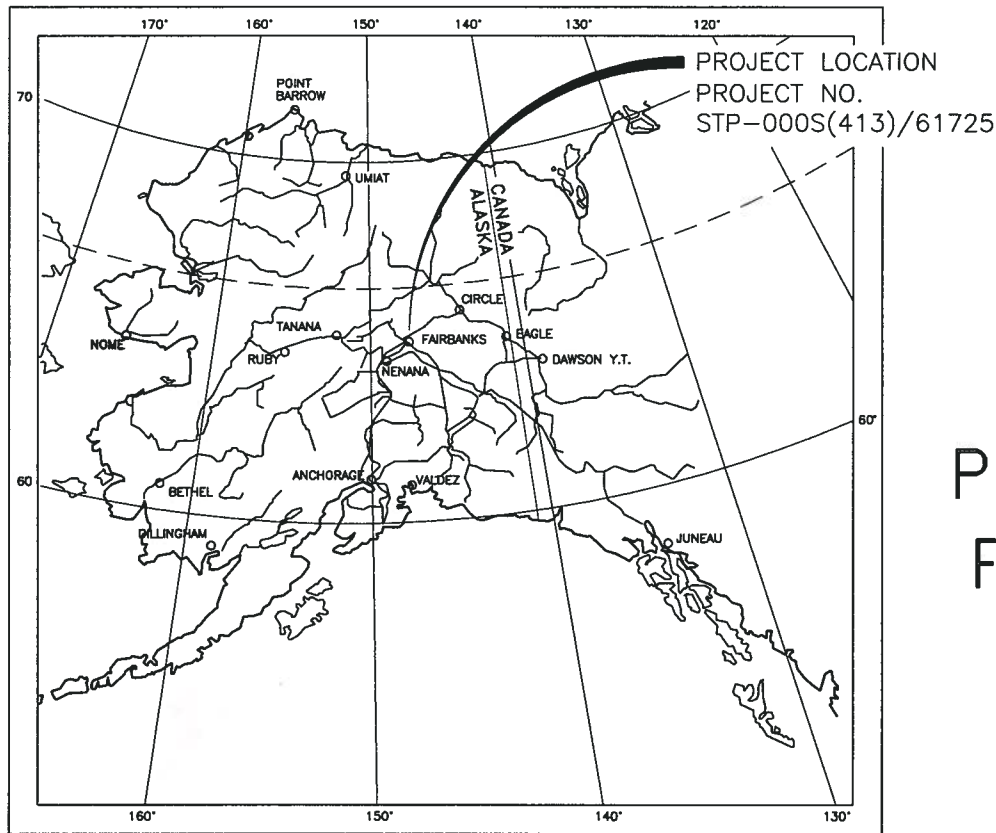


STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

RIGHT-OF-WAY BASEMAP PROJECT NO. STP-000S(413)/61725 FAIRBANKS NOBLE STREET UPGRADE

WITHIN SECTION 10, TOWNSHIP 1 SOUTH, RANGE 1 WEST, FAIRBANKS MERIDIAN
FAIRBANKS RECORDING DISTRICT, ALASKA

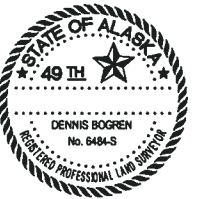


PRELIMINARY

CERTIFICATE OF REGISTERED LAND SURVEYOR

I, DENNIS A. BOGREN, A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, DO HEREBY CERTIFY THIS PLAT TO BE A TRUE AND CORRECT REPRESENTATION OF LANDS ACTUALLY SURVEYED BY ME OR UNDER MY DIRECT SUPERVISION, THAT ALL MONUMENTS SHOWN ARE AS DESCRIBED AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT TO THE BEST OF MY KNOWLEDGE.

DENNIS A. BOGREN, NO. 6484-S



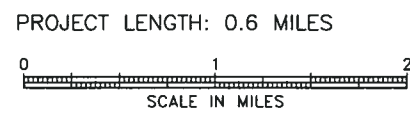
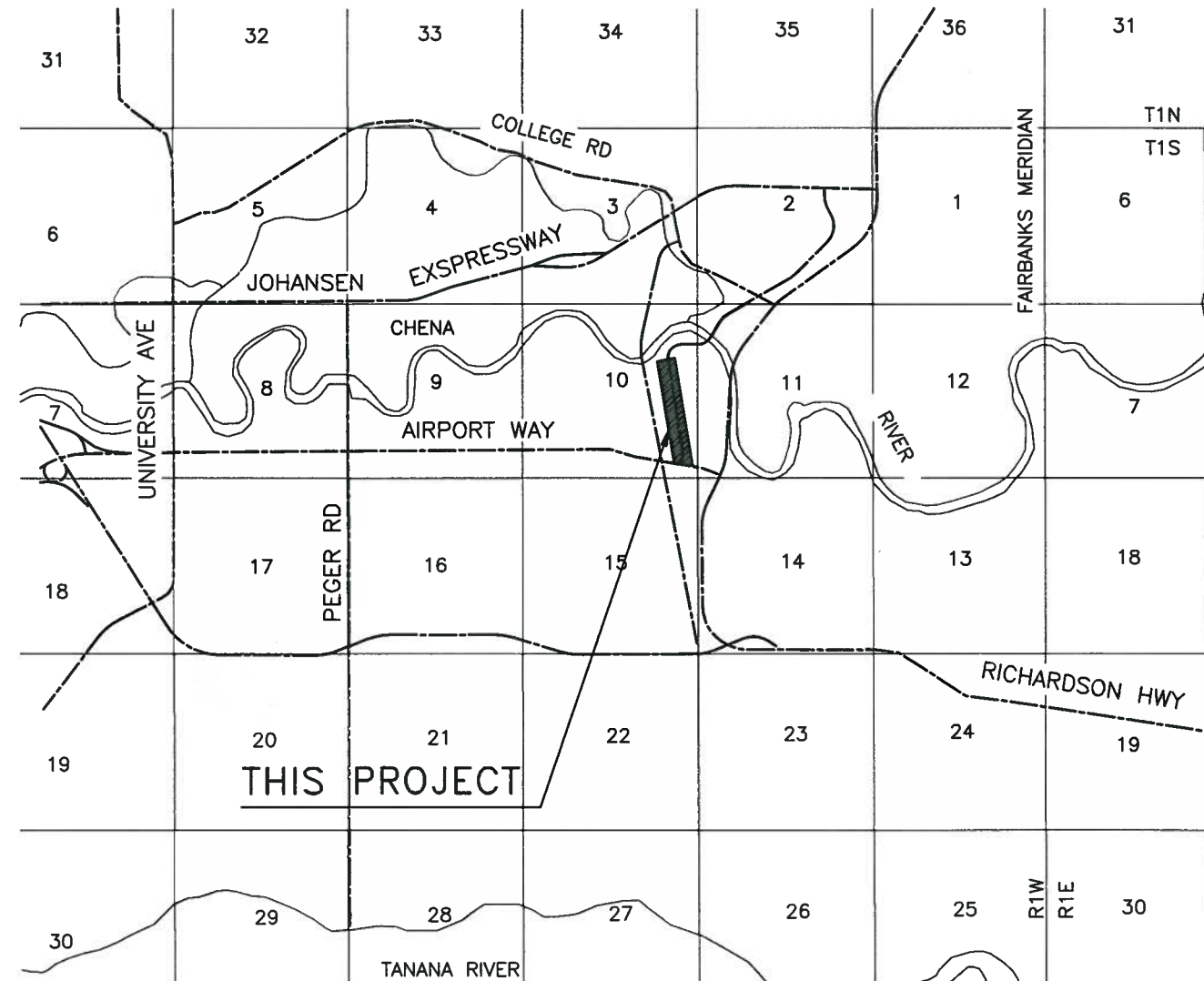
THIS PLAT DOES NOT CONSTITUTE
A SUBDIVISION AS DEFINED BY
A.S.40.15.900(5).

