Sterling Highway MP 44.5 - 58

8.16.19

- Received initial corner tie data from Chad including point numbered plats & US Surveys, CSV point file and stakeout .dwg file.
- Opened new drawing using ROW_Template.dwt received from CR ROWE on 8.14.19. The drawing noted that conduit.shx was not present. I copied that file from Z:_Civil\ACAD\2018\RMFonts.
- Saved file as Sterling Basemap-jfb.dwg
- Inserted Chad's "ROW Survey Points Anchorage LDP.CSV" file, Point No. 755-849 as PNEZD-comma delimited to layer V-SURV-HORZ and point group "Chad 8.16.19".
- Created linework to connect adjoining monuments.
- WBLOCK Proposed ROW layer from Chad's stakeout dwg and inserted in to Basemap for reference.

8.19.19

- ASLS 2003-2 (Plat 2005-10)
    - N'ly Sterling ROW Curves – Assume recovered monuments all original and to be held – curves defined by measured chord length and record radius. This results in non-tangential curves but preserves monument position and minimizes curve data change.
    - Established line between Tr H & Tr I (Sheet 6) Record dist from W 1/16 S25/36 and proportionate distance between 749 & 750.
    - Established N line Tr J by extending Sterling CL curve east from 835 record radius & delta, then inversing to 750.
    - Establish N line Tr F by extending line 754-748. Establish E line Tr F by inversing to 749.
- Plat 81-1 (ASLS 79-211)
    - Hold line between 790 (NWx L5A) and 793 (SWx L5A)
    - Use 792 as closing corner and extend curve. (792 is 0.05' W of 790-793 line)
- USS 3405
    - Hold line between 776 (NEx USS) and 801 (SEx USS)
    - Use 775 as closing corner and trim line. (775 is 0.04' W of 776-801 line)
- Plat 85-18 Kenai Lake Estates
    - Hold line between 783 (NEx Subd) and 778 (SEx Subd)
    - Set NWx USS 2522 online between 781 & 838 – connect to 798

8.20.19

- Plat 82-19
    - Adjoins east boundary of USS 2934
    - Use USS east boundary line 821-814 as controlling.
    - Use 825 as closing corner. 825 is 0.01 east of 821-814 line.
    - Use 822 as closing corner. 822 is 0.06 west of 821-814 line.
- USS 2934
    - Calc Lot 12/13 boundary as parallel with E. bdy Lot 13 (Line 821-814) & set MC at record distance.
    - Set MC E. bdy Lot 13 extending line 821-814 record distance.

  - Ran record meanders along S. bdy Lot 13 and (EOC 0.14) and compass adjusted.
  - Establish E & W bdy MC Lot 11 by extending line record distance.
  - Run record meanders Lot 11 and adjust using ALIGN. EOC 2.58'
  - Run record meanders Lot 12 and adjust using ALIGN. EOC 1.26'
  - Establish NEx Lot 8 running a line parallel with line 831-812 from 830 record distance according to Plat 91-1.
  - Extend line 815-828, 816-827, 818-826 record distance to set MC.
  - Run and adjust record meanders between WCs.
  - 8.23.19 – Chad believes 829 is original L9/L10 WCMC – Adjust line from 815-828 to 815-829.
- Plat 91-1
  - Extend line 807-831 record distance to set NEx L7B
  - Run E bdy L7B parallel with line 831-812.
  - Extend line 831-812, 807-811
  - Establish Lot 7A-7B meanders with a mix of record and remainder data
- USS 2933
  - Set WC at record distance on lines 804-808, 805-809, 786-810.
  - Run and adjust record meanders between WCs.
- USS 2688 L14/L15
  - Extend line 764-771 record distance from ASLS 2003-2 (Plat 2005-10 Sheet3)
  - Extend line 769-770 record distance from ASLS 2003-2
  - Inverse S bdy. Lot 14 - 152.52' (Record Plat 2005-10, 152.83)
  - Line 760-759 controls E bdy of L15. 759 was intended to be on this line to define the N'ly Sterling ROW according to Plat 2005-10 (Sheet 4). 759 falls approximately 1.7' E of the E bdy for Lot 15. It was used as a closing corning for the N'ly Sterling ROW.
- Plat 81-1 (ASLS 79-211)
  - The longest portion of the S bdy of L5A/6A is intended to be parallel with the N bdy of Lot 6 USS 2933. Run line parallel with line 805-786 record distance from 806 east and west according to Plat 81-1. Inverse from these endpoints to 793 and 787 is less than 0.06'.
  - Line 790-793 controls W bdy of Lot 51. 791 lies 0.05 W of W bdy L5A. Curve from west was extended to intersect bdy.
  - Line 788-787 controls E bdy L6A. 774 is 0.05 E of this line and 18.34' north of the intersection with the N'ly Sterling ROW. Either it was misplaced or intended to be a witness corner.
  - The N'ly Sterling ROW was run on a tangential curve form 773 using record radius to intersect line 788-787.

