



**GAMBELL AIRPORT PAVEMENT REHABILITATION AND LIGHTING
AKSAS Project No. 60585**

SURVEY REPORT

SUPERCEDED PROPERTY PLAN

An early Gambell Airport Property Plan dated 1 Oct. 1962, by Gray, Rodgers & Osborne, showed the correct area and boundary of U.S. Survey No. 3728, designated Tract I, and that it had been patented to the State in 1964. It also included the graphic representations and metes and bounds descriptions for a “Tract II” and “Tract III” which the State did not own but wished to acquire. It appears that these descriptions were used to request additional lands for the Gambell Airport from the U.S. Government. These lands were surveyed by BLM as U.S. Survey No. 4369, Alaska, embracing Lots 1, 2 and 3 in 1966 and patented to the State in 1984.

The superseded Gambell Airport Property Plan, dated 7/20/83 and revised 8/17/1984, correctly showed that Tract II is comprised of Lot 1, U.S. Survey No. 4369 and Tract III is comprised of Lots 2 and 3, U.S. Survey No. 4369. However the areas and dimensions shown for Tracts II and III are incorrect, they were not revised and still represented the lands requested, NOT the areas and boundaries of Lots 1, 2 and 3, U.S. Survey No. 4369 that were actually patented to the State. The area of Tract II is shown as 64.22 acres instead of 64.03 acres actually acquired, (BLM made an error during their 1966 survey which reduces the area of Lot 1 to 58.99 acres, see TRACT II below), and Tract III is shown as 21.58 acres instead of 17.61 acres actually acquired. The superseded property plan does not show the monuments set by BLM, which control the boundary location, nor does it indicate whether or not a survey was performed to relate runway improvements to the airport boundary. The erroneous boundaries were used to create descriptions for the acquisition of Tracts IV and V which introduced new errors. See TRACT IV and TRACT V below.

BLM established the north boundary of Tract III (Lots 2 and 3) 1098’ north of the end/threshold of Runway 16 instead of the 1200’ as requested which leaves the north 102’ of the RPZ outside the airport boundary.

TRACT I (USS 3728)

R&M recovered two BLM monuments on line 1-4, the north line, of USS 3728. Point 708 is WCMC C1 and Point 709 is WCMC C4, both were in good condition. These are the only two monuments BLM set for the survey of USS 3728. The measured bearing and distance between Points 708 and 709, S82°07’03”W, 224.55’ (record per USS 3728 S82°00’W, 224.40’), was held as the basis for computing the boundaries of both USS 3728 (Tract I) and USS 4369 (Tracts II and III), which adjoins USS 3728. The position of MC 1, USS 3728 (identical with MC 2, Lot 2, USS 4369 and with MC 3, Lot 3, USS 4369) was established by extending the line between Points 709 and 708 the record witness distance, 360.10’, from 708. The position of MC 4, USS 3728 was established by extending the line between Points 708 and 709 the record witness distance, 409.60’, from 709. Starting at MC 1 the record meanders, southerly along Troutman Lake, were used to establish MC 2 and then continued using record dimensions to MC 3. The Bering Sea meander line falls between MC 3 and MC 4, the record distance was 5001.81’, computed distance is 5001.87’.

TRACT II (Lot 1, USS 4369)

South Line Tract II (Line 2-3, Lot 1, U.S. Survey 4369)

R&M recovered three BLM monuments for the south line of Tract II / Line 2-3, Lot 1, U.S. Survey 4369: Point 725, the original monument for the WCMC C2, marked S4369 LOT1 C2 1966; Point 726, marked WCMC S4369 L1 C3 / S14442 2013; and Point 727, marked WCMC S4369 L1 C2 / S14442 2013. Point 725 is $\pm 329'$ North of the record USS 4369 platted position. Points 726 and 727 are near the record USS 4369 platted positions. The plat of U.S. Survey 14442 could not be found in the public record so BLM was contacted. Blair Parker, BLM Cadastral Surveyor, was performing the survey of USS 14442, which was still in a preliminary stage and had not been accepted. BLM did not find the original monument (Point 725) during their Dependent Resurvey of a portion of USS 4369 in 2013, so they set new WCMC monuments (Points 726 and 727) on line 2-3, Lot 1. At their request, R&M sent BLM photos and other data obtained during the R&M survey.