STATE OF ALASKA
DEPARTMENT OF
TRANSPORTATION AND PUBLIC FACILITIES

APPROVED _____, 20____

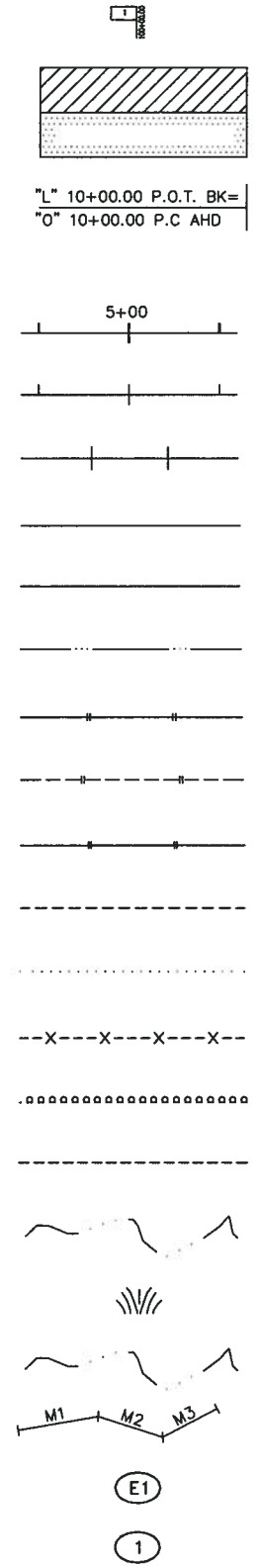
CHIEF, RIGHT OF WAY

NORTHERN REGION
FAIRBANKS RECORDING DISTRICT



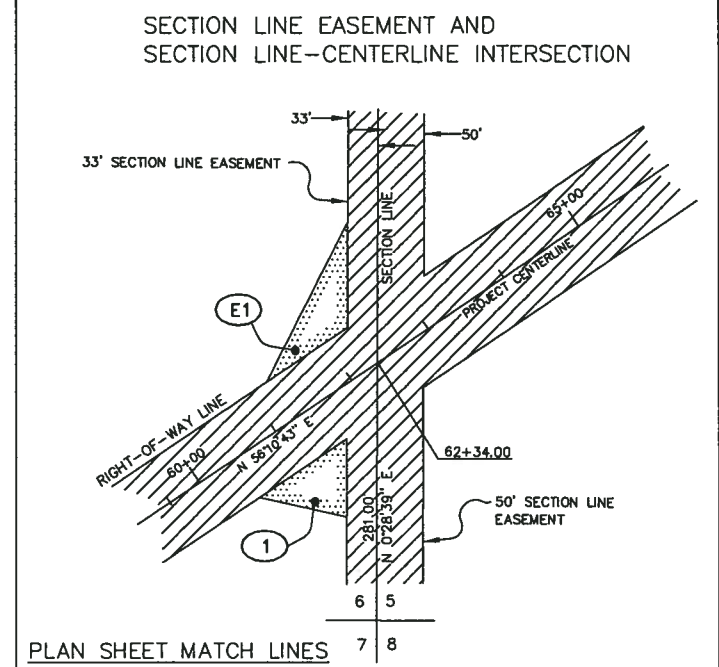
BLM MONUMENT ⊕
 GLO MONUMENT ⊕
 USC&GS OR NGS MONUMENT ⊙
 PRIMARY MONUMENT ⊕
 ROW CENTERLINE MONUMENT IN CASING ⊕
 ROW CENTERLINE MONUMENT ⊕
 BEARING OBJECT *
 MISCELANEOUS MONUMENT ⊙
 LINE OF SIGHT MONUMENT ⊕
 4 X 4 CONCRETE MONUMENT □
 SURVEY PANEL POINT ✕
 SURVEY CONTROL MONUMENT △
 REBAR AND CAP ⊙
 REBAR •
 IRON PIPE ⊙ ○
 PK NAIL ▽
 SPIKE ×
 HUB AND TACK □
 CENTERLINE MONUMENTATION NOT SET ⊕
 INTERNATIONAL BOUNDARY LINE ——— ALASKA / CANADA ———
 TOWNSHIP & RANGE LINE T. 2 N. / T. 1 N. | T. 2 E. / T. 1 E.
 SECTION LINE ———
 1/4 SECTION LINE ———
 1/16 SECTION LINE - - - - -

HWY MILEPOST [Symbol]
 EXISTING RIGHT- OF - WAY [Symbol]
 RIGHT - OF - WAY REQUIRED [Symbol]
 STATION EQUATION "L" 10+00.00 P.O.T. BK= / "0" 10+00.00 P.C AHD
 PROJECT CENTERLINE [Symbol]
 EXISTING CENTERLINE [Symbol]
 RAILROAD CENTERLINE [Symbol]
 PROJECT RIGHT- OF - WAY LINE [Symbol]
 EXISTING PROPERTY LINE [Symbol]
 CONTROLLED ACCESS LINE [Symbol]
 PERMIT LINE [Symbol]
 EXISTING EASEMENT LINE [Symbol]
 PROPOSED EASEMENT LINE [Symbol]
 LIMIT OF CUT SLOPE [Symbol]
 LIMIT OF FILL SLOPE [Symbol]
 EXISTING FENCE - - X - - X - - X - - X - -
 EXISTING GUARD RAIL
 EXISTING TOPOGRAPHY [Symbol]
 WATER BOUNDARY [Symbol]
 MARSH [Symbol]
 OHW LINE [Symbol]
 MEANDER LINE M1 M2 M3
 EASEMENT ACQUISITION (E1)
 FEE ACQUISITION (1)



SANITARY SEWER - - - - - SS - -
 OIL - - - - - O - -
 GAS - - - - - G - -
 WATER - - - - - W - -
 STORM DRAIN - - - - - SD - -
 U.G. UTILITY - - - - - UG - - -
 RISER •
 STORM DRAIN MANHOLE [Symbol]
 MANHOLE [Symbol]
 FIRE HYDRANT [Symbol]
 CULVERT PIPE [Symbol]
 POWER POLE [Symbol]
 SIGNAL POLE W/ MAST ARM [Symbol]
 LUMINAIRE [Symbol]
 POLE ANCHOR [Symbol]
 TELEPHONE PEDESTAL [Symbol]

SIGN 1 POST [Symbol]
 SIGN 2 POST [Symbol]
 SIGN 3 POST [Symbol]
 POST •
 SANITARY CLEAN OUT [Symbol]
 SEPTIC VENT [Symbol]
 SATELLITE DISH [Symbol]
 TEST HOLE [Symbol]
 EVERGREEN TREE [Symbol]
 BROADLEAF TREE [Symbol]



