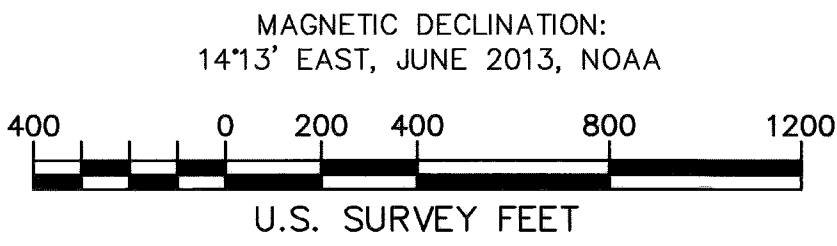


MONUMENT LEGEND

- RECOVERED BUREAU OF LAND MANAGEMENT MONUMENT
- RECOVERED FEDERAL CONTROL STATION
- RECOVERED AKDOT/PF CONTROL STATION
- RECOVERED PRIMARY CENTERLINE MONUMENT
- RECOVERED SECONDARY MONUMENT
- COMPUTED POINT, NOTHING SET THIS SURVEY
- POINT NUMBER

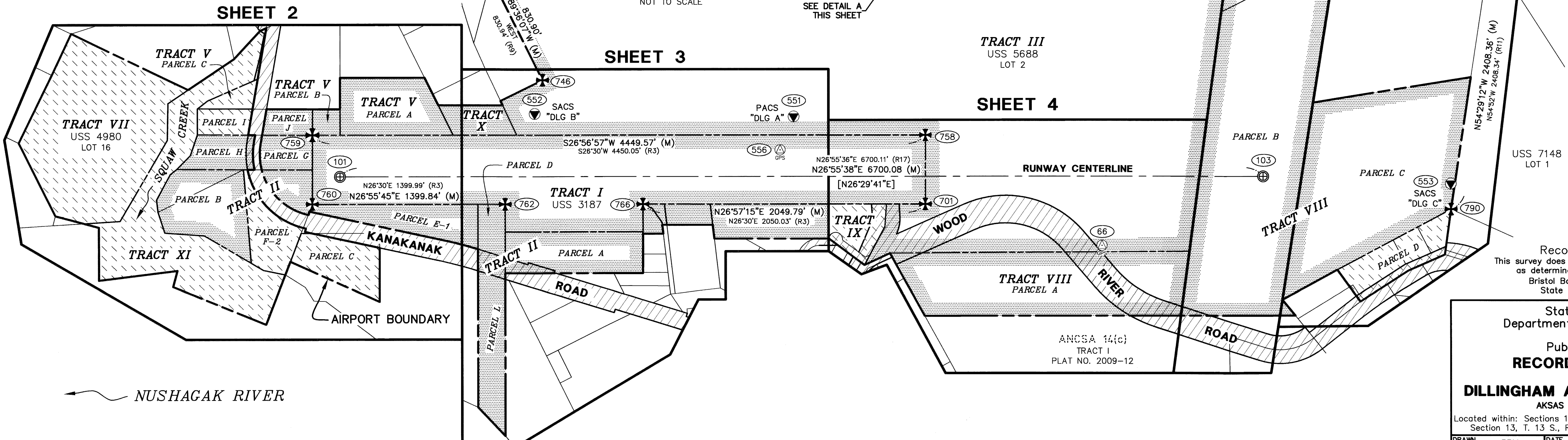


SURVEY DATA LEGEND

- (M) MEASURED THIS SURVEY
- (R&H) RECORD AND HELD THIS SURVEY
- (C) COMPUTED THIS SURVEY
- (R1) RECORD PER UNRECORDED DOWL SURVEY PROVIDED BY AKDOT/PF
- (R3) RECORD PER OFFICIAL U.S. SURVEY NO. 3187, APPROVED JANUARY 23, 1953
- (R7) RECORD PER OFFICIAL U.S. SURVEY NO. 4973, APPROVED JANUARY 21, 1969
- (R9) RECORD PER OFFICIAL U.S. SURVEY NO. 5688, APPROVED DECEMBER 17, 1973
- (R11) RECORD PER OFFICIAL U.S. SURVEY NO. 7148, AND THE RETRACEMENT OF PORTIONS OF U.S. SURVEY NOS. 3710 AND 4973, APPROVED MAY 23, 1983
- (R15) RECORD PER OFFICIAL DEPENDENT RESURVEY OF A PORTION OF U.S. SURVEY NO. 4973 AND A PORTION OF THE SUBDIVISIONAL LINES OF TOWNSHIP 13 SOUTH, RANGE 55 WEST OF THE SEWARD MERIDIAN, APPROVED FEBRUARY 2, 1996
- (R17) RECORD PER DILLINGHAM AIRPORT RUNWAY REHABILITATION PROJECT, AKSAS NO. 55130, SURVEY CONTROL SHEET, AS-BUILT DECEMBER 2005. PROVIDED BY AKDOT/PF
- (R19) RECORD PER OFFICIAL ANCSA 14(C) SURVEY OF TRACTS A THROUGH P, RIGHTS-OF-WAY CENTERLINE NO. 1 THROUGH 8 AND 10 THROUGH 15, APPROVED ON OCTOBER 6, 2009, AND FILED AS PLAT NO. 2009-12
- [] MEAN GEODETIC BEARING MEASURED THIS SURVEY (NAD83)

NOTES

- THE RANGE LINE SHOWN HEREON HAS NOT BEEN LOCATED THIS SURVEY AND IS SHOWN FOR REFERENCE ONLY.
- FOR SURVEY INFORMATION AND OTHER NOTES SEE SHEET 15.
- SEE PROPERTY NOTES AND PROPERTY STATUS TABLE ON SHEET 16.
- SEE COORDINATE TABLES ON SHEET 17.



SURVEYOR'S CERTIFICATE

I hereby certify that I am properly Registered and Licensed to practice Land Surveying in the State of Alaska, and that this drawing represents a survey made by me or under my direct supervision, and that the monuments shown hereon actually exist as described, and that all dimensions and other details are correct to the extent shown hereon.

Tallak D. Maakestad, LS-9235
Date 12-04-2014

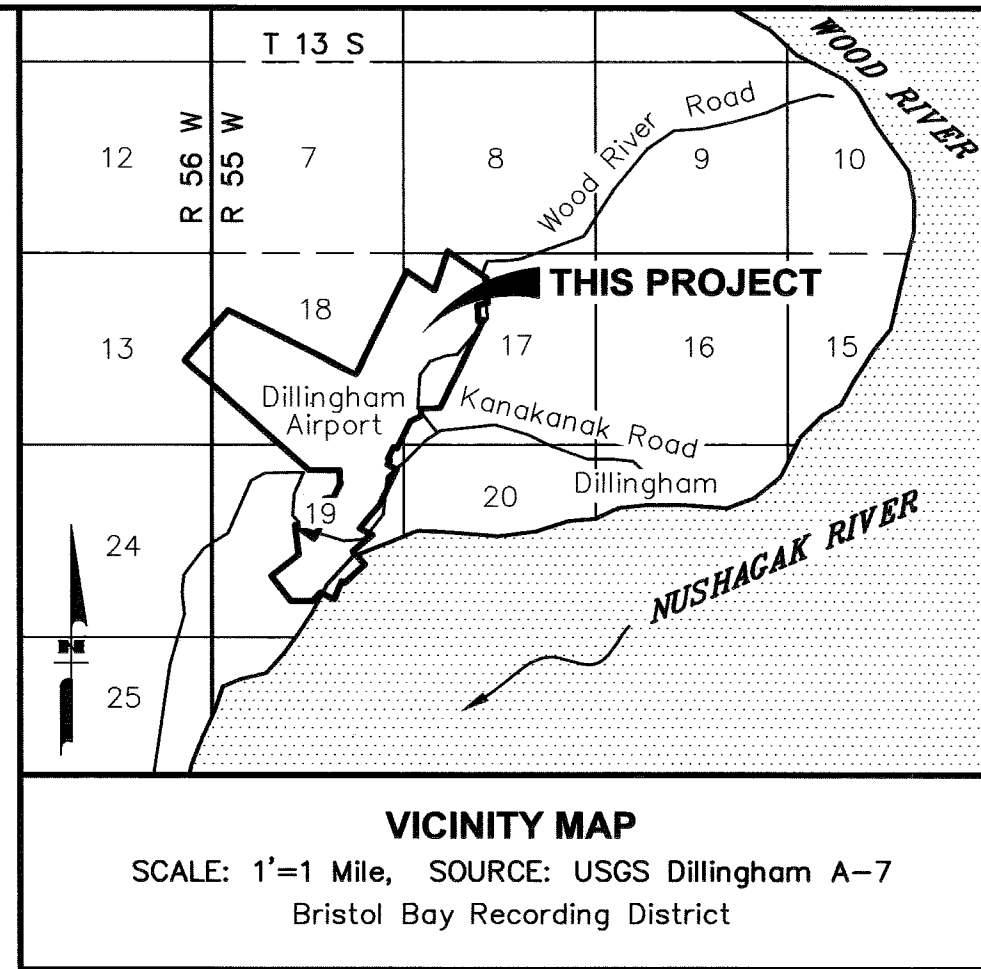


ABBREVIATION LEGEND

HRA	HELD RECORD ANGLE	NAD83	NORTH AMERICAN DATUM OF 1983
GBA	GRANT BOUNDARY ADJUSTMENT	RPZ	RUNWAY PROTECTION ZONE
BBi	BEARING-BEARING INTERSECTION	USS	UNITED STATES SURVEY
BDi	BEARING-DISTANCE INTERSECTION	R/W	RUNWAY
AKDOT/PF	ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	STA	STATION
ANCSA 14(C)	ALASKA NATIVE CLAIMS SETTLEMENT ACT SECTION 14(C) SUBDIVISION	LT	LEFT
PACS	PRIMARY AIRPORT CONTROL STATION	RT	RIGHT
SACS	SECONDARY AIRPORT CONTROL STATION	BT	BEARING TREE
		ESMT	EASEMENT

HATCH LEGEND

	AIRPORT PARCEL (FEE INTEREST)
	AIRPORT PARCEL (AVIGATION AND HAZARD EASEMENT INTEREST)
	PUBLIC ROAD RIGHT-OF-WAY



MEANDER LINE TABLE		
LINE	BEARING	DISTANCE
M1 (C)	N57°07'13"E	36.97'
(R13)	N56°37'E	36.96'
M2 (C)	S51°44'34"E	171.41'
(R13)	S52°17'E	171.60'
M3 (C)	S49°15'24"E	178.00'
(R13)	S49°48'E	178.20'
M4 (C)	S03°12'22"W	369.19'
(R13)	S02°36'W	369.60'
M5 (C)	S11°00'58"E	92.96'
(R13)	S11°36'E	93.06'
M6 (C)	S63°04'29"E	188.41'
(R13)	S63°42'E	188.76'
M7 (C)	S44°10'51"E	157.74'
(R13)	S44°51'E	157.74'
M8 (C)	S17°56'51"E	141.90'
(R13)	S18°37'E	141.90'
M9 (C)	S11°45'26"E	58.73'
(R14)	S12°06'E	58.74'
M10 (C)	S34°35'26"E	210.51'
(R14)	S34°56'E	210.54'

MEANDER LINE TABLE		
LINE	BEARING	DISTANCE
M11 (C)	S69°42'26"E	88.43'
(R14)	S70°03'E	88.44'
M12 (C)	S81°21'10"E	159.10'
(R14)	S81°54'E	159.06'
M13 (C)	N30°51'15"E	287.20'
(R14)	N30°17'E	287.10'
M14 (C)	N57°14'44"E	393.51'
(R14)	N56°41'E	393.36'
M15 (C)	N57°32'47"E	103.93'
(R14)	N56°41'E	104.28'
M16 (C)	N38°08'05"E	161.82'
(R14)	N37°20'E	162.36'
M17 (C)	N23°19'48"E	264.10'
(R8)	N23°18'E	264.00'
M18 (C)	N32°39'29"W	679.52'
(R8)	N32°43'W	679.14'
M19 (C)	N62°04'33"W	266.76'
(R8)	N62°09'W	266.64'
M20 (C)	N06°57'21"W	176.98'
(R8)	N07°00'W	176.88'

LINE TABLE		
LINE	BEARING	DISTANCE
L1 (M)	S27°08'11"W	199.74'
(R6)	S26°30'W	199.82'
L2 (C)	S63°07'14"E	188.29'
(R6)	S63°45'E	188.18'
L3 (C)	S26°56'57"W	200.59'
(R13)	S26°20'W	200.64'
L4 (M)	N62°51'43"W	188.95'
(R13)	N63°30'W	188.76'
L5 (C)	S27°08'11"W	333.84'
(R25)	S26°30'W	330.36'
L6 (C)	S27°08'11"W	101.39'
(R25)	S26°30'W	101.48'
L7 (C)	S27°08'11"W	248.05'
(R25)	S26°30'W	248.90'
L8 (C)	S27°10'24"W	365.39'
(R25)	S26°30'W	362.90'
L9 (C)	S27°10'24"W	101.38'
(R25)	S26°30'W	101.48'
L10 (C)	S27°10'24"W	293.03'
L11 (C)	N53°22'11"W	191.27'
(R26)	N53°43'11"W	191.54'
L12 (C)	N53°22'11"W	191.33'
(R25)	N53°43'11"W	191.54'

LINE TABLE		
LINE	BEARING	DISTANCE
L13 (C)	N53°22'11"W	65.44'
(R27)	N53°43'11"W	61.79'
L14 (C)	N53°22'11"W	48.78'
(R27)	S26°30'W	365.40'
L15 (C)	S27°10'19"W	368.53'
(R27)	S26°30'W	365.40'
L16 (C)	S27°10'19"W	102.64'
(R27)	S26°30'W	102.71'
L17 (C)	S27°10'19"W	30.00'
(R28)	S26°30'W	32.83'
L18 (C)	S27°10'19"W	405.69'
(R13)	S26°30'W	404.58'
L19 (C)	S41°58'01"E	39.60'
(R14)	S42°35'E	39.60'(H)
L20 (C)	S41°58'01"E	61.38'
(R14)	S42°35'E	61.38'(H)
L21 (C)	N62°59'47"W	104.27'
(R14)	N63°37'W	-
L22 (C)	N41°50'08"E	43.56'
(R29)	N63°05'55"W	102.70'
L23 (C)	N41°50'08"E	168.96'
(R8)	N41°30'E	168.96'(H)

CURVE TABLE					
CURVE	DELTA	LENGTH	RADIUS	CHORD BEARING	CHORD
C1 (C)	22°25'34"	195.01'	498.22'	S64°34'58"E	193.77'
(R13)	22°27'30"	195.29'(C)	498.22'(H)	S65°14'E	194.04'
C2 (C)	65°12'17"	566.99'	498.22'	S71°36'07"W	536.89'
(R18)	87°38'45"	762.14'	498.22'(H)	S82°48'54"W	689.87'
C3 (C)	87°37'51"	762.00'	498.22'	S82°51'27"W(C)	689.95'(C)
(R18)	87°38'45"	762.14'	498.22'(H)	S82°51'27"W(C)	689.95'(C)
C4 (C)	23°54'09"	186.99'	448.22'	N65°19'15"W	185.63'
(R27)	24°23'51"	190.86'	448.22'(H)	N65°55'07"W	189.42'(C)

CURVE TABLE					
CURVE	DELTA	LENGTH	RADIUS	CHORD BEARING	CHORD
C5 (C)	21°13'32"	203.09'	548.22'	N63°58'57"W	201.93'
(R30)	21°41'15"	207.50'	548.22'(H)	-	-
C6 (C)	63°23'49"	495.95'	448.22'	S71°01'46"W	471.03'
(R31)	62°58'53"	492.70'	448.22'(H)	-	-
C7 (C)	66°24'19"	635.38'	548.22'	S72°12'08"W	600.41'
(R28)	64°06'18"	631.10'	548.22'(H)	-	-
C8 (C)	00°19'53"	2.59'	448.22'	S39°09'55"W	2.59'
(R31)	00°16'01"	2.09'	448.22'(H)	-	-

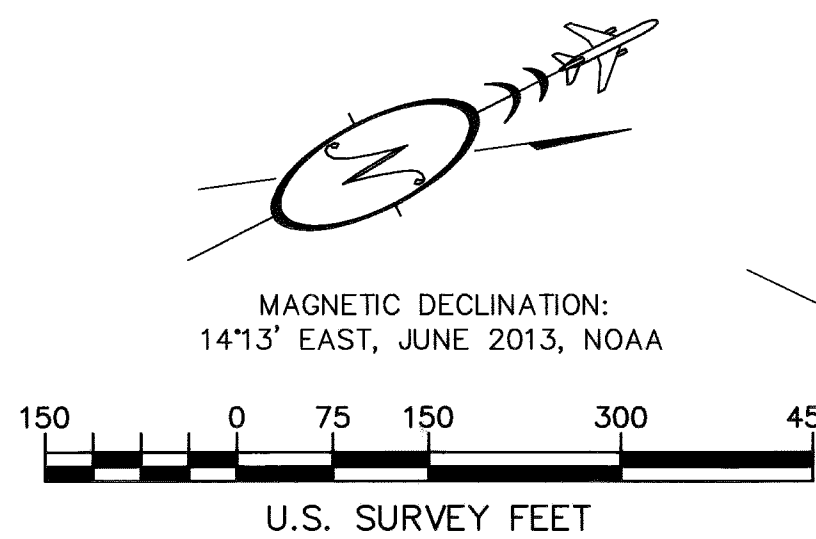
SURVEY DATA LEGEND

- (M) MEASURED THIS SURVEY
 (R&H) RECORD AND HELD THIS SURVEY
 (C) COMPUTED THIS SURVEY
 M# MEANDER LINE IDENTIFIER, SEE MEANDER LINE TABLE
 [] MEAN GEODETIC BEARING MEASURED THIS SURVEY (NAD83)
 (R3) RECORD PER OFFICIAL U.S. SURVEY NO. 3187, APPROVED JANUARY 23, 1953
 (R5) RECORD PER OFFICIAL U.S. SURVEY NO. 3699, APPROVED FEBRUARY 11, 1963
 (R6) RECORD PER DEED RECORDED IN BOOK 30, PAGE 264
 (R8) RECORD PER OFFICIAL U.S. SURVEY NO. 4980, APPROVED DECEMBER 3, 1970
 (R13) RECORD PER OFFICIAL RETRACEMENT AND SUBDIVISION OF U.S. SURVEY NO. 4980, APPROVED APRIL 13, 1983
 (R14) RECORD PER OFFICIAL DEPENDENT RESURVEY AND SUBDIVISION OF LOT 1 OF U.S. SURVEY NO. 5688, APPROVED APRIL 6, 1983
 (R17) RECORD PER DILLINGHAM AIRPORT RUNWAY REHABILITATION PROJECT, AKSAS NO. 55130, SURVEY CONTROL SHEET, AS-BUILT DECEMBER 2005. PROVIDED BY AKDOT/PF

- (R18) RECORD PER RIGHT-OF-WAY MAP S-0411 (2), FILED AS PLAT NO. 81-12
 (R21) RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND RIGHT-OF-WAY, RECORDED IN BOOK 28, PAGE 940
 (R22) RECORD PER U.S. SURVEY NO. 150, APPROVED MARCH 5, 1901
 (R25) RECORD PER DEED RECORDED IN BOOK 29, PAGE 182
 (R26) RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT RECORDED IN BOOK 29, PAGE 407
 (R27) RECORD PER DEED RECORDED IN BOOK 30, PAGE 35
 (R28) RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT RECORDED IN BOOK 30, PAGE 76
 (R29) RECORD PER WARRANTY DEED RECORDED IN BOOK 20, PAGE 153
 (R30) RECORD PER QUITCLAIM DEED RECORDED IN BOOK 27, PAGE 408
 (R31) RECORD PER DEED RECORDED IN BOOK 29, PAGE 756
 (R32) RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT RECORDED IN BOOK 30, PAGE 763
 (R40) RECORD PER SNUG HARBOR SUBDIVISION, FILED AS PLAT NO. 2004-5

NOTES

- HELD RECORD ANGLE UTILIZING THE MEASURED REFERENCE LINE BETWEEN FOUND BLM MONUMENTS 780 AND 782.
- THE MAJORITY OF U.S. SURVEY NO. 150 IS CURRENTLY SUBMERGED BELOW MEAN HIGH WATER. THE HISTORICAL BOUNDARY LINES OF U.S. SURVEY NO. 150 SHOWN HEREON WERE COMPUTED BASED ON A COMBINATION OF THE OFFICIAL RECORD AND FOUND MONUMENTATION FROM U.S. SURVEY NO. 4980.
- THE COMPUTED LINES OF THE HISTORIC RUNWAY PROTECTION ZONE AND PORTIONS OF U.S. SURVEY NO. 150 ARE SHOWN HEREON TO CLEARLY IDENTIFY THE INTENT OF THE DEED FOR THOSE PORTIONS OF TRACT XI LYING WITHIN THE NUSHAGAK RIVER. THE HISTORIC RUNWAY PROTECTION ZONE BEGINS AT RUNWAY CENTERLINE STATION 9+00.00, ACCORDING TO THE DILLINGHAM AIRPORT LAYOUT PLAN DATED OCTOBER 24, 1986 AND DIFFERS IN SIZE FROM THE CURRENT RUNWAY PROTECTION ZONE.
- WITHIN A PORTION OF LOT 19 OF U.S. SURVEY NO. 4980 IS A CLEAR ZONE EASEMENT RECORDED IN BOOK 22 PAGE 944, AND DECLARED INVALID BY THE BUREAU OF INDIAN AFFAIRS AND IS NOT SHOWN HEREON.
- THE 10' WIDE EASEMENT FOR A FAA CABLE RIGHT-OF-WAY IS APPROXIMATELY 380' IN LENGTH, AS SHOWN IN UNRECORDED DOCUMENTATION RETRIEVED FROM BLM CASE FILE NO. AA-9604.
- ALASKA TIDELAND SURVEY NO. 1131 AND APPURTENANT INFORMATION IS NOT SHOWN HEREON.