8.21.19

- USS 2521
  - Layout N, W & E bdy Plat 2002-8 at record from 802-803
  - Run record meanders Plat 2002-8 and adjust using ALIGN
  - Run USS 2512 Lot B N'ly bdy record from NEx Lot A-2 Plat 2002-8 to 804 and ALIGN
  - Run USS 2512 record meanders from SWx Lot B to Sex Lot B and ALIGN to 808

- USS 3405
    - All 4 corners recovered (777-776-801-799-777)
- USS 2522
    - Established NWx (C-2)USS 2522 on line between 781 and 838 at record distance from 783 according to Plat 2005-10, sheet 2.
    - Established C-1 MC on projection of line 781-838 record distance for W bdy USS 2522
    - Established C-4 MC on projection of line 798-799 record distance for E bdy USS 2522
    - Run record meanders USS 2522 and adjust using ALIGN
    - Established record Truck Trail centerline on east and west boundaries according to record tie in field notes & plat.
    - Established existing ROW at 33' each side of centerline. Note that record centerline on east boundary is nearly 24' north of current centerline located by as-built in ASLS 2003-2 (Plat 2005-10) and record centerline on west boundary is more than 7' south of ASLS 2003-2 centerline. See "Existing Sterling ROW Analysis.docx" for explanation.
    - South 33' ROW from record USS 2522 centerline matches north ROW of Alex Bolam Subd Add No. 1 Plat 92-3 within 0.03' (point 838) and matches the SEx Lot 9 Kenai Lake Estates within 0.5'
- Plat 85-18 Kenai Lake Estates
    - Note that the 1956 BPR Kenai River Highway plans used spirals for centerline curves.
    - The DOT MP 37-45 ROW plans note that the existing ROW was based on simple curves as opposed to the spiral curve geometry.
    - The south boundary (N. Sterling ROW) of Plat 85-18 is based upon spiral curves.
    - Recovered monuments along the north and east bdy of Plat 85-18 provides a good definition of those boundaries.
    - Calculating the alignments for South Face Place and Sherman Clayton Ct. from the east bdy results in a mis-closure of approximately 7' at the intersection of those two streets. This error is in the record plat and cannot be resolved with the provided plat data. The lots along the north and east boundaries are expected to be located within reason and the error is forced through the subdivision to the southwest. No attempt was made to re-create the spiral curves along the N'ly Sterling ROW and they were formed as graphic representations using circular curves and tangents.
    - Currently, this subdivision is not within the ROW acquisition corridor. If that changes, it will be necessary to locate and tie additional monuments within the subdivision interior.
- Plat 80-10 River Bend Subdivision
    - Record data was oriented to recovered monuments along the N'ly boundary of HES 235 (USS 2361). The N'ly boundary should be straight between C-10 HES 235 and C-9 HES 235 but the plat indicates angle points at two recovered monuments for which there is no known prior record.
    - Plat 2003-3 indicates recovery of C-10 and C-9 (783) and the placement of a monument that appears to be the NEx of River Bend Subd. (794) I calculated the N'ly bdy of Riverbend as being a projection of the line 783-794.
    - Note that the actual NEx of River Bend (795) is approximately 5' NE of 794 that connects north to 785, C-2 of USS 5105.
    - 796 was disregarded and 795 was only used to anchor the east bdy of Lot 2 River Bend.

