

**RAYMOND AND JESSICA MARIN**

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September 8, 2026

**Yellowstone County Board of County Commissioners**

P.O. Box 35000

Billings, MT 59107

**RE: Request for Administrative Review - Historical Status and Alignment of County Road 105 / J.E. Dickey Road**

Dear Yellowstone County Commissioners:

We are submitting the enclosed evidence packet for formal review by the Yellowstone County Board of County Commissioners concerning the historical establishment, alignment, and present legal status of **County Road 105, historically identified as the J.E. Dickey Road.**

The enclosed materials include historical county road records, the original 1901 petition and road documentation, historical aerial imagery, maps, survey information, photographs of the existing roadway and associated improvements, terrain comparisons, and other records relevant to identifying the original County Road 105 alignment.

The records we have located indicate that County Road 105 was formally established in 1901. We have also located a later 1906 "corrected" description; however, despite review of the available county records and commission minutes, we have not located documentation showing a formal proceeding abandoning, vacating, or otherwise legally extinguishing the original 1901 alignment.

The physical roadway that is the subject of this packet remains identifiable on the ground. Evidence presented in the packet includes historical and modern documentation showing correspondence between the existing roadway, the historical road records, terrain features, drainage crossings, grading, and other physical evidence.

We respectfully request that the Board:

1. Accept this evidence packet as a formal submission concerning County Road 105;
2. Refer the matter to the appropriate Yellowstone County departments and officials for review, including, as appropriate, the County Surveyor, Public Works/Road and Bridge, Clerk and Recorder, and County Attorney;
3. Review the County's records to determine whether any formal abandonment, vacation, relocation, alteration, or discontinuance proceeding exists concerning the original 1901 alignment of County Road 105;
4. If such a proceeding exists, identify the petition, resolution, order, commissioners' minutes, viewers' report, plat, or other official record establishing that action;
5. If no such record exists, consider what administrative action is appropriate to determine or clarify the County's records concerning the status and location of County Road 105; and

# YELLOWSTONE COUNTY BOARD OF COUNTY COMMISSIONERS

## REQUEST FOR ADMINISTRATIVE REVIEW OF THE STATUS AND LOCATION OF COUNTY ROAD 105

**Re:** Original County Road 105 established in 1901; review of road status, route identification, and present obstruction

### PURPOSE OF REQUEST

The enclosed evidence packet is submitted to request administrative review of the legal status and physical location of the original route of County Road 105. The packet contains County records showing that County Road 105 was petitioned for and established in 1901, together with route materials, a later reference to a "corrected route," historical aerial imagery, deed records, and comparisons between the historical description and surviving physical roadway features.

This is **not** a request to establish a new road or create a private easement. It asks the County to determine whether the original 1901 route was ever formally abandoned or lawfully altered and, if not, whether the surviving graded roadway corresponds to the road previously established by the County.

### SUMMARY OF EVIDENTIARY BASIS

- **1901 establishment.** The packet includes the County Road 105 establishment materials and petition file.
- **Later corrected-route reference.** A corrected route appears in County road records, but no commissioner-minute record or formal abandonment proceeding for the original route has been located to date.
- **Road Record Book comparison.** Other road abandonments are specifically notated; Road 105 references the corrected route without a comparable abandonment notation for the original route.
- **Historical and physical roadway.** Historical aeriels and present field evidence show a surviving graded roadway in the corridor.
- **Terrain and construction correspondence.** The surviving roadway follows the same general sequence of hillside grades, directional changes, coulee complexes, crossings, and constructed drainage features reflected in the historical route materials.
- **Historic measurement discrepancies.** Individual courses and distances do not reproduce every modern measurement exactly. The identification is based on the totality of the original records, terrain sequence, aeriels, drainage crossings, and surviving construction.

### REQUESTED REVIEW

Please place this matter on a properly noticed Board agenda; direct the appropriate County personnel to search for any formal abandonment or route-alteration action; and review the surviving route on the ground against the original road records.

Submitted by: Jessica Marin  
Address: 5809 Shepherd Rd  
Phone / email: (559) 972-8738 the.Marins.Email@gmail.com  
Date: 9/13/2026

## ROUTE IDENTIFICATION - BASIS FOR COUNTY FIELD REVIEW

The packet does not contend that every historic course, distance, or chain measurement plots exactly onto modern GIS or GPS data. It identifies the surviving road by comparing the totality of the original route information with terrain, drainage, construction, and historical aerial evidence.

### DISTINCTIVE CORRESPONDING FEATURES

|             |                                                                                                                                                         |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Marker      | Observed correspondence                                                                                                                                 |
| POB         | Beginning area near the northwest corner of Section 16.                                                                                                 |
| A / A1      | First coulee complex and branch toward Section 8.                                                                                                       |
| A2          | Road winds uphill between the branch and main body of the coulee; visible grading corresponds with the historical grading call.                         |
| A3          | Northerly directional change followed by a coulee crossing; historical notes call for a bridge and the surviving crossing presently contains a culvert. |
| B / B1      | Second coulee complex followed by a long generally northeasterly straight roadway segment with visible grading.                                         |
| C / C1 / C2 | Third coulee complex and fork; road turns northerly between forks and crosses the northern branch, with visible grading.                                |
| POE         | Route continues toward the historical endpoint identified in T2N, R27E, Section 35.                                                                     |

### PROPOSED DESCRIPTION OF THE EVIDENCE

**The surviving constructed roadway substantially corresponds with the original County Road 105 route.** Although individual courses and distances in the 1901 description do not precisely reproduce modern measurements, the surviving roadway follows the same distinctive sequence of grades, directional changes, coulee complexes, drainage crossings, and construction features reflected in the historical road records. The repeated correspondence of these features, together with historical aerial imagery and surviving grading, supports a field review to determine whether the present roadway represents the road originally laid out and constructed.

### QUESTIONS FOR COUNTY SURVEY / PUBLIC WORKS REVIEW

- Can the original 1901 route be retraced using the original petition, route description, historical road records, surviving terrain, and physical construction evidence?
- Do the existing graded roadbed, cuts, fills, drainage crossings, culvert location, and directional changes correspond with the 1901 route materials?
- Do County archives contain any formal Board action abandoning the original 1901 route?
- Do County archives contain any formal Board action approving the later "corrected route" as a relocation or alteration?
- If no lawful abandonment is found, what County action is appropriate regarding the present obstruction?

# **COUNTY ROAD 105**

Historical Road Evidence Packet

## **Exhibit Packet**

### **CONTENTS**

- I. Establishment and Road Records
- II. Chain of Title
- III. Aerial Imagery
- IV. Route and Terrain Correspondence
- V. County Communication

## Summary of Evidentiary Support - Continued

- Historical aerial imagery from 1951-1966 and 1969-1981 (Exhibit Groups 8-11) shows a persistent graded roadway corridor, matching the historical alignment across multiple decades.
- Terrain-marker overlays on the historical plat, 1966 aerial, and modern aerial (Exhibits 12-A, 13-A, 14-A) demonstrate that key route features - including POB, A, A1, A2, A3, B1, C1, C2, and POE - correspond across all datasets.
- Photographs and annotated maps confirm the physical survival of major road features: the POB corner pin (Exhibits 15-A, 15-B), hillside grading at A2 (Exhibits 16-A through 16-C), coulee crossing at A3 (Exhibits 17-A through 17-C), the graded B1 segment (Exhibit 18-A), and the C2 directional change (Exhibits 19-A through 19-C). The POE terminus remains identifiable in Section 35 (Exhibit 20-A).
- Finally, County communication (Exhibit 21-A) confirms that while one road book "appeared" to reference partial abandonment, no abandonment documents, surveyor notes, field notes, or maps could be located by Public Works, the Clerk & Recorder, or the Deputy County Attorney, indicating no formal abandonment of the original 1901 road was ever recorded.

