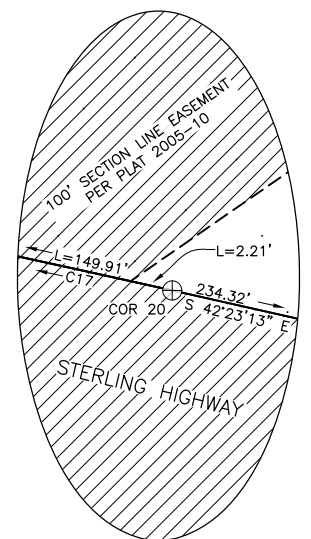
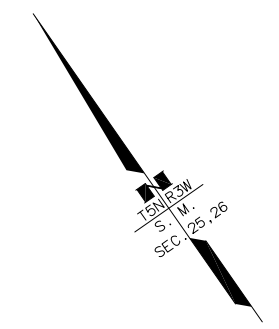
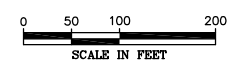
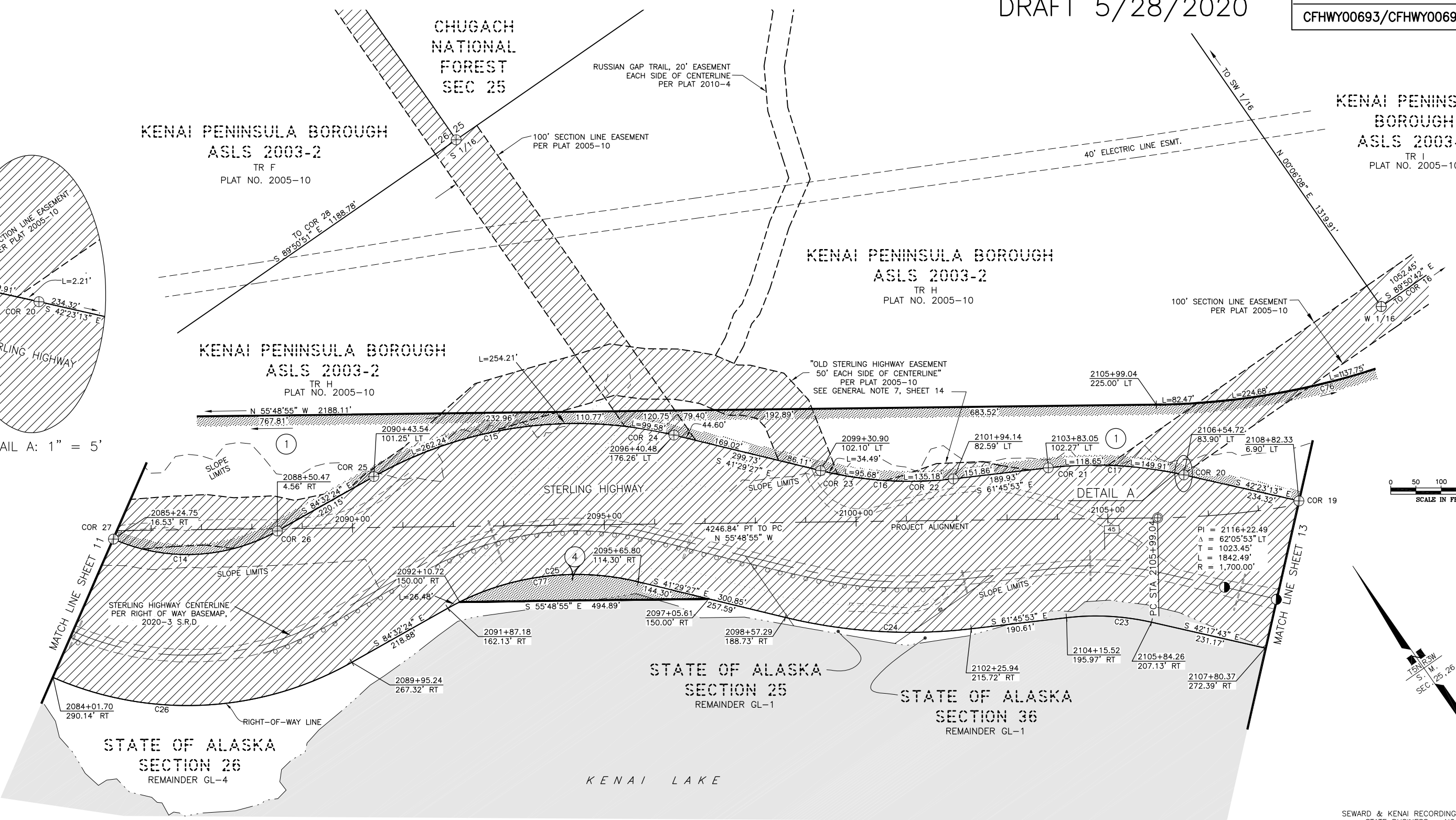


DRAFT 5/28/2020

PROJECT DESIGNATION	SHEET NUMBER	TOTAL SHEETS
CFHWY00693/CFHWY00694	R12	R16



DETAIL A: 1" = 5'



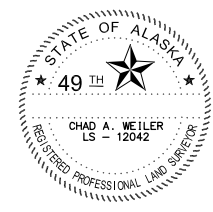
SEWARD & KENAI RECORDING DISTRICTS  
STATE BUSINESS - NO FEE

CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD DIRECTION	TANGENT
C14	337.88'	365.03'	053°02'02"	325.95'	S 57°55'14" E	182.13'
C15	616.02'	820.08'	043°02'21"	601.64'	N 62°58'39" W	323.36'
C16	265.35'	750.07'	020°16'09"	263.97'	S 51°34'36" E	134.08'
C17	270.77'	800.07'	019°23'28"	269.48'	N 52°01'28" W	136.69'
C23	169.92'	500.06'	019°28'10"	169.11'	N 52°01'48" W	85.79'
C24	371.57'	1050.09'	020°16'26"	369.64'	S 51°37'40" E	187.75'
C25	390.75'	520.06'	043°02'58"	381.62'	N 63°00'55" W	205.12'
C26	615.73'	665.05'	053°02'47"	593.97'	S 58°01'01" E	331.92'
C76	1565.75'	1475.00'	060°49'16"	1493.27'	S 86°13'33" E	865.74'
C77	364.27'	520.06'	040°07'56"	356.87'	S 61°33'25" E	189.97'

\* DENOTES NON-TANGENTIAL CURVE

PARCEL NO.	INTEREST ACQUIRED	OWNER	LARGER PARCEL TAKE INCLUDING EXISTING EASEMENT	NET TAKE	REMAINDER	RECORDED DOCUMENT NUMBER
1	FEE	KENAI PENINSULA BOROUGH	591,434 SF	486,001 SF	LARGE	----
4	MANAGEMENT	STATE OF ALASKA	16,391 SF	16,391 SF	LARGE	----

