

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

DATE: _____ LS 12042

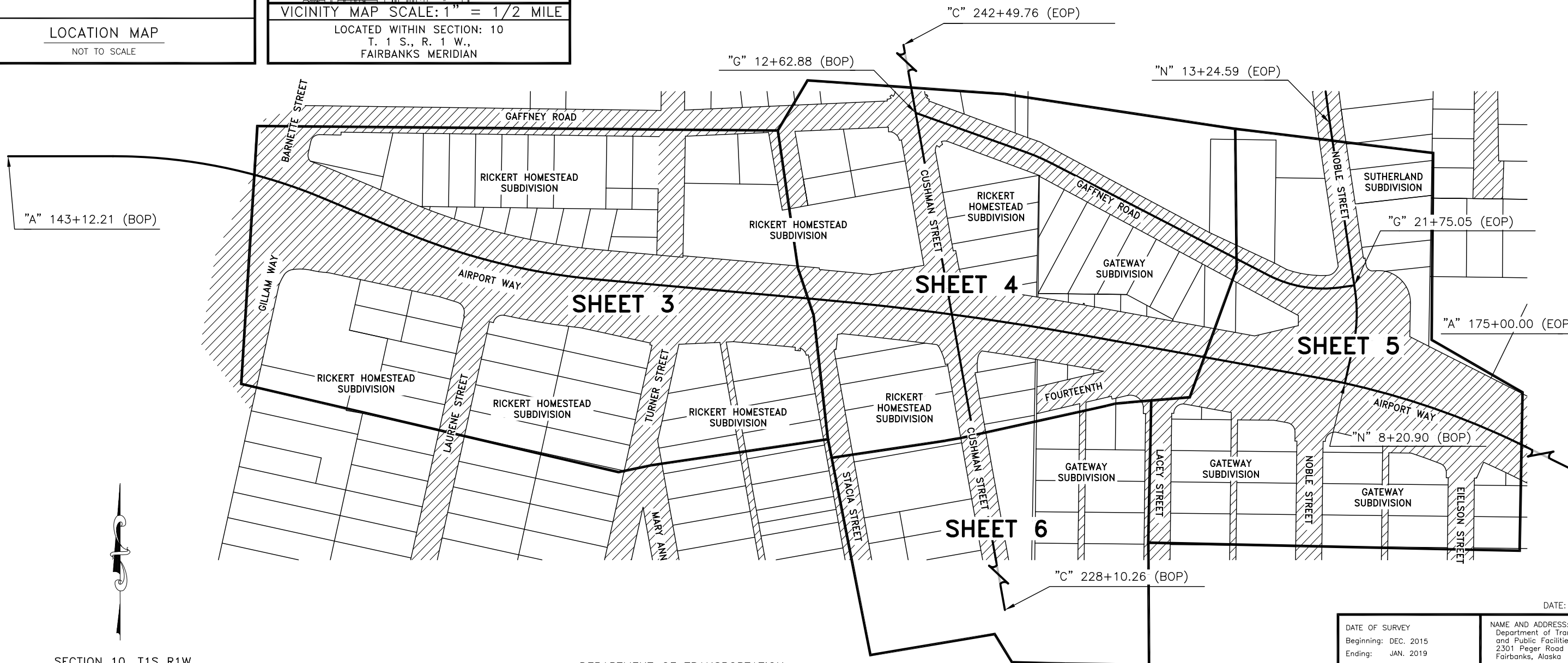
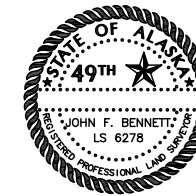
CHAD A. WEILER REGISTERED LAND SURVEYOR
R&M CONSULTANTS, INC.
CERTIFICATE OF AUTHORIZATION NO. AECC 111
9101 VANGUARD DRIVE
ANCHORAGE, AK 99507
(907)522-1707



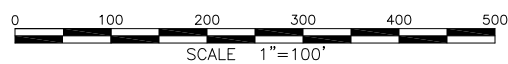
I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA AND THAT THE LOCATION OF ROAD RIGHTS OF WAY SHOWN ON THIS PLAT WERE DETERMINED BY ME OR UNDER MY SUPERVISION. I DECLARE THAT THIS PLAT IS BASED ON INFORMATION COMPILED FROM RECORD DATA RECOVERED MONUMENTATION, AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE ACCURATE.

DATE: _____ LS 6278

JOHN BENNETT REGISTERED LAND SURVEYOR
R&M CONSULTANTS, INC.
CERTIFICATE OF AUTHORIZATION NO. AECC 111
9101 VANGUARD DRIVE
ANCHORAGE, AK 99507
(907)522-1707



SECTION 10, T1S R1W
FAIRBANKS MERIDIAN
FAIRBANKS RECORDING DISTRICT
ALASKA



DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
APPROVED _____
CHIEF, RIGHT OF WAY
NORTHERN REGION

STATE BUSINESS - NO CHARGE FOR RECORDING
THIS SURVEY DOES NOT CONSTITUTE A SUBDIVISION
AS DEFINED BY AS 40.15.900(5)

DATE: FEB 2019

DATE OF SURVEY Beginning: DEC. 2015 Ending: JAN. 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709
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RECORD OF SURVEY

EXISTING RIGHT OF WAY
AIRPORT WAY / CUSHMAN ST INTERSECTION
0002312 / Z640780000
within
SECTION 10
TOWNSHIP 1 SOUTH RANGE 1 WEST
FAIRBANKS MERIDIAN, ALASKA
FAIRBANKS RECORDING DISTRICT

DRAWN BY: CAW	SCALE: 1"=100'	CHECKED BY: JFB	SHEET NO.: 1 OF 9
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	RECOVERED	SET
BLM MONUMENT		
GLO MONUMENT		
USC&GS MONUMENT		
PRIMARY MONUMENT		
CENTERLINE MONUMENT IN CASING		
PRIMARY R.O.W. MONUMENT		
BEARING OBJECT		
MISCELLANEOUS MONUMENT		
RECORD MONUMENT LOCATION PER THOMAS OR PDC SURVEY		
CONCRETE R.O.W. MONUMENT		
SURVEY PANEL POINT		
REBAR AND CAP		
REBAR		
IRON PIPE		
PK NAIL		
SPIKE		
HUB AND TACK		
SECTION LINE		
1/4 SECTION LINE		
1/16 SECTION LINE		
SURVEY CONTROL LINE		
TOWNSHIP & RANGE LINE		
PROJECT LIMITS EXISTING RIGHT-OF-WAY		
NEW RIGHT-OF-WAY LINE		
EXISTING RIGHT-OF-WAY LINE		
EXISTING PROPERTY LINE		
ACCESS CONTROL LINE		
EXISTING ACCESS/SECTION LINE EASEMENT		
EXISTING UTILITY EASEMENT LINE		
PROPOSED UTILITY EASEMENT LINE		
PROPOSED CUT SLOPE LIMIT		
PROPOSED FILL SLOPE LIMIT		

HWY MILEPOST	
EXISTING RIGHT-OF-WAY	
RIGHT-OF-WAY REQUIRED	
STATION EQUATION	
DESIGN/CONSTRUCTION CENTERLINE	
OTHER CENTERLINE	
EXISTING RAILROAD CENTERLINE	
EXISTING GUARD RAIL	
EXISTING ROADWAY	
WATER BOUNDARY	
WETLANDS OR MARSH	
OHW LINE	
FLOW CENTERLINE	
FLOW DIRECTION	
MEANDER LINE	
EASEMENT ACQUISITION	
FEE ACQUISITION	
EXISTING SANITARY SEWER LINE	
EXISTING FUEL LINE	
EXISTING GAS LINE	
EXISTING WATER LINE	
EXISTING STORM DRAIN LINE	
EXISTING FIBER OPTIC LINE	
EXISTING BURIED TELEPHONE CABLE	
EXISTING BURIED ELECTRIC LINE	
EXISTING OVERHEAD ELECTRIC LINE	
EXISTING VEGETATION	
PROPERTY TIE	
EXISTING FENCE	

EXISTING RISER	
EXISTING CATCH BASIN OR DROP INLET	
EXISTING MANHOLE	
EXISTING FIRE HYDRANT	
EXISTING CULVERT PIPE	
EXISTING POWER POLE	
EXISTING SIGNAL POLE W/ MAST ARM	
EXISTING LUMINAIRE	
EXISTING POLE GUY ANCHOR	
EXISTING POLE STUB TELEPHONE	
EXISTING POLE STUB POWERLINE	
EXISTING TELEPHONE PEDESTAL	
EXISTING JOINT USE POWER & TELEPHONE	
EXISTING TELEPHONE POLE LINE	
EXISTING SIGNAL POST W/O MAST ARM	
EXISTING MAILBOX	
EXISTING GRAVE	
EXISTING VEHICLE PLUG-IN OR HEADBOLT HEATER	
EXISTING BURIED CABLE MARKER	
EXISTING WATER METER	
EXISTING WATER VALVE	
EXISTING PIPELINE VALVE	
EXISTING PIPELINE MARKER	
EXISTING BUILDINGS	

H = HOUSE
 G = GARAGE
 M = MERCHANT/STORE
 B = BARN
 S = SHED
 P = PRIVY
 SS = SERVICE STATION
 W = WAREHOUSE

ANNOTATIONS / ACRONYMS

ROW	RIGHT OF WAY	CP	CONTROL POINT
WCMC	WITNESS CORNER MEANDER CORNER	BC	BRASS CAP
RM	REFERENCE MONUMENT	AC	ALUMINUM CAP
EOP	END OF PROJECT	C/L	CENTERLINE
BOP	BEGINNING OF PROJECT	P/L	PROPERTY LINE