## Exhibit Index - Continued

| GROUP | DESCRIPTION                                                      | EXHIBITS     |
|-------|------------------------------------------------------------------|--------------|
| 12    | Annotated Historical Plat - Terrain Markers                      | 12-A         |
| 13    | Annotated 1966 Aerial - Terrain Markers                          | 13-A         |
| 14    | Annotated Modern Aerial - Terrain Markers                        | 14-A         |
| 15    | POB - Beginning Point Near Northwest Corner of Section 16        | 15-A to 15-B |
| 16    | A2 - Road Winding Up the Side of the Hill                        | 16-A to 16-C |
| 17    | A3 - Northerly Direction Change and Coulee Crossing              | 17-A to 17-C |
| 18    | B1 - Long Northeasterly Stretch                                  | 18-A         |
| 19    | C2 - Northerly Direction Change Between Forks of Coulee C        | 19-A to 19-C |
| 20    | POE - Terminus in Section 35, T2N R27E                           | 20-A         |
| 21    | Communication from Yellowstone County Clerk and Recorder/Auditor | 21-A         |

# EXHIBIT 1-A

Road establishment record

No. 105

PETITIONER,  
*Geo E. Dickie et al*

Petition filed *Feb'y 23* 1901  
Viewers appointed *Feb'y 23* 1901  
Report filed *Mar 7* 1901  
Date of hearing *June 6* 1901  
Report approved *June 6* 1901  
Order of survey *June 6* 1901  
Surveyor's Report filed *June 21* 1901  
Declared County Road *June 21* 1901

Sec Book *3* Commissioners' Proceedings,  
pages *502*

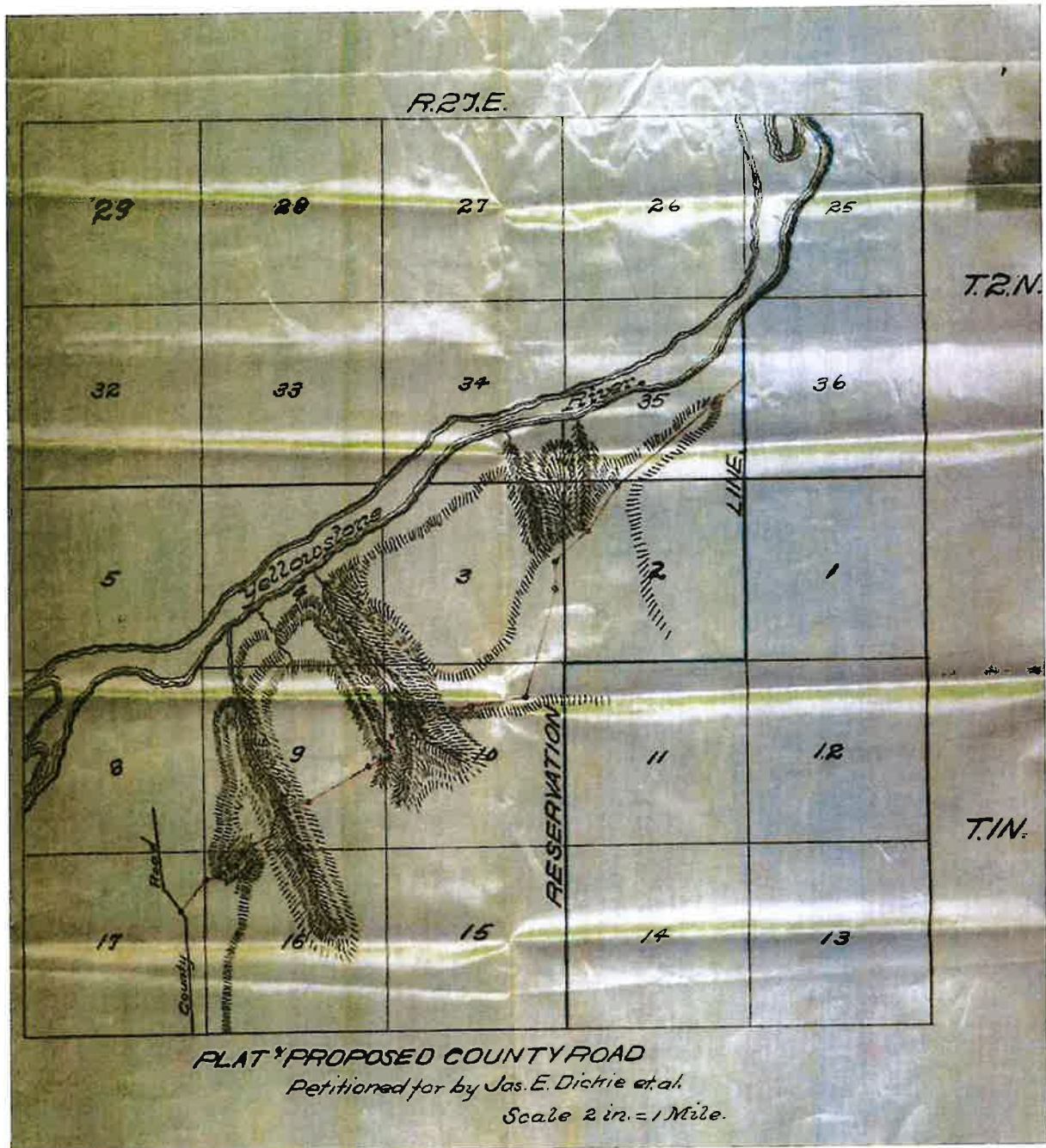
Recorded, Road Book, pages *184*

*W. H. Barnhill* County Clerk

MANUFACTURED BY  
THE IRWIN-HODSON CO., MANUFACTURING STATIONERS,  
125-514 FIRST AVENUE, PORTLAND, OREGON  
No. 41425

# EXHIBIT 1-C

1901 County Road 105 route plat



# EXHIBIT 2-A

Petition-file document - image 1

COUNTY CLERK'S CERTIFICATE AS TO POSTING OF NOTICES

YELLOWSTONE COUNTY, MONTANA

STATE OF MONTANA, ss.  
County of Yellowstone.

I, Nat. G. Carville, County Clerk in and for said

County, do hereby certify upon the Road Petition of Jas. E. Dickie  
and others, dated Oct 20, 19 00, as follows: That on the 9th day of  
January 1901, I sent two notices of such petition to James E/Dickie  
one of the petitioners thereon, to be posted, one at the beginning and the other at the terminus of such proposed  
road. Sworn proof that such notices have been posted is hereto attached. That on the 9th  
day of January 1901, I posted a like notice upon the door of the County Clerk's office  
required by law. Such proposed road being described as follows:

Commencing at a point near the S.W. Corner of section 16 Tp 1N, R 27  
East, thence running in a Northeasterly direction to a point on the  
reservation line, about one half mile Southwest of Huntley Station.

Witness my hand and seal of office this

9th day of January, 1901.



Nat. G. Carville

County Clerk

# EXHIBIT 2-C

Petition-file document - image 3

REPORT OF SURVEYOR

To the Honorable, the Board of County Commissioners of the County of Yellowstone, State of Montana.

I, James A. Morris, do hereby certify that on the 17th day of June 1901, in compliance with directions from the County Clerk's office, I made a survey of the proposed County Road, settlement for by Geo. E. Dickey et al on the 20th day of Oct 1900, described as follows:

Beginning at a point on the present County Road, corner of Section 16, Twp. 4 N., Rge. 37 E. and running

Thence S. 71° 00' E. 1/4 mile, cross section line, 13.00 chains, due E. of still corner Sec. 16.

Thence S. 75° 16' E. - 9.60 chs.

