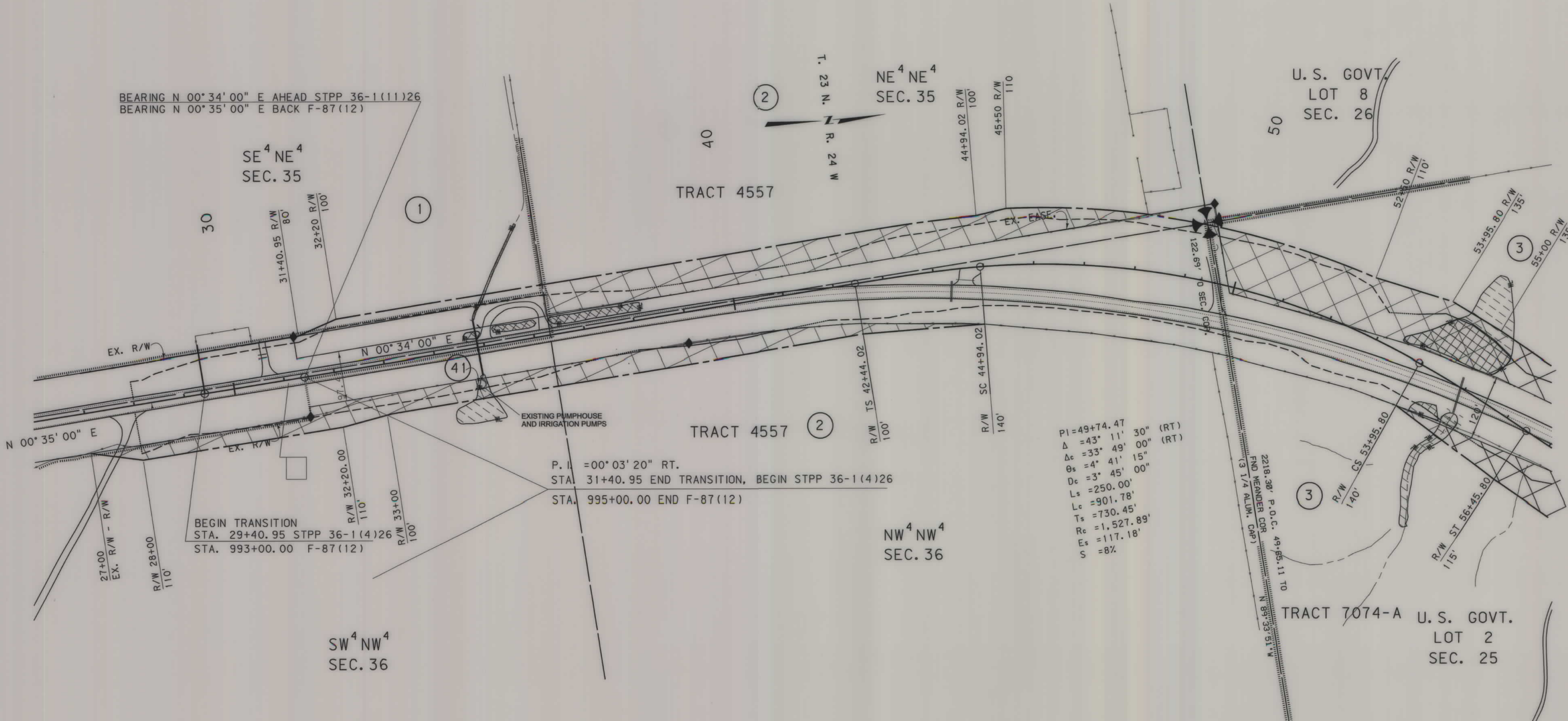


SEE SHEET NO. 2 FOR OWNERSHIP NAMES, ADDRESSES, AREAS, ETC.

CONSTRUCTION LIMITS		MAP REVISED 1-11-94 11-16-99 4-17-00	
CUT SECTION	TOP OF CUT	6-27-02	8-3-07
TRANSITION			
TOE OF FILL			
BACKSLOPE LIMITS INCLUDE ROUNDING		FHWA/MDT APPROVAL 6-29-93	
3		C:\dgn\1289\ROTTL001.DGN	
2		12/26/2007	
1		3:03:18 PM U1757	

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		3	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E



PI=49+74.47
 $\Delta = 43^\circ 11' 30''$ (RT)
 $\Delta_c = 33^\circ 49' 00''$ (RT)
 $\theta_s = 4^\circ 41' 15''$
 $\theta_c = 3^\circ 45' 00''$
 $L_s = 250.00'$
 $L_c = 901.78'$
 $T_s = 730.45'$
 $R_c = 1,527.89'$
 $E_s = 117.18'$
 $S = 8\%$

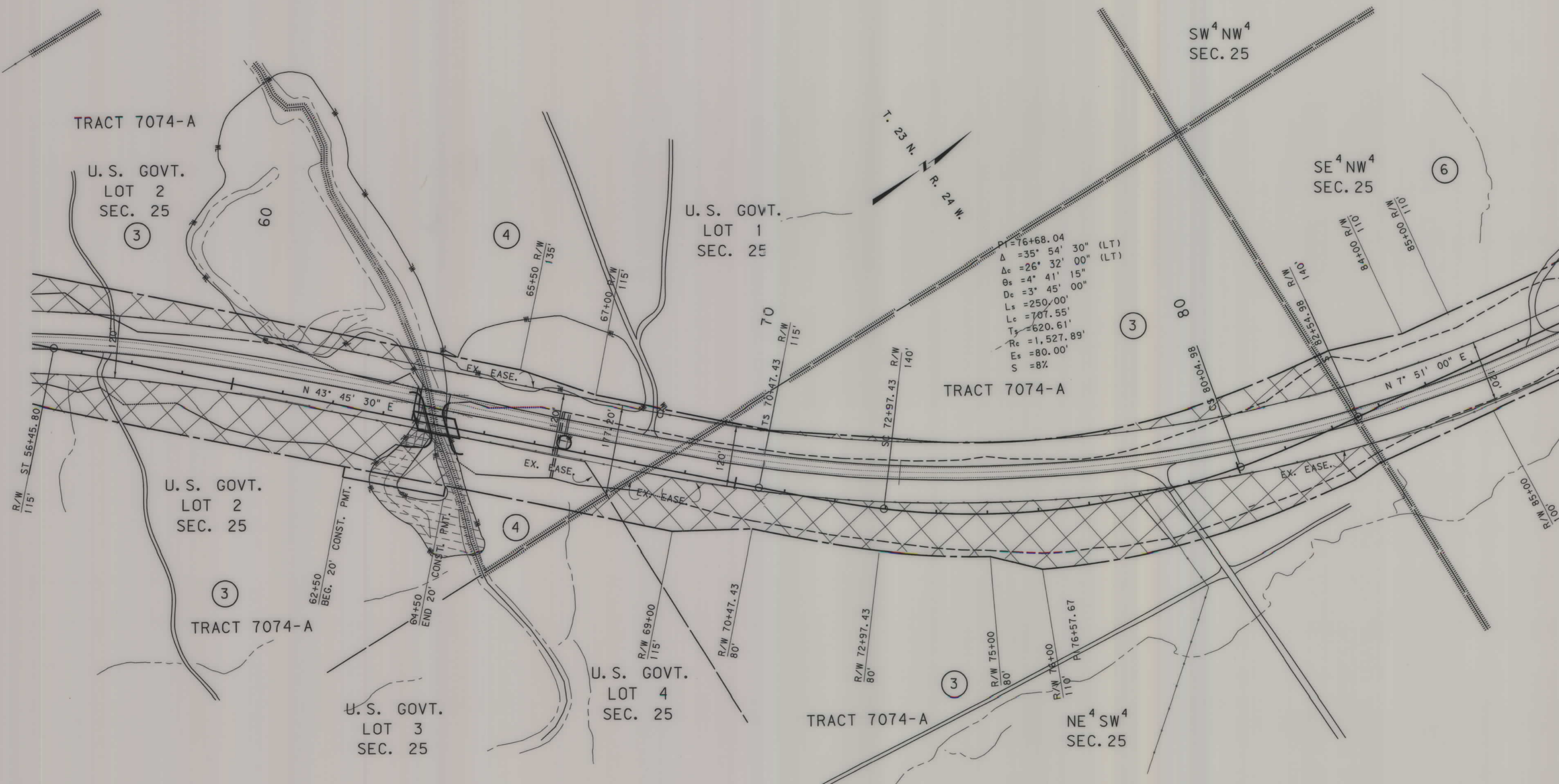
CONSTRUCTION LIMITS		MAP REVISED 11-16-99 6-27-02 8-3-07	
CUT SECTION	TOP OF CUT		
TRANSITION			
TOE OF FILL			
BACKSLOPE LIMITS			
INCLUDE ROUNDING			
MONTANA DEPARTMENT OF TRANSPORTATION		C:\dgn\1289ROPLN001.DGN	
12/28/2007		3:00:41 PM	
U1757			

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.

