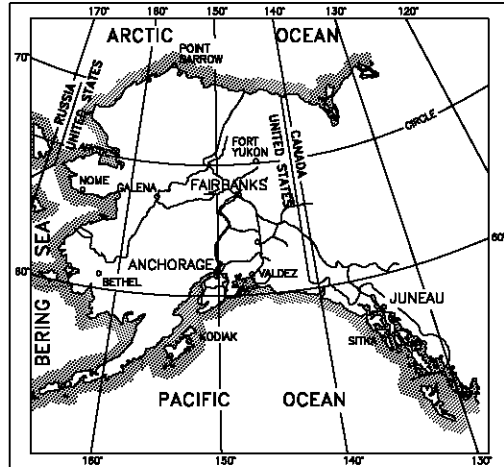


STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 &
 PUBLIC FACILITIES

PROPOSED HIGHWAY PROJECT

SOUTH CUSHMAN STREET IMPROVEMENTS
 18th AVENUE TO 12th AVENUE
 FAIRBANKS, ALASKA



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES / MONUMENT TABLES
3-4	BASE MAP SHEETS

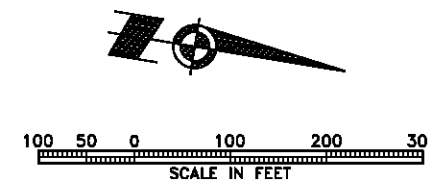
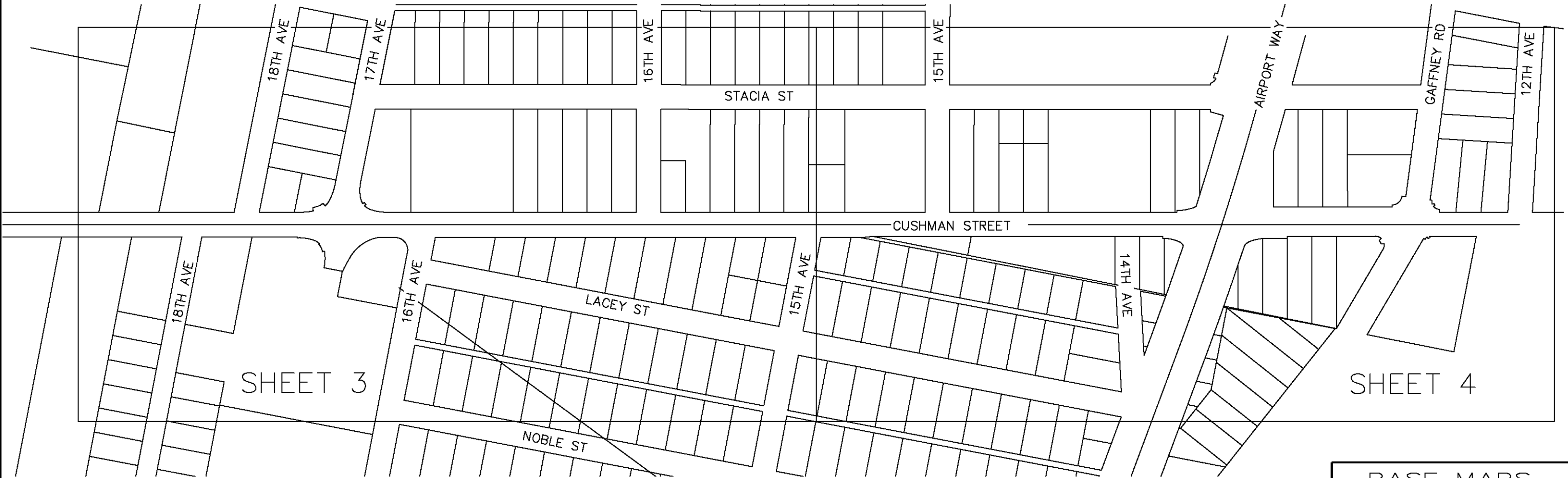
LEGEND

- ⊕ FOUND MONUMENT IN HIGHWAY CASE
- FOUND HIGHWAY CASE (No Monument)
- FOUND BRASS CAP
- FOUND REBAR WITH CAP
- FOUND REBAR (NO CAP)
- FOUND IRON PIPE
- ▲ FOUND MAG OR P.K. NAIL
- FOUND SPIKE OR NAIL
- FOUND WOOD HUB
- ✕ FOUND CHISLED X IN CONCRETE
- FOUND OTHER MONUMENT