EXISTING SIGN 1, 2, AND 3 POST

EXISTING POST OR BOLLARD

EXISTING SANITARY CLEAN OUT

EXISTING SEPTIC VENT

EXISTING WELL OR MONITORING WELL

EXISTING FUEL TANK FILL PIPE/VENT

EXISTING SATELLITE DISH

TEST HOLE

CONIFER TREE

DECIDUOUS TREE

SECTION LINE EASEMENT & SECTION LINE-CENTERLINE INTERSECTION

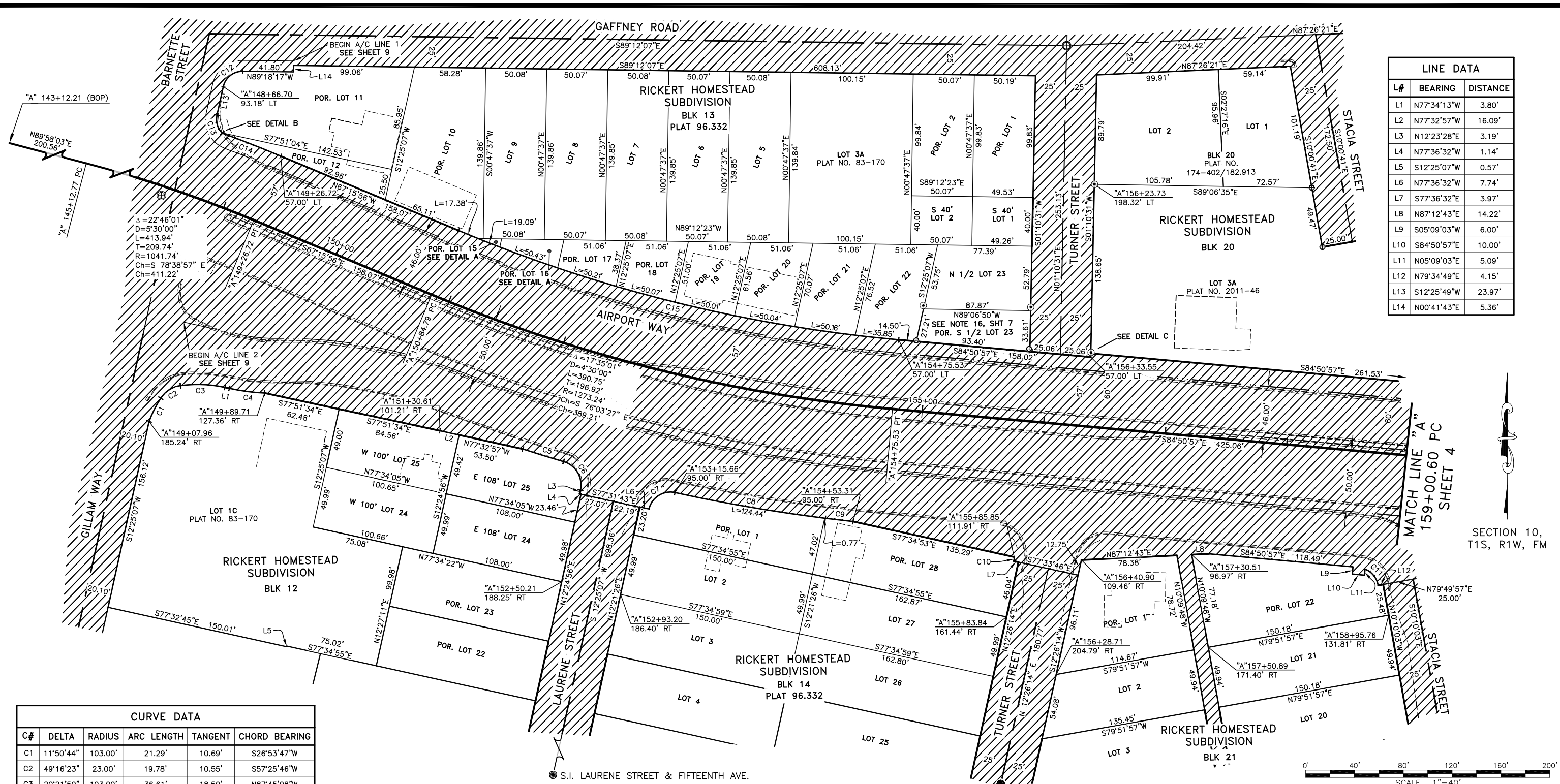
PLAN SHEET MATCH LINES

MATCH 10+00 LINE

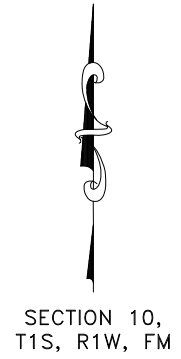
MATCH SHEET 5 LINE

DATE: FEB 2019

DATE OF SURVEY Beginning: DEC. 2015 Ending: JAN. 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709		
RECORD OF SURVEY			
EXISTING RIGHT OF WAY AIRPORT WAY / CUSHMAN ST INTERSECTION 0002312 / Z640780000 within SECTION 10 TOWNSHIP 1 SOUTH RANGE 1 WEST FAIRBANKS MERIDIAN, ALASKA FAIRBANKS RECORDING DISTRICT			
DRAWN BY: CAW	SCALE: N/A	CHECKED BY: JFB	SHEET NO.: 2 OF 9

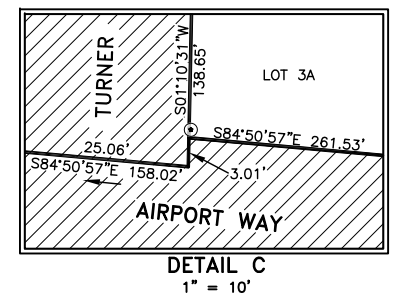
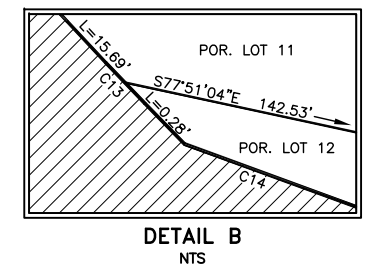
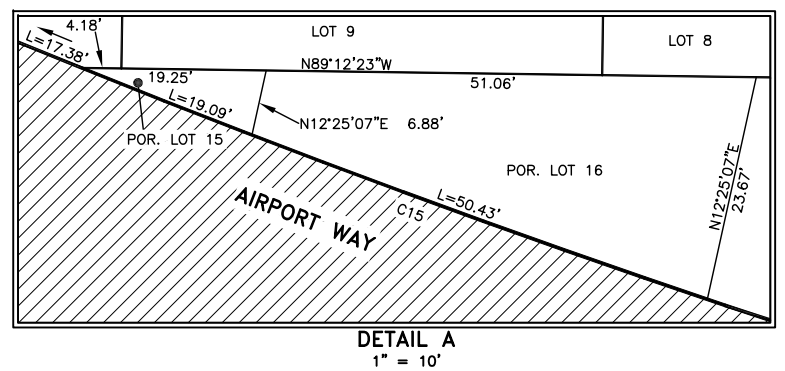


LINE DATA		
L#	BEARING	DISTANCE
L1	N77°34'13"W	3.80'
L2	N77°32'57"W	16.09'
L3	N12°23'28"E	3.19'
L4	N77°36'32"W	1.14'
L5	S12°25'07"W	0.57'
L6	N77°36'32"W	7.74'
L7	S77°36'32"E	3.97'
L8	N87°12'43"E	14.22'
L9	S05°09'03"W	6.00'
L10	S84°50'57"E	10.00'
L11	N05°09'03"E	5.09'
L12	N79°34'49"E	4.15'
L13	S12°25'49"W	23.97'
L14	N00°41'43"E	5.36'



SECTION 10,
T1S, R1W, FM

CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING
C1	11°50'44"	103.00'	21.29'	10.69'	S26°53'47"W
C2	49°16'23"	23.00'	19.78'	10.55'	S57°25'46"W
C3	20°21'50"	103.00'	36.61'	18.50'	N87°45'08"W
C4	9°46'09"	171.00'	29.16'	14.61'	S82°27'17"E
C5	1°27'41"	1366.24'	34.85'	17.42'	S72°56'52"E
C6	86°04'15"	20.00'	30.04'	18.67'	N30°37'37"W
C7	89°58'02"	18.00'	28.26'	17.99'	S57°21'42"W
C8	5°14'36"	1368.24'	125.21'	62.65'	S80°16'35"E
C9	0°57'03"	1368.24'	22.70'	11.35'	S83°22'25"E
C10	10°43'55"	18.00'	3.37'	1.69'	N06°59'40"E
C11	57°16'34"	18.00'	17.99'	9.83'	N38°43'17"W
C12	78°15'54"	16.00'	21.86'	13.02'	S51°33'46"W
C13	57°10'26"	16.00'	15.97'	8.72'	S16°09'24"E
C14	2°41'03"	1098.74'	51.47'	25.74'	N68°36'28"W
C15	17°35'00"	1216.24'	373.25'	188.10'	S76°03'27"E



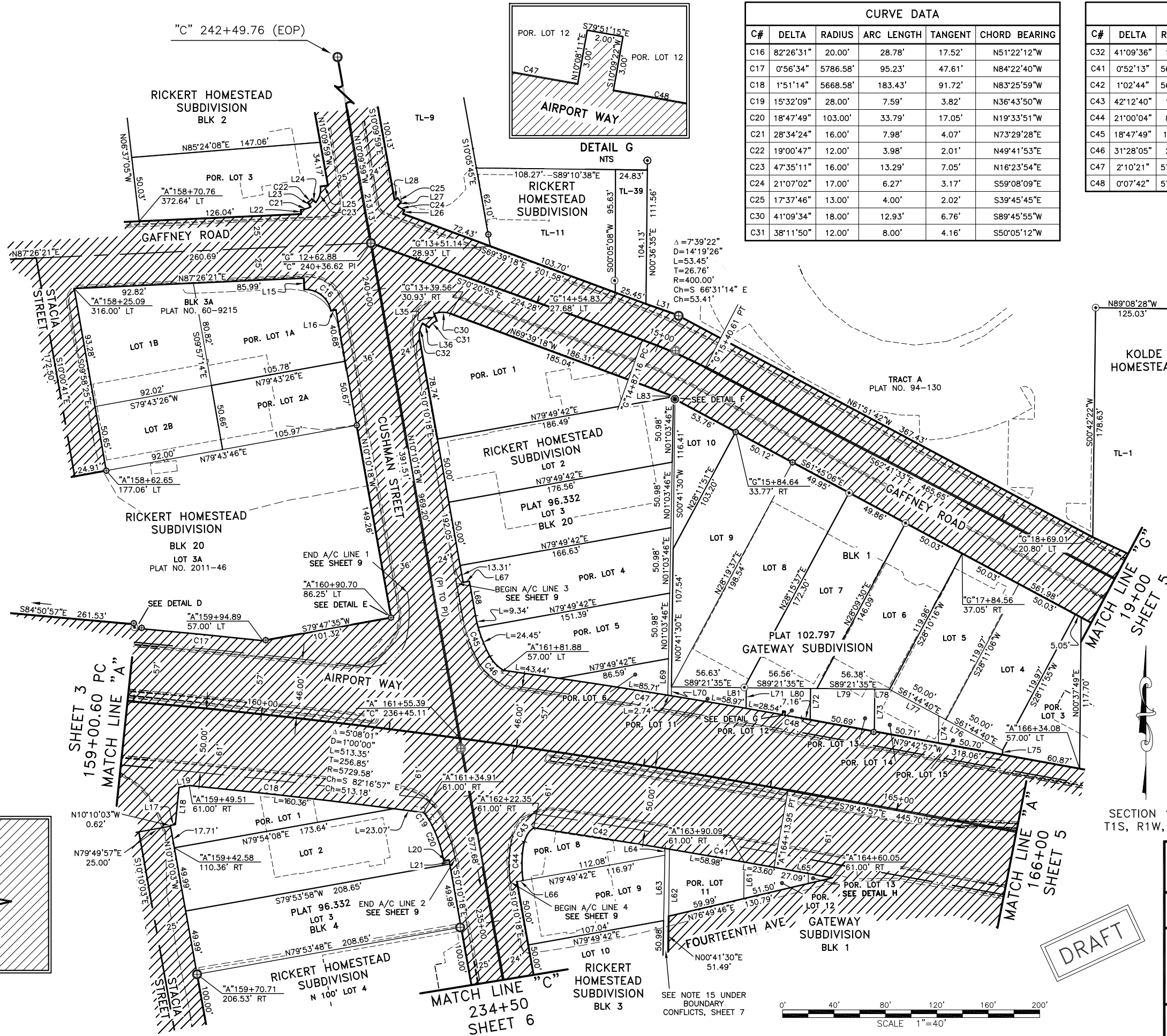
DRAFT

0' 40' 80' 120' 160' 200'
SCALE 1"=40'

