

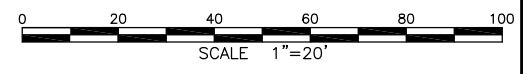
LINE DATA		
L#	BEARING	DISTANCE
L161	S89°21'35"E	56.56'
L162	S28°15'37"W	7.67'
L163	N61°47'21"W	3.21'
L164	S28°01'35"W	2.09'
L165	N80°10'02"W	44.88'
L166	S65°30'26"E	35.65'
L169	S10°06'04"W	16.16'
L170	S79°53'56"E	4.21'
L171	N28°09'30"E	18.75'
L172	N89°21'35"W	10.16'
L173	N28°11'55"E	1.09'
L174	S77°00'54"E	24.22'
L175	S12°59'06"W	16.56'
L176	N80°06'52"W	5.00'
L177	N12°59'06"E	10.48'
L178	N61°48'05"W	20.22'
L196	S89°21'35"E	4.82'

PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING EASEMENTS	NET ACQUISITION	REMAINDER	INSTRUMENT NO.
45 *	FEE	Nicholas D. Nyquist	57 SF	57 SF	57 SF	0 SF	201X-XXXXXX-X
44 *	FEE	Fairbanks Community Food Bank Service, INC.	18 SF	18 SF	18 SF	0 SF	201X-XXXXXX-X
44 *	FEE	Nicholas D. Nyquist	18 SF	18 SF	18 SF	0 SF	201X-XXXXXX-X
43	FEE	John Q. Tran	7,592 SF	403 SF	403 SF	7,189 SF	201X-XXXXXX-X
42	FEE	Coin-Op, LLC	6,426 SF	763 SF	763 SF	5,663 SF	201X-XXXXXX-X
E41	EASEMENT	Coin-Op, LLC		156 SF	156 SF		201X-XXXXXX-X
41	FEE	Coin-Op, LLC	3,939 SF	1,188 SF	1,188 SF	2,751 SF	201X-XXXXXX-X
40	FEE	Coin-Op, LLC	6,000 SF	6,000 SF	6,000 SF	0 SF	201X-XXXXXX-X
39	FEE	Coin-Op, LLC	615 SF	615 SF	615 SF	0 SF	201X-XXXXXX-X
38	FEE	Coin-Op, LLC	6,000 SF	6,000 SF	6,000 SF	0 SF	201X-XXXXXX-X
37	FEE	Coin-Op, LLC	1,464 SF	1,464 SF	1,464 SF	0 SF	201X-XXXXXX-X
E49	EASEMENT	Coin-Op, LLC		119 SF	119 SF		201X-XXXXXX-X
36	FEE	Coin-Op, LLC	1,430 SF	1,430 SF	1,430 SF	0 SF	201X-XXXXXX-X
E48	EASEMENT	Thomas E. Abrams & Sun W. Abrams		195 SF	195 SF		201X-XXXXXX-X
34	FEE	Thomas E. Abrams & Sun W. Abrams	1,001 SF	1,001 SF	1,001 SF	0 SF	201X-XXXXXX-X
33	FEE	Fairbanks Community Food Bank Service, INC.	665 SF	665 SF	665 SF	0 SF	201X-XXXXXX-X
E32	EASEMENT	Fairbanks Community Food Bank Service, INC.		207 SF	207 SF		201X-XXXXXX-X
32	FEE	Fairbanks Community Food Bank Service, INC.	9,281 SF	482 SF	482 SF	8,799 SF	201X-XXXXXX-X
31	FEE	Nicholas D. Nyquist	7,538 SF	107 SF	107 SF	7,431 SF	201X-XXXXXX-X

\* PARCELS 44 & 45 REPRESENT THOSE AREAS CREATED BY THE SUBDIVISIONAL GAP, SEE NOTE 10 ON SHEET 15, THAT FALL WITHIN THE PROJECT LIMITS. FOR THIS PROJECT, THE STATE OF ALASKA PURCHASED ALL THE RIGHTS AND TITLE, IF ANY, FROM THE OWNERS ON BOTH SIDES OF THE GAP. PARCEL 44 WAS IN BETWEEN TWO DIFFERENT OWNERS, WHEREAS PARCEL 45 HAD ONLY ONE OWNER ON BOTH SIDES.

LINE DATA		
L#	BEARING	DISTANCE
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'
L82	S00°39'39"W	19.45'

LINE DATA		
L#	BEARING	DISTANCE
L87	S28°19'37"W	21.00'
L88	S65°30'26"E	45.98'
L89	S70°05'18"E	10.32'
L90	S00°41'30"W	22.00'
L91	N70°05'18"W	0.87'
L92	N79°49'42"E	1.74'
L93	S01°03'46"W	21.96'
L94	N89°21'35"W	2.67'
L95	S01°03'46"W	6.47'
L96	S76°55'31"E	55.34'
L97	S74°44'33"E	62.00'
L98	S80°06'52"E	30.97'

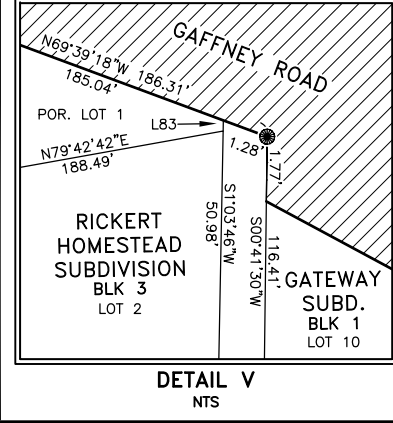


DATE	REVISION	BY

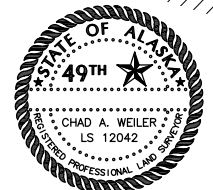
**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
 RIGHT OF WAY MAP  
 ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**

SHEET 7  
 163+20.00  
 MATCH LINE "A1"

MATCH LINE "A1"  
 168+00.00  
 SHEET 10

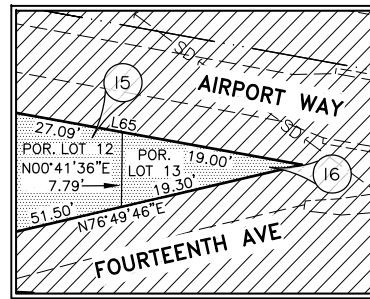


CURVE DATA				
C#	DELTA	RADIUS	ARC LENGTH	CHORD BEARING
C47	2°10'21"	5786.58'	219.41'	N80°57'01"W
C48	0°07'42"	5786.58'	12.97'	N79°46'48"W

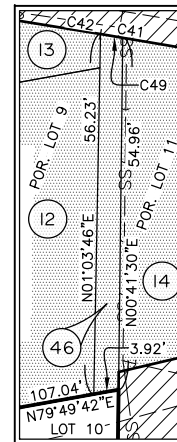


SHEET 7  
163+20.00  
MATCH LINE "A1"

SEE SHEET 8  
FOR NORTH SIDE OF AIRPORT WAY



DETAIL J  
1" = 10'



DETAIL K  
1" = 15'

CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	CHORD	CHORD BEARING
C38	80°22'17"	18.00'	25.25'	23.23'	N39°31'48"W
C39	99°53'44"	18.00'	31.38'	27.56'	S50°20'11"W
C40	103°49'53"	24.83'	45.00'	39.09'	N51°15'17"W
C41	0°52'13"	5668.58'	86.11'	86.11'	N80°09'03"W
C42	1°02'44"	5668.68'	103.46'	103.45'	N81°06'32"W
C49	0°02'08"	5668.58'	3.52'	3.52'	N80°34'06"W

LINE DATA		
L#	BEARING	DISTANCE
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'
L55	N00°39'39"E	23.51'
L56	N00°39'39"E	11.13'
L57	N89°20'37"W	3.93'
L58	N89°20'21"W	4.25'
L59	S00°39'39"W	10.09'
L60	S76°49'46"W	30.20'
L61	S00°42'01"W	28.53'
L62	S00°41'30"W	52.19'
L65	S79°42'57"E	46.10'



T15 RW  
F. M.  
SEC 10

SCALE 1"=20'

DATE	REVISION	BY

46 *	FEE	Papa Sugar Daddy's, LLC	204 SF	204 SF	204 SF	0 SF	201X-XXXXX-X
16	FEE	Papa Sugar Daddy's, LLC	73 SF	73 SF	73 SF	0 SF	201X-XXXXX-X
15	FEE	Papa Sugar Daddy's, LLC	909 SF	909 SF	909 SF	0 SF	201X-XXXXX-X
14	FEE	Papa Sugar Daddy's, LLC	2,354 SF	2,354 SF	2,354 SF	0 SF	201X-XXXXX-X
PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING EASEMENTS	NET ACQUISITION	REMAINDER	INSTRUMENT NO.