RIGHT OF WAY LINE

STREET CONTROL LINE

LOT LINE



BASE MAPS

SO.CUSHMAN STREET IMPROVEMENTS
 18TH AVE TO 12TH AVE

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES

SCALE: 1"=100' (Full Size)

SHEET 1 OF 4

SOUTH CUSHMAN SUBDIVISION
(Plat No. 111,648)

LOT 1A
(Replat 84-225)

Portion of LOT 1
(Replat 63-6944)

CUSHMAN STREET CENTERLINE MONUMENTS

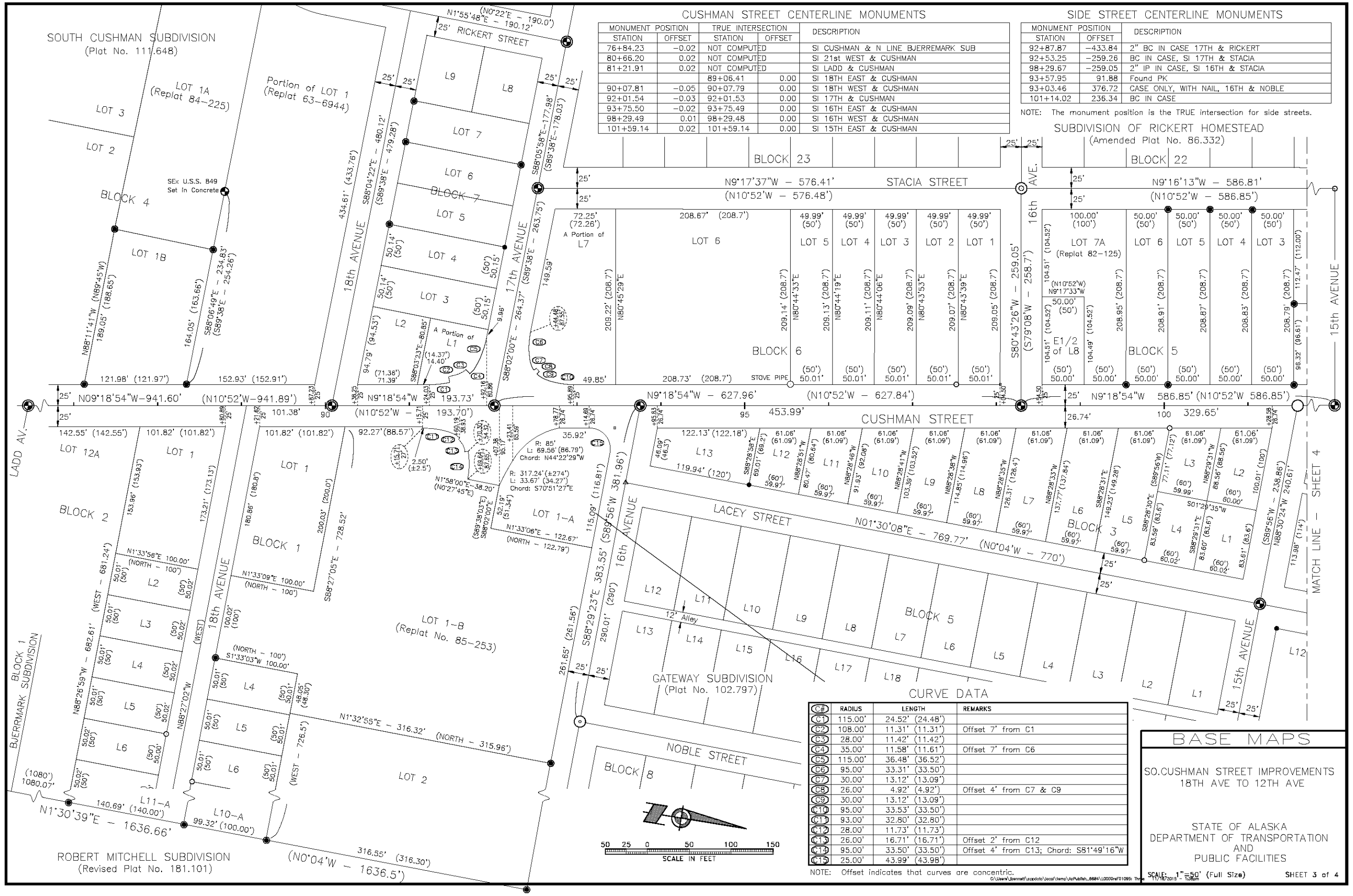
STATION	OFFSET	TRUE INTERSECTION STATION	DESCRIPTION	
76+84.23	-0.02	NOT COMPUTED	SI CUSHMAN & N LINE BJERREMARK SUB	
80+66.20	0.02	NOT COMPUTED	SI 21st WEST & CUSHMAN	
81+21.91	0.02	NOT COMPUTED	SI LADD & CUSHMAN	
		89+06.41	0.00	SI 18th EAST & CUSHMAN
		90+07.81	0.00	SI 18th WEST & CUSHMAN
		92+01.54	0.00	SI 17th & CUSHMAN
		93+75.50	0.00	SI 16th EAST & CUSHMAN
		98+29.49	0.01	SI 16th WEST & CUSHMAN
		101+59.14	0.00	SI 15th EAST & CUSHMAN

