



MONTANA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLAN FEDERAL AID PROJECT STPS 308-1(38)6 SLIDE REPAIR - W OF BEARCREEK CARBON COUNTY

LENGTH 0.2 MILES

PLAN LEGEND

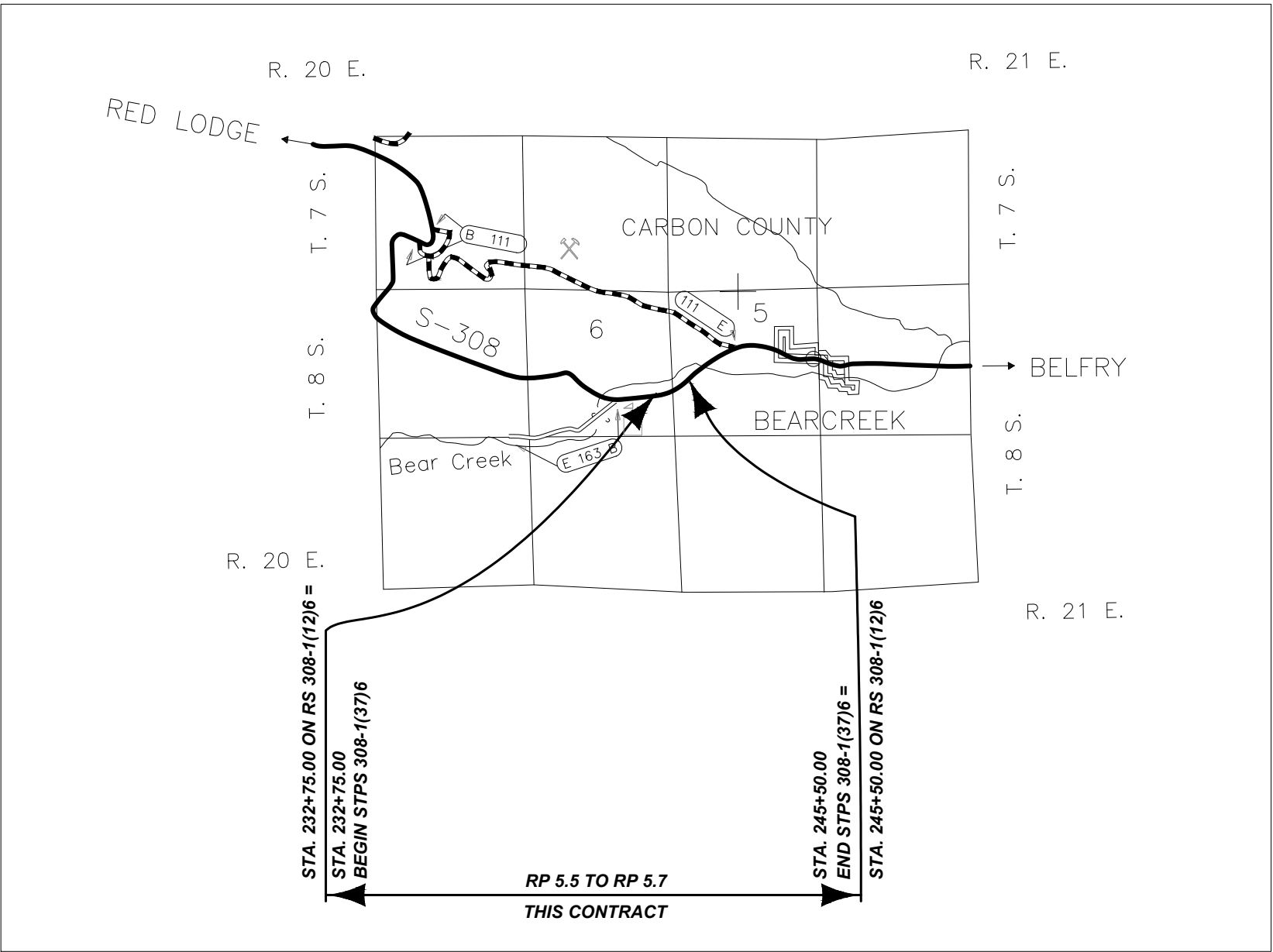
PROPOSED RIGHT OF WAY LINE	---
EXISTING RIGHT OF WAY LINE	---
RAILROAD RIGHT OF WAY LINE	---
RIGHT OF WAY BASELINE	---
SECTION LINE	---
OWNERSHIP BOUNDARY	---
FULL ACCESS CONTROL	AG AG
LIMITED ACCESS CONTROL	---
EXISTING FULL ACCESS CONTROL	EFAC
EXISTING LIMITED ACCESS CONTROL	ELAC
SECTION CORNER	FOUND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

ASSOCIATED PROJECT AGREEMENT NUMBERS

R/W	STPS 308-1(38)6
I.C.	
P.E.	STPS 308-1(36)6

RELATED PROJECTS

S 3(5)
S 3(7)