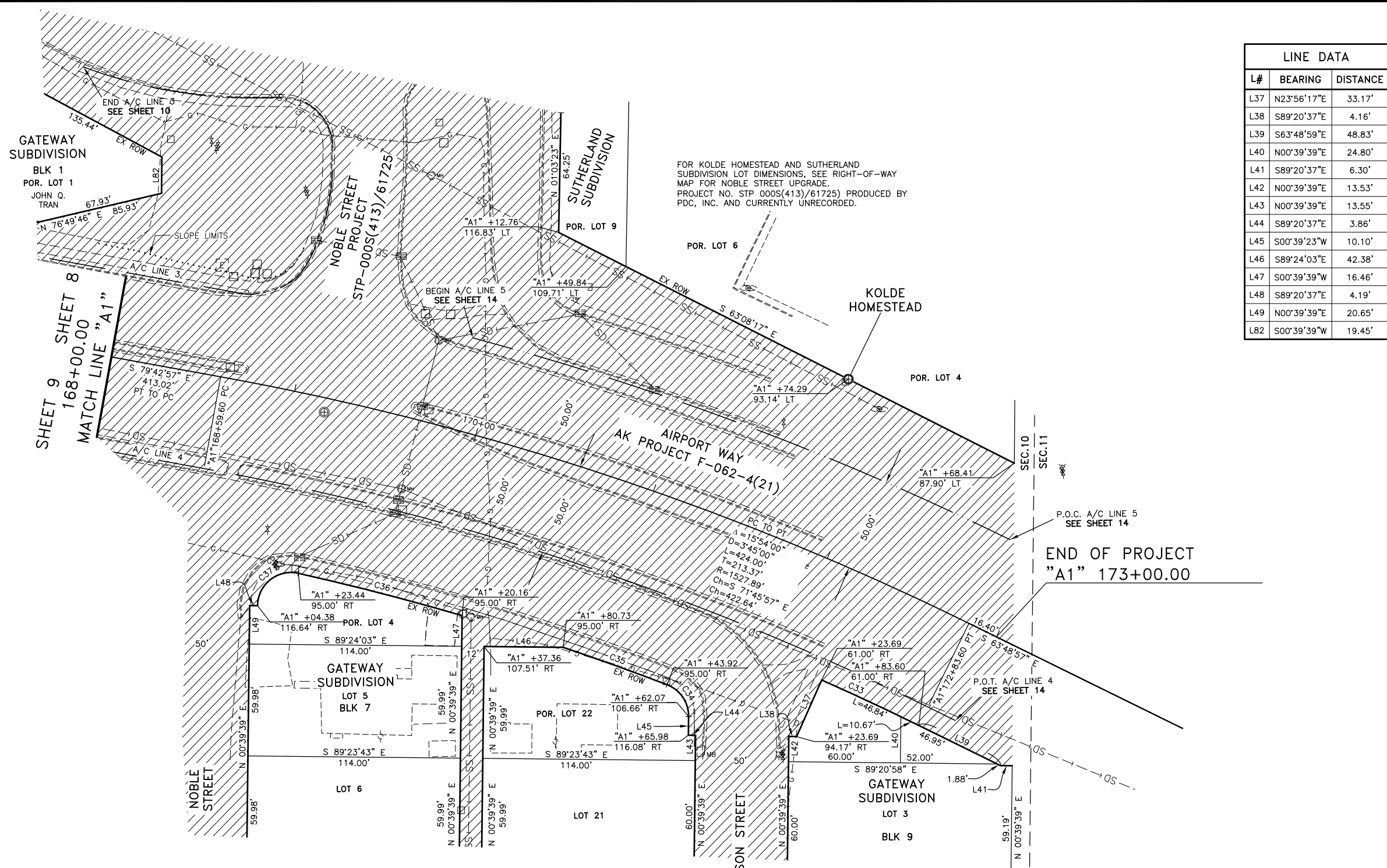
\* PARCEL 46 REPRESENT THAT AREA CREATED BY THE SUBDIVISIONAL GAP, SEE NOTE 9 ON SHEET 15, THAT FALL WITHIN THE PROJECT LIMITS. FOR THIS PROJECT, THE STATE OF ALASKA PURCHASED ALL THE RIGHTS AND TITLE, IF ANY, FROM THE OWNERS ON BOTH SIDES OF THE GAP. PARCEL 46 HAD ONLY ONE OWNER ON BOTH SIDES.

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND  
PUBLIC FACILITIES  
RIGHT OF WAY MAP  
ALASKA PROJECT NO.  
**0002312 / Z640780000**  
AIRPORT WAY / CUSHMAN ST  
INTERSECTION  
RECONSTRUCTION

SCALE: 1" = 20'

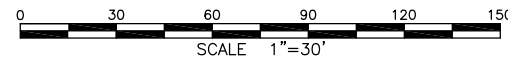
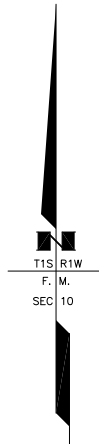
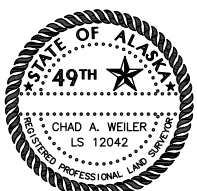
SHEET 9 OF 17

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LINE DATA		
L#	BEARING	DISTANCE
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'
L82	S00°39'39"W	19.45'

CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	CHORD	CHORD BEARING
C33	2°14'48"	1466.89'	57.52'	57.51'	N64°56'21"W
C34	69°42'26"	18.00'	21.90'	20.57'	N34°12'00"W
C35	2°22'10"	1432.89'	59.26'	59.25'	N70°14'18"W
C36	3°37'37"	1432.89'	90.70'	90.69'	N75°30'29"W
C37	102°01'27"	18.00'	32.05'	27.98'	S51°39'59"W