SIDE STREET CENTERLINE MONUMENTS

STATION	OFFSET	DESCRIPTION
92+87.87	-433.84	2" BC IN CASE 17TH & RICKERT
92+53.25	-259.26	BC IN CASE, SI 17TH & STACIA
98+29.67	-259.05	2" IP IN CASE, SI 16TH & STACIA
93+57.95	91.88	Found PK
93+03.46	376.72	CASE ONLY, WITH NAIL, 16TH & NOBLE
101+14.02	236.34	BC IN CASE

NOTE: The monument position is the TRUE intersection for side streets.

SUBDIVISION OF RICKERT HOMESTEAD
(Amended Plat No. 86,332)



BLOCK 23

STACIA STREET
N9°17'37"W - 576.41'
(N10°52'W - 576.48')

LOT	WIDTH	LENGTH
LOT 6	208.67' (208.7')	72.25' (72.26')
LOT 5	49.99' (50')	209.14' (208.7')
LOT 4	49.99' (50')	209.13' (208.7')
LOT 3	49.99' (50')	209.11' (208.7')
LOT 2	49.99' (50')	209.09' (208.7')
LOT 1	49.99' (50')	209.07' (208.7')

STOVE PIPE

BLOCK 22

STACIA STREET
N9°16'13"W - 586.81'
(N10°52'W - 586.85')

LOT	WIDTH	LENGTH
LOT 7A	100.00' (100')	104.51' (104.52')
LOT 6	50.00' (50')	208.95' (208.7')
LOT 5	50.00' (50')	208.91' (208.7')
LOT 4	50.00' (50')	208.87' (208.7')
LOT 3	50.00' (50')	208.83' (208.7')

BLOCK 6

CUSHMAN STREET
N9°18'54"W - 627.96'
(N10°52'W - 627.84')

LOT	WIDTH	LENGTH
L13	119.94' (120')	122.13' (122.18')
L12	61.06' (61.09')	61.06' (61.09')
L11	61.06' (61.09')	61.06' (61.09')
L10	61.06' (61.09')	61.06' (61.09')
L9	61.06' (61.09')	61.06' (61.09')
L8	61.06' (61.09')	61.06' (61.09')
L7	61.06' (61.09')	61.06' (61.09')
L6	61.06' (61.09')	61.06' (61.09')
L5	61.06' (61.09')	61.06' (61.09')
L4	61.06' (61.09')	61.06' (61.09')
L3	61.06' (61.09')	61.06' (61.09')
L2	61.06' (61.09')	61.06' (61.09')
L1	61.06' (61.09')	61.06' (61.09')

BLOCK 5

LACEY STREET
N01°30'08"E - 769.77'
(N0°04'W - 770')

LOT	WIDTH	LENGTH
L12	12.00'	122.13' (122.18')
L11	61.06' (61.09')	61.06' (61.09')
L10	61.06' (61.09')	61.06' (61.09')
L9	61.06' (61.09')	61.06' (61.09')
L8	61.06' (61.09')	61.06' (61.09')
L7	61.06' (61.09')	61.06' (61.09')
L6	61.06' (61.09')	61.06' (61.09')
L5	61.06' (61.09')	61.06' (61.09')
L4	61.06' (61.09')	61.06' (61.09')
L3	61.06' (61.09')	61.06' (61.09')
L2	61.06' (61.09')	61.06' (61.09')
L1	61.06' (61.09')	61.06' (61.09')