MONTANA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
 SANDERS COUNTY
 SCALE 1"=100'
 0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		4	20
R/W ID.	STPP 36-1(9)26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



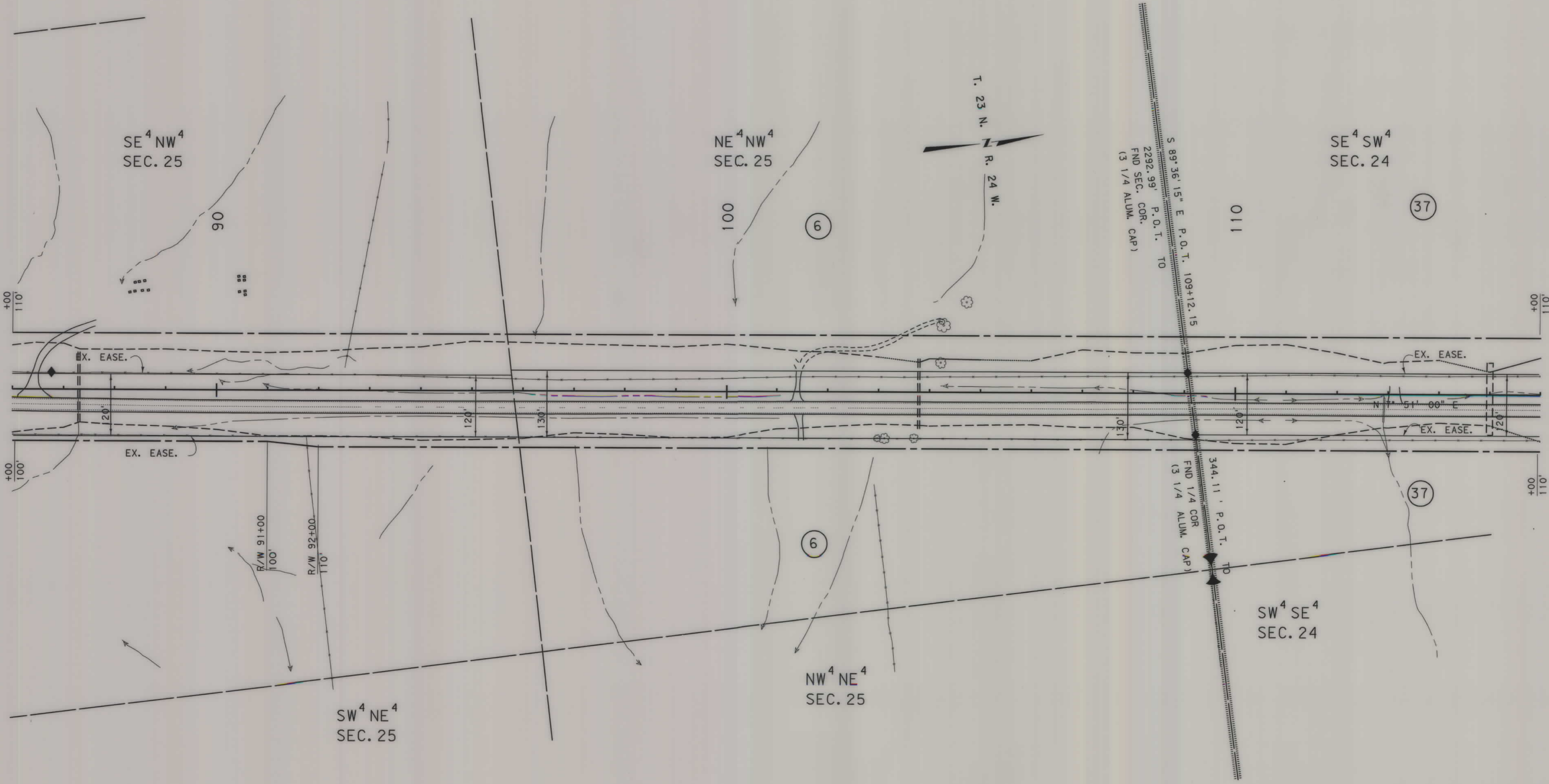
CONSTRUCTION LIMITS		MAP REVISED 11-16-99 6-27-02 8-3-07	
CUT SECTION	TOP OF CUT		
TRANSITION			
TOE OF FILL			
BACKSLOPE LIMITS			
INCLUDE ROUNDING			
3	MONTANA DEPARTMENT OF TRANSPORTATION	C:\dgn\1289ROPLN001.DGN	
2		12/26/2007	
1		3:00:42 PM	U1757

- 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.

MONTANA DEPARTMENT OF TRANSPORTATION	
RIGHT OF WAY PLAN	
SANDERS COUNTY	
SCALE 1"=100'	
0 50' 100' 200' 300'	

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		5	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E



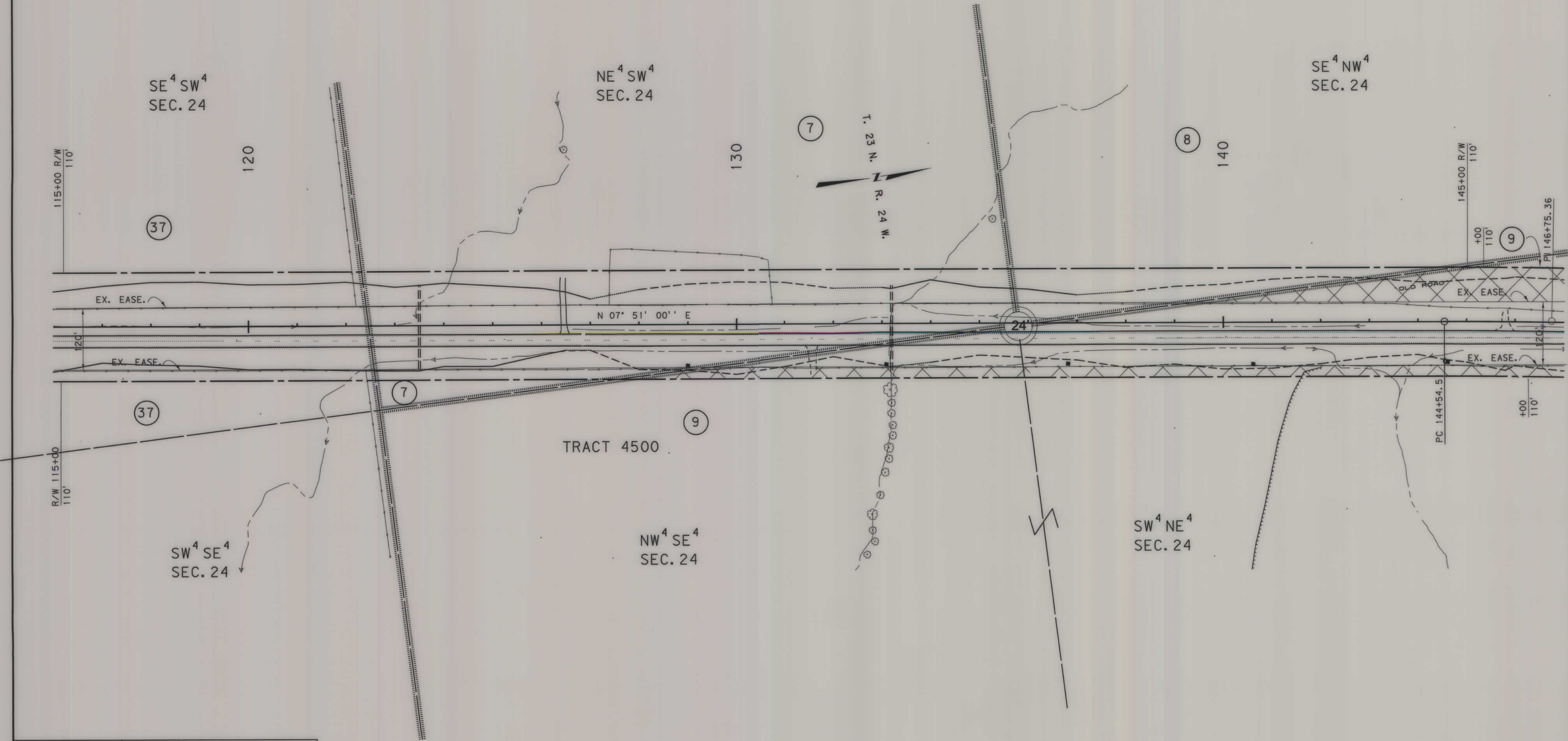
CONSTRUCTION LIMITS		MAP REVISED 6-27-02	
CUT SECTION		8-3-07	
TRANSITION			
TOE OF FILL			
BACKSLOPE LIMITS		FHWA/MDT APPROVAL	
INCLUDE ROUNDING		6-29-93	
3	MDT	MONTANA DEPARTMENT OF TRANSPORTATION	
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1		12/26/2007	
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NOTES:
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.

