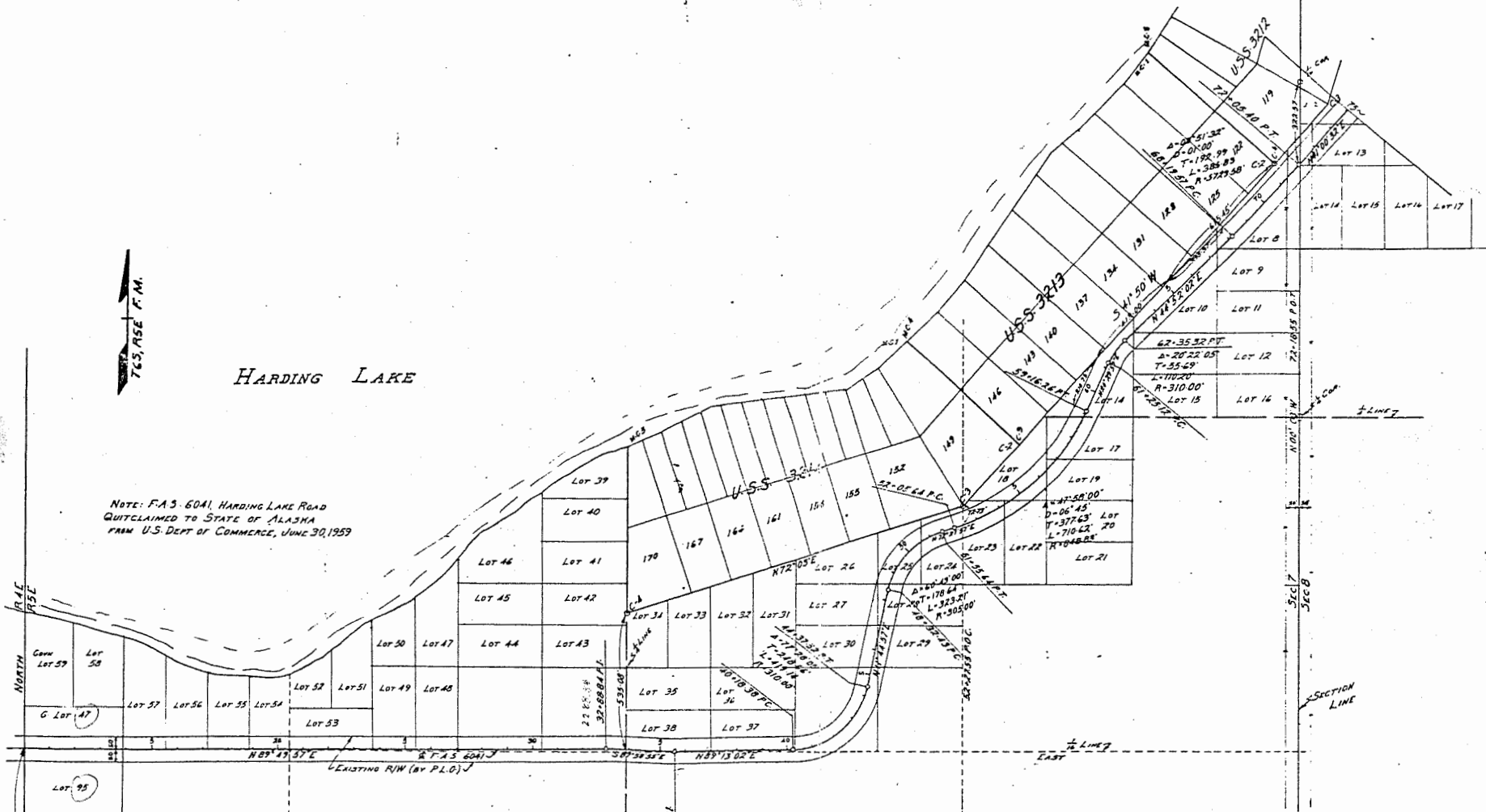


HARDING LAKE

NOTE: F.A.S. 6041 HARDING LAKE ROAD
 QUITCLAIMED TO STATE OF ALASKA
 FROM U.S. DEPT. OF COMMERCE, JUNE 30, 1959



NORTH
R.L.E.
1951

12 7
15 18

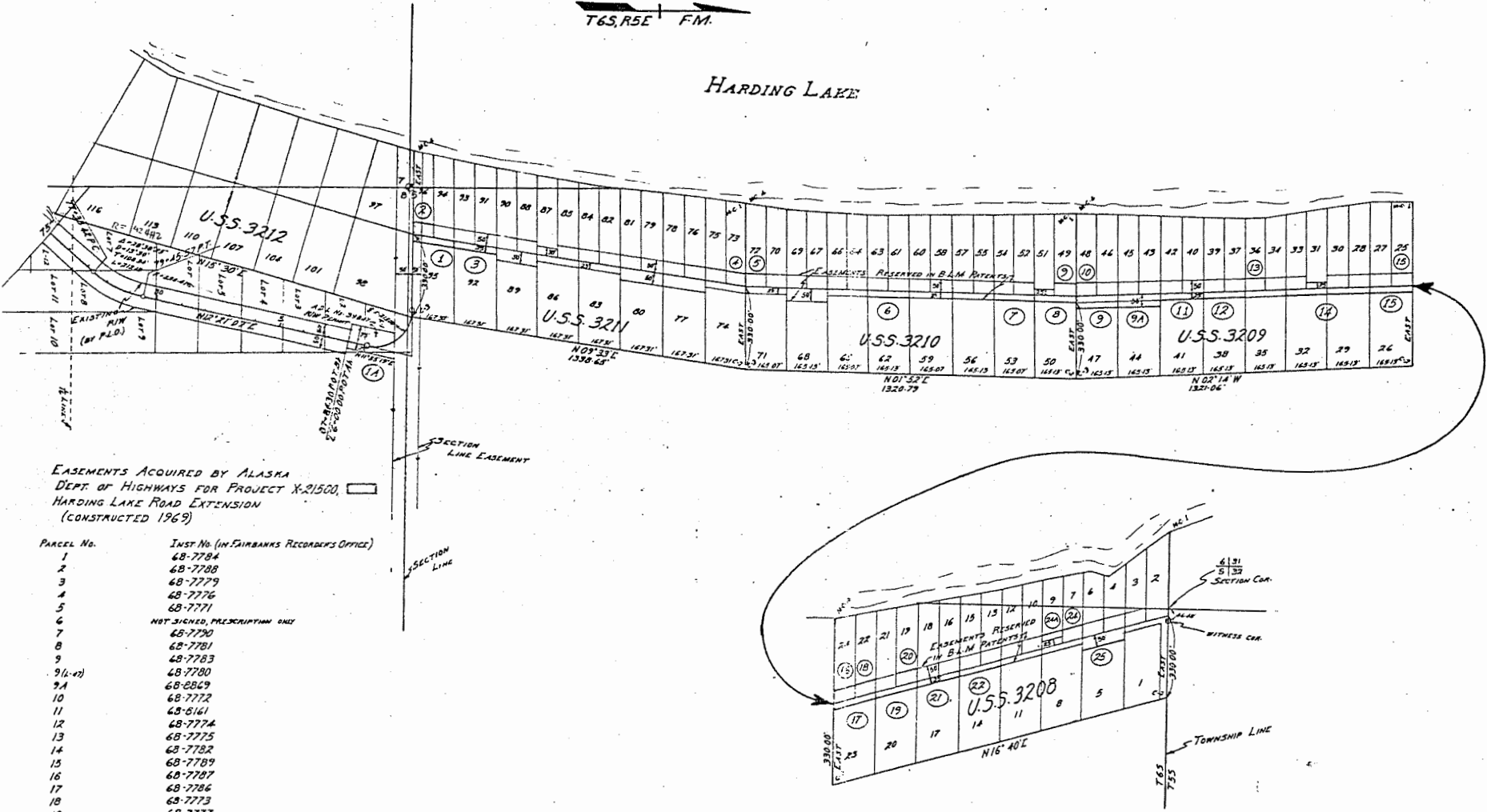
PARCEL	OWNER	TAKE	REMAIN

DATE	REVISION

STATE OF ALASKA,
 DEPARTMENT OF TRANSPORTATION
 AND
 PUBLIC FACILITIES
 RIGHT OF WAY MAP
 ALASKA PROJECT NO.

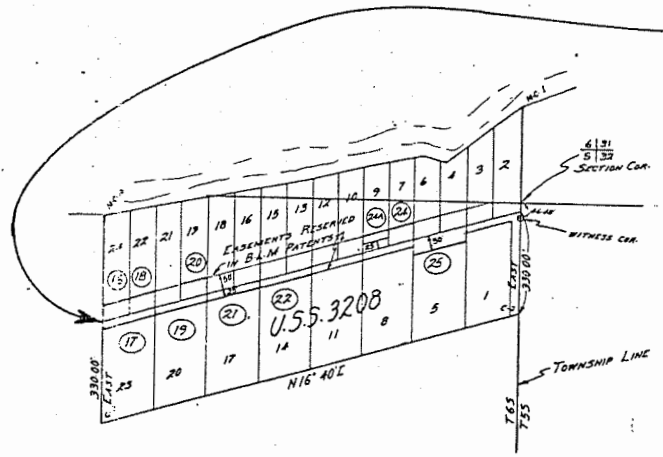
T6S,R5E FM.