AIRPORT BOUNDARY

USS 4980 LOT 17
 USS 4980 LOT 15
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USS 150
 PORTION ABOVE
 MEAN HIGH WATER
 SEE NOTE 2
 THIS SHEET

LINE LEGEND

- — — — — RIGHT-OF-WAY CENTERLINE
 — — — — — HISTORIC PROPERTY LINE

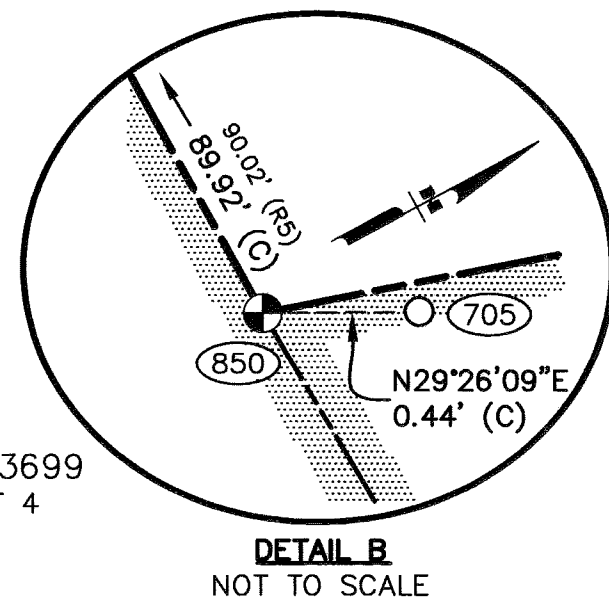
MONUMENT LEGEND

- ⊕ RECOVERED BUREAU OF LAND MANAGEMENT MONUMENT
 ⊕ RECOVERED PRIMARY CENTERLINE MONUMENT
 ○ RECOVERED SECONDARY CENTERLINE MONUMENT
 ○ RECOVERED SECONDARY MONUMENT
 ⊕ SET A 3-1/4" ALUMINUM CAP ON A 2-1/2" x 30" ALUMINUM PIPE FLARED AT THE BASE, WITH DEEP-1 MAGNET INSERTED WITHIN
 ○ COMPUTED POINT, NOTHING SET THIS SURVEY
 (901) POINT NUMBER

HATCH LEGEND

- ▨ AIRPORT PARCEL (FEE INTEREST)
 ▨ AIRPORT PARCEL (AVIGATION AND HAZARD EASEMENT INTEREST)
 ▨ PUBLIC ROAD RIGHT-OF-WAY

BRISTOL BAY RECORDING DISTRICT PL 2014-11



DETAIL B
 NOT TO SCALE



State of Alaska Department of Transportation & Public Facilities RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY AKSAS Project No. 59304			
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska			
DRAWN	BRM	DATE	12/02/14
CHECKED	TDM	DATE	12/02/14
		SCALE	1" = 150'
		SHEET	2 OF 17

SEE SHEET 1

SURVEY DATA LEGEND

- (M) MEASURED THIS SURVEY
(R&M) RECORD AND MEASURED THIS SURVEY
(R&H) RECORD AND HELD THIS SURVEY
(C) COMPUTED THIS SURVEY
(P) PROPORTIONED THIS SURVEY
[] MEAN GEODETIC BEARING MEASURED THIS SURVEY (NAD83)
(R2) RECORD PER OFFICIAL U.S. SURVEY NO. 3180, APPROVED APRIL 17, 1953
(R3) RECORD PER OFFICIAL U.S. SURVEY NO. 3187, APPROVED JANUARY 23, 1953
(R4) RECORD PER OFFICIAL U.S. SURVEY NO. 3643, APPROVED APRIL 17, 1961
(R5) RECORD PER OFFICIAL U.S. SURVEY NO. 3699, APPROVED FEBRUARY 11, 1963
(R8) RECORD PER OFFICIAL U.S. SURVEY NO. 4980, APPROVED DECEMBER 3, 1970
(R9) RECORD PER OFFICIAL U.S. SURVEY NO. 5688, APPROVED DECEMBER 17, 1973
(R10) RECORD PER QUITCLAIM DEED RECORDED IN BOOK 20, PAGE 213
(R14) RECORD PER OFFICIAL DEPENDENT RESURVEY AND SUBDIVISION OF LOT 1 OF U.S. SURVEY NO. 5688, APPROVED APRIL 6, 1983
(R17) RECORD PER DILLINGHAM AIRPORT RUNWAY REHABILITATION PROJECT, AKSAS NO. 55130, SURVEY CONTROL SHEET, AS-BUILT DECEMBER 2005. PROVIDED BY AKDOT/PF
(R18) RECORD PER RIGHT-OF-WAY MAP S-0411(2), FILED AS PLAT NO. 81-12
(R19) RECORD PER OFFICIAL ANCSA 14(C) SURVEY OF TRACTS A THROUGH P, RIGHTS-OF-WAY CENTERLINE NO. 1 THROUGH 8 AND 10 THROUGH 15, APPROVED ON OCTOBER 6, 2009, AND FILED AS PLAT NO. 2009-12
(R20) RECORD PER WARRANTY DEED RECORDED IN BOOK 25, PAGE 29
(R23) RECORD PER QUITCLAIM DEED RECORDED IN BOOK 40, PAGE 336
(R24) RECORD PER LOPEZ ESTATES SUBDIVISION, FILED AS PLAT NO 79-1
(R31) RECORD PER DEED RECORDED IN BOOK 29, PAGE 756
(R33) RECORD PER QUITCLAIM DEED RECORDED IN BOOK 27, PAGE 406

CURVE TABLE

CURVE	DELTA	LENGTH	RADIUS	CHORD BEARING	CHORD
C9 (M)	5°00'44"	250.61'	2864.79'	S41°30'21"W	250.53'
(R18)	4°59'11"	249.32'	2864.79'(H)	S41°31'45"W(C)	249.24'(C)
C10 (C)	4°56'14"	253.33'	2939.79'	S41°28'06"W	253.25'
(R31)	-	252.99'	2939.79'	-	-
C11 (C)	0°04'30"	3.84'	2939.79'	S43°58'28"W	3.84'
C12 (C)	5°00'44"	257.17'	2939.79'	S41°30'21"W	257.09'
(R18)	4°59'11"	255.85'	2939.79'(H)	-	-

HATCH LEGEND

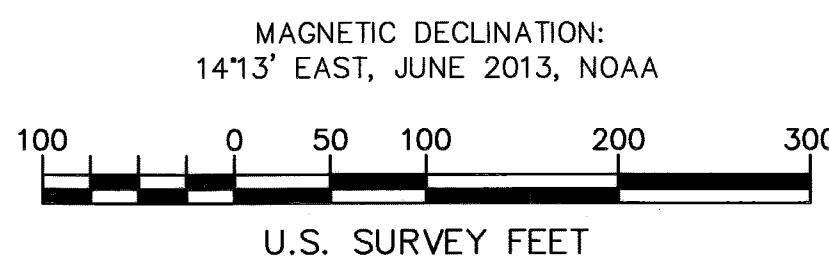
- AIRPORT PARCEL (FEE INTEREST)
AIRPORT PARCEL (AVIGATION AND HAZARD EASEMENT INTEREST)
PUBLIC ROAD RIGHT-OF-WAY

MONUMENT LEGEND

- RECOVERED BUREAU OF LAND MANAGEMENT MONUMENT
RECOVERED FEDERAL CONTROL STATION
RECOVERED AKDOT/PF CONTROL STATION
RECOVERED PRIMARY CENTERLINE MONUMENT
RECOVERED SECONDARY CENTERLINE MONUMENT
POINT NUMBER
RECOVERED SECONDARY MONUMENT
SET A 3-1/4" ALUMINUM CAP ON A 2-1/2" x 30" ALUMINUM PIPE FLARED AT THE BASE, WITH DEEP-1 MAGNET INSERTED WITHIN
SET A 2" ALUMINUM CAP ON A 5/8" x 30" REBAR
COMPUTED POINT, NOTHING SET THIS SURVEY

TRACT I
USS 3187

RUNWAY CENTERLINE



LINE TABLE

LINE	BEARING	DISTANCE
L25 (C)	S44°00'43"W	207.02'
L26 (C)	S63°04'01"E	43.40'
L27 (C)	S63°04'01"E	113.52'
(R14)	S63°43'E	113.52'(H)
L28 (C)	S44°00'43"W	203.17'
(R33)	S44°01'20"W	202.50'
L29 (P)	S44°00'43"W	171.89'
(R10)	S44°01'20"W	172.80'
L30 (C)	N26°59'58"E	147.47'
(R24)	N26°25'33"E	147.39'
L31 (M)	N62°59'17"W	14.64'
(R24)	N63°34'27"W	14.64'
L32 (M)	N26°57'15"E	155.41'
(R4)	N26°30'E	156.09'

LINE TABLE

LINE	BEARING	DISTANCE
L33 (C)	S51°35'42"W	73.00'
(R4)	S51°03'W	73.13'
L34 (C)	S81°52'37"W	124.51'
(R4)	S81°20'W	124.74'
L35 (C)	N69°49'27"W	17.79'
(R23)	N70°15'W	17.81'
L36 (C)	N69°49'27"W	65.13'
L37 (C)	S26°57'10"W	33.24'
(R23)	S26°30'W	33.40'
L38 (M)	N63°06'51"W	199.90'
(R4)	N63°30'W	199.98'
L39 (C)	S69°49'27"E	151.05'
(R20)	S70°15'E	151.05'
L40 (C)	N69°51'03"W	151.05'
(R20)	N70°15'W	151.05'(H)
L41 (C)	N69°51'03"W	100.41'

NOTES

- RIGHT-OF-WAY FRONTAGE ALONG PARCEL A OF TRACT II WAS PROPORTIONED ALONG THE TANGENT USING THE COMPUTED PC TO PT DISTANCE AND THE STATION AND OFFSET FROM RIGHT-OF-WAY MAP S-0411(2).
- MARTIN STREET RIGHT-OF-WAY LIMITS WERE NOT LOCATED THIS SURVEY AND ARE NOT SHOWN HEREON.
- AIRPORT SPUR ROAD RIGHT-OF-WAY LIMITS WERE NOT LOCATED THIS SURVEY AND ARE NOT SHOWN HEREON.

DETAIL K
NOT TO SCALE

BRISTOL BAY RECORDING DISTRICT PL 2014-11

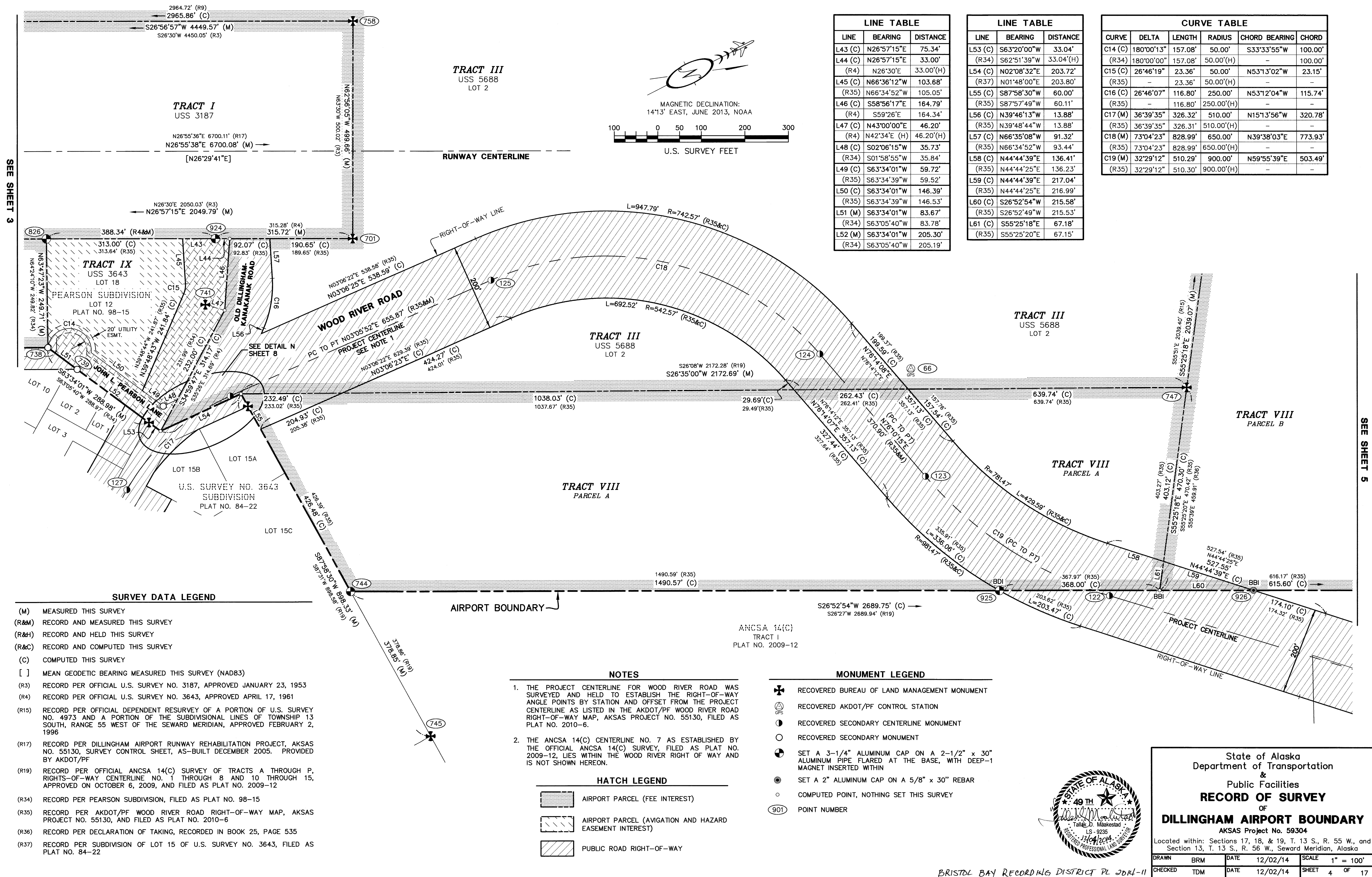
State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY

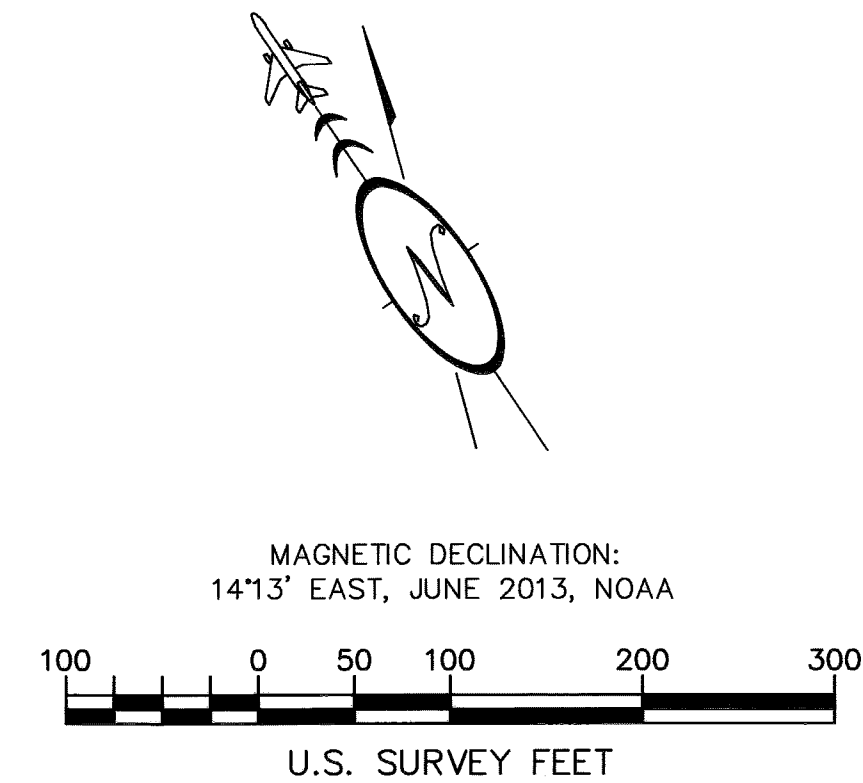
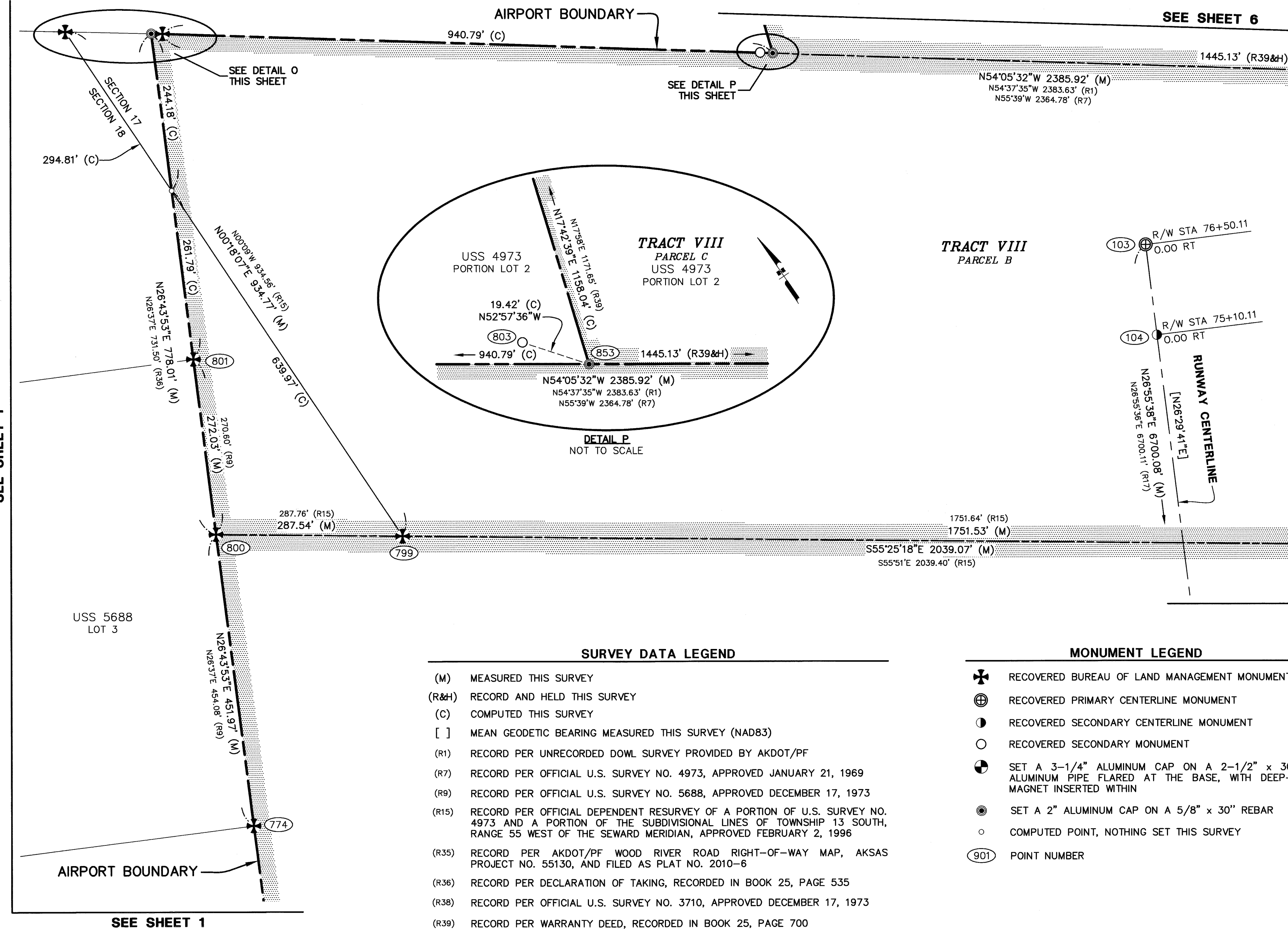
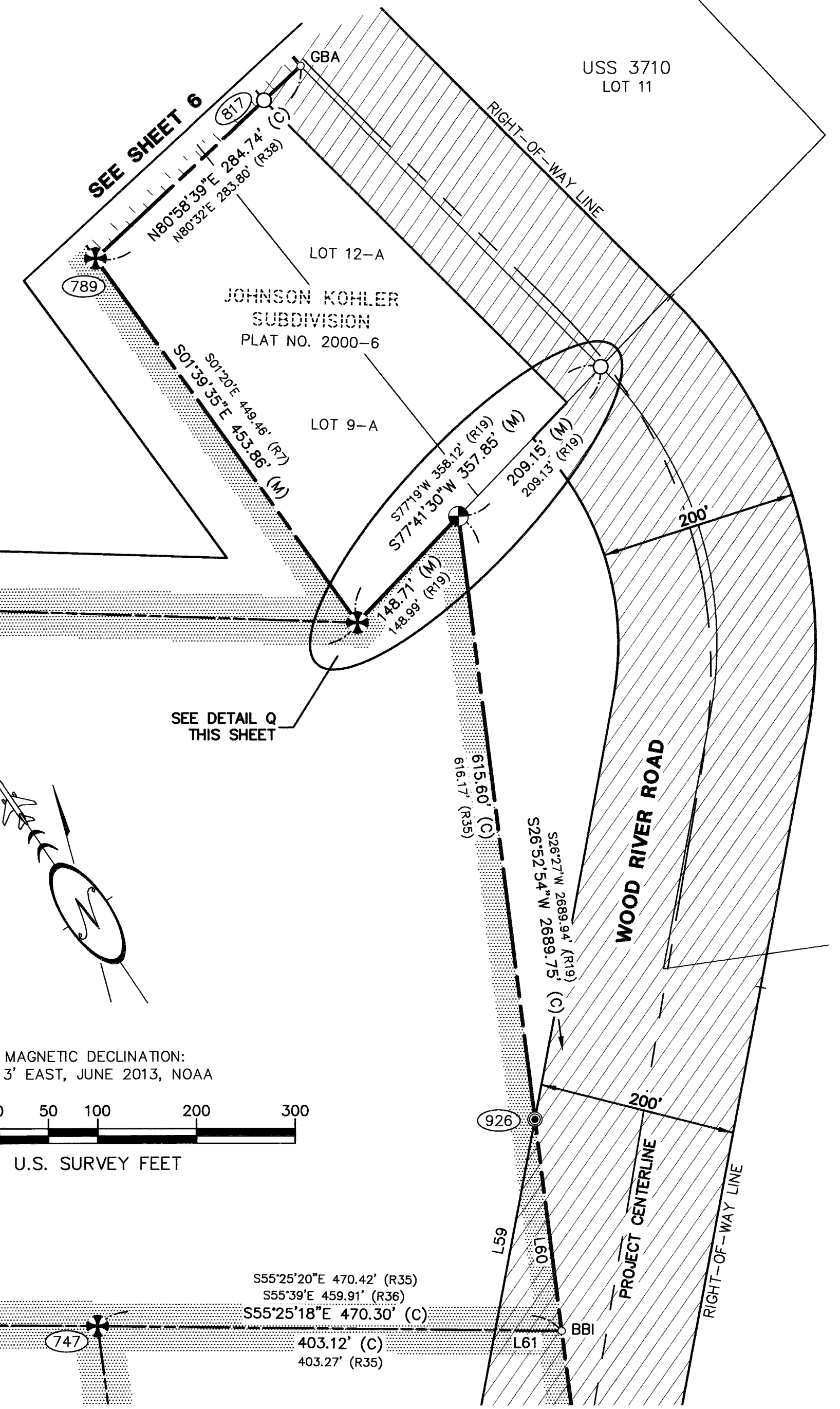
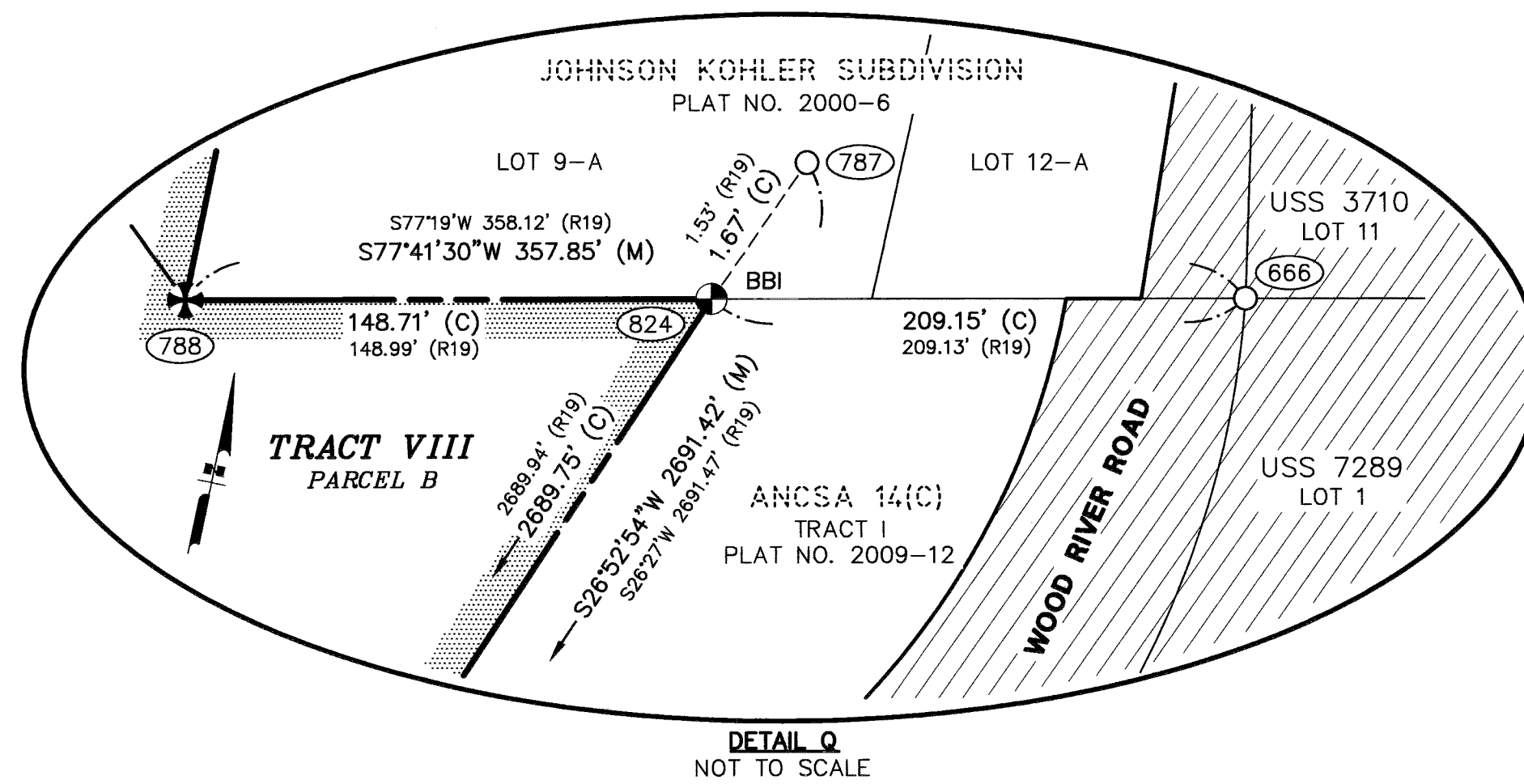
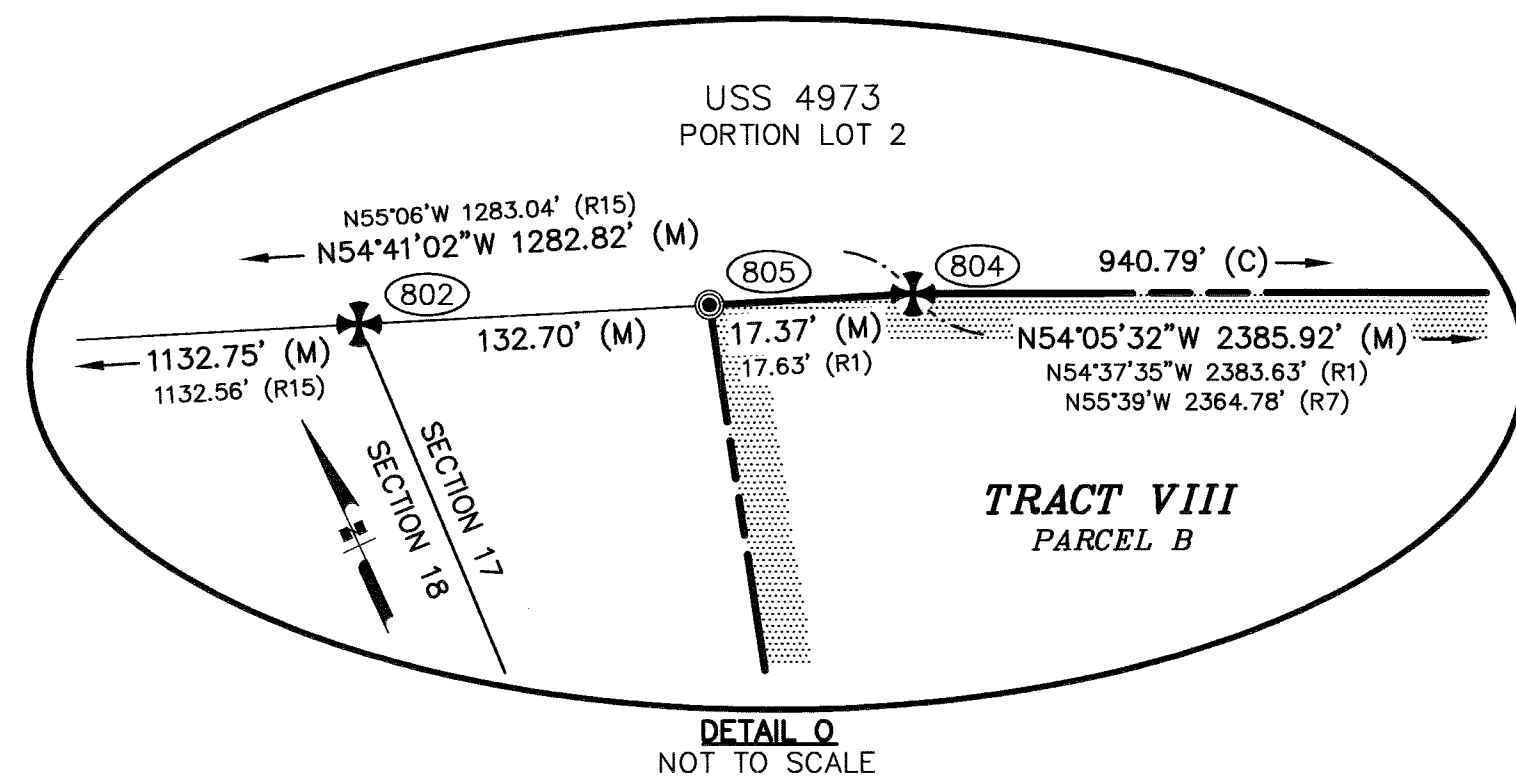
DILLINGHAM AIRPORT BOUNDARY

AKSAS Project No. 59304

Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and
Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	1" = 100'
CHECKED	TDM	DATE	12/02/14	SHEET	3 OF 17





SURVEY DATA LEGEND

- (M) MEASURED THIS SURVEY
- (R&H) RECORD AND HELD THIS SURVEY
- (C) COMPUTED THIS SURVEY
- [] MEAN GEODETIC BEARING MEASURED THIS SURVEY (NAD83)
- (R1) RECORD PER UNRECORDED DOWL SURVEY PROVIDED BY AKDOT/PF
- (R7) RECORD PER OFFICIAL U.S. SURVEY NO. 4973, APPROVED JANUARY 21, 1969
- (R9) RECORD PER OFFICIAL U.S. SURVEY NO. 5688, APPROVED DECEMBER 17, 1973
- (R15) RECORD PER OFFICIAL DEPENDENT RESURVEY OF A PORTION OF U.S. SURVEY NO. 4973 AND A PORTION OF THE SUBDIVISIONAL LINES OF TOWNSHIP 13 SOUTH, RANGE 55 WEST OF THE SEWARD MERIDIAN, APPROVED FEBRUARY 2, 1996
- (R35) RECORD PER AKDOT/PF WOOD RIVER ROAD RIGHT-OF-WAY MAP, AKSAS PROJECT NO. 55130, AND FILED AS PLAT NO. 2010-6
- (R36) RECORD PER DECLARATION OF TAKING, RECORDED IN BOOK 25, PAGE 535
- (R38) RECORD PER OFFICIAL U.S. SURVEY NO. 3710, APPROVED DECEMBER 17, 1973
- (R39) RECORD PER WARRANTY DEED, RECORDED IN BOOK 25, PAGE 700

MONUMENT LEGEND

- ✕ RECOVERED BUREAU OF LAND MANAGEMENT MONUMENT
- ⊕ RECOVERED PRIMARY CENTERLINE MONUMENT
- RECOVERED SECONDARY CENTERLINE MONUMENT
- RECOVERED SECONDARY MONUMENT
- ⦿ SET A 3-1/4" ALUMINUM CAP ON A 2-1/2" x 30" ALUMINUM PIPE FLARED AT THE BASE, WITH DEEP-1 MAGNET INSERTED WITHIN
- ⦿ SET A 2" ALUMINUM CAP ON A 5/8" x 30" REBAR
- COMPUTED POINT, NOTHING SET THIS SURVEY
- ⑨01 POINT NUMBER

HATCH LEGEND

- AIRPORT PARCEL (FEE INTEREST)
- AIRPORT PARCEL (AVIATION AND HAZARD EASEMENT INTEREST)
- PUBLIC ROAD RIGHT-OF-WAY

LINE TABLE

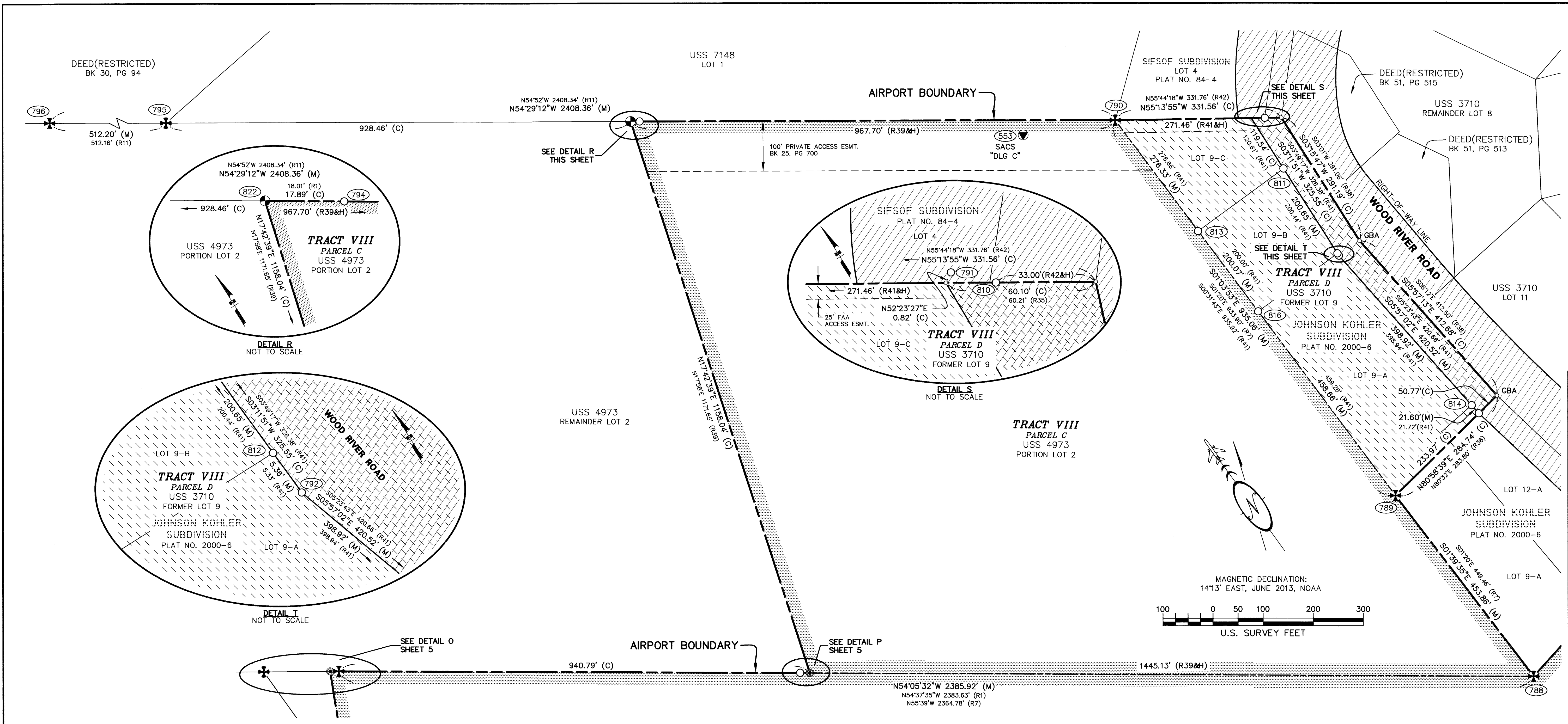
LINE	BEARING	DISTANCE
L59 (C)	N44°44'39"E	217.04'
(R35)	N44°44'25"E	216.99'
L60 (C)	S26°52'54"W	215.58'
(R35)	S26°52'49"W	215.53'
L61 (C)	S55°25'18"E	67.18'
(R35)	S55°25'20"E	67.15'



State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY
AKSAS Project No. 59304

Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	1" = 100'
CHECKED	TDM	DATE	12/02/14	SHEET	5 OF 17



- NOTES**
1. THE EXTERIOR BOUNDARY OF U.S. SURVEY NO. 3710 THAT RUNS ALONG WOOD RIVER ROAD WAS COMPUTED BY THE GRANT BOUNDARY METHOD FROM COMPUTED CORNER 1 OF FORMER LOT 9 TO THE RECOVERED CORNER DESIGNATED HEREON AS POINT NUMBER 666, WHICH WAS REESTABLISHED DURING THE OFFICIAL SURVEY OF U.S. SURVEY NO. 7289.
 2. THE WOOD RIVER ROAD PROJECT CENTERLINE IS NOT SHOWN ON THIS SHEET.

HATCH LEGEND

	AIRPORT PARCEL (FEE INTEREST)
	AIRPORT PARCEL (AVIGATION AND HAZARD EASEMENT INTEREST)
	PUBLIC ROAD RIGHT-OF-WAY

SURVEY DATA LEGEND

(M)	MEASURED THIS SURVEY
(R&H)	RECORD AND HELD THIS SURVEY
(C)	COMPUTED THIS SURVEY
(R1)	RECORD PER UNRECORDED DOWL SURVEY PROVIDED BY AKDOT/PF
(R7)	RECORD PER OFFICIAL U.S. SURVEY NO. 4973, APPROVED JANUARY 21, 1969
(R11)	RECORD PER OFFICIAL U.S. SURVEY NO. 7148, AND THE RETRACEMENT OF PORTIONS OF U.S. SURVEY NOS. 3710 AND 4973, APPROVED MAY 23, 1983
(R38)	RECORD PER OFFICIAL U.S. SURVEY NO. 3710, APPROVED DECEMBER 17, 1973
(R39)	RECORD PER WARRANTY DEED, RECORDED IN BOOK 25, PAGE 700
(R41)	RECORD PER JOHNSON KOHLER SUBDIVISION, FILED AS PLAT NO. 2000-6
(R42)	RECORD PER SIFSOF SUBDIVISION, FILED AS PLAT NO. 84-4

