VICINITY/INDEX MAP

NOTES

1. THE PURPOSE OF THIS PLAT IS:

A. TO DEFINE AND ESTABLISH THE CENTERLINE OF RIGHT-OF-WAY OF BADGER ROAD RECONSTRUCTION, PROJECT NO. RS-0620(6), AND BADGER ROAD/HOLMES CONNECTOR, PROJECT NO. RS-0622(1)/63872. THIS CENTERLINE IS MONUMENTED AS SHOWN AT PC'S, PT'S, POT'S, AND POC'S.

B. TO DOCUMENT THE LOCATION OF THE CENTERLINE MONUMENTATION OF THOSE PORTIONS OF OLD BADGER ROAD, PROJECT NO. S-0620(2), WHICH LIE WITHIN THE NEW RIGHT-OF-WAY LIMITS BEFORE THEIR DESTRUCTION BY SUBSEQUENT CONSTRUCTION.

C. TO DOCUMENT AND PERPETUATE THE LOCATION OF SELECTED OTHER MONUMENTS, AS SHOWN. WHICH LIE WITHIN THE NEW RIGHT-OF-WAY LIMITS OF BADGER ROAD, BY SETTING NEW MONUMENTS AT THE INTERSECTION OF PROPERTY

D. TO DOCUMENT THE CONVEYANCES BY WHICH THE STATE OF ALASKA, DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, ACQUIRED TITLE TO THE NEW RIGHT-OF-WAY.

SIDELINES WITH THE NEW RIGHT-OF-WAY LIMITS.

NOTES CONTINUED ON SHEET 13.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA, THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.

DATE 12 June 97 REGISTRATION NO. 3239-S gha / prawk REGISTERED LAND SURVEYOR

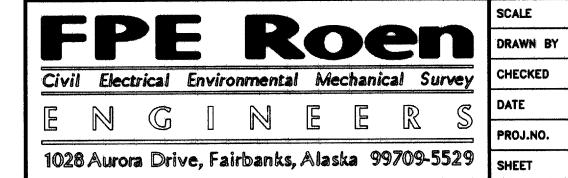
RECORD OF SURVEY FOR BADGER ROAD RECONSTRUCTION PROJECT RS-0620(6) BADGER ROAD/HOLMES CONNECTOR PROJECT RS-0622(1)/63872

LOCATED WITHIN SECTIONS 13-16, 21-22, AND 24, T1S, R1E, SECTIONS 18-20, 29, 32 AND 33, T1S, R2E, AND SECTION 4, T2S, R2E, FAIRBANKS MERIDIAN, ALASKA

1"= 2000'

5/25/94

911057



FAIRBANKS RECORDING DISTRICT

ACQUISITION DOCUMENT TABLE

(SEE NOTES 10 & 11)