LINE
 MATCH 10+00.00
 LINE
 MATCH SHEET 5
 LINE

PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 NO SCALE SHEET 1 OF 9

DOT STANDARD LEGEND SHEET

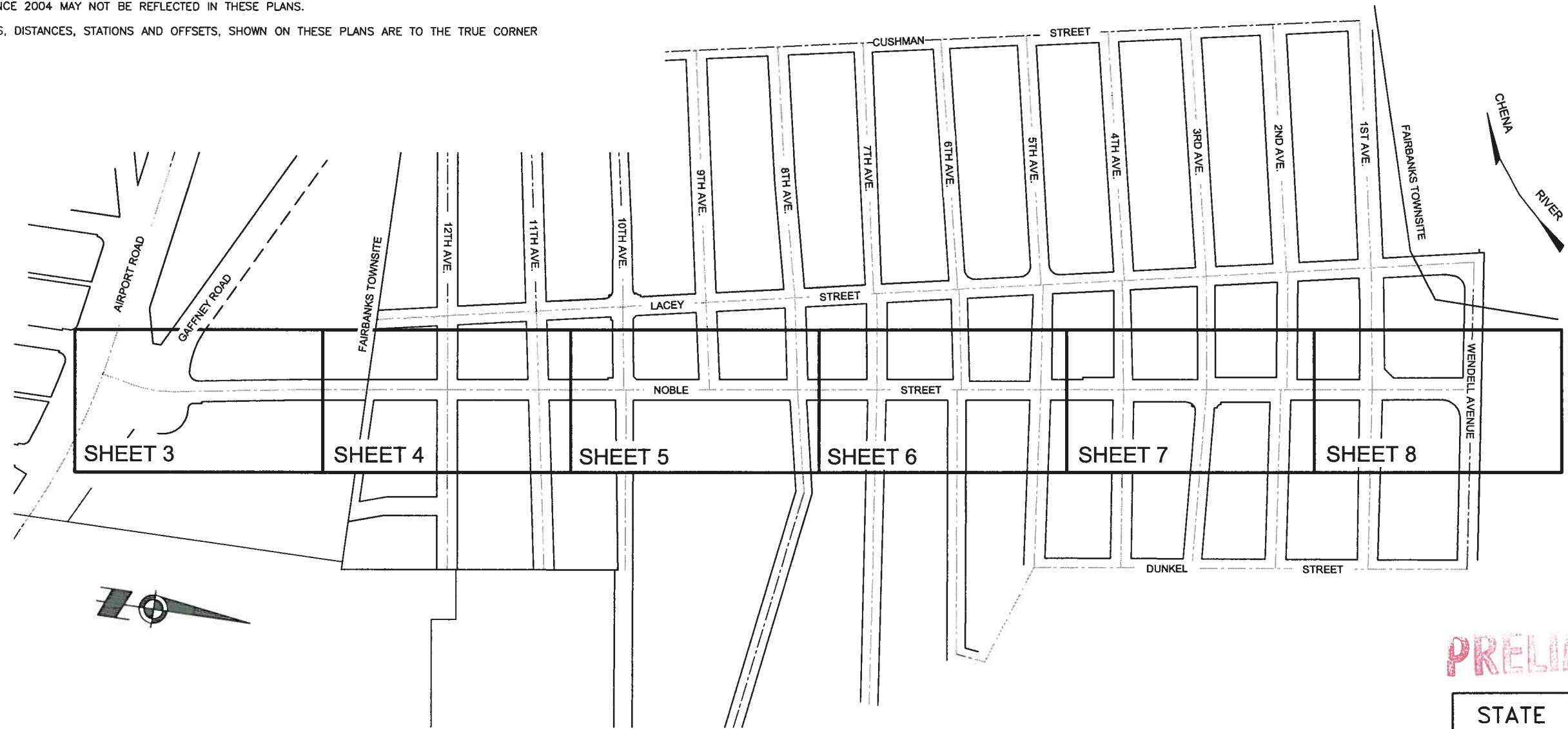
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-000S(413)/61725	2011	2	9

NOTES:

1. THE PURPOSE OF THIS SURVEY WAS TO ESTABLISH THE EXISTING RIGHT-OF-WAY LIMITS AND PROVIDE RIGHT-OF-WAY BASE MAPS FOR THE PLANNING AND DESIGN OF PROPOSED STREET IMPROVEMENTS TO NOBLE STREET.
2. THE MAJORITY OF THE FIELD SURVEY WORK FOR THIS PROJECT WAS CONDUCTED BETWEEN SEPTEMBER 20, 2004 AND AUGUST 30, 2005. THE MONUMENT LOCATION AT THE INTERSECTION OF WENDELL AVENUE & DUNKEL STREET WAS MEASURED FOR THE CHENA RIVER BIKE PATH PROJECT BY PDC. INC. IN 2001. SUPPLEMENTAL FIELD DATA WAS ACQUIRED IN SEPTEMBER 2011.
3. COORDINATES ARE BASED ON A LOCAL GRID SYSTEM IN U.S. SURVEY FEET.
4. THE BASIS OF BEARINGS FOR THIS SURVEY IS N8°17'W BETWEEN THE CENTERLINE MONUMENTS #463 (7th & NOBLE) AND #452 (9th & NOBLE).
5. THE CENTERLINES FOR THE THROUGH STREETS (LACEY, NOBLE AND DUNKLE) WERE ESTABLISHED USING A LEAST SQUARES LINEAR REGRESSION (BEST FIT) METHOD OF LINE FITTING THROUGH THE RECOVERED CENTERLINE MONUMENT LOCATIONS. THE CENTERLINES FOR THE SIDE STREETS WERE ESTABLISHED BY CONNECTING THE RECOVERED MONUMENT POSITIONS WITH STRAIGHT LINES AND EXTENDING OR TRIMMING THE LINE TO TERMINATE AT THE THROUGH STREETS. STREET INTERSECTION LOCATIONS WITHOUT BENEFIT OF A MONUMENT WERE DETERMINED BY PROPORTIONING RECORD DISTANCES ALONG THE THROUGH STREET OR BY COMPASS RULE ADJUSTMENT METHODS BETWEEN MONUMENTS. TABLES OF THE STREET INTERSECTION POSITIONS AND RECOVERED CENTERLINE MONUMENTS AND THEIR RELATIONSHIP TO THE CENTERLINE IS ON SHEET 9.
6. THE STREET RIGHT-OF-WAY LIMITS ARE CALCULATED USING RECORD RIGHT-OF-WAY WIDTHS AS SHOWN ON THE MAP OF THE OFFICIAL SURVEY OF THE FAIRBANKS TOWNSITE ALASKA, KARL THIEL, 1922.
7. INTERIOR LOT LINES ARE SHOWN FOR GRAPHIC ORIENTATION ONLY AND WERE TAKEN FROM THE FAIRBANKS NORTH STAR BOROUGH GEOGRAPHIC INFORMATION SYSTEM MAPS.
8. RECORDED SUBDIVISION PLATS, CITY, STATE & FEDERAL PLATS AND CHAIN OF TITLE REPORTS, DATED 2004, WERE REVIEWED TO FIND THE DEEDS AND EASEMENTS SHOWN ON THIS PLAT. DOCUMENTS NOT FOUND IN THE PUBLIC RECORD AND THOSE RECORDED SINCE 2004 MAY NOT BE REFLECTED IN THESE PLANS.
9. ALL DIMENSIONS, BEARINGS, DISTANCES, STATIONS AND OFFSETS, SHOWN ON THESE PLANS ARE TO THE TRUE CORNER POSITION.

