

SEWARD HIGHWAY
GIRDWOOD to BIRD POINT MP 97-105

Right of Way Base Mapping

Contract signed: May 8, 2013

NTP signed: July 2, 2013

Gene LeQuire started work: June 2, 2013

Additional ROW field notes and photos supplied by AKDOT: June 17, 2013

Charlie Parr supplied Land status Chronology: June 18, 2013

Additional ROW corners supplied by AKDOT: July 8, 2013

Aerial Mapping received August 8, 2013

R&M Utility drawing received ????, 2013

OLD ROAD CENTERLINE

ROW Centerline ERAO-27(1) and F-031-2(55)

South tie in to 90-97

I had to back the centerline into the beginning because that is where the original points were found. Started out up the road holding points 1085 and 1084 to create the record tangent. (N13-59-03 W, 419.46' from old plans) produced that tangent out southeast to the PI with the record tangent distance. Held record PI angle and distance back to the next PI. Held record PI angle and matched ZNTP 1 centerline 0.11 at northwest and 0.54 at the southeast. Held centerline from NTP 1 at EOP and created a new PI. Set the tie in curve holding record radius from the (ERAO-27(1) plans.

North Tie into F-031-2(55)

I held the monuments (Points 1087-1086) for line on the ends of the long tangent (S 68-20-51 E). Set the back curve in with record radius. Held points 1088 and 1089 for the forward curve. I could never get it to fit with the record information and since we are going forward from there I held point 1088 and the record tangent distance to set the PI between 1087 and 1088. I then set the curve in with the new PI angle and the tangent distance from the new PI to 1088. This shifted the PC position south of 1087 by 40.22 feet. I had no better choice.

Continuing on F-031-2(55)

Continued on holding found "OLD" points and setting curves in with record radii, managed to fit the small tangent in and warped the PCC in through PT# 766. The tangent between 1094 and 1095 is 304.02 feet shorter than the ROW plans because the curve was changed with the as-builts. New monuments were installed. The new curve data was used to continue. The next tangent was changed to get across Bird Creek. Continued on holding "OLD" points and record radii. Tie into the new centerline at station 797+06.96. Did not hold point no. 776 as it was put back in wrong. Points 778 and 779 did not fit the PC and PT of the computed curve holding the record radius by +/- 3 feet. The rest of the centerline matched until STA 525+21.84 (PT 799). That was mismarked on the ROW plans and should be 252+47.81. continued in to PT 806, STA 319+60.76 should be 317+72.57 and the curve to follow was changed on the as-builts.

NEW ROAD CENTERLINE

Construction Centerline MP 96-102 (NH-0A3-1(28))

Held the last tangent of MP 90-97 as the same as the Survey Control Sheet. The endpoint of the 90-97 does not match by 0.04. Continued on holding new monuments and plan radii. Got to the small curve at STA 39+411.907 and the tangent distance in, curve data and tangent distance out matched but not the stationing or the monuments? Continued on holding monuments and record curve radii. Survey Control ran out and started using overlay plans. Warped the reverse curve to fit PT 765. Warped the compound curve to fit PT 766. Continued through Bird Creek PI's and tied into the ROW centerline at ROW station 797+06.96.

1951 ASBUILT Centerline

USS 3200 to the West

The plan centerline was drawn in record from Indian Creek-West. A line was drawn between the found monument at SW of Lot 27 and the found monument of Lots 24-25. The line was offset 150 feet and the centerline was placed with the PT of the big curve south of USS 3200 being the base point. The computed centerline was then rotated to the offset line. There were checks done adjacent to the old USS 1868 of 0.67 at the PI and 1.43 at the West end. The centerline was offset 150 feet for reference only.

USS AND PLAT BOUNDARIES

USS 3201 3202 3680

I Held the dedicated ROW through section 15 until we got to the delineation of the centerline USS 3680. I recomputed the centerline with found reference monuments and the help of the ARR retracement. Corner 1 was reset from the reference monument refurbished by USS 9012. Corner 10 was reset from the USS 9012 Retracement of USS 3680 (grant adj. "pt 925" C10-C9" computed"). The curve was put in by three point method from corners 1, 2 and 10. It is non-tangential. The south boundary (North ROW) of USS 3202 was computed holding the found monuments on the south end and the rebar at the SW cor Lot 26 in USS 3201. The line was extended to the angle point with a distance that was scaled (measured\record) according to the relationship of other found corners. I reset the corners of 29/30 off the reference monuments. No better choice. Pitzer subd. seems to have some serious issues with it.

The SW corner of the USS 3201 (SW lot 32) was set by resetting cor 2 of USS 3680 from the reference mons and proportioning the computed distance to the monument at the corner of lots 16/17. (The record angle and distance from USS 3680 matched the proportioned distance from centerline within 0.86 feet.) (The record angle and distance from USS 3201 matched the proportioned distance from centerline within 2.96 feet) THERE IS 8.76 DIFFERENCE BETWEEN COMPUTED RECORD (USS 3201 + 3680) AND MEASURED ON THIS LINE. NOTE: the highway lots and Lot 1 are all subject to PLO 1613.