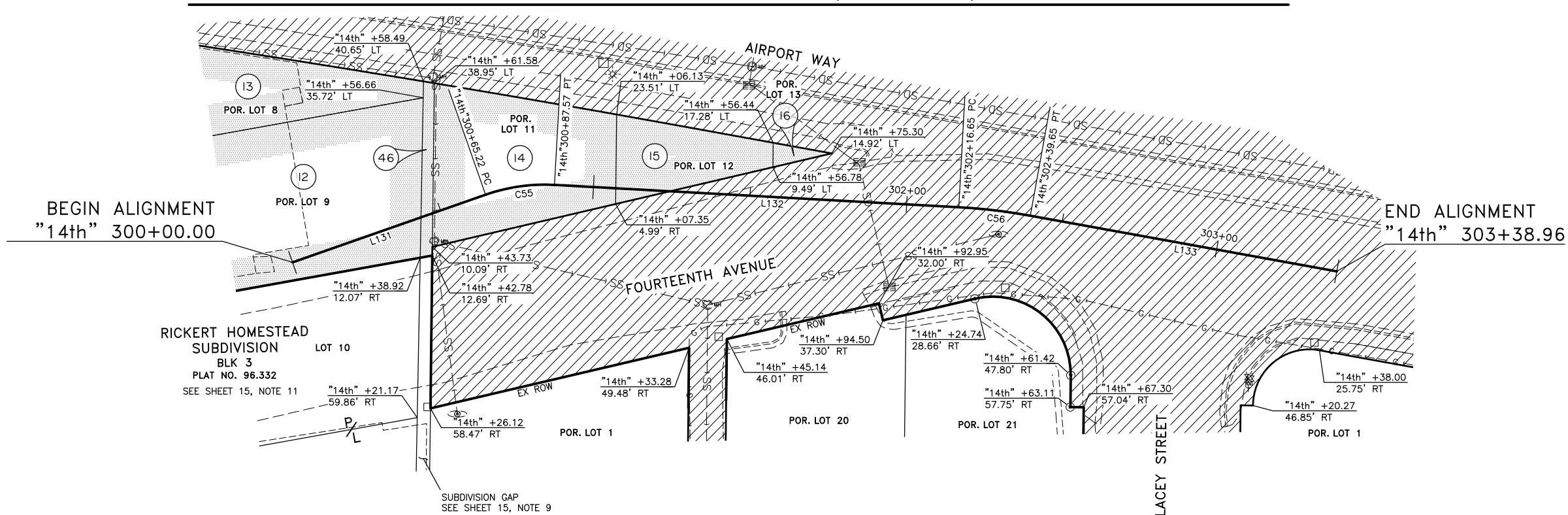
PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING EASEMENTS	NET ACQUISITION	REMAINDER	INSTRUMENT NO.

DATE	REVISION	BY

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
 RIGHT OF WAY MAP  
 ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**

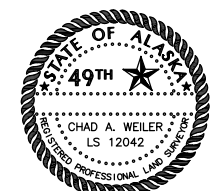
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14TH AVENUE ALIGNMENT DETAIL (SEE SHEET 9)



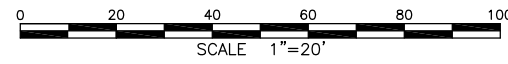
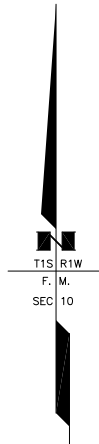
RICKERT HOMESTEAD  
SUBDIVISION  
BLK 3  
PLAT NO. 96.332  
SEE SHEET 15, NOTE 11

SUBDIVISION GAP  
SEE SHEET 15, NOTE 9



LINE DATA		
L#	BEARING	DISTANCE
L131	N70°41'40"E	65.22'
L132	S86°50'17"E	129.08'
L133	S79°42'57"E	99.31'

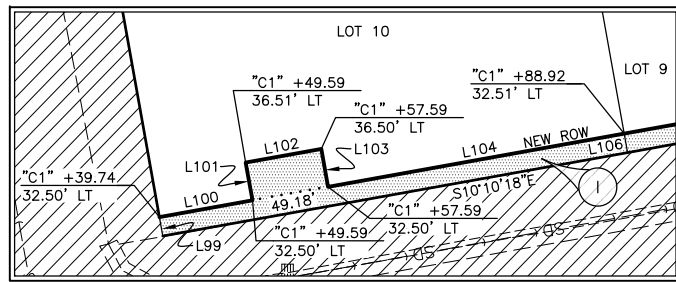
CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	CHORD	CHORD BEARING
C55	22°28'03"	57.00'	22.35'	22.21'	N81°55'42"E
C56	7°07'20"	185.00'	23.00'	22.98'	S83°16'37"E



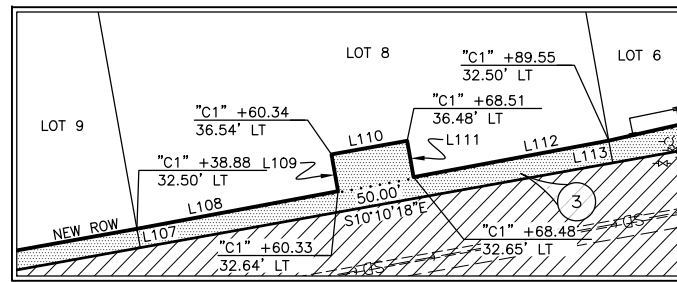
DATE	REVISION	BY

**STATE OF ALASKA**  
DEPARTMENT OF TRANSPORTATION  
AND  
PUBLIC FACILITIES  
RIGHT OF WAY MAP  
ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**

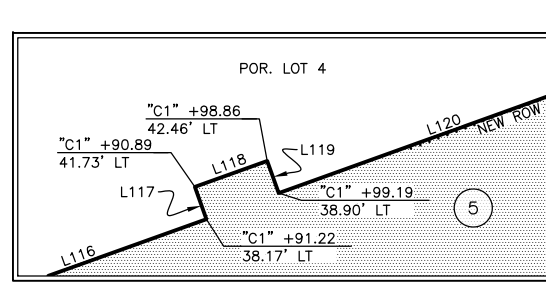
PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING EASEMENTS	NET ACQUISITION	REMAINDER	INSTRUMENT NO.



DETAIL L  
1" = 10'



DETAIL M  
1" = 10'



DETAIL N  
1" = 10'

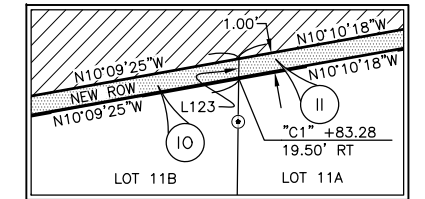
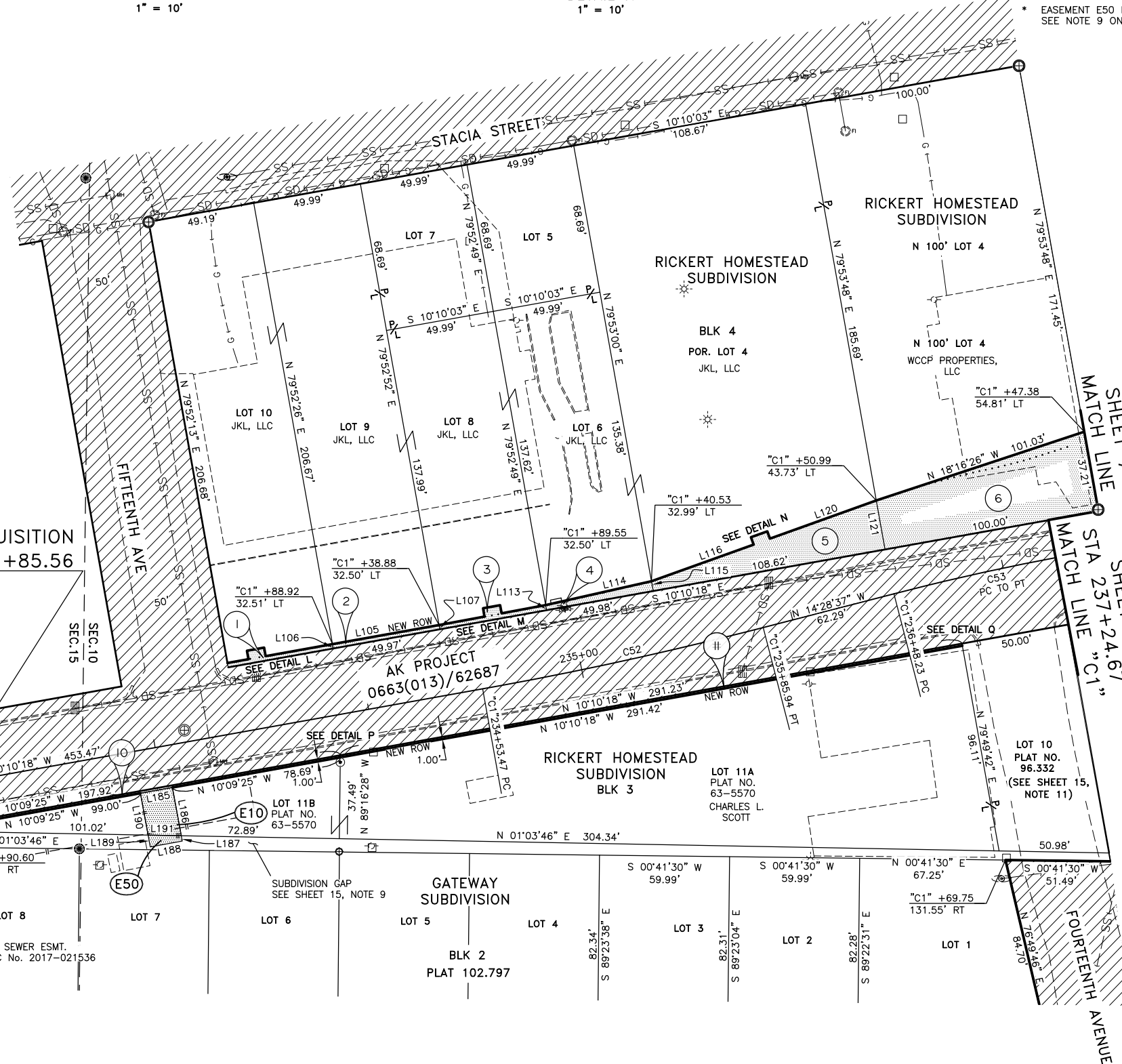
PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING EASEMENTS	NET ACQUISITION	REMAINDER	INSTRUMENT NO.
* E50	EASEMENT	Charles L. Scott	61 SF	61 SF	61 SF		
11	FEE	Charles L. Scott	20,000 SF	291 SF	291 SF	19,709 SF	
E10	EASEMENT	Charles L. Scott	3,742 SF	318 SF	318 SF		
10	FEE	Charles L. Scott	20,866 SF	195 SF	195 SF	3,547 SF	
6	FEE	WCCP Properties, LLC	22,670 SF	3,009 SF	3,009 SF	17,857 SF	
5	FEE	JKL, LLC	6,997 SF	1,525 SF	1,525 SF	21,145 SF	
4	FEE	JKL, LLC	6,998 SF	174 SF	174 SF	6,823 SF	
3	FEE	JKL, LLC	10,429 SF	140 SF	140 SF	6,859 SF	
2	FEE	JKL, LLC	10,264 SF	100 SF	100 SF	10,329 SF	201X-XXXXXX-X
1	FEE	JKL, LLC	10,264 SF	131 SF	131 SF	10,134 SF	201X-XXXXXX-X