CURVE DATA

NO.	RADIUS	LENGTH	REMARKS
C1	115.00'	24.52' (24.48')	
C2	108.00'	11.31' (11.31')	Offset 7' from C1
C3	28.00'	11.42' (11.42')	
C4	35.00'	11.58' (11.61')	Offset 7' from C6
C5	115.00'	36.48' (36.52')	
C6	95.00'	33.31' (33.50')	
C7	30.00'	13.12' (13.09')	
C8	26.00'	4.92' (4.92')	Offset 4' from C7 & C9
C9	30.00'	13.12' (13.09')	
C10	95.00'	33.53' (33.50')	
C11	93.00'	32.80' (32.80')	
C12	28.00'	11.73' (11.73')	
C13	26.00'	16.71' (16.71')	Offset 2' from C12
C14	95.00'	33.50' (33.50')	Offset 4' from C13; Chord: S81°49'16"W
C15	25.00'	43.99' (43.98')	

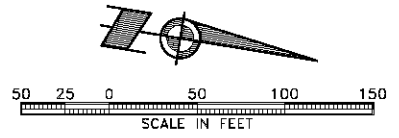
NOTE: Offset indicates that curves are concentric.

BASE MAPS

SO. CUSHMAN STREET IMPROVEMENTS
18TH AVE TO 12TH AVE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

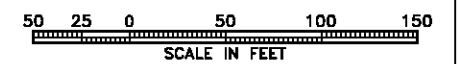
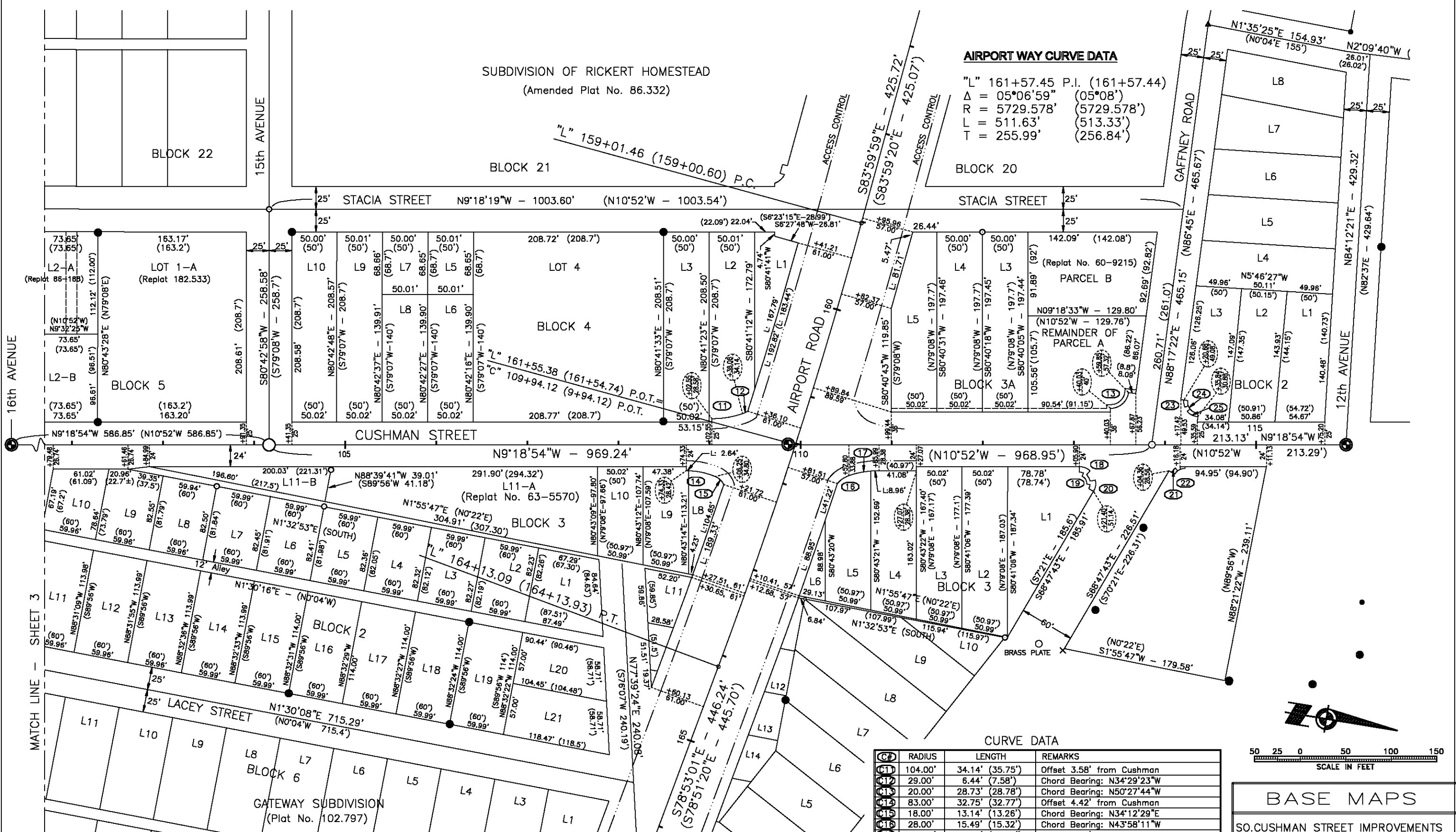
SCALE: 1" = 50' (Full Size)