Based on that information BLM sent a crew back to Gambell in November 2015. They determined that the 1966 corner, Point 725, was located in its original position, undisturbed and therefore controls the location of line 2-3, Lot 1, USS 4369 regardless of an apparent 5 chain discrepancy with the location on the 1968 plat of USS 4369. BLM set a monument for the WCMC C3, Lot 1, USS 4369 on record bearing from the recovered 1966 monument and removed the two monuments they set in 2013. U.S. Survey No. 14442, Alaska, encompassing all of St. Lawrence Island and comprised of 315 lots and the retracement and dependent resurvey of portions of U.S. Survey Nos. 3728, 4235, 4237, 4340, and 4369 was accepted December 7, 2015 and Officially Filed January 12, 2016.

By accepting the position of the original 1966 WCMC monument BLM fixed the location of the south line of Tract II (Lot 1, USS 4369) $\pm 329'$ north of its previously described location, reduced the area and changed the boundary.

BLM set the monument for the WCMC C3, Lot 1, USS 4369 after the R&M field work was completed however is it shown on the Property Plan and Survey Control Diagram, at record per USS 14442, as set but not recovered.

The extent of Lot 1 per the BLM 1966 survey and the boundary of Lot 1 resurveyed by BLM in 2015 are shown on the property plan in Detail A. The area for each is shown in the Property Status Table.

Tract II (Lot 1, USS 4369): The position of MC 1, Lot 1, USS 4369 was established on the south line of Tract I (USS 3728 line 2-3) at record distance from MC 2, USS 3728. From MC 1 the first record meander line, southerly along Troutman Lake, was held. The second meander line, at record bearing, was trimmed at MC 2, Lot 1, (identical with MC 19, Lot 1, USS 14442), (record distance 1560.90'), computed distance 1232.52'. MC 2, Lot 1, (identical with MC 19, Lot 1, USS 14442), was established by extending the south line of Lot 1, USS 4369 (identical to the north line of Lot 1, USS 14442) parallel to the south line of USS 3728, from Point 725, WCMC C2 (see above) to the record meander line of Troutman Lake.

The position of MC 4, Lot 1, USS 4369 was established on the south line of Tract I (USS 3728 line 2-3) at record distance from MC 3, USS 3728. From MC 4 the record was held for the first two meander lines southerly along the Bering Sea. The third meander line, at record bearing, was trimmed at MC 3, Lot 1, (identical with MC 20, Lot 1, USS 14442), (record distance 1563.54'), computed distance 1234.68'. MC 3, Lot 1, (identical with MC 20, Lot 1, USS 14442), was established by extending the south line of Lot 1, USS 4369 (identical to the north line of Lot 1, USS 14442) parallel to the south line of USS 3728, from Point 725, WCMC C2 (see above) to the record meander line of the Bering Sea.

TRACT III (Lots 2 and 3, USS 4369)

Lot 2, USS 4369: The south boundary of Lot 2 is the same as the north boundary of USS 3728 (Tract I). From MC 2, Lot 2 (identical with MC 1, USS 3728, and with MC 3, Lot 3) used the same dimensions as USS 3728 (Tract I) through Point 708, WCMC C2, Lot 2 (identical with WCMC C1, USS 3728) to Point

709, WCMC C3, Lot 2 (identical with WCMC C4, USS 3728) and then held the Lot 2 record witness distance from Point 709, WCMC C3 to MC 3, Lot 2. Starting back at MC 2, Lot 2 used the record dimensions northwesterly to C1, Lot 2 (identical with C4, Lot 3) and then southwesterly, parallel to the south line of Lot 2, to MC 4, Lot 2. The Bering Sea meander line falls between MC 3 and MC 4, (record distance 566.94'), computed distance is 567.24'.