MONTANA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
SANDERS COUNTY
SCALE 1"=100'
0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		6	20
R/W ID.	STPP 36-1(9)26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



CONSTRUCTION LIMITS	MAP REVISED	11-16-99	6-27-02	8-3-07
CUT SECTION				
TRANSITION				
TOE OF FILL				
BACKSLOPE LIMITS				
INCLUDE ROUNDING				
	FHWA/MDT APPROVAL			
	6-29-93			
3	MONTANA DEPARTMENT	C:\dgn\1289ROPLN002.DGN		
2	OF TRANSPORTATION	12/26/2007		
1	12/26/2007	3:00:04 PM	U1757	

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.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

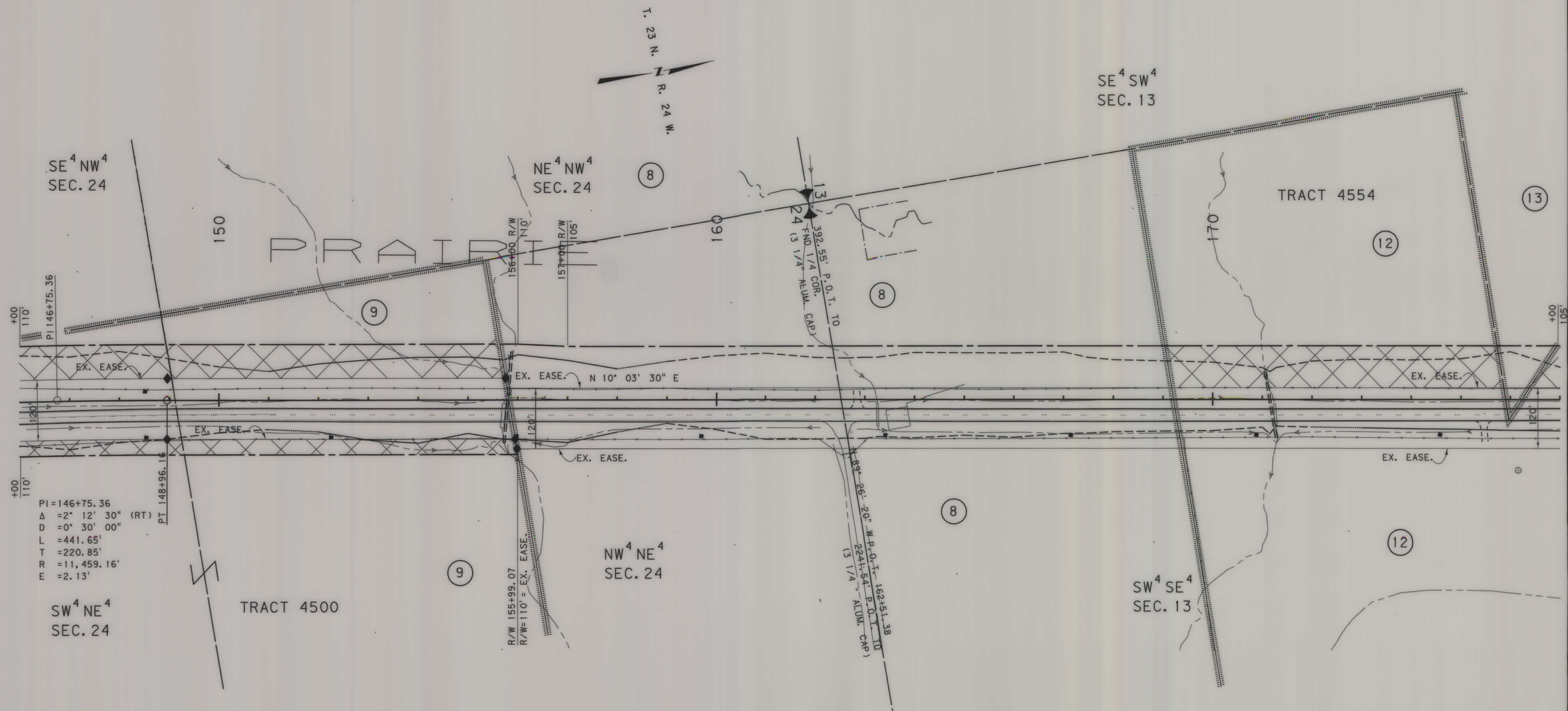
SANDERS COUNTY

SCALE 1"=100'

0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		7	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E



CONSTRUCTION LIMITS		MAP REVISED	
CUT SECTION	TOP OF CUT	1-11-94	11-16-99
TRANSITION	TOE OF FILL	8-3-07	6-27-02
BACKSLOPE LIMITS	INCLUDE ROUNDING		
FHWA/MDT APPROVAL		C:\dgn\1289ROPLN002.DGN	
6-29-93		12/26/2007	
MONTANA DEPARTMENT OF TRANSPORTATION		3:00:05 PM	
U1757			

- 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.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

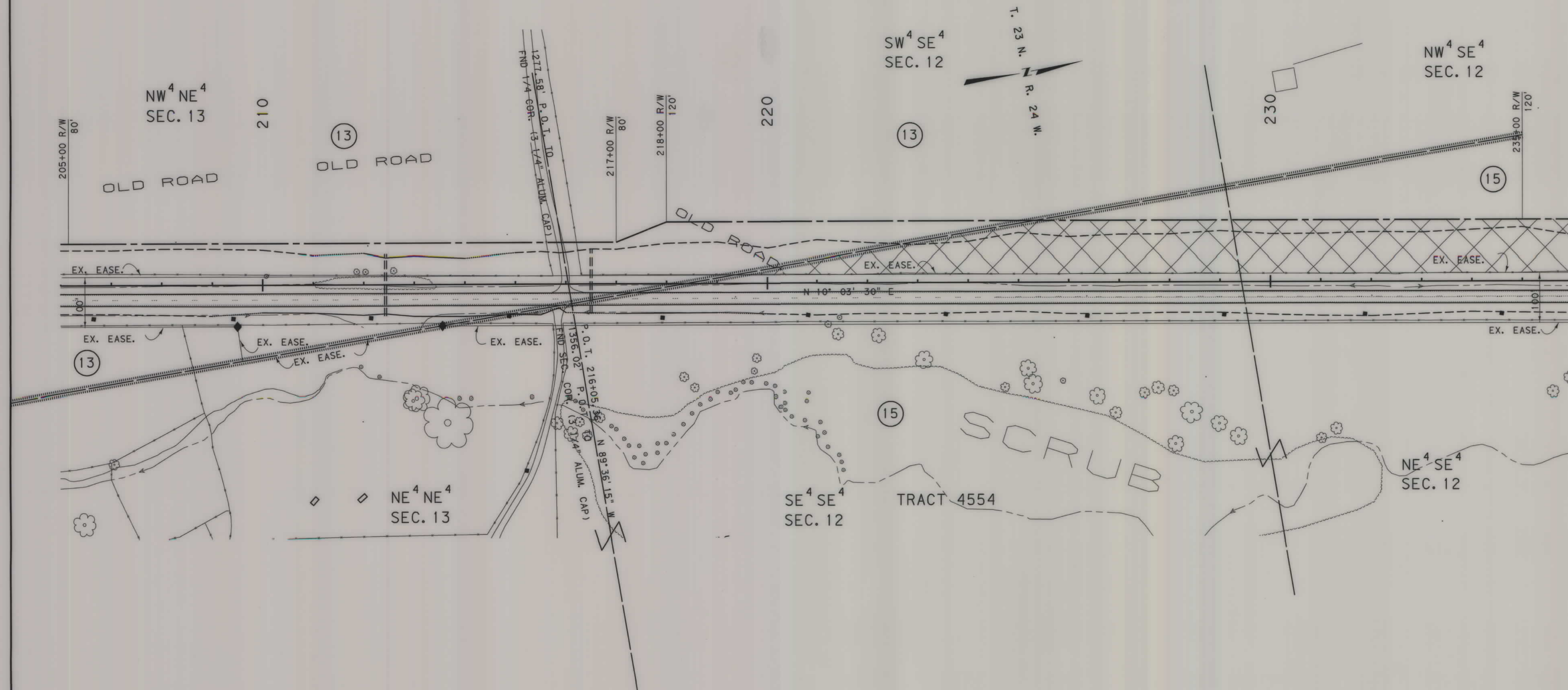
SANDERS COUNTY

SCALE 1"=100'

0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		9	20
R/W ID.	STPP 36-1(9)26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