**PARCEL INFORMATION**



CONSULTANT RIGHT-OF-WAY SURVEYOR'S CERTIFICATE

DATE	REVISIONS	BY

**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES**

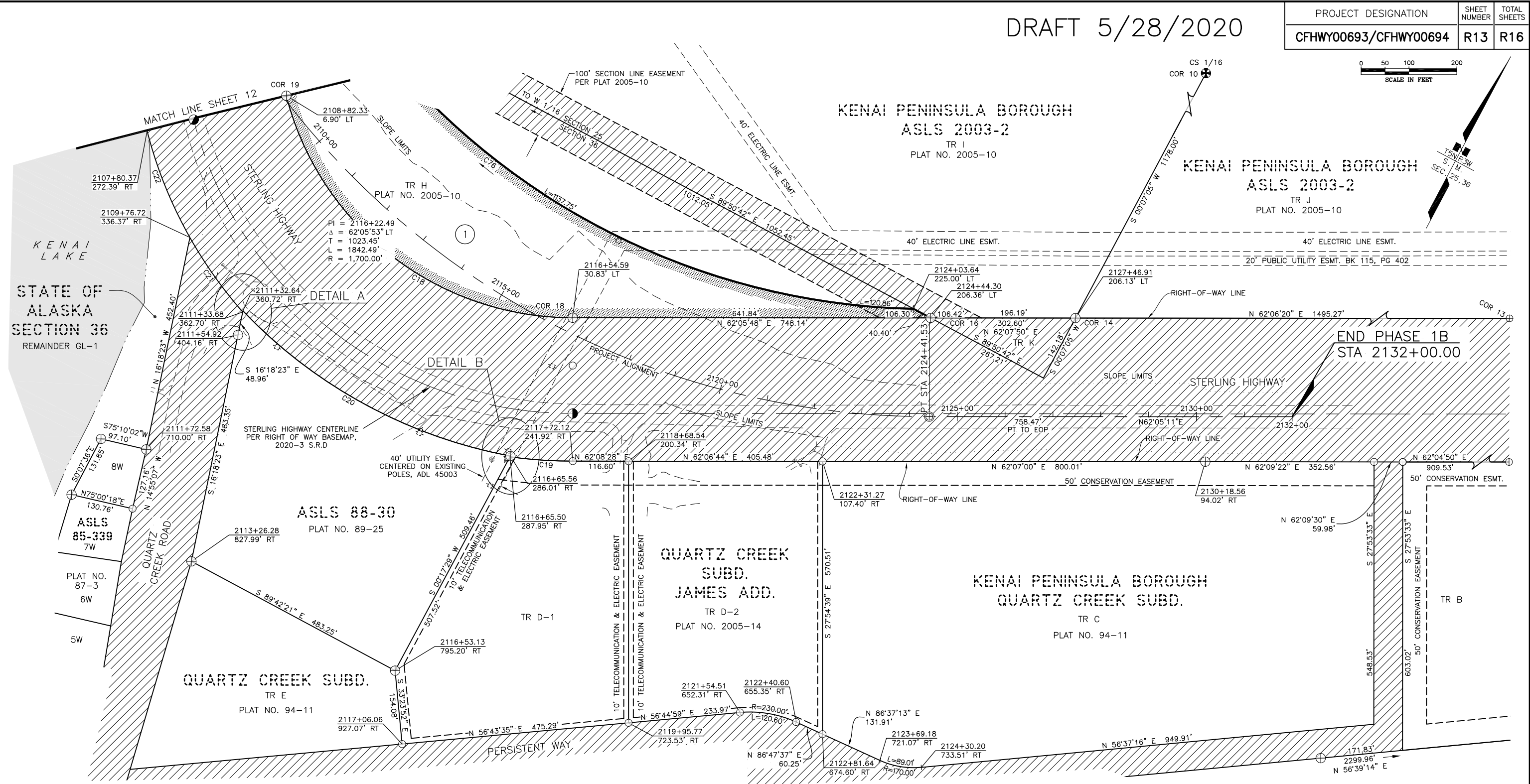
RIGHT-OF-WAY ACQUISITION PLAT  
ALASKA PROJECT  
**CFHWY00693 / CFHWY00694**  
STERLING HIGHWAY MP 45-60  
SUNRISE TO SKILAK LAKE RD RECONSTRUCTION  
PHASE 1A & PHASE 1B

DRAWN	AJG / CAW	DATE	5/28/2020	SCALE	1" = 100'
CHECKED	AJG / CAW	DATE		SHEET	12 OF 16

Z:\project\2768.01\_DOT\_C\_Sterling Highway MP 44 5 to 58\Survey\Right of Way\ACAD\ROW Acquisition\Acquisition Plat\53014 Sterling Hwy 44.5-58 RWAP 5/28/2020 4:20:51 PM

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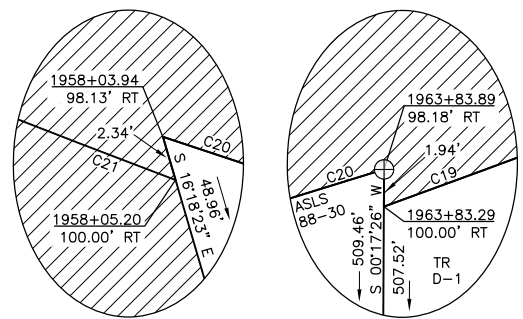
PROJECT DESIGNATION	SHEET NUMBER	TOTAL SHEETS
CFHWY00693/CFHWY00694	R13	R16



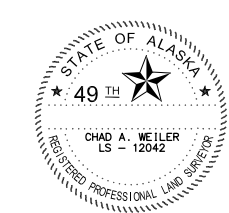
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD DIRECTION	TANGENT
C18	815.31'	618.28'	075°33'16"	757.51'	S 80°08'27" E	479.19'
C19	131.65'	918.67'	008°12'38"	131.53'	N 65°58'15" E	65.94'
C20	646.43'	1035.46'	035°46'09"	635.98'	S 89°26'37" E	334.14'
C21	191.33'	918.67'	011°55'58"	190.98'	S 63°16'31" E	96.01'
C22	240.73'	918.67'	015°00'49"	240.04'	S 49°48'07" E	121.06'
C76	1565.75'	1475.00'	060°49'16"	1493.27'	S 86°13'33" E	865.74'

\* DENOTES NON-TANGENTIAL CURVE  
 \*\* DENOTES NON-TANGENTIAL CURVE AT ONE END

1	FEE	KENAI PENINSULA BOROUGH	LARGE	591,434 SF	486,001 SF	LARGE	----
PARCEL NO.	INTEREST ACQUIRED	OWNER	LARGER PARCEL	TAKE INCLUDING EXISTING EASEMENT	NET TAKE	REMAINDER	RECORDED DOCUMENT NUMBER



DETAIL A: 1" = 5'    DETAIL B: 1" = 5'