Thence S. 48° 25' E. - 9.80 chs. } 1/4 mile hill

Thence S. 55° 35' E. - 2.96 chs. } grading 75° 42'

Thence S. 53° 50' E. - 6.13 chs.

Thence S. 43° 20' E. - 9.00 chs.

Thence S. 65° 50' E. - 9.77 chs. } Down Hill

Thence S. 13° 18' E. - 10.05 chs.

Thence S. 72° 00' E. - 15.00 chs. } at 2 chs. Bridge, making 20' high, probable cost \$500.00

At 8 chs. commence grading 100° 00'

Thence S. 61° 00' E. - 30.00 chs. } Turn off

Thence S. 62° 50' E. - 10.00 chs. } Hill grading 100° 00'

Thence S. 62° 50' E. - 7.12 chs.

Thence S. 68° 00' E. - 7.00 chs. } Down grade at 1/4 mile

At 13 chs. cross creek } strike cable cost of grading \$500.00

At 13 chs. cross creek } at 600.00

Thence S. 51° 00' E. - 3.30 chs. } Turn slightly

Thence S. 55° 00' E. - 32.00 chs. } down grade

Thence S. 15° 18' E. - 42.00 chs.

Thence S. 10° 30' E. - 12.00 chs.

Thence S. 41° 00' E. - 20.00 chs.

Thence S. 42° 00' E. - 23.25 chs. } Turn off

Thence S. 47° 45' E. - 74.00 chs. } at which point strike the Reservation line which parallels the terminus of said proposed Highway.

Respectfully Submitted

James A. Morris Deputy County Engineer

# EXHIBIT 3-A

Road Record Book notation

Turner of section 16 Prop-1 N. P.

|                                     |           |       |             |
|-------------------------------------|-----------|-------|-------------|
| St.                                 | 75° 15' E | 6.00  |             |
| St.                                 | 43° 20' E | 4.50  | up side     |
| St.                                 | 88° 35' E | 2.00  | grading     |
| St.                                 | 33° 50' E | 6.12  |             |
| St.                                 | 43° 20' E | 5.00  |             |
| St.                                 | 65° 50' E | 9.77  | Down side   |
| St.                                 | 13° 15' E | 10.05 |             |
| St.                                 | 75° 00' E | 15.00 |             |
| Bridge 100' long 20' high probable  |           |       |             |
| Common grading 310.00               |           |       |             |
| St.                                 | 60° 50' E | 50.00 | Chas. House |
| St.                                 | 67° 30' E | 10.00 |             |
| St.                                 | 6° 50' E  | 9.12  |             |
| St.                                 | 68° 00' E | 19.21 | down side   |
| End of grading 35.20 at 120' Dr.    |           |       |             |
| St.                                 | 81° 00' E | 8.30  | Chas. House |
| St.                                 | 80° 50' E | 24.50 |             |
| St.                                 | 15° 15' E | 44.00 |             |
| St.                                 | 0° 15' E  | 12.00 |             |
| St.                                 | 46° 00' E | 20.00 |             |
| St.                                 | 34° 20' E | 23.23 | Land        |
| St.                                 | 49° 45' E | 74.00 | at wh       |
| from line which point is the termin |           |       |             |
| highway                             |           |       |             |
| Adopted June                        |           |       |             |
| March 7-1901 -                      |           |       |             |
| ordered - Declared a County Road    |           |       |             |
| See page 14                         |           |       |             |

**EXHIBIT GROUP 4**

## **Road Record Book 1 - Index Examples**

**DESCRIPTION**

This exhibit provides examples showing that abandonments of other roads were expressly notated in Road Record Book 1, as indicated by the yellow highlights. It also identifies the County Road 105 index entry, highlighted in green, which refers to the "corrected" route page but does not show an abandonment notation for Road 105. The comparison is included to document the road book's apparent notation practice and the absence of a comparable abandonment entry for Road 105 in the materials reviewed.

**RELATED EXHIBIT PAGES**

**Exhibits 4-A through 4-B**

# EXHIBIT 4-B

Road 105 index entry referencing corrected route

| Survey No.       | Page             | Record Page        |
|------------------|------------------|--------------------|
| 79               | 12, 40           | 93, 94, 95, 100    |
| 80               | 11               | 100, 103, 104      |
| 81               |                  | 104, 107, 108      |
| 82               | 14               | 108, 111, 112      |
| 83               | 30, 41           | 115, 115           |
| 84               | 38               | 115, 116, 119      |
| 85               | 30               | 119                |
| 86               | 10               | 119, 120, 123, 124 |
| See also No. 140 |                  |                    |
| 87               | 14               | 124, 127, 128      |
| 88               | 10               | 120, 131, 132      |
| 89               | 38               | 132, 135, 136      |
| 90               | 38               | 136, 139, 140      |
| 91               | 38               | 140, 143, 144      |
| 92               | 38               | 144, 147, 148      |
| 93               | 18               | 148, 151           |
| 94               | 37               | 151, 152, 155      |
| 95               | 37               | 155, 156           |
| 96               | 10               | 159, 160           |
| 97               | 17               | 160, 163, 164      |
| 98               | 113, 140, 74     | 164, 167           |
| 99               | 18, 33, 34, 30   | 160, 171           |
| 100              | 41               | 171, 172           |
| 101              | 18, 34           | 173, 176           |
| 102              | 57, 58, 63, 66   | 176, 179           |
| 103              | 21, 18           | 180, 183           |
| 104              | 37               | 183, 184           |
| 105              | 41, 38           | 184, 187, 188      |
| 106              | 18               | 188, 191           |
| 107              | 38               | 191, 192           |
| 108              | 38               | 193, 196           |
| 109              | 37               | 196, 199, 200, 203 |
| 110              | 130 See also 134 | 203, 204           |
| 111              | 38               | 204, 207           |
| 112              |                  | 208, 211           |
| 113              |                  | 212                |
| 114              | 17, 33           | 215                |
| 115              | 50               | 216, 219           |
| 116              | 34               | 219, 220           |
| 122              | 34               | 232                |
| 123              | 17               | 235, 236           |
| 124              | 38               | 236, 239           |
| 125              | 38               | 239, 240           |
| 126              | 10               | 243                |
| 127              | 10               | 244                |
| 128              | 22               | 244, 247           |
| 129              |                  | 248, 249           |
| 130              | 17               | 249, 251           |
| 130              | 30, 41           |                    |

# EXHIBIT 5-A

Section 9 south parcel land patent - 1914

## Deed Record No. 47, Yellowstone County, Montana

receive a Patent for the lot above described.

**COMPATIBLE**

Prod H. Poutur, Register.

Filed for record on the 15th day of June, A.D. 1914, at 10.26 o'clock A.M.

By J. G. Rodfield,

F. W. Williams,

Deputy.

County Recorder.

UNITED STATES

TO

PATENT.

HENRY HERSON.

Billings 74067

THE UNITED STATES OF AMERICA, To all to whom these presents shall come, Greeting:

WHEREAS, a Certificate of the Register of the Land Office at Billings, Montana, has been deposited in the General Land Office, whereby it appears that, pursuant to the Act of Congress of May 20, 1862, "To Secure Homesteads to Actual Settlers on the Public Domain," and the acts supplemental thereto, the claim of Henry Herson has been established and duly decreed, in conformity to law, for the

northeast quarter of the southeast quarter, the south half of the south half, and the northwest quarter of the southeast quarter of Section nine and the east half of the southeast quarter of Section ten in Township one north of Range twenty-seven east of the Montana Meridian, Montana, containing three hundred twenty acres, according to the Official Plat of the Survey of the said Land, returned to the GENERAL LAND OFFICE by the Surveyor General;

NOW KNOW YE, That there is, therefore, granted by the UNITED STATES unto the said claimant the tract of Land above described; TO HAVE AND TO HOLD the said tract of Land, with the appurtenances thereof, unto the said claimant and to the heirs and assigns of the said claimant forever; subject to any vested and reserved water rights for mining, agricultural, manufacturing or other purposes, and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts; and there is reserved from the lands hereby granted, a right of way thereon for ditches or canals constructed by the authority of the United States.

