



Transforming Challenges into Solutions

PDC INC. ENGINEERS

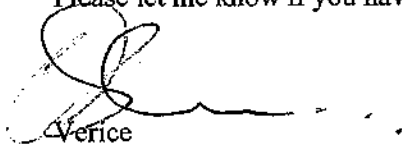
**Anchorage
Fairbanks
TRANSMITTAL LETTER**

To:	Kathy Kelley, PLS	PDC #:	11100FB
		Name:	Fairbanks Noble Street Upgrades
Firm:	State of Alaska Department of Transportation and Public Facilities 2301 Peger Road Fairbanks, Alaska 99709	Date:	May 6, 2015
RE:	Updated ROS Survey Control		

We are sending you the following via: hand delivery

Quantity	Description
1	CD with ROS Survey Control drawing file and XREF's
1	11x17 Paper copy

Please let me know if you have any problems with this transmittal.



Verice

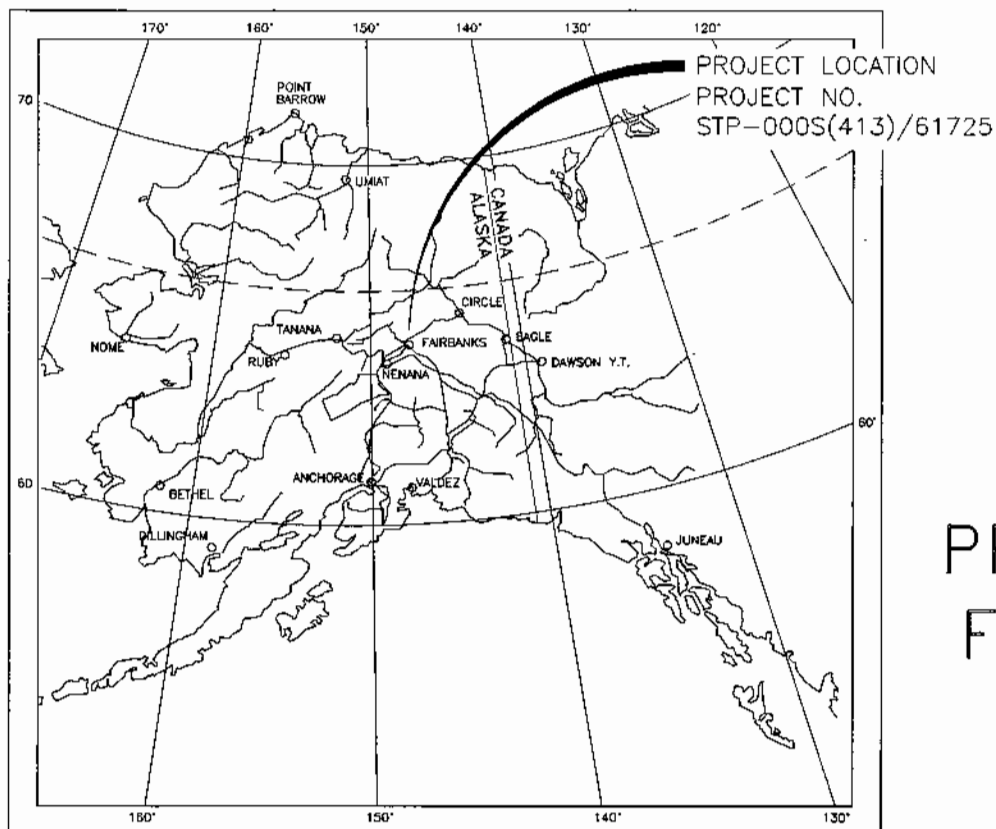
Cc: Russ Johnson, PE (transmittal letter only by email)

1028 Aurora Drive
Fairbanks, AK 99709
T: 907.452.1414
F: 907.456.2707

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

RECORD OF SURVEY
SURVEY CONTROL
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



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.

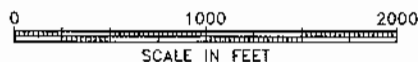
DENNIS A. BOGREN, NO. 6484-S

ABBREVIATIONS USED:

ALUM	ALUMINUM
AVE	AVENUE
ELEV	ELEVATION
FH	FIRE HYDRANT
LP	LIGHT POLE
ROW	RIGHT-OF-WAY
SI	STREET INTERSECTION
ST	STREET
TBM	TEMPORARY BENCHMARK

NOTES:

1. THE PURPOSE OF THIS RECORD OF SURVEY IS TO PERPETUATE THE LOCATION OF SURVEY CONTROL POINTS AND MONUMENTS THAT WERE FOUND OR SET FOR THIS NOBLE STREET UPGRADE PROJECT.
2. THE MAJORITY OF THE FIELD SURVEY WORK FOR THIS PROJECT WAS CONDUCTED BETWEEN SEPTEMBER 20, 2004 AND AUGUST 30, 2005. SUPPLEMENTAL FIELD DATA WAS ACQUIRED IN SEPTEMBER 2011. SURVEY CONTROL POINT DESCRIPTIONS IN THE TABLES INCLUDE THE YEAR SET SHOWN IN PARENTHESES.
3. COORDINATES ARE BASED ON A LOCAL GRID SYSTEM IN U.S. SURVEY FEET. THE BASIS OF COORDINATES IS THE STREET INTERSECTION MONUMENT #447 AT 1st & LACEY (BRASS CAP IN CASE) AT LOCAL COORDINATE N 20913.14, E 6763.57.
4. THE BASIS OF BEARINGS FOR THIS SURVEY IS NB¹⁷W BETWEEN THE CENTERLINE MONUMENTS #463 (7th & NOBLE) AND #452 (9th & NOBLE).
5. THE BASIS OF VERTICAL CONTROL IS THE NGS BENCHMARK P-5 (ELEVATION 441.56) AT THE SOUTHWEST CORNER OF THE CUSHMAN STREET BRIDGE.
6. THE BASIS OF STATIONING FOR THE EXISTING CENTERLINE WAS ASSUMED TO BE 10+00 AS SHOWN ON SHEETS 4 AND 9.
7. ALL DIMENSIONS SHOWN ON THESE PLANS ARE TO THE TRUE CORNER POSITION.
8. MONUMENT SKETCHES OF THE PROPERTY CORNERS WITH CAPS ARE SHOWN ON EACH SHEET. A DESCRIPTION OF IRON PIPES, REBARS AND CENTERLINE MONUMENTS THAT ARE NOT STAMPED IS INCLUDED IN THE TABLES ON SHEET 9.