DATE: FEB 2019

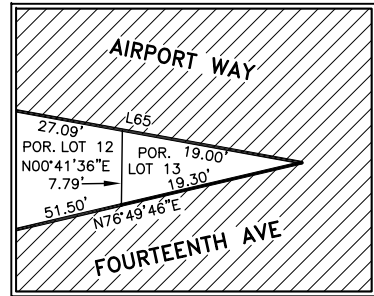
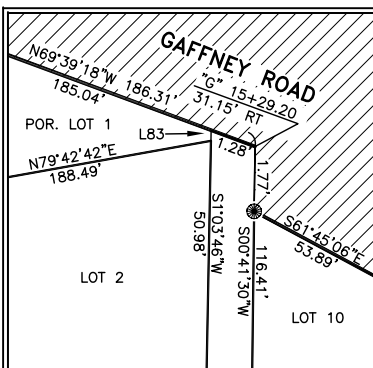
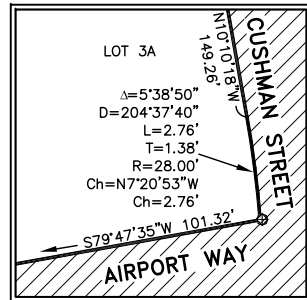
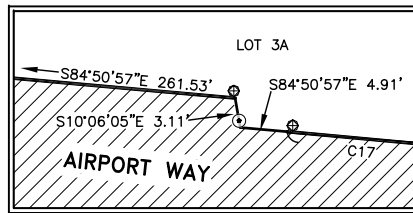
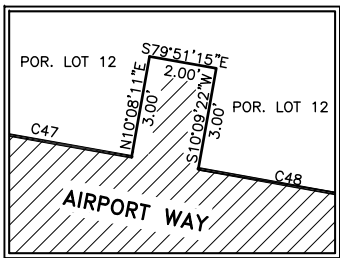
DATE OF SURVEY Beginning: DEC 2015 Ending: JAN 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709		
RECORD OF SURVEY			
EXISTING RIGHT OF WAY AIRPORT WAY / CUSHMAN ST INTERSECTION 0002312 / Z640780000 within SECTION 10 TOWNSHIP 1 SOUTH RANGE 1 WEST FAIRBANKS MERIDIAN, ALASKA FAIRBANKS RECORDING DISTRICT			
DRAWN BY: CAW	SCALE: 1"=40'	CHECKED BY: JFB	SHEET NO.: 3 OF 9

LINE DATA		
L#	BEARING	DISTANCE
L15	N02°35'28"W	8.80'
L16	N79°51'03"E	4.03'
L17	S79°50'03"W	3.96'
L18	S05°33'38"W	28.99'
L19	N79°37'01"E	8.17'
L20	S79°50'03"W	4.13'
L21	S10°10'18"E	3.11'
L22	S02°13'20"E	3.42'
L23	N30°47'44"W	4.00'
L24	N49°48'31"W	4.00'
L25	N82°36'18"E	5.87'
L26	S20°18'02"W	3.24'
L27	S41°25'22"W	4.00'
L28	N59°03'08"E	2.86'
L31	N70°42'57"W	25.01'
L35	N20°48'53"W	6.00'
L36	N59°00'43"W	6.00'
L61	S00°42'01"W	28.53'
L62	S00°41'30"W	52.19'
L63	N01°03'46"E	50.98'
L64	N01°03'46"E	5.26'
L65	S79°42'57"E	46.10'
L66	N79°49'42"E	4.90'
L67	N79°50'03"E	4.89'
L68	N10°09'57"W	27.36'
L69	S01°03'46"W	28.44'
L70	S00°41'30"W	6.88'
L71	S00°42'01"W	16.03'
L72	S00°41'36"W	24.36'
L73	S00°41'07"W	32.85'
L74	S00°40'55"W	21.13'
L75	N00°40'30"E	3.48'
L76	N61°44'40"W	56.40'
L77	N61°44'40"W	43.60'
L78	N89°21'35"W	11.35'
L79	N89°21'35"W	49.98'
L80	N89°21'35"W	49.98'
L81	N89°21'35"W	58.27'
L83	N01°03'46"E	0.29'

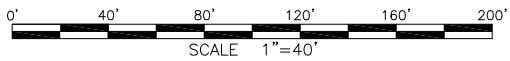


CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING
C16	82°26'31"	20.00'	28.78'	17.52'	N51°22'12"W
C17	0°56'34"	5786.58'	95.23'	47.61'	N84°22'40"W
C18	1°51'14"	5668.58'	183.43'	91.72'	N83°25'59"W
C19	15°32'09"	28.00'	7.59'	3.82'	N36°43'50"W
C20	18°47'49"	103.00'	33.79'	17.05'	N19°33'51"W
C21	28°34'24"	16.00'	7.98'	4.07'	N73°29'28"E
C22	19°00'47"	12.00'	3.98'	2.01'	N49°41'53"E
C23	47°35'11"	16.00'	13.29'	7.05'	N16°23'54"E
C24	21°07'02"	17.00'	6.27'	3.17'	S59°08'09"E
C25	17°37'46"	13.00'	4.00'	2.02'	S39°45'45"E
C30	41°09'34"	18.00'	12.93'	6.76'	S89°45'55"W
C31	38°11'50"	12.00'	8.00'	4.16'	S50°05'12"W

CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING
C32	41°09'36"	18.00'	12.93'	6.76'	S10°24'29"W
C41	0°52'13"	5668.58'	86.11'	43.05'	N80°09'03"W
C42	1°02'44"	5668.68'	103.46'	51.73'	N81°06'32"W
C43	42°12'40"	18.00'	13.26'	6.95'	S33°33'49"W
C44	21°00'04"	83.00'	30.42'	15.38'	S01°57'27"W
C45	18°47'49"	103.00'	33.79'	17.05'	S19°33'51"E
C46	31°28'05"	27.88'	15.31'	7.86'	S44°39'48"E
C47	2°10'21"	5786.58'	219.41'	109.72'	N80°57'01"W
C48	0°07'42"	5786.58'	12.97'	6.49'	N79°46'48"W



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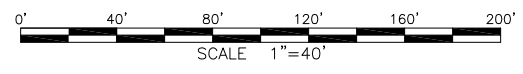
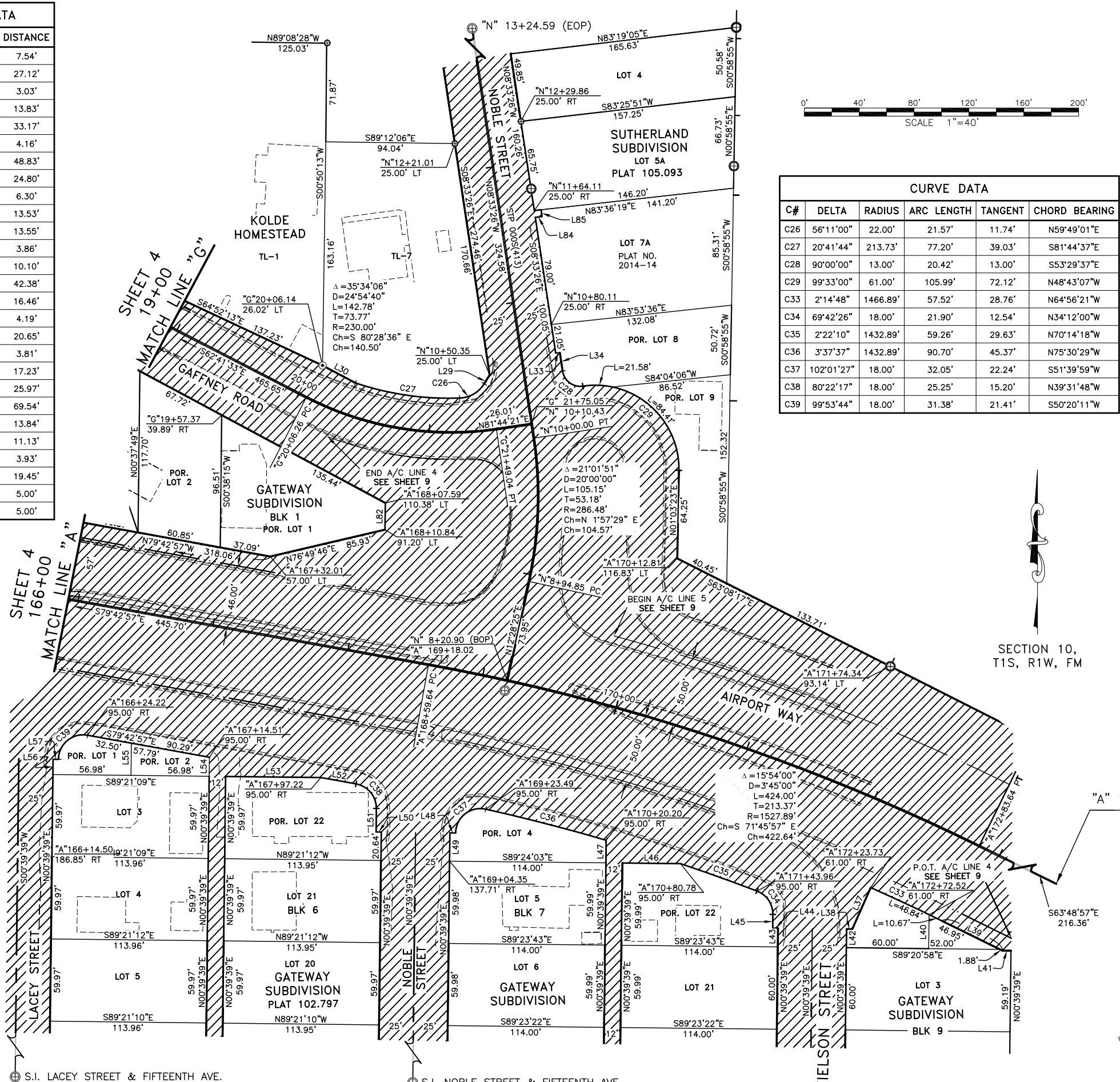
SECTION 10, T1S, R1W, FM