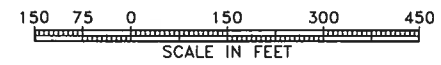
ABBREVIATIONS:

- AVE AVENUE
- B1.P1 RECORDED DOCUMENT BOOK AND PAGE
- Com. COMMUNICATIONS
- Elec. ELECTRICAL
- GVEA GOLDEN VALLEY ELECTRIC ASSOCIATION
- Inst.#1 RECORDED DOCUMENT INSTRUMENT NUMBER
- L LENGTH OF CURVE
- PI POINT OF INTERSECTION
- PC POINT OF CURVATURE
- PT POINT OF TANGENT
- R RADIUS
- ROW RIGHT-OF-WAY
- SI STREET INTERSECTION
- ST STREET

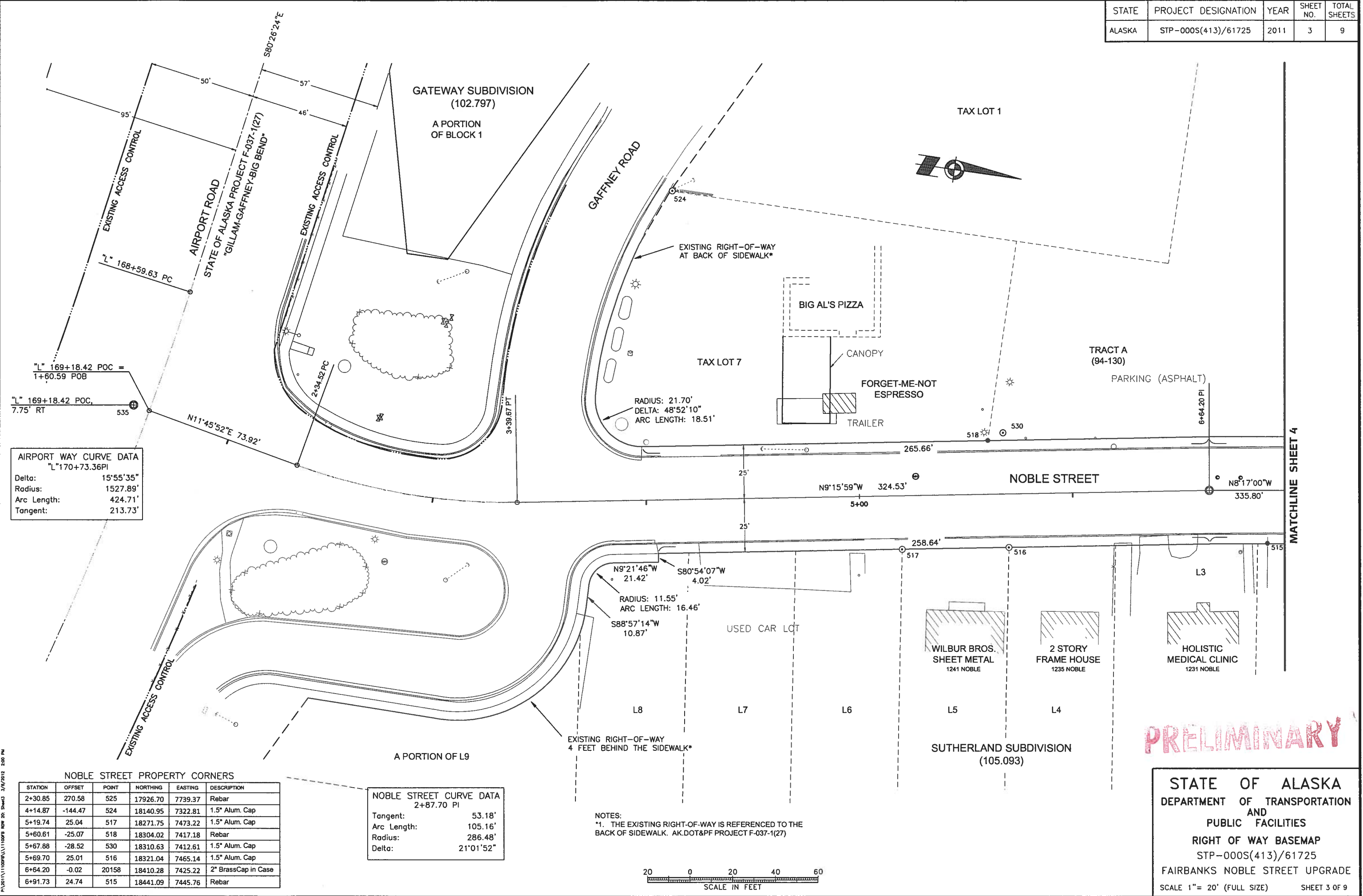


PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE 1"= 150' (FULL SIZE) SHEET 2 OF 9



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AIRPORT WAY CURVE DATA
 "L"170+73.36PI

Delta:	15°55'35"
Radius:	1527.89'
Arc Length:	424.71'
Tangent:	213.73'

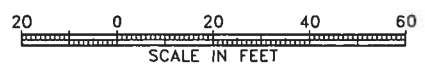
NOBLE STREET PROPERTY CORNERS

STATION	OFFSET	POINT	NORTHING	EASTING	DESCRIPTION
2+30.85	270.58	525	17926.70	7739.37	Rebar
4+14.87	-144.47	524	18140.95	7322.81	1.5" Alum. Cap
5+19.74	25.04	517	18271.75	7473.22	1.5" Alum. Cap
5+60.61	-25.07	518	18304.02	7417.18	Rebar
5+67.88	-28.52	530	18310.63	7412.61	1.5" Alum. Cap
5+69.70	25.01	516	18321.04	7465.14	1.5" Alum. Cap
6+64.20	-0.02	20158	18410.28	7425.22	2" BrassCap in Case
6+91.73	24.74	515	18441.09	7445.76	Rebar

NOBLE STREET CURVE DATA
 2+87.70 PI

Tangent:	53.18'
Arc Length:	105.16'
Radius:	286.48'
Delta:	21°01'52"

NOTES:
 *1. THE EXISTING RIGHT-OF-WAY IS REFERENCED TO THE BACK OF SIDEWALK. AK.DOT&PF PROJECT F-037-1(27)



PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE 1"= 20' (FULL SIZE) SHEET 3 OF 9

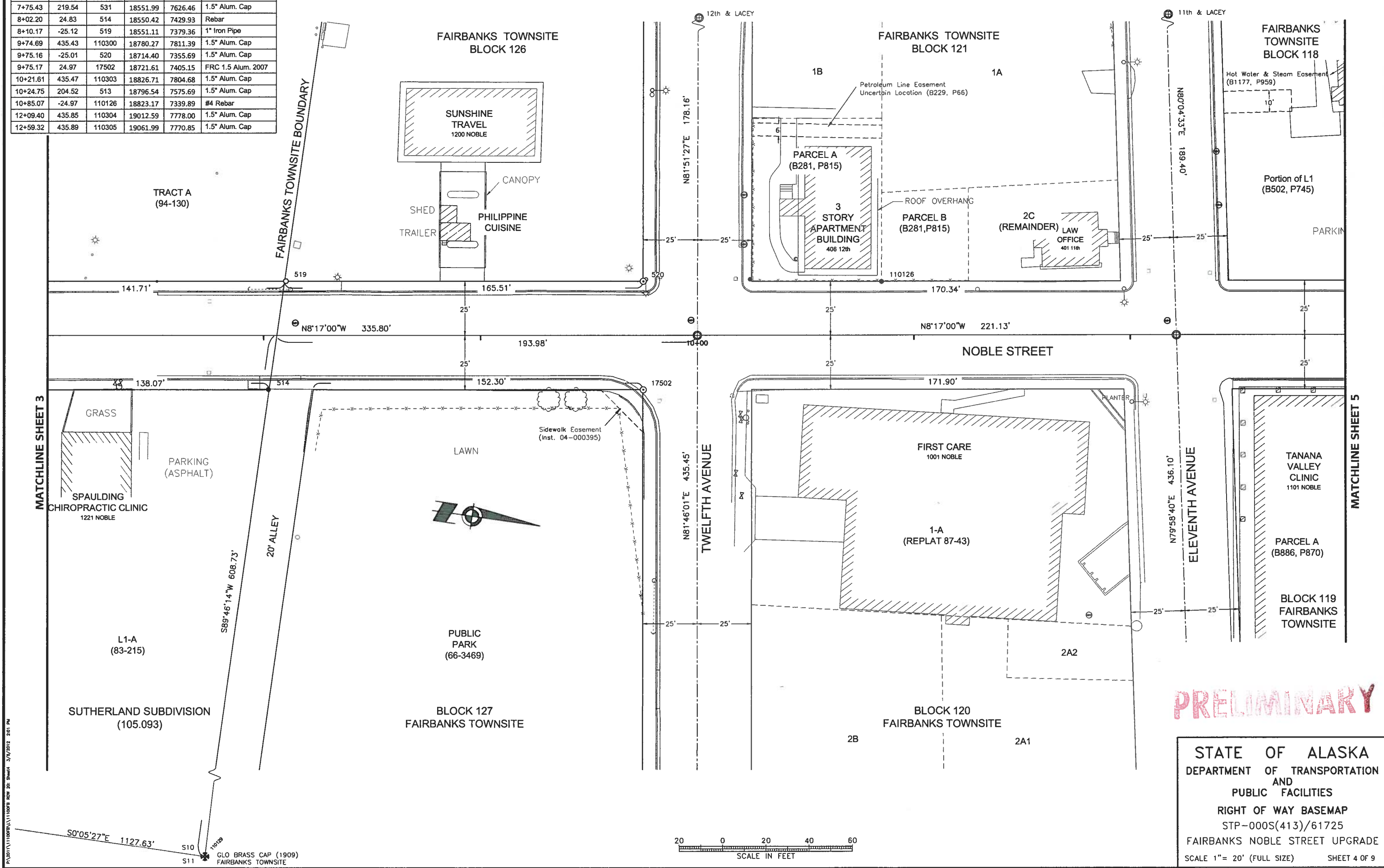
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MATCHLINE SHEET 4