HARDING LAKE



EASEMENTS ACQUIRED BY ALASKA
DEPT. OF HIGHWAYS FOR PROJECT X-21500,
HARDING LAKE ROAD EXTENSION
(CONSTRUCTED 1969)

PARCEL NO.	INST. NO. (IN FAIRBANKS RECORDERS OFFICE)
1	68-7784
2	68-7788
3	68-7779
4	68-7776
5	68-7771
6	NOT SIGNED, PRESCRIPTION ONLY
7	68-7790
8	68-7781
9	68-7783
9(1-2)	68-7780
9A	68-8869
10	68-7772
11	68-8161
12	68-7774
13	68-7775
14	68-7782
15	68-7789
16	68-7787
17	68-7786
18	68-7773
19	68-7777
20	68-7778
21	68-8160
22	68-7792
24	68-7785
24A	68-7793
25	68-7791



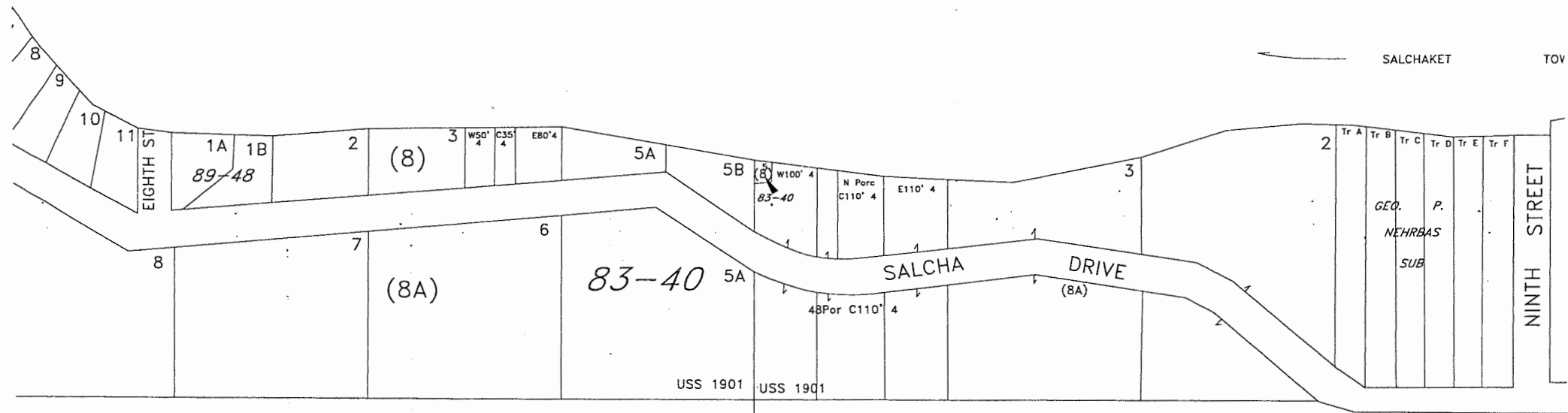
PARCEL	OWNER	TAKE	REMAIN

DATE	REVISION	BY

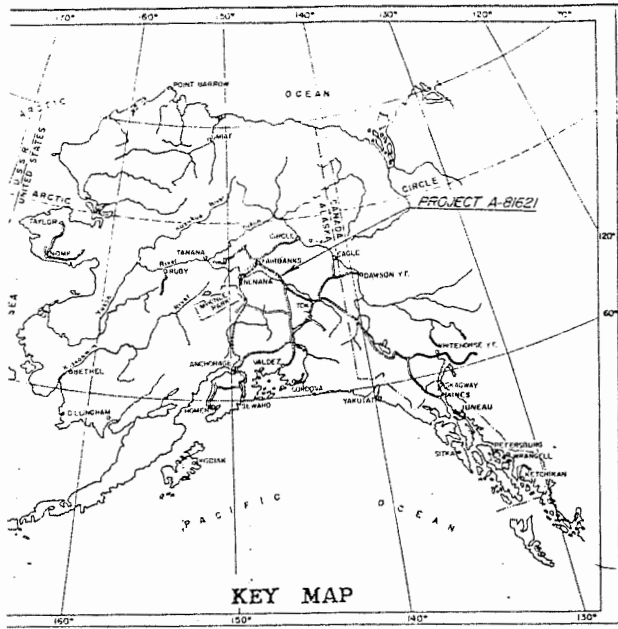
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
RIGHT OF WAY MAP
ALASKA PROJECT NO.

SCALE: SHEET OF

TWN RWG
6S 4E
SEC 11 & 12



TL-1201



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT
A-81261
HARDING LAKE ROADS
PAVEMENT OVERLAY
As-Built Plans

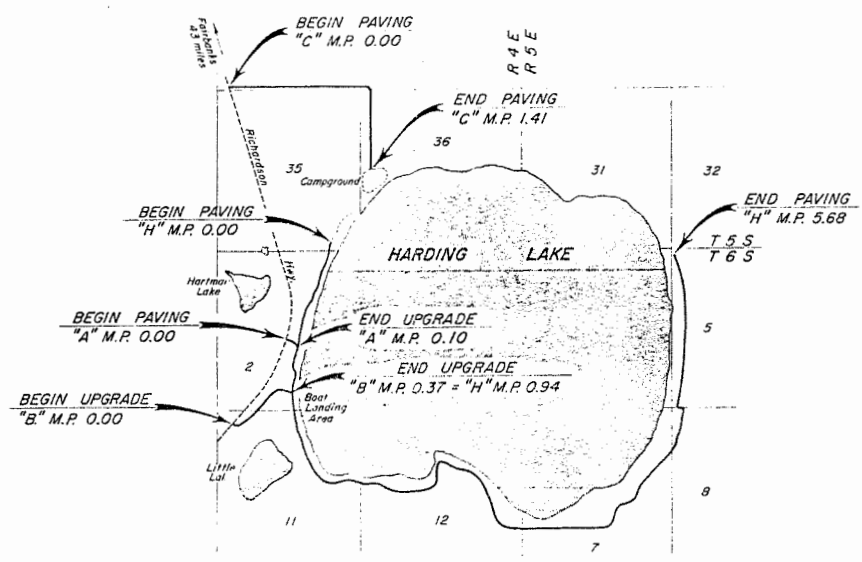
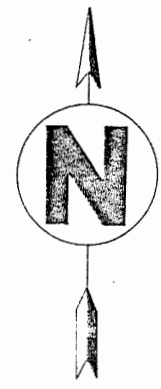
STATE	PROJECT	SHEET NO.
ALASKA	A-81261	1 5

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTIONS
3	SUMMARY OF WORK
4	TRAFFIC CONTROL PLAN & SUMMARIES
5	MAIL BOX DETAIL

The following standard drawings apply to this project:
A-1, C-00.04, C-10.04, C-11.04, D-01.00,
D-04.00, D-05.00, I-80.00, M-20.02, T-21.03

	PROJECT SUMMARY				TOTAL
	"H"	"A"	"B"	"C"	
WIDTH OF PAVING	20'	20'	20'	26'	—
LENGTH OF PAVING	568 mi.	010 mi.	037 mi.	141 mi.	756 mi.
LENGTH OF PROJECT	568 mi.	010 mi.	037 mi.	141 mi.	756 mi.

Contractor: *Earth Movers of Fairbanks, Inc.*
Project Engineer: *Denis Fox*
Beginning Date: *May 21, 1982*
Completion Date: *August 31, 1982*



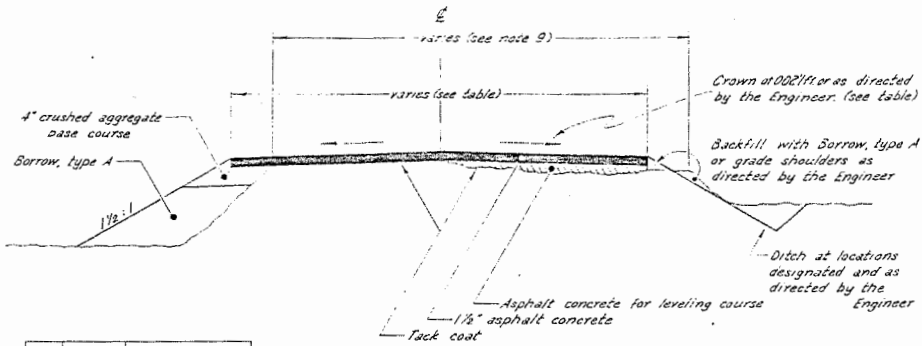
Plans Developed by *Ted Johnson*

Under the Supervision of

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

APPROVED

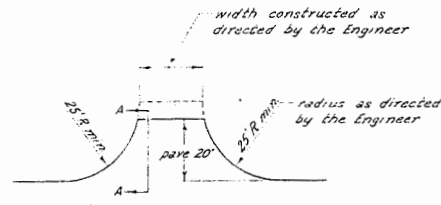
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-81261	1981	2	5
As - Joint				



LINE	PAVEMENT WIDTH	CROWN RATE
H	20'	as directed
A	20'	as directed
B	20'	as directed
C	26'	0.02'/ft

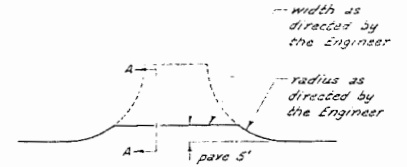
TYPICAL SECTION

Note: See filter cloth detail for modifications to typical section when filter cloth is used.

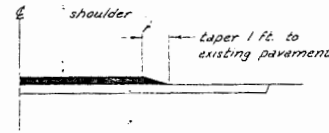


TYPE II

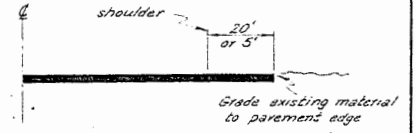
Note: Upgrade approaches with Borrow, type A material as directed by the Engineer.



TYPE I

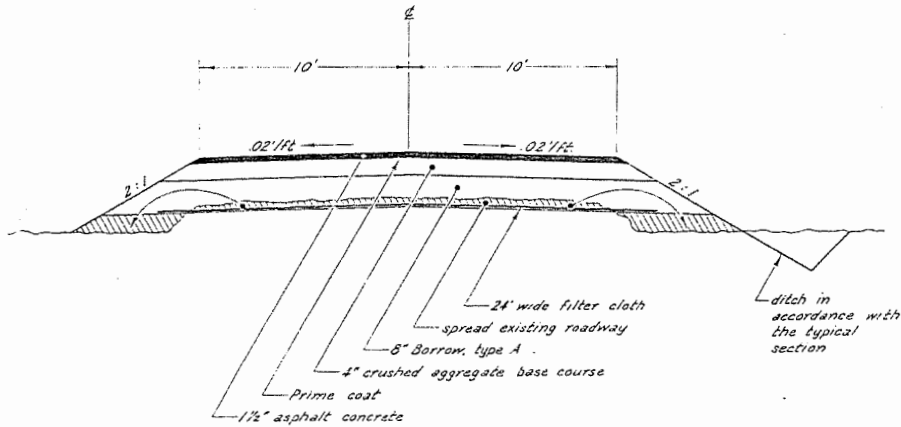


SECTION A-A
(EXISTING PAVED APPROACHES)

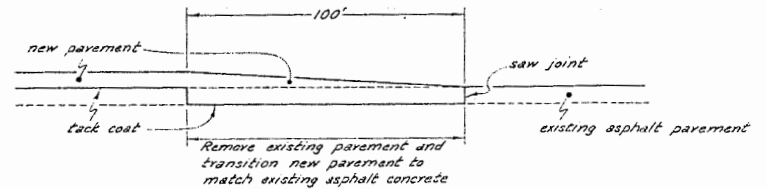


SECTION A-A
(EXISTING UNPAVED APPROACHES)

APPROACH DETAIL



FILTER CLOTH DETAIL



Note: The work required to remove the existing pavement and construct the transition will not be paid for directly but shall be incidental to pay item 401(1), Asphalt Concrete.