8.23.19

- Plat 92-3 Alex Bolam Homestead Subd. Add 1
  - The record data was oriented to recovered monuments 839 and 838.
- Plat 79-2 Alex Bolam Homestead Subd.
  - Record data was oriented to recovered monuments 839 and 838.
  - Note that the ROW for the Bolam subdivisions is based on the south ROW (66') as shown on USS 2361 (HES 235)
- Plat 2004-14 Birch & Grouse
  - Connect access ROW N of Lot 39. Points 866-865-864-863-861.
  - Connect 863-785. Will have to use 864-863 as closing monuments onto USS 5105 bdy once more monument ties to the west are made.
- USS 13166
  - Connect 847-846-845-844-860
- T5N R4W, Sec 28, Tract 37
  - Connect recovered monuments 850-848-849; 857-856-854-855-853
  - Fill in missing lines with record and adjust with ALIGN
- USS 5105
  - 761 near USS 5105 Line 3-4 is a closing corner from the east. Set point on Line USS 5105 3-4, 0.26' along line 761-762. Line 761-762 is a 1/16 line run as a part of a township survey for T5N, R3W SM approved 9.18.92.
  - Establish point for USS 5105 C-3 at record Plat 2005-10 distance of 266.82
  - Establish S bdy Tr C – Prorate record distances along line 758-837 and establish SWx Tr C

8.26.19

- Plat 2005-10
  - S'ly Sterling ROW from USS 7937 Lot 1 southeasterly to Quartz Creek Road:
  - Calc'd N'ly ROW based on monument ties & non-tangential curves based on record R and measured Chord.
  - The N'ly 200' of ROW is dedicated by Plat 2005-10
  - Sterling CL is southerly limit of ASLS
  - See Note sheet 6 that ROW curve between 709-734 is transition curve not concentric with CL
  - Established plat CL for Sterling by offsetting N'ly ROW tangents (between monuments) 200.00 feet and running CL curves based on record R and measured chord.
  - Established southerly Sterling ROW by offsetting N'ly ROW tangents 300.00 feet and running ROW curves based on record CL R plus/minus 100.00'. **(See 8.30.19)**
  - Plat note 2 – Sterling CL based on as-built of CL based on circular, not spiral curves.
  - Using non-tangential curves based on recovered monument ties on N'ly ROW is necessary to honor original subdivision monuments. Offsetting the non-tangential curves to re-establish CL and establish the S'ly ROW maintains consistency with the survey data.
- Plat 89-25
  - Establish C-2 with record distance projected along line 719-720

  - Establish S'ly Sterling ROW using record plat radius of 1035.46 and measured/calc. chord distance between 722 and C-2.
  - DOT also used record plat radius along this ROW according to MP 37-45 ROW plans.
- Plat 2005-14 Quartz Creek Subd – James Add.
  - All monuments recovered
  - Ran Sterling S'ly ROW curve (C2) between 721-722 using record plat R of 918.38.
  - Ran C1 between 714-715 using record plat R of 230.00.
- Plat 94-11 Quartz Creek Subd.
  - Offset Line 711-714, 60 feet Rt.
  - Establish South corner Tract E by projecting line 714-711 the record distance of 570.94.
  - Establish SE ROW Persistent Way offsetting Line 714-711, 60' Rt.
  - Establish Sx Subd (South of Tract E) by intersecting S ROW Persistent Way with W bdy of Tract E.
  - Established boundary between Tract B and Tract A. NEx Tract B set on line 705-706 at prorated distance. SEx Tract B set on line 712-727 at prorated distance.
  - Ran record B&D from NEx Tract B to SEx Tract B. Misclosure over 3' but as the Thread Creek forms true boundary, calc boundary is just for graphic purposes. Adjust E bdy segments with ALIGN.
- Plat 93-8
  - Offset line 712-727, 700 feet Rt. & projected line 707-727 to establish C-11
  - Ran record distances along SE bdy to NE bdy Plat 93-10
  - Ran record Tract C & Quartz Creek Road ROW
- Plat 93-10
  - From NE bdy ran record distances and relative angles to close Tract A and S bdy Plat 93-8. Forced EOC into curve C-1 at SW bdy Plat 93-8. (Appx. 1.3')