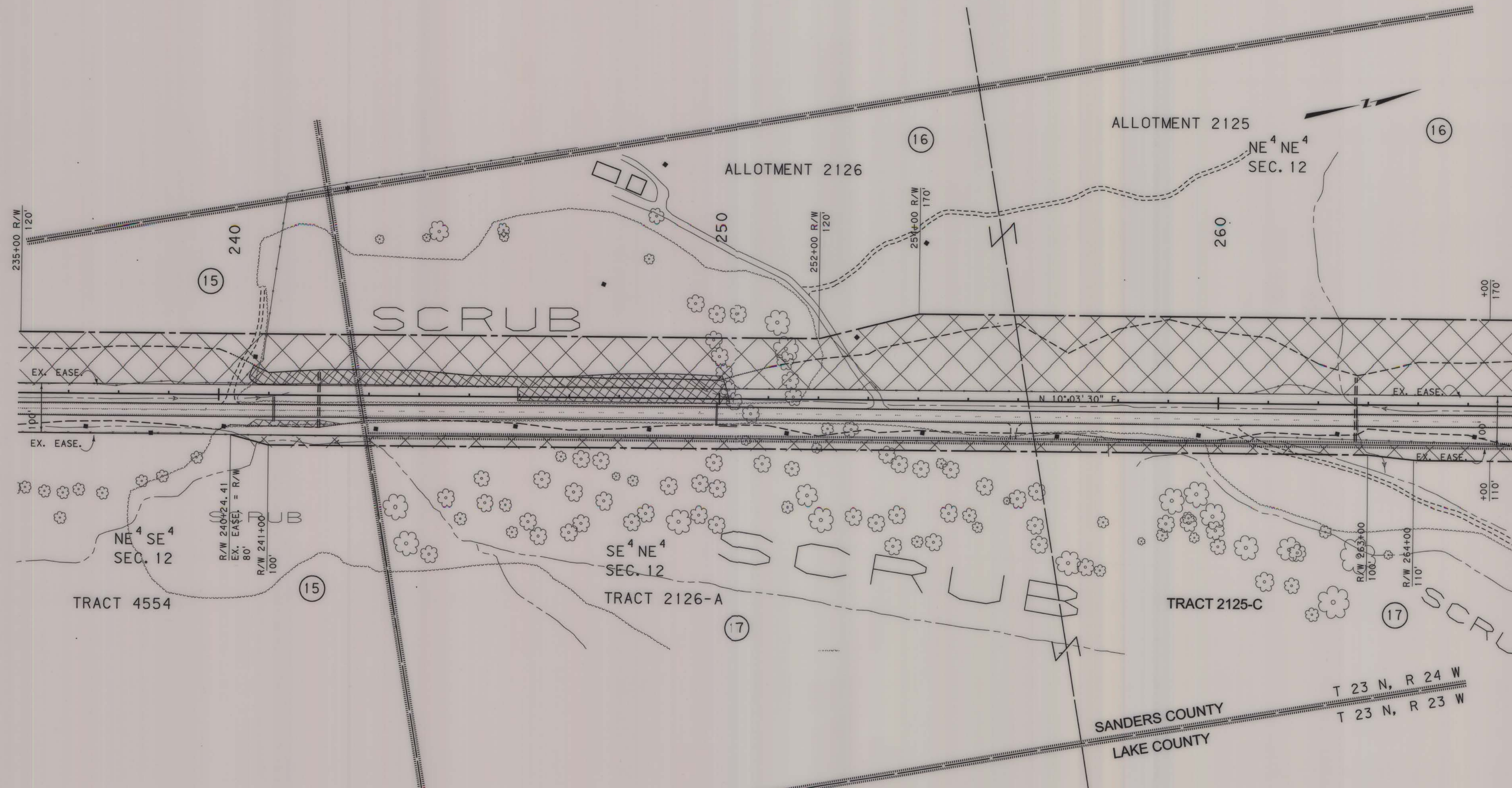
CONSTRUCTION LIMITS	MAP REVISED 11-16-99 6-27-02 8-3-07
CUT SECTION	
TRANSITION	
TOE OF FILL	
BACKSLOPE LIMITS INCLUDE ROUNDING	
	FHWA/MDT APPROVAL 6-29-93
3	MONTANA DEPARTMENT OF TRANSPORTATION
2	12/26/2007
1	2:59:11 PM U1757

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.

MONTANA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
 SANDERS COUNTY
 SCALE 1"=100'
 0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		10	20
R/W ID.	STPP 36-1(9)26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



CONSTRUCTION LIMITS		MAP REVISED	
TOP OF CUT		11-16-99	6-27-02
CUT SECTION			8-3-07
TRANSITION			
TOE OF FILL			
BACKSLOPE LIMITS			
INCLUDE ROUNDING			
MONTANA DEPARTMENT OF TRANSPORTATION		C:\dgn\1289ROPLN003.DGN	
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		U1757	

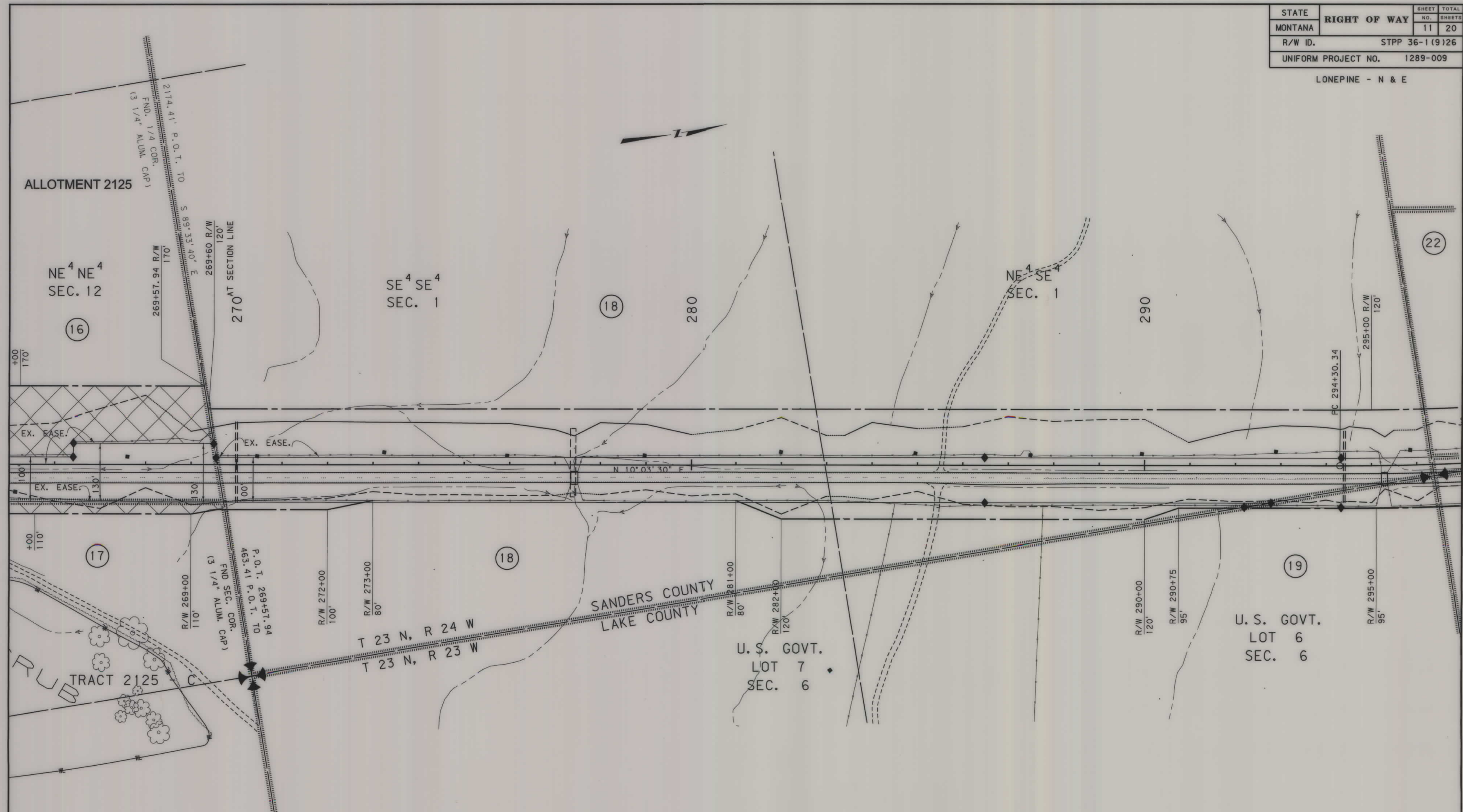
NOTES:

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.