IN WITNESS WHEREOF, I, Andrew Wilson, President of the United States of America, have caused these letters to be made Patent, and the seal of the General Land Office to be hereunto affixed.

GIVEN under my hand, at the City of Washington, the twenty-ninth day of May, in the year of our Lord one thousand nine hundred and fourteen and of the Independence of the United States, the one hundred and thirty-eighth.

By the President: Andrew Wilson,

By E. P. Le Roy, Secretary,

L. G. Laper,

Recorder of the General Land Office.

RECORDED: Patent Number 439147.

Filed for record on the 15th day of June, A.D. 1914, at 10.39 o'clock A.M.

By J. G. Rodfield,

F. W. Williams,

Deputy.

County Recorder.

# EXHIBIT 5-C

Section 9 north parcel land patent - 1919. page 2

## Warranty Deed Record No. 72, Yellowstone County, Montana

half of the northwest quarter of Section ten in Township one north of Range twenty-seven east of the Montana Meridian, Montana, containing three hundred seventeen and eighty-eight-hundredths acres, according to the official plat of the survey of the said land, returned to the General Land Office by the Surveyor-General:

NOW KNOW YE, That there is, therefore, granted by the United States unto the said claimant the tract of land above described; TO HAVE AND TO HOLD the said tract of land, with the appurtenances thereof, unto the said claimant and to the heirs and assigns of the said claimant forever; subject to any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts; and there is reserved from the lands hereby granted, a right of way thereon for ditches or canals constructed by the authority of the United States.

IN TESTIMONY WHEREOF, I, Woodrow Wilson, President of the United States of America, have caused these letters to be made Patent, and the seal of the General Land Office to be hereunto affixed. GIVEN under my hand, at the City of Washington, the twenty-second day of June in the year of our Lord one thousand nine hundred and eighteen and of the Independence of the United States the one hundred and forty-second.

BY THE PRESIDENT: Woodrow Wilson.

By E. D. Boulain Assistant Secretary.

L. J. C. Lamar, Recorder of the General Land Office.



RECORDED: Patent Number 637586.

Filed for record this 19th day of August, A. D. 1919, at 12:36 o'clock P. M.

By W. H. Kennard, Deputy.

F. E. Williams, County Recorder.

## EXHIBIT 6-A

Plaintiff chain-of-title land patent - 1921. page 1

UNITED STATES  
TO  
WILLIAM A. GRAY.  
Billings 014414

PATENT.

THE UNITED STATES OF AMERICA.

TO ALL TO WHOM THESE PRESENTS SHALL COME, GREETING:

WHEREAS, a Certificate of the Register of the Land Office at Billings, Montana, has been deposited in the General Land Office, whereby it appears that, pursuant to the Act of Congress of May 20, 1862, "To Secure Homesteads to Actual Settlers on the Public Domain," and the acts supplemental thereto, the claim of William A. Gray has been established and duly consummated, in conformity to law, for the southeast quarter of the northwest quarter, the northeast quarter of the southwest quarter, the south <sup>and the north east quarter</sup> half of the northeast quarter of the southeast quarter of Section nine in TOWNSHIP one north of Range twenty-seven east of the Montana Meridian, Montana, containing two hundred acres, according to the Official Plat of the Survey of the said Land, returned to the General Land Office by the Surveyor-General.

## II. CHAIN OF TITLE

### EXHIBIT GROUP 7

## **Defendant Chain of Title - 1943 Deed**

### DESCRIPTION

This exhibit contains the 1943 deed in the defendant chain of title and highlights language providing that the property was taken subject to roadways then laid out or existing. It is included to document that roadway-related language within the later chain of title and to provide a deed-record reference for evaluating roadways shown by the historical record to have existed by that time.

### RELATED EXHIBIT PAGES

**Exhibits 7-A through 7-B**

# EXHIBIT 7-B

1943 deed - page 2

STATE OF MONTANA  
County of Yellowstone  
On this 24th day of July, 1943, at the year nineteen hundred and  
forty-three before me, Elizabeth J. Glass, a Notary Public  
for the State of Montana, personally appeared  
Thomas Halstead and Ellen Halstead, his wife,  
known to me  
to be the person or persons who subscribed to the within instrument and acknowledged to me  
that they executed the same for the purposes and consideration therein expressed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal this day and year first above written.

Notary Public for the State of Montana  
Residing at Billings, Montana  
My Commission expires May 31, 1947

527395  
WARRANTY DEED  
(S. F.)  
Thomas Halstead  
Ellen Halstead  
Dated July 24, 1943  
STATE OF MONTANA  
County of Yellowstone  
Recorded in Book 46, Page 57, of the Records of  
County of Yellowstone  
State of Montana  
By Charles R. Smith  
County Clerk and Recorder  
By E. L. Taylor  
Deputy  
Fees \$3.20  
Return to Mr. X. A. O'Donnell  
2411-2nd Ave. S.E.

## EXHIBIT 8-A

Locator inset



### III. AERIAL IMAGERY

#### EXHIBIT GROUP 9

## **Aerial Imagery Set 1 - 1969 to 1981**

#### DESCRIPTION

This exhibit contains three aerial images from the 1969-1981 period depicting the same general roadway area presented in Exhibit Group 8. The images are included to permit comparison of the visible road or traveled-way alignment over time and to document the appearance of the route area after the 1951-1966 imagery.