8.27.19

- Plat 87-3 (ASLS 85-339) See 8.29.19
  - West Quartz Creek Unit Sheet 3 of 3. Note: the dimensions on this plat are nearly illegible. Plat 93-8, ASLS 92-22 recovered all of the monuments along the east boundary of the unit. Ran record relative angles and distances according to Plat 93-8 from line 732-731 (L2 through L10) and closed onto previously calc'd corner at the east end of L10 within 0.33'. I maintained the record L2-L9 and forced the closure for L10.
  - Can't read dimensions of lots. Request better copy if available from DNR (Larry King).

8.28.19

- Plat 2005-10 (USS 5105)
  - Run N'ly bdy from C1 to C2 of Plat 2005-10 using record B&D from 785 to projection of line along W bdy Tract B. This closes within 0.13'. Adjust using ALIGN.
- USS 13166
  - Ran record meanders for Lot 1 and adjusted with ALIGN
- USS 3037
  - Ran the record boundaries using the 2006 ROS filed as Plat 2006-18

8.29.19

- Plat 2005-10 (Sheet 5 Tract F/G)
    - 8.29.19 email to Chad: In our last discussion you mentioned the southwest corner of Tract G (sheet 5 of Plat 2005-10). 744 was an aluminum rod no cap and about 5.7' to the SE is 742, a McLane R/C labeled "TRA" & "ROW". Nearly 200' to the SE you tied another McLane R/C #743 labeled similarly to 742.

      The south boundary of Tract F are monumented by 740 (Plat 2005-10 C29) & 749 (Plat 2005-10 C8), both of which are McLane primaries. Plat 2005-10 notes that both 743 and 749 are "not of record". I suspect the same is true for 740 and 742 but Plat 2005-10 did not reference 752 at all and 740 was not labeled as "not of record". I was unable to locate any plat that references McLane's survey and monumentation of Tract G or the south boundary of Tract F. If Mullikin found 742, it appears they disregarded it as being out of position with respect to the Sterling ROW. We should follow suit and only accept Mullikin's 744.

      Mullkin says that 743 is exactly on line between 740 and 749 which is always hard to believe but even by your survey it is only 0.25' south of that line. Even though he labels it as "not of record", he does use it and dimension to it from his monuments on either side along the ROW and along the S boundary of Tract F. So I believe we should accept it as if it was an original Plat 2005-10 monument. The 4 monuments along the N ROW, 741, 744, 743 and 739 are actually in pretty good position with each other. As I have done with other Plat 2005-10 monuments along the N'ly ROW, I have held their positions and established curves between each one using the record radius and the measured chord.
- Plat 87-3 (ASLS 85-339
    - Recorder's rescanned and sent legible copy of Plat 87-3
    - Ran record B&D from 733-731 and adjusted to close.
    - Tie from SEx Lot 1W to BLM monument noted on Plat 93-8 miscloses by about 1.4'. As this is sufficiently distant from our ROW corridor I did not adjust as this line will only be used for graphic representation.