RAF	GFP D	OAD F	RECONSTRU	ICTION DE	:) -0620(6)
PARCEL	BOOK	PAGE	REC.	REMAINDER	
NO.	NO.	NO.	DATE	ACREAGE	
1.	762	67	09/04/92	LARGE	
1A	736	138	02/04/92	19.744	
1Z	811	516	09/02/93	LARGE	
5	747	599	05/13/92	0.829	
5A	747	5 9 9	05/13/92	0.272	
7	703	581	05/29/91	0.094	TOTAL ACQ.
8	717	448	09/05/91	0.116	
9	7 4 5	582	04/27/92	1.648	
E-13	736	148	02/04/92	N/A	
14	736	142	02/04/92	0.538	
15	743	462	04/13/92	0.125	
16	747	399	05/12/92	0.697	
E-16	747	395	05/12/92	N/A	
17	743	261	04/10/92	0.407	
E-17	743	264	04/10/92	N/A	
18	739	317	03/06/92	0.126	
19	752	717	06/23/92	0.067	
20 21A	729 752	784 717	12/09/91	2.225	
21B	752	717	06/23/92 06/23/92	16.790 19.960	
22	743	271	04/10/92	0.796	
23	715	426	08/23/91	11.354	
24	749	625	05/28/92	0.832	
25	710	683	07/24/91	2.215	
26	745	36	04/21/92	0.872	
27	682	874	10/29/90	10.887	
28	734	566	01/21/92	16.333	
29	762	700	09/10/92	10.010	
30	688	805	12/19/90	19.100	
31	734	571	01/21/92	95.446	
E-34	697	146	03/28/92	N/A	
43	7 3 8	730	03/03/92	0.796	
44	754	511	07/07/92	0.79 4	
45	743	257	04/10/92	1.199	
46	761	918	09/02/92	0.968	
47	754	426	07/07/92	1.015	
48	745	201	04/22/92	0.856	
49	740	681	03/18/92	0.867	
50	701	209	05/07/91	0.966	
51A	747	591	05/13/92	3.107	
E-51	757	494	07/30/92	0.592	LOT 10
E-51	757	494	07/30/92	0.587	LOT 11
52 53	714 719	490 612	08/15/91	0.999	LOT TT
54	739	254	09/23/91 03/05/92	1.168 1.104	
55	699	5	04/17/91	1.357	
56	711	418	07/30/91	2.949	
58	687	203	12/03/90	0.999	
59	754	735	07/09/92	0.700	
60	743	478	04/13/92	0.747	
61	785	375	03/24/93	4.915	
62	744	479	04/16/92	7.11 4	
63	672	881	08/02/90	5.891	
64	743	470	04/13/92	0.751	
65	742	292	04/03/92	0.954	
66	7 4 5	270	04/23/92	0.7 4 5	
67	701	864	05/13/91	1.622	
68	742	478	04/06/92	0.839	
69	739	631	03/10/92	3.455	
70	687	107	11/30/90	0.844	
71	687	373	12/04/90	2.890	
71A	914	135	08/11/95	0.022	
72	739	635	03/10/92	5.142	
72A	690	811	01/14/91	4.229	
73	691	735	01/23/91	0.124	
73	691	735	01/23/91		LOT 20
74	670	838	07/19/90		LOT 19
74	670	838	07/19/90	0.175	LOT 20
75	7 4 2	338	04/03/92	1.322	
76	709	739	07/19/91	14.949	
77	7 4 5	160	04/22/92	2.500	
77 78	818 766*	138 820	10/13/93 10/13/92		VACATION DE
80 81	771 734	117 578	11/13/92 11/13/92 01/21/92	0.831 0.917	
82 83	738 782	306 849	02/27/92	0.428	
84 85	702 743	412 268	03/03/93 05/17/91 04/10/92	0.745 0.785 0.825	
87	739	321	03/06/92	2.923	
88	782	937	03/04/93	88.763	
89 90	701	233	03/04/93	1.382	
91	733 746	748 572	01/15/92 05/04/92	2.661 90.303	
91A	743	132	04/09/92	6.548	
104	733	670	01/14/92	1.065	
105	758	127	08/04/92	0.885	
106	787	72	04/07/93	11.694	
107	731	560	12/26/91	0.975	
108	701	599	05/10/91	1.323	
E-109	748	368	05/19/92	N/A	
111	768	631	10/26/92	0.377	
112	768	627	10/26/92	0.463	
113	747	595	05/13/92	0.469	
113	747	595	05/13/92		LOT 5
113	747	595	05/13/92		LOT 6
117	736	394	02/06/92	0. 4 95	
118A	764	754	09/29/92	0.977	
118B	752	234	06/17/92	1.202	
118C	752	234	06/17/92	1.194	
120A	752	234	06/17/92	1.299	
120B	752	234	06/17/92	1.274	
120C	752	234	06/17/92	1.250	
120D	752	234	06/17/92	1.218	
120E 120F	752 752 752	234 234	06/17/92 06/17/92	1.186 1.154	
120F 120G 121	752 752 749	234 234 992	06/17/92 06/17/92 06/01/92	2.481 54.417	
E-121 122	7 49 749 750	997	06/01/92	N/A	
123	750	1 8 12	06/01/92 06/01/92	34.667 27.919 28.003	
124	750	12	06/01/92	28.003	7.5.
E-124	750	15	06/01/92	N/A	