NOBLE STREET PROPERTY CORNERS

STATION	OFFSET	POINT	NORTHING	EASTING	DESCRIPTION
7+47.05	416.69	110129	18552.31	7825.64	2.5" GLO Brass Cap
7+75.43	219.54	531	18551.99	7626.46	1.5" Alum. Cap
8+02.20	24.83	514	18550.42	7429.93	Rebar
8+10.17	-25.12	519	18551.11	7379.36	1" Iron Pipe
9+74.69	435.43	110300	18780.27	7811.39	1.5" Alum. Cap
9+75.16	-25.01	520	18714.40	7355.69	1.5" Alum. Cap
9+75.17	24.97	17502	18721.61	7405.15	FRC 1.5 Alum. 2007
10+21.61	435.47	110303	18826.71	7804.68	1.5" Alum. Cap
10+24.75	204.52	513	18796.54	7575.69	1.5" Alum. Cap
10+85.07	-24.97	110126	18823.17	7339.89	#4 Rebar
12+09.40	435.85	110304	19012.59	7778.00	1.5" Alum. Cap
12+59.32	435.89	110305	19061.99	7770.85	1.5" Alum. Cap

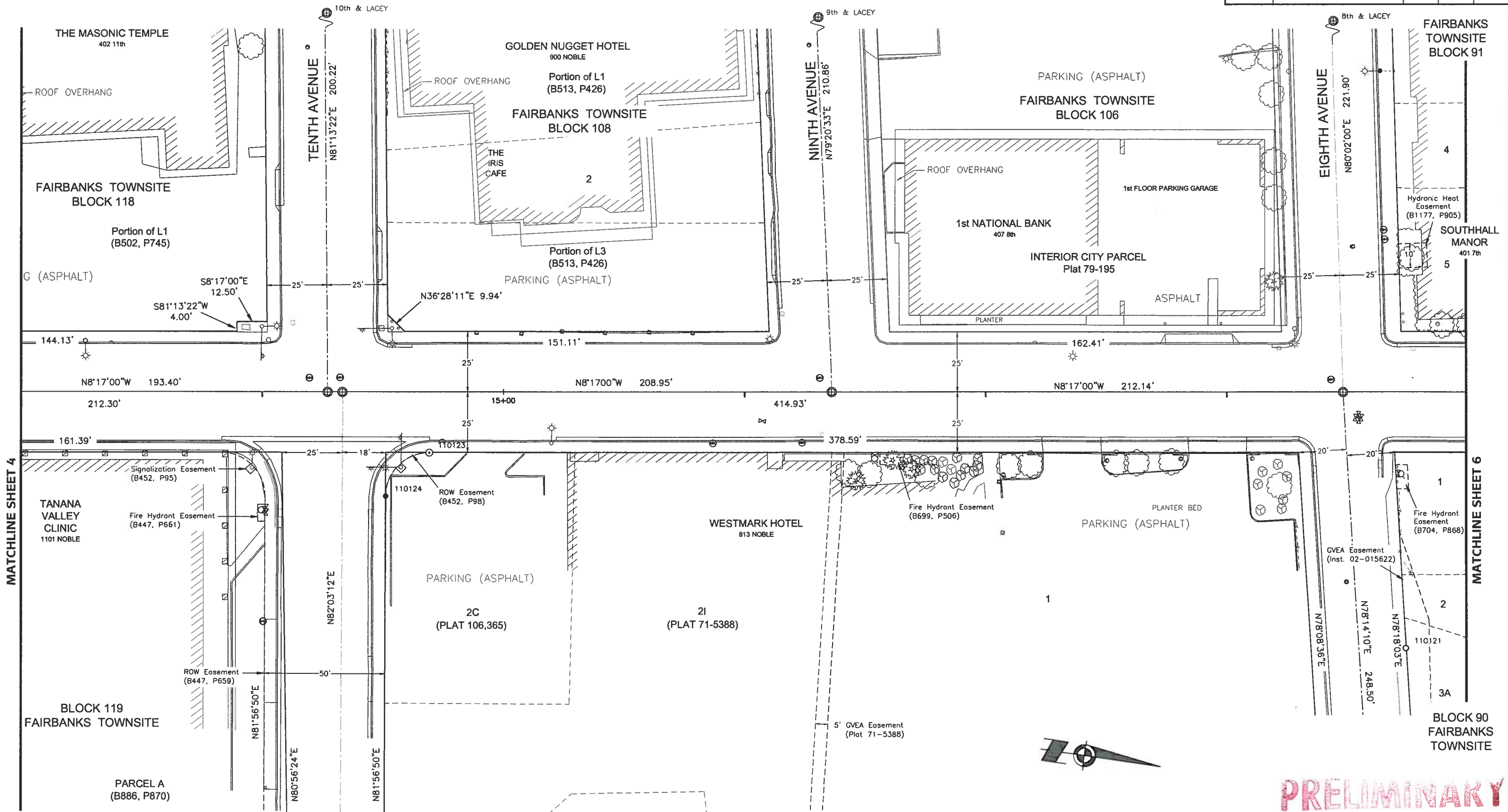
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-000S(413)/61725	2011	4	9



PRELIMINARY

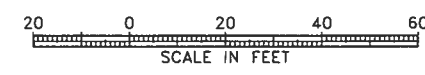
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE 1" = 20' (FULL SIZE) SHEET 4 OF 9

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NOBLE STREET PROPERTY CORNERS

STATION	OFFSET	POINT	NORTHING	EASTING	DESCRIPTION
13+99.60	436.22	110125	19200.86	7750.96	1.5" Alum. Cap
14+49.06	838.94	502	19307.83	8142.36	Rebar
14+49.53	662.47	501	19282.87	7967.66	Rebar Cap
14+51.26	42.99	110124	19195.33	7354.40	#5 Rebar
14+69.23	25.08	110123	19210.53	7334.08	1.5" Alum. Cap
17+61.89	659.96	110120	19591.60	7920.17	1" Iron Pipe
17+71.54	624.72	110119	19596.07	7883.91	1/2" Iron Pipe
17+91.57	561.15	110118	19606.74	7818.12	1.5" Alum. Cap
18+74.54	105.87	110121	19623.25	7355.63	1" Iron Pipe