\* EASEMENT E50 LIES WITHIN THE AREA CREATED BY THE SUBDIVISIONAL GAP, SEE NOTE 9 ON SHEET 15.

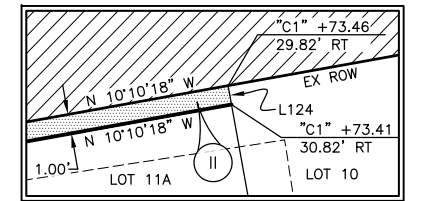
C#	DELTA	RADIUS	ARC LENGTH	CHORD	CHORD BEARING
C53	5°05'50"	1170.00'	104.09'	104.05'	N 11°55'42" W
C52	4°18'19"	1763.00'	132.48'	132.45'	N 12°19'27" W

L#	BEARING	DISTANCE
L99	S79°52'13"W	2.00'
L100	N10°10'43"W	9.85'
L101	S79°52'13"W	4.01'
L102	N10°07'47"W	8.00'
L103	N79°52'13"E	4.00'
L104	N10°10'43"W	31.33'
L105	N10°09'52"W	49.97'
L106	S79°52'26"W	2.01'
L107	N79°52'52"E	2.00'
L108	N10°35'11"W	21.32'
L109	S79°52'13"W	3.90'
L110	N10°07'47"W	8.00'
L111	N79°52'13"E	3.84'
L112	N10°35'11"W	20.68'
L113	N79°52'49"E	2.36'
L114	N12°44'03"W	50.03'
L115	N79°53'00"E	4.60'
L116	N19°45'12"W	50.05'
L117	S70°14'48"W	3.57'
L118	N19°45'12"W	8.00'

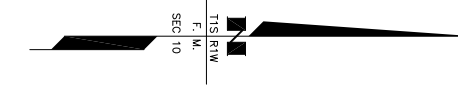
L#	BEARING	DISTANCE
L119	N70°14'48"E	3.57'
L120	N19°47'04"W	52.13'
L121	S79°53'48"W	22.97'
L122	S01°03'46"W	5.14'
L123	N89°16'28"W	1.02'
L124	S79°49'42"W	1.00'
L185	N10°09'24"W	15.00'
L186	N79°33'59"E	22.63'
L187	N79°33'59"E	2.49'
L188	S10°25'23"E	15.00'
L189	S79°34'00"W	5.54'
L190	S79°34'00"W	19.66'
L191	S01°03'46"W	15.31'



DETAIL P  
1" = 5'



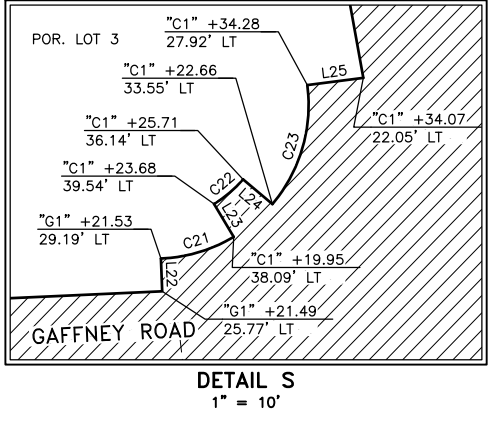
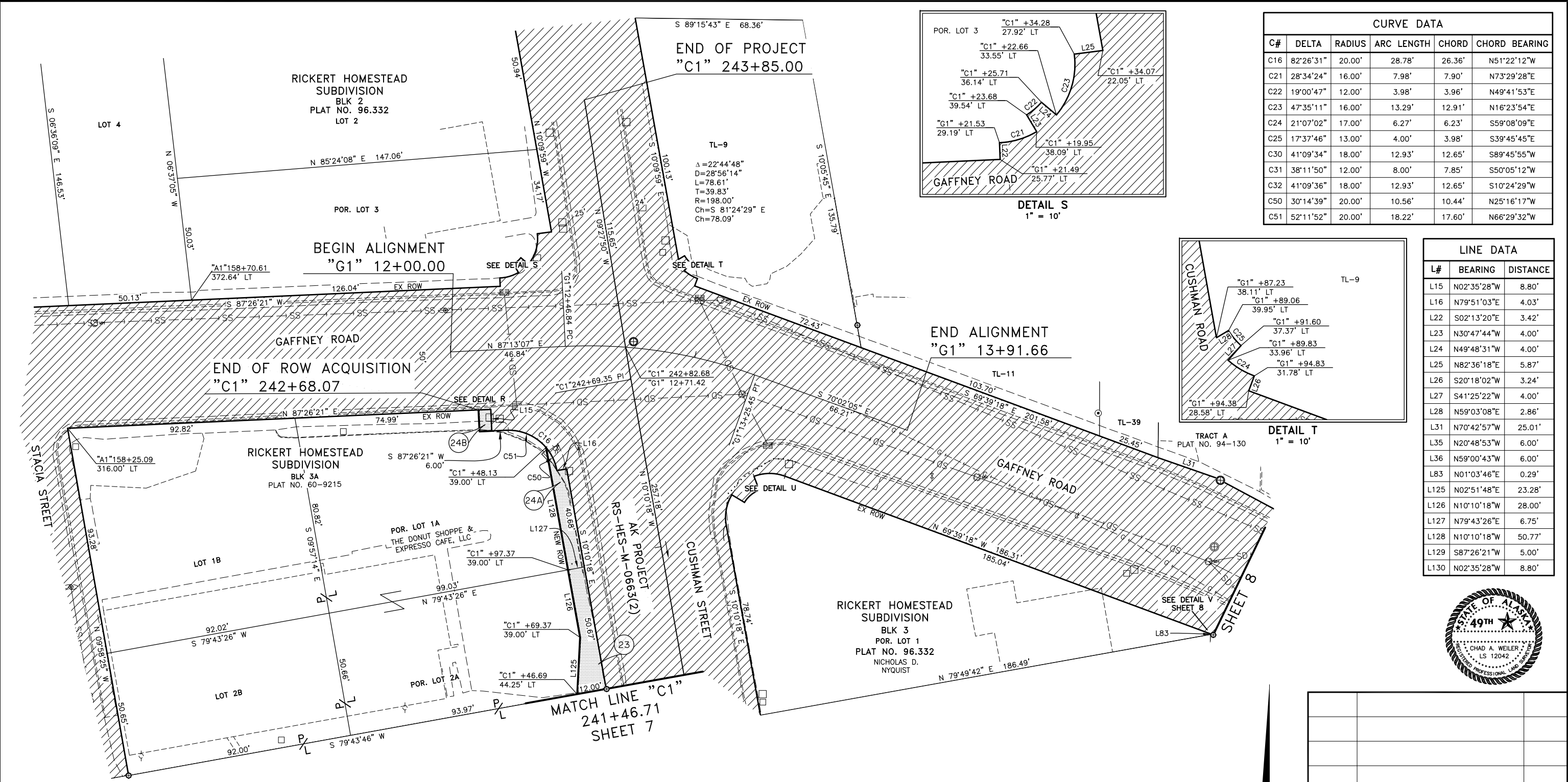
DETAIL Q  
1" = 5'