USS 3215 Indian Valley Subd.

The south boundary (North ROW) of Indian Valley Subd. was created by the 3 point curve method holding the PC at Lot 12 (PT 1049), the rebar at SE cor Lot 2 (PT906) and the copperweld at the SE cor Lot 6. The curve is non-tangential. The ROW was held as the boundary of the subd. on the north side. On the south side the ROW was held at 150 feet from the new centerline, the Original PLO ROW was put in approximately and it is the intent of the 1981 ROW plans to hold the new centerline offset.

USS 3200 3200A 3200B

The boundary line of USS 3200 were computed from found monuments and proportioned distances between found monuments. The centerline of the Seward Highway was set at 150 foot offset from the Right of Way determined from the US Survey. The side lot lines of highway lots 20A, 22A, 26A and USS 3200B were computed by extending the lot lines from the retracement to the computed centerline. the dividing line (Railroad Right of Way) between the subdivision of these lots was computed from USS 9012. The PC and PT of the curve were held and a radius was created to match the existing distances shown on USS 9012 and the supplemental plats that subdivided these lots. The record radius did not work and the curve is non-tangential. This method was used to maintain the integrity of the existing lots.

ROW through Section 15 and along USS 3201, 3202 and 3680

The ROW between Tract "B" and the RR was set at 150 feet off the new centerline of the Seward as computed except when the RR ROW was closer. Then the ROW was the RR. This appears to be the intent of Plat No. 2013-34. The computed South boundary of USS 3201 & 3202 was held for the North ROW. The centerline as built by the BLM to determine the highway lots was held as the PLO centerline. The south ROW of the highway was computed at 150 feet off this as built centerline. USS 3680 set spikes in the centerline of the road and did a real as built. There is no indication that they did a thorough as built of the road with USS 3201 and 3202. There are also plat discrepancies of up to 7 feet between record dimensions and found monuments within USS 3201 and 3202.

ROW take and Easement

USS 1868 and Indian House Parcel at the Southwest

The files were obtained from DOT and reviewed. The entire take area was computed from the exhibits. It did not close in a north-south direction by 1.4 feet.

(A) The take distances up the east and west boundaries were held. The take boundary was hooked and rotated into the endpoints.

(B) The 1981 ROW plans list station and offset to the angle points. The centerline monuments don't fall at the PC and PT of the curve holding the tangents and the record radius by +/- 3'. The Chugach View Plat set the ROW on both end boundaries on the monumented boundary line at the offset from centerline listed on the ROW 1981 plans. The angle point in the middle was set from the PT monument (PT 779) at record station difference and offset.

(C) The Plat boundary.

The difference between the plat ROW and the computed ROW plans is minimal. The difference between the adjusted take angle points (A) and are 0.43 on the east boundary, 0.94 on the west boundary and 2.42 at the angle point in the middle.

It is decided to hold the plat boundary.

The creation of Tract 1 was puzzling as the original deed description went to the USS 1868 South boundary and in review of the DOT case file it is determined that the interest acquired is an easement not fee. Further research determined that the original owner (John P. Johnson) sold the entire parcel except the easement portion granted to the DOT. Therefore, unless there is deed to that easement parcel I can't find, it is still owned by his estate.

Railroad

The curves along the southeast end of USS 3680 could not be solved with the data given between the existing found points. The bearings and distances listed on the plat worked. The curves were input with the radius between the points or the points computed from the reference monuments and are non-tangential.

The existing tracks are 8 feet closer to the USS 9012 boundary through the curve at the Northwest corner of USS 3680.

Curve 89 at USS 3200 has some serious problems. Couldn't get either the inside or outside curve to fit. Held the radius and the endpoints on the Arm side while a best fit radius had to be used on the 3200 side. That curve is also non tangential.