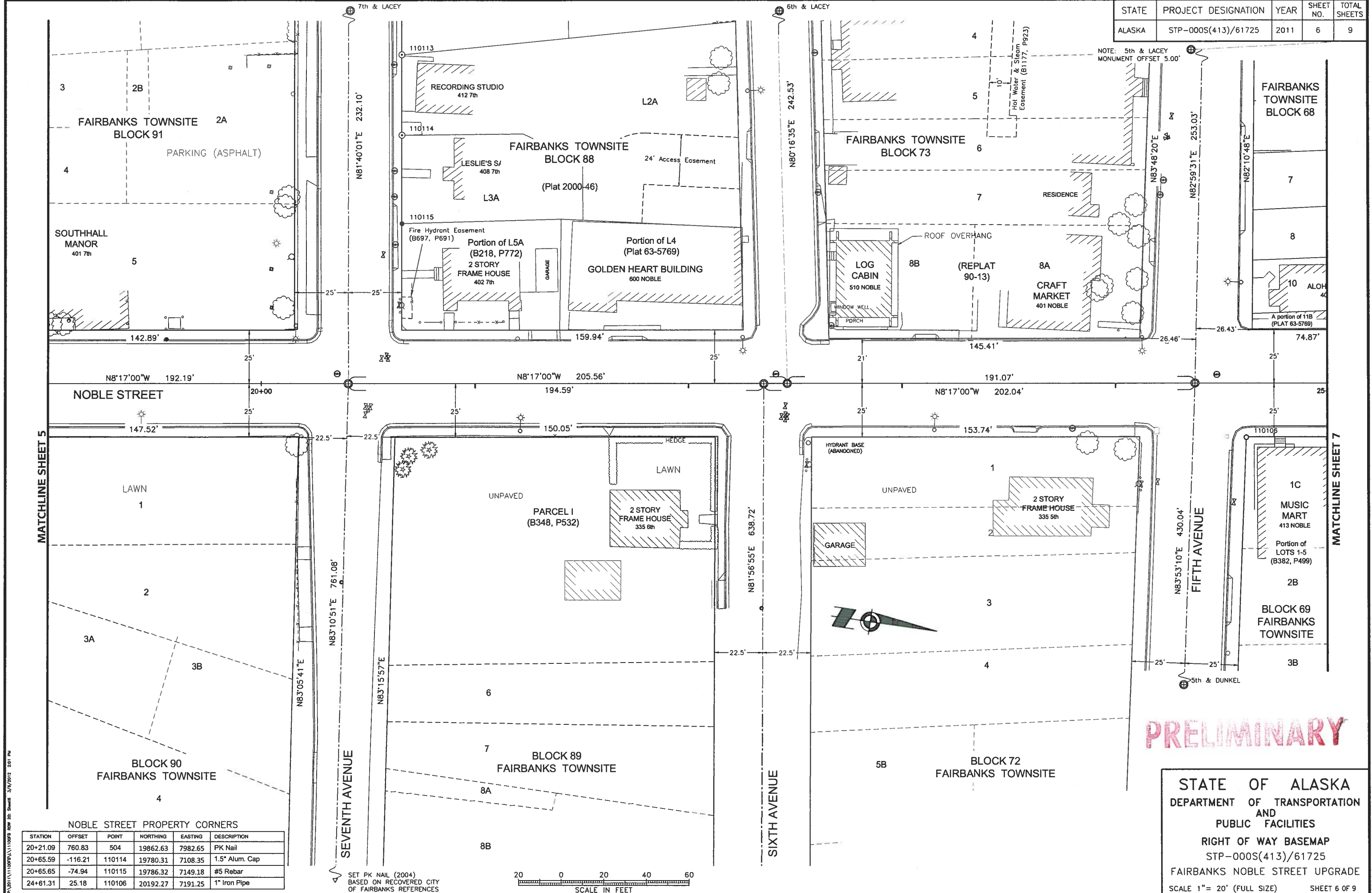


PRELIMINARY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
RIGHT OF WAY BASEMAP
STP-000S(413)/61725
FAIRBANKS NOBLE STREET UPGRADE
SCALE 1" = 20' (FULL SIZE) SHEET 5 OF 9

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NOTE: 5th & LACEY MONUMENT OFFSET 5.00'



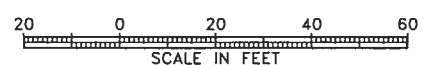
PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE 1" = 20' (FULL SIZE) SHEET 6 OF 9

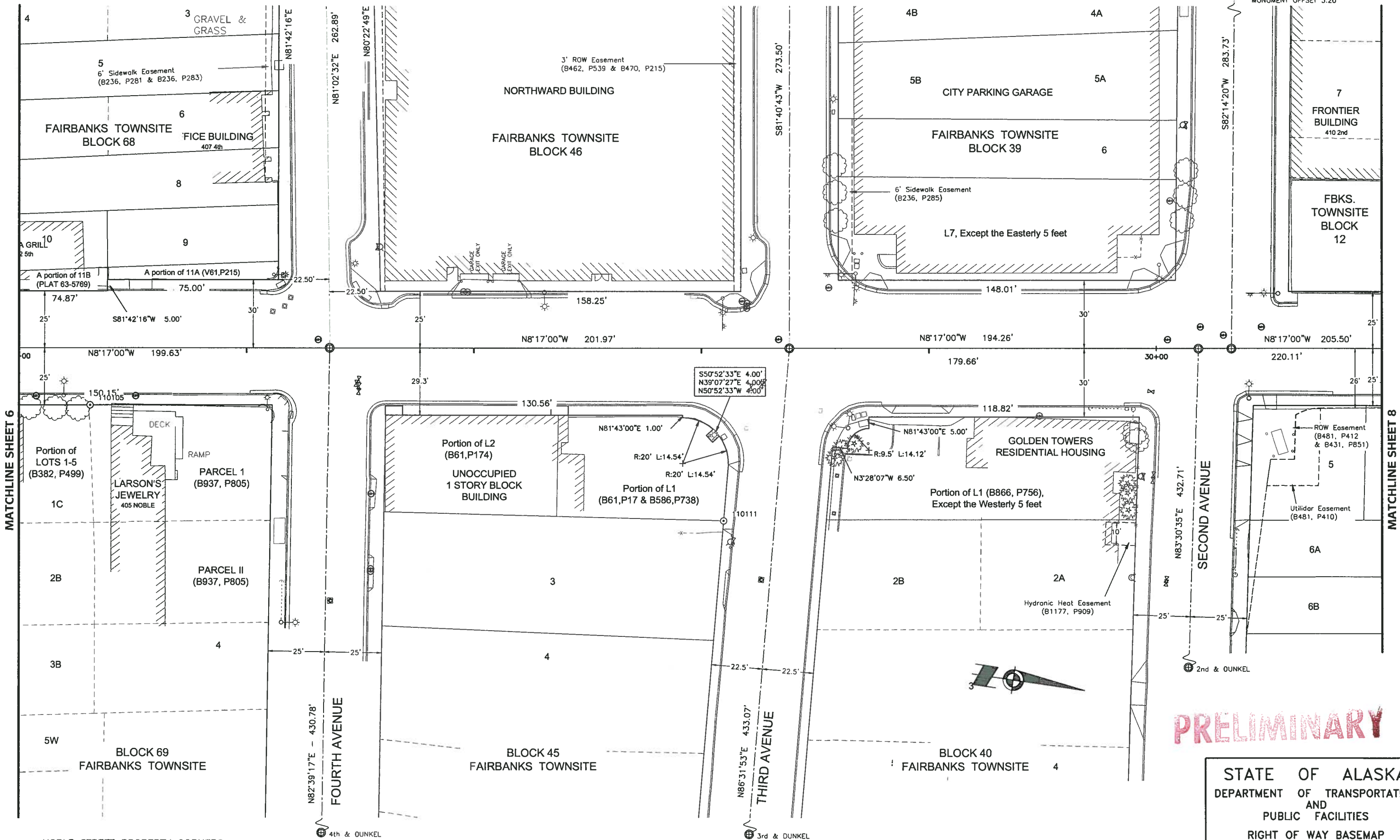
NOBLE STREET PROPERTY CORNERS

STATION	OFFSET	POINT	NORTHING	EASTING	DESCRIPTION
20+21.09	760.83	504	19862.63	7982.65	PK Nail
20+65.59	-116.21	110114	19780.31	7108.35	1.5" Alum. Cap
20+65.65	-74.94	110115	19786.32	7149.18	#5 Rebar
24+61.31	25.18	110106	20192.27	7191.25	1" Iron Pipe