MONTANA DEPARTMENT OF TRANSPORTATION	
RIGHT OF WAY PLAN	
SANDERS & LAKE COUNTIES	
SCALE 1"=100'	
0 50' 100' 200' 300'	

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		11	20
R/W ID.	STPP 36-1(9)26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



CONSTRUCTION LIMITS	MAP REVISED 11-16-99 9-15-00 6-27-02
CUT SECTION	8-3-07
TRANSITION	
TOE OF FILL	
BACKSLOPE LIMITS	
INCLUDE ROUNDING	
3	MONTANA DEPARTMENT OF TRANSPORTATION
2	12/26/2007
1	2:59:14 PM U1757

- 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.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

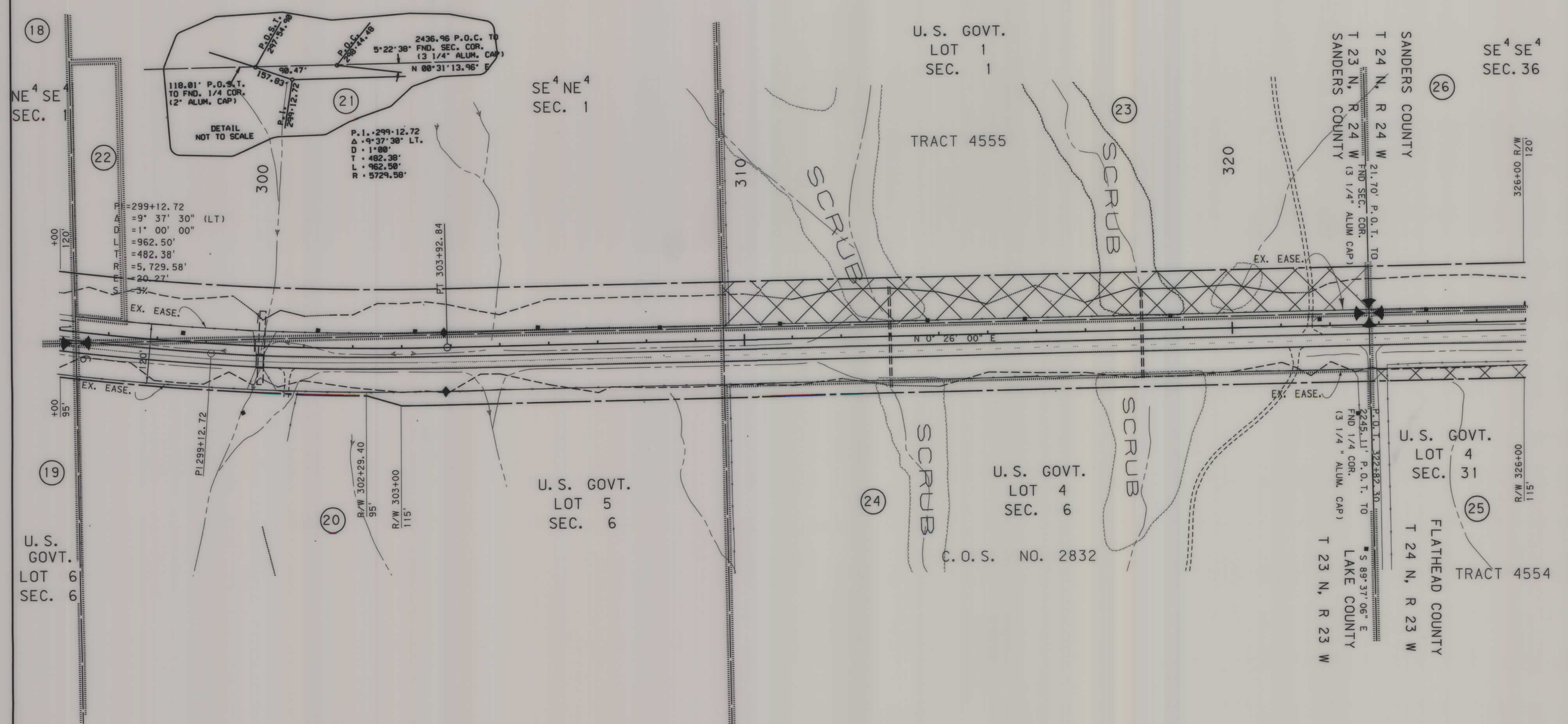
SANDERS & LAKE COUNTIES

SCALE 1"=100'

0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		12	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E



CONSTRUCTION LIMITS	MAP REVISED	1-11-94	11-16-99	9-15-00
		6-27-02	8-3-07	
CUT SECTION				
TRANSITION				
TOE OF FILL				
BACKSLOPE LIMITS INCLUDE ROUNDING				
	FHWA/MDT APPROVAL 6-29-93			
3	MONTANA DEPARTMENT OF TRANSPORTATION			
2	C:\dgn\1289ROPLN004.DGN			
1	12/28/2007 2:58:24 PM U1757			

- 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.

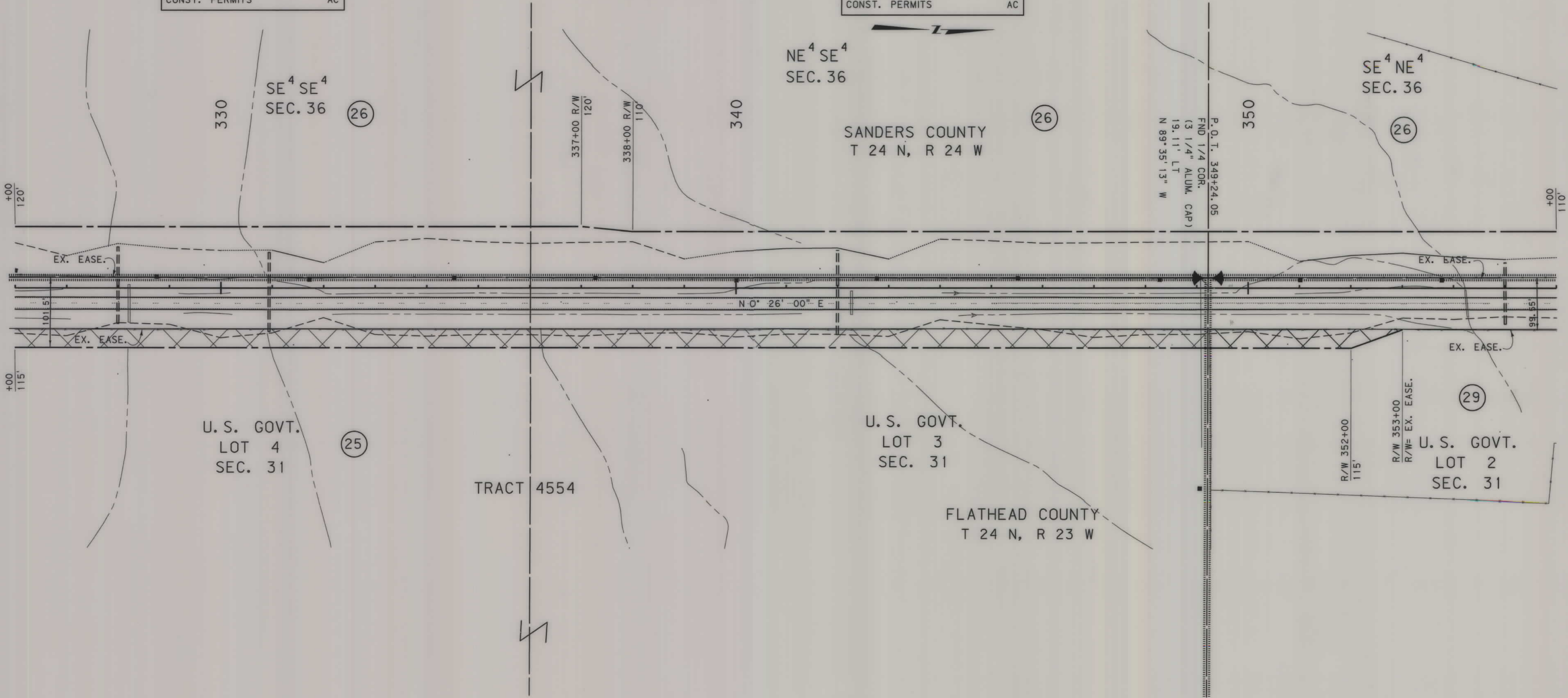
MONTANA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
 SANDERS, LAKE & FLATHEAD COUNTIES
 SCALE 1"=100'
 0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		13	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E

TOTAL	40.00 AC
GROSS	2.99 AC
EXISTING EASEMENT	0.06 AC
NET	2.93 AC
REMAINDER LT.	37.01 AC
REMAINDER RT.	AC
EASEMENTS	AC
CONST. PERMITS	AC

TOTAL	40.00 AC
GROSS	2.77 AC
EXISTING EASEMENT	AC
NET	2.77 AC
REMAINDER LT.	37.23 AC
REMAINDER RT.	AC
EASEMENTS	AC
CONST. PERMITS	AC



CONSTRUCTION LIMITS		MAP REVISED 11-16-99 4-6-01 6-27-02
CUT SECTION		8-3-07 12-10-08 3-10-09
TRANSITION		
TOE OF FILL		
BACKSLOPE LIMITS		FHWA/MDT APPROVAL
INCLUDE ROUNDING		6-29-93
3	MONTANA DEPARTMENT	C:\dgn\1289ROPLN004.DGN
2	OF TRANSPORTATION	3/11/2009
1		10:23:33 AM u1757

- 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.