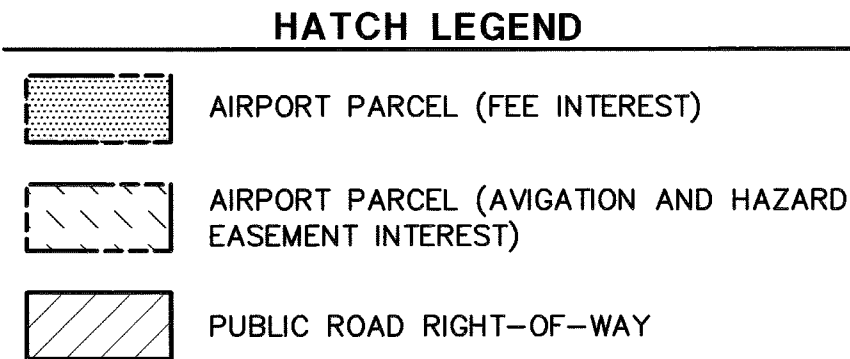
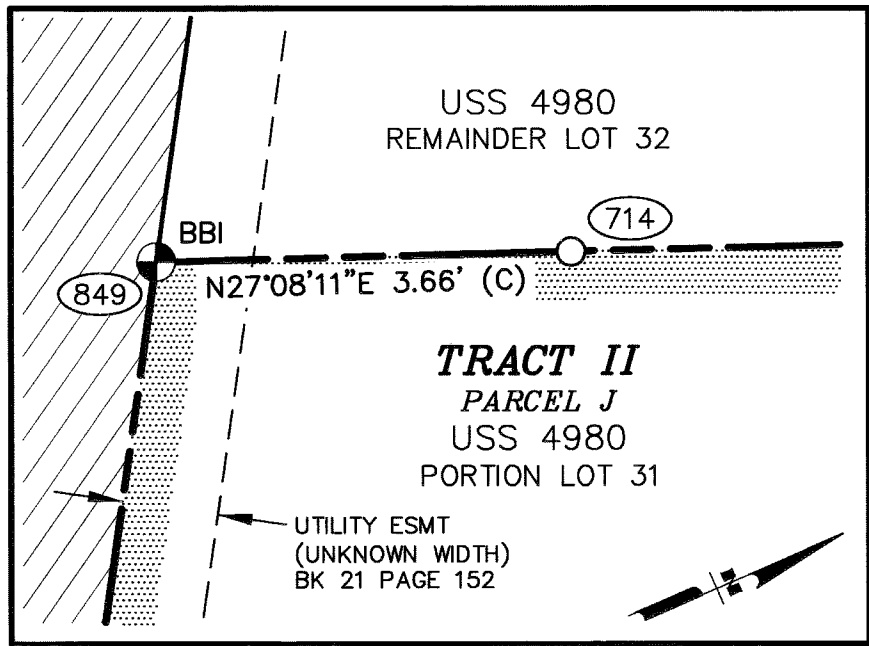
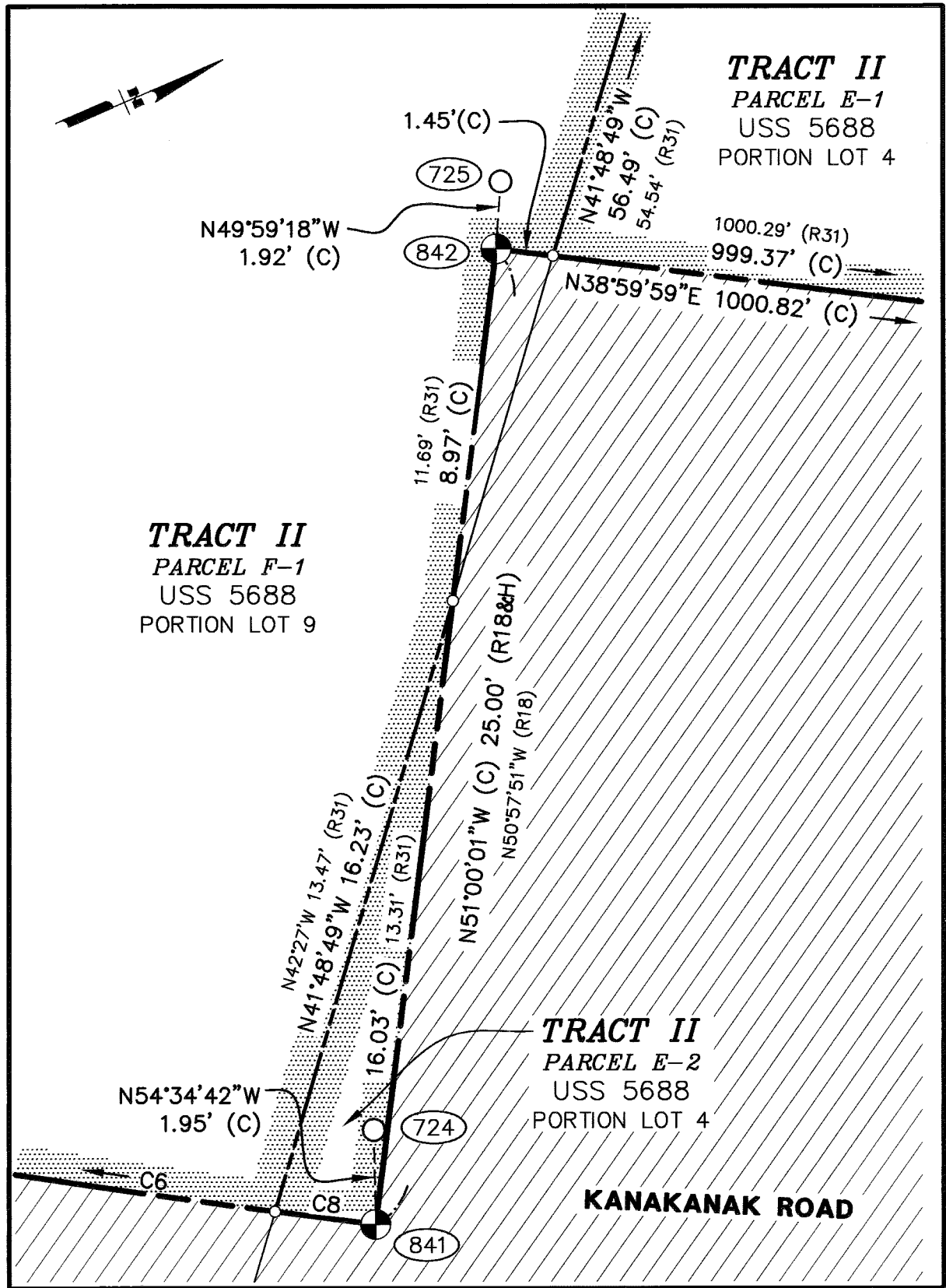
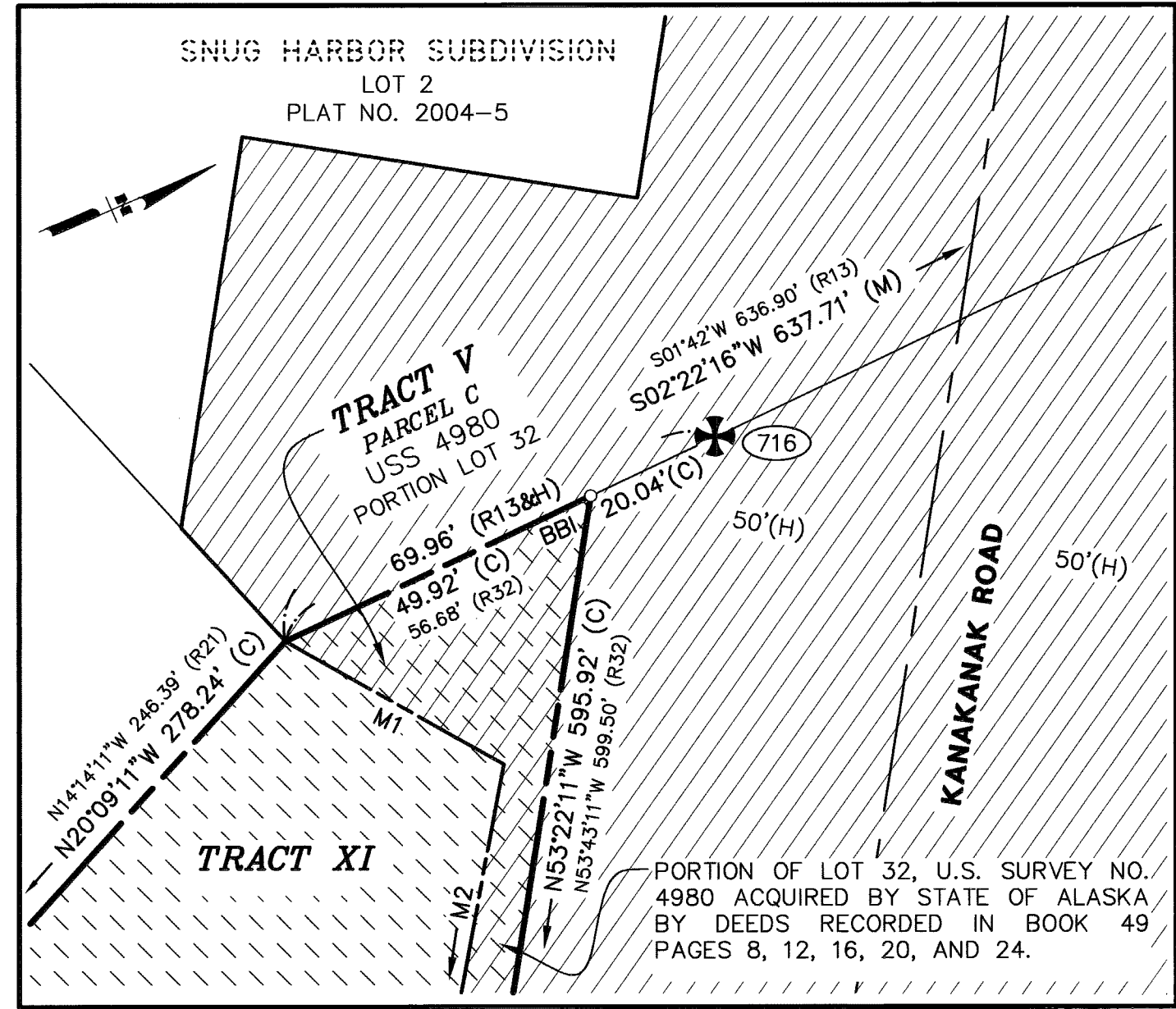
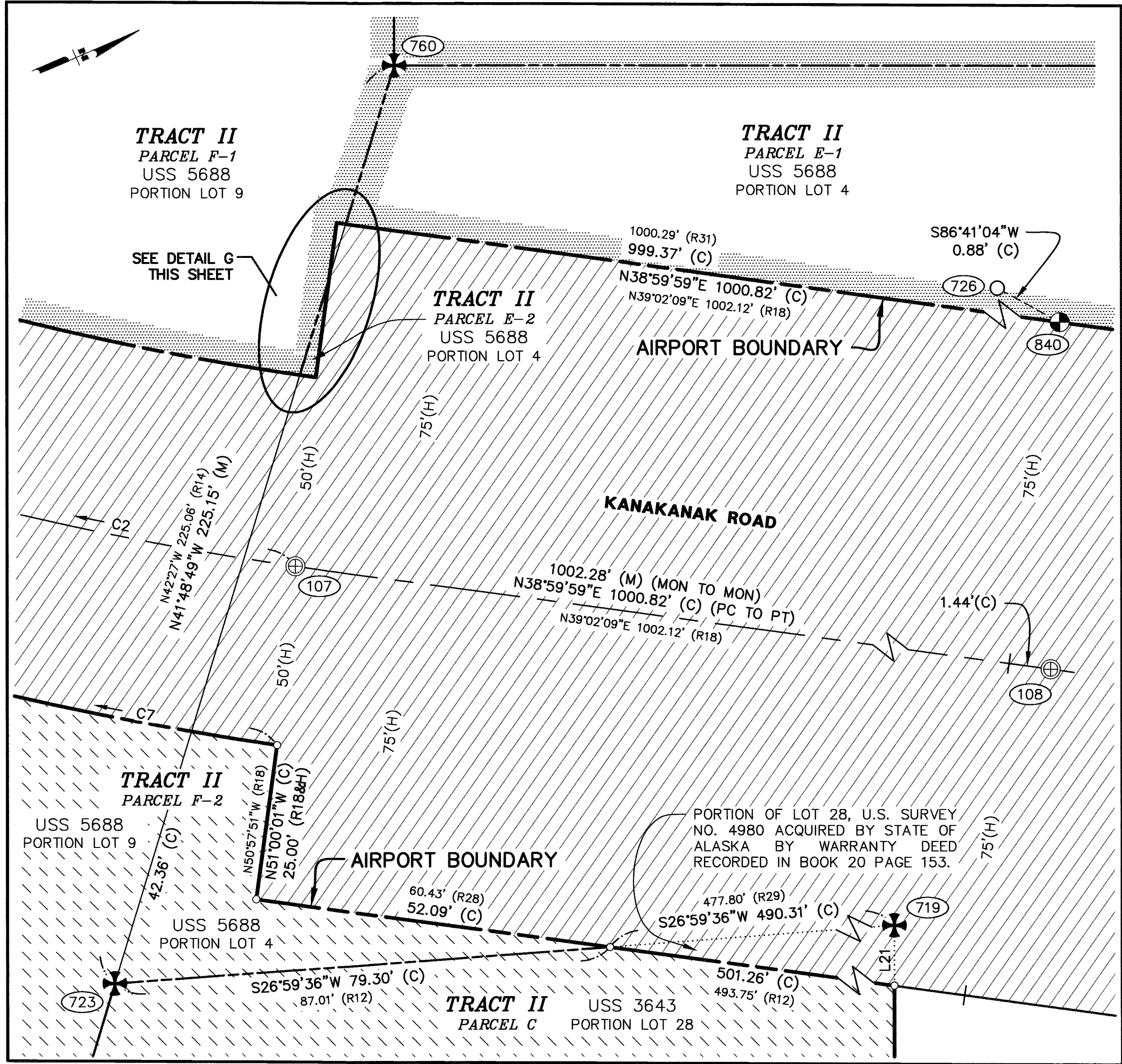
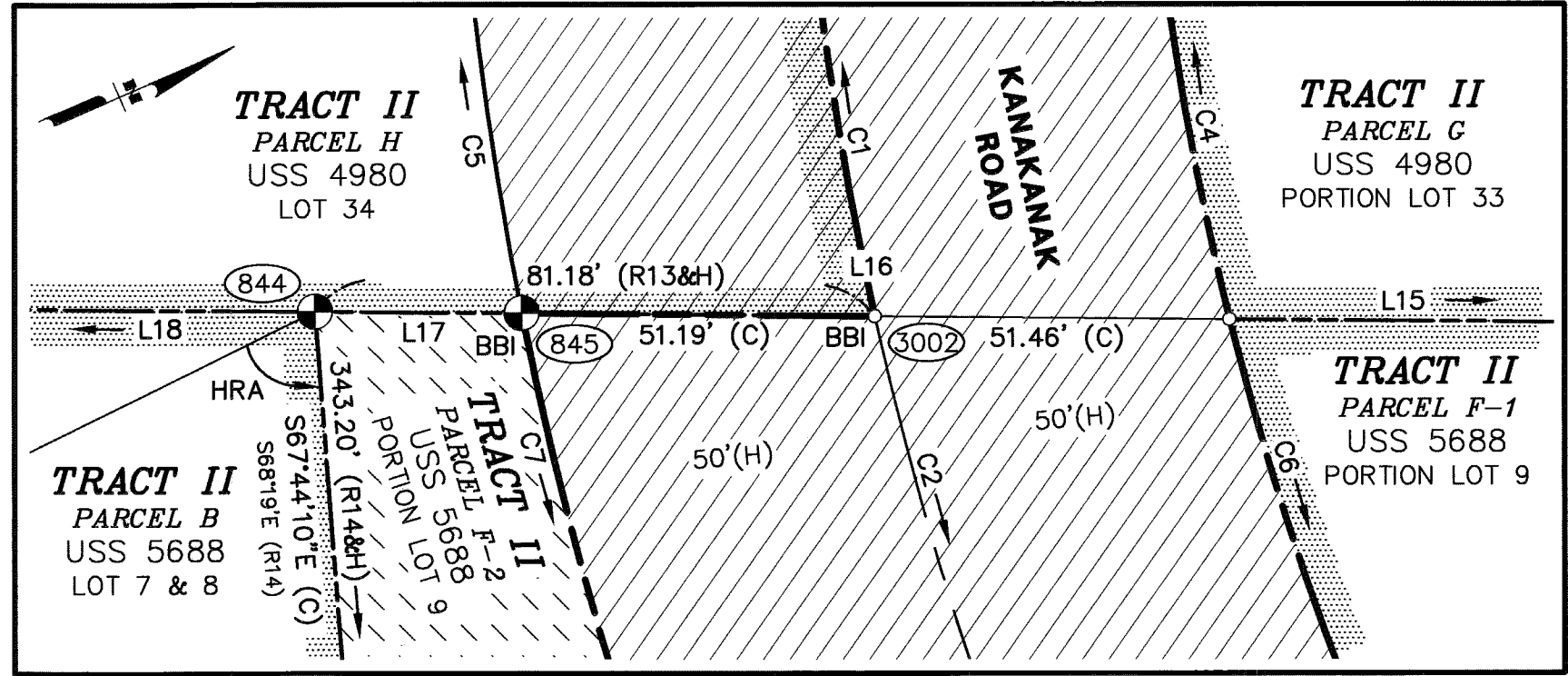
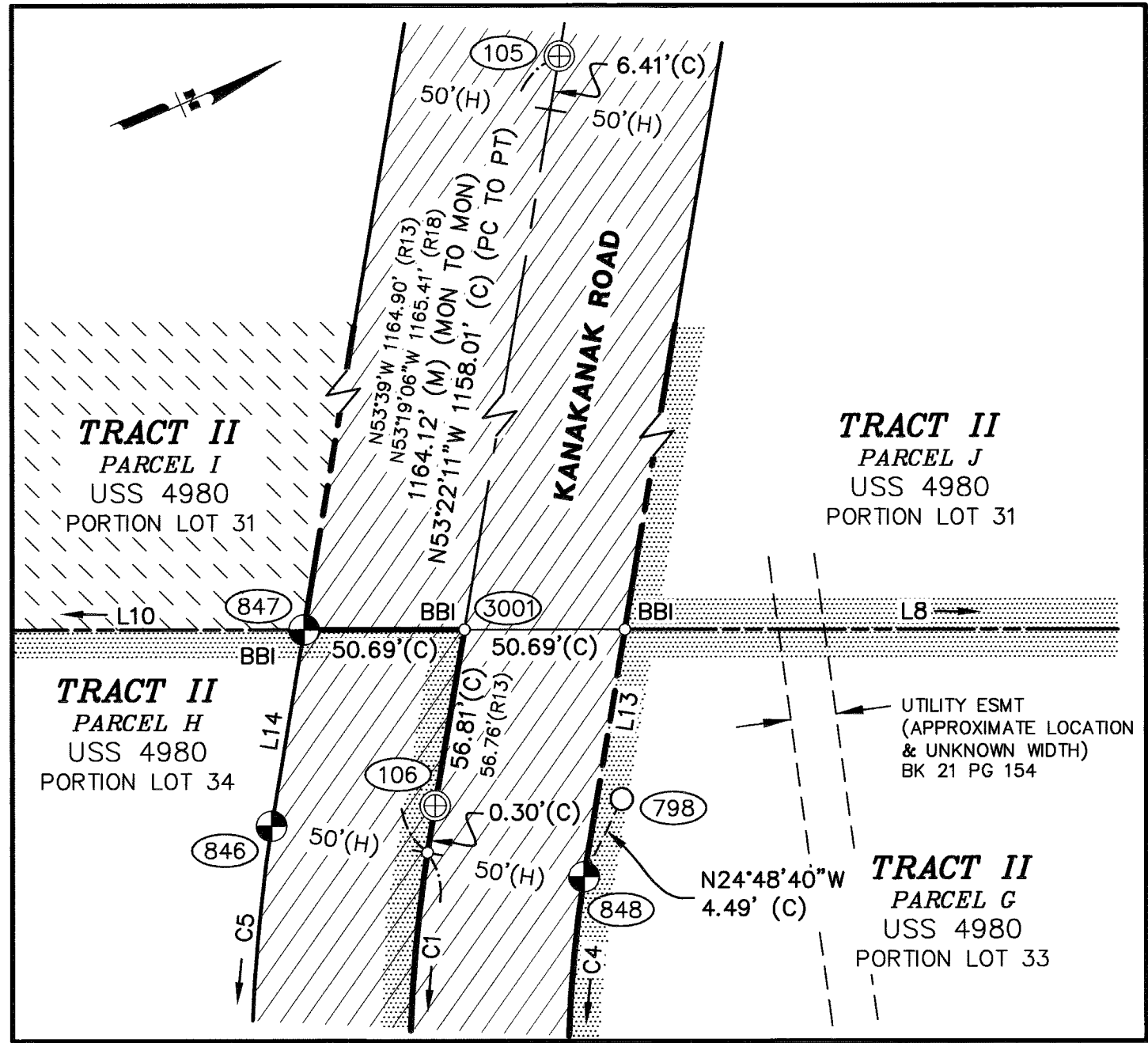
MONUMENT LEGEND

	RECOVERED BUREAU OF LAND MANAGEMENT MONUMENT
	RECOVERED FEDERAL CONTROL STATION
	RECOVERED SECONDARY MONUMENT
	SET A 3-1/4" ALUMINUM CAP ON A 2-1/2" x 30" ALUMINUM PIPE FLARED AT THE BASE, WITH DEEP-1 MAGNET INSERTED WITHIN
	SET A 2" ALUMINUM CAP ON A 5/8" x 30" REBAR
	COMPUTED POINT, NOTHING SET THIS SURVEY
	POINT NUMBER



State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY
AKSAS Project No. 59304
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and
Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	1" = 100'
CHECKED	TDM	DATE	12/02/14	SHEET	6 OF 17