PAVEMENT OVERLAY TRANSITION DETAIL



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-81261	1981	3	5
As-Built				

SUMMARY OF WORK

MILE POINT	WEIGHT TONS	REMARKS	MILE POINT	WEIGHT TONS	REMARKS
0.00		"H" LINE Begin project at end of existing pavement. "H" line.	3.79		Existing 30" culvert.
0.35		Ditch for 200'± left and right as directed by the Engineer.	3.92		Grade ditch to drain 700 ft back section to 30" culvert. Grade ditch 200 ft ahead station (around curve) and line ditch with ditch lining material.
0.64		First entrance from Richardson Hwy.	4.11		Existing 24" culvert.
0.94		Second entrance from Richardson Hwy.	4.20		Para Salschabet Heights (right) approach in accordance with the type II approach detail.
0.94		Clean and repair culvert.	4.24		Final Measurement Case at Substation.
1.00		St. Mary's Church.	4.35	90	Existing 24" culvert.
1.20		Widen and pave inside shoulders of S turn curve as directed by the Engineer.	4.37		Existing 24" culvert.
1.43		Begin Reconditioning (see discussion in abstract).	4.64		End existing paved surface. Begin gravel embankment. Begin placement of filter fabric. (see filter fabric detail).
1.39		Little Harding Lake entrance.	4.75		Clean partially plugged 24" culvert.
1.42		Clean and repair 24" culvert.	4.96		Existing 24" culvert.
1.45		Para 5' wide apron on right parking area.	5.46		End of upgrade. Para 30 ft radius cul de sac. End filter fabric.
1.47	140		5.68		
1.67	760				"A" LINE (FIRST ACCESS ROAD)
1.71		Clean 24" culvert and ditch right side 100 ft back and 100 ft ahead station.			Begin upgrade. Match the existing grade of the Richardson Hwy. Ditch left and right side as directed by the Engineer.
1.76	120		0.00		
1.88	255		0.10		End of upgrade. Match new pavement grade on "H" line.
2.00	94				"B" LINE (SECOND ACCESS ROAD)
2.02		Clean two 24" culverts.	0.00		Begin upgrade. Match the existing grade of the Richardson Hwy. Ditch entire left side of road.
2.16	315		0.37		End of upgrade. Match new pavement grade on "H" line.
2.36	80				"C" LINE (CAMPGROUND ACCESS ROAD)
2.42		Para 5' wide apron on right turnout area.	0.00		Begin upgrade. Match the existing grade of the Richardson Hwy. (see filter fabric detail).
2.51	100		0.36		Caulking existing 24" culvert.
2.75		Install 24"x28" culvert just ahead of borrow pit approach. Ditch right side 850 ft ahead of culvert.	1.41		End filter fabric.
2.84	285		3.06	306	Clean 30" pipe arch.
3.07		End Reconditioning.	3.06	305	
3.08		Begin placement of filter fabric (see filter fabric detail).			
3.29		Caulking existing 24" culvert.			
3.39		End filter fabric.			
3.69		Clean 30" pipe arch.			

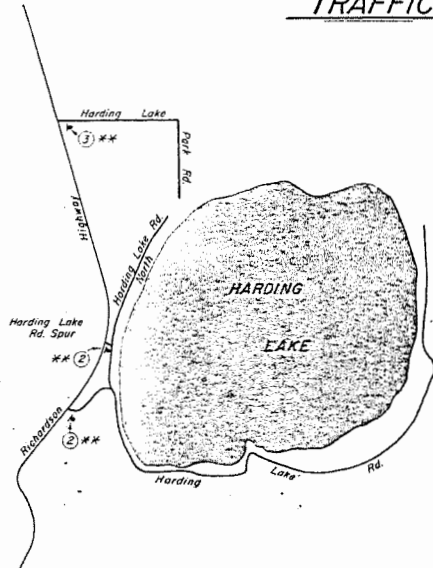
NOTES

- Borrow type A material may be required in the grading and leveling of approaches and roadway shoulders. The work required for this leveling and grading will not be paid for directly but shall be incidental to item 401(1).
- Minor areas requiring leveling course that are not shown in the summary will be encountered and should be expected.
- Striping limits will be determined by the Engineer, but in general will begin and end at the construction limits of the pavement overlay. Centerline striping for pass-no pass zones will be determined by the Engineer.
- The contractor is advised there are mislabeled and newspaper boxes in proximity to the road and care must be taken to prevent damage to the boxes. All work and materials required for the removal and reinstallation, and for repair of boxes damaged by the contractor will not be paid for directly but shall be incidental to other items of work.
- Construct the road in accordance with the filter cloth detail from "H", M.P. 308 to "H", M.P. 339 and from "H", M.P. 464 to "H", M.P. 508.
- The Engineer will designate the specific approaches to be paved by the contractor. Any existing unsealed approaches in accordance with the type I approach detail unless directed otherwise. For estimate purposes this will consist of approximately 40 approaches. The work required for paving existing unsealed approaches and for transitioning the new pavement into the existing paved approaches will not be paid for directly but shall be incidental to pay item 401(1).
- There are 154 approaches on the "H" line and 18 approaches on the "C" line. Ditching and clearing for ditching will not be paid for directly but shall be incidental to other items of work.
- The repair and cleaning of culverts will not be paid for directly but shall be incidental to pay item 603(22-24).
- In general, the existing road is wide enough to accommodate a 20' wide pavement overlay, but in a few areas may require widening in accordance with the typical section. The clearing and work to widen the road will not be paid for directly but shall be incidental to pay item 401(1).
- There are buried telephone cables in the vicinity of the roadway. Prior to any excavation work, the contractor shall locate in the field any cables within the areas being excavated. Information concerning their exact locations can be obtained from the Glacier State Telephone Co.; phone - 488-2735.

- Charge Order #1 provided for:
 - Installation of 24"x28" culvert at Sta. C 39+73
 - Removal of existing pavement, placement of 2" gravel on fill dip; placement of 2" gravel from Sta. C 39+15 to C 39+23



TRAFFIC CONTROL PLAN (TCP)

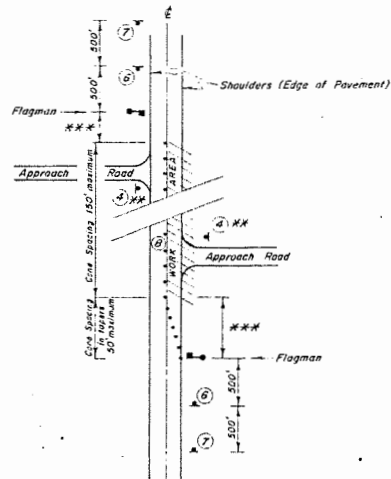


PERMANENT CONSTRUCTION SIGNING



RICHARDSON HWY & HARDING LAKE ROAD(S) INTERSECTIONS SIGNING

(to be used only when working at the intersection and removed or covered when not required)



TEMPORARY SIGNING FOR MOVING OPERATION

- ① G 20-2 (60" x 24") END CONSTRUCTION
- ② G 20-1 (60" x 36") ROAD CONSTRUCTION NEXT 5 MILES
- ③ G 20-1 (60" x 36") ROAD CONSTRUCTION NEXT 2 MILES
- ④ CW20-1F (48" x 48") ROAD CONSTRUCTION AHEAD
- ⑤ CW 20-1B (48" x 48") ROAD CONSTRUCTION 1000 FT.
- ⑥ CW 20-7F (48" x 48") FLAGMAN AHEAD
- ⑦ CW 20-4B (48" x 48") ONE LANE ROAD 1000 FT.
- ⑧ Minimum lane width shall be 9 ft. of paved surface or as allowed by the Engineer.

* = 500'

** = Located by the Engineer

*** = Distance

550' in 55 MPH areas

200' in 35 MPH areas

150' in 30 MPH areas

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	A-81261	1981	4	5
As-Built				

ESTIMATE OF QUANTITIES			
ITEM NO.	ITEM	UNIT	QUANTITY
110(1)	Mobilization	L.S.	All Req'd.
114(1)	Construction Surveying by the Contractor	L.S.	All Req'd.
115(1)	Traffic Maintenance	L.S.	All Req'd.
115(2)	Construction Signs	L.S.	All Req'd.
116(1)	Furnishing & Maintaining Field Office	L.S.	All Req'd.
116(2)	Furnishing & Maintaining Field Laboratory	L.S.	All Req'd.
203(5B)	Borrow, type A, E	ton	9,448 11,725
207(3)	Filter Cloth	S.Y.	18,000 18,507
301(1)	Crushed Aggregate Base Course	ton	3,560 5,023
401(1)	Asphalt Concrete, type I	ton	10,758 11,008
401(2)	Asphalt Cement, A.C. 2.5	ton	640 3+3
401(4)	Anti-Stripping Additive	C.S.	All Req'd.
402(3)	Tack Coat	ton	13.28 2
403(3)	Prime Coat	ton	24.38
512(2)	Monument Case, 5" dia.	EA.	
603(22-24)	24" Pipe	L.F.	64.28
670(1)	Painted Traffic Markings	L.S.	All Req'd.

① Includes leveling course and 153 tons for approaches.