BADGER ROAD RECONSTRUCTION RS-0620(6)					
PARCEL NO.	BOOK NO.	PAGE NO.	REC. DATE	REMAINDE ACREAGE	
125 126	749 754	989 246	06/01/92 07/06/92	28.114 1.374	
127	713	885	08/12/91	1.440	
128 128A	703 717	164 786	05/24/91 09/09/91	1.252 1.272	
E-128	703	159	05/24/91	N/A	
129 130	759 754	218 419	08/12/92 07/07/92	0.926 0.985	LOT 2
130	754	419	07/07/92	1.186	LOT 1
131 131A	718 750	57 4 19	09/13/91 06/01/92	3.539 0.000	
132	729	146	12/02/91	1.055	
133 134	719 730	30 279	09/17/91 12/12/91	1.836 1.842	
135	718	426	09/12/91	5.657	
136 137	708 691	878 141	07/12/91 01/16/91	2.080 2.101	
138	747	387	05/12/92	0.253	T. 300. 5
138 139	747 747	387 391	05/12/92 05/12/92	0.201 0.598	TL 3224 E TL 3209 W
139	747	391	05/12/92	0.634	TL 3224 W
140 141	685 729	526 790	11/20/90 12/09/91	6.286 0.069	
142	758	926	08/10/92	2.840	
143 144	671 736	366 820	07/24/90 02/12/92	1.963 0.803	
145	750	520	06/04/92	3.114	
146 147	736 745	891 197	02/12/92 04/22/92	0.502 1. 4 18	
147	742	788	04/06/92	1.206	LOT 4
148 149	691 669	610 5 4 5	01/22/91 07/06/90	1.093 2.678	
149	669	545	07/06/90	5.855	TL 3222
150 151	709 680	325 158	07/17/91 10/05/90	1.166 1.520	
152	672	282	07/30/90	1.115	
152 156	672 7 46	2 8 2 5 5 7	07/30/90 05/04/92	1.201 0.638	LOT 8
159	674	292	08/16/90	2.836	
160 162	773 679	863 254	12/03/92 10/01/90	0.711 0.892	
163	679	542	10/03/90	0.780	
164 165A	744 698	488 299	04/16/92 04/10/91	3.506 3.203	
165B	698	299	04/10/91	3.378	
165C 165D	698 698	299 299	04/10/91 04/10/91	4.372 3.390	
165E	698	299	04/10/91	3.624	
166A 166B	698 698	293 293	04/10/91 04/10/91	4.285 4.108	
166C	698 761	293	04/10/91	3.236	
167A 167B	761 745	915 692	09/02/92 04/28/92	4.335 4.635	
167C 167D	745 745	692 692	04/28/92	5.097	
167E	745 745	692	04/28/92 04/28/92	4.667 4.589	
168 169	743	473 633	04/13/92	10.537	
170	660 729	633 675	04/20/90 12/06/91	0.158 0.674	
171 171	664 664	57 57	05/23/90 05/23/90	0.217 0.421	LOT 18 LOT 17
174	680	826	10/10/90	2.507	LUI I/
177 179	744 748	481 632	04/16/92 05/20/92	7.890 0.674	
180	750	24	06/01/92	0.603	
180 180	750 750	24 24	06/01/92 06/01/92	1.161 1.648	LOT 11 LOT 10
181	699	258	04/19/91	1.480	<u> </u>
182 183	739 697	251 489	03/05/92 04/01/91	0.986 1.719	
185	719	319	09/19/91	1.741	
185 -185	719 719	319 323	09/19/91 09/19/91	1.575 N/A	LOT 7
186	749	856	05/29/92	0.980	
187 187A	758 742	924 785	08/10/92 04/06/92	0.172 0.689	
188	663	781	05/21/90	1.381	
189 191	750 729	169 672	06/02/92 12/06/91	1.565 0.460	
192	747	872	05/15/92	0.712	
193 194	742 745	281 446	04/03/92 04/24/92	0.976 1.111	
195	745	446	04/24/92	0.759	
195 197	745 750	446 188	04/24/92 06/02/92	0.826 0.929	LOT 5
-197	750	191	06/02/92	0.731	
198 199	748 733	372 318	05/19/92 01/09/92	0.941 0.896	
200	733	289	01/09/92	0.986	
202A 202B	**		•	0.418 0.587	
202C	**			0.789	
202D 202D	**			105.492 105.492	
202E	**			11.823	
203	**			158.100	