BEGINNING OF PROJECT
POT 10+26.05

LENGTH OF PROJECT: 0.6 MILES
PLANS DEVELOPED BY: PDC, INC.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

APPROVED _____

CHIEF, RIGHT OF WAY
NORTHERN REGION

FAIRBANKS RECORDING DISTRICT
STATE BUSINESS, NO CHARGE

RECORD OF SURVEY

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

ALASKA PROJECT NO.
STP-000S(413) / 61725

SURVEY CONTROL
NOBLE STREET UPGRADE

SCALE: 1" = 30'

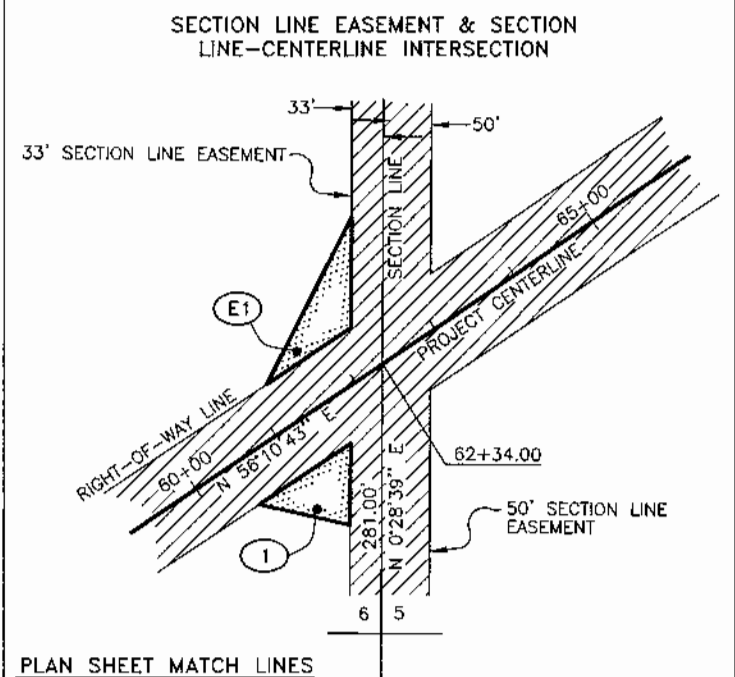
SHEET 1 OF 9

	RECOVERED	SET
BLM MONUMENT	⊗	
GLO MONUMENT	⊗	
USC&GS MONUMENT	⊗	
PRIMARY MONUMENT	⊕	⊗
CENTERLINE MONUMENT IN CASING	⊕	⊗
PRIMARY R.O.W. MONUMENT	⊕	⊗
BEARING OBJECT	⊗	
MISCELLANEOUS MONUMENT	⊗	
LINE OF SIGHT MONUMENT	⊕	
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	T. 2 N. T. 1 N.	T. 2 E. T. 1 E.
PROJECT RIGHT-OF-WAY LIMITS	—	
EXISTING RIGHT-OF-WAY LINE	—	
EXISTING PROPERTY LINE	—	
ACCESS CONTROL LINE	—	
EXISTING UTILITY EASEMENT LINE	- · - · -	
PROPOSED UTILITY EASEMENT LINE	- · - · -	
PROPOSED CUT SLOPE LIMIT	- · - · -	
PROPOSED FILL SLOPE LIMIT	- · - · -	
EXISTING FENCE	- X - - X - - X - - X - -	

Hwy MILEPOST	1 10+00.00
EXISTING RIGHT-OF-WAY	[Hatched Box]
RIGHT-OF-WAY REQUIRED	[Dotted Box]
STATION EQUATION	"L"48+97.23 POT BK= "O"48+97.23 PC AHD 5+00
DESIGN/CONSTRUCTION CENTERLINE	10+00
OTHER CENTERLINE	[Line]
EXISTING RAILROAD CENTERLINE	[Cross-ticks]
EXISTING GUARD RAIL	[Dotted Line]
EXISTING ROADWAY	[Dashed Line]
WATER BOUNDARY	[Wavy Line]
WETLANDS OR MARSH	[Grass]
OHW LINE	[Dashed Line]
FLOW CENTERLINE	[Wavy Line]
FLOW DIRECTION	[Arrow]
MEANDER LINE	M1 M2 M3
EASEMENT ACQUISITION	(E1)
FEE ACQUISITION	(1)
EXISTING SANITARY SEWER LINE	SS
EXISTING FUEL LINE	—
EXISTING GAS LINE	G
EXISTING WATER LINE	W
EXISTING STORM DRAIN LINE	SD
EXISTING FIBER OPTIC LINE	FO
EXISTING BURIED TELEPHONE CABLE	—
EXISTING BURIED ELECTRIC LINE	E
EXISTING ELECTRIC LINE	—
EXISTING VEGETATION	[Wavy Line]
PROPERTY TIE	Σ

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 PARKING METER	⊞
EXISTING BUILDINGS	H