SEWARD & KENAI RECORDING DISTRICTS  
 STATE BUSINESS - NO FEE

DATE	REVISIONS	BY

**STATE OF ALASKA**  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES

RIGHT-OF-WAY ACQUISITION PLAT  
 ALASKA PROJECT  
 CFHWY00693 / CFHWY00694

STERLING HIGHWAY MP 45-60  
 SUNRISE TO SKILAK LAKE RD RECONSTRUCTION  
 PHASE 1A & PHASE 1B

DRAWN	AJG / CAW	DATE	5/28/2020	SCALE	1" = 100'
CHECKED	AJG / CAW	DATE		SHEET	13 OF 16

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PROJECT DESIGNATION	SHEET NUMBER	TOTAL SHEETS
CFHWY00693/CFHWY00694	R14	R16

**GENERAL NOTES**

- THESE PLANS MAY BE USED FOR THE ESTABLISHMENT OF RIGHT OF WAY LIMITS ONLY. THESE DRAWINGS SHOULD NOT BE USED AS A BASIS FOR ESTABLISHING ADJOINING PROPERTY LINES AND CORNERS. ROW SURVEY WAS CONDUCTED BY R&M CONSULTANTS, INC. IN THE SUMMER AND FALL OF 2019. TOPOGRAPHIC FEATURES IN AND NEAR THE ROW CORRIDOR WERE DERIVED PRIMARILY FROM AERIAL IMAGERY AND LIDAR USING AN UNMANNED AERIAL SYSTEM AUGMENTED BY FIELD SURVEY AS REQUIRED BY R&M CONSULTANTS, INC. TOPOGRAPHIC FEATURES DISTANT FROM THE ROW CORRIDOR WERE DIGITIZED FROM USGS QUAD MAPS AND ARE SHOWN FOR INFORMATION PURPOSES ONLY.
- ALL DOCUMENTS NOTED IN THIS PLAN SET AND REFERENCED BY INSTRUMENT NUMBER OR BOOK AND PAGE ARE RECORDED IN THE SEWARD RECORDING DISTRICT (S.R.D.), UNLESS OTHERWISE NOTED. A MAJORITY OF THIS PROJECT LIES WITHIN THE SEWARD RECORDING DISTRICT, A SMALL PORTION WITHIN PHASE 1A OF THIS PROJECT LIES WITHIN BOTH THE SEWARD AND KENAI RECORDING DISTRICTS.
- TITLE REPORTS WERE ONLY ACQUIRED FOR THOSE PROPERTIES THAT HAD AN ACQUISITION TAKEN FROM THEM. ALTHOUGH A CONSIDERABLE EFFORT HAS BEEN MADE TO SHOW PERTINENT TITLE INTEREST IN ADJOINING PROPERTIES, EASEMENTS MAY EXIST THAT ARE NOT SHOWN ON THIS RIGHT OF WAY ACQUISITION PLAT.
- MOST OF THE TOWNSHIP AND SECTION LINES ARE PROTRACTED AND SHOWN OVER UNSURVEYED FEDERAL LANDS FOR GRAPHIC REFERENCE ONLY. VALUES FOR THE PROTRACTED SECTION CORNERS WERE OBTAINED FROM THE TOOLS AND UTILITIES SECTION OF THE BLM SPATIAL DATA MANAGEMENT SYSTEM WEBSITE AND TRANSLATED TO THE ANCHORAGE 2015 LOW DISTORTION PROJECTION.
- THE LOCATION OF THE MYSTERY CREEK WILDERNESS UNIT OF THE KENAI NATIONAL WILDLIFE REFUGE (SHEET 6) WAS DERIVED FROM THE LEGAL DESCRIPTION OF THE UNIT PUBLISHED IN THE FEDERAL REGISTER ON THURSDAY, FEBRUARY 24, 1983, VOL. 48, NO. 38, PAGE 7964.
- THE NATURAL MEANDERS OF THE ORDINARY HIGH WATER LINE FORMS THE TRUE BOUNDS FOR THOSE LOTS SHOWN HEREON THAT ABUT BOTH THE KENAI LAKE AND KENAI RIVER. THE APPROXIMATE LINE OF ORDINARY HIGH WATER, AS SHOWN, IS FOR INFORMATIONAL PURPOSES ONLY AND WERE PLACED BY EITHER: SURVEY INFORMATION COLLECTED THIS SURVEY, PLACED IN RECORD PER U.S. SURVEYS OR SUBSEQUENT SUBDIVISIONS, OR DIGITIZED FROM AERIAL IMAGERY.
- THE ROW NOTED AS "OLD STERLING HIGHWAY EASEMENT" ON SHEETS 11 & 12 ARE REMNANTS OF ROUTE NO. 5, KENAI RIVER HIGHWAY THAT EXISTED PRIOR TO THE STERLING HIGHWAY CONSTRUCTION IN 1950-52. DESPITE THE NAMING CONVENTION USED, AKDOT CONFIRMED THAT THESE REMNANTS WERE NEVER CONSIDERED A PART OF THE STERLING HIGHWAY (FAP 21) ALIGNMENT AND NO PLO RESERVATION IS APPLICABLE TO THIS CORRIDOR. PER ASLS NO. 2003-2, PLAT No. 2005-10, SEWARD RECORDING DISTRICT, THE "OLD STERLING HIGHWAY EASMENT" SHOWN HEREON WAS RESERVED TO THE PUBLIC AT 100' (50' EACH SIDE OF CENTERLINE) AND GAVE MANAGEMENT AUTHORITY TO THE KENAI PENINSULA BOROUGH.
- REFER TO THE RIGHT OF WAY BASE MAP RECORDED AS 2020-XX WITHIN THE KENAI RECORDING DISTRICT, AND 2020-XX WITHIN THE SEWARD RECORD DISTRICT CONCERNING ADDITIONAL INFORMATION ON THE STERLING HIGHWAY RIGHT OF WAY.
- THE DEPARTMENT'S HIGHWAY CORRIDOR IS A MINIMUM WIDTH OF 50 FEET EACH SIDE OF CENTERLINE PER AS 19.10.015 WITHIN THE LIMITS OF THIS PLATTING ACTION. THE ADDITIONAL AREAS OF RIGHT-OF-WAY SHOWN HEREIN ARE DERIVED FROM THE FHWA HIGHWAY EASEMENT DEED RECORDED AT BOOK 18 PAGE 146, SEWARD RECORDING DISTRICT, AND ARE SUFFICIENT FOR THIS PROJECT.
- STERLING HIGHWAY DEDICATION PERFORMED BY ASLS No. 2003-2 WAS A DEDICATION BY THE STATE OF ALASKA, ACTING THROUGH DNR, ACROSS THOSE LANDS UNDER STATE OWNERSHIP. THE DEDICATION WAS ACCEPTED ON BEHALF OF THE PUBLIC BY THE KPB VIA THE PLAT ACCEPTANCE.