BADGER ROAD/HOLMES CONNECTOR RS-0622(1)/63872

	RCEL NO.	BOOK NO.	PAGE NO.	REC. DATE	REMAINDER ACREAGE	REMARKS
	1	682	631	10/26/90	LARGE	
	1 A	762	91	09/04/92	LARGE	
	2	693	432	02/11/91	1.080	
	3	721	430	10/07/91	1.083	LOT 2
1	3	721	430	10/07/91	1.085	LOT 3
	3	721	430	10/07/91	1.102	LOT 4
	4	693	432	02/11/91	1.106	
	5	690	520	01/10/91	1.111	
	5	690	520	01/10/91	1.120	LOT 7

** CONSTRUCTION ACROSS THESE PARCELS WAS PERMITTED UNDER AN UNRECORDED LETTER OF ENTRY PENDING RESOLUTION OF THE LANDOWNERS ESTATE AND FORMAL ACQUISITION BY DOT&PF.

NOTES CONTINUED FROM SHEET ONE

- COMMENTS ON CENTERLINE LOCATION: THE LOCATION OF THE CENTERLINE OF THE NEW BADGER ROAD, ALASKA PROJECT NO. RS-0620(6), WAS CONTROLLED AND DETERMINED BY THE FOLLOWING SURVEYS AND DOCUMENTS:
 - THE 1985 ADOT/PF "L" LINE FIELD SURVEY OF THE BADGER ROAD ALIGNMENT. THE 1988 ADOT/PF RIGHT-OF-WAY PLANS ENTITLED "RIGHT OF WAY MAP. RS-0620(6), BADGER ROAD RECONSTRUCTION", WHICH DEFINE THE NEW CENTERLINE OF RIGHT-OF-WAY, LABELED VARIOUSLY AS "L" LINE, "O" LINE, "02" LINE, AND "01" LINE.
 - THE 1961 ALASKA DEPARTMENT OF PUBLIC WORKS, DIVISION OF HIGHWAYS RIGHT-OF-WAY PLANS ENTITLED "RIGHT-OF-WAY MAP, ALASKA PROJECT NO. S-0620(2), BADGER LOOP ROAD", RECORDED AS PLAT NO. 74-41 ON MAY 15, 1974, FAIRBANKS RECORDING DISTRICT.
 - THE UNRECORDED 1961 ALASKA DEPARTMENT OF PUBLIC WORKS, DIVISION OF HIGHWAYS RIGHT-OF-WAY PLANS, ALSO ENTITLED "RIGHT-OF-WAY MAP, ALASKA PROJECT NO. S-0620(2), BADGER LOOP ROAD", WHICH WAS USED FOR ACQUISITION AT THE TIME, AND WHICH ALSO IS UPDATED TO REFLECT THE ASBUILT CENTERLINE ACCORDING TO THE OFFICIAL ASBUILT CONSTRUCTION PLANS (NOTE 2E BELOW).
 - THE 1961 BADGER ROAD CONSTRUCTION AS-BUILT PLANS, WHICH DEPICT CENTERLINE MONUMENTATION AND WHICH DELINEATE AND IDENTIFY AN OFFSET BETWEEN THE CENTER OF RIGHT-OF-WAY AND THE CENTER OF ROAD. SEE
 - THE 1989 ADOT/PF RIGHT-OF-WAY PLANS ENTITLED "RIGHT OF WAY MAP, RS-0622(1)/63872, BADGER ROAD/HOLMES CONNECTOR", WHICH DEFINE THE CENTERLINE OF RIGHT-OF-WAY, LABELED VARIOUSLY AS "HM" LINE AND "H"
 - THIS SURVEY, WHICH RETRACES AND RECONCILES THE ABOVE SURVEYS AND DOCUMENTS.
- COMMENTS ON THE RESOLUTION OF CONFLICTING ELEMENTS OF THIS SURVEY: THE "L", "O", "O2", AND "O1" LINES (NOTE 2B) AS STAKED IN THIS SURVEY ARE ALL BASED ON THE 1985 "L" LINE SURVEY REFERRED TO IN NOTE 2A. IN RETRACING THE 1985 "L" LINE. THIS SURVEY ADHERED TO THE FOLLOWING CRITERIA. IN DESCENDING ORDER OF IMPORTANCE:
- DEVISE A GEOMETRICALLY EXACT ALIGNMENT, PRESERVING TANGENT CURVES AND USING THE DESIGN CURVE RADIUSES.
- IN AREAS WHERE THE NEW 1985 "L" LINE IS INTENDED TO BE IDENTICAL WITH OR PARALLEL TO THE OLD BADGER ALIGNMENT, HOLD THAT ALIGNMENT AS MONUMENTED.
- IN AREAS WHERE THE NEW 1985 "L" LINE IS INDEPENDENT OF THE OLD BADGER ALIGNMENT (AREAS OF REALIGNMENT), HOLD TO THE MONUMENTS (REBAR AND PK NAILS) SET BY THE DOT SURVEY IN 1985.
- USE THE RECORD DATA FROM THE 1988 RIGHT-OF-WAY PLANS (NOTE 2B) WHEN NECESSARY TO FILL IN THE GAPS.
- INSERT STATION EQUATIONS AS OFTEN AS NECESSARY TO PRESERVE THE PROJECT STATIONING OF THE 1988 RIGHT-OF-WAY PLANS (NOTE 2B).
- COMMENTS ON THE RETRACEMENT OF PORTIONS OF THE CENTERLINE OF OLD BADGER ROAD, ALASKA PROJECT S-0620(2):
 - WHERE NECESSARY, EXISTING CENTERLINE MONUMENTS WERE RECOVERED AND LOCATED BY FIELD SURVEY. THE RECOVERED MONUMENT POSITIONS WERE HELD FOR BEARING ON EACH TANGENT.
 - THESE TANGENTS WERE EXTENDED MATHEMATICALLY TO ESTABLISH CALCULATED POINTS OF INTERSECTION (PI'S) AND CALCULATED DELTA ANGLES.
 - BY HOLDING CALCULATED DELTA ANGLES AND RECORD DEGREE OF CURVE (DOC) AT EACH PI, RADIUS POINTS AND POINTS OF CURVATURE AND TANGENT (PC'S AND PT'S) WERE CALCULATED.
 - THIS GEOMETRICALLY EXACT ALIGNMENT WAS USED IN ALL CASES TO RE-ESTABLISH THE CENTERLINE OF OLD BADGER ROAD.
 - THE DIFFERENCES BETWEEN THE RECOVERED PC AND PT MONUMENT POSITIONS AND THE COMPUTED, ADJUSTED PC AND PT POSITIONS ARE TABULATED IN THE "RECOVERED PROPERTY CORNER TABLE" SHOWN ON EACH SHEET.
 - FOR CLARITY, THE EXISTING OLD BADGER ROAD CENTERLINE IS NOT DEPICTED OR ANNOTATED ON THIS PLAT. HOWEVER, THE CENTERLINE MONUMENTS ARE
 - SHOWN WHEREVER RECOVERED. GENERALLY, BUT NOT ALWAYS, THE RETRACED CENTERLINE DESCRIBED ABOVE IS ALSO THE CENTER OF THE 100 FOOT WIDE RIGHT-OF-WAY OF OLD BADGER ROAD. SEE NOTE 5 FOR FURTHER INFORMATION.