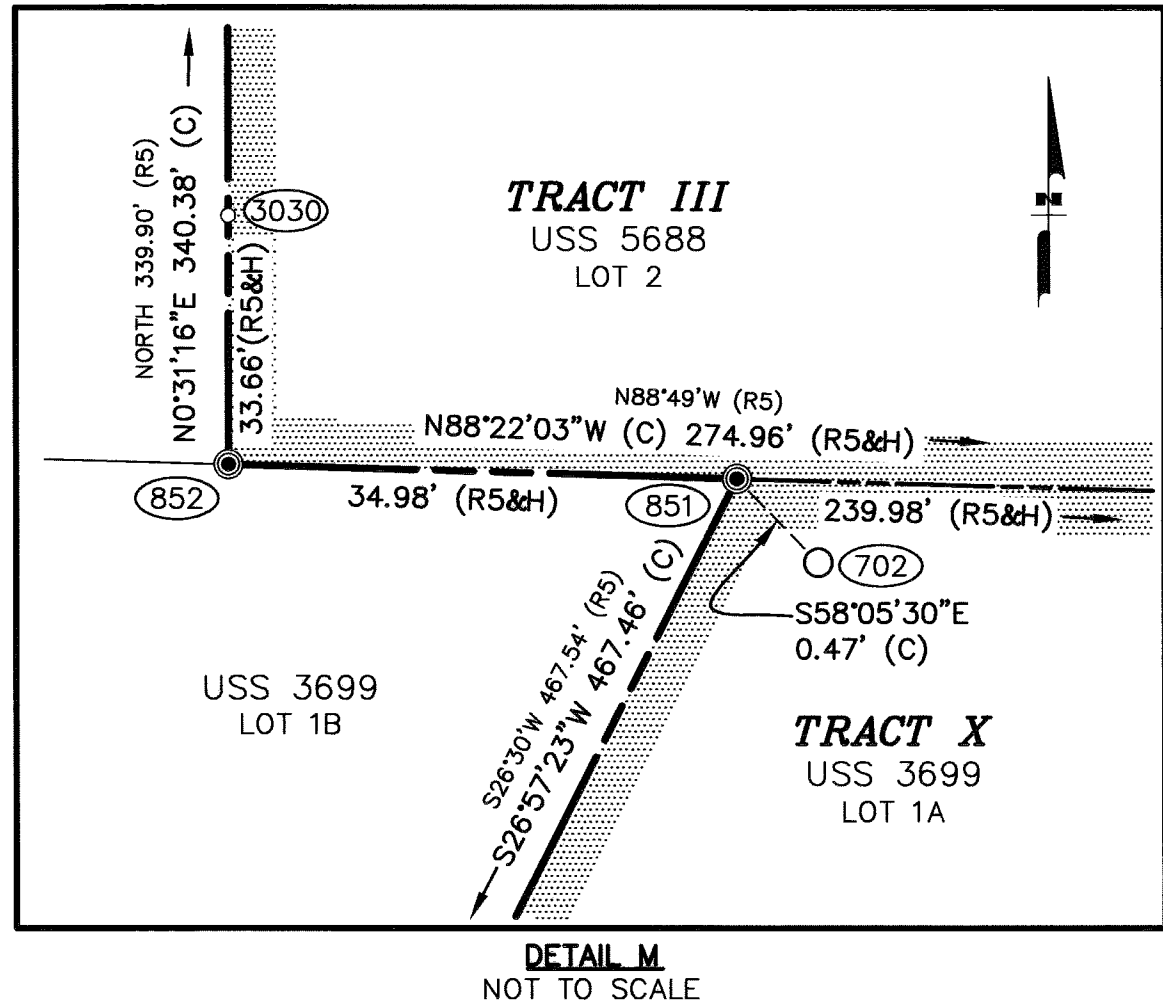
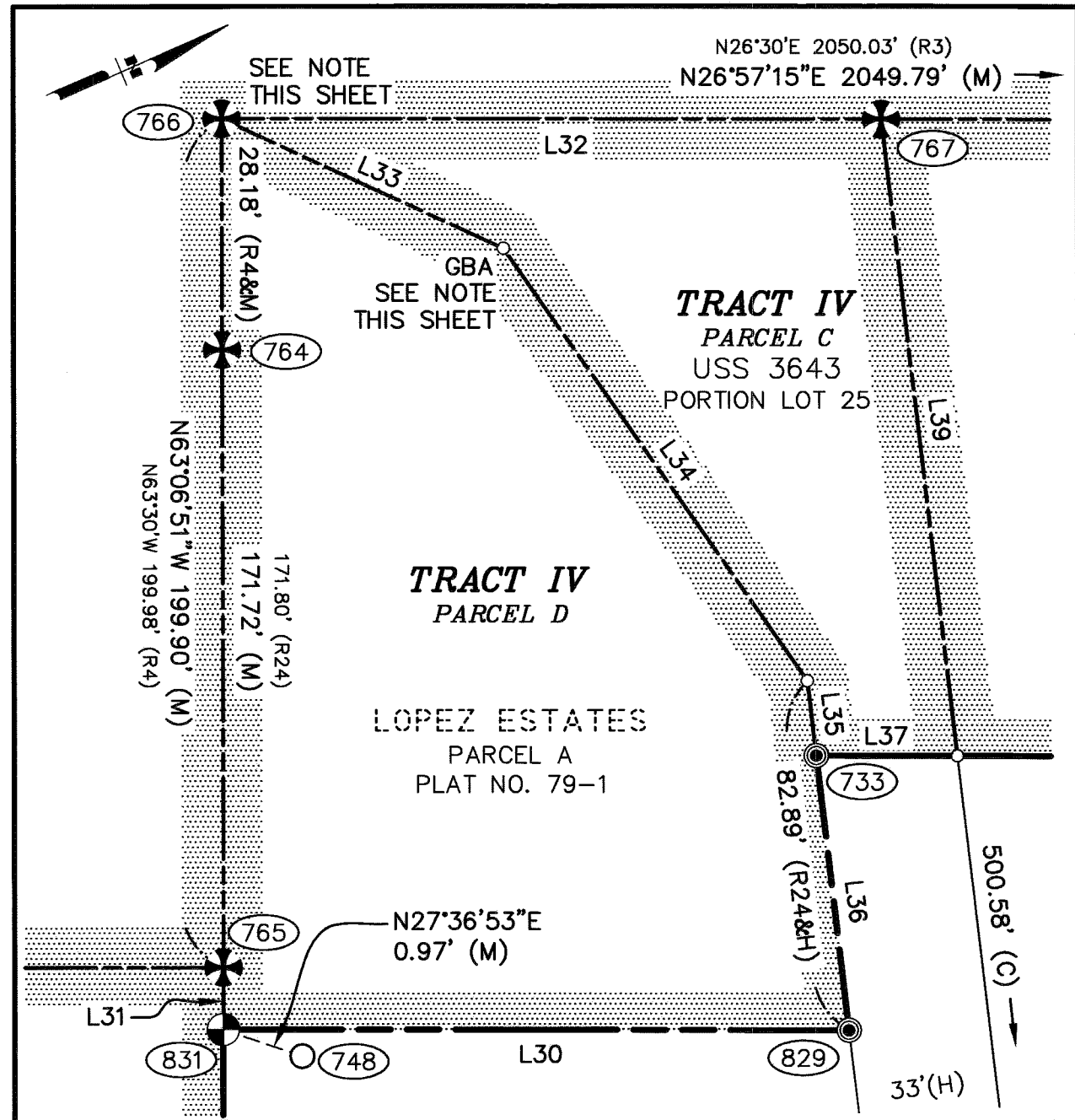
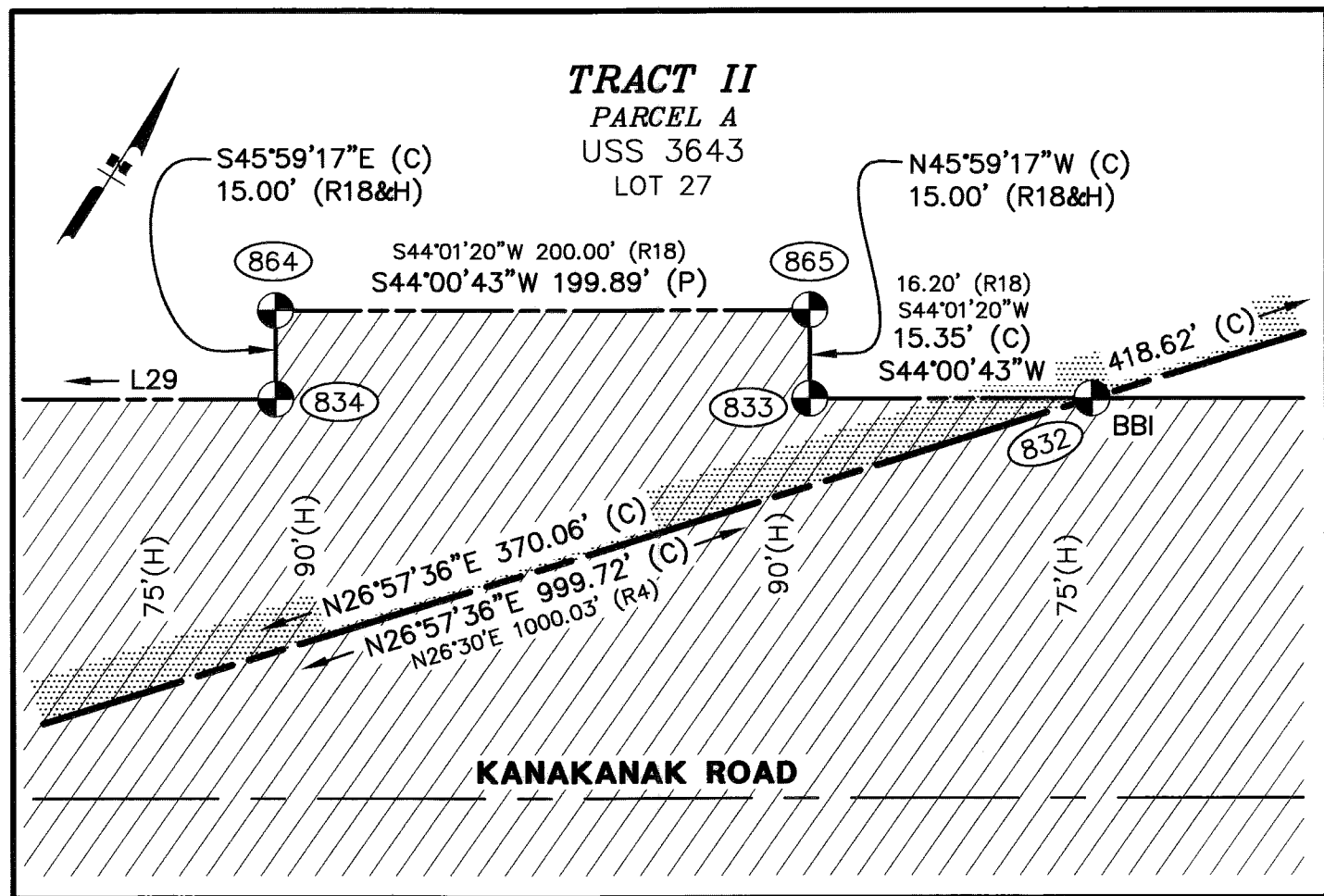
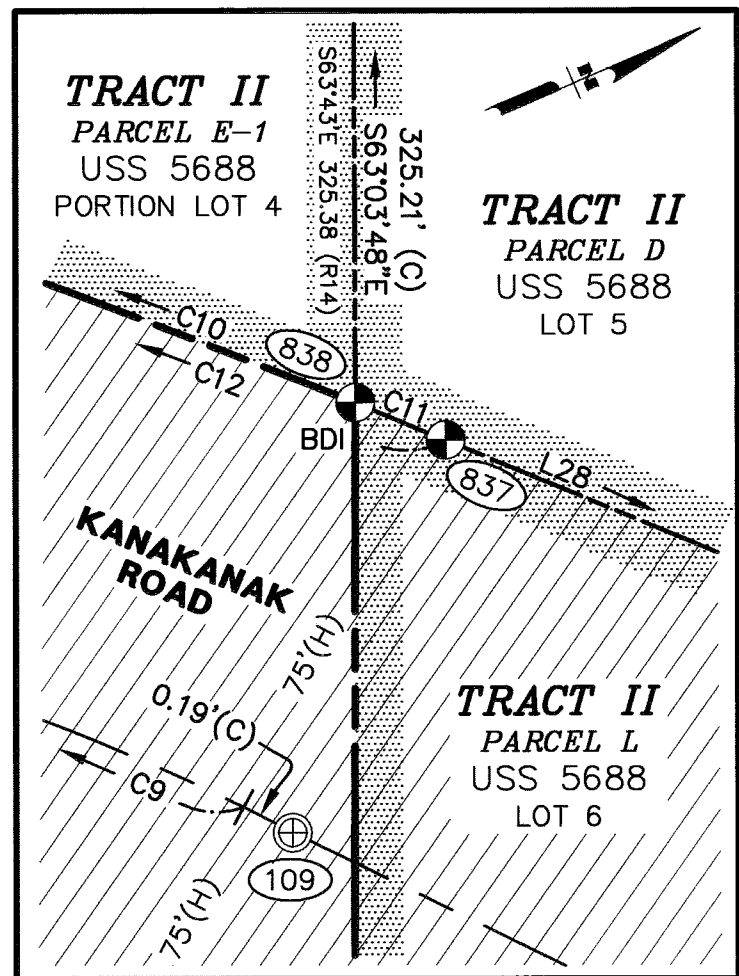


SURVEY DATA LEGEND	
(M)	MEASURED THIS SURVEY
(R&H)	RECORD AND HELD THIS SURVEY
(C)	COMPUTED THIS SURVEY
(R13)	RECORD PER OFFICIAL RETRACEMENT AND SUBDIVISION OF U.S. SURVEY NO. 4980, APPROVED APRIL 13, 1983
(R14)	RECORD PER OFFICIAL DEPENDENT RESURVEY AND SUBDIVISION OF LOT 1 OF U.S. SURVEY NO. 5688, APPROVED APRIL 6, 1983
(R18)	RECORD PER RIGHT-OF-WAY MAP S-0411 (2), FILED AS PLAT NO. 81-12
(R21)	RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND RIGHT-OF-WAY DEED, RECORDED IN BOOK 28 PAGE 940
(R28)	RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT RECORDED IN BOOK 30, PAGE 76
(R29)	RECORD PER WARRANTY DEED RECORDED IN BOOK 20, PAGE 153
(R31)	RECORD PER DEED RECORDED IN BOOK 29, PAGE 756
(R32)	RECORD PER PERMIT, AVIGATION & HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT RECORDED IN BOOK 30, PAGE 763

MONUMENT LEGEND	
+	FOUND BUREAU OF LAND MANAGEMENT MONUMENT
⊕	FOUND PRIMARY CENTERLINE MONUMENT
○	FOUND SECONDARY MONUMENT
⊗	SET A 3-1/4" ALUMINUM CAP ON A 2-1/2" x 30" ALUMINUM PIPE FLARED AT THE BASE, WITH DEEP-1 MAGNET INSERTED WITHIN
○	COMPUTED POINT, NOTHING SET THIS SURVEY
(901)	POINT NUMBER



State of Alaska Department of Transportation & Public Facilities RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY AKSAS Project No. 59304			
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska			
DRAWN	BRM	DATE	12/02/14
CHECKED	TDM	DATE	12/02/14
		SCALE	N/A
		SHEET	7 OF 17



LINE TABLE		
LINE	BEARING	DISTANCE
L28 (C)	S44°00'43"W	203.17'
(R33)	S44°01'20"W	202.50'
L29 (P)	S44°00'43"W	171.89'
(R10)	S44°01'20"W	172.80'
L30 (C)	N26°59'47"E	147.46'
(R24)	N26°25'33"E	147.39'
L31 (M)	N62°59'17"W	14.64'
(R24)	N63°34'27"W	14.64'
L32 (M)	N26°57'15"E	155.41'
(R4)	N26°30'E	156.09'
L33 (C)	S51°35'42"W	73.00'
(R4)	S51°03'W	73.13'
L34 (C)	S81°52'37"W	124.51'
(R4)	S81°20'W	124.74'
L35 (C)	N69°49'27"W	17.79'
(R23)	N70°15'W	17.81'
L36 (C)	N69°49'27"W	65.10'
L37 (C)	S26°57'10"W	33.24'
(R23)	S26°30'W	33.40'

LINE TABLE		
LINE	BEARING	DISTANCE
L38 (M)	N63°06'51"W	199.90'
(R4)	N63°30'W	199.98'
L39 (C)	S89°49'27"E	151.05'
(R20)	S70°15'E	151.05'
L40 (C)	N69°51'03"W	151.05'
(R20)	N70°15'W	151.05'(H)
L41 (C)	N69°51'03"W	100.41'
L48 (C)	S02°06'15"W	35.73'
(R34)	S01°58'55"W	35.84'
L49 (C)	S63°34'01"W	59.72'
(R35)	S63°34'39"W	59.52'
L50 (C)	S63°34'01"W	146.39'
(R35)	S63°34'39"W	146.53'
L52 (M)	S63°34'01"W	205.30'
(R34)	S63°05'40"W	205.19'
L53 (C)	S63°20'00"W	33.04'
(R34)	S62°51'39"W	33.04'(H)
L55 (C)	S87°58'30"W	60.00'
(R35)	S87°57'49"W	60.11'

CURVE TABLE					
CURVE	DELTA	LENGTH	RADIUS	CHORD BEARING	CHORD
C17 (M)	36°39'35"	326.32'	510.00'	N15°13'56"W	320.78'
(R35)	36°39'35"	326.31'	510.00'(H)	-	-

SURVEY DATA LEGEND	
(M)	MEASURED THIS SURVEY
(R&H)	RECORD AND HELD THIS SURVEY
(R&M)	RECORD AND MEASURED THIS SURVEY
(C)	COMPUTED THIS SURVEY
(P)	PROPORTIONED THIS SURVEY
(R3)	RECORD PER OFFICIAL U.S. SURVEY NO. 3187, APPROVED JANUARY 23, 1953
(R4)	RECORD PER OFFICIAL U.S. SURVEY NO. 3643, APPROVED APRIL 17, 1961
(R5)	RECORD PER OFFICIAL U.S. SURVEY NO. 3699, APPROVED FEBRUARY 11, 1963
(R14)	RECORD PER OFFICIAL DEPENDENT RESURVEY AND SUBDIVISION OF LOT 1 OF U.S. SURVEY NO. 5688, APPROVED APRIL 6, 1983
(R18)	RECORD PER RIGHT-OF-WAY MAP S-0411 (2), FILED AS PLAT NO. 81-12
(R19)	RECORD PER OFFICIAL ANCSA 14(C) SURVEY OF TRACTS A THROUGH P, RIGHTS-OF-WAY CENTERLINE NO. 1 THROUGH 8 AND 10 THROUGH 15, APPROVED ON OCTOBER 6, 2009, AND FILED AS PLAT NO. 2009-12
(R23)	RECORD PER QUITCLAIM DEED RECORDED IN BOOK 40, PAGE 336
(R24)	RECORD PER LOPEZ ESTATES SUBDIVISION, FILED AS PLAT NO. 79-1
(R20)	RECORD PER WARRANTY DEED RECORDED IN BOOK 25, PAGE 29
(R34)	RECORD PER PEARSON SUBDIVISION, FILED AS PLAT NO. 98-15
(R35)	RECORD PER AKDOT/PF WOOD RIVER ROAD RIGHT-OF-WAY MAP, AKSAS PROJECT NO. 55130, AND FILED AS PLAT NO. 2010-6
(R36)	RECORD PER DECLARATION OF TAKING, RECORDED IN BOOK 25, PAGE 535
(R37)	RECORD PER SUBDIVISION OF LOT 15 OF U.S. SURVEY NO. 3643, FILED AS PLAT NO. 84-22

NOTE

CORNER POSITION COMPUTED BY THE GRANT BOUNDARY METHOD FROM THE NORTHERLY MOST COMPUTED CORNER OF LOT 25 OF USS 3643 TO THE RECOVERED CORNER DESIGNATED HEREON AS POINT NUMBER 766.

MONUMENT LEGEND

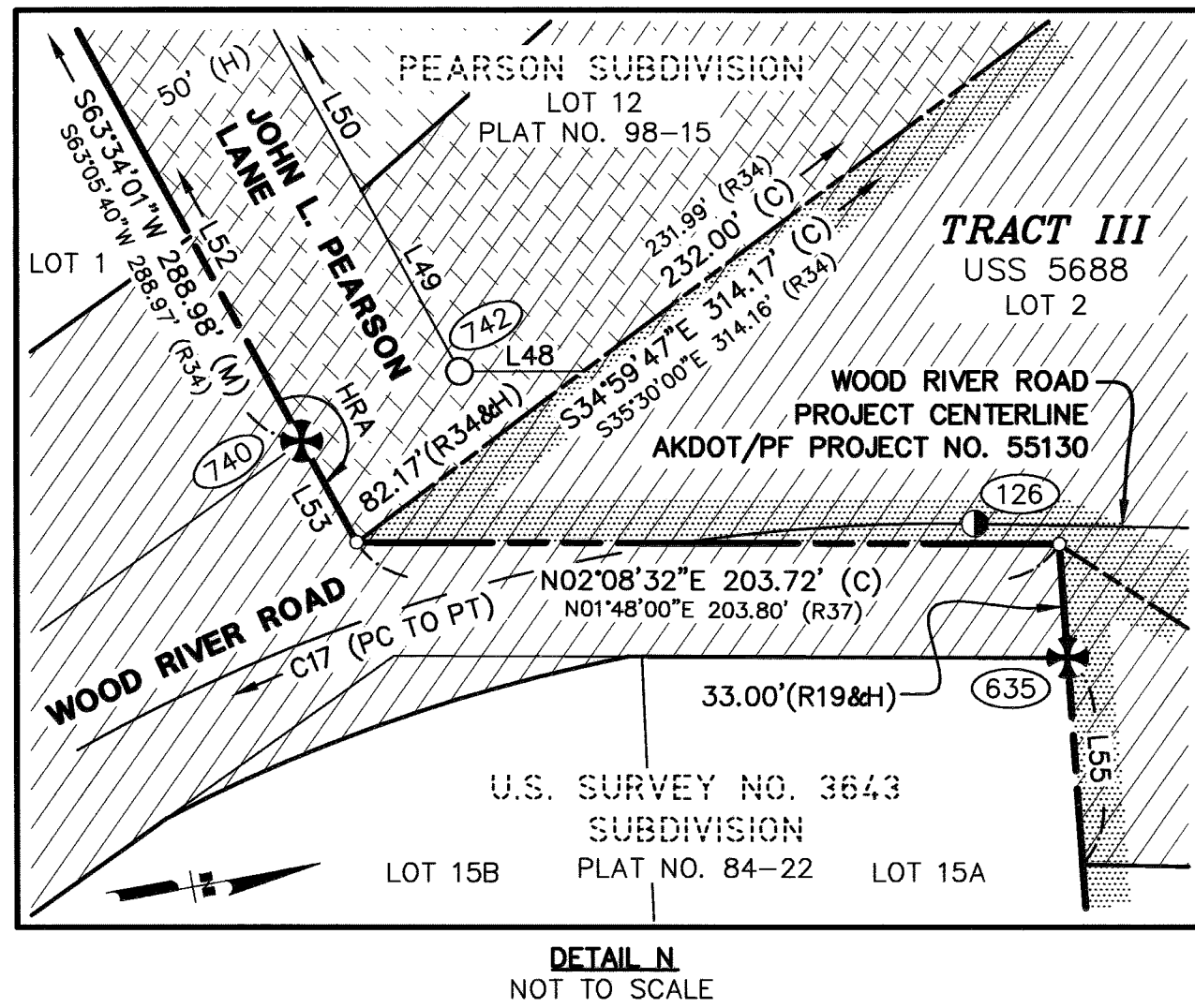
- ✠ FOUND BUREAU OF LAND MANAGEMENT MONUMENT
- ⊕ RECOVERED PRIMARY CENTERLINE MONUMENT
- RECOVERED SECONDARY CENTERLINE MONUMENT
- FOUND SECONDARY MONUMENT
- ⊙ SET A 3-1/4" ALUMINUM CAP ON A 2-1/2" x 30" ALUMINUM PIPE FLARED AT THE BASE, WITH DEEP-1 MAGNET INSERTED WITHIN
- ⊙ SET A 2" ALUMINUM CAP ON A 5/8" x 30" REBAR
- COMPUTED POINT, NOTHING SET THIS SURVEY
- 901 POINT NUMBER

HATCH LEGEND

- ▨ AIRPORT PARCEL (FEE INTEREST)
- ▨ AIRPORT PARCEL (AVIGATION AND HAZARD EASEMENT INTEREST)
- ▨ PUBLIC ROAD RIGHT-OF-WAY

LINE LEGEND

- — — — — RIGHT-OF-WAY CENTERLINE

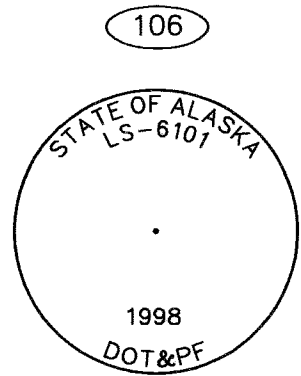


State of Alaska Department of Transportation & Public Facilities RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY

AKSAS Project No. 59304
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	N/A
CHECKED	TDM	DATE	12/02/14	SHEET	8 OF 17

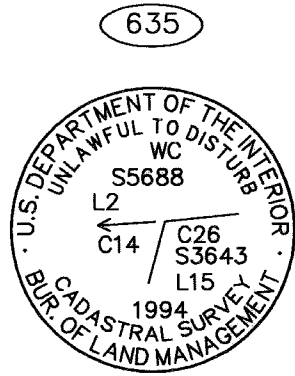
RECOVERED MONUMENT DETAILS
MONUMENTS SHOWN HEREON WERE HELD, UNLESS OTHERWISE NOTED.



RECOVERED 3-1/4" ALUM. CAP INSIDE A MONUMENT CASE, FLUSH W/ ASPHALT. ALUM CAP IS 0.3' BELOW THE LID. GOOD CONDITION.

OFFICIAL RETRACEMENT AND SUBDIVISION OF LOT 28 OF USS 4980 RECOVERS A 2" BRASS CAP MARKED "CENTERLINE DEPT. OF HIGHWAYS" WITHIN AN 8" MONUMENT CASE, ALL 18" BELOW ASPHALT. SAID SURVEY SETS A 2" LONG P.K. NAIL FLUSH W/ ASPHALT TO PERPETUATE THE CORNER POSITION.