DATE: FEB 2019

DATE OF SURVEY Beginning: DEC 2015 Ending: JAN 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709
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RECORD OF SURVEY			
EXISTING RIGHT OF WAY AIRPORT WAY / CUSHMAN ST INTERSECTION 0002312 / Z640780000 within SECTION 10 TOWNSHIP 1 SOUTH RANGE 1 WEST FAIRBANKS MERIDIAN, ALASKA FAIRBANKS RECORDING DISTRICT			
DRAWN BY: CAW	SCALE: 1"=40'	CHECKED BY: JFB	SHEET NO.: 4 OF 9

LINE DATA		
L#	BEARING	DISTANCE
L29	N31°43'30"E	7.54'
L30	S62°01'10"E	27.12'
L33	N81°30'23"E	3.03'
L34	N08°29'37"W	13.83'
L37	N23°56'17"E	33.17'
L38	S89°20'37"E	4.16'
L39	S63°48'59"E	48.83'
L40	N00°39'39"E	24.80'
L41	S89°20'37"E	6.30'
L42	N00°39'39"E	13.53'
L43	N00°39'39"E	13.55'
L44	S89°20'37"E	3.86'
L45	S00°39'23"W	10.10'
L46	S89°24'03"E	42.38'
L47	S00°39'39"W	16.46'
L48	S89°20'37"E	4.19'
L49	N00°39'39"E	20.65'
L50	S89°20'37"E	3.81'
L51	S00°39'23"W	17.23'
L52	S79°42'57"E	25.97'
L53	N89°21'12"W	69.54'
L54	N00°39'39"E	13.84'
L56	N00°39'39"E	11.13'
L57	N89°20'37"W	3.93'
L82	S00°39'39"W	19.45'
L84	N83°36'19"E	5.00'
L85	N08°33'26"W	5.00'



CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING
C26	56°11'00"	22.00'	21.57'	11.74'	N59°49'01"E
C27	20°41'44"	213.73'	77.20'	39.03'	S81°44'37"E
C28	90°00'00"	13.00'	20.42'	13.00'	S53°29'37"E
C29	99°33'00"	61.00'	105.99'	72.12'	N48°43'07"W
C33	2°14'48"	1466.89'	57.52'	28.76'	N64°56'21"W
C34	69°42'26"	18.00'	21.90'	12.54'	N34°12'00"W
C35	2°22'10"	1432.89'	59.26'	29.63'	N70°14'18"W
C36	3°37'37"	1432.89'	90.70'	45.37'	N75°30'29"W
C37	102°01'27"	18.00'	32.05'	22.24'	S51°39'59"W
C38	80°22'17"	18.00'	25.25'	15.20'	N39°31'48"W
C39	99°53'44"	18.00'	31.38'	21.41'	S50°20'11"W

GAFFNEY ROAD CENTERLINE		
POINT	NORTHING	EASTING
"G" 12+62.88 BEGIN	196123.8791	677736.1028
BEARING	DISTANCE	
N70°20'55"W	224.28'	
"G" 14+87.16 PC	196048.4547	677947.3200
CURVE DEFINITION	RADIUS: 400.00'	
LENGTH: 53.45'	TANGENT: 26.77'	
DELTA: 07°39'22"		
"G" 15+40.61 PT	196027.1751	677996.3078
BEARING	DISTANCE	
N62°41'33"W	465.65'	
"G" 20+06.26 PC	195813.5511	678410.0646
CURVE DEFINITION	RADIUS: 230.00'	
LENGTH: 142.78'	TANGENT: 73.78'	
DELTA: 35°34'06"		
"G" 21+49.04 PT	195790.3058	678548.6271
BEARING	DISTANCE	
N81°44'21"E	26.01'	
"G" 21+75.05 END	195794.0423	678574.3631

NOBLE STREET CENTERLINE		
POINT	NORTHING	EASTING
"N" 8+20.90 BEGIN	195607.0252	678556.3697
BEARING	DISTANCE	
N12°28'25"E	73.95'	
"N" 8+94.85 PC	195679.2276	678572.3417
CURVE DEFINITION	RADIUS: 286.48'	
LENGTH: 105.15'	TANGENT: 53.18'	
DELTA: 21°01'51"		
"N" 10+00.00 PT	195783.7319	678575.9146
BEARING	DISTANCE	
N08°33'26"W	324.58'	
"N" 13+24.59 PI	196104.7017	678527.6170
BEARING	DISTANCE	
N07°33'40"W	335.64'	
"N" 16+60.23 END	196437.4237	678483.4521

SECTION 10,
T1S, R1W, FM

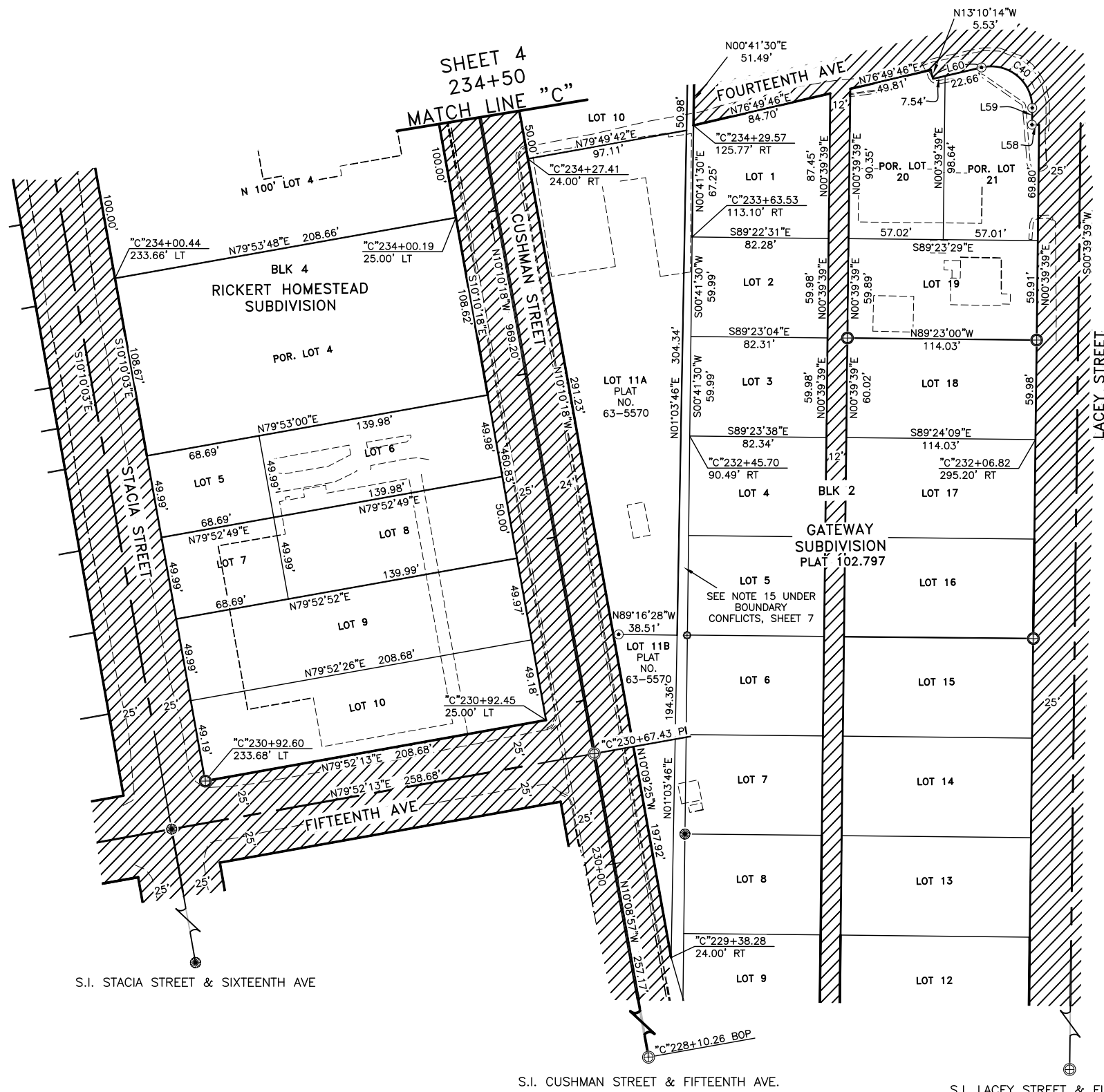
DRAFT

DATE: FEB 2019

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DRAWN BY: CAW	SCALE: 1"=40'	CHECKED BY: JFB	SHEET NO.: 5 OF 9

⊕ S.I. LACEY STREET & FIFTEENTH AVE.

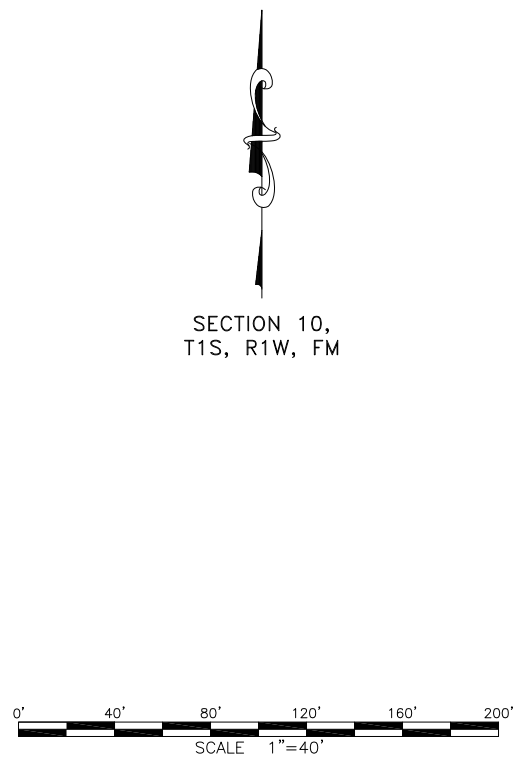
⊕ S.I. NOBLE STREET & FIFTEENTH AVE.