8.30.19

- Plat 93-8
    - Run west ROW Quartz Creek road from NEx Lot 8W, northwest parallel with west bdy of ASLS 88-30 (Plat 89-25). Intersect with southerly Sterling ROW.
- Plat 2005-10
    - Revise procedure for Sterling Centerline. East end project centerline not monumented by Plat 2005-10. Mullikin as-built the Sterling centerline and offset 200' left to establish northerly ROW line. These are to be considered original subdivision monuments and should be held. The curves on the northerly ROW line were calculated using measured chord and record plat radius resulting in non-tangential curves. The monumented ROW was offset 200' right and tangential curves were fit to re-establish centerline. The

southerly ROW was temporarily calculated as being 100' right of the previously calculated centerline.
  - The southerly ROW was intersected into the sidelines of ASLS 88-30, Plat 89-25
  - The southerly ROW conflicts with most of the US Surveys to the south of the Sterling.

9.11-13.19

- West end as-built centerline determination for existing ROW
  - Chad provided me with "Sterling Highway West End Edge of Pavement.dwg"
  - Copy nodes into current basemap .dwg
  - Reviewed "Sterling Highway Section B2 As-built 1957" sheets 8-14 for record centerline data and specifically record curve radius.
  - This section runs from West boundary of Chugach Forest (near USS 3037) to intersection with Skilak Lake road (Old Sterling Highway)
  - Run record centerline alignment in Civil 3d and orient to as-built centerline to verify that centerline is virtually unchanged since pre-statehood.
  - Run best-fit lines along edge of pavement tangents rejecting very few nodes. Most nodes fit within 0.30' or less.
  - Split ends of best fit lines for best fit centerline.
  - Create curves between two lines using record 1957 radii.
  - Using "Sterling BASE FINAL 06-17-2014 as plotted.dwg" from Sterling Highway MP 58-79 ROW Base Mapping, copy Skilak Lake Road centerline & ROW and Sterling Centerline into current base map .dwg.
  - Align MP 58-79 entities to current drawing using common control points "CP 34/STH 58.0" and "CP 32/CP 21" from the respective MP 60-79 and MP 45-60 Survey Control Drawings.
  - The centerline east of Skilak Lake intersection according to the MP 58-79 ROW Base Mapping and the centerline according to the current project as-builts varies by approximately 0.3' on the east end and 0.5 on the west. The MP 58-79 defined centerline was accepted in order to have the current project match the MP 58-79 defined curve at the Skilak Road intersection.
  - A PLINE was defined for the centerline alignment and the existing ROW was established by 150' offset each side of centerline.
  - The portion of the Sterling centerline and ROW from the west boundary of USS 13166 for approximately 2000' west is yet to be defined pending additional as-built data through USS 13199 to the Chugach National Forest boundary on the east boundary of USS 13166.

9.25.19

- ASLS 2003-2 Plat 2005-10 easements
  - 40' electric transmission line easement within or along northerly Sterling ROW
    - Sheets 2-9 centered on existing overhead line – not dimensioned.
    - These easements are centered on existing powerline. We will either need to locate by imagery or scale from ASLS.
  - 8' waterline easement and well reserve – ADL 200982, ASLS 79-211 Plat 81-1

        - Sheet 2; will be crossed by acquisition.
        - See ROW Permit ADL 200982; 2019-000113-0, 2/13/19, SRD
    - 50' SLE Sheet 5 West of line between W ¼ S 25/26 & S 1/16
    - 50' SLE Sheet 6 E&W of line between S 25 & 26, South from S 1/16 to S. ROW
    - 50' SLE sheet 6 N&S of line between S 25 & 36, between N'ly ROW lines
    - Old Sterling ROW 50' each side of centerline, sheets 5 & 6 – "align" closure less than 0.03'. Align was then adjusted by scaling.
    - Coyote Notch Trail, RST 1323, 20', 10' each side of centerline, sheet 5, "align" closure less than 0.05'. Align was then adjusted by scaling. Official 100' RST vacated to 20' by Plat 2010-4.
    - Russian Gap Trail, 20', 20' each side of centerline, sheet 6, Plat 2005-10 provides geometry for the trail centerline from the Old Sterling northeast to the apparent intersection with the north line of Tract H. But there is no tie to the intersection with the north boundary. I ran the record bearings and distances and then rotated them 0d06'20" consistent with the rotation along the Old Sterling. The closure on the north line required that the last line (L60) be extended 4.70' to intersect. This is well outside the project area of interest and can be shown graphically without dimensions. A plat note says this location was provided by DNR. Official 100' RST vacated to 20' by Plat 2010-4.
- ASLS 79-211 Plat 81-1; add 8' H2O easement and well site reserve ADL 200982