SET PK NAIL (2004)
 BASED ON RECOVERED CITY
 OF FAIRBANKS REFERENCES



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MATCHLINE SHEET 6

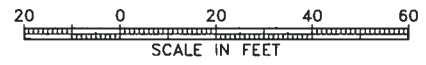
MATCHLINE SHEET 8

PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE 1" = 20' (FULL SIZE) SHEET 7 OF 9

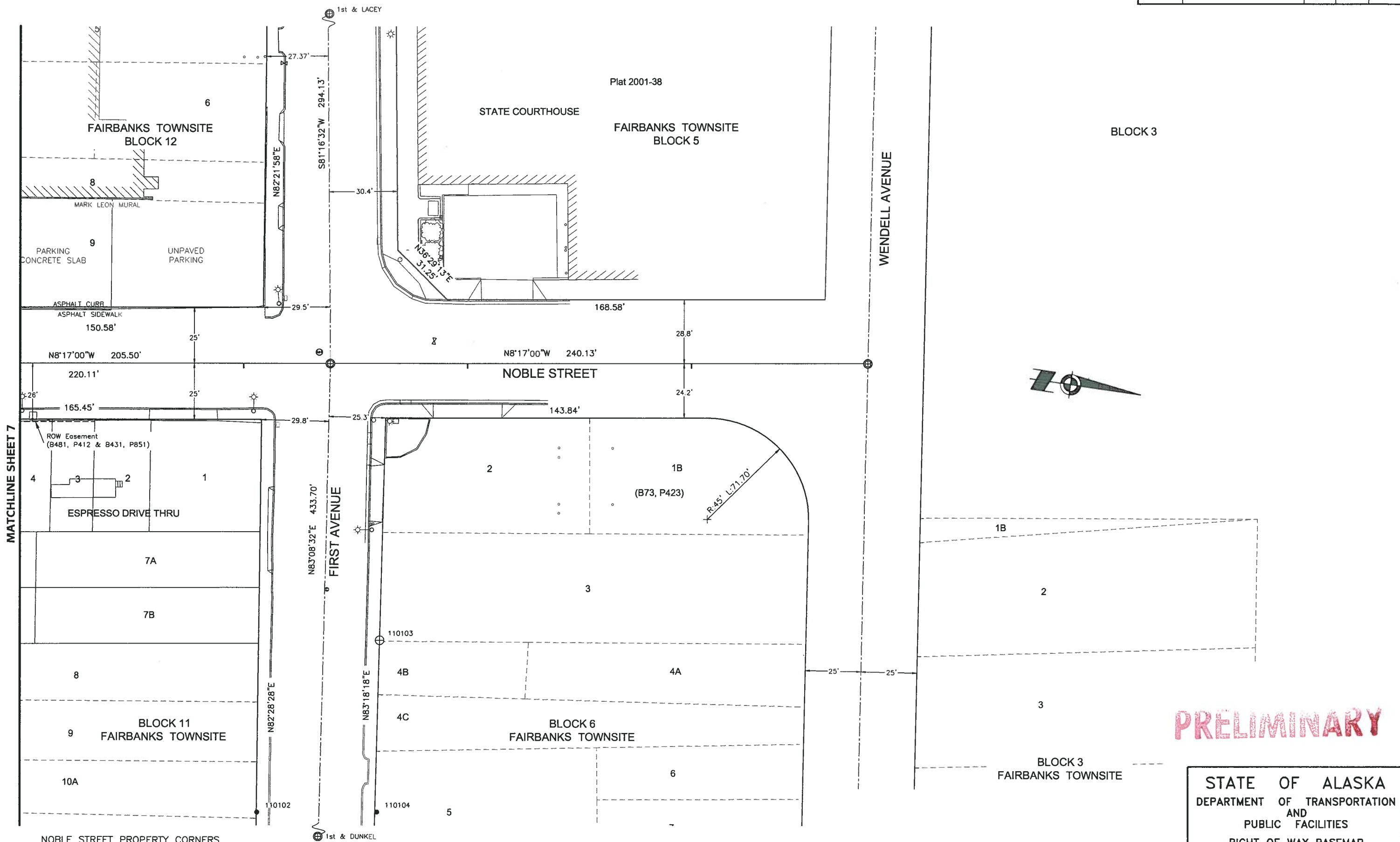
NOBLE STREET PROPERTY CORNERS

STATION	OFFSET	POINT	NORTHING	EASTING	DESCRIPTION
25+31.40	24.96	110105	20261.60	7180.94	1.5" Alum. Cap
28+09.82	75.50	110111	20544.40	7190.84	1.5" Alum. Cap



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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-000S(413)/61725	2011	8	9



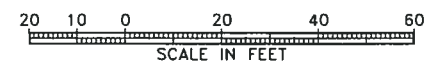
MATCHLINE SHEET 7

PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE 1" = 20' (FULL SIZE) SHEET 8 OF 9

NOBLE STREET PROPERTY CORNERS

STATION	OFFSET	POINT	NORTHING	EASTING	DESCRIPTION
32+05.97	199.82	110102	20954.33	7256.79	#5 Rebar
32+59.26	199.73	110104	21007.05	7249.02	#5 Rebar
32+60.55	123.37	110103	20997.32	7173.28	1.5" Brass Cap



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CUSHMAN STREET CENTERLINE

Measured: N10°51'37"W Record: N10°52'W

Station	Offset	Point Number	Northing	Easting	Description
10+00.00	0.00		18628.888	6593.352	True SI 12th & CUSHMAN
10+00.00	-0.01	484	18628.887	6593.341	Found BrassCap in Case
11+97.32	0.00		18822.674	6556.174	True SI 11th & CUSHMAN
14+04.74	-0.04	482	19026.373	6517.057	Found BrassCap in Case
14+04.74	0.00		19026.380	6517.093	True SI 10th & CUSHMAN
16+02.79	0.03	481	19220.885	6479.806	Found BrassCap in Case
16+02.79	0.00		19220.880	6479.778	True SI 9th & CUSHMAN
18+00.04	0.00		19414.602	6442.612	True SI 8th East & CUSHMAN
18+03.04	0.00	480	19417.549	6442.044	Found BrassCap in Case
20+06.49	0.00		19617.352	6403.715	True SI 7th East & CUSHMAN
21+96.23	0.00		19803.695	6367.965	True SI 6th East & CUSHMAN
21+96.23	0.04	478	19803.704	6368.006	Found BrassCap in Case
24+03.41	0.00		20007.163	6328.929	True SI 5th & CUSHMAN
24+03.41	0.03	477	20007.169	6328.962	Found BrassCap in Case
25+98.47	-0.03	487	20198.725	6292.147	Found BrassCap in Case
26+00.97	0.00		20201.188	6291.706	True SI 4th East & CUSHMAN
28+01.58	0.00		20398.206	6253.908	True SI 3rd East & CUSHMAN
30+01.16	-0.02	488	20594.201	6216.282	Found BrassCap in Case
30+01.16	0.00		20594.205	6216.305	True SI 2nd East & CUSHMAN
32+11.59	0.00		20800.868	6176.657	True SI 1st & CUSHMAN
32+12.94	0.10	490	20802.209	6176.502	Found BrassCap in Case