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	SAT. DISH
TEST HOLE	⊞
CONIFER TREE	⊞
DECIDUOUS TREE	⊞

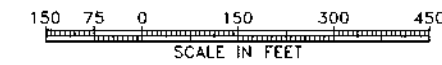
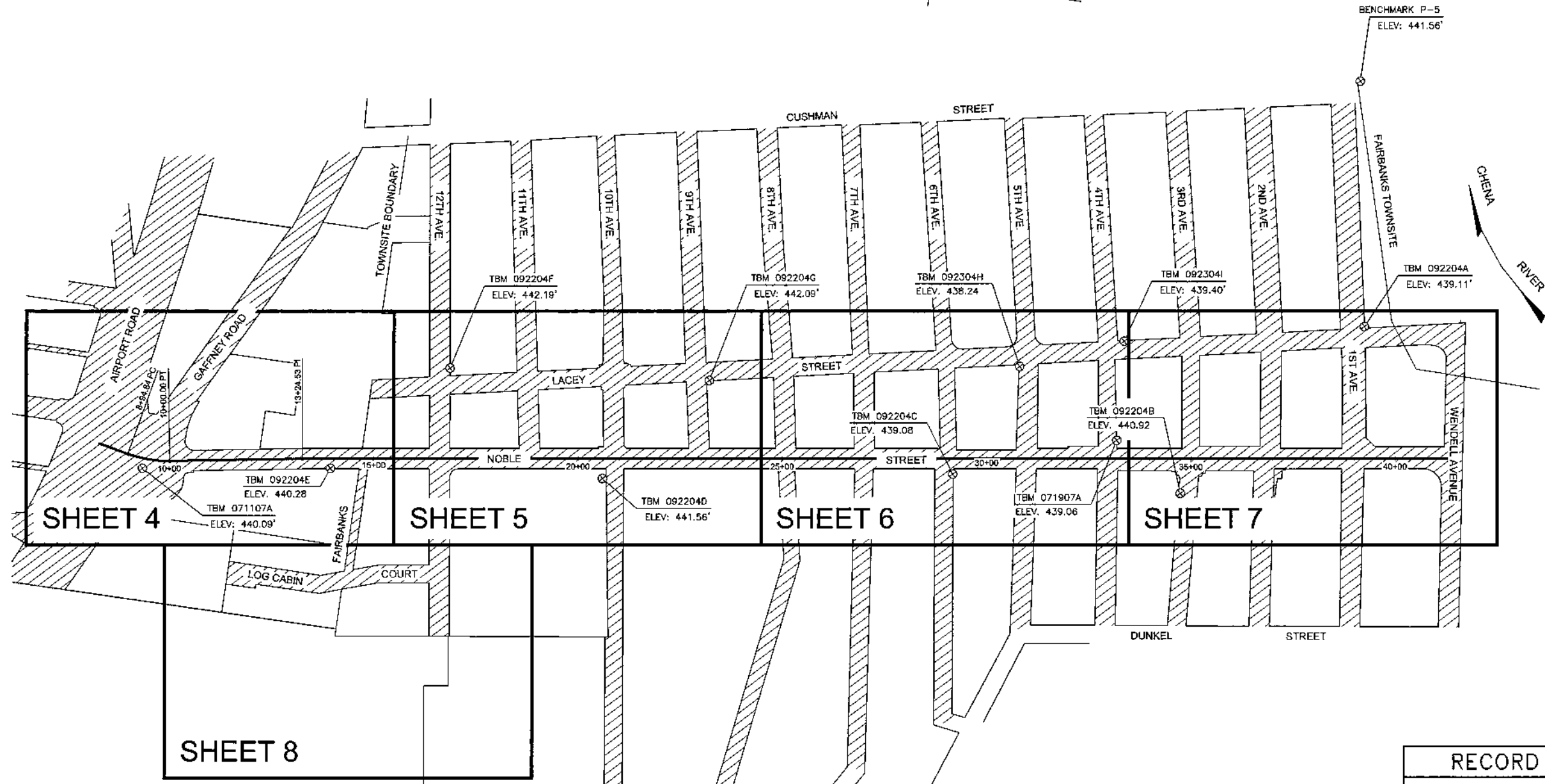


MATCH 10+00 LINE
MATCH SHEET 5 LINE

RECORD OF SURVEY
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
 ALASKA PROJECT NO.
STP-000S(413) / 61725
SURVEY CONTROL
NOBLE STREET UPGRADE
 SCALE: 1" = NONE
 SHEET 2 OF 9

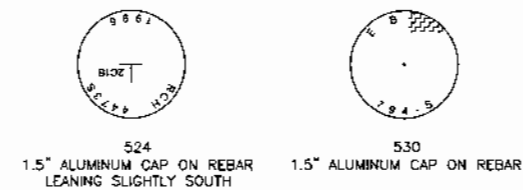
PROJECT BENCHMARKS

NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION
BM P-5	±20840	±8140	441.56	3.5" NGS BRASS CAP, SW CORNER OF THE CUSHMAN BRIDGE
TBM 092204A	20937	6732	439.11	X-BOLT on TRAFFIC LIGHT, 1st & LACEY
TBM 092204B	20549	7199	440.92	X-BOLT on FH, 70' EAST of 3rd & NOBLE
TBM 092204C	19981	7233	439.08	X-BOLT on FH, 40' EAST of 6th & NOBLE
TBM 092204D	19145	7367	441.60	X-BOLT on FH, 50' EAST of 10th & NOBLE
TBM 092204E	18462	7438	440.30	X-BOLT on FH, 260' SOUTH of 12th & NOBLE
TBM 092204F	18736	7154	442.19	X-BOLT on FH, 50' WEST of 12th & LACEY
TBM 092204G	19368	7093	442.09	X-BOLT on FH, 9th & LACEY
TBM 092304H	20115	6950	438.24	X-BOLT on FH, 5th & LACEY
TBM 092304I	20350	6852	439.40	X-BOLT on FH, 4th & LACEY
TBM 071107A	18026	7505	440.09	X-BOLT on LP, AIRPORT & NOBLE
TBM 071907A	20378	7094	439.06	X-BOLT on FH, 4th & NOBLE



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 NOBLE STREET UPGRADE
 SCALE: 1" = 150' SHEET 3 OF 9

CUSHMAN STREET



POINT	NORTHING	EASTING	DESCRIPTION
1	18522.23	7432.12	PK NAIL (2004)
6	18579.76	7207.91	6" SPIKE (2004)
510	17954.49	7512.91	12" SPIKE (2007)
522*	18108.56	6638.59	12" SPIKE (2007)
523*	17753.55	7748.16	12" SPIKE (2007)
539	18120.89	7428.58	PK NAIL (2007)
120278	18270.20	7474.36	PK NAIL (2012)

*NOTE: POINT FALLS OFF SHEET.