**STERLING HIGHWAY – SUMMARY OF USE, CONSTRUCTION AND RIGHT OF WAY**

HISTORIC TRAILS AND EARLY PLANNING OF THE STERLING HIGHWAY

THE STERLING HIGHWAY WAS KNOWN HISTORICALLY BY SEVERAL NAMES, INCLUDING "KENAI LAKE TO KENAI", "RUSSIAN RIVER TO KENAI" AND "RUSSIAN RIVER TO HOMER". FROM THE EARLY 1940'S TO EARLY 1950'S, DEPARTMENT OF INTERIOR U.S. SURVEY PLATS AND REPORTS REFERRED TO THE ROAD IN THE VICINITY OF COOPER LANDING AS THE "COOPER LANDING TRUCK TRAIL".

PRIOR TO CONSTRUCTION OF THE STERLING HIGHWAY, THE WESTERN KENAI PENINSULA WAS SERVED FIRST BY A TRAIL AND THEN BY A SLED ROAD DESIGNATED AS ALASKA ROAD COMMISSION (ARC) ROUTE 55, RUSSIAN RIVER TO KENAI, AND REPORTED AS 60 MILES IN LENGTH. THE 1939 ARC ANNUAL REPORT INCLUDES THE "KENAI LAKE-HOMER ROAD" IN THE LIST OF PROJECT RECOMMENDATIONS ASSOCIATED WITH A REQUESTED APPROPRIATION OF APPROXIMATELY 2.5 MILLION DOLLARS FOR THE FISCAL YEAR ENDING JUNE 30, 1941.

HIGHWAY CONSTRUCTION WITHIN THE PROPOSED PROJECT LIMITS

ORIGINAL CONSTRUCTION 1946-48:

ARC CORRESPONDENCE INDICATES THAT THE ROAD TO CONNECT HOMER TO THE FOREST ROAD SYSTEM AT RUSSIAN RIVER WAS THE HIGHEST PRIORITY OF THE ARC'S POST-WAR PROJECTS. THE ARC ANNUAL REPORT FOR 1945 INCLUDES A CONSTRUCTION ESTIMATE OF 3.125 MILLION DOLLARS FOR KENAI LAKE TO HOMER WITH A REQUESTED APPROPRIATION OF ONE MILLION DOLLARS. IN 1946, FUNDING WAS PROVIDED, CONSTRUCTION COMMENCED AND THE ROAD WAS COMPLETED AS FAR AS KASILOF BY NOVEMBER OF 1948. FORMAL OPENING CEREMONIES FOR THE OFFICIALLY NAMED STERLING HIGHWAY WERE HELD ON SEPTEMBER 6, 1950.

QUARTZ CREEK RELOCATION:

PHASE 1B OF THE PROPOSED PROJECT LIES WITHIN THE QUARTZ CREEK RELOCATION SECTION. THE QUARTZ CREEK RELOCATION WAS INCORPORATED INTO THE DESIGN FOR THE BUREAU OF PUBLIC ROADS PROJECT "5-B2 KENAI RIVER HIGHWAY ROUTE NO. 5 - MOOSE PASS ROAD AND WEST FOREST BOUNDARY" APPROVED ON MAY 12, 1950. THIS SECTION WAS COMPLETED IN 1952.

JEAN LAKE REALIGNMENT 1955-57:

PHASE 1A OF THE PROPOSED PROJECT LIES WITHIN THE JEAN LAKE REALIGNMENT. IN JULY OF 1955, THE ARC PERFORMED A FIELD SURVEY AND INSPECTION FOR A 17 MILE REALIGNMENT OF THE STERLING HIGHWAY LOCATED ENTIRELY WITHIN THE KENAI NATIONAL MOOSE RANGE. THE JEAN LAKE REVISION WAS INCORPORATED INTO THE DESIGN FOR THE ALASKA ROAD COMMISSION PROJECT "STERLING HIGHWAY, SECTION B2, GRADING AND PAVING" AS EVIDENCED BY THE AS-BUILT PLAN SET DATED 1957, APPROVED MAY 1, 1956 BY ARC CHIEF ENGINEER WILLIAM J. NIEMI.

THE ORIGINAL SEGMENT OF THE STERLING HIGHWAY BYPASSED BY THE JEAN LAKE REALIGNMENT IS KNOWN NOW AS SKILAK LAKE ROAD.

MILE 45 – QUARTZ CREEK ROAD:

THE CURVE AT THE QUARTZ CREEK ROAD INTERSECTION (MP 45) WAS REALIGNED BY "PROJECT F-000-S(2) MILE 45-QUARTZ CREEK ROAD & SEWARD-STERLING WYE", APPROVED APRIL 8, 1968 WITH CONSTRUCTION COMPLETED ON AUGUST 20, 1968.

ESTABLISHMENT OF RIGHT OF WAY:

THE ORIGINAL CONSTRUCTION OF THE STERLING HIGHWAY THROUGH THE KENAI NATIONAL MOOSE RANGE (NOW KENAI NATIONAL WILDLIFE REFUGE) WAS AUTHORIZED BY SPECIFIC LANGUAGE CONTAINED IN EXECUTIVE ORDER (EO) 8979, SIGNED DECEMBER 16, 1941. PHASE 1A OF THE PROPOSED PROJECT LIES PRIMARILY WITHIN THE KENAI NATIONAL WILDLIFE REFUGE.

PUBLIC LAND ORDER (PLO) 601, SIGNED ON AUGUST 10, 1949, RESERVED PUBLIC LANDS FOR HIGHWAY PURPOSES BY WITHDRAWING THE ROAD CORRIDOR OF NAMED AND UNNAMED EXISTING ROADS, SUBJECT TO VALID EXISTING RIGHTS AND TO EXISTING SURVEYS AND WITHDRAWALS FOR OTHER THAN HIGHWAY PURPOSES. "KENAI LAKE TO HOMER ROAD" IS LISTED IN PLO 601 AS A FEEDER ROAD WITH A 200-FOOT WIDE ROW.

ON OCTOBER 16, 1951, PLO 757 CONVERTED THE PLO 601 HIGHWAY WITHDRAWALS FOR FEEDER AND LOCAL ROADS TO EASEMENTS, AND SECRETARIAL ORDER (SO) 2665, ALSO OF THAT DATE, ESTABLISHED AN EASEMENT FOR THE STERLING HIGHWAY, A FEEDER ROAD, "...AT 100 FEET ON EACH SIDE OF THE CENTER LINE". AMENDMENT NO. 2 TO SO 2665, SIGNED SEPTEMBER 15, 1956, CHANGED THE CLASSIFICATION OF THE STERLING HIGHWAY FROM A FEEDER ROAD TO A THROUGH ROAD, THUS WIDENING THE RIGHT OF WAY FROM 200 FEET TO 300 FEET.