LEGEND:

- PRIMARY MONUMENT RECOVERED
- PRIMARY ALUMINUM MONUMENT SET THIS SURVEY
- REBAR WITH ALUMINUM CAP SET THIS SURVEY
- SECONDARY MONUMENT RECOVERED
- GLO-BLM MONUMENT RECOVERED
- REBAR WITH ALUMINUM CAP SET THIS SURVEY ON NEW CENTERLINE
- RECORD DATA
- EXISTING RIGHT-OF-WAY PUBLIC UTILITY EASEMENT
- DOT ACQUISITION IDENTIFIER NUMBER, KEYED TO PARCEL NUMBER IN ACQUISITION DOCUMENT TABLE

 $\Delta = 24^{\circ}16'51''$ $D = 2^{\circ}00'RT.$ T = 616.27L = 1214.04

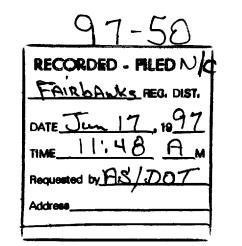
TYPICAL CENTERLINE CURVE DATA

R = 2864.79

THE 1961 RECORDED RIGHT-OF-WAY PLANS OF OLD BADGER ROAD (NOTE 2C) DEPICT AN "L" LINE AS CENTER OF RIGHT-OF-WAY. THE CONSTRUCTION ASBUILTS, (NOTE 2E), HOWEVER, DEPICT SOME CENTERLINE MONUMENTATION ESTABLISHED ON A CONSTRUCTION "O" LINE OFFSET FIVE FEET (5.00') SOUTHWESTERLY FROM THE "L" LINE. THESE OFFSET MONUMENTS WERE NEVER NOTED ON THE RECORDED RIGHT-OF-WAY PLANS. THIS UNFORTUNATE OMISSION HAS CONTRIBUTED IN SUBSEQUENT SURVEYS TO DIFFERING INTERPRETATIONS IN THE LOCATION OF THE RIGHT-OF-WAY LIMITS OF OLD BADGER ROAD IN TWO AREAS: FROM STATION "O" 227+50.67 TO "O" 271+52.85, AND

FROM STATION "O" 487+29.69 TO "O" 567+23.61 THEREFORE, WITHIN THESE TWO AREAS, THE PROPER LOCATION OF THE CENTER OF RIGHT-OF-WAY OF OLD BADGER ROAD WAS HELD TO BE OFFSET FIVE FEET NORTHEASTERLY FROM THE MONUMENTED TANGENT LINES AS RECOVERED.