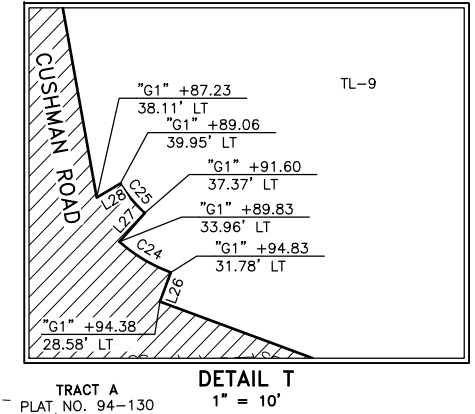
DATE	REVISION	BY

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
 RIGHT OF WAY MAP  
 ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**

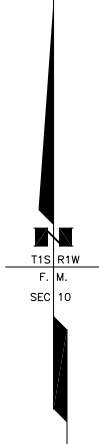
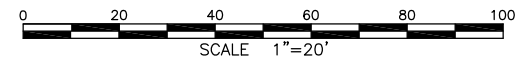
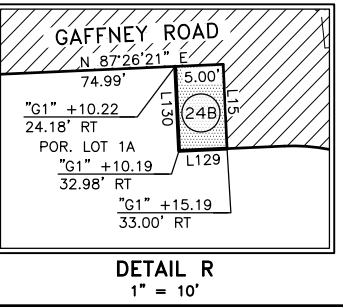
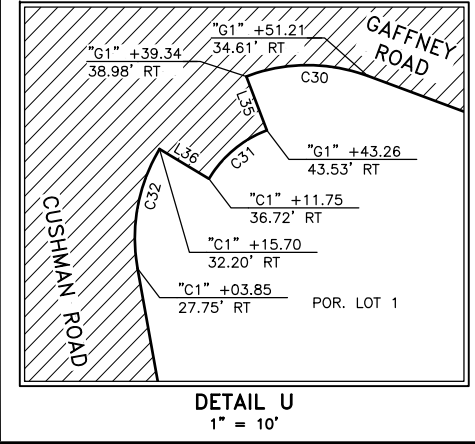
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CURVE DATA					
C#	DELTA	RADIUS	ARC LENGTH	CHORD	CHORD BEARING
C16	82°26'31"	20.00'	28.78'	26.36'	N51°22'12"W
C21	28°34'24"	16.00'	7.98'	7.90'	N73°29'28"E
C22	19°00'47"	12.00'	3.98'	3.96'	N49°41'53"E
C23	47°35'11"	16.00'	13.29'	12.91'	N16°23'54"E
C24	21°07'02"	17.00'	6.27'	6.23'	S59°08'09"E
C25	17°37'46"	13.00'	4.00'	3.98'	S39°45'45"E
C30	41°09'34"	18.00'	12.93'	12.65'	S89°45'55"W
C31	38°11'50"	12.00'	8.00'	7.85'	S50°05'12"W
C32	41°09'36"	18.00'	12.93'	12.65'	S10°24'29"W
C50	30°14'39"	20.00'	10.56'	10.44'	N25°16'17"W
C51	52°11'52"	20.00'	18.22'	17.60'	N66°29'32"W



LINE DATA		
L#	BEARING	DISTANCE
L15	N02°35'28"W	8.80'
L16	N79°51'03"E	4.03'
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'
L83	N01°03'46"E	0.29'
L125	N02°51'48"E	23.28'
L126	N10°10'18"W	28.00'
L127	N79°43'26"E	6.75'
L128	N10°10'18"W	50.77'
L129	S87°26'21"W	5.00'
L130	N02°35'28"W	8.80'



PARCEL NUMBER	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING EASEMENTS	NET ACQUISITION	REMAINDER	INSTRUMENT NO.
24B	FEE	The Donut Shoppe & Espresso Cafe, INC	7,413 SF	44 SF	44 SF	7,076 SF	201X-XXXXXX-X
24A	FEE	The Donut Shoppe & Espresso Cafe, INC	293 SF	293 SF	293 SF		201X-XXXXXX-X
23	FEE	The Donut Shoppe & Espresso Cafe, INC	5,364 SF	402 SF	402 SF	4,962 SF	201X-XXXXXX-X

DATE	REVISION	BY

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
 RIGHT OF WAY MAP  
 ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**

SCALE: 1" = 20' SHEET 13 OF 17

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**ACCESS CONTROL LINE 1**  
SEE SHEETS 6 & 7

**BEGIN**  
STATION "A1": N/A  
OFFSET: N/A  
NORTHING: 196090.56'  
EASTING: 676637.93'

**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 "A1": 161+00.63  
OFFSET: 108.05' Lt.  
STATION "C1": 240+11.58  
OFFSET: 16.34' Lt.

N/A = NOT ADJACENT

**ACCESS CONTROL LINE 2**  
SEE SHEETS 6 & 7

**BEGIN**  
STATION "A1": N/A  
OFFSET: N/A  
NORTHING: 195876.39'  
EASTING: 676547.85'

**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 "A1": 161+64.52  
OFFSET: 92.84' Rt.  
STATION "C1": 238+00.77  
OFFSET: 13.46' Lt.

N/A = NOT ADJACENT

**ACCESS CONTROL LINE 3**  
SEE SHEETS 7, 8 & 10

**BEGIN**  
STATION "A1": 161+37.16  
OFFSET: 119.81' Lt.  
STATION "C1": 240+12.12  
OFFSET: 22.64' 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 "A1": 167+57.62  
OFFSET: 150.40' Lt.