USS 3215 ROW

- 11/14/1927**-EO 4757 adds lands along Turnagain Arm to Chugach National Forest (CNF)
- 1936**-Harold A. Hokland claims residency on "USFS-K" permit at Indian Creek
- 7/23/1940**-“USFS-K” Residence Site map drafted
- 8/10/1949**-PLO 601 Reserving Public Lands for highways lists Anchorage-Potter-Indian Road as Feeder Road 200 feet wide
- 1951** Seward Anchorage Highway was constructed
- 10/16/1951** PLO 757 Amends PLO 601 lists Seward-Anchorage Hwy (exclusive of that part thereof within the boundaries of the CNF) as 300 feet wide
- 10/16/1951**-SO 2665 classifies the Seward-Anchorage Highway as a through road with a width of 150 feet on each side of centerline.
- 1/25/1952**- PLO 797 Excludes lands along Turnagain Arm from the CNF
- 1/25/1952**- PLO 601, as amended, immediately applies with a width of 150 feet off centerline
- 6/20/1952**-Harold files an application for Homestead
- 7/23/1952**-USS 3215 Special Instructions Approved
- 7/25/1952**-Field Survey Completed
- 3/09/1953**-A Report was filed with the BLM claiming the applicant had prior valid existing right and was not subject to the 150 foot ROW established by PLO 601.
- 3/22/1954**-USS 3215 Accepted showing 50 foot of ROW from centerline
- 10/22/1954**-USS 3215 Patent Issued
- 4/07/1958**-PLO 1613 converted Through roads to easements from withdrawals
- 3/21/1968**- USS 3215A (Highway Lot) Accepted with .23 acres.
- 8/07/1968**- USS 3215A (Highway Lot) Patent Issued

The land was obtained by Special Use Permit (SUP) from the US Forest Service within the Chugach National Forest (CNF) prior to the Seward Highway construction. There was no land interest held through the SUP except a preferential right that would protect the permit holder from another claimant. Public Land Order 601 was instituted to reserve public lands for highway purposes. The Seward Highway was constructed. Lands within the CNF along the Seward Highway were excluded from PLO 601 (as amended). PLO 797 excluded lands along Turnagain Arm from the CNF and made them available to the public. Consequently, PLO 601 (as amended) applied immediately having a width of 150 feet either side of centerline. The permit holder then applied for a Homesite through the BLM. A Homesite Report noted that there were only some very old buildings on the property. There is also a statement in the report that PLO 601 is not applicable. That the tract was surveyed so as not to include any lands within the Right of Way (ROW). The Plat reserves 50 feet from the centerline of the Seward Highway for ROW. The other US Surveys in the area surveyed in 1952 reserved 150 feet from the centerline of the Seward Highway to meet the requirements of PLO 601 and S.O. 2665.

USS 3200 LOT 26 ROW

11/14/1927-EO 4757 adds lands along Turnagain Arm to Chugach National Forest (CNF)
11/5/1947-Bill of sale for cabin between Peter R. Strong and James A. Porter
4/1/1948-James A. Porter claims residency on "USFS-" permit at Indian
8/10/1949-PLO 601 Reserving Public Lands for highways lists Anchorage-Potter-Indian Road as Feeder Road 200 feet wide
1951 Seward Anchorage Highway was constructed
10/16/1951 PLO 757 Amends PLO 601 lists Seward-Anchorage Hwy (exclusive of that part thereof within the boundaries of the CNF) as 300 feet wide
10/16/1951-SO 2665 classifies the Seward-Anchorage Highway as a through road with a width of 150 feet on each side of centerline.
1/25/1952- PLO 797 Excludes lands along Turnagain Arm from the CNF
1/25/1952- PLO 601, as amended, immediately applies with a width of 150 feet off centerline
6/17/1952-USS 3200 Special Instructions Issued
7/12/1952-Field Survey Completed
10/06/1952-James files an application for (Lot 26) Homestead
7/09/1953-A Report was filed with the BLM claiming the applicant had prior valid existing right and was not subject to the 150 foot ROW established by PLO 601.
4/18/1954-USS 3200 Survey Accepted showing 150 foot of ROW from centerline typically and 100 foot of ROW from centerline for Lot 26
4/07/1958-PLO 1613 converted through roads to easements from withdrawals
1/27/1960-USS 3200 Lot 26 Patent Issued
3/21/1968- USS 3200A Lot 26A (Highway Lot) Accepted with .77 acres.
7/25/1968- USS 3200A Lot 26A (Highway Lot) Patent Issued
1/08/1990- USS 3200A Supplemental, Lots 26B & 26C Accepted

The land was obtained by Special Use Permit (SUP) from the US Forest Service within the Chugach National Forest (CNF) prior to the Seward Highway construction. There was no land interest held through the SUP except a preferential right that would protect the permit holder from another claimant. Public Land Order 601 was instituted to reserve public lands for highway purposes. The Seward Highway was constructed. Lands within the CNF along the Seward Highway were excluded from PLO 601 as amended. PLO 797 excluded lands along Turnagain Arm from the CNF and made them available to the public. Consequently, PLO 601, as amended, applied immediately having a width of 150 feet either side of centerline. The permit holder then applied for a Homestead through the BLM. A Homestead Report noted that there were buildings (the primary residence) constructed within the 150 Right of Way (ROW). It was also noted that at the time the buildings were constructed, neither the highway nor the US Survey existed. It was also noted that the applicant had prior valid existing right to the land claimed within the PLO ROW. The survey was accepted with the ROW line of the Seward Highway at 150 feet off centerline except at Lot 26 where it is 100 feet.