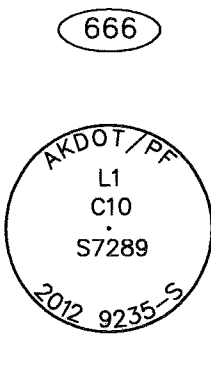
IN 1998, THE 2" P.K. NAIL WAS REPLACED WITH A 3-1/4" ALUM. CAP. MONUMENT IN CASE BY AKDOT/PF. STAMPED AS SHOWN.



RECOVERED 3-1/4" ALUM. CAP ON 2-1/2" STAINLESS STEEL POST, 0.4' BELOW GROUND. LEANING E'LY. PLUMBED UP. GOOD CONDITION.

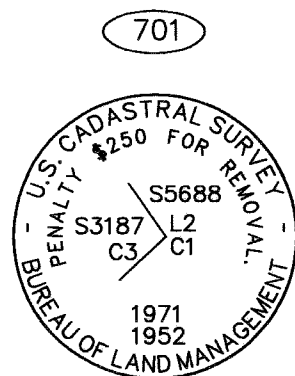
A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 84° E, 155.6' (RECORD AND MEASURED)

A UTILITY POLE WITH A 6" SPIKE 1.0' ABOVE GROUND, SET IN THE E'LY FACE, BEARS N 08 3/4° E, 138.7' (RECORD N 08 3/4° E, 183.7')



RECOVERED A 2" ALUM. CAP FLUSH W/ PAVEMENT. FIRM AND PLUMB. GOOD CONDITION.
IN 2005, ASCG, NOW WHPACIFIC, RECOVERED THE ORIGINAL BLM 1/2" REBAR, 0.9' BELOW GRAVEL ROAD. FIRM AND PLUMB.
IN 2012, WHPACIFIC PERPETUATED THE CORNER POSITION WITH THE 2" ALUM. CAP STAMPED AS SHOWN. SEE WOOD RIVER ROAD RECORD OF SURVEY, FILED AS PLAT NO. 2013-9.

A 12" SPRUCE BT W/ TAG AND FULLY HEALED BLAZE, BEARS S 40 1/4° W, 110.2' (RECORD AND MEASURED)



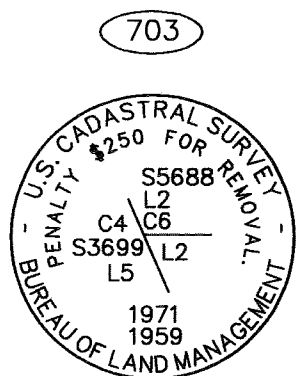
RECOVERED 3-1/4" BRASS CAP FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.



RECOVERED A 5/8" REBAR FLUSH W/ GROUND. FIRM AND PLUMB.

NOT HELD.

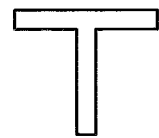


RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.2' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 12" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 20° E, 36.3' (RECORD AND MEASURED)

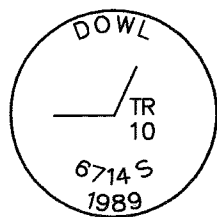
A 12" SPRUCE BT STUMP W/ DECAYED BLAZE, BEARS N 25° W, 5.9' (RECORD AND MEASURED)

704



RECOVERED 3/4" X 1-1/4" ANGLE IRON POST, 0.1' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

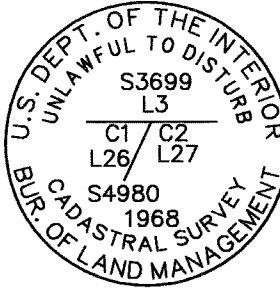
705



RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

NOT HELD.

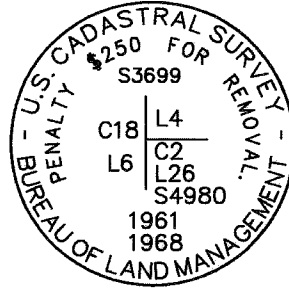
706



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.1' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 12" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS N 57 3/4° W, 11.9' (RECORD AND MEASURED)

707

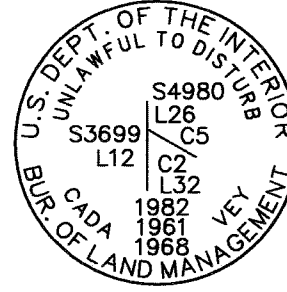


RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.3' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 58° W, 19.8' (RECORD AND MEASURED)

A 12" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 43 1/2° E, 11.9' (RECORD AND MEASURED)

710



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.3' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

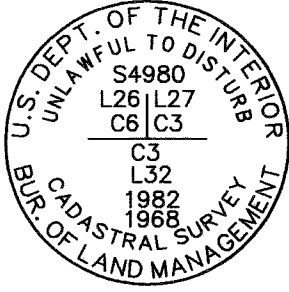
A 12" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 48 1/4° E, 21.1' (RECORD AND MEASURED)

A 9" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 80 1/4° E, 35.6' (RECORD AND MEASURED)

A 6" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 03 1/2° E, 81.8' (RECORD AND MEASURED)

A 8" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 04 3/4° E, 89.1' (RECORD AND MEASURED)

711



RECOVERED 3-1/4" BRASS CAP 1.0' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

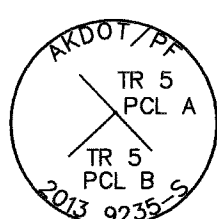
A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 21 3/4° W, 29.0' (RECORD AND MEASURED)

A 10" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE, BEARS S 55 1/2° W, 27.7' (RECORD AND MEASURED)

A 6" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE, BEARS N 48 3/4° W, 26.4' (RECORD AND MEASURED)

A 9" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE, BEARS N 57° W, 50.8' (RECORD AND MEASURED)

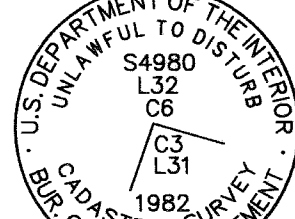
712



RECOVERED 5/8" REBAR FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION.

PLACED 2" ALUM. CAP ON EXISTING REBAR AND SET 0.1' BELOW GROUND. STAMPED AS SHOWN.

713

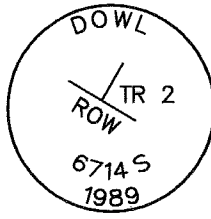


RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 0.5' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 79 1/2° W, 12.5' (RECORD S 78 1/4° W, 35.0')

DISTANCES LISTED IN THE OFFICIAL FIELD NOTES ARE MISTAKENLY SWAPPED BETWEEN THE TWO BEARING TREES. DID NOT RECOVER THE OTHER BEARING TREE.

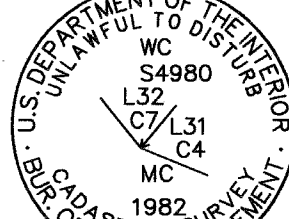
714



RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

NOT HELD.

715



RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 0.4' ABOVE GROUND. LEANING E'LY. GOOD CONDITION.

A 6" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 78 3/4° W, 53.6' (RECORD S 77 3/4° W, 58.1')

716

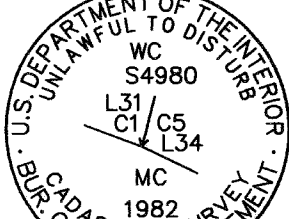


RECOVERED 3-1/4" BRASS CAP INSIDE MON CASE, FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION. SEE RECORD OF MONUMENT DOCUMENT NO. 2005-000911-0.

A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 22 1/4° W, 263.3' (RECORD AND MEASURED)

THE MOST W'LY CORNER OF THE REMNANTS OF AN OLD WOOD FRAME HOUSE, BEARS S 68 1/2° E, 454.7' (RECORD AND MEASURED)

717

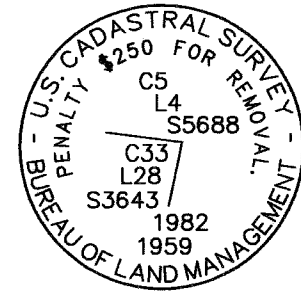


RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 0.2' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 6" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 42 3/4° W, 64.3' (RECORD S 44 1/2° W, 57.4')

A 8" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 18 1/2° E, 104.3' (RECORD S 21 1/4° E, 102.3')

718

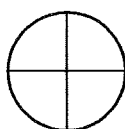


RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.4' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 6" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 63 3/4° W, 9.2' (RECORD AND MEASURED)

A 8" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 62 1/2° W, 25.1' (RECORD AND MEASURED)

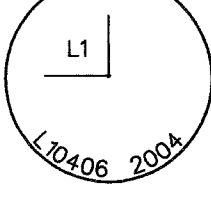
719



RECOVERED 1-1/4" GALV. IRON CAP ON 1" GALV. IRON POST, 0.5' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

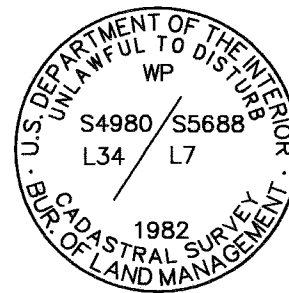
NO ACCESSORIES FOUND.

720



RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.1' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

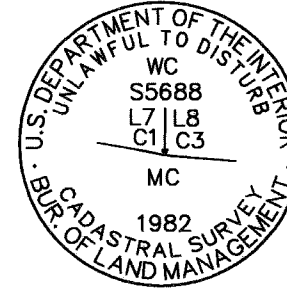
721



RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, LEANING HEAVILY W'LY. DUG DOWN 3 FEET UNTIL THE ROD SELF-PLUMBED. CAP IS FLUSH W/ GROUND. GOOD CONDITION.

A WOOD UTILITY POLE, BEARS N 07 1/2° W, 678.5' (RECORD AND MEASURED)

722



RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 2.3' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 8" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 41 1/2° W, 15.8' (RECORD AND MEASURED)



State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY
AKSAS Project No. 59304

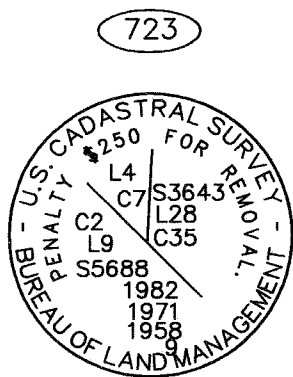
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	N/A
CHECKED	TDM	DATE	12/02/14	SHEET	9 OF 17

BRISTOL Bay RECORDING DISTRICT PL 2014-11

RECOVERED MONUMENT DETAILS

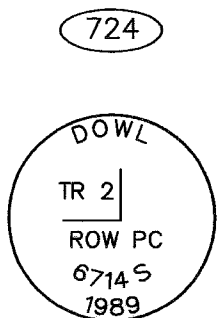
MONUMENTS SHOWN HEREON WERE HELD, UNLESS OTHERWISE NOTED.



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.4' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

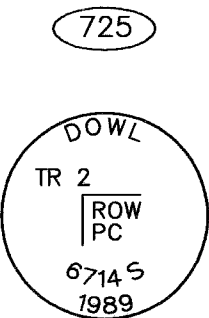
A 8" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 81 1/2' E, 8.6' (RECORD AND MEASURED)

A 8" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 38' E, 40.3' (RECORD AND MEASURED)



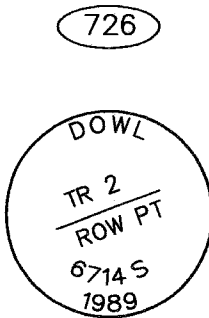
RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

NOT HELD.



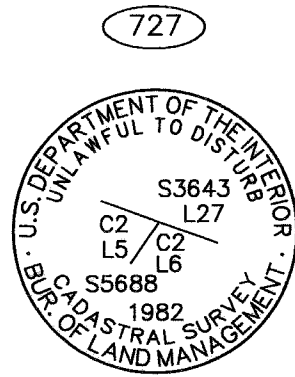
RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

NOT HELD.



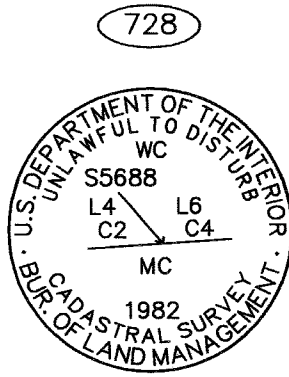
RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

NOT HELD.



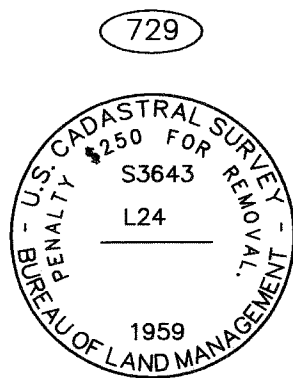
RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 1.0' ABOVE GROUND. TOP 1.0' OF ROD IS BENT. SURVEYED POINT OF ENTRY. POOR CONDITION.

A 6" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 13 1/2' W, 26.4' (RECORD AND MEASURED)



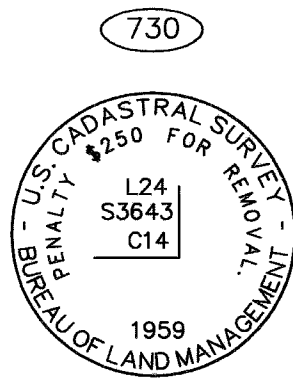
RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 0.4' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 8" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS N 48 1/2' E, 35.6' (RECORD AND MEASURED)



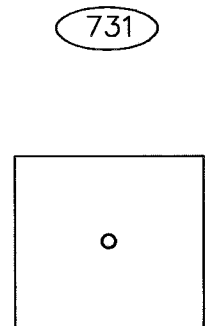
RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, LEANING E'LY. PLUMBED AND SET FLUSH W/ GROUND. GOOD CONDITION.

NO ACCESSORIES FOUND.



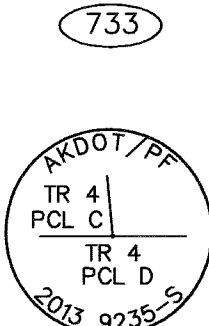
RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.



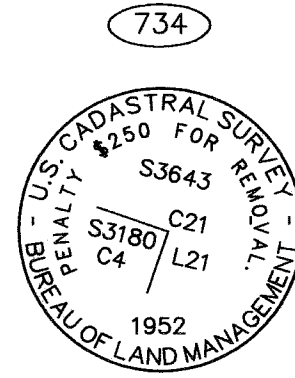
RECOVERED 2" X 2" BLM WOOD POST W/ TAC IN THE CENTER, 2.0' ABOVE GROUND. SCRIBED "S3643" ON THE NORTH FACE, "LOT 26" ON THE EAST FACE, AND "LOT 27" ON THE WEST FACE. FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES SET DURING OFFICIAL SURVEY.



RECOVERED 5/8" REBAR FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION.

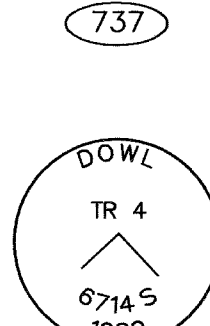
PLACED 2" ALUM. CAP ON EXISTING REBAR AND SET 0.1' BELOW GROUND. STAMPED AS SHOWN.



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.5' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

A 14" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 34' W, 45.2' (RECORD AND MEASURED)

A 10" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS N 65' W, 101.6' (RECORD AND MEASURED)



RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

NOT HELD.

738



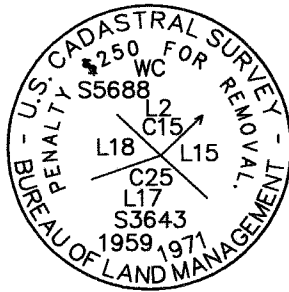
RECOVERED 5/8" REBAR 0.1' BELOW GRAVEL. FIRM AND PLUMB. GOOD CONDITION.

739



RECOVERED 5/8" REBAR 0.1' BELOW GRAVEL. FIRM AND PLUMB. GOOD CONDITION.

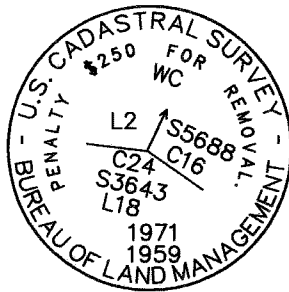
740



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.5' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.

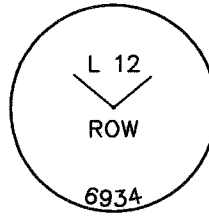
741



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.4' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

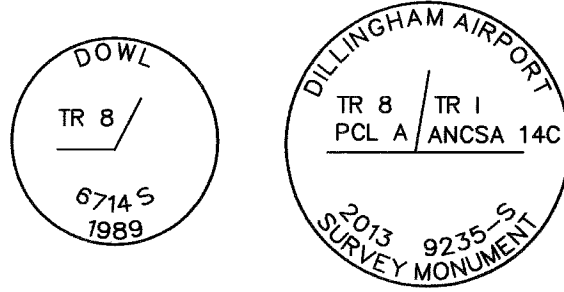
A 28" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 44 1/2' W, 64.5' (RECORD S 44' W, 64.0')

742



RECOVERED 2" ALUM. CAP ON 5/8" REBAR, 0.3' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

744



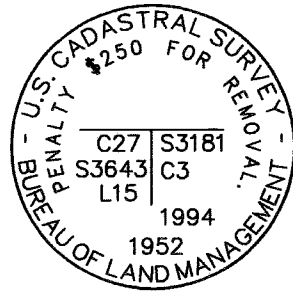
RECOVERED 2" ALUM. CAP ON 5/8" REBAR, FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION.

REPLACED WITH A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.

A 6" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 73' W, 43.3' (RECORD AND MEASURED)

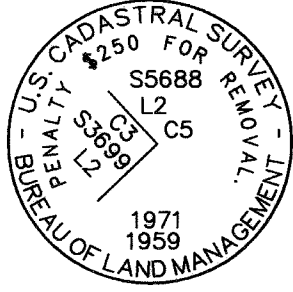
A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 71 1/2' E, 20.7' (RECORD AND MEASURED)

745



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.4' ABOVE GROUND. FIRM AND PLUMB. GOOD CONDITION.

746

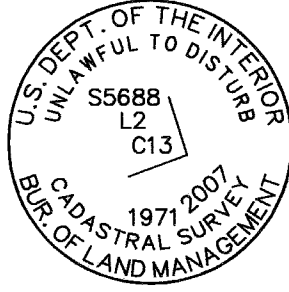


RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, 0.6' ABOVE GROUND. LEANING SE'LY. PLUMBED UP. GOOD CONDITION.

A 10" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 42 1/4' W, 24.5' (RECORD S 43' W, 23.8')

A 6" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 06' W, 28.4' (RECORD AND MEASURED)

747



RECOVERED 3-1/4" BRASS CAP ON 2-1/2" IRON POST, FLUSH W/ GROUND. FIRM AND PLUMB. GOOD CONDITION.

A GALV. IRON POST BEARS NORTH, 0.7' (RECORD AND MEASURED)

748



RECOVERED A 5/8" REBAR FLUSH W/ GROUND. FIRM AND PLUMB.

NOT HELD.

749



RECOVERED 3/4" X 4' ALUM. ROD, LAYING HORIZONTALLY. RESET ROD FLUSH W/ GROUND AT DISTANCE-DISTANCE INTERSECTION FROM CORNER ACCESSORIES.

A 8" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 79' W, 140.58' (RECORD AND MEASURED)

A 8" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE, BEARS N 59' W, 325.2' (RECORD AND MEASURED)



State of Alaska
Department of Transportation
&
Public Facilities

RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY

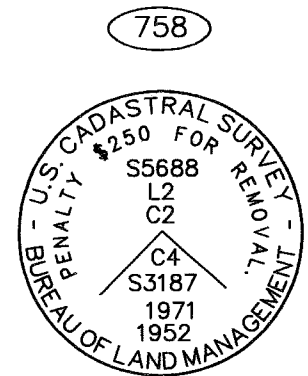
AKSAS Project No. 59304

Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and
Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	N/A
CHECKED	TDM	DATE	12/02/14	SHEET	10 OF 17

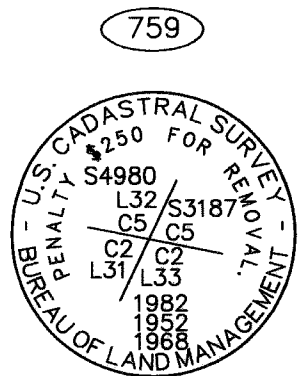
BRISTOL BAY RECORDING DISTRICT PL 2014-11

RECOVERED MONUMENT DETAILS
MONUMENTS SHOWN HEREON WERE HELD, UNLESS OTHERWISE NOTED.



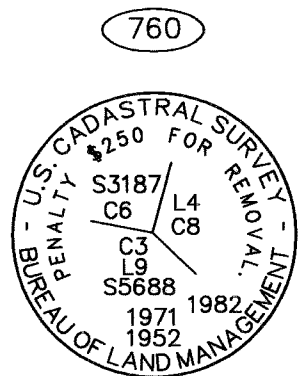
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 5.5' BELOW GROUND.
FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.



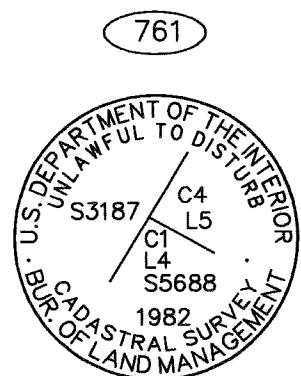
RECOVERED 3-1/4" BRASS CAP,
6.0' BELOW GROUND, FIRM AND PLUMB.
GOOD CONDITION.

NO ACCESSORIES FOUND.



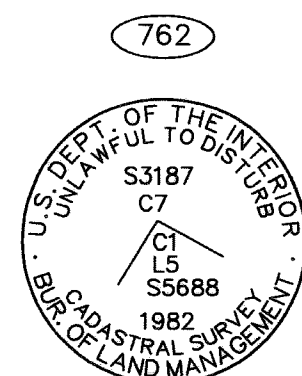
RECOVERED 3-1/4" BRASS CAP,
1.2' BELOW GROUND, FIRM AND PLUMB.
GOOD CONDITION.

NO ACCESSORIES FOUND.