**NOBLE STREET
CURVE DATA**
9+48.02 PI

DELTA= 21°01'51"
RADIUS= 286.48'
ARC LENGTH= 105.18'
TANGENT= 63.18'
DEGREE OF CURVE= 20°00'00"

AIRPORT ROAD CURVE DATA
L*170+73.36PI

DELTA= 15°55'35"
RADIUS= 1527.89'
ARC LENGTH= 424.71'
TANGENT= 213.73'
DEGREE OF CURVE= 3°45'00"

GATEWAY SUBDIVISION
(102.797)
PORTION OF BLOCK 1

KOLDE HOMESTEAD
LOT 1

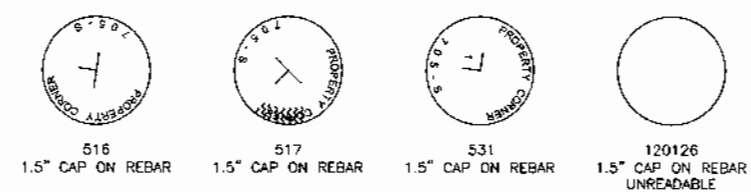
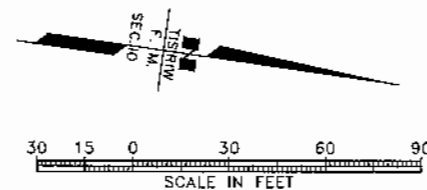
KOLDE HOMESTEAD
LOT 7

NOBLE STREET

SUTHERLAND SUBDIVISION
(105.093)

GERSON SUBDIVISION
(186.636)

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NOBLE STREET UPGRADE



MATCHLINE SHEET 5

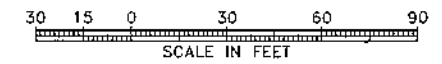
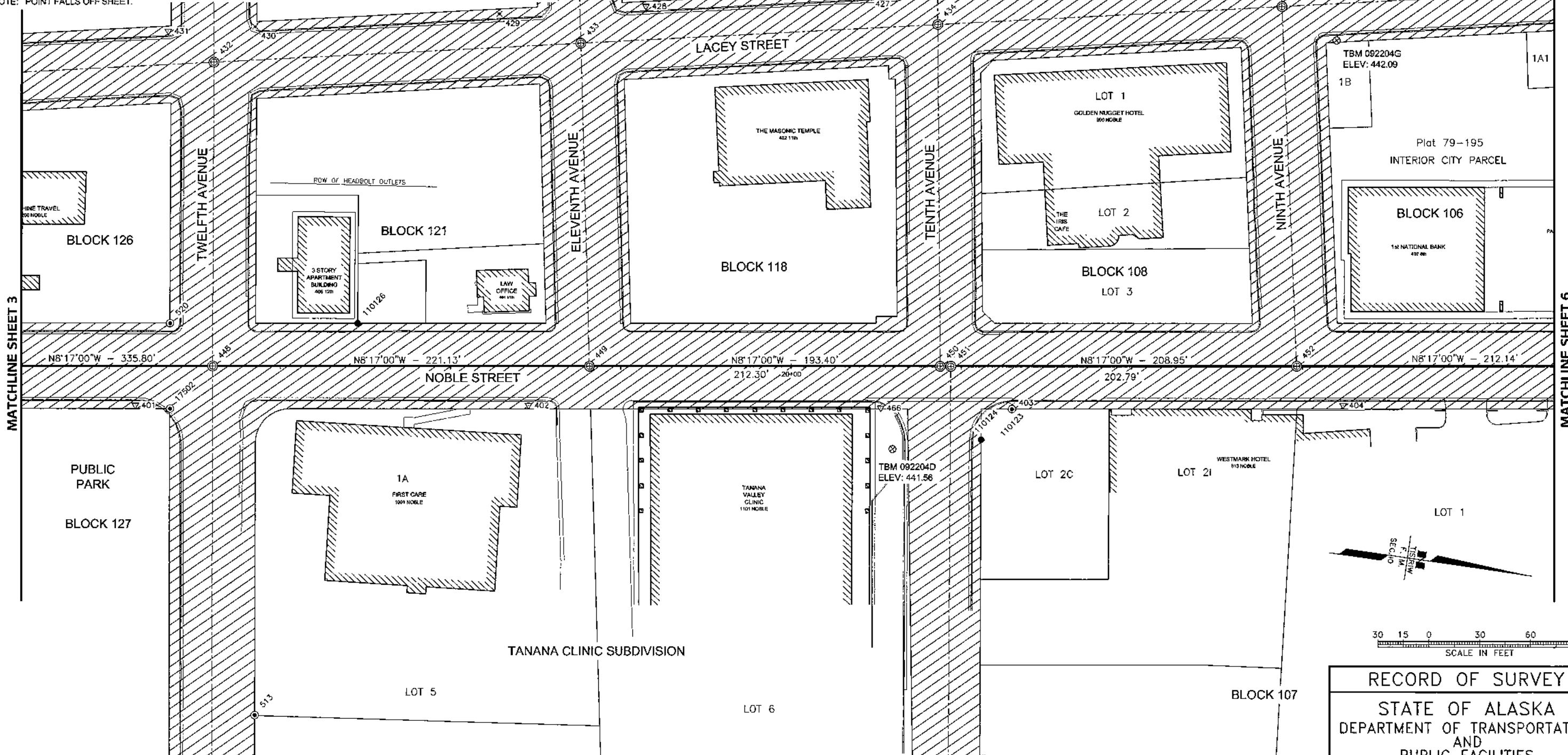
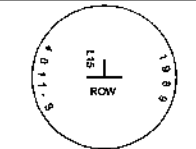
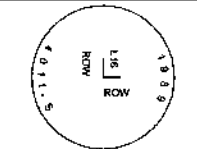
SURVEY CONTROL POINTS