Record BLM monuments for the WCMC C2, Lot 2 (identical with WCMC C3, Lot 3), C1, Lot 2 (identical with C4 Lot 3) and the WCMC C4, Lot 2 were searched for but were not found. BLM set a new monument for the WCMC C4, Lot 2 during their survey of USS 14442. USS 14442 was still in a preliminary stage when R&M was performing the field work and the crew was unaware of the new monument and did not recover it. However the monument is shown on the Property Plan and Survey Control Diagram, at record per USS 14442, as set but not recovered.

Lot 3, USS 4369: From C4, Lot 3 (identical with C1, Lot 2), see Lot 2 above, used record dimensions northeasterly to C1, Lot 3 and then southeasterly to MC 2, Lot 3. Used a grant adjustment to fit the meander lines southwesterly along Troutman Lake to MC 3, Lot3 (identical with MC 2, Lot 2 and MC 1, USS 3728), see USS 3728 and Lot 2 above.

Record BLM monuments for C1, Lot 3 and WCMC C2, Lot 3 were searched for but were not found. BLM set a new monument for a WC C1, Lot 3 during their survey of USS 14442. Even though R&M did not recover the monument it is shown on the Property Plan and Survey Control Diagram, at record per USS 14442, as set but not recovered.

TRACT IV (Permit, Avigation and Hazard Easement and Right of Way)

Exhibit B of the Deed for Tract IV is the superseded Gambell Airport Property Plan, dated 7/20/83 and revised 8/17/1984, see discussion above. Exhibit A is a metes and bounds description based on the erroneous boundary of Tract III shown in Exhibit B. The north boundary of Tract III as shown on the superseded property plan is approximately 99' north of the true boundary of Tract III (Lots 2 and 3, USS 4369) that was actually patented to the State. Thus there is a 99' gap between the true north boundary of Tract III (Lots 2 and 3, USS 4369) and the south boundary of Tract IV as described. The Deed makes it clear that the south boundary of Tract IV was to be common with the north boundary of Tract III and Exhibit C of the Deed clearly shows that Tract IV was intended to include the 34:1 runway approach surface out to 1900' north of the end/threshold of Runway 16, station 179+00. Therefore the boundary of Tract IV was computed starting at the intersection of the western 34:1 approach line with the north line of Tract III (Lot 2, USS 4369), thence northerly along the western 34:1 approach line to station 179+00, thence perpendicular to the runway centerline 1010' to the eastern 34:1 approach line, thence southerly along the eastern 34:1 approach line back to the north line of Tract III (Lot 2, USS 4369).

A corrective deed metes and bounds description was prepared for Tract IV, a Permit, Avigation and Hazard Easement and Right Of Way, that includes the 34:1 approach surface out to station 179+00 as originally intended and revises the area from 14.543 acres to 16.380 acres.

The north 102' of the Runway 16 RPZ is outside of Tract III but is now within Tract IV.

TRACT V (Permit, Avigation and Hazard Easement and Right of Way)

Exhibit B of the Deed for Tract V is the superseded Gambell Airport Property Plan, dated 7/20/83 and revised 8/17/1984, see discussion above. Exhibit A is a metes and bounds description based on the erroneous boundary of Tract II shown in Exhibit B. The error has little impact on Tract V. The deed correctly describes the extent of the 34:1 approach surface, only the location of the meander line of the Bering Sea is different and that line is not fixed and is subject to movement anyway. The boundary computed per the Deed overlapped Tract II (Lot 1, USS 4369) so it was trimmed at the record meander line of Tract II (Lot 1, USS 4369).

MEANDER LINES

Tracts I, II, III and V of the Gambell Airport are bounded by the meander lines of the Bering Sea and Troutman Lake which are not fixed and are subject to change due to the actions of the adjacent water bodies. The meander lines and Tract areas will change with every survey performed. To ensure uniformity the meander lines shown on this property plan are the record meander lines per the conveyance documents. See Note 10.