#### RELATED EXHIBIT PAGES

**Exhibits 9-A through 9-C**

## EXHIBIT 9-B

Historical aerial image - 1969-1981 set, image 2



### III. AERIAL IMAGERY

#### EXHIBIT GROUP 10

## **Aerial Imagery Set 2 - 1951 to 1966**

#### DESCRIPTION

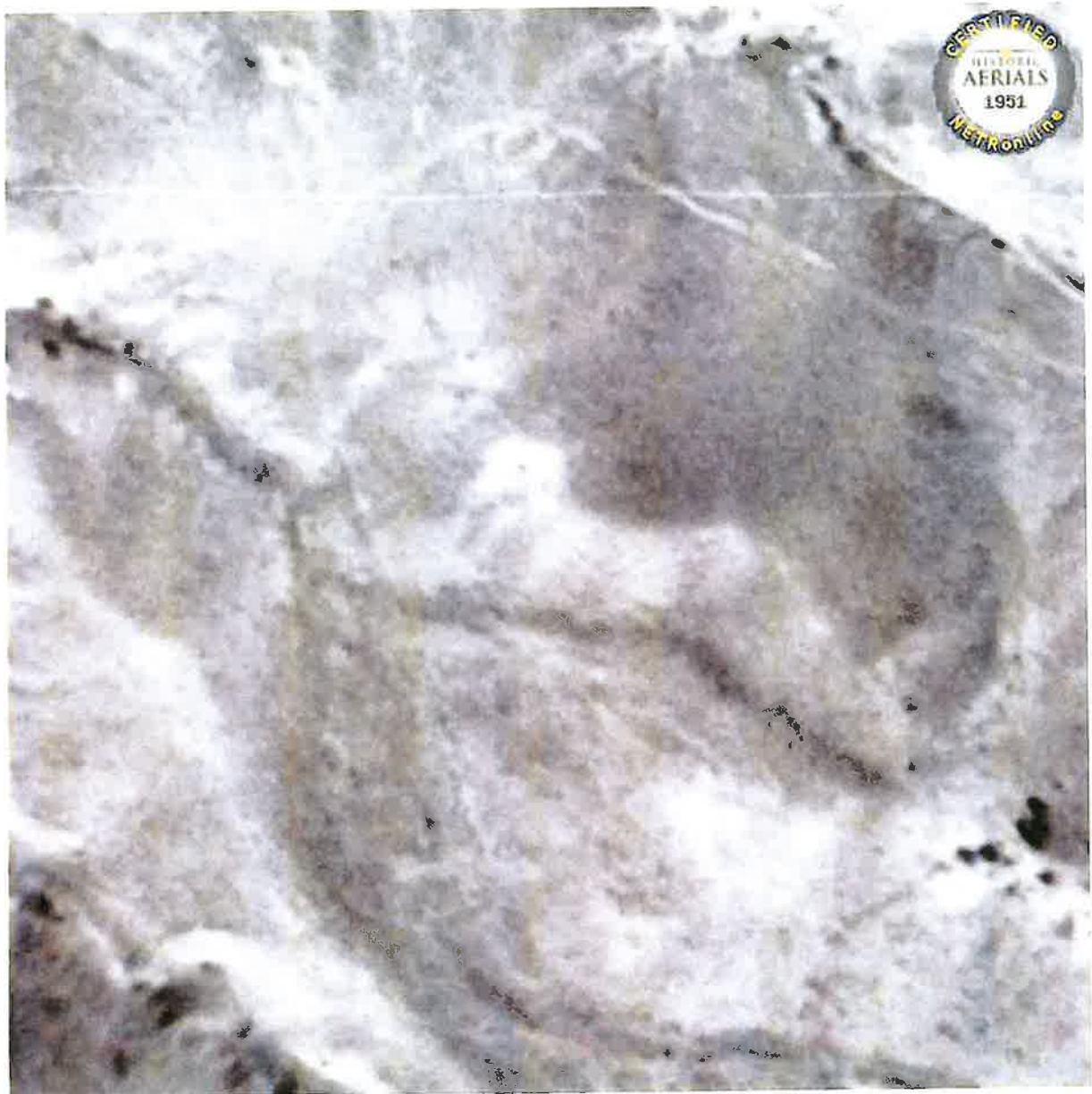
This exhibit contains a second locator inset and two additional historical aerial images from the 1951-1966 period covering another portion of the roadway area. The images are included to document visible route features in that portion of the corridor and to provide an earlier-period comparison with the corresponding 1969-1981 aerial imagery in Exhibit Group 11.

#### RELATED EXHIBIT PAGES

**Exhibits 10-A through 10-C**

## EXHIBIT 10-B

Historical aerial image - second 1951-1966 set, image 1



### III. AERIAL IMAGERY

#### EXHIBIT GROUP 11

## **Aerial Imagery Set 2 - 1969 to 1981**

#### DESCRIPTION

This exhibit contains three additional aerial images from the 1969-1981 period covering the roadway area shown in Exhibit Group 10. The images are included to compare the later appearance of the visible traveled way and surrounding terrain with the corresponding 1951-1966 imagery and to assist in evaluating continuity of the route through that area.

#### RELATED EXHIBIT PAGES

**Exhibits 11-A through 11-C**

## EXHIBIT 11-B

Historical aerial image - second 1969-1981 set, image 2



## Terrain Marker Legend

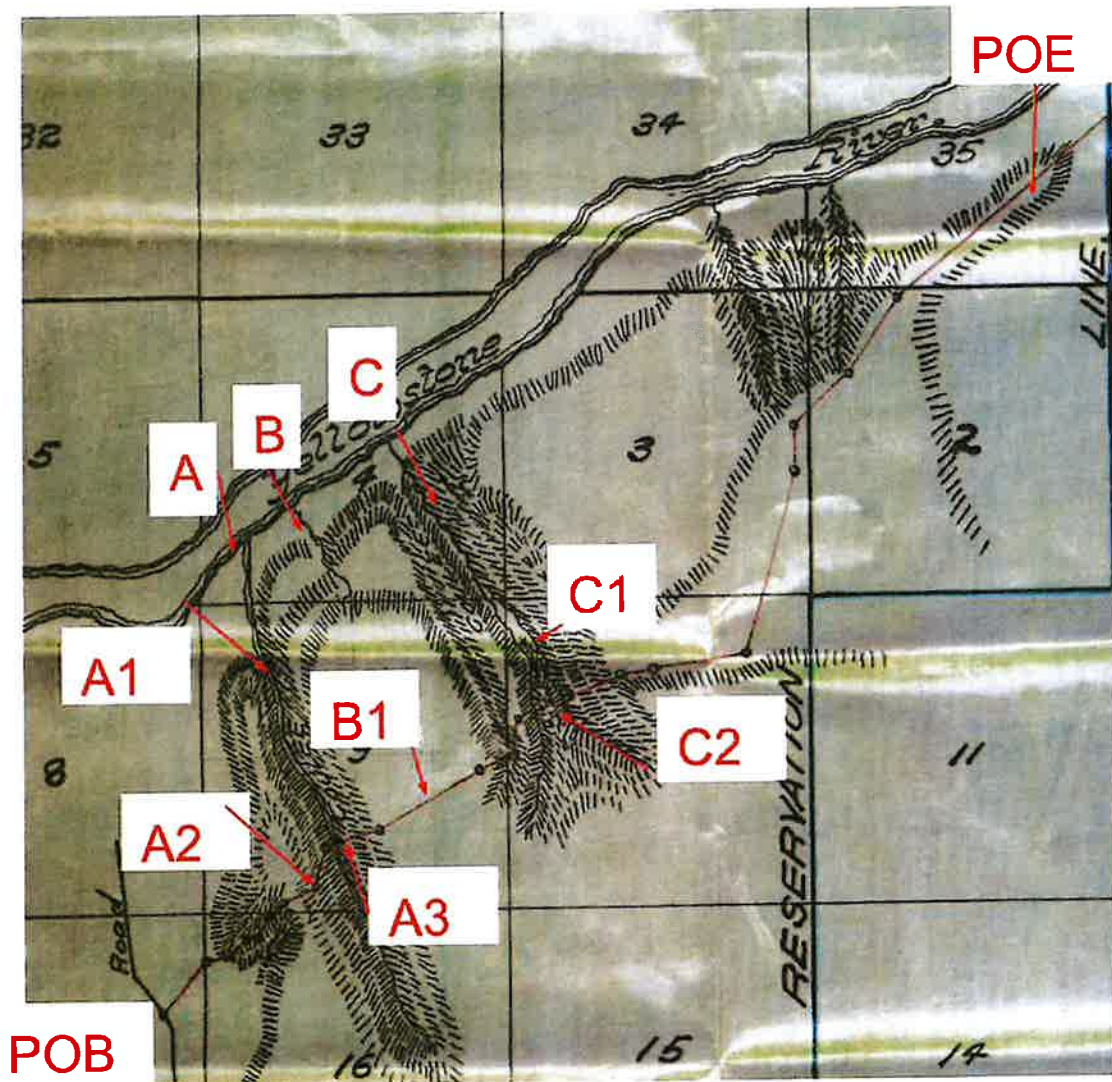
The following marker definitions correspond to the annotated maps and later feature-specific exhibits.

|            |                                                                                                                          |
|------------|--------------------------------------------------------------------------------------------------------------------------|
| <b>POB</b> | Near northwest corner of Section 16.                                                                                     |
| <b>A</b>   | First coulee in complex.                                                                                                 |
| <b>A1</b>  | Coulee splits toward Section 8.                                                                                          |
| <b>A2</b>  | Road is visibly graded and winds up the side of the hill between the A1 branch and the main body of Coulee A.            |
| <b>B</b>   | Second coulee in complex.                                                                                                |
| <b>B1</b>  | Long straight portion of road southwest of Coulee B.                                                                     |
| <b>C</b>   | Third coulee in complex.                                                                                                 |
| <b>C1</b>  | Fork in Coulee C.                                                                                                        |
| <b>C2</b>  | Northerly direction change in road between branches of the fork; road crosses the northern branch and is visibly graded. |
| <b>POE</b> | Terminates northeast of map in T2N R27E, Section 35.                                                                     |