POINT	NORTHING	EASTING	DESCRIPTION
401	18701.31	7406.02	PK NAIL (2004)
402	18929.18	7372.79	PK NAIL (2004)
403	19210.24	7331.81	12" SPIKE (2004)
404	19402.50	7303.78	PK NAIL (2004)
424	19354.28	7053.63	PK NAIL (2004)
425	19294.93	7065.47	60d SPIKE (2004)
426	19195.34	7085.31	PK NAIL (2004)
427	19092.50	7105.79	12" SPIKE (2004)
428	18963.66	7131.45	PK NAIL (2004)
429	18878.91	7148.33	12" SPIKE (2004)

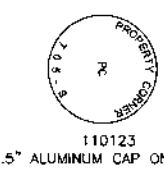
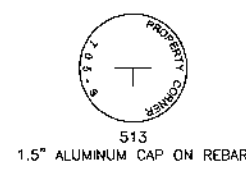
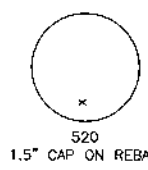
SURVEY CONTROL POINTS

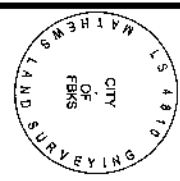
POINT	NORTHING	EASTING	DESCRIPTION
430	18738.09	7176.37	12" SPIKE (2004)
431	18688.33	7186.29	PK NAIL (2004)
465*	19188.06	7632.47	PK NAIL (2004)
466	19134.43	7344.45	PK NAIL (2004)
470*	18712.28	7004.93	PK NAIL (2004)
471*	18613.22	6620.27	PK NAIL (2004)
473*	18671.79	7079.93	PK NAIL (2004)
476*	19202.00	6499.95	PK NAIL (2004)
527*	19002.74	6538.95	PK NAIL (2007)
110130	18779.06	7759.47	PK NAIL (2011)

*NOTE: POINT FALLS OFF SHEET.



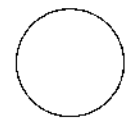
RECORD OF SURVEY
 STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 ALASKA PROJECT NO.
STP-000S(413) / 61725
SURVEY CONTROL
NOBLE STREET UPGRADE
 SCALE: 1" = 30' SHEET 5 OF 9