LINE DATA		
L#	BEARING	DISTANCE
L58	N89°20'21"W	4.25'
L59	S00°39'39"W	10.09'
L60	S76°49'46"W	30.20'

CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	TANGENT	CHORD BEARING
C40	103°49'53"	24.83'	45.00'	31.68'	N51°15'17"W

CUSHMAN STREET CENTERLINE		
POINT	NORTHING	EASTING
"C" 228+10.26 BEGIN	194916.7731	677952.5747
BEARING	DISTANCE	
N10°08'57"W	257.17'	
"C" 230+67.43 PI	195169.9143	677907.2588
BEARING	DISTANCE	
N10°10'18"W	969.20'	
"C" 240+36.62 PI	196123.8791	677736.1028
BEARING	DISTANCE	
N10°09'59"W	213.13'	
"C" 242+49.76 PI END	196333.6636	677698.4840



DRAFT

DATE: FEB 2019

DATE OF SURVEY Beginning: DEC 2015 Ending: JAN 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709		
RECORD OF SURVEY			
EXISTING RIGHT OF WAY AIRPORT WAY / CUSHMAN ST INTERSECTION 0002312 / Z640780000 within SECTION 10 TOWNSHIP 1 SOUTH RANGE 1 WEST FAIRBANKS MERIDIAN, ALASKA FAIRBANKS RECORDING DISTRICT			
DRAWN BY: CAW	SCALE: 1"=40'	CHECKED BY: JFB	SHEET NO.: 6 OF 9

GENERAL NOTES

- SEE PROJECT PRE-CONSTRUCTION CONTROL DIAGRAM FILED AS RECORD OF SURVEY NO. _____ ON _____, FRD. FOR THE FOLLOWING INFORMATION: HORIZONTAL CONTROL STATEMENT, COORDINATE SYSTEM, BASIS OF COORDINATES, BASIS OF BEARINGS, VERTICAL CONTROL STATEMENT.
- THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE EXISTING RIGHT-OF-WAY AND PREPARE BASE MAPS FOR THE PLANNING AND DESIGN OF THE PROPOSED AIRPORT WAY/CUSHMAN STREET INTERSECTION PROJECT.
- THESE PLANS MAY BE USED FOR THE ESTABLISHMENT OF RIGHT OF WAY (ROW) LIMITS ONLY. THESE DRAWINGS SHOULD NOT BE USED AS A BASIS FOR ESTABLISHING ADJOINING PROPERTY LINES AND CORNERS. SURVEY MONUMENTATION DATA INCLUDED HEREIN WAS ACQUIRED BY BOTH R&M CONSULTANTS, INC. (R&M) AND PRIOR DOT&PF RIGHT OF WAY MAPPING CONTRACTORS.
- COORDINATES, STATIONS, AND OFFSETS LISTED IN THE RECOVERED MONUMENT TABLES REFER TO THE POSITION OF THE PHYSICAL EVIDENCE. DIMENSIONS, STATIONS AND OFFSETS AS SHOWN ON THE PLAN SHEETS REFLECT ADJUSTED POSITIONS. ADJUSTED POSITIONS ARE BASED ON AN EVALUATION OF THE CONTROLLING EVIDENCE AND SENIOR RIGHTS AND MAY VARY FROM THE POSITION OF THE PHYSICAL EVIDENCE.
- ALL DOCUMENTS NOTED IN THIS PLAN SET AND REFERENCED BY INSTRUMENT NUMBER OR BOOK AND PAGE ARE RECORDED IN THE FAIRBANKS RECORDING DISTRICT (FRD), UNLESS OTHERWISE NOTED.
- TITLE REPORTS HAVE NOT BEEN OBTAINED AT THE PRELIMINARY BASEMAP STAGE. AS A RESULT, OWNERSHIPS AND EASEMENTS THAT WOULD BE REVEALED BY TITLE REPORTS MAY NOT BE SHOWN ON THE BASEMAPS. UTILITY EASEMENTS ARE NOT SHOWN ON THE BASEMAPS.
- INCORPORATION OF DOT&PF SURVEY AND MAPPING DATA ACQUIRED BY OTHERS:** MONUMENT TIES ACQUIRED BY DOT&PF MAPPING CONTRACTORS FOR PRIOR PROJECTS HAVE BEEN VALIDATED AND INCORPORATED INTO THIS BASEMAP. SOME OF THESE TIES REPRESENT THE "BEST EVIDENCE" OF LOCATION AFTER CERTAIN MONUMENTS HAD BEEN REMOVED OR DISTURBED BY CONSTRUCTION ACTIVITIES.
 - CUSHMAN STREET:** CUSHMAN STREET FROM GAFFNEY ROAD TO VAN HORN ROAD WAS SURVEYED AND DOCUMENTED IN A 1996 ROS (PLAT 96-93) BY THOMAS ENGINEERING UNDER DOT&PF CONTRACT. R&M TIED 11 COMMON MONUMENTS FOR VALIDATION, THEN TRANSLATED AND ROTATED THE THOMAS MONUMENT POSITIONS INTO THE R&M BASEMAP.
 - NOBLE STREET:** NOBLE STREET FROM AIRPORT WAY TO 1ST AVENUE WAS SURVEYED BY PDC, INC. (PDC) UNDER DOT&PF CONTRACT. DOT&PF PROVIDED R&M WITH AN UNRECORDED ROW BASEMAP AND ACQUISITION PLANS PRODUCED BY PDC, INC. (PDC) R&M TIED 11 COMMON MONUMENTS FOR VALIDATION, THEN TRANSLATED THE PDC MONUMENT POSITIONS INTO THE R&M BASEMAP.
- EXISTING CENTERLINES/ALIGNMENTS**
 - AIRPORT WAY FROM GILLAM EAST:** THE RECORD CENTERLINE FOR AIRPORT WAY WAS ESTABLISHED FROM TIES TO OFFSET MONUMENTS AT GILLAM, CUSHMAN & NOBLE STREETS REFERENCED IN THE 1973 AIRPORT WAY AS-BUILTS. THE RECORD CENTERLINE DATA WAS TRANSLATED TO THE OFFSET MONUMENT AT AIRPORT WAY AND CUSHMAN STREET AND ROTATED TO THE LINE BETWEEN THE OFFSET MONUMENTS AT CUSHMAN AND GILLAM. AIRPORT WAY STATIONING WAS BASED ON THE RECORD INTERSECTION AT CUSHMAN STREET OF "L" 161+54.74 POC (1973 AS-BUILTS) ADJUSTED TO "L" 161+55.39 POC ONCE THE TRUE INTERSECTION WITH CUSHMAN WAS DETERMINED.
 - CUSHMAN STREET:** THE CUSHMAN CENTERLINE WAS ESTABLISHED USING THE TIED POSITIONS FOR SI MONUMENTS AT 15TH AVENUE EAST, 15TH AVENUE WEST, GAFFNEY ROAD AND 12TH AVENUE. THE BASIS OF STATIONING FOR THE CUSHMAN CENTERLINE ALIGNMENT WAS THE RECORD STATION AT THE CUSHMAN/GAFFNEY SI ACCORDING TO THE 1996 THOMAS ROS. THE STATION AT THIS SI IS "C" 240+36.62.
 - GAFFNEY ROAD:** THE CENTERLINE ALIGNMENT FOR GAFFNEY ROAD BETWEEN CUSHMAN AND NOBLE STREETS WAS BASED ON THE CITY OF FAIRBANKS PROJECT FB-09-15 SURVEY CONTROL SHEET DATED 5/11/09. THE GAFFNEY BASIS OF STATIONING IS "G" 12+62.88 AT THE GAFFNEY/CUSHMAN SI. THIS ALIGNMENT WAS NOT USED TO ESTABLISH EXISTING ROW.
 - NOBLE STREET:** THE NOBLE STREET CENTERLINE ALIGNMENT WAS ADOPTED FROM THE UNRECORDED PDC SURVEY CONTROL ROS FOR THE NOBLE STREET UPGRADE PROJECT (STP-000S(413)/61725). THE NOBLE BASIS OF STATIONING WAS HELD AS "N" 10+00.00 AT THE CENTERLINE PT ACCORDING TO THE PDC PLANS.
- ALIGNMENT EQUATION SUMMARY:**
AIRPORT WAY "A" 161+55.39 POC = CUSHMAN ST "C" 236+45.11 POT
AIRPORT WAY "A" 169+18.02 POC = NOBLE STREET "N" 8+20.90 SI
CUSHMAN STREET "C" 240+36.62 = GAFFNEY ROAD "G" 12+62.88 SI
NOBLE STREET "N" 10+10.43 POT = GAFFNEY ROAD "G" 21+75.05 SI
- EXISTING ROW - GENERAL:**
 - AIRPORT WAY ROW:** THE EXISTING ROW FOR AIRPORT WAY BETWEEN GILLAM WAY AND NOBLE STREET IS BASED ON THE 1968 DEPARTMENT OF HIGHWAYS ROW PLANS FOR PROJECT F-062-4(21). POOR LEGIBILITY AND LACK OF CRITICAL DIMENSIONS ON THE ROW PLANS MADE IT DIFFICULT TO RECONSTRUCT THE EXISTING ROW FROM THESE PLANS ALONE. THE EXISTING ROW AND ACCESS CONTROL LINES WERE COMPUTED USING A COMBINATION OF INFORMATION EXTRACTED FROM THE PROJECT AS-BUILTS, METES & BOUNDS DESCRIPTIONS INCLUDED IN CERTAIN RECORDED ACQUISITION DOCUMENTS AND THE ORIGINAL 1968 COORDINATE GEOMETRY PRINTOUTS USED TO PREPARE THE ROW PLANS.
 - CUSHMAN STREET ROW:** WITHIN THE PROJECT AREA, MOST OF CUSHMAN STREET LIES WITHIN RICKERT SUBDIVISION. FROM AIRPORT WAY SOUTH TO THE INTERSECTION OF RICKERT & GATEWAY SUBDIVISIONS BETWEEN 15TH AVENUE EAST & WEST, THE ROW LINE WAS ESTABLISHED AT THE RECORD 25.00 FEET OFFSET TO THE WEST OF CENTERLINE AND 24.00 FEET OFFSET TO THE EAST. THE CUSHMAN STREET ROW NORTH OF AIRPORT WAY WAS ESTABLISHED ACCORDING TO THE 1986 CUSHMAN/GAFFNEY SIGNAL UPGRADE ROW ACQUISITIONS FOR PROJECT RS-HEA-M-0663(2).
 - NOBLE STREET ROW:** THE ROW FOR NOBLE STREET NORTH OF GAFFNEY WAS ESTABLISHED AT THE RECORD 25.00 FEET LEFT AND RIGHT OF THE NOBLE STREET CENTERLINE. NOTE THAT ROW ACQUISITION FOR NOBLE STREET IS IN PROGRESS AT THIS TIME AND THAT THE BASEMAP MAY REQUIRE REVISION ONCE COMPLETED.
 - RICKERT/GATEWAY SUBDIVISION STREET ROW:** MOST OF THE PROPERTIES AFFECTED BY THIS PROJECT LIE WITHIN THE RICKERT HOMESTEAD (1944) OR GATEWAY (1946) SUBDIVISIONS. WHERE TIES TO MONUMENTED STREET INTERSECTIONS (SI) WERE AVAILABLE, THEY WERE USED TO LOCATE THE STREET ROW WITHIN THE SUBDIVISION AT RECORD OFFSETS. WHERE TIES TO SI'S WERE NOT AVAILABLE, THE STREET ROW WAS ESTABLISHED USING RECORD DATA SUPPLEMENTED WITH TIES TO SUBSEQUENT SUBDIVISIONS AND REPLATS. AN UNRECORDED ANNOTATED PLAT OF RICKERT SUBDIVISION WAS OBTAINED FROM THE CITY OF FAIRBANKS ENGINEERING OFFICES. THE ANNOTATIONS PROVIDED REVISED BEARINGS & DISTANCES BETWEEN SI MONUMENTS AND OFFSETS TO ROW LINES BASED ON A PRECISE SURVEY OF THE SUBDIVISION PERFORMED BY CITY STAFF BETWEEN 1956 & 1957. THESE DIMENSIONS WERE USED IN PLACE OF THE RECORD DIMENSIONS WHERE APPROPRIATE.