*Note: A3 appears on the annotated route maps and is discussed in Exhibit Group 17.*

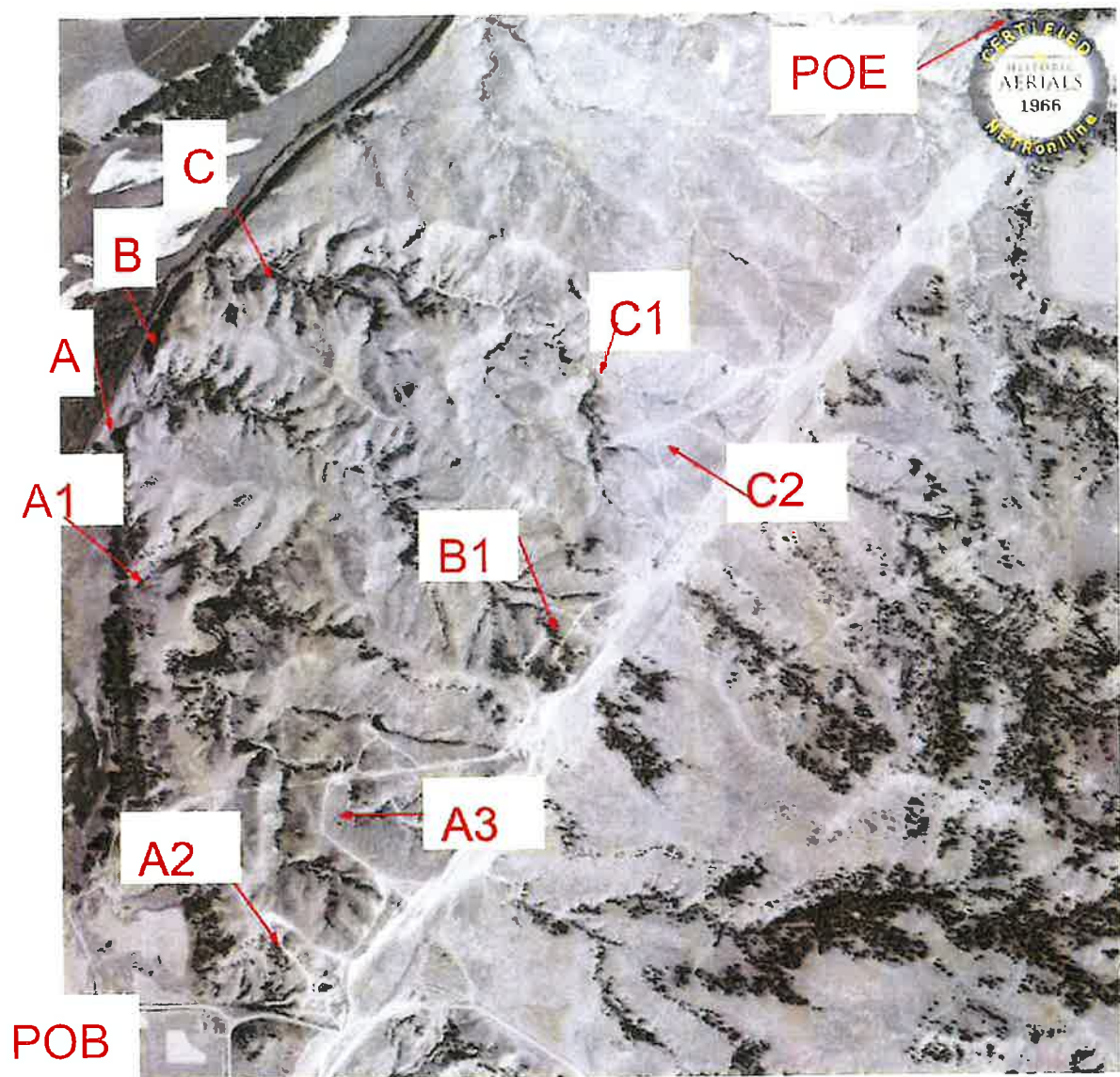
## EXHIBIT 12-A

Annotated historical plat with terrain-marker labels



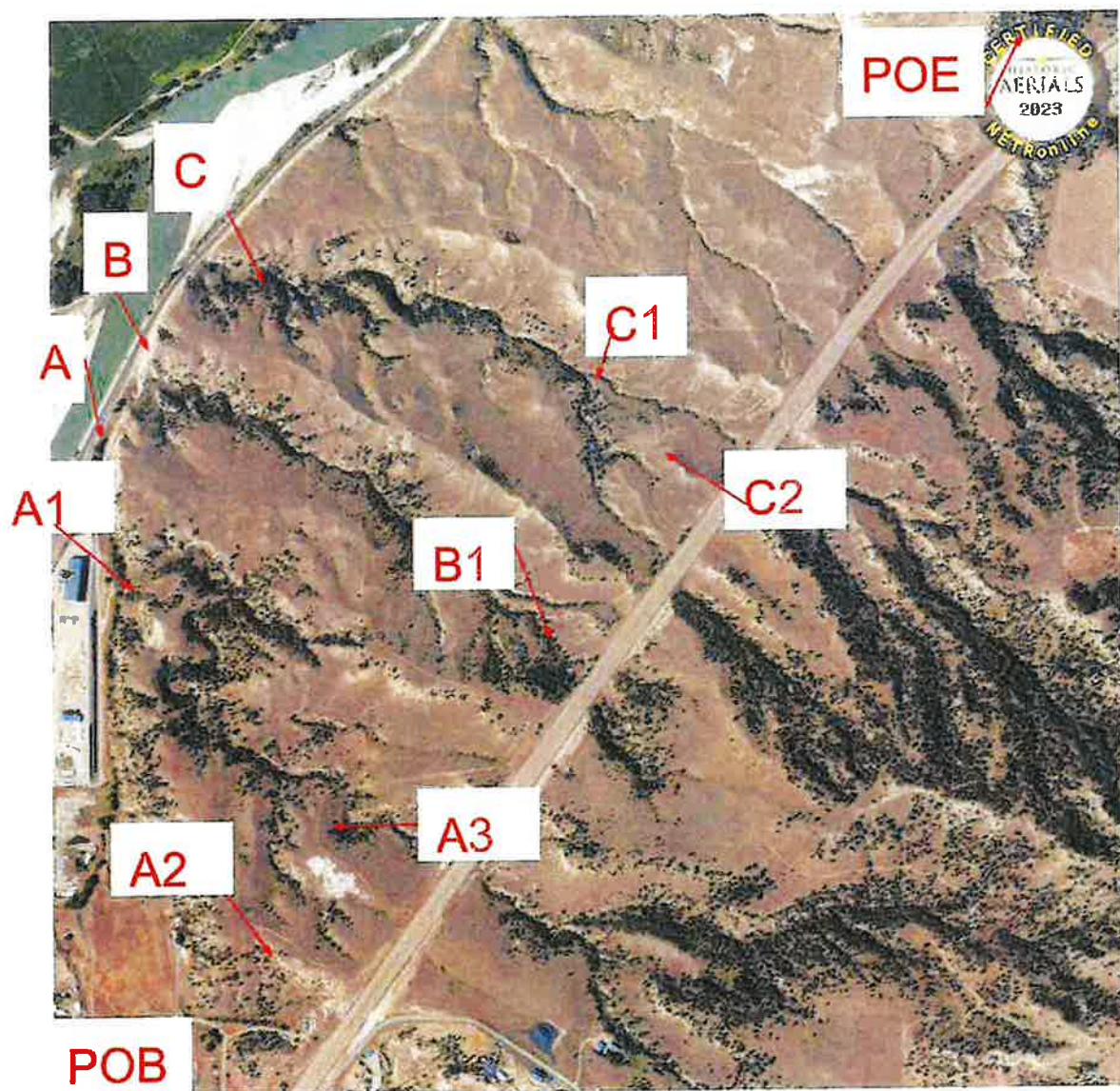
## EXHIBIT 13-A

Annotated 1966 aerial with terrain-marker labels



## EXHIBIT 14-A

Annotated modern aerial with terrain-marker labels



## EXHIBIT 15-A

Corner pin near the beginning point



#### IV. ROUTE AND TERRAIN CORRESPONDENCE

##### EXHIBIT GROUP 16

## **A2 - Road Winding Up the Side of the Hill**

### DESCRIPTION

This exhibit compares the A2 portion of the metes-and-bounds description with photographs of the roadway on the hillside. The written record describes the route as winding up the side of the hill and includes a grading call, while the photographs depict a visibly graded roadbed on