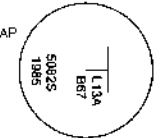


485
3" ALUMINUM CAP IN CASE

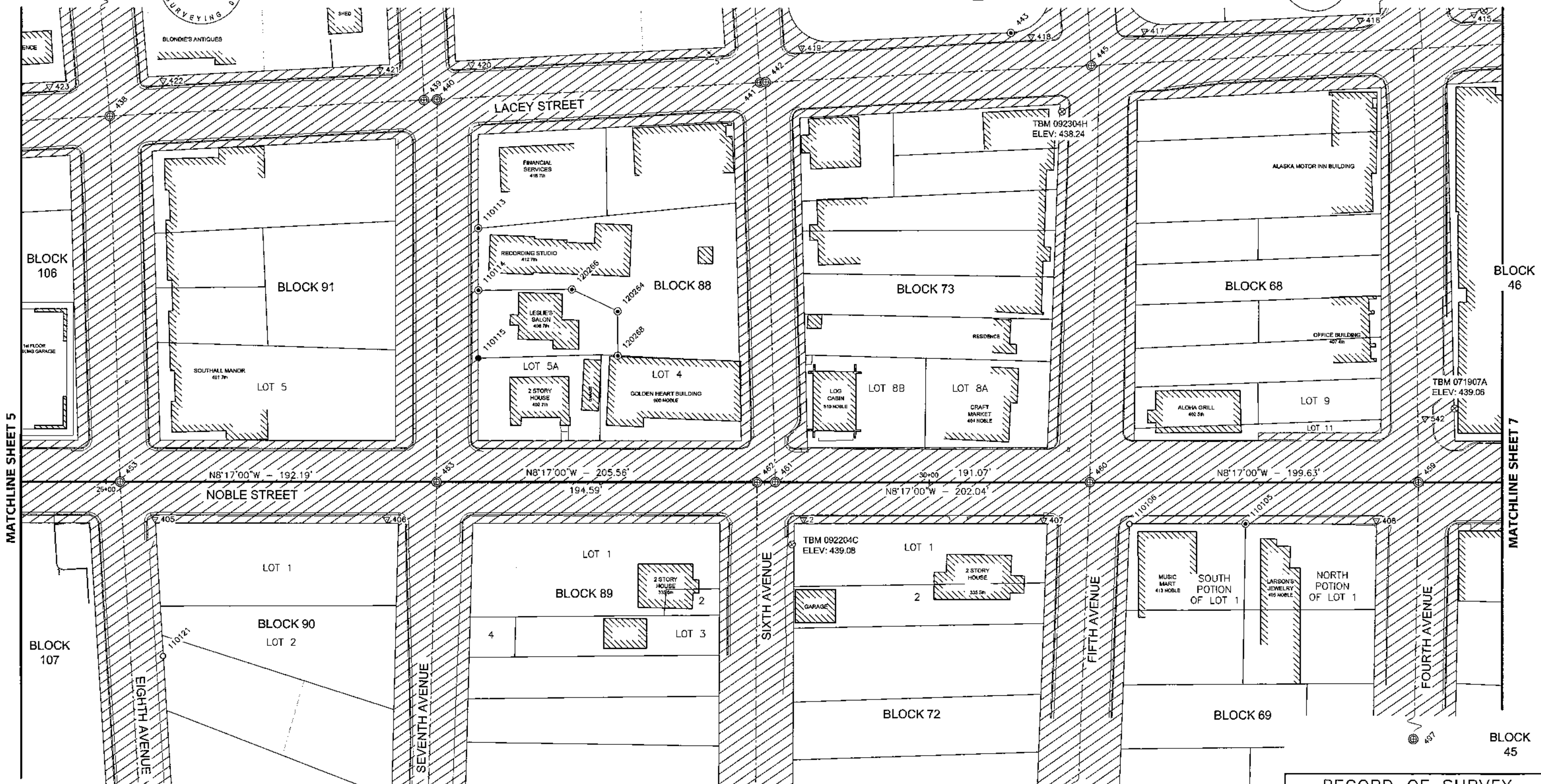
443
2" CAP ON REBAR
UNREADABLE



444
2.5" BRASS CAP

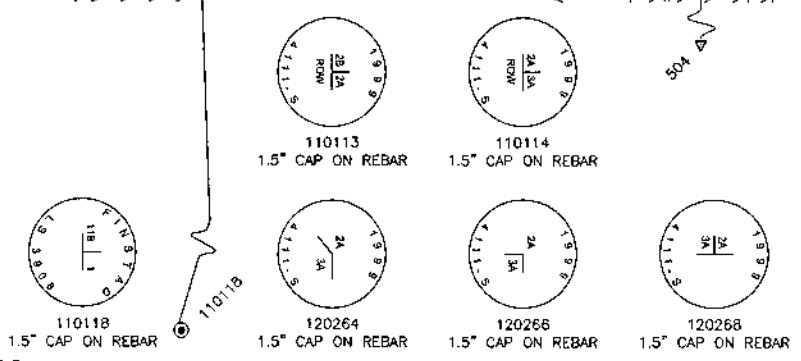


TBM 092304I
ELEV: 439.40



MATCHLINE SHEET 5

MATCHLINE SHEET 7



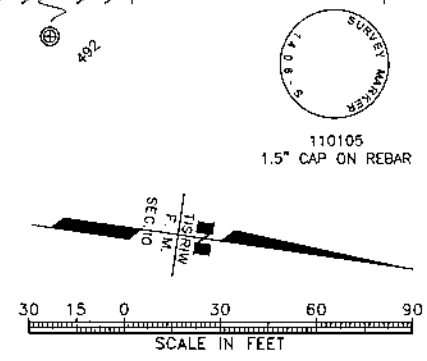
SURVEY CONTROL POINTS

POINT	NORTHING	EASTING	DESCRIPTION
2	19995.84	7217.29	PK NAIL (2004)
5	19897.88	6945.37	60d SPIKE (2004)
405	19606.24	7274.08	PK NAIL (2004)
406	19745.46	7253.78	PK NAIL (2004)
407	20140.07	7196.51	PK NAIL (2004)
408	20340.33	7167.61	PK NAIL (2004)
415	20354.52	6855.40	PK NAIL (2004)
416	20286.69	6868.78	PK NAIL (2004)
417	20157.99	6894.12	PK NAIL (2004)