BOUNDARY CONFLICTS AND RESOLUTIONS:

- AIRPORT WAY ACCESS CONTROL:** THE ACCESS CONTROL (A/C) LINE DEFINES A LEGAL INTEREST CONTROLLING WHERE ADJOINERS MAY ENTER ONTO THE HIGHWAY. ALL OF THE EXISTING A/C WITHIN THE PROJECT LIMITS WERE ESTABLISHED BY THE 1968 AIRPORT WAY PROJECT. MOST OF THE A/C IS OFFSET FROM THE AIRPORT WAY CENTERLINE AND IS EASILY LOCATED. THE A/C THAT WRAPS TO THE INTERSECTIONS AT GILLAM, CUSHMAN AND NOBLE IS POORLY DEFINED. IN THESE AREAS OF AMBIGUITY, I USED DATA EXTRACTED FROM THE AIRPORT WAY AS-BUILTS AND INTENT TO DEFINE THE A/C LOCATION. TO THE EXTENT THESE A/C LINES ARE WITHIN THE LIMITS OF THE CURRENT PROJECT DESIGN, THEY SHOULD BE ACCURATELY RE-DEFINED AND DOCUMENTED.
- GAFFNEY ROAD FROM CUSHMAN TO NOBLE:** THE SOUTH ROW OF GAFFNEY ROAD BETWEEN CUSHMAN AND NOBLE IS DEFINED BY THE NORTH LINE OF BLOCK 3, RICKERT AND THE NORTH BOUNDARY OF GATEWAY SUBDIVISION. THE NORTH ROW IS SUBJECT TO MULTIPLE INTERPRETATIONS. AS NOTED ON THE UNRECORDED NOBLE STREET ROW PLANS, THERE IS NO RECORD OF THE GAFFNEY ROAD ROW BEING DEDICATED TO THE PUBLIC EAST OF RICKERT SUBDIVISION. THE GAFFNEY ROW EAST OF RICKERT AND NORTH OF GATEWAY IS LIKELY ESTABLISHED BY PUBLIC PRESCRIPTIVE EASEMENT OR ACQUIESCENCE. FOR THE MIDDLE 1/3 OF NORTH GAFFNEY ROW WE HAVE ACCEPTED THE DEFINITION ACCORDING TO PLAT 94-130. THE WEST 1/3 OF THE NORTH ROW WITHIN RICKERT SUBDIVISION IS DEFINED AS BEING 60.00 FEET WIDE AND PARALLEL WITH THE NORTH LINE OF BLOCK 3. THE EAST 1/3 OF THE NORTH GAFFNEY ROW IS DESCRIBED IN THE FOLLOWING PARAGRAPH.
- NW QUADRANT OF GAFFNEY/NOBLE INTERSECTION:** THIS EXISTING ROW HAS CONFLICTING INTERPRETATIONS. THIS PARCEL HAS BEEN REFERRED TO AS LOT 7, KOLDE HOMESTEAD; TAX LOT 7 AND PARCEL 38 OF F-062-4(21) AIRPORT WAY. EARLY DESCRIPTIONS OF LOT 7 DEFINED AN EAST LOT BOUNDARY BASED ON A PROJECTION OF THE EAST BOUNDARY OF BLOCK 126, FAIRBANKS TOWNSITE. THE 1947 PLAT OF SUTHERLAND SUBDIVISION INDICATES AN APPROXIMATE 1 DEGREE DEFLECTION IN THE BEARING OF THE ADJOINING NOBLE STREET CENTERLINE AS COMPARED TO THE PROJECTION OF THE EAST BOUNDARY OF BLOCK 126. SUTHERLAND ALSO CALLS FOR A UNIFORM ROW WIDTH FOR NOBLE OF 25 FEET ON EACH SIDE OF CENTERLINE THAT CREATES THE 1 DEGREE CONFLICT IN THE EAST BOUNDARY OF LOT 7. THIS CAUSED A PROBLEM FITTING THE AIRPORT WAY ROW ACQUIRED FOR PARCEL 39. THIS WAS RESOLVED BY CONSTRUCTING THE RECORD LINES FOR KOLDE LOT 7, THEN FITTING THE RECORD AIRPORT ROW WITHIN THE LOT. THE RECORD SOUTH ROW CURVE WAS THEN EXTENDED APPROXIMATELY 7.5 FEET NORTHEASTERLY TO MEET THE 25-FOOT OFFSET ROW LINE FOR NOBLE AND NORTHWESTERLY APPROXIMATELY 2 FEET TO MEET THE SOUTH BOUNDARY OF KOLDE LOT 7. ALTHOUGH THIS SOLUTION APPEARS REASONABLE, IT CONFLICTS WITH THE SOLUTION REACHED BY PDC, INC. FOR THE NOBLE STREET ROW PLANS AND MAY RESULT IN PORTIONS OF THE EXISTING SIDEWALK ALONG THE SOUTH BOUNDARY OF KOLDE LOT 7 LYING OUTSIDE THE ROW. TO THE EXTENT THE SIDEWALK IS LOCATED OUTSIDE OF THE EXISTING ROW, THE PUBLIC MAY BE ABLE TO ASSERT A CLAIM OF AN EASEMENT BY PRESCRIPTION.

- AIRPORT WAY EAST OF NOBLE:** THE PORTION OF THE AIRPORT WAY ROW ACQUIRED FROM LOTS 8 & 9 OF SUTHERLAND SUBDIVISION IS DEFINED ACCORDING TO THE ACQUISITION DOCUMENT FOR AIRPORT WAY PARCEL 39 (B240/P110, RECORDED FEBRUARY 10, 1970) AND ORIENTED TO THE AIRPORT WAY CONTROL USING THE 1968 COGO FILES. THE AIRPORT WAY ROW EAST OF PARCEL 39 WAS DEVELOPED USING DESCRIPTIONS IN RECORD DOCUMENT 2006-021797-0 DEFINING THE LOTS NORTH OF THE ROW. THIS ROW LINE WILL BE MODIFIED BY THE ONGOING ROW ACQUISITION FOR THE NOBLE STREET PROJECT.
- RICKERT/GATEWAY SUBDIVISION GAP:** A TRIANGULAR GAP BETWEEN THE EAST BOUNDARY OF RICKERT SUBDIVISION AND THE WEST BOUNDARY OF GATEWAY SUBDIVISION HAD BEEN IDENTIFIED IN THE 1996 THOMAS ROS FOR CUSHMAN STREET, THE UNRECORDED 2005 PDC, INC. ROS FOR CUSHMAN STREET AND PLAT 63.5570 FILED ON AUGUST 23, 1963, FRD. THE BOUNDARY BETWEEN THE SUBDIVISIONS WAS INTENDED TO COINCIDE WITH THE EAST BOUNDARY OF U.S. SURVEY NO. 849. THE GAP COMMENCES AT CORNER NO. 1 OF U.S. SURVEY NO. 849 AND REACHES A WIDTH OF APPROXIMATELY 7.5 FEET NEAR LOT 9, BLOCK 2 OF GATEWAY. THE GAP RESULTS FROM THE WEST BOUNDARY OF GATEWAY BEING CALLED OUT AS "SOUTH" IN CONFORMANCE WITH THE EAST BOUNDARY OF U.S.S. 849, AND THE EAST BOUNDARY OF RICKERT BEING CALLED OUT AS N 0°22' E IN CONFORMANCE WITH THE 1952 DEPENDENT RESURVEY OF SECTION 15 (N 0°21' E). THE CONFLICT MAY HAVE BEEN A RESULT OF A REPORTED DISTURBANCE OF C-1 U.S.S. 849 AS NOTED ON THE RICKERT SUBDIVISION PLAT. THIS BASEMAP INDICATES THE GAP AS EXISTING IN THE RECORD AND ON THE GROUND AND RECOMMENDS THAT RESOLUTION BE LEFT TO A QUIET TITLE ACTION.
- SOUTH 1/2 LOT 23 BLOCK 13 RICKERT HOMESTEAD SUBDIVISION, FILED AS PLAT 96.332, FRD:** THIS LOT WAS INITIALLY SUBDIVIDED INTO THE NORTH 1/2 AND SOUTH 1/2 ACCORDING TO THE DEED FILED IN BOOK 34, PAGE 389 ON SEPTEMBER 10, 1946, FAIRBANKS RECORDING DISTRICT. A 2019 R&M SURVEY RECOVERED REBAR AND CAP MONUMENTS STAMPED 705-S AT THE APPROXIMATE NORTHEAST AND NORTHWEST CORNERS OF LOT 23 AND REBAR AT THE APPROXIMATE SOUTHEAST AND SOUTHWEST CORNERS ALONG THE NORTHERLY RIGHT OF WAY LINE FOR AIRPORT WAY. THE RECOVERED MONUMENTS WERE SET BY STUTZMANN ENGINEERING ASSOCIATES, INC. IN 1992. CONSULTATION WITH STUTZMANN, INC. INDICATED THAT SIGNIFICANT CONFLICTS WERE NOTED WITH THE RECOVERED CORNER EVIDENCE, RECORD DIMENSIONS FOR BLOCK 13 AND EXISTING IMPROVEMENTS DURING THEIR 1992 SURVEY. THE NORTH BOUNDARY OF THE SOUTH 1/2 OF LOT 23 AS DETERMINED BY R&M IS APPROXIMATELY 3 FEET TO THE SOUTH OF THE BOUNDARY REPRESENTED BY THE STUTZMANN REBAR & CAP MONUMENTS. FOR THIS PROJECT, R&M HAS DISREGARDED THE POSITIONS OF THE STUTZMANN MONUMENTS IN FAVOR OF OUR RETRACEMENT OF THE RICKERT SUBDIVISION BLOCK BOUNDARIES AND THE RIGHT-OF-WAY LINES FOR AIRPORT WAY. THE ACTUAL POSITIONS OF THE STUTZMANN MONUMENTS ARE NOTED IN THE RECOVERED MONUMENT TABLE.