**ACCESS CONTROL LINE 4**  
SEE SHEETS 7, 9 & 10

**BEGIN**  
STATION "A1": 162+10.18  
OFFSET: 106.44' Rt.  
STATION "C1": 237+76.07  
OFFSET: 25.92' 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      16.41'

**POINT ON TANGENT**  
STATION "A1": 173+00.00  
OFFSET: 50.00' Rt.

**ACCESS CONTROL LINE 5**  
SEE SHEETS 10

**BEGIN**  
STATION "A1": 169+84.96  
OFFSET: 50.00' Lt.

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

**POINT ON CURVE**  
STATION "A1": 172+83.59  
OFFSET: 50.00' Lt.

**AIRPORT WAY CENTERLINE**

POINT	NORTHING	EASTING
"A1" 150+00.00 BEGIN	195931.7368	676672.7806
<b>BEARING</b> <b>DISTANCE</b>		
S67°15'56"E      84.79'		
"A1" 150+84.79 PC	195898.9697	676750.9810
<b>CURVE DEFINITION</b>		
LENGTH: 390.75'      RADIUS: 1273.24' DELTA: 17°35'01"      TANGENT: 196.92'		
"A1" 154+75.53 PT	195805.1889	677128.7283
<b>BEARING</b> <b>DISTANCE</b>		
S84°50'57"E      392.39'		
"A1" 158+67.92 PC	195769.9614	677519.5326
<b>CURVE DEFINITION</b>		
LENGTH: 578.66'      RADIUS: 6458.50' DELTA: 05°08'01"      TANGENT: 289.52'		
"A1" 164+46.58 PT	195692.2801	678092.7564
<b>BEARING</b> <b>DISTANCE</b>		
S79°42'57"E      413.02'		
"A1" 168+59.60 PC	195618.5430	678499.1401
<b>CURVE DEFINITION</b>		
LENGTH: 424.00'      RADIUS: 1527.89' DELTA: 15°54'00"      TANGENT: 213.37'		
"A1" 172+83.60 PT	195486.2985	678900.5560
<b>BEARING</b> <b>DISTANCE</b>		
S63°48'57"E      16.40'		
"A1" 173+00.00 END	195479.0603	678915.2762

**CUSHMAN STREET CENTERLINE**

POINT	NORTHING	EASTING
"C1" 230+00.00 BEGIN	194861.1149	677968.2500
<b>BEARING</b> <b>DISTANCE</b>		
N10°10'18"W      453.47'		
"C1" 234+53.47 PC	195307.4531	677888.1701
<b>CURVE DEFINITION</b>		
LENGTH: 132.48'      RADIUS: 1763.00' DELTA: 04°18'19"      TANGENT: 66.27'		
"C1" 235+85.94 PT	195436.8462	677859.9006
<b>BEARING</b> <b>DISTANCE</b>		
N14°28'37"W      62.69'		
"C1" 236+48.23 PC	195497.1562	677844.3293
<b>CURVE DEFINITION</b>		
LENGTH: 104.09'      RADIUS: 1170.00' DELTA: 05°05'50"      TANGENT: 52.08'		
"C1" 237+52.31 PT	195598.9607	677822.8232
<b>BEARING</b> <b>DISTANCE</b>		
N09°22'47"W      259.85'		
"C1" 240+12.17 PI	195855.3386	677780.4733
<b>BEARING</b> <b>DISTANCE</b>		
N10°10'18"W      257.18'		
"C1" 242+69.35 PI	196108.4800	677735.0558
<b>BEARING</b> <b>DISTANCE</b>		
N09°27'50"W      115.65'		
"C1" 243+85.00 END	196222.5560	677716.0397

**14TH AVENUE CENTERLINE**

POINT	NORTHING	EASTING
"14th" 300+00.00 BEGIN	195595.1255	677923.1182
<b>BEARING</b> <b>DISTANCE</b>		
N70°41'40"W      65.22'		
"14th" 300+65.22 PC	195616.6868	677984.6687
<b>CURVE DEFINITION</b>		
LENGTH: 22.35'      RADIUS: 57.00' DELTA: 22°28'03"      TANGENT: 11.32'		
"14th" 300+87.57 PT	195619.8051	678006.6572
<b>BEARING</b> <b>DISTANCE</b>		
S86°50'17"E      129.08'		
"14th" 302+16.65 PC	195612.6849	678135.5440
<b>CURVE DEFINITION</b>		
LENGTH: 23.00'      RADIUS: 185.00' DELTA: 07°07'20"      TANGENT: 11.51'		
"14th" 302+39.65 PT	195609.9944	678158.3678
<b>BEARING</b> <b>DISTANCE</b>		
S79°42'57"E      99.31'		
"14th" 303+38.96 END	195592.2648	678256.0801

**SURVEY NOTE:**  
THE CHORD BEARINGS AND DISTANCES ASSOCIATED WITH THE PROJECT CENTERLINES ARE SHOWN ON THE PLAN SHEETS.

**GAFFNEY ROAD CENTERLINE**

POINT	NORTHING	EASTING
"G1" 12+00.00 BEGIN	196119.6858	677661.5128
<b>BEARING</b> <b>DISTANCE</b>		
N87°13'07"E      46.84'		
"G1" 12+46.84 PC	196121.9589	677708.3007
<b>CURVE DEFINITION</b>		
LENGTH: 78.61'      RADIUS: 198.00' DELTA: 22°44'48"      TANGENT: 39.83'		
"G1" 13+25.45 PT	196110.2924	677785.5156
<b>BEARING</b> <b>DISTANCE</b>		
S70°02'05"E      66.21'		
"G1" 13+91.66 END	196087.6840	677847.7494



DATE	REVISION	BY

**STATE OF ALASKA**  
DEPARTMENT OF TRANSPORTATION  
AND  
PUBLIC FACILITIES  
RIGHT OF WAY MAP  
ALASKA PROJECT NO.  
**0002312 / Z640780000**  
AIRPORT WAY / CUSHMAN ST  
INTERSECTION  
RECONSTRUCTION

# GENERAL NOTES

1. 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.
  2. 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.
  3. 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.
  4. TITLE REPORTS WERE ACQUIRED ONLY FOR THOSE PROPERTIES THAT HAVE ACQUISITION. ALTHOUGH A CONSIDERABLE EFFORT HAS BEEN MADE TO SHOW PERTINENT TITLE INTEREST IN ADJOINING PROPERTIES, EASEMENTS MAY EXIST THAT ARE NOT SHOWN HEREON. FOR EXAMPLE, BLANKET UTILITY EASEMENTS EXIST THAT ARE NOT NOTED ON THE PLAN SHEETS.
  5. **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 RIGHT OF WAY MAP. SOME OF THESE TIES REPRESENT THE "BEST EVIDENCE" OF LOCATION AFTER CERTAIN MONUMENTS HAD BEEN REMOVED OR DISTURBED BY CONSTRUCTION ACTIVITIES.
    - 5.1. **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 RIGHT OF WAY MAP.
    - 5.2. **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 RIGHT OF WAY MAP.
  6. **EXISTING ROW - GENERAL:**
    - 6.1. **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 WERE USED TO PREPARE THE ROW PLANS.
    - 6.2. **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).
    - 6.3. **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:**
7. **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, DATA EXTRACTED FROM THE AIRPORT WAY AS-BUILTS AND INTENT TO DEFINE THE A/C LOCATION WAS USED.
  8. **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.
  9. **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 RIGHT OF WAY MAP INDICATES THE GAP AS EXISTING IN THE RECORD AND ON THE GROUND.
  10. **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.
  11. **LOT 10 RICKERT HOMESTEAD SUBDIVISION:** LOT 10 OF RICKERT HOMESTEAD WAS CREATED ON THE RICKERT HOMESTEAD SUBDIVISION PLAT (96.332) IN 1944. THEN IN 1946, ON THE GATEWAY SUBDIVISION PLAT (102.797), LOT 10 IS SHOWN AS RIGHT OF WAY FOR 14<sup>th</sup> AVENUE. HOWEVER, SAID GATEWAY SUBDIVISION PLAT DESCRIBES THE LAND BEING SUBDIVIDED/PLATTED WHICH DID NOT INCLUDE SAID LOT 10. THROUGH EXTENSIVE RESEARCH, NO DOCUMENTS WERE FOUND INDICATING THAT THE OWNERS OF GATEWAY SUBDIVISION OWNED LOT 10 OF RICKERT HOMESTEAD SUBDIVISION THEREBY GIVING THEM THE OPPORTUNITY TO REPLAT IT TO A RIGHT OF WAY. CURRENTLY THERE IS A PRESCRIPTIVE RIGHT FOR 14<sup>th</sup> AVENUE.