SUBDIVISION OF RICKERT HOMESTEAD
(Amended Plat No. 86.332)

AIRPORT WAY CURVE DATA

"L" 161+57.45 P.I. (161+57.44)
 $\Delta = 05^{\circ}06'59''$ (05°08')
 $R = 5729.578'$ (5729.578')
 $L = 511.63'$ (513.33')
 $T = 255.99'$ (256.84')



BASE MAPS

SO. CUSHMAN STREET IMPROVEMENTS
18TH AVE TO 12TH AVE

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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PUBLIC FACILITIES

STATION	RADIUS	LENGTH	REMARKS
C1	104.00'	34.14' (35.75')	Offset 3.58' from Cushman
C11	29.00'	6.44' (7.58')	Chord Bearing: N34°29'23"W
C13	20.00'	28.73' (28.78')	Chord Bearing: N50°27'44"W
C14	83.00'	32.75' (32.77')	Offset 4.42' from Cushman
C15	18.00'	13.14' (13.26')	Chord Bearing: N34°12'29"E
C16	28.00'	15.49' (15.32')	Chord Bearing: N43°58'11"W
C17	103.00'	33.79' (30.80')	Offset 4.38' from Cushman
C18	18.00'	12.93' (12.93')	
C19	12.00'	8.00' (8.00')	Offset 6' from C18 & C20
C20	18.00'	12.93' (12.93')	
C21	17.00'	6.27' (6.27')	
C22	13.00'	4.00' (4.00')	Offset 4' from C17; Chord: N38°53'19"W
C23	16.00'	8.00' (8.00')	Chord Bearing: N74°17'50"E
C24	12.00'	4.00' (4.00')	Offset 4' from C23 & C25
C25	16.00'	13.33' (13.33')	Chord Bearing: N17°00'50"E

NOTE: Offset indicates that curve is perpendicular or concentric.

MONUMENT POSITION		TRUE INTERSECTION		DESCRIPTION
STATION	OFFSET	STATION	OFFSET	
98+29.49	0.01	98+29.48	0.00	SI 16TH WEST & CUSHMAN
101+59.14	0.02	101+59.14	0.00	SI 15TH EAST & CUSHMAN
104+16.34	0.10	104+16.34	0.00	SI 15TH WEST & CUSHMAN
109+86.13	-0.62	109+94.12	0.00	DOT Mon. RS-HES-M-0663(2)
113+85.60	-0.06	113+85.58	0.00	Bronze stem in cnc. SI Gaffney & Cushman
115+98.72	-0.06	115+98.71	0.00	SI Mon. 12th & Cushman

MONUMENT POSITION		DESCRIPTION
STATION	OFFSET	
104+16.49	-258.59	1-1/2" IP
114+57.15	-1213.03	BrassCap in Case ARPT&GILM (PDC 2005)
107+25.12	713.29	BrassCap in Case ARPT&NOBL (PDC 2005)
114+47.14	-461.07	PK Nail Gaffney & Turner (PDC 2006)
120+49.02	-372.58	PK Nail 10th & Turner (PDC 2006)

NOTE: The monument position is the TRUE intersection for side streets.