THE HIGHWAY EASEMENT FOR THE STERLING HIGHWAY THROUGH THE KENAI NATIONAL MOOSE RANGE AND PUBLIC DOMAIN LANDS WAS CREATED AT CONSTRUCTION UNDER THE PROVISIONS OF R.S. 2477, AS WELL AS BY ORDERS OF THE DEPARTMENT OF THE INTERIOR. A 200-FOOT WIDE ROW UNDER S.O. 2665 WAS ESTABLISHED IN OCTOBER OF 1951. AMENDMENT NO. 2 IN 1956 WIDENED THE ROW OF THE STERLING HIGHWAY TO 300 FEET, WHICH APPLIES TO THE "JEAN LAKE REVISION", UNDER CONSTRUCTION AT THAT TIME AS ARC PROJECT "STERLING HIGHWAY-SECTION B2". A REMNANT OF THE ORIGINAL ALIGNMENT OF THE STERLING HIGHWAY, NOW CALLED "SKILAK LAKE ROAD", RETAINED THE 200-FOOT WIDE ROW ESTABLISHED UNDER S.O. 2665 IN 1951.

THE ROW OF STERLING HIGHWAY WAS CONVEYED TO THE STATE OF ALASKA BY THE OMNIBUS QUITCLAIM DEED OF JUNE 30, 1959 UNDER ROUTE NO. 21. THE ROW OF SKILAK LAKE ROAD (OLD STERLING HIGHWAY) WAS CONVEYED TO THE STATE OF ALASKA BY THE OMNIBUS QUITCLAIM DEED UNDER ROUTE NO. 480. THE EXISTING RIGHT-OF-WAY FOR THE STERLING HIGHWAY WITHIN THE PHASE 1B OF THE PROPOSED PROJECT IS PRIMARILY BASED ON FEDERAL HIGHWAY EASEMENT DEEDS AND PLAT DEDICATIONS.

THE HIGHWAY EASEMENT DEEDS (HED) WERE GRANTED BY THE U.S. FOREST SERVICE THROUGH THE AUTHORITY OF THE FEDERAL HIGHWAY ADMINISTRATION TO THE STATE OF ALASKA. AN HED WAS ISSUED ON OCTOBER 16, 1970 AND RECORDED AT BOOK 34D, PAGE 233, SEWARD RECORDING DISTRICT ON NOVEMBER 19, 1970. THIS DEED PROVIDED FOR A REALIGNMENT OF THE CURVE AT MP 45 AND PROVIDED FOR A 200-FOOT WIDE ROW, 100-FEET ON EACH SIDE OF CENTERLINE.

THE PRIMARY HED WAS EXECUTED ON OCTOBER 25, 1978 AND RECORDED AT BOOK 18, PAGE 146, SEWARD RECORDING DISTRICT ON APRIL 2, 1979. THE DESCRIBED ROW WAS GENERALLY 200- FEET WIDE, 100- FEET ON EACH SIDE OF CENTERLINE EXCEPT WHERE IN CONFLICT WITH EXISTING U.S. SURVEYS OR A NARROWER WIDTH WAS SPECIFIED.

THE 100-FOOT WIDE HED ROW TO THE NORTH OF THE STERLING HIGHWAY CENTERLINE AND WITHIN THE PHASE 1B OF THE PROPOSED PROJECT WAS EXPANDED TO 200- FEET AND DEDICATED BY PLAT OVER LANDS OWNED BY THE STATE OF ALASKA AND IDENTIFIED IN ASLS 2003-2 ACCORDING TO PLAT 2005-10 FILED ON AUGUST 24, 2005, SEWARD RECORDING DISTRICT.

**SOURCE DOCUMENTS**

ROW PLAN SHEET NO.	PLAN, DOCUMENT OR SOURCE OF EXISTING RIGHT OF WAY SHOWN
6-8	SECRETARIAL ORDER (S.O.) 2665, AMENDMENT NO. 2, 9/15/56, 300-FOOT WIDE ROW EASEMENT FOR STERLING HIGHWAY. (NOTE A, SEE BELOW)
10-13	HIGHWAY EASEMENT DEED B18/P146, 4/2/79, SRD, 200-FOOT WIDE ROW EASEMENT SUBJECT TO VALID EXISTING CLAIMS. (NOTE B, SEE BELOW)
10-13	ASLS 2003-2 FILED AS PLAT 2005-10, 8/24/05, SRD, 200-FOOT WIDE ROW DEDICATION OVER STATE LANDS TO THE NORTH OF THE STERLING HIGHWAY CENTERLINE.
10,11,13	QUITCLAIM DEED, KENAI PENINSULA BOROUGH TO SOA DOT&PF, 2014-001050-0, 9/23/14, SRD, TRACTS C, G, & K ACCORDING TO ASLS 2003-2, PLAT 2005-10.
12,13	HIGHWAY EASEMENT DEED B34D/P233, 11/19/70, SRD, 200-FOOT WIDE ROW EASEMENT FOR CURVE REALIGNMENT AT STERLING HIGHWAY INTERSECTION WITH QUARTZ CREEK ROAD SUBJECT TO VALID EXISTING CLAIMS.
	A. APPLIES TO PHASE 1A EXISTING ROW APPROXIMATE MP 55-58 WITHIN BOUNDARIES OF KENAI NATIONAL WILDLIFE REFUGE.
	B. APPLIES TO PHASE 1B EXISTING ROW OVER CHUGACH FOREST LANDS APPROXIMATE MP 44.5-47.5.

**HORIZONTAL CONTROL STATEMENT**

COORDINATE SYSTEM:  
THIS PROJECT IS LOCATED ENTIRELY WITHIN LOW DISTORTION PROJECTION (LDP) ANCHORAGE 2015, A U.S. SURVEY FOOT GRID COORDINATE SYSTEM DEVELOPED BY THE ALASKA DEPARTMENT OF TRANSPORTATION.

ANCHORAGE 2015:  
LINEAR UNIT: U.S. SURVEY FOOT  
DATUM: NAD83  
ELLIPSOID: GRS 80  
PROJECTION: TRANSVERSE MERCATOR  
LATITUDE OF GRID ORIGIN: 61°30'00.0" N (61.5°)  
CENTRAL MERIDIAN (GRID ORIGIN): 149°35'00.0" W (-149.58333...)  
FALSE NORTHING: 550,000.0 FT.  
FALSE EASTING: 250,000.0 FT.  
GRID SCALE FACTOR: 1.000013 (EXACT)

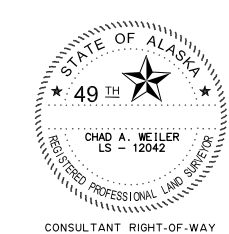
BASIS OF COORDINATES:  
BASIS OF COORDINATES IS NGS OPUS, NAD\_83(2011)(EPOCH:2010.000). HORIZONTAL COORDINATES FOR CONTROL POINTS CP1 & CP35 WERE ESTABLISHED BY AVERAGING 3 OPUS SOLUTIONS AT EACH STATION. CP1 & CP35 LIE AT THE EXTREME EAST AND WEST ENDS OF THIS PROJECT. ALL PRIMARY CONTROL POINTS (CP2 - CP34) WERE CONSTRAINED BETWEEN CP1 & CP35, PER SURVEY CONTROL DIAGRAM TITLED "STERLING HIGHWAY MP 45-60, FEDERAL PROJECT NO. 0212015", RECORDED AS PLAT 2019-10 WITHIN THE SEWARD RECORDING DISTRICT:

CONTROL POINT 1	CONTROL POINT 35
60° 29' 17.05073" N MEAN OPUS	60° 29' 05.12358" N MEAN OPUS
149° 43' 17.37126" W MEAN OPUS	150° 06' 42.31695" W MEAN OPUS
180079.8766 LDP NORTHING	179225.1198 LDP NORTHING
225080.3846 LDP EASTING	154679.8171 LDP EASTING

BASIS OF BEARING:  
PROJECT BEARINGS ARE ANCHORAGE 2015 LDP GRID BEARINGS.