LACEY STREET CENTERLINE

Measured: N11°15'09"W Record: N11°16'W

Station	Offset	Point Number	Northing	Easting	Description
10+00.00	0.01	432	18717.351	7200.511	Found BrassCap in Case
10+00.00	0.00		18717.349	7200.498	True SI 12th & LACEY
12+15.55	0.01	433	18928.760	7158.443	Found BrassCap in Case
12+15.55	0.00		18928.759	7158.437	True SI 11th & LACEY
14+25.67	0.00		19134.839	7117.436	True SI 10th & LACEY
14+25.67	-0.04	434	19134.834	7117.401	Found BrassCap in Case
16+27.88	0.00		19333.164	7077.979	True SI 9th & LACEY
16+27.88	-0.03	435	19333.158	7077.945	Found BrassCap in Case
18+42.53	0.00		19543.679	7036.096	True SI 8th & LACEY
18+42.53	0.01	438	19543.681	7036.105	Found BrassCap in Case
20+33.47	0.04	439	19730.961	6998.879	Found BrassCap in Case
20+33.47	0.00		19730.953	6998.836	True SI 7th West & LACEY
20+41.29	0.08	440	19738.639	6997.384	Found BrassCap in Case
20+41.30	0.00		19738.628	6997.309	True SI 7th East & LACEY
22+37.84	-0.09	441	19931.378	6958.874	Found BrassCap in Case
22+37.84	0.00		19931.396	6958.957	True SI 6th West & LACEY
22+41.23	0.00		19934.716	6958.297	True SI 6th East & LACEY
22+41.23	-0.08	442	19934.702	6958.214	Found BrassCap in Case
24+39.30	0.00		20128.978	6919.647	True SI 5th West & LACEY
24+39.30	0.10	445	20128.998	6919.745	Found BrassCap in Case
24+44.30	0.00		20133.882	6918.672	True SI 5th East & LACEY
26+35.46	0.00		20321.370	6881.370	True SI 4th East & LACEY
26+40.55	0.00		20326.368	6880.376	True SI 4th West & LACEY
28+40.61	0.00		20522.582	6841.338	True SI 3rd & LACEY
30+34.71	0.00		20712.950	6803.463	True SI 2nd West & LACEY
30+34.71	0.06	446	20712.962	6803.519	Found BrassCap in Case
30+37.91	0.00		20716.089	6802.839	True SI 2nd East & LACEY
32+38.84	0.00		20913.152	6763.632	True SI 1st & LACEY
32+38.84	-0.06	447	20913.140	6763.569	Found BrassCap in Case
34+88.51	0.00		21158.025	6714.913	True SI Wendell & LACEY

NOBLE STREET CENTERLINE

Measured: N8°17'00"W Record: N8°17'W

Station	Offset	Point Number	Northing	Easting	Description
1+52.84	0.00	535	17905.49	7458.57	Found 1" IronPipe in Case
1+60.59	0.00		17913.08	7460.15	True SI Airport & Noble
2+34.52	0.00		17985.45	7475.22	PC
3+39.67	0.00		18089.99	7477.50	PT
6+64.20	-0.02	20158	18410.28	7425.22	Found BrassCap in Case
6+64.20	0.00		18410.28	7425.24	True PI
10+00.00	-0.01	448	18742.58	7376.86	Found BrassCap in Case
10+00.00	0.00		18742.58	7376.86	True SI 12th & NOBLE
12+21.13	0.00		18961.40	7345.01	True SI 11th & NOBLE
12+21.13	0.04	449	18961.41	7345.05	Found BrassCap in Case
14+27.27	0.00		19165.39	7315.31	True SI 10th West & NOBLE
14+27.27	0.02	450	19165.40	7315.33	Found BrassCap in Case
14+33.42	0.00		19171.49	7314.42	True SI 10th East & Noble
14+33.42	0.05	451	19171.49	7314.47	Found BrassCap in Case
16+36.21	-0.02	452	19372.16	7285.18	Found BrassCap in Case
16+36.22	0.00		19372.16	7285.21	True SI 9th & NOBLE
18+48.35	0.00		19582.09	7254.64	True SI 8th & NOBLE
18+48.35	0.02	453	19582.09	7254.66	Found BrassCap in Case
20+40.54	-0.02	463	19772.26	7226.93	Found BrassCap in Case
20+40.54	0.00		19772.27	7226.96	True SI 7th & NOBLE
22+35.13	0.07	462	19964.83	7198.99	Found BrassCap in Case
22+35.13	0.00		19964.82	7198.92	True SI 6th East & NOBLE
22+46.09	-0.07	461	19975.67	7197.27	Found BrassCap in Case
22+46.09	0.00		19975.68	7197.34	True SI 6th West & NOBLE
24+37.16	0.00		20164.75	7169.81	True SI 5th & NOBLE
24+37.17	-0.10	460	20164.74	7169.71	Found BrassCap in Case
26+36.80	-0.11	459	20362.29	7140.95	Found BrassCap in Case
26+36.80	0.00		20362.30	7141.05	True SI 4th & NOBLE
28+38.77	-0.02	458	20562.17	7111.93	Found BrassCap in Case
28+38.77	0.00		20562.17	7111.96	True SI 3rd & NOBLE
30+18.42	0.04	457	20739.95	7086.11	Found BrassCap in Case
30+18.42	0.00		20739.95	7086.07	True SI 2nd East & NOBLE
30+33.03	0.04	456	20754.41	7084.00	Found BrassCap in Case
30+33.03	0.00		20754.40	7083.97	True SI 2nd West & NOBLE
32+38.54	0.00		20957.77	7054.36	True SI 1st & NOBLE
32+38.54	0.04	455	20957.77	7054.40	Found BrassCap in Case
34+78.66	0.05	454	21195.39	7019.82	Found BrassCap in Case
34+78.66	0.00		21195.39	7019.77	True SI Wendell & NOBLE

DUNKEL STREET CENTERLINE

Measured: N8°00'41"W Record: N7°59'W

Station	Offset	Point Number	Northing	Easting	Description
10+00.00	0.00		20210.555	7597.406	True SI 5th & DUNKEL
10+00.00	-0.03	492	20210.552	7597.379	Found BrassCap in Case
12+03.69	-0.02	498	20412.255	7569.002	Found BrassCap in Case
12+08.86	0.00		20417.377	7568.298	True SI 4th West & DUNKEL
12+08.86	-0.05	497	20417.370	7568.248	Found BrassCap in Case
13+72.52	0.07	496	20579.450	7545.562	Found BrassCap in Case
13+81.53	0.07	495	20588.372	7544.302	Found BrassCap in Case
13+81.54	0.00		20588.368	7544.232	True SI 3rd West & DUNKEL
15+84.01	0.00	494	20788.861	7516.013	Found BrassCap in Case
15+84.01	0.00		20788.861	7516.014	True SI 2nd & DUNKEL
18+06.87	0.00		21009.551	7484.954	True SI 1st & DUNKEL
18+06.87	-0.05	493	21009.545	7484.905	Found BrassCap in Case
20+47.95	-0.10		21248.266	7451.259	Found BrassCap in Case*
20+47.95	0.00		21248.278	7451.355	True SI Wendell & DUNKEL

* Monument recovered by PDC in 2001 for the Cheno River Bicycle/Pedestrian Path Project.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	STP-000S(413)/61725	2011	9	9

NOTES:

1. THE BASIS OF STATIONING IS ASSUMED TO BE 10+00 AS SHOWN.

PRELIMINARY

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY BASEMAP
 STP-000S(413)/61725
 FAIRBANKS NOBLE STREET UPGRADE
 SCALE: NONE SHEET 9 OF 9

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