- COMMENTS ON THE RETRACEMENT OF MONUMENTS AND PROPERTY CORNERS LYING ALONG OR WITHIN THE OLD BADGER ROAD RIGHT-OF-WAY:
 - A. FROM THE RETRACED CENTERLINE OF RIGHT-OF-WAY OF OLD BADGER ROAD, THE TRUE RIGHT-OF-WAY LINES WERE HELD TO BE EXACTLY FIFTY FEET ON EITHER SIDE, AS SHOWN ON THE RECORDED RIGHT-OF-WAY PLANS.
 - MONUMENTS RECOVERED ALONG THE OLD RIGHT-OF-WAY LINES TYPICALLY FALL SLIGHTLY INSIDE OR OUTSIDE THE TRUE RIGHT-OF-WAY, DUE TO MINOR DISCREPANCIES BETWEEN THIS AND EARLIER SURVEYS OR DUE TO NATURAL HEAVING OF MONUMENTS OVER TIME.
 - IN THE VICINITY OF THE 1961 "O" LINE DESCRIBED IN NOTE 5, MANY MONUMENTS ARE MISLOCATED BY ABOUT FIVE FEET.
 - IN ALL CASES, TRUE PROPERTY CORNER POSITIONS WERE CALCULATED BY EXTENDING LOT SIDELINES THROUGH THE RECOVERED MONUMENTS TO THEIR POINTS OF INTERSECTION WITH THE TRUE RIGHT-OF-WAY LINE
 - DIMENSIONS ALONG OR TO THE OLD RIGHT-OF-WAY LINES ARE TO TRUE PROPERTY CORNER LOCATIONS AS DEFINED ABOVE.
 - THE RELATIONSHIP BETWEEN THE RECOVERED MONUMENT POSITIONS AND TRUE PROPERTY CORNER POSITIONS AS ADJUSTED IS SUMMARIZED IN THE "RECOVERED PROPERTY CORNER TABLE" ON EACH BODY SHEET.
- BASIS OF BEARING: THIS SURVEY INCORPORATES A CLOSED TRAVERSE WHICH RUNS THROUGH THE RETRACED 1985 "L" LINE, INCLUDING MANY OF THE EXISTING CENTERLINE MONUMENTS. AFTER ADJUSTING THE CLOSED TRAVERSE BY THE METHOD OF LEAST SQUARES AND COMPARING THE SURVEYED MONUMENT LOCATIONS WITH THEIR 1988 RECORD LOCATIONS (NOTE 2B), ALL FIELD POINTS WERE ROTATED TO THE CALCULATED 1988 RECORD BEARING BETWEEN RECOVERED CENTERLINE MONUMENTS AT STATIONS "L" 22+99.99 AND "L" 504+75.38.
- 8. FIELD SURVEYS TOOK PLACE BETWEEN MAY 1991, AND SEPT. 1991, AND BETWEEN MAY, 1993 AND SEPT., 1993.
- CENTERLINE MONUMENTATION SET THIS SURVEY (NOTE 1A) IS EXPECTED TO BE REFERENCED PRIOR TO CONSTRUCTION, DESTROYED DURING CONSTRUCTION, AND REPLACED AFTER CONSTRUCTION. INACCURATE REPLACEMENT MAY CREATE DISCREPANCIES BETWEEN THE CENTERLINE MONUMENTS AND OTHER MONUMENTS SET THIS SURVEY ALONG THE NEW RIGHT-OF-WAY LINE. SURVEYORS ARE CAUTIONED TO EXERCISE DUE CARE WHEN RELYING ON THE POST-CONSTRUCTION CENTERLINE MONUMENTATION.