SEWARD & KENAI RECORDING DISTRICTS  
STATE BUSINESS - NO FEE

DATE	REVISIONS	BY



**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION**  
**AND PUBLIC FACILITIES**  
 RIGHT-OF-WAY ACQUISITION PLAT  
 ALASKA PROJECT  
**CFHWY00693 / CFHWY00694**  
 STERLING HIGHWAY MP 45-60  
 SUNRISE TO SKILAK LAKE RD RECONSTRUCTION  
 PHASE 1A & PHASE 1B

DRAWN	AJG / CAW	DATE	5/28/2020	SCALE	N/A
CHECKED	AJG / CAW	DATE		SHEET	14 OF 16

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# MONUMENT SUMMARY TABLES

DRAFT 5/28/2020

PROJECT DESIGNATION	SHEET NUMBER	TOTAL SHEETS
CFHWY00693/CFHWY00694	R15	R16

## RECOVERED CORNERS - SHEET 7

MONUMENT TYPE : LOCATION	NORTHING	EASTING	STATION	OFFSET
CONC ROW MON: Unknown Origin	179270.5503	160816.2651	203+49.73	44.77 LT
CONC ROW MON: Unknown Origin	179171.3242	160821.7396	203+58.62	54.21 RT

## RECOVERED CORNERS - SHEET 9

MONUMENT TYPE : LOCATION	NORTHING	EASTING	STATION	OFFSET
FD IP[GL0]: C4 USS2933	182583.5427	213173.1267	2004+89.12	649.40 RT
FD AM[4469-S]: C52 ASLS 2003-2	182851.1852	213230.6227	2005+03.01	376.00 RT
FD BC[GL0]: WCMC C3 USS 2933	182453.5173	213213.3708	2005+49.66	771.30 RT
FD AM[1192-S]: C2 L5A ASLS 79-211	182973.2822	213332.1374	2005+83.67	239.23 RT
FD AM[4469-S]: C51 ASLS 2003-2	182870.2680	213331.6749	2005+99.71	340.99 RT
FD AM[1192-S]: C1 L5A ASLS 79-211	182759.0231	213331.2870	2006+17.14	450.86 RT
FD IP[GL0]: WCMC C3 L6 USS 2933	182525.8420	213489.0218	2008+10.18	655.77 RT
FD BC[BLM]: C5 USS2933	182635.7693	213507.8589	2008+11.17	544.25 RT
FD AM[1192-S]: C2 L6A ASLS 79-211	182971.9638	213642.6395	2008+90.37	190.81 RT
FD AM[1192-S]: C1 TR6A ASLS 79-211	182779.4483	213641.7982	2009+20.37	380.97 RT
FD AM[1192-S]: C3 L6A ASLS 79-211	182971.1074	213859.6018	2011+04.67	156.91 RT
FD BC[BLM]: C1 L6 USS2933	182621.0623	213815.1037	2011+16.80	509.56 RT
FD AM[4469-S]: WC C47 ASLS 2003-2	182884.2072	213859.2985	2011+18.29	242.74 RT
FD AM[1192-S]: C4 L6A ASLS 79-211	182764.5713	213858.7568	2011+36.91	360.92 RT
FD IP[GL0]: WCMC C2 L6 USS 2933	182463.4308	213814.5854	2011+41.53	665.24 RT
FD AM[4469-S]: C46A ASLS 2003-2	182787.8469	214149.5360	2014+20.21	291.38 RT
FD BC[BLM]: C7 USS 2933	182532.0394	214126.7152	2014+38.65	547.54 RT
FD RBR/PC[6101-S]: WCMC SW L7A Slaughter Creek No 2	182288.0310	214125.9888	2014+77.00	788.52 RT
FD RBR/PC[6101-S]: NE L7A Slaughter Creek No 2	182478.3197	214274.4239	2015+93.05	576.91 RT
FD RBR/PC[6101-S]: WCMC SE L7A Slaughter Creek No 2	182247.0111	214273.4683	2016+29.15	805.39 RT
FD AM[4469-S]: C46 ASLS 2003-2	182691.3680	214410.0266	2016+92.79	344.90 RT
FD BC[BLM]: WCMC C3 USS 2934	182258.6355	214768.6316	2020+93.94	719.71 RT
FD AM[4469-S]: C45 ASLS 2003-2	182716.7099	215043.7658	2023+02.54	232.06 RT
FD BC[BLM]: C5 USS 2934	182454.4590	215057.4845	2023+42.77	491.34 RT
FD HUB: WCMC C3 L10 USS 2934	182304.5687	215056.7092	2023+56.82	640.50 RT
FD RBR/PC[5733-S]: WCMC C3 L10 USS 2934 - ROS PLAT 2004-6 S.R.D.	182308.1922	215057.8323	2023+57.52	636.78 RT
FD RBR/PC[5733-S]: C1 L10 USS 2934	182573.8167	215320.0819	2025+83.05	348.08 RT
FD AM[4469-S]: C44 ASLS 2003-2	182859.5879	215352.4679	2025+92.12	60.62 RT
FD RBR/PC[5733-S]: WCMC C3 L11 USS 2934 - ROS PLAT 2004-6 S.R.D.	182342.9305	215319.4695	2026+00.15	578.27 RT
FD BC[BLM]: C6 USS 2934	182647.2989	215481.8337	2027+37.48	262.18 RT
FD RBR/PC[5733-S]: C1 L11 USS 2934 - ROS PLAT 2004-6 S.R.D.	182694.2563	215632.3581	2028+83.89	203.65 RT
FD RBR/PC[5733-S]: WCMC C3 L12 USS 2934 - ROS PLAT 2004-6 S.R.D.	182618.1025	215647.0321	2029+04.45	278.43 RT
FD BC[BLM]: C7 USS 2934	182722.6786	215724.3759	2029+73.42	168.15 RT