SURVEY CONTROL POINTS

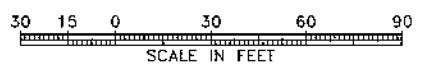
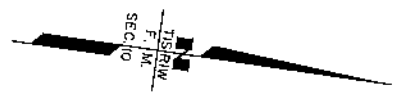
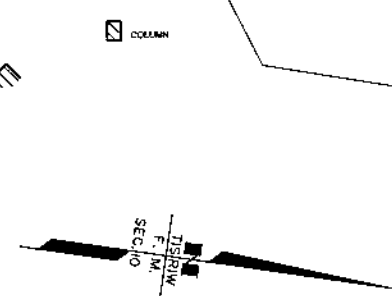
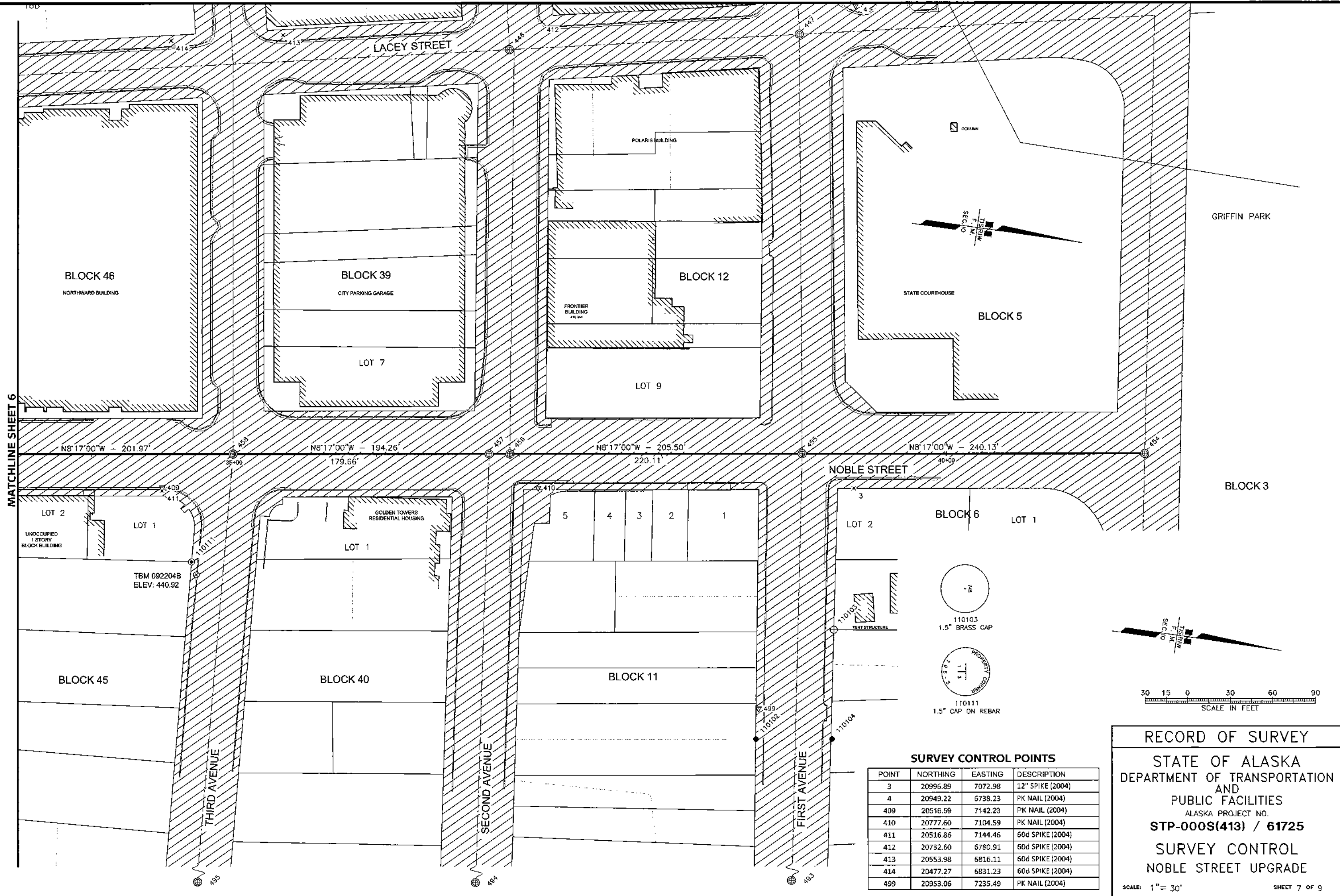
POINT	NORTHING	EASTING	DESCRIPTION
418	20090.06	6907.51	PK NAIL (2004)
419	19953.00	6934.51	PK NAIL (2004)
420	19756.21	6973.60	PK NAIL (2004)
421	19701.79	6984.44	PK NAIL (2004)
422	19572.65	7010.16	PK NAIL (2004)
423	19504.72	7023.68	PK NAIL (2004)
474*	19624.75	6385.10	PK NAIL (2004)
542	20360.62	7102.30	PK NAIL (2007)

*NOTE: POINT FALLS OFF THE SHEET.



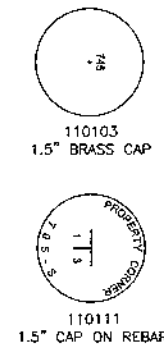
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NOBLE STREET UPGRADE
SCALE: 1" = 30'
SHEET 6 OF 9

MATCHLINE SHEET 6



SURVEY CONTROL POINTS

POINT	NORTHING	EASTING	DESCRIPTION
3	20996.89	7072.98	12" SPIKE (2004)
4	20949.22	6738.23	PK NAIL (2004)
409	20516.59	7142.23	PK NAIL (2004)
410	20777.60	7104.59	PK NAIL (2004)
411	20516.86	7144.46	60d SPIKE (2004)
412	20732.60	6780.91	60d SPIKE (2004)
413	20553.98	6816.11	60d SPIKE (2004)
414	20477.27	6831.23	60d SPIKE (2004)
499	20953.06	7235.49	PK NAIL (2004)