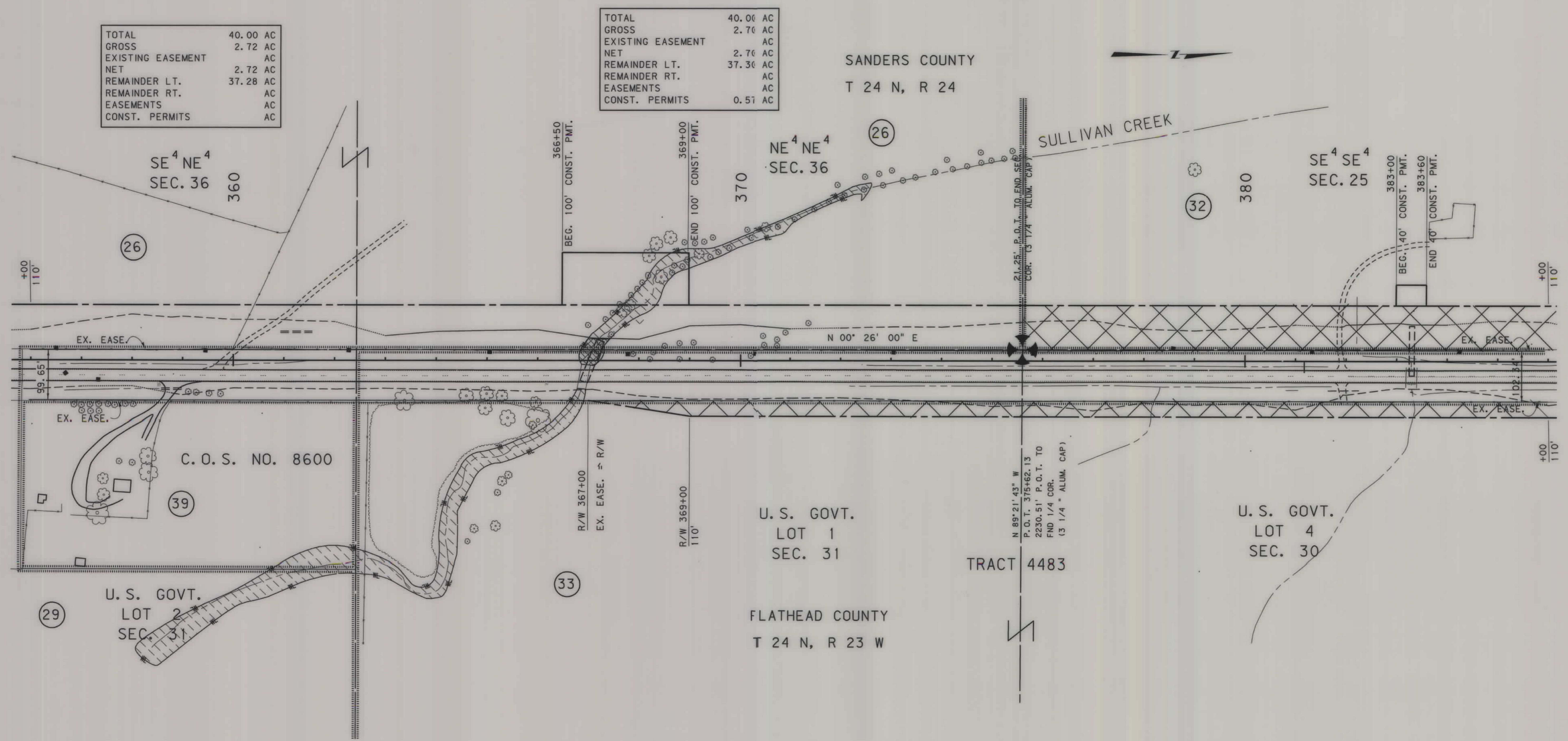
MONTANA DEPARTMENT OF TRANSPORTATION	
RIGHT OF WAY PLAN	
SANDERS & FLATHEAD COUNTIES	
SCALE 1"=100'	
0 50' 100' 200' 300'	

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		14	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E

TOTAL	40.00	AC
GROSS	2.72	AC
EXISTING EASEMENT		AC
NET	2.72	AC
REMAINDER LT.	37.28	AC
REMAINDER RT.		AC
EASEMENTS		AC
CONST. PERMITS		AC

TOTAL	40.00	AC
GROSS	2.70	AC
EXISTING EASEMENT		AC
NET	2.70	AC
REMAINDER LT.	37.30	AC
REMAINDER RT.		AC
EASEMENTS		AC
CONST. PERMITS	0.51	AC



CONSTRUCTION LIMITS CUT SECTION TRANSITION TOE OF FILL BACKSLOPE LIMITS INCLUDE ROUNDING	MAP REVISED 1-11-94 11-16-99 4-6-01
	6-27-02 8-3-07 12-10-08 3-10-09
	FHWA/MDT APPROVAL
	6-29-93
MONTANA DEPARTMENT OF TRANSPORTATION serving you with pride	C:\dgn\1289ROPLN004.DGN 3/11/2009 10:23:34 AM u1757

- 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.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

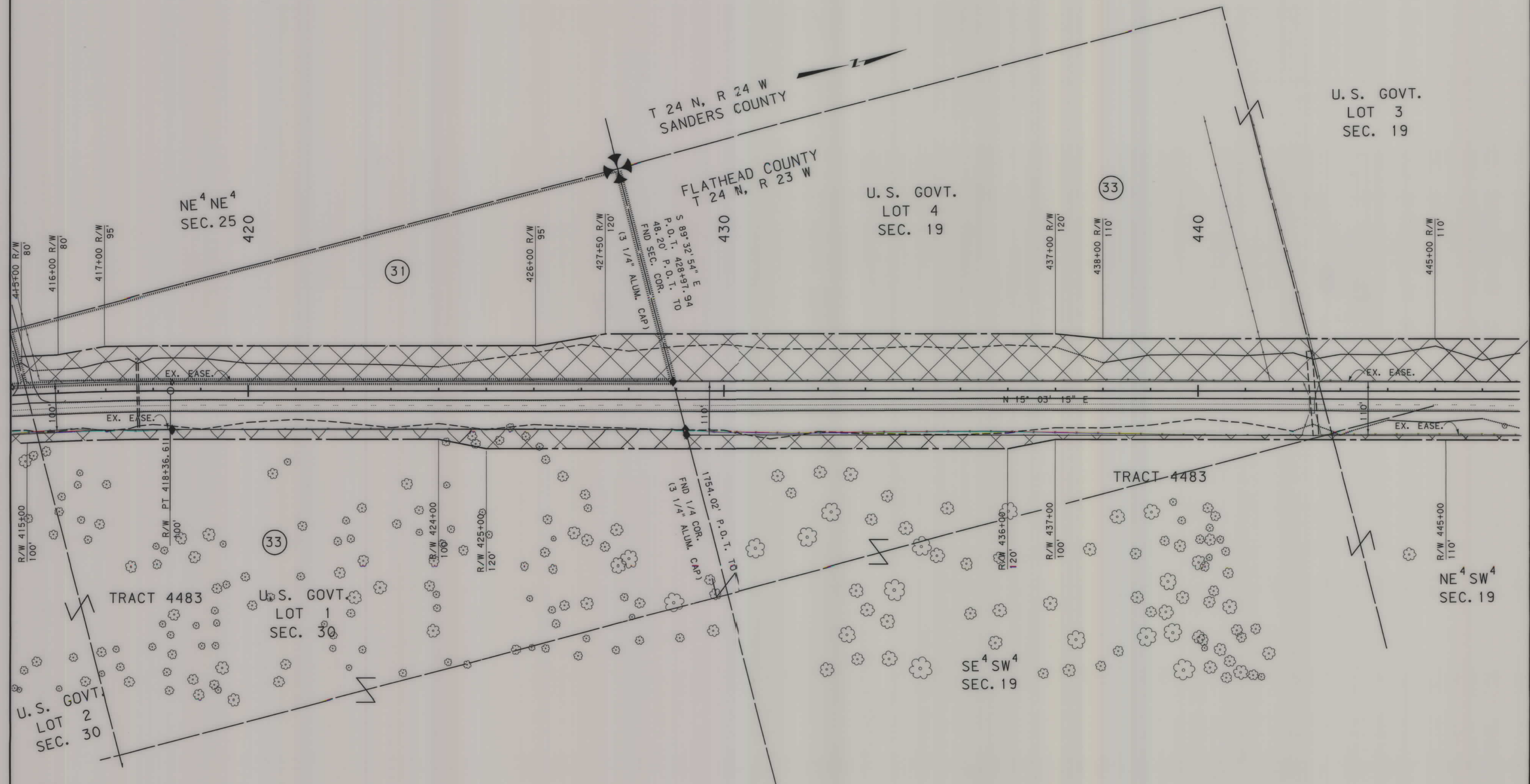
SANDERS & FLATHEAD COUNTIES

SCALE 1"=100'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		16	20
R/W ID.	STPP 36-1(9)26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E