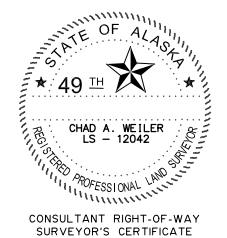
## RECOVERED CORNERS - SHEET 10

MONUMENT TYPE : LOCATION	NORTHING	EASTING	STATION	OFFSET
FD RBR/PC[5733-S]: C1 L11 USS 2934 - ROS PLAT 2004-6 S.R.D.	182694.2563	215632.3581	2028+83.89	203.65 RT
FD RBR/PC[5733-S]: WCMC C3 L12 USS 2934 - ROS PLAT 2004-6 S.R.D.	182618.1025	215647.0321	2029+04.45	278.43 RT
FD BC[BLM]: C7 USS 2934	182722.6786	215724.3759	2029+73.42	168.15 RT
FD AM[1192-S]: C4 L13 USS 2934	182740.9520	215901.3769	2031+48.46	136.16 RT
FD BC[BLM]: C8 USS 2934	182744.3732	215929.4181	2031+76.15	130.56 RT
FD AM[4469-S]: C43 ASLS 2003-2	182994.0464	215978.4947	2032+05.65	122.17 LT
FD BC[BLM]: C1 USS 2934	182741.8295	216294.2233	2035+40.05	104.71 RT
FD AM[1192-S]: C1 ASLS 80-103	182672.5898	216293.9188	2035+45.13	173.76 RT
FD AM[1192-S]: C4 ASLS 80-103	182540.7583	216293.2535	2035+54.73	305.25 RT
FD BC[GL0]: WCMC C2 USS 2934	182494.1463	216293.1000	2035+58.20	351.73 RT
FD AM[1192-S]: C2 ASLS 80-103	182671.7335	216425.9567	2036+76.84	164.34 RT
FD AM[1192-S]: C3 ASLS 80-103	182539.9942	216425.3316	2036+86.47	295.73 RT
FD BC[GL0]: C2 L14 USS2688	183456.8530	216961.8760	2041+50.03	660.11 LT
FD AM[4469-S]: C42 ASLS 2003-2	182982.8289	217012.9408	2042+37.83	191.49 LT
FD AM[4469-S]: C41 ASLS 2003-2	182981.6864	217063.7699	2042+88.59	194.31 LT
FD BC[GL0]: C3 L14 USS2688	183387.0685	217284.7071	2044+77.31	615.66 LT
FD BC[GL0]: C4 L14 USS2688	182784.1469	217417.3860	2046+55.20	28.95 LT
FD BC[GL0]: C2 USS2688	183318.1316	217606.2384	2047+59.04	584.09 LT
FD AM[BLM]: CC N-N S26 USS5105	183838.7507	217806.1296	2048+48.56	1,130.68 LT
FD AM[4469-S]: C37 ASLS 2003-2	182911.1071	217657.1017	2048+66.10	191.37 LT
FD BC[GL0]: C1 USS2688	182735.7366	217676.5311	2049+16.94	22.87 LT
FD AM[4469-S]: C36 ASLS 2003-2	182876.0954	217804.4815	2050+09.97	186.91 LT
FD BC[BLM]: WP9 USS 5105	182442.7676	217803.2099	2051+11.52	234.55 RT
FD AM[4469-S]: C34 ASLS 2003-2	182732.6953	218227.6747	2054+35.68	167.32 LT
FD AM[BLM]: CN1/16 S26 *T5N R3W SM	183834.1970	219151.6993	2057+87.20	1,539.42 LT
FD AM[4469-S]: C33 ASLS 2003-2	182516.4485	218683.8673	2059+19.29	150.40 LT

## RECOVERED CORNERS - SHEET 11

MONUMENT TYPE : LOCATION	NORTHING	EASTING	STATION	OFFSET
FD AM[4469-S]: C33 ASLS 2003-2	182516.4485	218683.8673	2059+19.29	150.40 LT
FD AM[BLM]: C5 L1 USS 7937	182136.5262	218513.4659	2059+43.89	265.29 RT
FD AM[BLM]: C1 L1 USS 7937	182230.6526	218574.2479	2059+54.43	153.68 RT
FD AM[BLM]: C1/4 S26 *T5N R3W SM	182515.1400	219149.1660	2062+94.13	384.18 LT
FD AM[BLM]: C4 L1 USS 7937	181874.4394	218798.1583	2063+57.56	343.56 RT
FD AM[BLM]: C2 L1 USS 7937	182087.7544	218943.7440	2063+58.14	85.30 RT
FD AM[BLM]: C3 L1 USS 7937	181936.6458	218943.0444	2064+42.46	210.70 RT
FD AM[4469-S]: C32A ASLS 2003-2	182237.8811	219148.6508	2064+43.29	154.02 LT
FD AM[4469-S]: C32 ASLS 2003-2	182181.3117	219231.3151	2065+43.46	153.67 LT
FD AM[4469-S]: CE1/16 S26 *T5N R3W SM	182511.8166	220469.2485	2073+81.82	1,122.62 LT
FD AM[4469-S]: C31 ASLS 2003-2	181347.8202	220424.2646	2079+98.61	134.45 LT
FD ALROD: C30 ASLS 2003-2	181316.4270	220466.7284	2080+51.38	132.34 LT
FD RBR/AC[4928-S]: Origin Unknown	181310.6990	220466.6808	2080+54.55	127.57 LT
FD AM[4928-S]: SE1/16 S26 *T5N R3W SM	181191.7132	220466.3611	2081+21.14	28.97 LT
FD RBR/AC[4928-S]: C28 ASLS 2003-2	181191.6383	220597.9470	2082+30.04	102.84 LT
FD AM[4469-S]: C27A ASLS 2003-2	181063.9557	220690.9543	2083+78.72	49.47 LT
FD AM[4469-S]: C27 ASLS 2003-2	180927.3052	220774.6727	2085+24.75	16.53 RT

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SEWARD & KENAI RECORDING DISTRICTS  
 STATE BUSINESS - NO FEE

DATE	REVISIONS	BY
<b>STATE OF ALASKA</b> <b>DEPARTMENT OF TRANSPORTATION</b> <b>AND PUBLIC FACILITIES</b> RIGHT-OF-WAY ACQUISITION PLAT ALASKA PROJECT <b>CFHWY00693 / CFHWY00694</b> STERLING HIGHWAY MP 45-60 SUNRISE TO SKILAK LAKE RD RECONSTRUCTION PHASE 1A & PHASE 1B		
DRAWN	AJG / CAW	DATE 5/28/2020
CHECKED	AJG / CAW	DATE
SCALE	N/A	SHEET 15 OF 16