② Based on CSS-1 application

TABLE OF ESTIMATING FACTORS		
ITEM NO.	ITEM	FACTOR
401(1)	Asphalt Concrete	110 #/sq. yd.-in = 0.055 ton/sq. yd.-in.
401(2)	Asphalt Cement	83% of dry aggregate weight of 401(1)
402(3)	Tack Coat	RC-800 = 0.05 gal./sq. yd. CSS-1 = 0.07 gal./sq. yd.
403(3)	Prime Coat	MC-30 = 0.20 gal./sq. yd. CSS-1 = 0.40 gal./sq. yd.

STATE	PROJECT	SHEET
ALASKA	X-21500	1 5

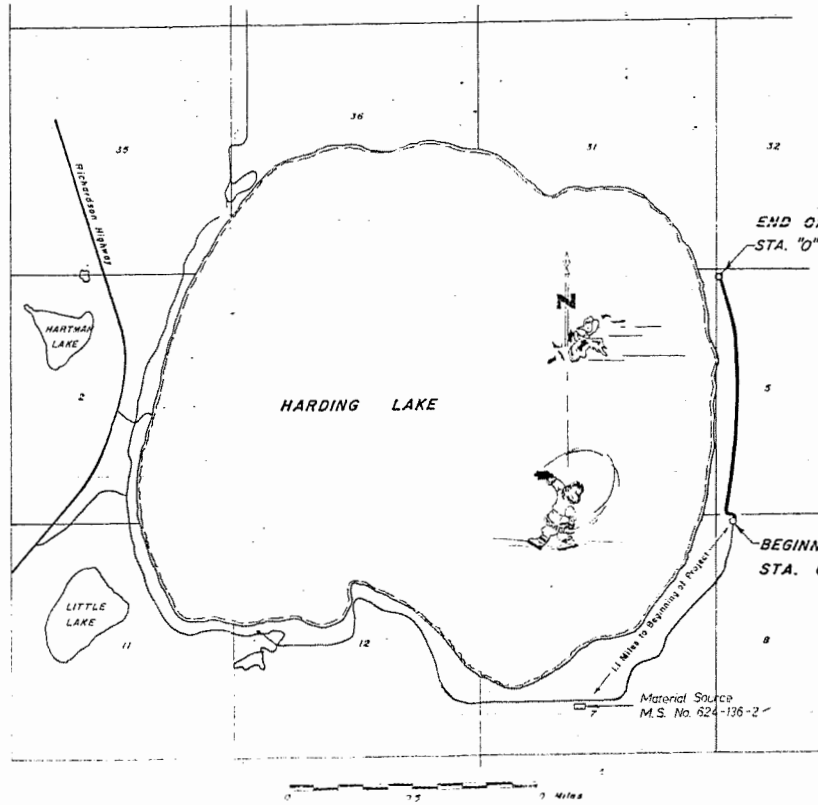
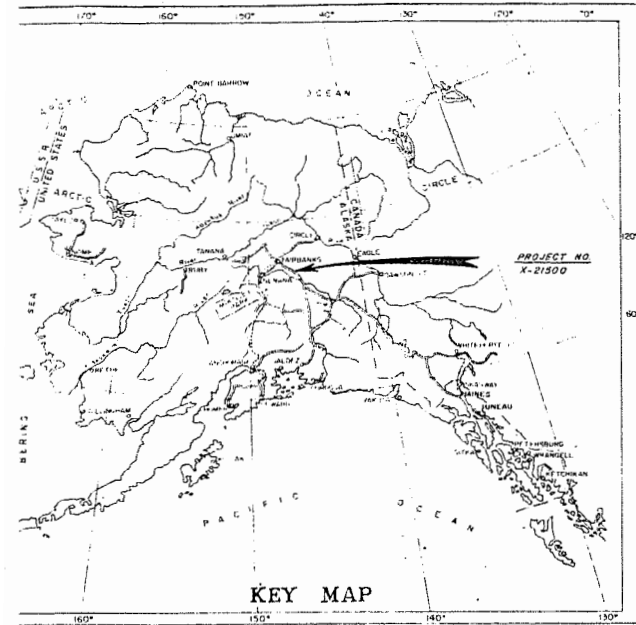
STATE OF ALASKA
DEPARTMENT OF HIGHWAYS

PLAN AND PROFILE
PROPOSED HIGHWAY PROJECT

X-21500
HARDING LAKE ROAD

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION AND ESTIMATE OF QUANTITIES
3-5	PLAN AND PROFILE SHEETS



END OF PROJECT:
STA. 0+64.80

BEGINNING OF PROJECT:
STA. 6+00

"AS-BUILT PLANS"

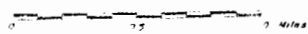
Contractor: *G. J. Construction Co.*
 Proj Engr.: *D. S. Ranken*
 Work Beg: *Sept. 16, 1968*
 Completed: *Oct. 25, 1968*

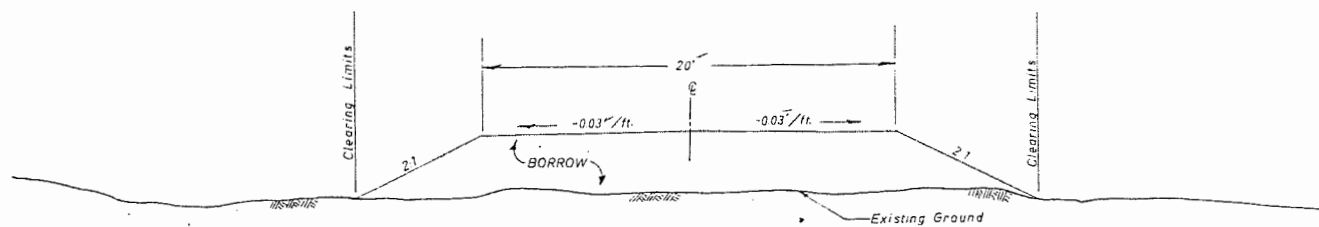
PRELIMINARY PLANS
DESIGN STUDY
SEP 10 1968

Length of Project = 3743.00 = 1.789

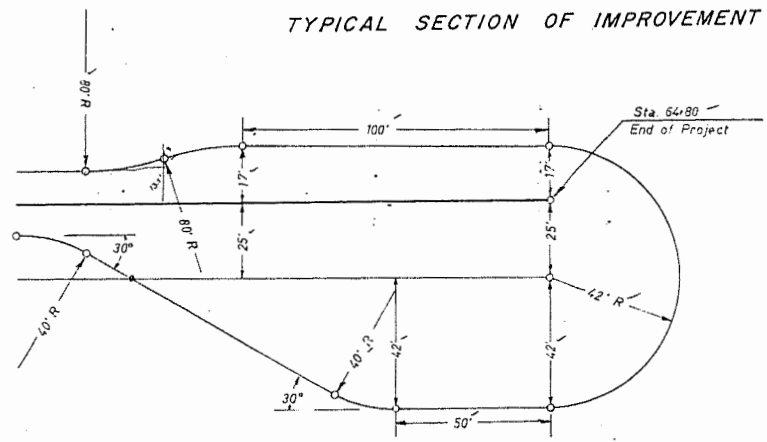
CONVENTIONAL SIGNS

PROPOSED CONSTRUCTION CENTERLINE	
BOUNDARY SURVEY LINE	
OWNERSHIP LINE	
SECTION LINE	
CHURCH LINE	
SHEDS WAY LINE	
SILENT LINE	
PROPOSED OR CITY LIMITS	
WATER LINE	
PHONE OR TELEGRAPH LINE	
LE ANCHOR	
SHR POLE	
ATM LINE	
POWER/SEWER LINE	
CEM DRAIN	
LYE BOX	
TOP INLET & CATCH BASIN	
WINDMILL	
WATER TOWER	
WATER ELECTRIC	
HYDRAULIC	
WATERWAY	
WATER	

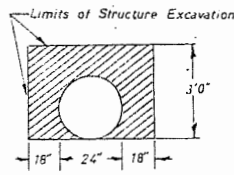




TYPICAL SECTION OF IMPROVEMENT

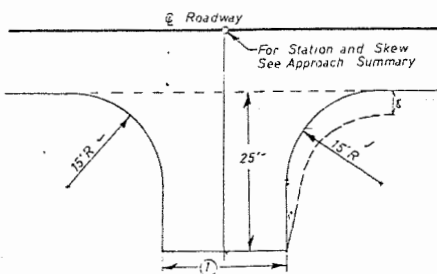


CUL-DE-SAC DETAIL



STRUCTURE EXCAVATION DETAIL

Note: Embankment shall be constructed to a height of 3 feet and excavated as shown for placement of proposed culvert. Backfill with Borrow approved by the Engineer. Excavation and backfill not paid for directly, incidental to pipe conduit.