SOURCE DOCUMENT CHRONOLOGY (MAPS & PLATS):

- 1909 - U.S. SURVEY NO. 849 PLAT OF HOMESTEAD CLAIM OF STACIA RICKERT.
- 1922 - MAP OF THE OFFICIAL SURVEY OF FAIRBANKS TOWNSITE REPRODUCED BY KARL THEILE ALSO KNOWN AS U.S. SURVEY NO. 438 APPROVED ON AUGUST 17, 1910.
- 1944 - SUBDIVISION OF RICKERT HOMESTEAD FILED AS PLAT 96.332 ON NOVEMBER 4, 1944, FRD.
- 1946 - PLAT OF GATEWAY SUBDIVISION, A PORTION OF THE KOLDE HOMESTEAD FILED AS PLAT 102.797 ON DECEMBER 17, 1946, FRD.
- 1947 - PLAT OF SUTHERLAND SUBDIVISION FILED AS PLAT 105.093 ON JULY 28, 1947, FRD.
- 1952 - DEPENDENT RESURVEY AND SUBDIVISION OF A PORTION OF SECTION 15, TOWNSHIP 1 SOUTH, RANGE 1 WEST, FAIRBANKS MERIDIAN, BLM, APPROVED NOVEMBER 24, 1952. (RETRACES LINE 1-2 U.S. SURVEY NO. 849 - SEE RICKERT/GATEWAY SUBDIVISION GAP)
- 1955 - PRECISE SURVEY OF THE FAIRBANKS TOWNSITE BY R.W. BECK & ASSOCIATES. PROPERTY MAP SHEET G-13 OBTAINED FROM THE CITY OF FAIRBANKS ENGINEERING DEPARTMENT COVERING 11TH AND 12TH AVENUES BETWEEN TURNER AND NOBLE STREET. THE SHEET IS DATED JANUARY 1, 1955 BUT WAS NOT RECORDED.
- 1956 - PLAT OF GERSON SUBDIVISION FILED AS PLAT 166.636 ON SEPTEMBER 28, 1956, FRD.
- 1957 - PRECISE SURVEY OF RICKERT HOMESTEAD SUBDIVISION OBTAINED FROM THE CITY OF FAIRBANKS ENGINEERING DEPARTMENT. THE DIMENSIONS ON THIS PLAT ARE EDITED TO REFLECT THE PRECISE SURVEY PERFORMED BY THE CITY BETWEEN 1956 AND 1957. CITY FILE NO. B3.1058. THIS VERSION OF THE RICKERT SUBDIVISION PLAT WAS NOT RECORDED.
- 1962 - CITY OF FAIRBANKS NOBLE STREET - PROJECT NO. F-062-4(14) DATED JULY 16, 1962. FILED AS PLAT 75-88 ON JULY 31, 1975, FAIRBANKS RECORDING DISTRICT.
- 1963 - RESUBDIVISION PLAT LOT 11, BLOCK 3, RICKERT SUBDIVISION FILED AS PLAT 63.5570 ON AUGUST 23, 1963, FRD. (REFERENCE TO RICKERT/GATEWAY GAP)
- 1968 - AIRPORT WAY ROW PLANS "IN FAIRBANKS FROM GILLAM WAY E & S - PROJECT NO. F-062-4(21) APPROVED DECEMBER 30, 1968. RECORDED PLANS WERE NOT LOCATED BUT ARE ON FILE AT DOT&PF ROW ARCHIVES AS DRAWINGS NO. 219-230 AND WERE THE BASIS FOR THE RECORDED ACQUISITION DOCUMENTS.
- 1973 - GILLAM-GAFFNEY-BIG BEND - PROJECT NO. F-037-1(27) AS-BUILTS DATED JULY 9, 1973.
- 1983 - REPLAT OF LOTS 3, 4 & PORTION OF 5, BLOCK 125 FAIRBANKS TOWNSITE FILED AS PLAT 83-52 ON APRIL 15, 1983, FRD. (BASIS FOR LOCATION OF C-1 U.S.S. 849)
- 1983 - LOT 1-C, BLOCK 12, RICKERT HOMESTEAD SUBDIVISION FILED AS PLAT 83-170 ON AUGUST 31, 1983, FRD. (SE QUADRANT AIRPORT WAY & GILLAM)
- 1985 - REPLAT OF LOTS 1 & 2 SUTHERLAND SUBDIVISION FILED AS PLAT 83-215 ON OCTOBER 17, 1985, FRD.
- 1986 - RIGHT-OF-WAY SUMMARY OF THE CUSHMAN STREET & GAFFNEY ROAD INTERSECTION - RESEARCH MAPPING FOR CUSHMAN/GAFFNEY SIGNAL UPGRADE PROJECT BY DESIGN ALASKA. THIS MAP IS UNRECORDED BUT ON FILE AT DOT&PF ROW ARCHIVES AS DRAWING NO. 2417.
- 1986 - CUSHMAN/GAFFNEY SIGNAL UPGRADE ROW PLANS - PROJECT RS-HEA-M-0663(2) - RECORDED AS PLAT 91-42 ON MAY 30, 1991, FAIRBANKS RECORDING DISTRICT.
- 1991 - CUSHMAN ST./GAFFNEY RD. SIGNAL UPGRADE - PROJECT RS-HES-M-0663(2)/60487 AS-BUILTS DATED OCTOBER 11, 1990.
- 1994 - TRACT A, BLOCK 125, A REPLAT OF PORTIONS OF RICKERT SUBDIVISION FILED AS PLAT 94-130 ON NOVEMBER 18, 1994, FRD. (N. GAFFNEY ROW)
- 1996 - SOUTH CUSHMAN STREET RECORD OF SURVEY - PROJECT RS-M-0663(5)/63216 - THOMAS ENGINEERING - FILED AS PLAT 96-93 ON AUGUST 6, 1996, FAIRBANKS RECORDING DISTRICT.
- 1996 - REPLAT OF LOT 3, THE N. PORTION OF LOT 4 AND LOT 21, BLOCK 12, RICKERT HOMESTEAD SUBDIVISION FILED AS PLAT 96-139 ON DECEMBER 27, 1996, FRD.
- 2005 - UNRECORDED ROS BY PDC, INC. FOR DOT&PF OF SOUTH CUSHMAN STREET IMPROVEMENTS, 18TH AVENUE TO 12TH AVENUE.
- 2009 - GAFFNEY ROAD IMPROVEMENTS - PROJECT FB-09-15 - CITY OF FAIRBANKS AS-BUILTS - SURVEY CONTROL SHEET 3 OF 16.
- 2011 - REPLAT OF LOTS 3, 4, & 5, BLK 3A RICKERT SUBDIVISION...CREATING LOT 3A, BLOCK 20 RICKERT HOMESTEAD SUBDIVISION FILED AS PLAT 2011-46 ON MAY 13, 2011, FRD. (NW QUADRANT AIRPORT WAY & CUSHMAN)
- 2014 - REPLAT LOTS 5-7 SUTHERLAND SUBDIVISION FILED AS PLAT 2014-14 ON JANUARY 28, 2014, FRD.
- 2014 - SOUTH CUSHMAN SIDEWALK AND DRAINAGE IMPROVEMENTS - PROJECT FB-14-02/62532 - CITY OF FAIRBANKS AS-BUILTS DATED 3/5/15 - SURVEY CONTROL SHEETS 3.01 & 3.02.
- 2015 - CUSHMAN ("COMPLETE STREETS" FROM GAFFNEY TO 1ST AVENUE) - PROJECT FB-15-07/77194 - CITY OF FAIRBANKS DESIGN PLANS - SURVEY CONTROL SHEETS 3.01 & 3.02.
- 2015 - FAIRBANKS NOBLE STREET UPGRADE SURVEY CONTROL RECORD OF SURVEY - PROJECT NO. STP-000S(413)/61725. SUBMITTED BY PDC, INC. TO DOT&PF ON 5/6/15. THIS ROS IS CURRENTLY UNRECORDED.
- 2016 - FAIRBANKS NOBLE STREET UPGRADE RIGHT-OF-WAY BASEMAP - PROJECT STP-000S(413)/61725 PRODUCED BY PDC, INC. AND OBTAINED FROM DOT&PF ROW ON JANUARY 11, 2016. THESE PLANS ARE CURRENTLY UNRECORDED.
- 2016 - FAIRBANKS NOBLE STREET UPGRADE RIGHT-OF-WAY MAP - PROJECT NO. STP 000S(413)/61725) - LAST REVISION DATE JANUARY 28, 2016. PRODUCED BY PDC, INC. AND CURRENTLY UNRECORDED.

DATE: FEB 2019

DATE OF SURVEY Beginning: DEC 2015 Ending: JAN 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709		
RECORD OF SURVEY			
EXISTING RIGHT OF WAY AIRPORT WAY / CUSHMAN ST INTERSECTION 0002312 / Z640780000 within SECTION 10 TOWNSHIP 1 SOUTH RANGE 1 WEST FAIRBANKS MERIDIAN, ALASKA FAIRBANKS RECORDING DISTRICT			
DRAWN BY: CAW	SCALE: N/A	CHECKED BY: JFB	SHEET NO.: 7 OF 9

DRAFT

RECOVERED CORNERS – SHEET 3

Table with columns: DESCRIPTION, AIRPORT WAY (STATION, OFFSET (FT) LEFT, OFFSET (FT) RIGHT), NORTHING, EASTING. Contains 17 rows of survey data.

RECOVERED CORNERS – SHEET 4

Table with columns: DESCRIPTION, AIRPORT WAY, CUSHMAN STREET, GAFFNEY ROAD, NORTHING, EASTING. Contains 33 rows of survey data across four street types.