**SOURCE DOCUMENT CHRONOLOGY (MAPS & PLATS):**

1. 1909 - U.S. SURVEY NO. 849 PLAT OF HOMESTEAD CLAIM OF STACIA RICKERT.
2. 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.
3. 1944 - SUBDIVISION OF RICKERT HOMESTEAD FILED AS PLAT 96.332 ON NOVEMBER 4, 1944, FRD.
4. 1946 - PLAT OF GATEWAY SUBDIVISION, A PORTION OF THE KOLDE HOMESTEAD FILED AS PLAT 102.797 ON DECEMBER 17, 1946, FRD.
5. 1947 - PLAT OF SUTHERLAND SUBDIVISION FILED AS PLAT 105.093 ON JULY 28, 1947, FRD.
6. 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)
7. 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.
8. 1956 - PLAT OF GERSON SUBDIVISION FILED AS PLAT 166.636 ON SEPTEMBER 28, 1956, FRD.
9. 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.
10. 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.
11. 1963 - RESUBDIVISION PLAT LOT 11, BLOCK 3, RICKERT SUBDIVISION FILED AS PLAT 63.5570 ON AUGUST 23, 1963, FRD. (REFERENCE TO RICKERT/GATEWAY GAP)
12. 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.
13. 1973 - GILLAM-GAFFNEY-BIG BEND - PROJECT NO. F-037-1(27) AS-BUILTS DATED JULY 9, 1973.
14. 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)
15. 1983 - LOT 1-C, BLOCK 12, RICKERT HOMESTEAD SUBDIVISION FILED AS PLAT 83-170 ON AUGUST 31, 1983, FRD. (SE QUADRANT AIRPORT WAY & GILLAM)
16. 1985 - REPLAT OF LOTS 1 & 2 SUTHERLAND SUBDIVISION FILED AS PLAT 83-215 ON OCTOBER 17, 1985, FRD.
17. 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.
18. 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.
19. 1991 - CUSHMAN ST./GAFFNEY RD. SIGNAL UPGRADE - PROJECT RS-HES-M-0663(2)/60487 AS-BUILTS DATED OCTOBER 11, 1990.
20. 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)
21. 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.
22. 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.
23. 2005 - UNRECORDED ROS BY PDC, INC. FOR DOT&PF OF SOUTH CUSHMAN STREET IMPROVEMENTS, 18TH AVENUE TO 12TH AVENUE.
24. 2009 - GAFFNEY ROAD IMPROVEMENTS - PROJECT FB-09-15 - CITY OF FAIRBANKS AS-BUILTS - SURVEY CONTROL SHEET 3 OF 16.
25. 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)
26. 2014 - REPLAT LOTS 5-7 SUTHERLAND SUBDIVISION FILED AS PLAT 2014-14 ON JANUARY 28, 2014, FRD.
27. 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.
28. 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.
29. 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.
30. 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.
31. 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.

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DATE	REVISION	BY

**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND**  
**PUBLIC FACILITIES**  
**RIGHT OF WAY MAP**  
 ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**



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MONUMENTS - SHEET 6					
DESCRIPTION	AIRPORT WAY "A1"			NORTHING	EASTING
	STATION	OFFSET (FT)			
		LEFT	RIGHT		
2-1/2" BC[DOH]-CENTERLINE AIRPORT WAY	N/A	--	--	195980.2351	676529.4872
2" I.P.-SI LAURENE ST & FIFTEENTH AVE *	152+85.88	--	811.86	195047.3779	676749.7279
5/8" RBR-SW L23/ROW RICKERT SUBD.	154+89.81	57.74	--	195861.4105	677148.1304
1-1/2" AC[705-S]-NW L23 RICKERT SUBD.	154+93.02	86.72	--	195889.9927	677153.9295
1-1/2" AC-NE L23/ROW RICKERT SUBD.	155+80.94	93.24	--	195888.5902	677242.0776
5/8" RBR-SE L23/ROW RICKERT SUBD.	155+82.66	59.14	--	195854.4683	677240.7346
2" I.P.-CENTERLINE TURNER ST *	155+91.55	--	298.25	195497.7279	677217.5051
RECORD THOMAS SURVEY-SI GAFFNEY RD & TURNER ST *	155+90.94	309.52	--	196103.0982	677271.4602

\* DENOTES NOT SHOWN HEREON

MONUMENTS - SHEET 7								
DESCRIPTION	AIRPORT WAY "A1"			CUSHMAN STREET "C1"			NORTHING	EASTING
	STATION	OFFSET (FT)		STATION	OFFSET (FT)			
		LEFT	RIGHT		LEFT	RIGHT		
1-1/2" AC-NW L3A/ROW RICKERT SUBD.	156+23.96	198.34	--	--	--	--	195989.3992	677294.3588
1-1/2" AC[6474-S]-SW L3A/ROW RICKERT SUBD.	156+33.47	60.86	--	--	--	--	195851.6209	677291.4952
5/8" RBR-AP/ROW L3A RICKERT SUBD.	158+01.52	211.56	--	--	--	--	195986.6322	677472.3945
5/8" RBR-AP/ROW L3A RICKERT SUBD.	158+14.61	163.84	--	--	--	--	195937.9293	677481.1412
5/8" RBR-SW L2B/ROW RICKERT SUBD.	158+62.65	177.06	--	241+46.37	230.22	--	195946.7759	677530.1747
5/8" RBR-AP L3A/ROW RICKERT SUBD.	158+94.42	60.78	--	--	--	--	195828.0434	677551.6271
1-1/2" AC[6474-S]-AP L3A/ROW RICKERT SUBD.	158+95.26	57.74	--	--	--	--	195824.9361	677552.1807
5/8" RBR-AP L3A/ROW RICKERT SUBD.	159+00.81	57.77	--	--	--	--	195824.4383	677557.7559
SET 3-1/4" ALUMINUM CAP MONUMENT	159+06.48	57.94	--	--	--	--	195824.0581	677563.4653
RECORD THOMAS SURVEY-SW L3 B4 RICKERT SUBD.	159+71.51	--	206.13	237+46.17	226.24	--	195554.8579	677600.8262
5/8" RBR-AP L3A/ROW RICKERT SUBD.	159+96.89	58.13	--	--	--	--	195814.8767	677654.2310
5/8" RBR-NE L3A/ROW RICKERT SUBD.	160+47.23	232.32	--	241+46.71	32.08	--	195982.1037	677725.1400
5/8" RBR-SE L3A/ROW RICKERT SUBD.	160+90.63	86.96	--	239+94.25	32.09	--	195832.4325	677751.7358
2-1/2" BC-CENTERLINE AIRPORT WAY & CUSHMAN ST	161+57.22	--	7.02	238+84.92	--	4.89	195730.5941	677806.0396
RECORD THOMAS SURVEY-SE L3 B4/ROW RICKERT SUBD.	161+75.82	--	145.06	237+47.68	18.33	--	195591.3309	677805.5172
SET 3-1/4" ALUMINUM CAP MONUMENT	161+93.41	60.73	--	--	--	--	195792.7166	677851.3241