APPROACH DETAIL

① Width varies. See Approach Summary

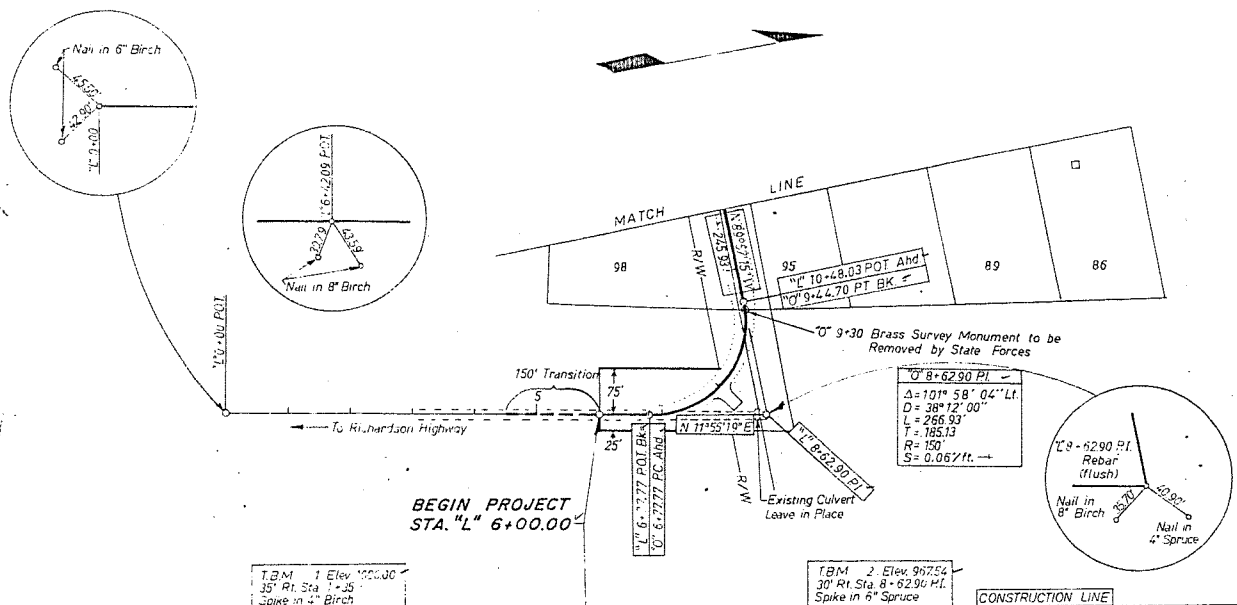
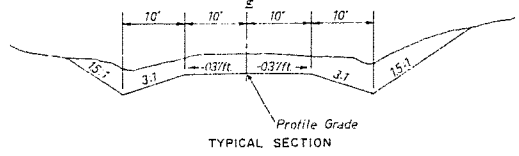
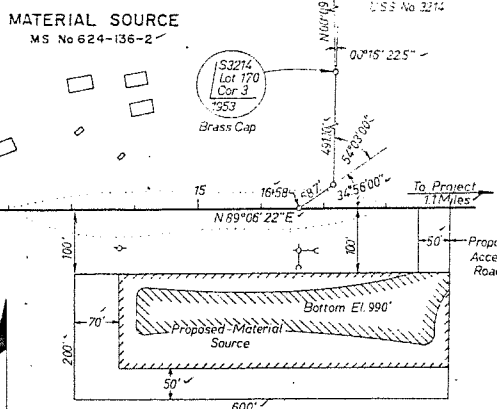
APPROACH SUMMARY				CULVERT SUMMARY			
Station	Lt/Rt	Width	Skew	Station	Lt/Rt	Width	Skew
8-00	Rt	20'		34-34	Lt	20'	
15-00	Lt	14'	10° Rt	35-16	Rt	20'	
16-04	Lt	20'	10° Rt	35-99	Lt	20'	
17-71	Lt	20'	10° Rt	37-54	Lt	20'	
19-39	Lt	20'	10° Rt	38-80	Lt	14'	
21-05	Lt	20'	30° Rt	42-50	Lt	20'	
22-73	Lt	20'	10° Rt	44-24	Lt	30'	
23-58	Rt	20'	10° Rt	45-89	Lt	20'	
24-40	Lt	20'	10° Rt	48-37	Lt	20'	
26-08	Lt	20'	10° Rt	50-08	Lt	20'	
27-74	Lt	20'		51-59	Lt	20'	
29-10	Lt	20'		55-80	Lt	14'	18° Rt
30-22	Rt	20'		57-23	Lt	18'	18° Rt
31-04	Lt	20'		59-35	Lt	20'	18° Rt
32-53	Lt	20'		61-02	Lt	20'	18° Rt
				62-03	Lt	14'	18° Rt

STATION	SIZE	LENGTH	REMARKS
42-25	24"	42'	
35-00	24"	48'	
36-00	24"	40'	
36-80	24"	44'	
41-15	24"	46'	
46-20	24"	48'	
53-00	24"	42'	
Total			322' by face length = 324'

ESTIMATE OF QUANTITIES		
QUANTITY	UNIT	ITEM
5,284	Acre	Hand Clearing
46,305	Cu Yd	Borrow
324	Lin Ft.	24" Pipe Conduit

PRELIMINARY PLAN
DESIGN STUDY
SEP 14 1960

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	X-21500	68	3	5



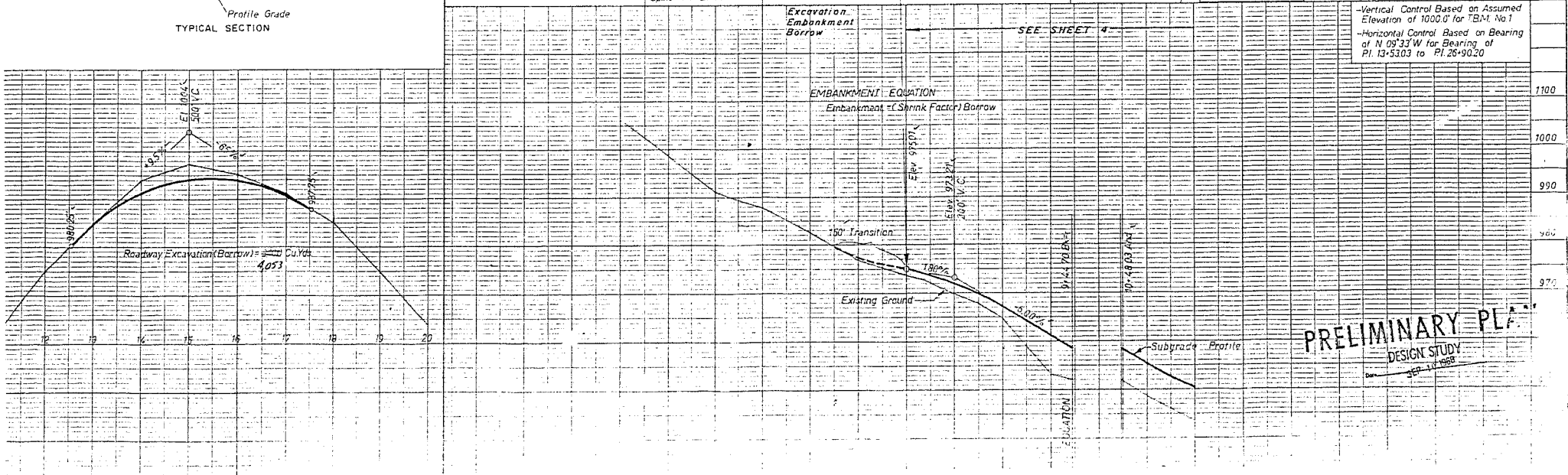
BEGIN PROJECT STA. "L" 6+00.00

T.B.M. 1 Elev. 1000.00
35' Rt. Sta. 7+35
Spike in 4" Birch

T.B.M. 2 Elev. 972.54
30' Rt. Sta. 8+62.96 PI
Spike in 6" Spruce

CONSTRUCTION LINE

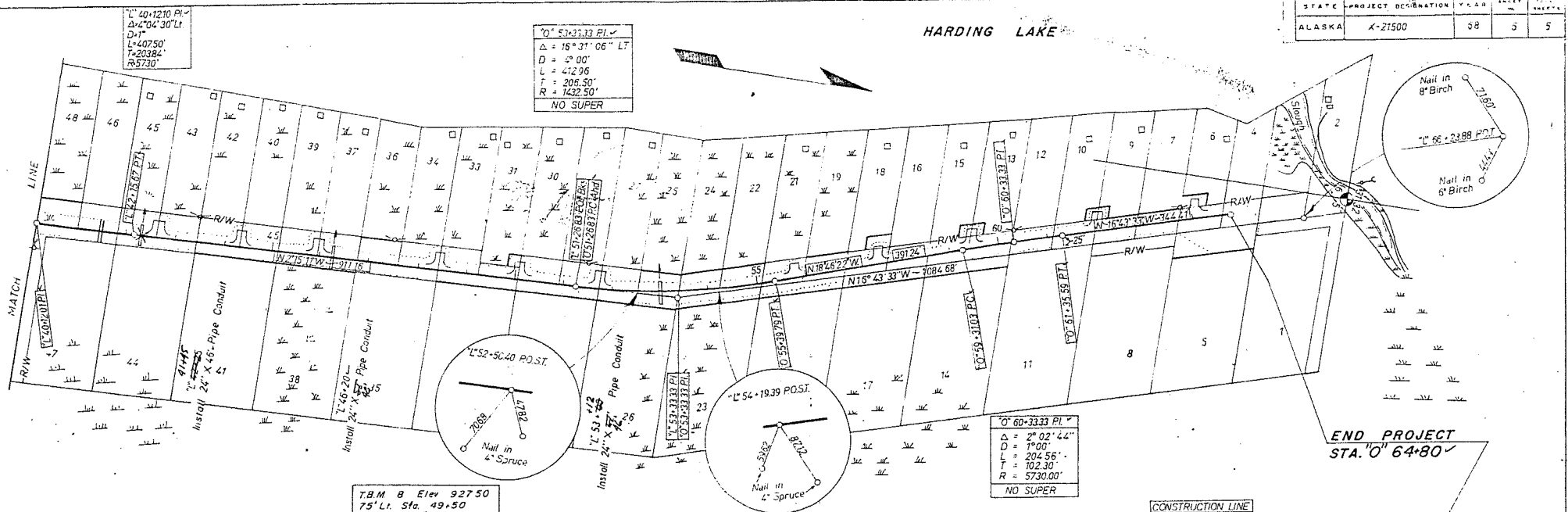
-Vertical Control Based on Assumed Elevation of 1000.0' for T.B.M. No. 1
-Horizontal Control Based on Bearing of N 09° 33' W for Bearing of P.I. 13+53.03 to P.I. 36+90.30