# MONUMENT SUMMARY TABLES

DRAFT 5/28/2020

PROJECT DESIGNATION	SHEET NUMBER	TOTAL SHEETS
CFHWY00693/CFHWY00694	R16	R16

## RECOVERED CORNERS - SHEET 12

MONUMENT TYPE : LOCATION	NORTHING	EASTING	STATION	OFFSET
FD AM[4469-S]: C27 ASLS 2003-2	180927.3052	220774.6727	2085+24.75	16.53 RT
FD AM[4469-S]: C26 ASLS 2003-2	180754.1971	221050.8498	2088+50.47	4.56 RT
FD AM[4469-S]: C25 ASLS 2003-2	180733.2496	221270.0046	2090+43.54	101.25 LT
FD AM[4928-S]: S1/16 S26 S25 *T5N R3W SM	181188.4742	221786.7230	2092+15.21	768.15 LT
FD AM[4469-S]: C24 ASLS 2003-2	180459.9004	221805.9631	2096+40.48	176.26 LT
FD AM[4469-S]: C23 ASLS 2003-2	180235.3802	222004.5371	2099+30.90	102.10 LT
FD AM[4469-S]: C22 ASLS 2003-2	180071.3331	222211.3393	2101+94.14	82.59 LT
FD AM[4469-S]: C21 ASLS 2003-2	179981.4801	222378.6669	2103+83.05	102.27 LT
FD AM[4469-S]: C20 ASLS 2003-2	179815.9073	222591.2867	2106+54.72	83.90 LT
FD AC[ADOT]: Sterling Hwy BOP 1953+15.00 NH-0A3-3(11)	179586.5754	222530.0322	2107+20.00	144.03 RT
FD AC[ADOT]: Sterling Hwy PC 1954+21.16 NH-0A3-3(11)	179508.0257	222601.4949	2108+11.64	178.86 RT
FD AM[4469-S]: C19 ASLS 2003-2	179642.8379	222749.2484	2108+82.33	6.90 LT

## RECOVERED CORNERS - SHEET 13

MONUMENT TYPE : LOCATION	NORTHING	EASTING	STATION	OFFSET
FD AC[ADOT]: Sterling Hwy PC 1954+21.16 NH-0A3-3(11)	179508.0257	222601.4949	2108+11.64	178.86 RT
FD AM[4469-S]: C19 ASLS 2003-2	179642.8379	222749.2484	2108+82.33	6.90 LT
FD AM[5131-S]: C3 L8W ASLS 85-339	178827.4935	222743.3412	2111+14.26	759.54 RT
FD AM[5131-S]: C2 L8W ASLS 85-339	178695.6483	222743.6324	2111+39.53	885.95 RT
FD AM[5821-S]: WC C2 ASLS 88-30	179153.6832	222894.5134	2111+54.92	404.16 RT
FD AM[4469-S]: W1/16 S25/S36 *T5N R3W SM	179866.0930	223104.2856	2111+70.41	338.33 LT
FD AM[5131-S]: C4 L8W ASLS 85-339	178852.3519	222837.2082	2111+72.58	710.00 RT
FD RBR/AC[5131-S]: C1 L8W ASLS 85-339	178729.4818	222869.9444	2112+15.16	821.16 RT
FD AM[5821-S]: C1 ASLS 88-30	178689.7747	223030.2254	2113+26.28	827.99 RT
FD AM[5821-S]: C4 ASLS 88-30	178687.2926	223513.4693	2116+53.13	795.20 RT
FD AM[5821-S]: C3 ASLS 88-30	179196.7428	223516.0609	2116+65.56	286.01 RT
FD CONC ROW MON: "0" PC 437+95.55 RT	179424.7786	223542.6010	2116+97.96	59.21 RT
FD RBR/AC[4928-S]: SE TRE Quartz Creek	178558.6517	223598.2850	2117+06.06	927.07 RT
FD AC[ADOT]: Sterling Hwy PT 1965+00.36 NH-0A3-3(11)	179336.2037	223589.4750	2117+36.92	150.50 RT
FD CONC ROW MON: "0" PC 437+95.55 LT	179248.3638	223636.1860	2117+72.12	241.92 RT
FD RBR/PC[5733-S]: NE TRD-1 Quartz Creek James Addition	179302.8494	223739.2702	2118+68.54	200.34 RT
FD RBR/PC[5733-S]: SE TRD-1 Quartz Creek James Addition	178819.4133	223995.6536	2119+95.76	723.47 RT
FD RBR/PC[5733-S]: W PC S Line TRD-2 Quartz Creek James Addition	178947.5824	224191.1429	2121+54.37	652.37 RT
FD RBR/AC[4928-S]: N TRD-2 Quartz Creek James Addition	179492.5096	224097.6620	2122+31.27	107.40 RT
FD RBR/AC[4928-S]: E PC S Line TRD-2 Quartz Creek James Addition	178984.9586	224303.9525	2122+40.18	655.17 RT
FD RBR/AC[4928-S]: SE TRD-2 Quartz Creek James Addition	178988.3626	224364.7148	2122+81.64	674.60 RT
FD AM[4469-S]: C16 ASLS 2003-2	179863.2461	224156.7270	2124+44.30	206.36 LT
FD AM[4469-S]: C14 ASLS 2003-2	180004.7011	224424.2336	2127+46.91	206.13 LT
FD AM[4928-S]: ROW POL ASLS 92-22	179866.6493	224804.7899	2130+18.56	94.02 RT
FD AM[4928-S]: ROW POL ASLS 92-22	179431.9060	225308.1289	2132+59.82	713.81 RT
FD RBR/AC[4928-S]: N TRC Quartz Creek	180031.3166	225116.5288	2133+71.12	94.45 RT
FD RBR/AC[4928-S]: NW TRB Quartz Creek	180059.3287	225169.5651	2134+31.10	94.52 RT

## PROJECT CENTERLINE - PHASE 1A

STATION	NORTHING	EASTING
BOP STA 153+50.00	179096.8101	155878.5124
PC STA 158+09.75	179058.9870	156336.7040
PT STA 162+54.95	179031.2673	156781.0101
PC STA 166+11.82	179016.1927	157137.5588
PT STA 179+27.70	179179.1467	158437.1604
PC STA 184+53.28	179330.3052	158940.5277
PT STA 193+55.52	179373.0591	159832.8330
PC STA 197+64.90	179293.3453	160234.3726
PT STA 207+57.55	179234.0124	161222.1886
PC STA 211+10.62	179260.8152	161574.2373
PT STA 220+11.14	179276.5753	162474.1057
PC STA 235+28.29	179214.4448	163989.9877
PT STA 244+70.98	179306.4545	164925.1247
PC STA 262+75.70	179730.3834	166679.3507
PT STA 273+52.12	179932.1456	167736.2650
EOP STA 286+50.00	180113.4361	169021.4198

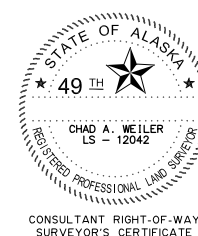
## PROJECT CENTERLINE - PHASE 1B

STATION	NORTHING	EASTING
BOP STA 2010+00.00	183142.7539	213781.4050
PC STA 2017+85.80	183016.9234	214557.0642
PT STA 2026+15.01	182918.2099	215380.1402
PC STA 2044+84.77	182772.6999	217244.2259
PT STA 2063+52.20	182161.6516	218986.7633
PC STA 2105+99.04	179775.5185	222499.8813
PT STA 2124+41.53	179679.5990	224250.8817
EOP STA 2132+00.00	180034.6680	224921.1066

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DRAWN	AJG / CAW	DATE 5/28/2020
CHECKED	AJG / CAW	DATE
SCALE	N/A	SHEET 16 OF 16

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