the corresponding hillside terrain. The exhibit is included to compare a specific recorded route characteristic with a present physical feature at the A2 location.

### RELATED EXHIBIT PAGES

**Exhibits 16-A through 16-C**

## EXHIBIT 16-B

Roadbed photograph - image 1

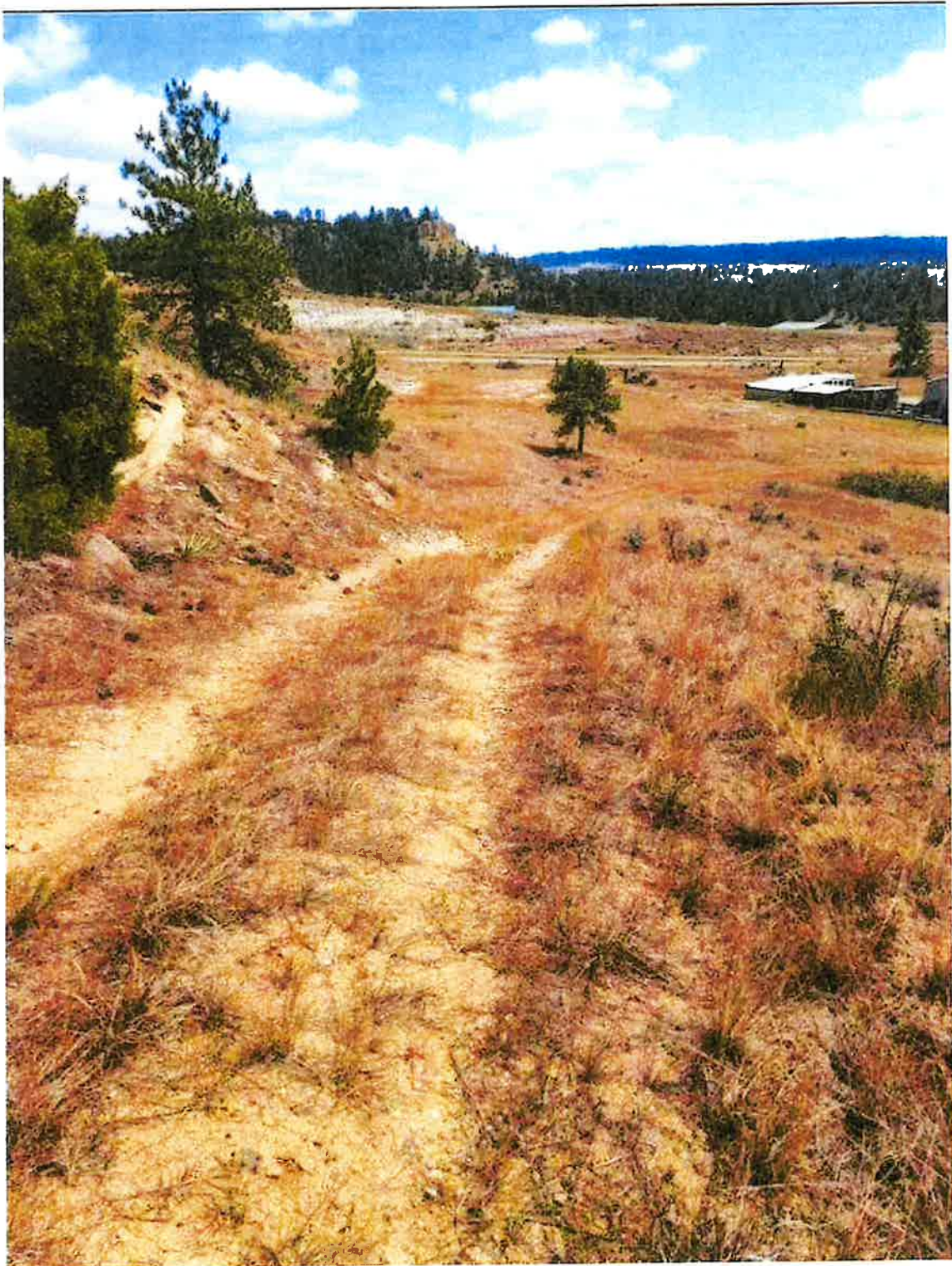


EXHIBIT GROUP 17

## **A3 - Northerly Direction Change and Coulee Crossing**

DESCRIPTION

This exhibit addresses the A3 portion of the route, where the metes-and-bounds record reflects a northerly direction change followed by a coulee crossing and references a bridge. The accompanying map image identifies the crossing location, and the ground photograph depicts a culvert at that location today. The exhibit is included to compare the recorded drainage-crossing feature with the existing physical crossing identified along the route.