PRELIMINARY PLAN
DESIGN STUDY
SEP 14 1968

STATE	PROJECT DESIGNATION	YEAR	SHEET	TOTAL SHEETS
ALASKA	K-21500	38	5	5

HARDING LAKE



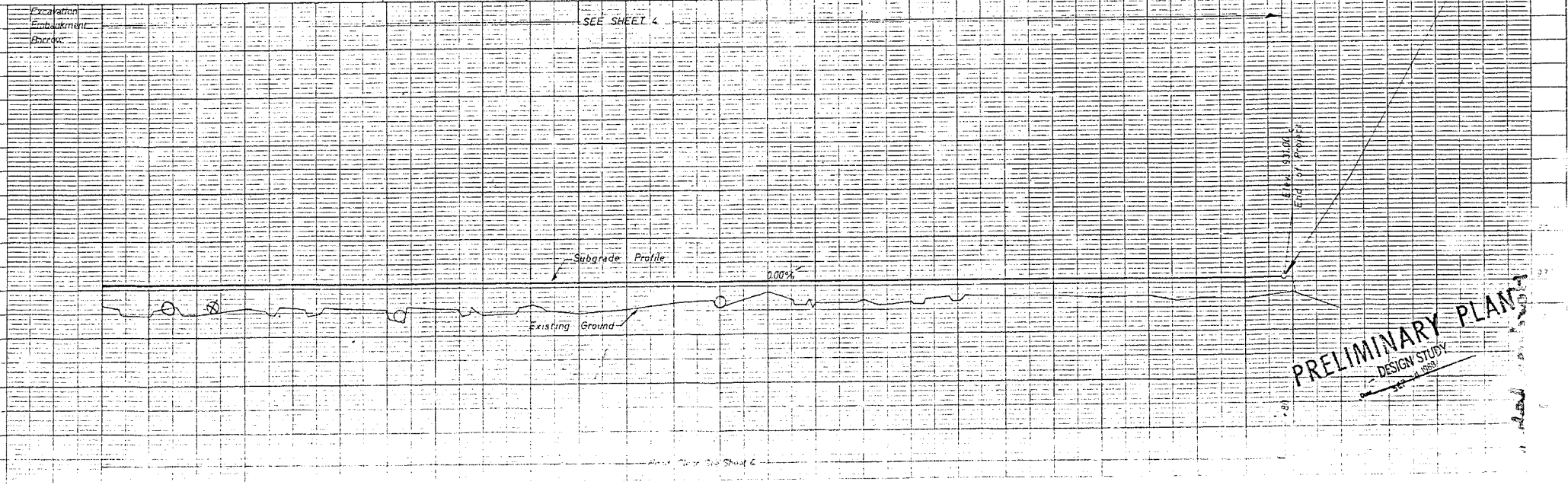
O+1210 P.I.
 $\Delta = 4^{\circ}04'30''$ LT
 $D = 40750'$
 $L = 2384'$
 $R = 5730'$

O+53+33.33 P.I.
 $\Delta = 16^{\circ}31'06''$ LT
 $D = 4^{\circ}00'$
 $L = 412.96'$
 $T = 206.50'$
 $R = 1432.50'$
 NO SUPER

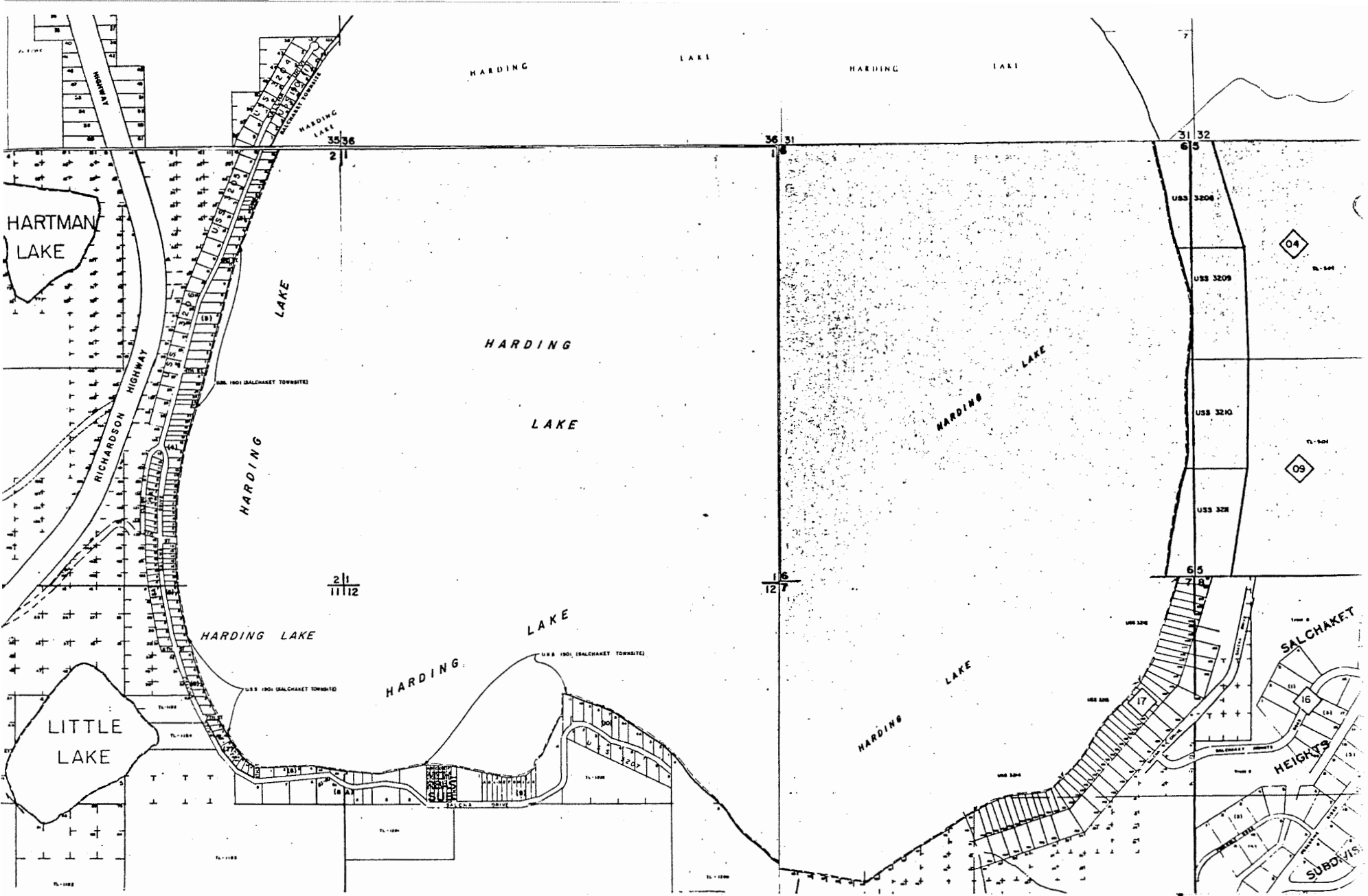
O+60+33.33 P.I.
 $\Delta = 2^{\circ}02'42''$
 $D = 1^{\circ}00'$
 $L = 292.56'$
 $T = 192.30'$
 $R = 5730.00'$
 NO SUPER

T.B.M. B Elev. 92750
 75' Lt. Sta. 49+50
 Spike in 3" Spruce

END PROJECT
 STA. 0+64.80



PRELIMINARY PLAN
 DESIGN STUDY
 APR 11 1959



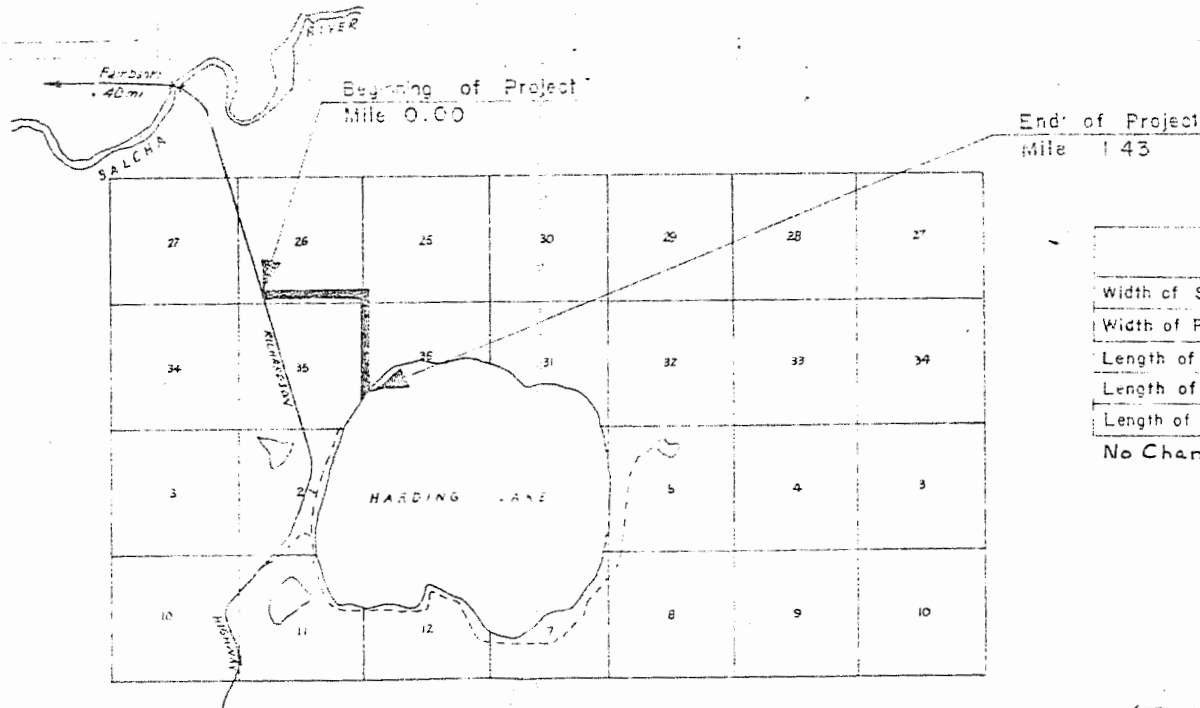
Project No.
OS-2(003)

HARDING LAKE PARK ROAD ASPHALT SURFACE TREATMENT

PROJECT NO. OS-2(003) AS BUILT PLANS

1	TITLE SHEET
2	TYPICAL SECTION AND ESTIMATE OF QUANTITIES
3	APPROACH & SIGNING SUMMARY
4	MATERIAL SOURCE SHEET

The following Standard Drawings apply to this project: A-1, C-00.01, C-10.00, C-11.01, D-02.01, S-05.00, S-20.00
 Contractor: H&H Contractors, Inc
 Project Engineer: K. Leslie
 Begin Construction: 17 Aug. 1976
 End Construction: 2 Sept. 1976