9.26.19

- ASLS 2003-2 Plat 2005-10 Sheet 7
    - Quartz Creek Trail – 60', 30' each side of centerline. Located south end at northerly Sterling ROW as per plat, record with rotated bearings closed onto N bdy of Tract J within 0.06'. Official 100' wide RST vacated to 60' by Plat 2010-4.
    - Utility easement – 20', 10' each side of centerline, located as per plat from centerline.
    - Located S 1/16 S 25/30 from centerline monument (R&M 835) using record chord bearing rotated from Record to project based on line 834-835, record chord length and record radius. Note: the plat math does not reflect this to be a tangential curve. Then set S 1/16, 2.60' on a projection of the Tract J northerly boundary.
    - Set section line between S25/30 using record relative angle from the N. bdy Tract J and established 50' SLE on west side as per plat.
- ASLS 2003-2 Plat 2005-10 Sheet 6 – Quartz Creek road curve
    - Plat notes that curve on n'ly ROW and centerline are non-concentric.
    - The centerline curve was defined by the tangents 832-833 and 834-835 using the plat radius of 818.67.
    - S'ly ROW was defined as a 100' offset except through ASLS 88-30, Plat 89-25 where the radius for that ASLS was used, consistent with how DOT handled it in the MP 37-45 plans.
    - N'ly ROW was defined as a non-tangential curve using the chord between 734-709 with record plat radius.
- ASLS 92-22 Plat 94-11
    - 50' conservation easement within Tract B, C, & D as per plat.

  - 100’ Ped easement, 50’ each side of Tract A/B boundary as per plat.
- Plat 2005-14 Quartz Creek Subdivision, James Addition
  - Add 10’ telecom and electric easement inside all lot lines except along Sterling ROW.
  - Note: 40’ easement along W bdy Tract D-1 not added as it is located by centering on existing power poles.
- ASLS 85-339 Plat 87-3 Sheet 3
  - Add 10’ Ped Access easement between Lots 4W & 5W, West Quartz Creek Unit.

10.1.19

- Inserted protracted section corner nodes and lines for T5N, R2-5W, subject to review and adjustment. Renamed file “Sterling Basemap-jfb C3D2016.dwg”.
- Updated basemap to Civil 3D 2018 so preliminary alignment could be imported. Create separate drawing file named “Sterling Basemap-jfb C3D2018.dwg”.

10.3.19

- “Sterling Basemap-jfb C3D2018.dwg” - Alignment
  - Inserted 9.25.19 alignment lines & curves received from CR.
  - Merged proposed alignment with CL ROW at USS 2688.
  - Merge proposed alignment with CL ROW west of USS 13166 pending receipt of survey data.
  - Create polyline for proposed alignment on C-ALGN-CNTR-ROW
- “Sterling Basemap-jfb C3D2018.dwg” – Protractions
  - The one point of reference (CP24 at MP 58.0) I have with the MP 58-79 base map compares pretty well with the current translation (about 0.7’ S & E shift). The protractions on the east end where we have some surveyed rectangular lines we see some much larger shifts (3-4’ E-W and 11’ NS).
  - T5N, R5W – These protractions are only for graphic location reference as the entire township is within the Wildlife Refuge, is unsurveyed and so section lines technically don’t exist.
  - T5N, R4W – Sections 25-27 partially surveyed.
  - T5N, R3W – Sections 25-28 partially surveyed.
- Added ownership/patent notes by section.