FOR EXISTING R/W RETRACEMENT, SEE
C.O.S. 308 RE

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 R/W WIDTH
DIMENSION, WHICH IS RECORD.
THE COMBINATION SCALE FACTOR IS 0.99966639

PROJECT NAME
SLIDE REPAIR - W OF BEARCREEK

COUNTY
CARBON COUNTY

PROJECT ID
STPS 308-1(38)6

UPN
9970-038-000

FHWA/MDT APPROVAL: 09/09/2024

MAP REVISED:

MONTANA
Department of Transportation

RIGHT OF WAY PLAN

9/11/2024 7:21 AM

[illegible]

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 0.99968639

PROJECT NAME **SLIDE REPAIR - W OF BEARCREEK**

COUNTY

COUNTY

CARBON COUNTY

PROJECT ID

STPS 308-1(38)6

UPN

9970-038-000

+HWAMDI APPROVAL: 09/09/2024

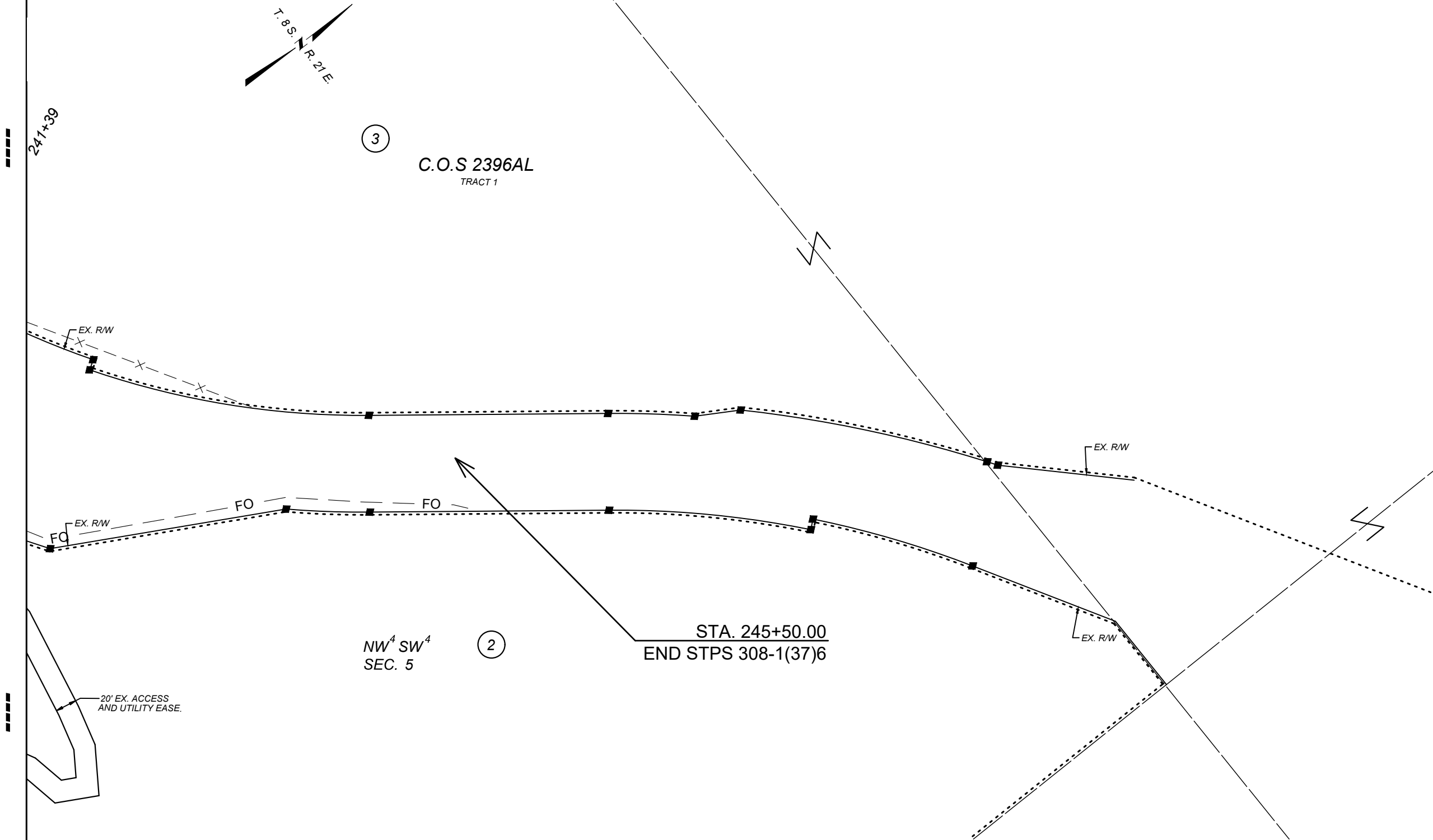
MAP REVISED: 01/10/2025

9970000ROPLN001.DWG



RIGHT OF WAY PLAN

23/2025 10:08 AM



FOR EXISTING R/W RETRACEMENT, SEE
C.O.S. 308 RE

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.