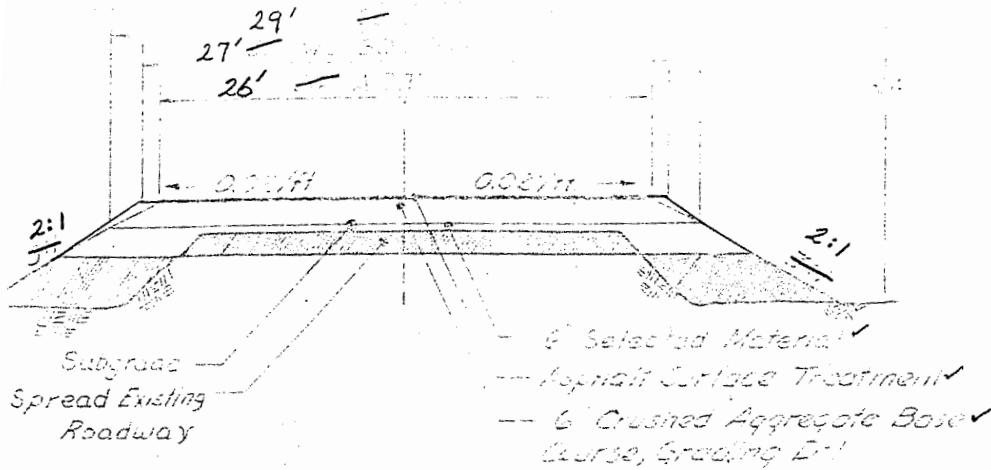
PROJECT SUMMARY	
Width of Subgrade	29' 29'
Width of Pavement	26' 26'
Length of Grading	7,550' = 1.43 Miles ✓
Length of Paving	7,550' = 1.43 Miles ✓
Length of Project	7,550' = 1.43 Miles ✓

No Change in Length

AKING *[Signature]* 9-7-76



POOR QUALITY



TYPICAL SECTION

Item No.	Description	Factor
301(1)	Crushed Agg. Base Grading D-1	145#/Sq. Yd. ✓
405(2)	RC-800 Liquid Asphalt for A.S.T. Coat	0.35 Gal/Sq. Yd. ✓
405(2)	RC-800 Liquid Asphalt for A.S.T. Coat	0.35 Gal/Sq. Yd. ✓
405(5A)	Cover Coat Grading C	35#/Sq. Yd. ✓
405(5B)	Cover Coat Grading E	22#/Sq. Yd. ✓
403(1)	MS-30 Liquid Asphalt for Prime	0.20 Gal/Sq. Yd. ✓

A.S.T. = Asphalt Surface Treatment

1. Existing Appurtenances shall be retained to the extent the new structure or structure on the site is as directed by the Engineer.
2. Curves shall be superelevated as stated by the Engineer.
3. Cleaning will not be required on this Project.
4. Existing 18" corrugated metal pipe at mile point 0.46 and existing aluminum signal pipe at mile point 0.85 are to be extended 4' on each end. Payment in concrete units for 0.02, 0.46, 0.85.
 - Mi. 0.02 Installed 18" x 32' cross pipe
 - Mi. 0.46 Extended existing 15" pipe 4' on each end
 - Mi. 0.85 Extended existing 15" pipe 4' on rt end

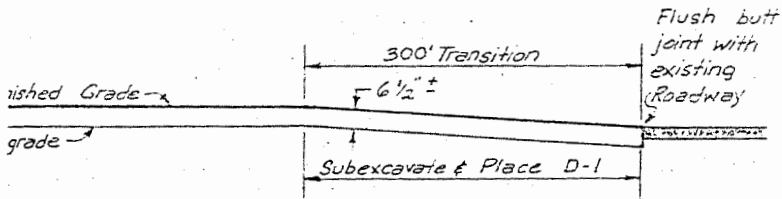
Item No.	Unit	Item	Quantity
1	L.S.	Furnishing & Maintaining Engineering Facilities	All Req'd. ✓
110(1)	L.S.	Mobilization	All Req'd. ✓
111(1)	Cont. Sign	Temporary Erosion & Pollution Control	None
113(1)	Man Hr	Flagging	25 91.0
205(60)CY.W.M.		Selected Material	5160
301(1)	Ton	Crushed Aggregate Base Course, Grading D-1	8203
405(2)	Ton	RC-800 Liquid Asphalt for Prime Coat	9.56
405(2)	Ton	RC-800 Liquid Asphalt for A.S.T.	62.77
405(5A)	Ton	Cover Coat Grading C	387
405(5B)	Ton	Cover Coat Grading E	253
603(20)	L.F.	15" Pipe Conduit	12'
603(20)	L.F.	18" Pipe Conduit	32'
615(1)	Sq. Ft.	Standard Signs	39.25 ✓
U15(2)	each	Removal & Relocation of Existing Signs	5 ✓
627(1)	Yr	Watering	177.0

APPROACH SUMMARY

Mile Point	Lt./Rt.	Radius Width	Remarks
0.04	Lt.	R=25, W=14	
0.07	Lt.	R=25, W=14	
0.125	Lt.	R=25, W=14	
0.135	Lt.	R=25, W=14	
0.25	Rt.	R=25, W=14	
0.25	Lt.	R=25, W=14	
0.36	Lt.	R=25, W=14	
0.40	Lt.	R=25, W=14	
0.43	Lt.	R=25, W=14	
0.45	Lt.	R=25, W=14	
0.72	Lt.	R=25, W=14	Additional Approaches
0.85	Rt.	R=25, W=14	Mile 1.36 Rt
1.00	Rt.	R=25, W=14	Mile 1.38 Rt
1.19	Rt.	R=25, W=14	Mile 1.43 Rt
1.25	Rt.	R=25, W=14	Mile 1.43 Rt
1.30	Rt.	R=25, W=14	Mile 1.43 Rt

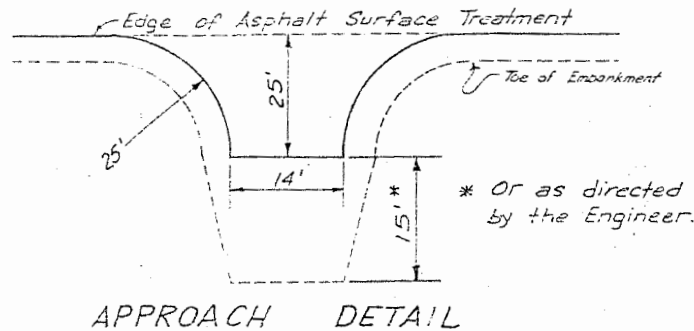
Approach Quantities					
Borrow	D-1	C Chips	E Chips	RC-800	MC-30
Cu. Yd.	Ton	Ton	Ton	Ton	Ton
248	527	19.2	11.0	2.7	0.96

The quantities listed above are included in the totals shown on the Estimate of Quantities on Sheet 2.



PAVING TRANSITION B.O.P. & E.O.P.

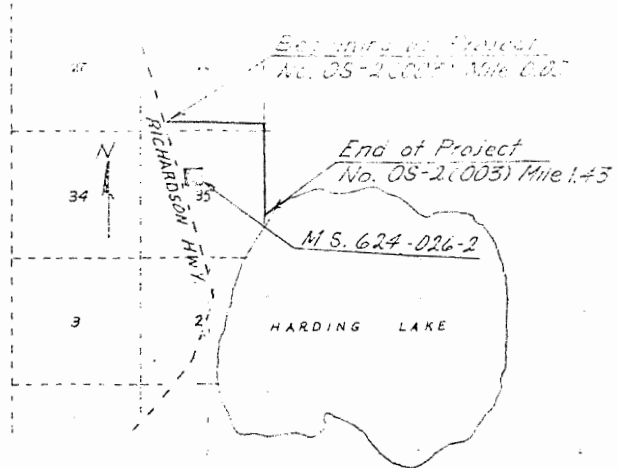
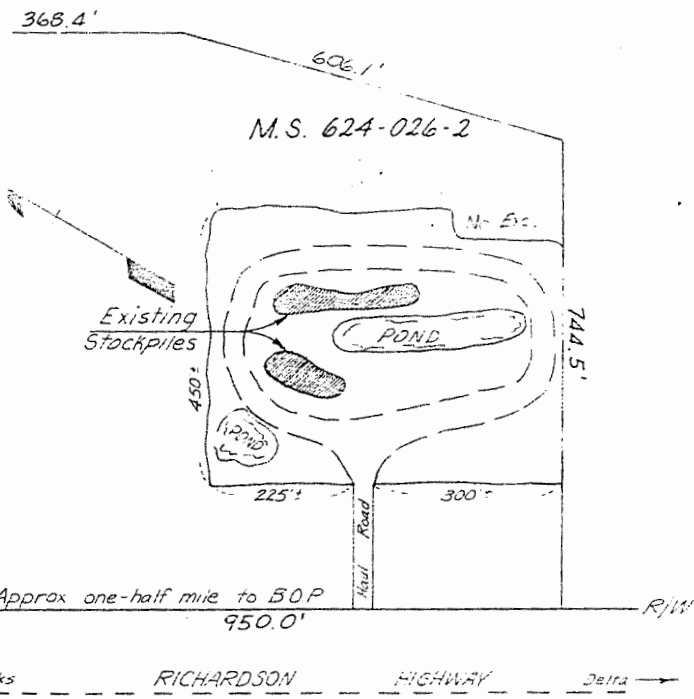
All work and equipment required for paving transition will be considered incidental to other Pav. Items.