- 10. THE ACQUISITION DOCUMENT TABLE SUMMARIZES PARCELS WHICH HAVE BEEN PARTIALLY OR WHOLLY ACQUIRED IN THE COURSE OF THE BADGER ROAD RECONSTRUCTION PROJECT OR THE BADGER HOLMES CONNECTOR PROJECT. THE CITED DOCUMENTS INCLUDE DEEDS AND COURT ACTIONS WHICH SUBDIVIDE THE PROPERTIES INVOLVED. THIS SURVEY DOES NOT CONSTITUTE A SUBDIVISION AS DEFINED BY AS 40.15.190(2).
- 11. REMAINDER AREAS LISTED IN THE ACQUISITION DOCUMENT TABLE:
 - A. ORIGINAL PARCEL AREAS ARE TYPICALLY BASED UPON THE RECORD AREA ACCORDING TO SUBDIVISION PLATS, DEED DESCRIPTIONS, OR MAY BE BASED UPON PHOTOGRAMMETRY IN THE CASE OF RIPARIAN BOUNDARIES. IN SOME CASES THE ORIGINAL PARCEL HAS BEEN ENTIRELY RETRACED.
 - AREAS OF UTILITY EASEMENT ACQUISITIONS ARE NOT DEDUCTED FROM THE
 - ORIGINAL PARCEL AREAS, AND THE REMAINDERS ARE LISTED AS "N/A". AREAS OF EASEMENTS FOR ACCESS ROADS OR HIGHWAY PURPOSES ARE DEDUCTED FROM THE ORIGINAL PARCEL AND THE REMAINDER AREAS ARE LISTED.
 - REMAINDERS LABELED AS "LARGE" ARE LISTED FOR PARCELS SUCH AS THE FORT WAINWRIGHT RESERVATION, FOR WHICH REMAINDER AREAS FOR TAXING PURPOSES ARE IRRELEVANT.
 - ALL OTHER REMAINDERS DEPICTED IN THE ACQUISITION DOCUMENT TABLE REFLECT THE AREA REMAINING AFTER DEDUCTING THE AREA OF NEW RIGHT-OF-WAY FROM THE ORIGINAL PARCEL. IN SOME CASES THE ACQUISITION DOCUMENT DESCRIPTION MAY INDICATE THAT THE ENTIRE PARCEL WAS ACQUIRED, WHILE THE DOCUMENT TABLE REFLECTS A REMAINDER. THESE CASES ARISE WHEN THE REMAINDER SIZE IS INSUFFICIENT TO BE VIABLE AND THE OWNER HAS ELECTED TO SELL IT TO THE STATE OF ALASKA. THE ACQUIRED AREAS WHICH LIE BEYOND THE PROJECT RIGHT-OF-WAY ARE CONSIDERED "EXCESS LANDS". AS THEY ARE UNNECESSARY FOR THE MANAGEMENT OF THE HIGHWAY. IF AND WHEN THE "EXCESS LANDS" ARE CONVEYED TO AN ADJOINING OWNER, A REPLAT WILL BE REQUIRED AS PART OF THE SALE.
- 12. VALID SECTION LINE EASEMENTS ARE CONSIDERED BY ADOT&PF TO BE "EXISTING" HIGHWAY RIGHTS OF WAY. THEREFORE, DOT ACQUISITION CONVEYANCES TYPICALLY DESCRIBE THE PROPERTY TO BE ACQUIRED EXCLUSIVE OF THE AREA LYING WITHIN SECTION LINE EASEMENTS.
- 13. ALL DIMENSIONS SHOWN ON THIS PLAT ARE SURVEYED DIMENSIONS, UNLESS OTHERWISE NOTED. ALL BEARINGS ARE ORIENTED TO THE BASIS OF BEARING FOR THIS PROJECT. FOR RECORD CENTERLINE DATA SEE THE RIGHT-OF-WAY PLANS REFERENCED IN NOTE 2B AND 2F.



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