RELATED EXHIBIT PAGES

**Exhibits 17-A through 17-C**

EXHIBIT 17-B

Aerial / map screenshot of crossing location

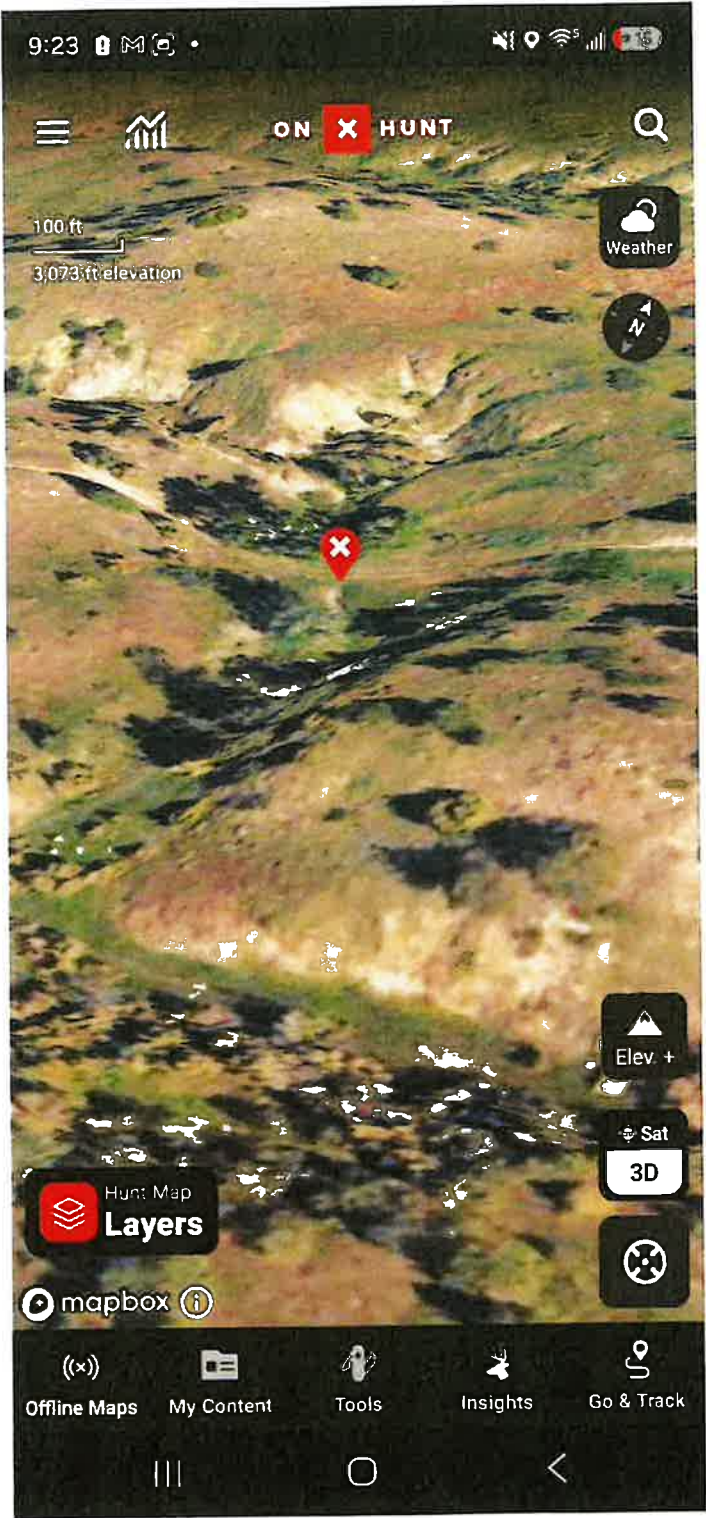


**EXHIBIT GROUP 18**

## **B1 - Long Northeasterly Stretch**

**DESCRIPTION**

This exhibit isolates the metes-and-bounds segment corresponding to marker B1. The record describes a long northeasterly course and includes a grading notation. It is included as a written-route reference for comparison with the long B1 segment marked on the annotated historical, 1966, and modern route maps.

**RELATED EXHIBIT PAGES**

**Exhibit 18-A**

EXHIBIT GROUP 19

## **C2 - Northerly Direction Change Between Forks of Coulee C**

DESCRIPTION

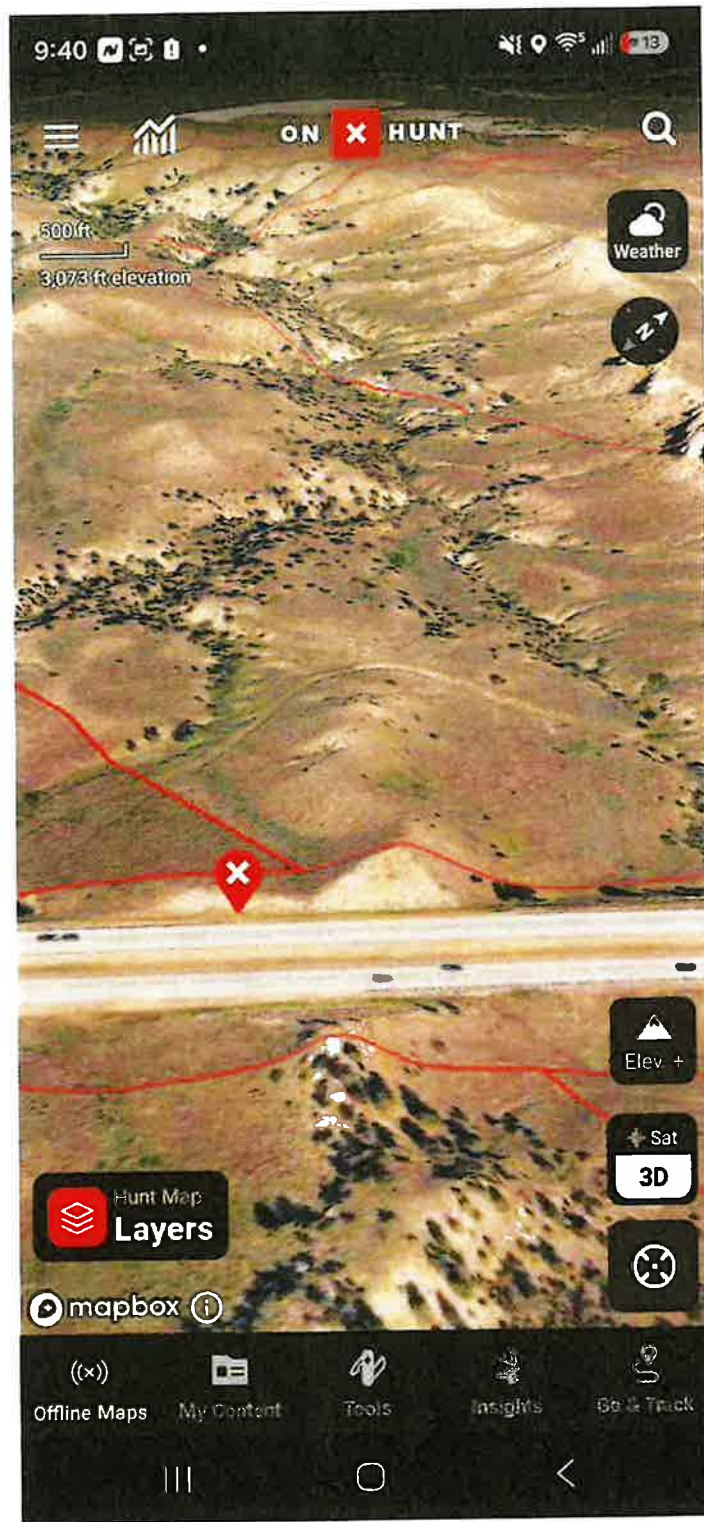
This exhibit addresses marker C2, where the route makes a northerly directional change between branches of Coulee C. The metes-and-bounds excerpt and accompanying map screenshots are presented together to show the recorded course in relation to the forked coulee terrain and the visibly graded roadway location. The exhibit is included to compare a distinctive directional and drainage relationship across the written and mapped evidence.

RELATED EXHIBIT PAGES

**Exhibits 19-A through 19-C**

## EXHIBIT 19-B

Map screenshot - C2 location, image 1



#### IV. ROUTE AND TERRAIN CORRESPONDENCE

##### EXHIBIT GROUP 20

## **POE - Terminus in Section 35, T2N R27E**

### DESCRIPTION

This exhibit identifies the POE, or point of ending, in Section 35, T2N R27E. The annotated Yellowstone Parcel Viewer image marks the Section 35 area, the road alignment, and the location identified as the platted terminus. It is included to compare the northern endpoint shown in the historical route materials with the roadway location depicted on the present parcel-viewer map.

### RELATED EXHIBIT PAGES

**Exhibit 20-A**

**EXHIBIT GROUP 21**

## **Communication from Yellowstone County Clerk and Recorder/Auditor**

**DESCRIPTION**

This exhibit contains a written communication from Jeff Martin, Yellowstone County Clerk and Recorder/Auditor, regarding the County's search for records concerning the road. The message states that public works and the deputy civil county attorney were familiar with the issue; that the road book and maps appeared to reference abandonment for a portion of the petitioned road; that the board clerk was unable to locate an abandonment document associated with the petitioned road; and that the surveyor did not locate related surveyor notes, maps, field notes, or monument records. The exhibit is included to document the County's reported record-search results and the distinction between an abandonment notation and the absence of an underlying abandonment document located in that search.

**RELATED EXHIBIT PAGES**

**Exhibit 21-A**