U. S. GOVT.
LOT 3
SEC. 19



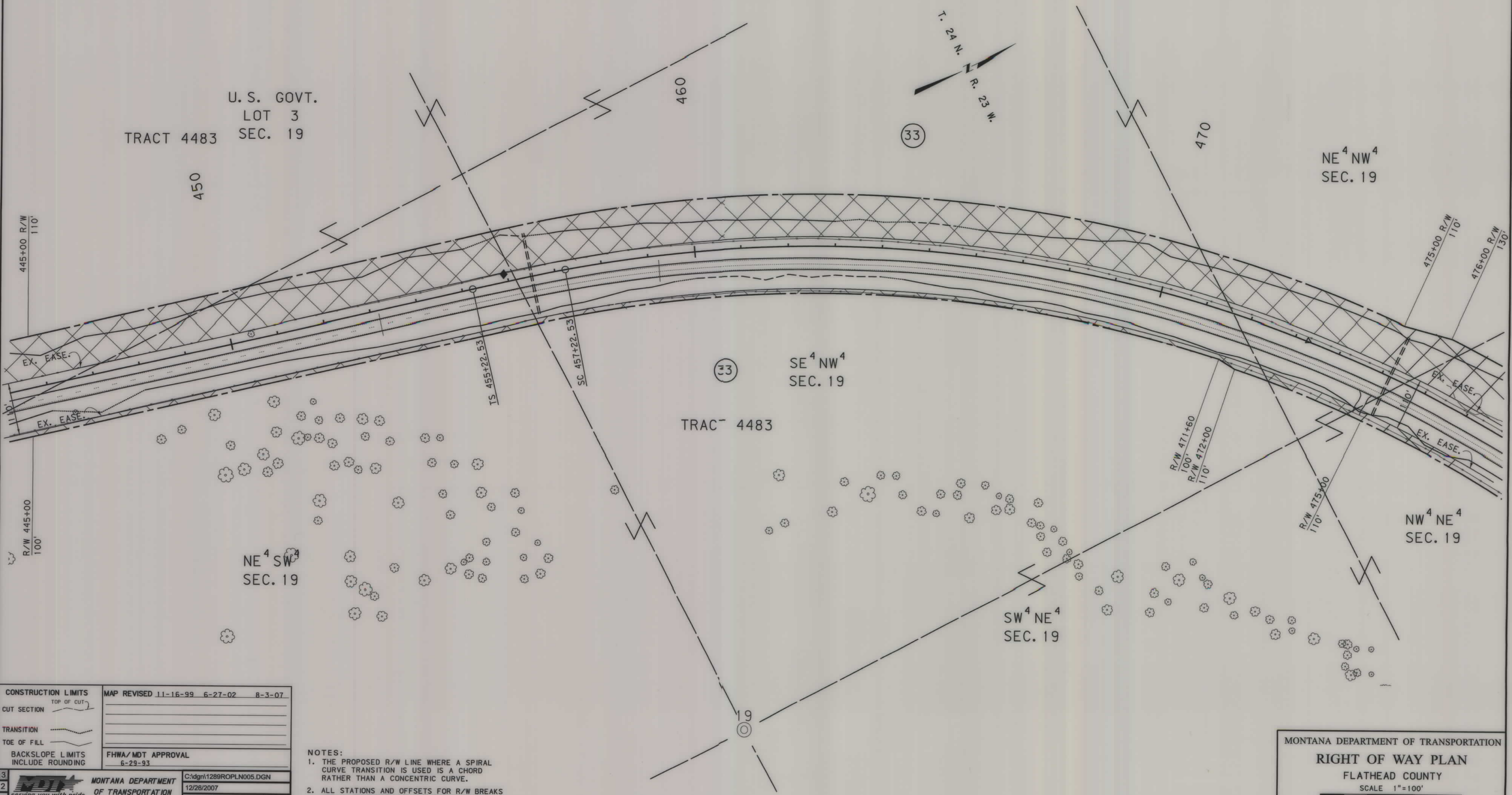
CONSTRUCTION LIMITS	MAP REVISED 1-11-94 11-16-99 4-12-00
CUT SECTION	6-27-02 8-3-07
TRANSITION	
TOE OF FILL	
BACKSLOPE LIMITS	
INCLUDE ROUNDING	
	FHWA/MDT APPROVAL
	6-29-93
3	C:\dgn\1289ROPLN005.DGN
2	12/26/2007
1	2:57:31 PM U1757

- 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.

MONTANA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
FLATHEAD COUNTY
SCALE 1"=100'
0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET	TOTAL
MONTANA		NO.	SHEETS
R/W ID.	STPP 36-1(9)26	17	20
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



CONSTRUCTION LIMITS	MAP REVISED 11-16-99 6-27-02 8-3-07
CUT SECTION	
TRANSITION	
TOE OF FILL	
BACKSLOPE LIMITS INCLUDE ROUNDING	FHWA/MDT APPROVAL 6-29-93
3	MONTANA DEPARTMENT OF TRANSPORTATION
2	C:\dgn\1289ROPLN005.DGN
1	12/28/2007
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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.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

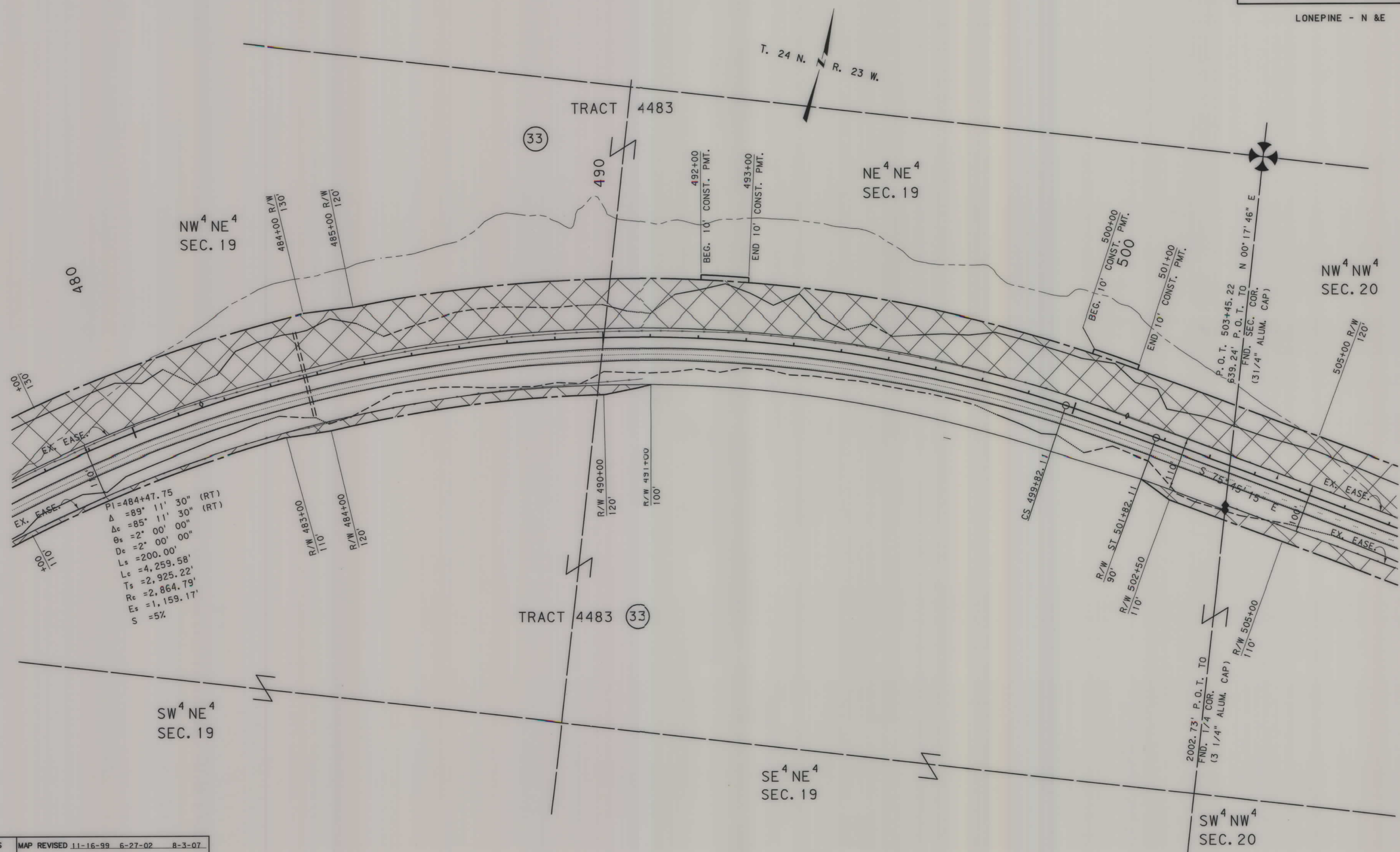
FLATHEAD COUNTY

SCALE 1"=100'

0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		18	20
R/W ID.		STPP 36-1 (9) 26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E



CONSTRUCTION LIMITS

CUT SECTION

TRANSITION

TOE OF FILL

BACKSLOPE LIMITS INCLUDE ROUNDING

MAP REVISED 11-16-99 6-27-02 8-3-07

FHWA/MDT APPROVAL 6-29-93

MONTANA DEPARTMENT OF TRANSPORTATION

12/26/2007

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U1757

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.