RECOVERED CORNERS – SHEET 5

Table with columns: DESCRIPTION, AIRPORT WAY, NOBLE STREET, GAFFNEY ROAD, NORTHING, EASTING. Contains 17 rows of survey data across three street types.

Table titled 'AIRPORT WAY CENTERLINE' with columns: POINT, NORTHING, EASTING. Contains curve definition and bearing/distance data for points 'A'.

DATE: FEB 2019

Table with columns: DATE OF SURVEY, NAME AND ADDRESS. Contains survey dates and address: Department of Transportation and Public Facilities (DOT&PF), 2301 Peger Road, Fairbanks, Alaska 99709.

RECORD OF SURVEY

EXISTING RIGHT OF WAY
AIRPORT WAY / CUSHMAN ST INTERSECTION
0002312 / Z640780000
within SECTION 10
TOWNSHIP 1 SOUTH RANGE 1 WEST
FAIRBANKS MERIDIAN, ALASKA
FAIRBANKS RECORDING DISTRICT

DRAFT

Table with columns: DRAWN BY, SCALE, CHECKED BY, SHEET NO. Contains: CAW, 1"=40', JFB, 8 OF 9.

RECOVERED CORNERS – SHEET 6

DESCRIPTION	CUSHMAN STREET			AIRPORT WAY			NORTHING	EASTING
	STATION	OFFSET (FT) LEFT	RIGHT	STATION	OFFSET (FT) LEFT	RIGHT		
1-1/2" AC[705-S]-PC/PT L21/ROW GATEWAY SUBD.	--	--	--	165+13.17	--	98.47	195583.5143	678140.6512
1-1/2" AC[705-S]-PC/PT L21/ROW GATEWAY SUBD.	--	--	--	165+47.64	--	116.99	195559.1374	678171.2597
1-1/2" AC[705-S]-AP L21/ROW GATEWAY SUBD.	--	--	--	165+49.29	--	127.01	195548.9862	678171.0977
2" BC[7621-S]-SI CUSHMAN ST & FIFTEENTH AVE	228+10.26	--	0.00	--	--	--	194916.7731	677952.5747
2" BC-SI LACEY ST & FIFTEENTH AVE	227+65.17	--	236.24	--	--	--	194914.0225	678193.0666
1-3/4" I.P.-SW L7 B2 GATEWAY SUBD.	230+10.09	--	45.29	--	--	--	195121.4518	677961.9455
2" I.P.-SI STACIA ST & FIFTEENTH AVE	230+67.62	258.68	--	--	--	--	195124.4182	677652.6074
2" BC[7621-S]-SI CUSHMAN ST & FIFTEENTH AVE	230+67.43	--	0.00	--	--	--	195169.9143	677907.2588
RECORD THOMAS SURVEY-SE L16 B2/ROW GATEWAY SUBD.	230+88.98	--	272.75	--	--	--	195239.2921	678171.9143
RECORD THOMAS SURVEY-SW L10 B4 RICKERT SUBD.	230+92.54	233.61	--	--	--	--	195153.3735	677672.8849
5/8" RBR-SW L5 B2 GATEWAY SUBD.	231+27.78	--	67.68	--	--	--	195241.2667	677963.2167
1-1/2" AC[7621-S]-SW L11A B3/ROW RICKERT SUBD.	231+35.56	--	27.22	--	--	--	195241.7885	677922.0224
RECORD THOMAS SURVEY-NE L18 B2/ROW GATEWAY SUBD.	232+65.74	--	306.47	--	--	--	195419.2313	678173.8930
RECORD THOMAS SURVEY-NW L18 B2 GATEWAY SUBD.	232+87.08	--	194.46	--	--	--	195420.4586	678059.8722

ACCESS CONTROL LINE 1 SEE SHEET 3 & 4

BEGIN
STATION "A": 149+08.77
OFFSET: 133.19' Lt.

BEARING **DISTANCE**
N89°18'17"W 41.80'

CURVE DEFINITION
LENGTH: 34.15' RADIUS: 25.00'
CB: S51°33'46"W CHORD: 31.56'

BEARING **DISTANCE**
S12°25'49"W 24.47'

CURVE DEFINITION
LENGTH: 35.79' RADIUS: 25.01'
CB: S28°34'34"E CHORD: 32.81'

COMPOUND CURVE DEFINITION
LENGTH: 44.23' RADIUS: 1087.74'
CB: S68°25'50"E CHORD: 44.23'

BEARING **DISTANCE**
S67°15'56"E 158.07'

CURVE DEFINITION
LENGTH: 376.62' RADIUS: 1227.24'
CB: S76°03'27"E CHORD: 375.15'

BEARING **DISTANCE**
S84°50'57"E 425.07'

CURVE DEFINITION
LENGTH: 180.63' RADIUS: 5775.58'
CB: S83°57'12"E CHORD: 180.62'

COMPOUND CURVE DEFINITION
LENGTH: 9.13' RADIUS: 92.00'
CB: N77°01'30"E CHORD: 9.13'

COMPOUND CURVE DEFINITION
LENGTH: 29.09' RADIUS: 27.00'
CB: N43°19'01"E CHORD: 27.70'

COMPOUND CURVE DEFINITION
LENGTH: 36.32' RADIUS: 92.00'
CB: N01°08'34"E CHORD: 36.09'

END
STATION "A": 161+00.77
OFFSET: 107.35 Lt.
STATION "C": 237+64.11
OFFSET: 20.10 Lt.

ACCESS CONTROL LINE 2 SEE SHEET 4 & 5

BEGIN
STATION "A": 149+04.00
OFFSET: 99.10' Rt.

BEARING **DISTANCE**
S77°34'13"E 48.17'

CURVE DEFINITION
LENGTH: 29.13' RADIUS: 126.00'
CB: S84°11'33"E CHORD: 29.06'

COMPOUND CURVE DEFINITION
LENGTH: 150.72' RADIUS: 397.97'
CB: S79°57'55"E CHORD: 149.82'

COMPOUND CURVE DEFINITION
LENGTH: 363.35' RADIUS: 1323.24'
CB: S76°58'57"E CHORD: 362.21'

BEARING **DISTANCE**
S84°50'57"E 425.07'

CURVE DEFINITION
LENGTH: 231.63' RADIUS: 5679.58'
CB: S83°40'51"E CHORD: 231.62'

COMPOUND CURVE DEFINITION
LENGTH: 17.35' RADIUS: 37.00'
CB: S42°23'49"E CHORD: 17.19'

COMPOUND CURVE DEFINITION
LENGTH: 36.74' RADIUS: 112.00'
CB: S19°33'51"E CHORD: 36.58'

END
STATION "A": 161+64.55
OFFSET: 93.58 Rt.
STATION "C": 235+53.28
OFFSET: 20.13 Lt.

ACCESS CONTROL LINE 3 SEE SHEET 5 & 6

BEGIN
STATION "A": 161+37.23
OFFSET: 119.08' Lt.
STATION "C": 237+64.10
OFFSET: 18.89' Rt.

BEARING **DISTANCE**
S10°09'57"E 27.36'

CURVE DEFINITION
LENGTH: 37.07' RADIUS: 113.00'
CB: S19°33'51"E CHORD: 36.91'

COMPOUND CURVE DEFINITION
LENGTH: 26.47' RADIUS: 38.00'
CB: S48°54'59"E CHORD: 25.94'

COMPOUND CURVE DEFINITION
LENGTH: 232.22' RADIUS: 5775.58'
CB: S80°52'03"E CHORD: 232.20'

BEARING **DISTANCE**
S79°42'57"E 422.67'

BEARING **DISTANCE**
S79°42'57"E 29.66'

CURVE DEFINITION
LENGTH: 9.78' RADIUS: 112.00'
CB: N82°25'22"E CHORD: 9.78'

COMPOUND CURVE DEFINITION
LENGTH: 29.11' RADIUS: 32.00'
CB: N53°51'31"E CHORD: 28.12'

COMPOUND CURVE DEFINITION
LENGTH: 48.91' RADIUS: 112.00'
CB: N15°17'05"E CHORD: 48.52'

BEARING **DISTANCE**
N01°02'47"E 14.44'

CURVE DEFINITION
LENGTH: 43.75' RADIUS: 27.08'
CB: N46°41'13"W CHORD: 39.15'

COMPOUND CURVE DEFINITION
LENGTH: 107.21' RADIUS: 258.73'
CB: N81°16'40"W CHORD: 106.45'

END
STATION "A": 167+57.66
OFFSET: 150.40 Lt.
STATION "C": 235+81.04
OFFSET: 618.81 Rt.

ACCESS CONTROL LINE 4 SEE SHEET 5 & 6

BEGIN
STATION "A": 162+10.32
OFFSET: 105.37' Rt.
STATION "C": 235+28.03
OFFSET: 18.91' Rt.

CURVE DEFINITION
LENGTH: 33.75' RADIUS: 93.00'
CB: N02°03'39"E CHORD: 33.57'

COMPOUND CURVE DEFINITION
LENGTH: 26.86' RADIUS: 28.00'
CB: N39°56'18"E CHORD: 25.84'

COMPOUND CURVE DEFINITION
LENGTH: 191.90' RADIUS: 5679.58'
CB: S80°41'01"E CHORD: 191.89'

BEARING **DISTANCE**
S79°42'57"E 445.69'

CURVE DEFINITION
LENGTH: 410.12' RADIUS: 1477.89'
CB: S71°45'57"E CHORD: 408.80'

BEARING **DISTANCE**
S63°48'57"E 50.77'

POINT ON TANGENT
STATION "A": 173+34.40
OFFSET: 50.00 Rt.

ACCESS CONTROL LINE 5 SEE SHEET 6

BEGIN
STATION "A": 169+85.00
OFFSET: 50.00' Lt.

CURVE DEFINITION
LENGTH: 308.40' RADIUS: 1577.89'
CB: S69°24'56"E CHORD: 307.91'

POINT ON CURVE
STATION "A": 172+83.63
OFFSET: 50.00 Lt.

DRAFT

DATE: FEB 2019

DATE OF SURVEY Beginning: DEC 2015 Ending: JAN 2019	NAME AND ADDRESS: Department of Transportation and Public Facilities (DOT&PF) 2301 Peger Road Fairbanks, Alaska 99709		
RECORD OF SURVEY			
EXISTING RIGHT OF WAY AIRPORT WAY / CUSHMAN ST INTERSECTION 0002312 / Z640780000 within SECTION 10 TOWNSHIP 1 SOUTH RANGE 1 WEST FAIRBANKS MERIDIAN, ALASKA FAIRBANKS RECORDING DISTRICT			
DRAWN BY: CAW	SCALE: 1"=40'	CHECKED BY: JFB	SHEET NO.: 9 OF 9