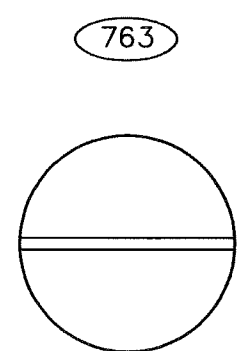
RECOVERED 3-1/4" ALUM. CAP ON
3/4" ALUM. ROD, 0.2' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.



RECOVERED 3-1/4" ALUM. CAP ON
2/12" ALUM. POST, 3.0' BELOW
GROUND, LEANING 1.0' E'LY.
FIRMED AND PLUMBED UP.

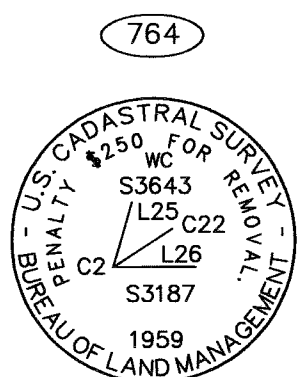
NO ACCESSORIES FOUND.



RECOVERED 2-1/2" IRON POST, CAP MISSING.
CAP ATTACHMENT PIN REMAINS ON THE IRON POST.
FLUSH W/ GROUND, FIRM AND PLUMB.

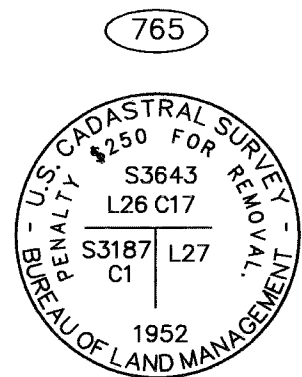
A 12" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BLOWN OVER W/ ROOT SYSTEM PARTIALLY ATTACHED TO GROUND,
BEARS S 54 3/4' W, 48.8' (RECORD AND MEASURED)

A 18" SPRUCE BT W/ FULLY HEALED SCAR,
BEARS S 80' E, 106.9' (RECORD AND MEASURED)



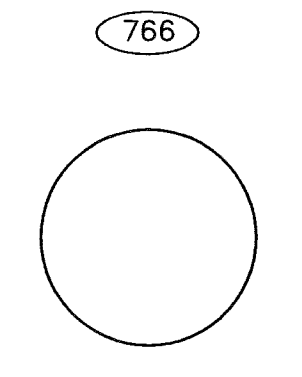
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.5' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.
CAP INCORRECTLY MARKED "C22."

A 8" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 17' E, 103.6' (RECORD AND MEASURED)



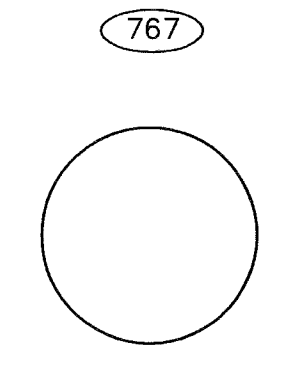
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.3' BELOW GROUND.
LEANING S'LY. PLUMBED UP.
GOOD CONDITION.

NO ACCESSORIES FOUND.



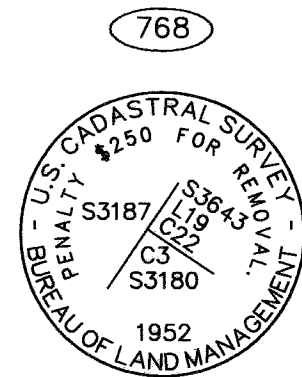
RECOVERED 2-1/2" IRON POST,
1.0' BELOW GRAVEL ROAD. BADLY BENT,
MANGLED, AND LEANING HEAVILY N'LY.
POOR CONDITION. PLUMBED AND FIRMED UP.

A 8" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 25 1/2' E, 124.7' (RECORD S 25 1/4' E, 123.8')



RECOVERED 2-1/2" IRON POST, CAP MISSING,
0.5 BELOW GROUND, BENT AND LEANING NW'LY.
POOR CONDITION. PLUMBED AND FIRMED UP.

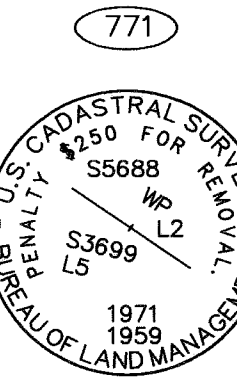
NO ACCESSORIES FOUND.



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.4' BELOW GROUND.
LEANING 0.5' NW'LY. FIRMED AND PLUMBED UP.
GOOD CONDITION.

A 8" SPRUCE BT STUMP W/ FULLY HEALED BLAZE,
BEARS S 39 1/2' E, 51.5' (RECORD AND MEASURED)
CUT IN TO BLAZE AND FOUND PART OF ORIGINAL SCRIBE.

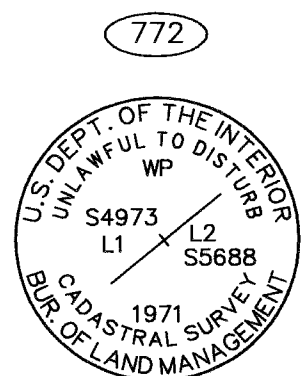
A 10" SPRUCE BT STUMP W/ FULLY HEALED BLAZE,
BEARS S 68 3/4' E, 71.0' (RECORD S 68 1/2' E, 71.6')
CUT IN TO BLAZE AND FOUND PART OF ORIGINAL SCRIBE.



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.3' ABOVE GROUND.
SLIGHTLY LOOSE BUT PLUMB. FIRMED AND PLUMBED UP.
GOOD CONDITION.

A 14" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 55' W, 21.8' (RECORD AND MEASURED)

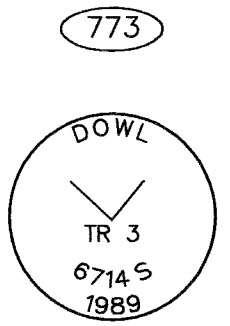
A 6" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS S 40' W, 5.9' (RECORD AND MEASURED)



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.3' ABOVE GROUND.
LEANING S'LY. PLUMBED UP. GOOD CONDITION.

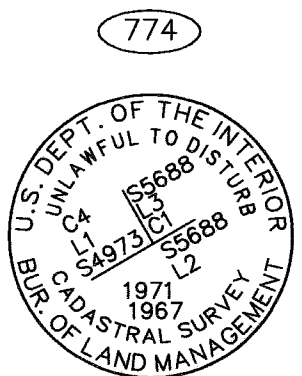
A 6" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 07 1/2' W, 83.8' (RECORD N 10' W, 77.2')

A 5" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 15 1/2' E, 76.1' (RECORD N 15' E, 77.9')



RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
FLUSH W/ GROUND, FIRM AND PLUMB.
GOOD CONDITION.

NOT HELD.

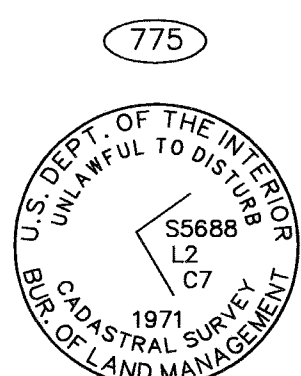


RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.5' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

A 4" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 76' W, 27.1' (RECORD AND MEASURED)

A 4" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS S 55' W, 49.5' (RECORD AND MEASURED)

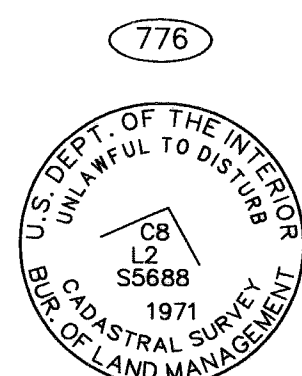
A 8" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 64' E, 18.5' (RECORD AND MEASURED)



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, FLUSH W/ GROUND.
SLIGHTLY LOOSE BUT PLUMB.
CAP IS ORIENTED S'LY. GOOD CONDITION.

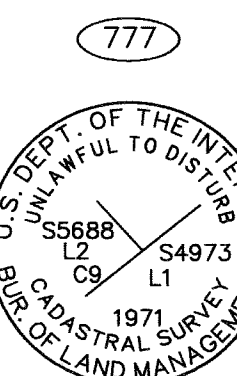
A 12" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 68' E, 45.8' (RECORD S 78' E, 45.5')

A 7" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 24' E, 56.4' (RECORD S 31' E, 56.1')



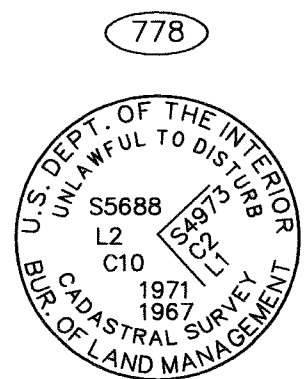
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.8' ABOVE GROUND.
SLIGHTLY LOOSE BUT PLUMB.
GOOD CONDITION.

NO ACCESSORIES FOUND.



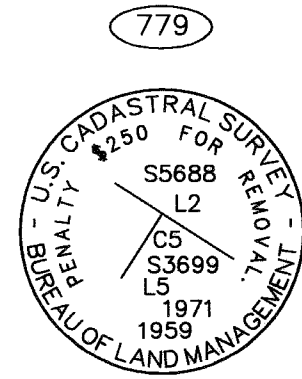
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.3' ABOVE GROUND.
SLIGHTLY LOOSE BUT PLUMB.
GOOD CONDITION.

A 6" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 78' E, 11.8' (RECORD N 78' E, 11.2')



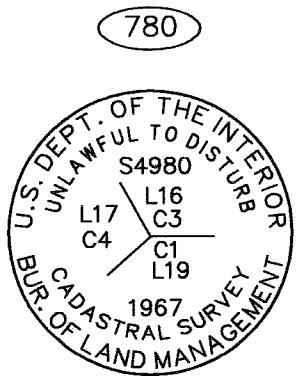
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, LEANING NEARLY
HORIZONTAL IN A W'LY DIRECTION.
PLUMBED UP PLACED FLUSH W/ GROUND.

NO ACCESSORIES FOUND.



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

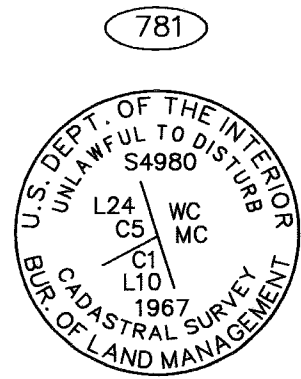
NO ACCESSORIES FOUND.



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.5' ABOVE GROUND.
SLIGHTLY LOOSE BUT PLUMB.
GOOD CONDITION.

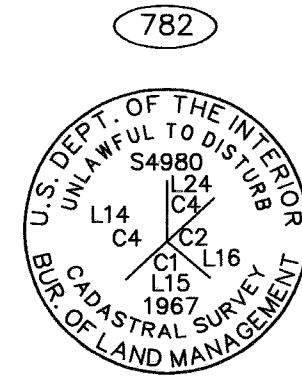
A 16" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 34' E, 55.4' (RECORD AND MEASURED)

A 12" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 70' E, 17.2' (RECORD AND MEASURED)



RECOVERED 3-1/4" BRASS CAP ON 2-1/2"
IRON POST, LAYING NEARLY HORIZONTAL.
PLUMBED UP AND PLACED FLUSH W/ GROUND.
CAP INCORRECTLY MARKED "L10."

NO ACCESSORIES FOUND.



RECOVERED 3-1/4" BRASS CAP,
FLUSH WITH GROUND, SLIGHTLY LOOSE BUT
PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.



State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY
AKSAS Project No. 59304

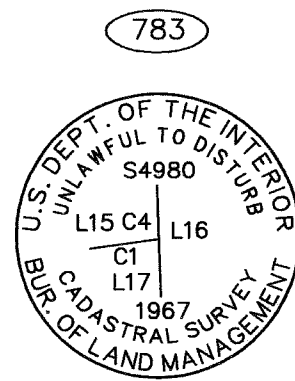
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and
Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	N/A
CHECKED	TDM	DATE	12/02/14	SHEET	11 OF 17

BRISTOL BAY RECORDING DISTRICT PL 2014-11

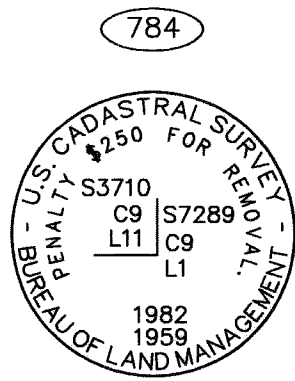
RECOVERED MONUMENT DETAILS

MONUMENTS SHOWN HEREON WERE HELD, UNLESS OTHERWISE NOTED.



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, FLUSH W/ GROUND.
LOCATED IN FLOATING MUSKEG.
GOOD CONDITION.

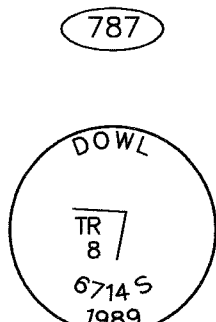
NO ACCESSORIES FOUND.



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.6' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

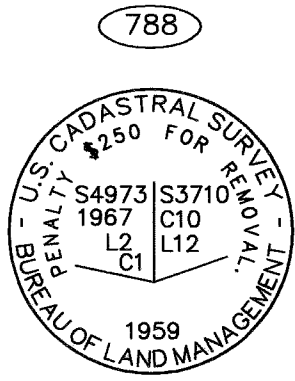
A 14" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 44 1/4° W, 66.7' (RECORD AND MEASURED)

A 14" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 69 1/4° W, 53.5' (RECORD AND MEASURED)



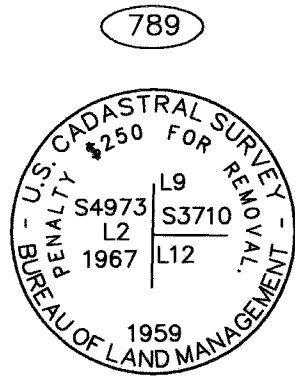
RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
FLUSH W/ GROUND. FIRM AND PLUMB.
GOOD CONDITION.

NOT HELD.



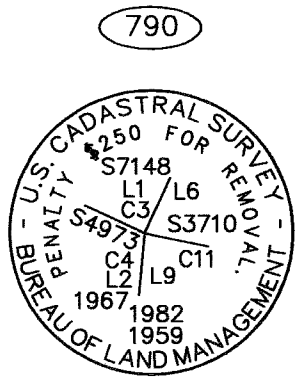
RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, FLUSH W/ GROUND.
LOCATED IN FLOATING MUSKEG.
LOOSE BUT PLUMB. GOOD CONDITION.

A 10" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS N 60 3/4° E, 177.3' (RECORD N 61 3/4° E, 176.9')



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

A 16" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 25° E, 21.8' (RECORD AND MEASURED)



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.3' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

A 14" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 57 3/4° E, 27.6' (RECORD S 57 3/4° E, 27.1')

791



RECOVERED A 5/8" REBAR BENT EASTERLY.
SURVEYED PLUMB POSITION.
POOR CONDITION.

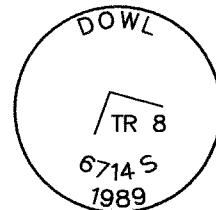
NOT HELD.

792



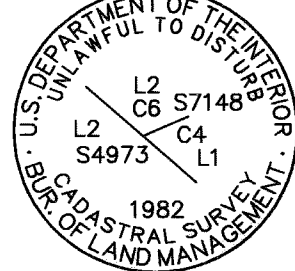
RECOVERED A 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB.

794



RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

795

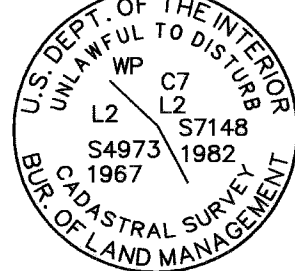


RECOVERED 3-1/4" ALUM. CAP ON 3/4" ALUM. ROD, 1.0' ABOVE GROUND.
BENT E'LY AT GROUND.
SURVEYED POINT OF ENTRY. POOR CONDITION.

A 7" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 03 1/2° W, 192.7' (RECORD AND MEASURED)

A 9" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 76 1/2° E, 319.4' (RECORD AND MEASURED)

796

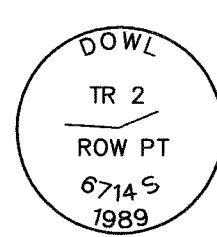


RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST,
0.2' ABOVE GROUND. FIRM AND PLUMB.
GOOD CONDITION.

A 13" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 20 1/4° W, 141.2' (RECORD AND MEASURED)

A 8" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS S 72 1/2° W, 219.8' (RECORD AND MEASURED)

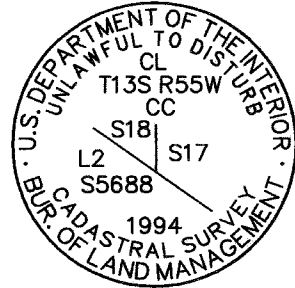
798



RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
FLUSH W/ GROUND. FIRM AND PLUMB.
GOOD CONDITION.

NOT HELD.

799

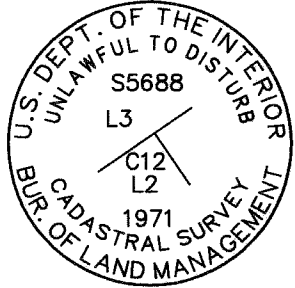


RECOVERED 3-1/4" ALUM. CAP ON
3/4" ALUM. ROD, FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

A 6" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS S 15° E, 91.7' (RECORD AND MEASURED)

A 7" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 51 1/2° W, 67.3' (RECORD AND MEASURED)

800

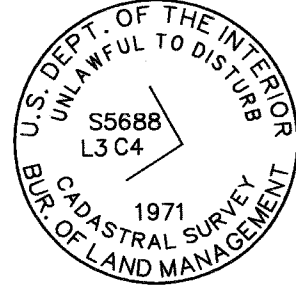


RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.5' ABOVE GROUND.
SLIGHTLY LOOSE BUT PLUMB.
GOOD CONDITION.

A 8" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 47° W, 16.5' (RECORD AND MEASURED)

A 10" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS S 26° E, 34.3' (RECORD AND MEASURED)

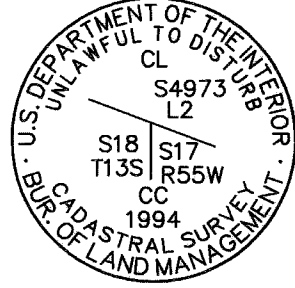
801



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.2' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

NO ACCESSORIES FOUND.

802

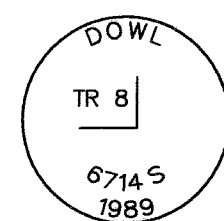


RECOVERED 3-1/4" BRASS CAP ON 2-1/2" STAINLESS STEEL POST, 0.3' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

A 14" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 33 3/4° W, 24.4' (RECORD AND MEASURED)

A 8" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS S 18 1/4° E, 21.1' (RECORD AND MEASURED)

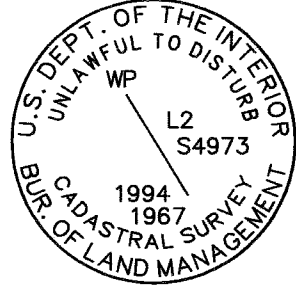
803



RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
0.2' ABOVE GROUND. FIRM AND PLUMB.
GOOD CONDITION.

NOT HELD.

804

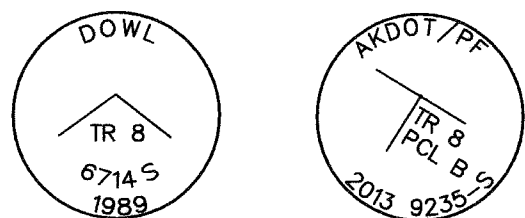


RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.6' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

A 8" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 79° W, 39.6' (RECORD AND MEASURED)

A 12" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE,
BEARS N 21 3/4° W, 90.7' (RECORD N 21 3/4° W, 91.1')

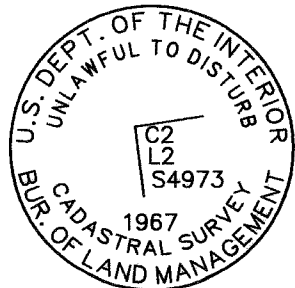
805



RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
FLUSH W/ GROUND. REBAR IS FIRM AND PLUMB.
ALCAP FOUND LOOSE ON REBAR.

REPLACED EXISTING ALUM. CAP WITH NEW 2" ALUM. CAP AND SET 0.2' BELOW GROUND.
STAMPED AS SHOWN.

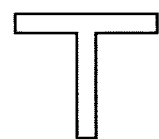
806



RECOVERED 3-1/4" BRASS CAP ON
2-1/2" IRON POST, 0.2' ABOVE GROUND.
FIRM AND PLUMB. GOOD CONDITION.

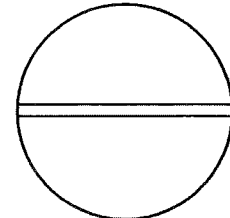
FOUND TRACE EVIDENCE OF ORIGINAL PITS.

807



RECOVERED 3/4" X 1-1/4" ANGLE IRON POST, 0.5' BELOW GROUND.
LEANING HEAVILY NW'LY AND LOOSE.
LOCATED ALONG SIDE AN ALUM. FENCE POST.

808

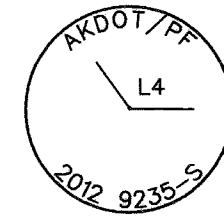


FOUND 2-1/2" IRON POST LYING ON THE GROUND,
CAP ATTACHMENT PIN REMAINS ON THE IRON POST.
RESET IRON POST, 0.2' ABOVE GROUND, BY
DISTANCE-DISTANCE INTERSECTION FROM ORIGINAL
CORNER ACCESSORIES,

A 14" SPRUCE BT STUMP W/ PARTIALLY VISIBLE SCRIBE,
BLOWN OVER W/ STUMP STILL INTACT,
BEARS N 49 3/4° W, 72.9' (RECORD N 44 1/2° W, 72.9')

A 14" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS N 32° E, 62.7' (RECORD N 36 3/4° E, 62.7')
CUT IN TO TREE AND RECOVERED ORIGINAL SCRIBE MARKS.