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

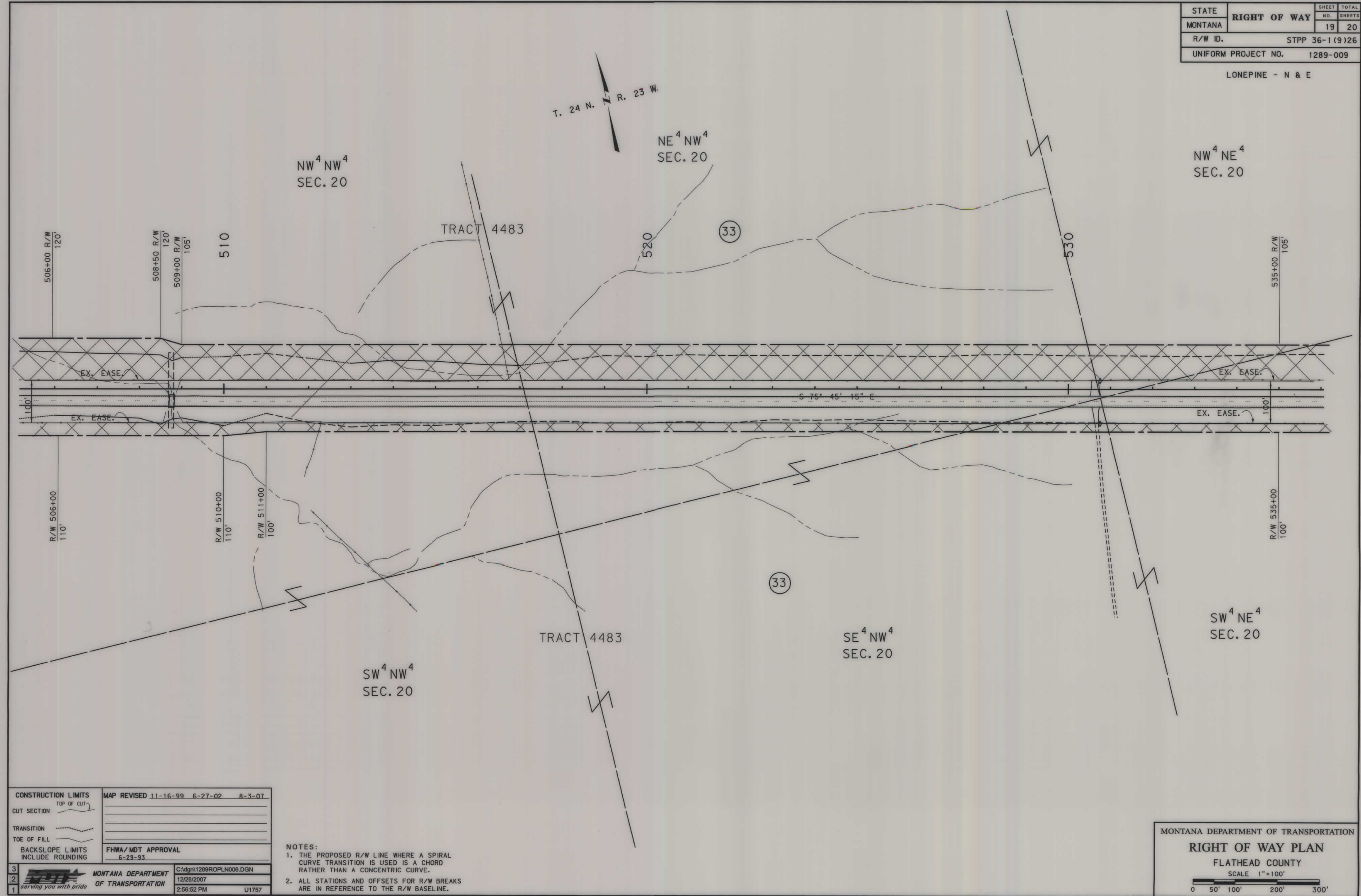
FLATHEAD COUNTY

SCALE 1"=100'

0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET NO.	TOTAL SHEETS
MONTANA		19	20
R/W ID.	STPP 36-1 (9) 26		
UNIFORM PROJECT NO.	1289-009		

LONEPINE - N & E



CONSTRUCTION LIMITS	MAP REVISED 11-16-99 6-27-02 8-3-07
CUT SECTION	
TRANSITION	
TOE OF FILL	
BACKSLOPE LIMITS INCLUDE ROUNDING	
	FHWA/MDT APPROVAL 6-29-93
3	MONTANA DEPARTMENT OF TRANSPORTATION
2	12/26/2007
1	2:56:52 PM U1757

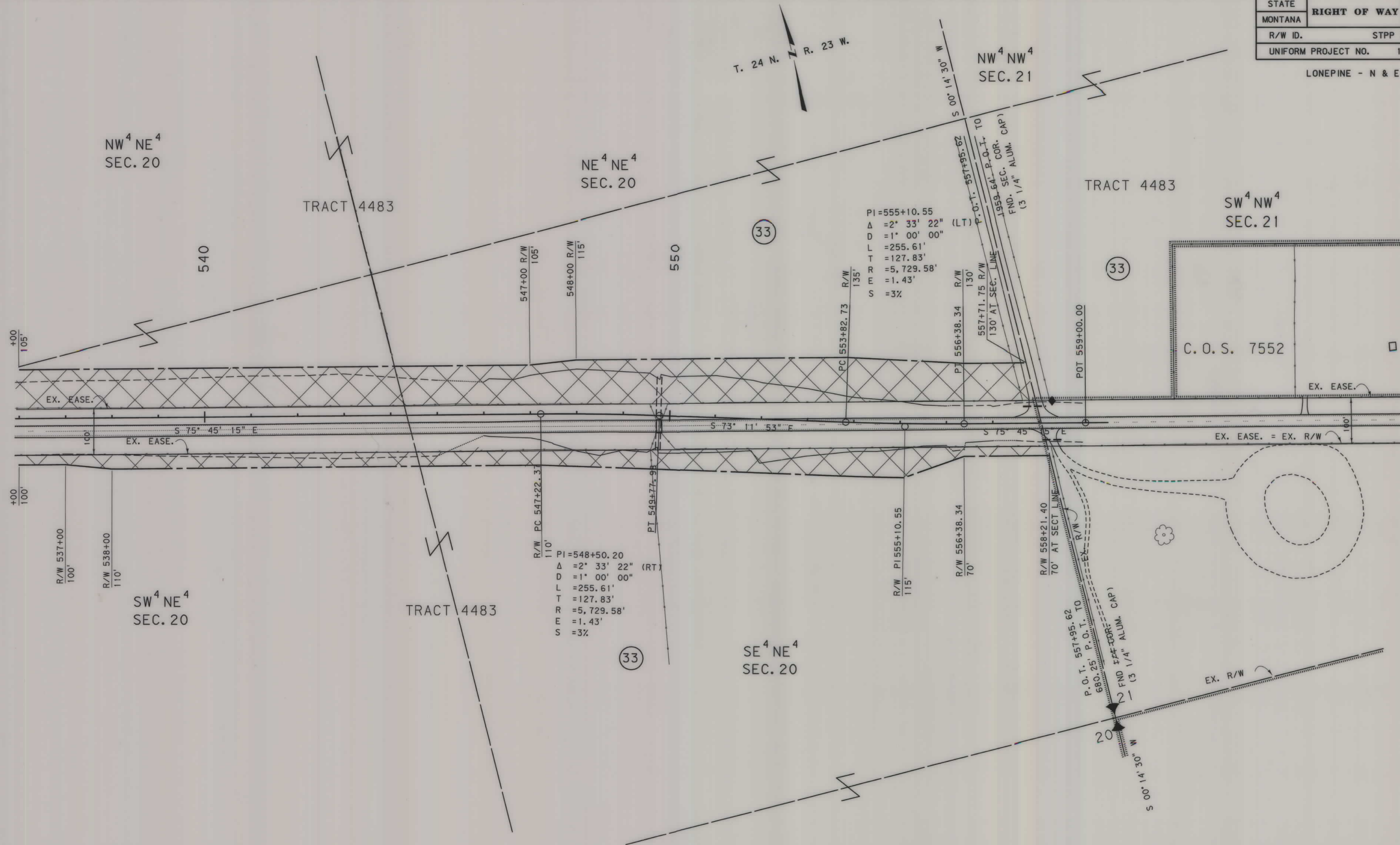
NOTES:

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.

MONTANA DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY PLAN
FLATHEAD COUNTY
SCALE 1"=100'
0 50' 100' 200' 300'

STATE	RIGHT OF WAY	SHEET	TOTAL
		NO.	SHEETS
MONTANA		20	20
R/W ID.		STPP 36-1(9)26	
UNIFORM PROJECT NO.		1289-009	

LONEPINE - N & E



MAP REVISED 1-11-94 11-16-99 4-12-00
6-27-02 8-3-07 12-10-08 3-10-09

FHWA/MDT APPROVAL
6-29-93

3	MONTANA DEPARTMENT OF TRANSPORTATION	C:\dgn\1289ROPLN008.DGN
2		3/11/2009
1		10:25:02 AM u1757

MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN

FLATHEAD COUNTY

SCALE 1"=100'