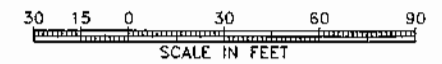
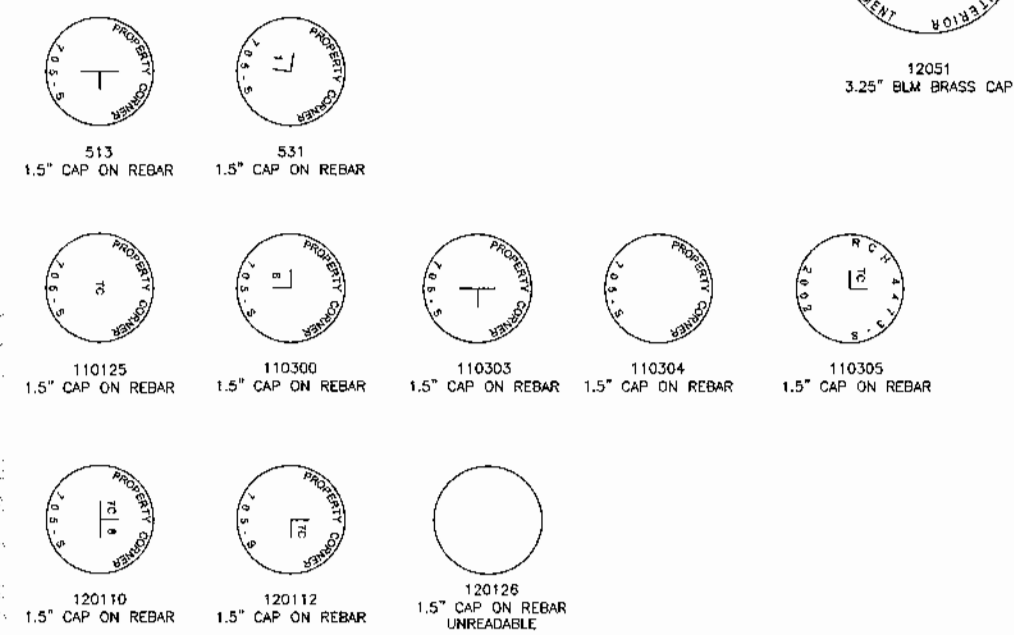
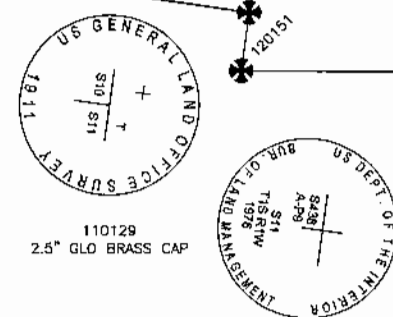
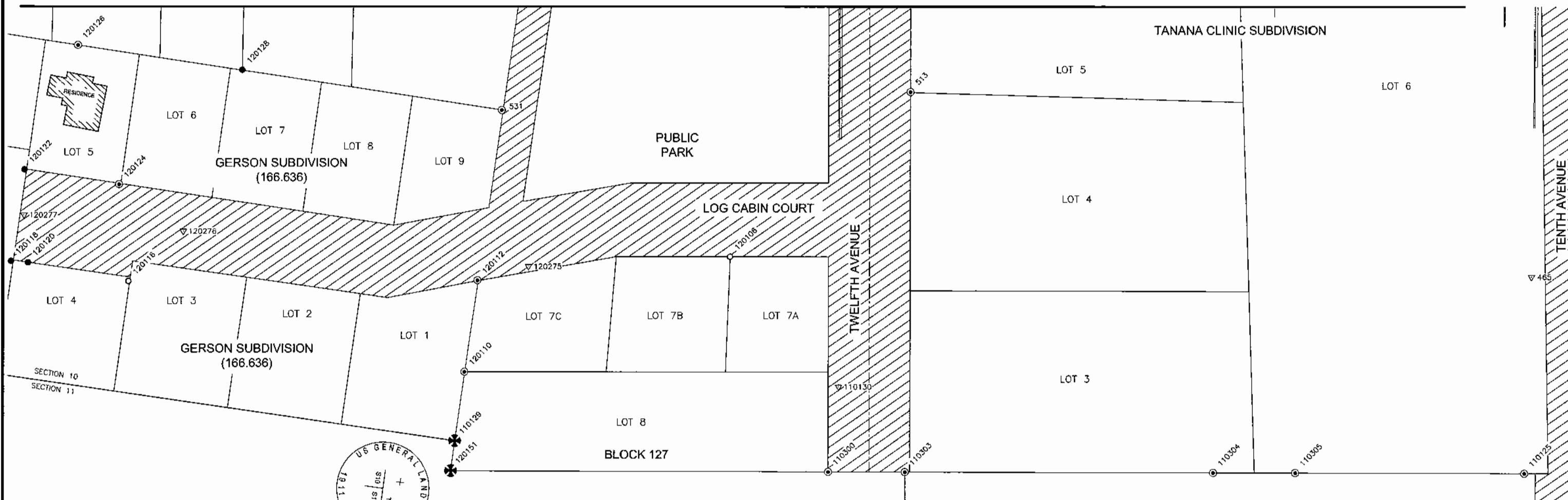
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SURVEY CONTROL
NOBLE STREET UPGRADE

SCALE: 1" = 30' SHEET 7 OF 9

SEE SHEETS 4 AND 5



SURVEY CONTROL POINTS

POINT	NORTHING	EASTING	DESCRIPTION
465	19188.06	7632.47	PK NAIL (2004)
110130	18779.06	7759.47	PK NAIL (2011)
120275	18581.41	7714.42	PK NAIL (2012)
120276	18370.10	7723.56	PK NAIL (2012)
120277	18272.58	7727.78	PK NAIL (2012)

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NOBLE STREET UPGRADE
 SCALE: 1" = 30' SHEET 8 OF 9

CUSHMAN STREET CENTERLINE

MEASURED: N10°51'37"W RECORD: N10°52'W

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 10+00.00 to 32+12.94.

LACEY STREET CENTERLINE

MEASURED: N11°15'09"W RECORD: N11°16'W

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 10+00.00 to 34+88.51.

NOTES:

- 1. THE EXISTING CENTERLINES ASSUME AN ARBITRARY STATION OF 10+00.00 AS SHOWN IN THE TABLE AND ON SHEET 4.
2. THE EXISTING STREET CENTERLINES WERE CALCULATED TO BEST FIT THE RECOVERED MONUMENT LOCATIONS...

NOBLE STREET CENTERLINE

MEASURED: N8°17'00"W RECORD: N8°17'W

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 8+13.17 to 41+38.99.

DUNKEL STREET CENTERLINE

MEASURED: N8°00'41"W RECORD: N7°59'W

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 10+00.00 to 20+47.95.

* MONUMENT RECOVERED BY PDC IN 2001 FOR THE CHENA RIVER BICYCLE/PEDESTRIAN PATH PROJECT.

RECOVERED PROPERTY CORNERS

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 5+99.57 to 14+70.50.

RECOVERED PROPERTY CORNERS

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 16+35.49 to 23+90.37.

RECOVERED PROPERTY CORNERS

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 24+22.22 to 32+64.51.

RECOVERED PROPERTY CORNERS

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 34+70.15 to 39+20.88.

RECOVERED PROPERTY CORNERS

Table with columns: STATION, OFFSET, POINT, NORTHING, EASTING, DESCRIPTION. Rows include stationing from 11+31.52 to 20+59.93.

RECORD OF SURVEY

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES ALASKA PROJECT NO. STP-000S(413) / 61725 SURVEY CONTROL NOBLE STREET UPGRADE