SUMMARY OF SIGNS

Mile Point	Lt./Rt.	CODE	LEGEND	SIGN PANEL		POST		LENGTH		REMARKS	
				Size	Area	No	Size	Type	Length		Embed
0.05	Lt.		STOP			1	2 1/2"	P.S.T.	16.5'	4.5'	Remove & Relocate existing stop sign.
0.05	Rt.		Speed Limit 30			1	2 1/2"	P.S.T.	15.5'	4.5'	Remove & Relocate existing speed limit sign.
0.81	Rt.	W1-1R	→	30x30	6.25	1	2 1/2"	P.S.T.	17'	4.5'	
0.81	Rt.	W15-1	15 M.P.H.	18x18	2.25						Mount on above P.S.T.
0.84	Lt.	W1-6L	←	48x24	8.00	2	2 1/2"	P.S.T.	15'	4.5'	
0.86	Lt.	W1-6R	→	48x24	8.00	2	2 1/2"	P.S.T.	15'	4.5'	
0.89	Lt.	W1-1L	←	30x30	6.25	1	2 1/2"	P.S.T.	17'	4.5'	
0.89	Lt.	W13-1	15 M.P.H.	18x18	2.25						Mount on above P.S.T.
1.34	Lt.		Speed Limit 30			1	2 1/2"	P.S.T.	15.5'	4.5'	Remove & Relocate existing speed limit sign.
1.38	Rt.	W8-3	Pavement Ends	30x30	6.25	1	2 1/2"	P.S.T.	15.5'	4.5'	
1.40	Rt.		Information								Remove & Relocate existing sign & post.
1.43	Rt.		Keep Right			1	2 1/2"	P.S.T.	15.5'	4.5'	Remove & Relocate existing Keep Right sign.
Totals						39.25	Total of 5 signs to be removed & relocated.				

P.S.T. = Perforated Square Tubing

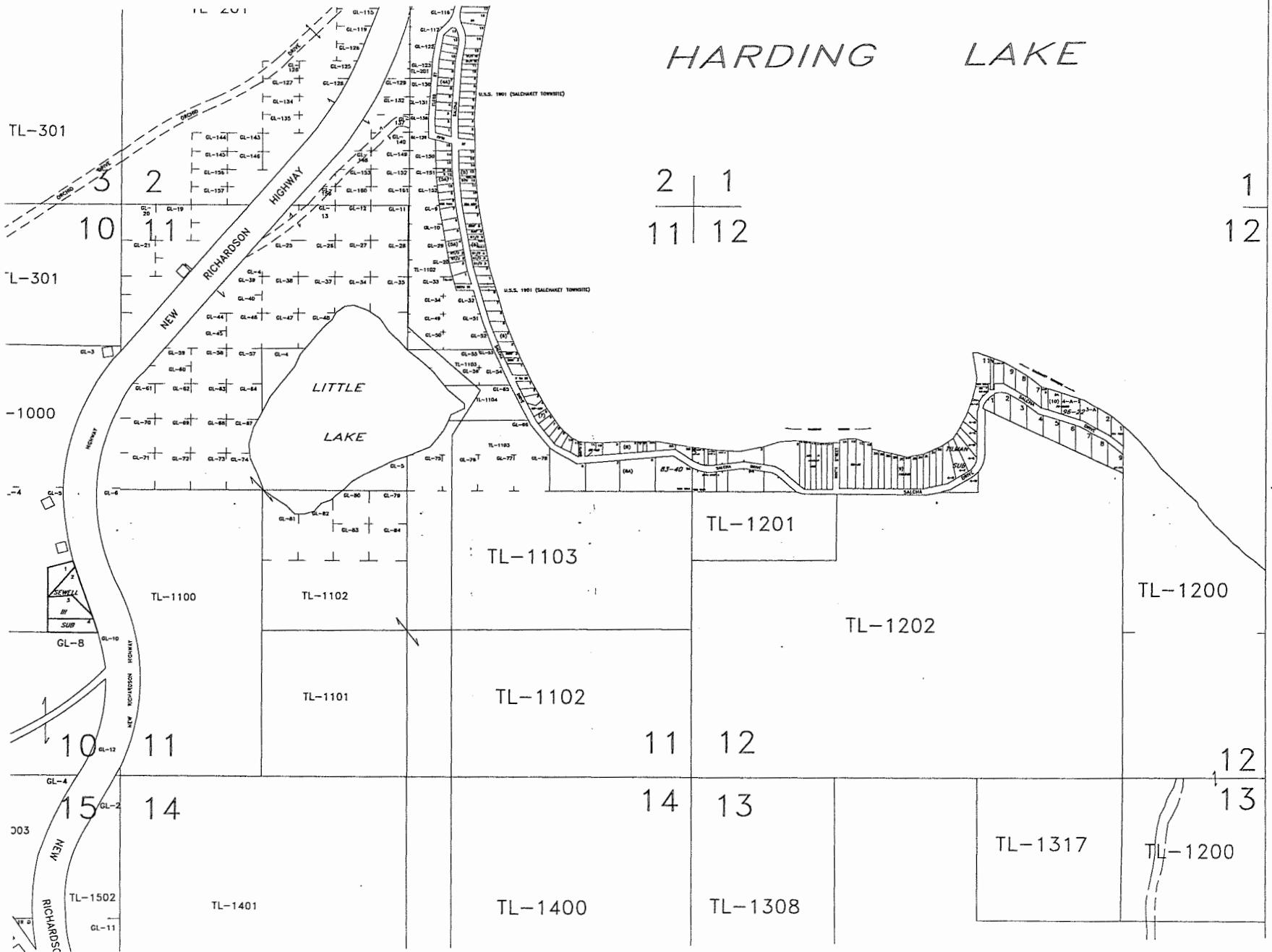


STATE FURNISHED MATERIAL SOURCE

NOTE - Royalty payments will be required on this material source (See Special Provisions)

R/W

HARDING LAKE



2	1
11	12

1
12

11	12
14	13

12
13

RECEIVED

68 FEB 18 A 8: 25

Fairbanks
February 17, 1988

Fairbanks North Star Borough
Fairbanks, Alaska

Attn: Planning Department

Dear Sirs:

Please advise me if there is still a right-of-way along the south shoreline of Harding Lake in Section 12. The State Department of Transportation & Public Facilities provided me with a "Right-Of-Way Map -- Alaska Project No. X-20077", sheet 2 of 2, revised through at least June 10, 1977, which shows such a right-of-way.

The specific area I am interested in is apparently part of a lot, perhaps Lot 2, within Section 12, immediately north of the SW quarter of the Section, and just west of Lot 3. The area is further described as Block 9 of U.S.S. 1901. That Block has been subdivided into four lots, and lots 2 and 3 have apparently been re-subdivided into several additional lots.

The DOT&PF map shows a 60' R-O-W along the shore, with a street name of "Salcha Drive". Another 50' R-O-W is shown along the east/west quarter section line, roughly 300' from the lake, and is where the existing road around the lake is located. The map also shows a 60' north/south R-O-W along the sixteenth line at the west side of Block 9, between the existing road and the shoreline R-O-W in question. I don't think Ninth Street exists either.

From ground appearances (location of buildings, existing roads, etc.) it would appear that the shoreline R-O-W for "Salcha Drive" in this area has been abandoned. If so, I would like confirmation of that. (You might so advise DOT&PF so their map can be corrected.) Also, has the R-O-W for the existing road been widened to the north 30', for a total width of 80'?

I am especially interested in the current dimensions of lots 2C, 2D, and 2E of Block 9, an addition to the question as to whether or not they have actual lake frontage. Perhaps the Borough Assessor's office can provide some information on this.

Thank you.

Yours truly,

James E. Moody
James E. Moody

Box 1932
Fairbanks, Alaska 99707

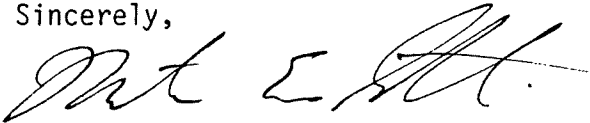
James E. Moody
February 19, 1988
Page 2

6. The width of the new right-of-way for Salcha Drive along the W $\frac{1}{2}$ line is of varying width. Plat #87-50 is in error. Starting at the CW1/16 (Ninth Street) and going east along the C $\frac{1}{2}$ section line, it is 80' in width as shown on your Project X-20077 drawing. However, going west of the CW1/16, it is only 70' wide.
7. Your specific interest in Lots 2C-2E Block 9 concerning the actuality of lake frontage is answerable by an examination of Inst. #77-130, 77-131, and 77-132, recorded September 12, 1977, which vacated the old 60' lakeshore right-of-way for Salcha Drive in Lots 2C-2E and added the new area to adjoining lots. Inst. #77-8850, 77-8851, and 77-8852, recorded June 9, 1977, dedicated 30' north of the C $\frac{1}{2}$ line for the new Salcha Drive (at the south of those lots), subtracting from the adjoining lots.

Copies of plats and the instruments referenced above may be obtained from the Fairbanks District Recording Office located in Courthouse Square between 2nd and 3rd Avenues at Cushman Street or from our Technical Services Section for \$5 apiece.

Please contact me at the Department of Community Planning if I can be of further help.

Sincerely,



Martin E. Gutoski
Platting Officer

MEG/ra12



Fairbanks North Star Borough

Mayor: Juanita Helms

February 19, 1988

James E. Moody
P.O. Box 1932
Fairbanks, Alaska 99707

Dear Mr. Moody:

With regard to your questions concerning property along the old right-of-way for Salcha Drive, our records show the following:

1. State of Alaska Dept of Highways Project X-20077 was initiated in 1976 to contain the constructed alignment for Salcha Drive by vacating the original unconstructed right-of-way through USS 1901 (Salchaket Townsite) Lots 1-5 Block 8A and Lots 1-4 Block 9 and procuring additional right-of-way to contain the existing road through the southern portions of those lots. That project was completed by the execution of the combination of vacations and takes from each lot and was recorded by Instrument #77-117 through #77-140 in September 1977 and #77-184 in November 1977.
2. Of the four original lots in Block 9, three have been re-subdivided. Lots 2 and 3 were split by deed into 60'-wide Lots A-K in the early '60s. Lot 1 was replatted recently into four 75'-wide lots by plat #87-59 on July 23, 1987.
3. Of the eight original lots in Block 8A, Lot 1 has been subdivided into six 50'-wide Tracts A-F and recorded as George P. Nehrbas Subdivision in 1950 as Instrument #120.051. Also Lot 5 Block 8A and Lot 5 Block 8 were replatted in March 1983 by plat #83-40.
4. Ninth Street is unconstructed but not abandoned or vacated and still exists as a 60'-wide right-of-way, albeit steep in grade, to the lakeshore.
5. The DOT-PF maps are not in need of revision since they are the project drawings that show the areas to be vacated and dedicated for the realignment of Salcha Drive. Our base maps show the current status of lots in that area, based on the recorded documents.