10.21-25.19

- Chad setup key file and imported points with symbols into basemap drawing.
- USS 5105
  - Run North line 892-889-894-887-876-785- (C3 USS 5105 Calc)
  - Adjust 951 CC to close on USS 5105 N Bdy
  - Prorate in intersecting S21/S22 CC on USS 5105 N Bdy
  - Prorate in SEx GL 3 on USS 5105 N Bdy
  - Run relative record bearing N & record distance to set NEx S27
  - Run line from NEx S27 to NWx S28 (951)
  - Prorate in N SC S28/S27 and run mean bearing south to close on USS 5105
  - Run 50’ SLE along section lines

- Sec 27-26-25 Rectangular
    - Run N Line Sec 27-26-25 T5N R4W (954-953-958-957-893)
    - Run S Line 1/16 Sec 27-26-25 T5N R4W (952-955-956)
    - Project Line 955-956 1320' to set SE corner of NW4SW4 – Connect N/S lines.
    - Run 50' SLE along section lines
- ASLS 2002-5 (Plat 2003-3)
    - Calc record exterior boundary and verify closure
    - Align Southerly boundary to 914 (C18) at SWx and 794 (C3) at SEx
- Birch & Grouse Subd. (Plat 2004-14)
    - Connect lines between recovered monuments
    - Connect curves between recovered monuments using record radius
    - Develop record lot lines & ROW adjusting to recovered monuments
    - I considered the subdivision ROW monuments on the north boundary of USS 5105 at Riddiford Street and Pothole Street to be closing corners and extended or trimmed those lines to intersect the lines between the USS 5105 witness points. These generated the largest errors in fitting the plat record to the recovered monument positions ranging from 1.2' to 2.4'.
    - Added USS 3306 south of south subdivision line.

10.28.19

- Tract 37 T5N R4W SM – Add more recovered corners to boundary definition.
- Completed existing ROW west end based on best fit edge asphalt splits and record radii.
- Convert all V-RWAY-PROP-CALC lines to same color as V-RWAY-PROP color.

10.29.19

- Adjust and cleanup protracted section lines to tie into surveyed sections & US Surveys
- Create alignment for ROW centerline from west to east end of project.
- Create line work for OHW NW of Quartz Creek Road intersection
- Create line work for edge asphalt through
- Add USS 5105 linework west & south boundary
- Add edge asphalt linework through USS 2522 – This is old Sterling highway beyond project alignment but shows that a small portion of the road footprint is likely subject to a prescriptive easement.
- Merge west end edge of asphalt linework

11.4-8.19

- Received East/West planimetric .dwg from Chad
- Picked Homer Electric PP from Ortho Photo at Sterling crossing near USS 13166 and compared with wire crossings from topo survey. These compare very well.
- Hatch Mystery Creek Unit Wilderness boundary from East bdy of USS 13166 (West Bdy Chugach Forest) westerly along north ROW of Sterling Hwy to intersection with HEA ROW then along northerly boundary of HEA ROW.

- Topo survey tied PP from directly north of Lot 11 USS 2934 on East end easterly to north of appx. East end of USS 7937 Lot 1. These PP ties compared within 1.5 to 2.5’ off of ortho photo PP ties. Developed 40’ Powerline ROW from surveyed PP and merged with 40’ ROW where only ortho ties available.
- Dimensioned Sterling existing ROW where ROW defined by nominal width (66’, 100’, 150’ 200’).
- Added Station/Offset ties along ROW angle points; Added Street names; added CL tangent and curve data; added ROW & lot line B&D dimensions; added ROW curve dimensions where ROW curves are tangential; added recovered corner descriptions.
- Created nodes along East & West end existing ROW angle points and ran Sta & O/S Report.
- Created Existing ROW parcels and ran parcel reports for plan review.
- Added monument labels.