MONUMENTS - SHEET 8					
DESCRIPTION	AIRPORT WAY			NORTHING	EASTING
	STATION	OFFSET (FT)			
		LEFT	RIGHT		
1" IP-NW L10 B1/ROW GATEWAY SUBD.	162+80.31	285.94	--	196002.4179	677972.5817
5/8" RBR-NW L9 B1/ROW GATEWAY SUBD.	163+28.94	268.11	--	195976.8539	678019.8781
5/8" RBR-NE L9 B1/ROW GATEWAY SUBD.	163+74.59	252.08	--	195953.2508	678064.0871
1-1/2" AC-SE L8 B1 GATEWAY SUBD.	163+67.08	73.07	--	195778.0389	678026.6067
1-1/2" AC[705-S]-NE L8 B1/ROW GATEWAY SUBD.	164+20.25	236.31	--	195929.6135	678108.0860
1-1/2" AC-NE L7 B1/ROW GATEWAY SUBD.	164+66.70	220.82	--	195905.9626	678151.9770

MONUMENTS - SHEET 9					
DESCRIPTION	AIRPORT WAY			NORTHING	EASTING
	STATION	OFFSET (FT)			
		LEFT	RIGHT		
1-1/2" AC[705-S]-PC/PT L21/ROW GATEWAY SUBD.	165+13.12	--	98.47	195583.5143	678140.6512
1-1/2" AC[705-S]-PC/PT L21/ROW GATEWAY SUBD.	165+47.59	--	116.99	195559.1374	678171.2597
1-1/2" AC[705-S]-AP L21/ROW GATEWAY SUBD.	165+49.24	--	127.01	195548.9862	678171.0977

SURVEY NOTE:  
THE COORDINATES AND STATION/OFFSET POSITIONS LISTED IN THE TABLES ON THIS SHEET REFLECT THE POSITION OF PHYSICAL EVIDENCE RECOVERED.



DATE	REVISION	BY

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND  
 PUBLIC FACILITIES  
**RIGHT OF WAY MAP**  
 ALASKA PROJECT NO.  
**0002312 / Z640780000**  
**AIRPORT WAY / CUSHMAN ST**  
**INTERSECTION**  
**RECONSTRUCTION**

SCALE: 1" = N/A

SHEET 16 OF 17

MONUMENTS – SHEET 10					
DESCRIPTION	AIRPORT WAY			NORTHING	EASTING
	STATION	OFFSET (FT) LEFT      RIGHT			
2-1/2" AC[7621-S]-CENTERLINE AIRPORT WAY	169+17.98	--	7.61	195599.5959	678554.7262
RECORD PDC SURVEY-SW TL-4/ROW	171+74.29	93.14	--	195617.2921	678835.8490

MONUMENTS – SHEET 12					
DESCRIPTION	CUSHMAN STREET			NORTHING	EASTING
	STATION	OFFSET (FT) LEFT      RIGHT			
2" BC[7621-S]-SI CUSHMAN ST & FIFTEENTH AVE	230+57.55	5.60	--	194916.7731	677952.5747
1-3/4" I.P.-SW L7 B2 GATEWAY SUBD.	232+57.36	--	39.77	195121.4518	677961.9455
2" I.P.-SI STACIA ST & FIFTEENTH AVE	233+14.91	264.18	--	195124.4182	677652.6074
2" BC[7621-S]-SI CUSHMAN ST & FIFTEENTH AVE	233+14.72	5.50	--	195169.9143	677907.2588
RECORD THOMAS SURVEY-SE L16 B2/ROW GATEWAY SUBD. *	233+36.27	--	267.25	195239.2921	678171.9143
RECORD THOMAS SURVEY-SW L10 B4 RICKERT SUBD.	233+39.83	239.11	--	195153.3735	677672.8849
5/8" RBR-SW L5 B2 GATEWAY SUBD.	233+75.07	--	62.18	195241.2667	677963.2167
1-1/2" AC[7621-S]-SW L11A B3/ROW RICKERT SUBD.	233+82.85	--	21.72	195241.7885	677922.0224
RECORD THOMAS SURVEY-NE L18 B2/ROW GATEWAY SUBD. *	235+04.33	--	301.83	195419.2313	678173.8930
RECORD THOMAS SURVEY-NW L18 B2 GATEWAY SUBD. *	235+26.50	--	190.64	195420.4586	678059.8722

\* DENOTES NOT SHOWN HEREON

**HORIZONTAL CONTROL STATEMENT**

**COORDINATE SYSTEM:**  
THIS PROJECT IS LOCATED ENTIRELY WITHIN THE ALASKA, FAIRBANKS LDP, LOW DISTORTION PROJECTION (LDP), A LOCAL GROUND, LOW DISTORTION, GRID COORDINATE SYSTEM, EXPRESSED IN U.S. SURVEY FEET, DEVELOPED BY THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, NORTHERN REGION.

**FAIRBANKS LDP DEFINITION:**  
LINEAR UNIT: U.S. SURVEY FOOT (USFT)  
DATUM: NAD83 (2011) (EPOCH:2010.0000)  
PROJECTION: LAMBERT CONFORMAL CONIC (SINGLE PARALLEL)  
STANDARD PARALLEL AND GRID ORIGIN: 64°51'00.0" N  
CENTRAL MERIDIAN (GRID ORIGIN): 146°56'00.0" W  
FALSE NORTHING: 200,000.0 USFT  
FALSE EASTING: 800,000.0 USFT  
STANDARD PARALLEL SCALE: 1.00003 (EXACT)

**BASIS OF COORDINATES:**  
THE BASIS OF COORDINATES IS POINT NUMBER 1, A SET 3-1/4" ALUMINUM CAP MONUMENT ON A 2-1/2" ALUMINUM POST. THE GEODETIC POSITION WAS ESTABLISHED BY AVERAGING FIVE OPUS SOLUTIONS, ALL OF WHICH BASED UPON AT LEAST 8-HOURS OF STATIC GPS OBSERVATION TIME. SAID BASIS OF COORDINATES HAS THE FOLLOWING COORDINATES:

NAD83(2011)(2010.0000) GEODETIC COORDINATES (AVERAGED):  
LAT. = 64°50'11.14441" NORTH  
LONG. = 147°43'03.85626" WEST  
ORTHOMETRIC HEIGHT = 445.68 US FEET (NAVD88/GEOID12B)

PROJECT COORDINATES:  
N. = 195,792.7166 US FEET, E. = 677,851.3241 US FEET

**BASIS OF BEARINGS:**  
PROJECT BEARINGS ARE FAIRBANKS LDP GRID BEARINGS.

MONUMENTS – SHEET 11					
DESCRIPTION	14TH AVENUE			NORTHING	EASTING
	STATION	OFFSET (FT) LEFT      RIGHT			
RECORD THOMAS SURVEY-NW L18 B2 GATEWAY* SUBD.	301+51.70	--	196.11	195420.4586	678059.8722
1-1/2" AC[705-S]-PC/PT L21/ROW GATEWAY SUBD.	302+24.60	--	28.70	195583.5143	678140.6512
1-1/2" AC[705-S]-PC/PT L21/ROW GATEWAY SUBD.	302+61.41	--	47.74	195559.1374	678171.2597
1-1/2" AC[705-S]-AP L21/ROW GATEWAY SUBD.	302+63.07	--	57.76	195548.9862	678171.0977
RECORD THOMAS SURVEY-NE L18 B2 GATEWAY* SUBD.	302+88.98	--	184.93	195419.2313	678173.8930

\* DENOTES NOT SHOWN HEREON

MONUMENTS – SHEET 13					
DESCRIPTION	CUSHMAN STREET			NORTHING	EASTING
	STATION	OFFSET (FT) LEFT      RIGHT			
5/8" RBR-NE L3A/ROW RICKERT SUBD.	241+46.71	32.08	--	195982.1037	677725.1400
RECORD THOMAS SURVEY-SI CUSHMAN ST & GAFFNEY RD	242+84.37	--	3.56	196123.8790	677736.1029
5/8" RBR-9.3± N. OF S. PROP CORNER/ROW TL-9 & TL-11	242+76.00	--	94.75	196130.6160	677827.4197

**SURVEY NOTE:**  
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STATE OF ALASKA  
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RIGHT OF WAY MAP  
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