810



RECOVERED 2" ALUM. CAP ON 5/8" REBAR,
0.1' ABOVE GROUND, PER PLAT 2013-9.
FIRM AND PLUMB. GOOD CONDITION.

IN 2005, ASCG, NOW WHPACIFC, RECOVERED A 1-1/2" ALUM. CAP FLUSH W/ GROUND AND NOTES A 3/4" X 1-1/4" ANGLE IRON POST BEARING SE'LY AT 0.3'.

SEE SIFSOB SUBDIVISION, FILED AS PLAT NO. 84-4 AND WOOD RIVER ROAD RECORD OF SURVEY,
FILED AS PLAT NO. 2013-9.



State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY
AKSAS Project No. 59304

Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and
Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	N/A
CHECKED	TDM	DATE	12/02/14	SHEET	12 OF 17

RECOVERED MONUMENT DETAILS
MONUMENTS SHOWN HEREON WERE HELD, UNLESS OTHERWISE NOTED.

811



RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

812



RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

813



RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

814



RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

815



RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

816



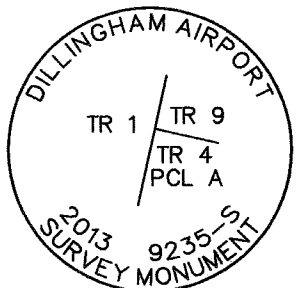
RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

817



RECOVERED 5/8" REBAR FLUSH W/ GROUND.
FIRM AND PLUMB. GOOD CONDITION.

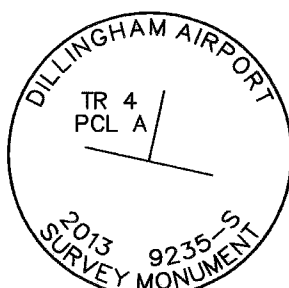
826



RECOVERED 1 FOOT SECTION OF 2" X 2" BLM WOOD
POST, 1.0' BELOW GROUND AT RECORD BEARING AND
DISTANCE FROM C3 OF USS 3180.

SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30"
FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT
THE BASE, 0.3' BELOW GROUND AT RECORD BEARING
AND DISTANCE FROM C3 OF USS 3180. BURIED THE
WOOD POST ALONG SIDE. STAMPED AS SHOWN.

827

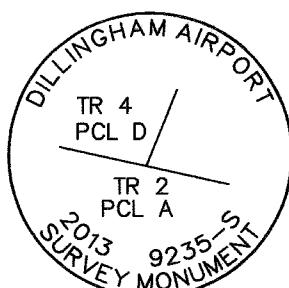


RECOVERED PIECE OF 2" X 2" BLM WOOD POST,
0.5' BELOW GROUND AT RECORD BEARING AND
DISTANCE FROM C22 OF USS 3643.

SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30"
FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT
THE BASE, 0.3' BELOW GROUND AT RECORD
BEARING AND DISTANCE FROM C22 OF USS 3643.
STAMPED AS SHOWN.

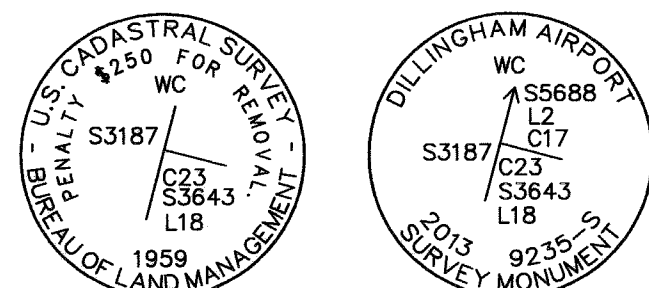
NO ACCESSORIES FOUND.

831



RECOVERED 1/2" REBAR, 1.0' BELOW GROUND.
REPLACED WITH 3-1/4" ALUM. CAP ON 2-1/2" X 30"
FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE
BASE, 0.2' BELOW GROUND. STAMPED AS SHOWN.

924



RECOVERED 3-1/4" BRASS CAP MEMORIAL 28" BELOW
GROUND AT RECORD BEARING AND DISTANCE FROM THE NW
CORNER OF LOT 19 OF USS 3643.

SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM.
POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW
GROUND, AT RECORD BEARING AND DISTANCE FROM THE NW
CORNER OF LOT 19 OF USS 3643 OVER TOP THE FOUND
MEMORIAL. STAMPED AS SHOWN.

USS 5688 RECOVERS THE USS 3643 IRON POST WITH BRASS CAP
BROKEN OFF AND LYING ALONG SIDE. USS 5688 RE-MONUMENTS
THE CORNER POSITION WITH A NEW IRON POST AND DEPOSITS THE
USS 3643 BRASS CAP AS A MEMORIAL.

A 10" SPRUCE BT STUMP, HEAVILY DECAYED W/ LOGS LYING
ALONGSIDE W/ ORIGINAL SCRIBE MARKS,
BEARS S 10° E, 42.9' (RECORD AND MEASURED)

A 12" SPRUCE BT W/ FULLY HEALED BLAZE,
BEARS S 28 1/4° E, 72.7' (RECORD S 30° E, 71.9')



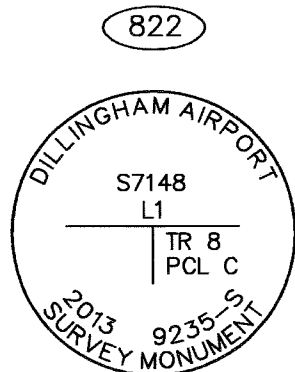
State of Alaska
Department of Transportation
&
Public Facilities
RECORD OF SURVEY
OF
DILLINGHAM AIRPORT BOUNDARY

AKSAS Project No. 59304

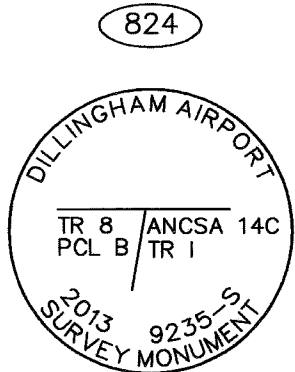
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and
Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska

DRAWN	BRM	DATE	12/02/14	SCALE	N/A
CHECKED	TDM	DATE	12/02/14	SHEET	13 OF 17

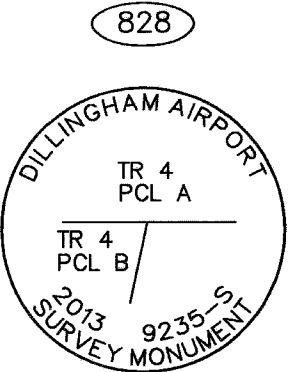
SET BOUNDARY MONUMENTATION DETAILS



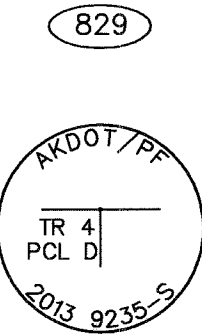
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.4' BELOW GROUND. STAMPED AS SHOWN.



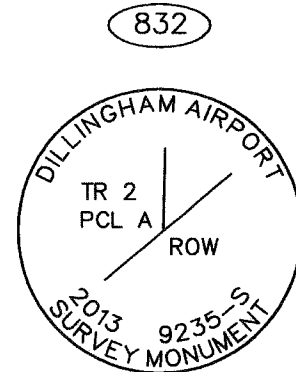
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.1' BELOW GROUND. STAMPED AS SHOWN.



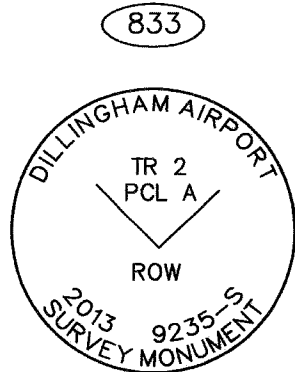
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



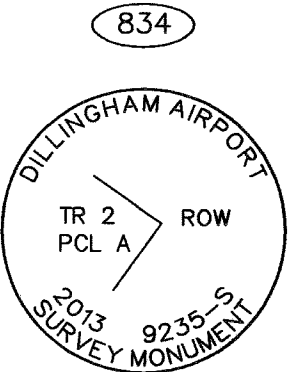
SET 2" ALUM. CAP ON 5/8" X 30" REBAR, 0.3' BELOW GRAVEL ROAD. STAMPED AS SHOWN.



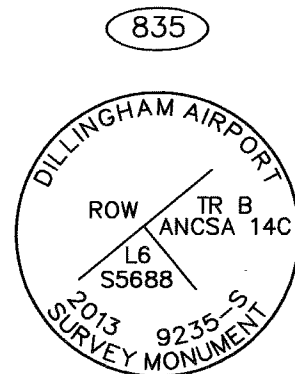
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



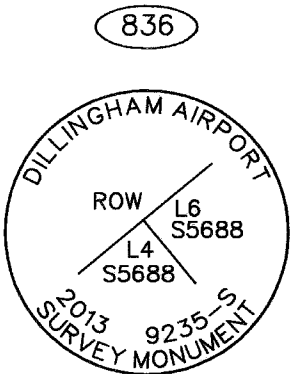
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.2' BELOW GROUND. STAMPED AS SHOWN.



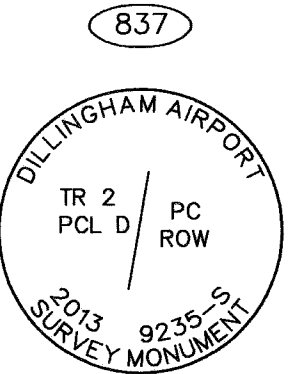
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.1' BELOW GROUND. STAMPED AS SHOWN.



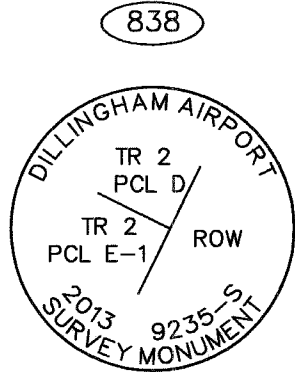
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.5' BELOW GROUND. STAMPED AS SHOWN.



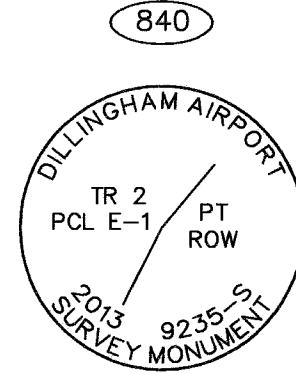
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.4' BELOW GROUND. STAMPED AS SHOWN.



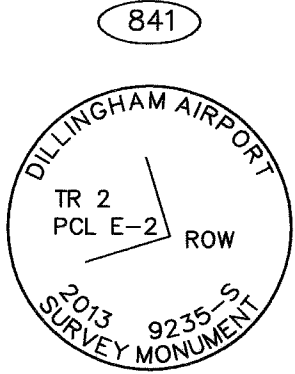
FOUND ORIGINAL 3-1/4" ALUM. CAP W/ THREE SECTIONS OF 3/4" ALUM. ROD RESIDING AT THE AIRPORT MANAGER'S OFFICE.

DID NOT RECOVER ANY CORNER ACCESSORIES.

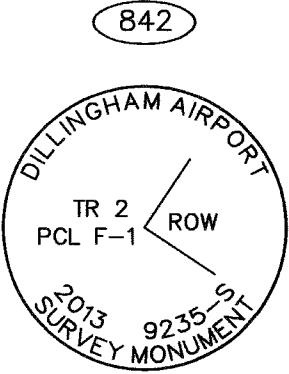
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.4' BELOW GROUND AT THE INTERSECTION OF THE SOUTHERLY LINES OF LOT 5 & 6 OF USS 5688 AND THE NORTHERLY RIGHT-OF-WAY LINE OF KANAKANAK ROAD, PER OFFICIAL BLM FIELD NOTES. STAMPED AS SHOWN.



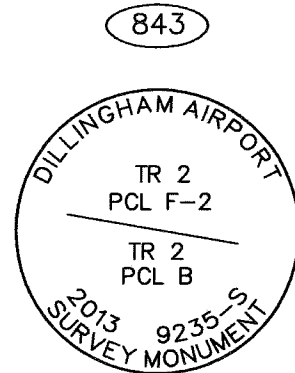
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.5' BELOW GROUND. STAMPED AS SHOWN.



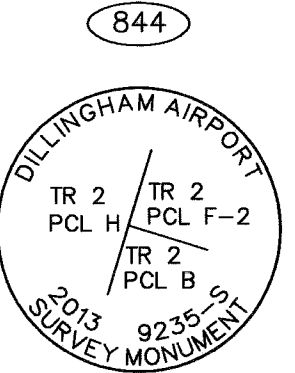
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.5' BELOW GROUND. STAMPED AS SHOWN.



NOTHING FOUND AT COMPUTED CORNER POSITION.

SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 1.3' BELOW GRAVEL. STAMPED AS SHOWN.

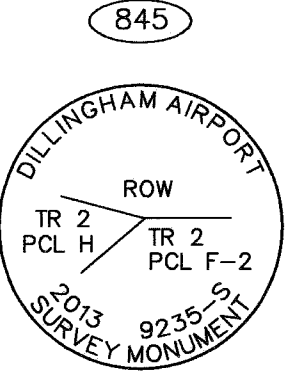
A 10" SPRUCE BT W/ TAG AND FULLY HEALED BLAZE BEARS N 59° 00' E, 177.5' (RECORD N 58 1/2' E, 177.5')



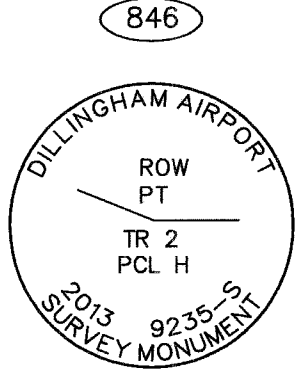
NOTHING FOUND AT COMPUTED CORNER POSITION.

SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 1.0' BELOW GROUND. ALL INSIDE A 4" PVC PIPE, FLUSH W/ GROUND. STAMPED AS SHOWN.

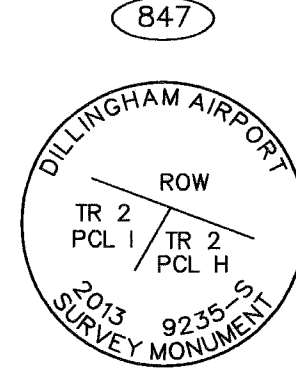
THE MOST SOUTHERLY CORNER OF A SHEET METAL GARAGE BEARS S 84 3/4' E, 306.2' (RECORD S 85 1/4' E, 306.2')



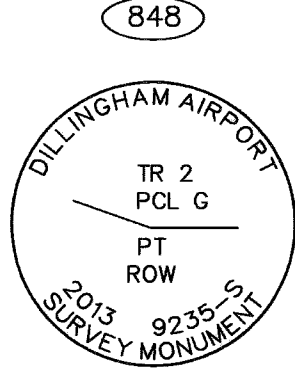
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



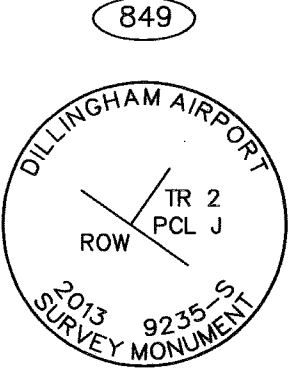
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



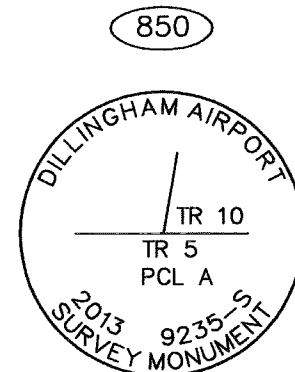
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



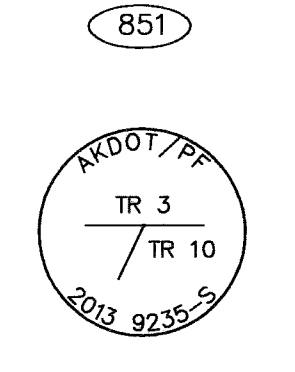
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.4' BELOW GROUND. STAMPED AS SHOWN.



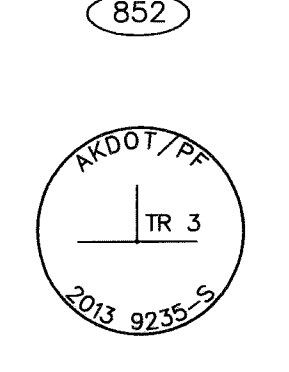
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



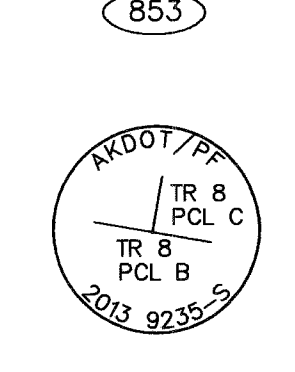
SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.



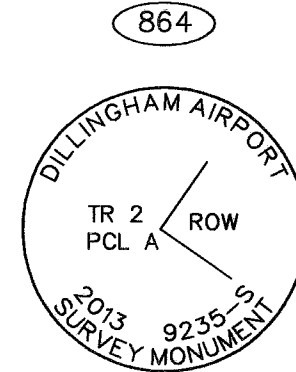
SET 2" ALUM. CAP ON 5/8" X 30" REBAR, 0.4' BELOW GRAVEL ROAD. STAMPED AS SHOWN.



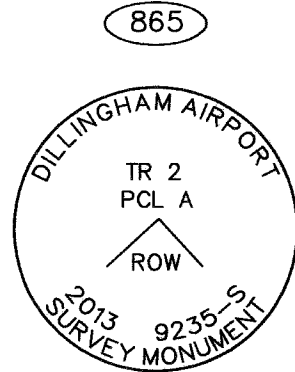
SET 2" ALUM. CAP ON 5/8" X 30" REBAR, 0.5' BELOW GRAVEL ROAD. STAMPED AS SHOWN.



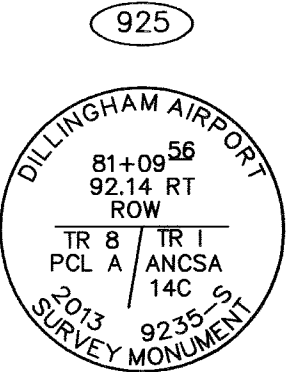
SET 2" ALUM. CAP ON 5/8" X 96" REBAR, FLUSH W/ MUSKEG. STAMPED AS SHOWN.



SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.4' BELOW GROUND. STAMPED AS SHOWN.

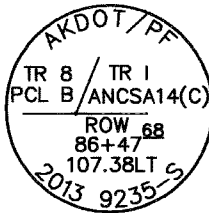


SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.5' BELOW GROUND. STAMPED AS SHOWN.



SET A 3-1/4" ALUM. CAP ON 2-1/2" X 30" FLANGED ALUM. POST W/ DEEP-1 MAGNET SET AT THE BASE, 0.3' BELOW GROUND. STAMPED AS SHOWN.

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SET 2" ALUM. CAP ON 5/8" X 120" REBAR, FLUSH WITH MUSKEG STAMPED AS SHOWN.



State of Alaska Department of Transportation & Public Facilities RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY AKSAS Project No. 59304			
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska			
DRAWN	BRM	DATE	12/02/14
CHECKED	TDM	DATE	12/02/14
SCALE		N/A	
SHEET		14 OF 17	

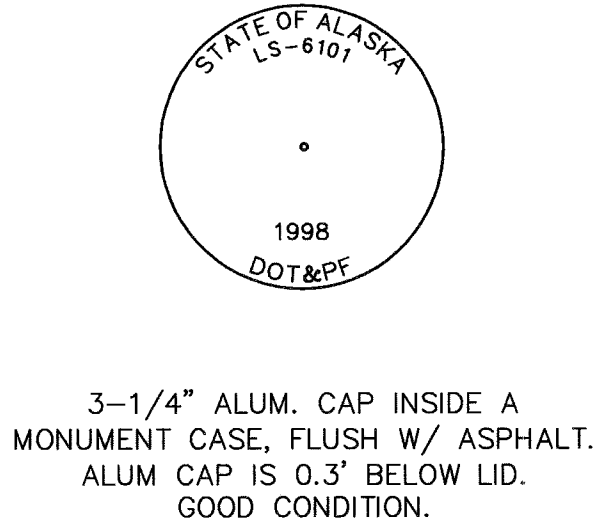
COMPUTED CORNER DETAILS

3001	3002	3007	3013	3030	3162
NOTHING FOUND OR SET AT COMPUTED CORNER POSITION. FROM COMPUTED CORNER POSITION, RECOVERED THE FOLLOWING ACCESSORIES: A 14" SPRUCE BT W/ TAG AND FULLY HEALED BLAZE, BEARS N 16 3/4" W, 80.2' (RECORD N 16 1/2" W, 80.5')	NOTHING FOUND OR SET AT COMPUTED CORNER POSITION. FROM COMPUTED CORNER POSITION, RECOVERED THE FOLLOWING ACCESSORIES: A 10" SPRUCE BT W/ TAG AND VISIBLE SCRIBE, BEARS N 32 3/4" W, 171.6' (RECORD AND MEASURED)	NOTHING FOUND OR SET AT COMPUTED CORNER POSITION. FROM COMPUTED CORNER POSITION, RECOVERED THE FOLLOWING ACCESSORIES: A 12" SPRUCE BT W/ TAG AND PARTIALLY VISIBLE SCRIBE, BEARS S 04 1/2" W, 122.7' (RECORD S 04 1/4" W, 122.7')	NOTHING FOUND OR SET AT COMPUTED CORNER POSITION. FROM COMPUTED CORNER POSITION, RECOVERED THE FOLLOWING ACCESSORIES: A 12" SPRUCE BT STUMP W/ TAG AND FULLY HEALED BLAZE, BEARS S 23 3/4" W, 172.9' (RECORD S 23 1/2" W, 172.9')	NOTHING FOUND OR SET AT COMPUTED CORNER POSITION. FROM COMPUTED CORNER POSITION, RECOVERED THE FOLLOWING ACCESSORIES: A 10" SPRUCE BT W/ FULLY HEALED BLAZE, BEARS S 83 1/2" W, 33.7' (RECORD S 86" W, 33.7')	NOTHING FOUND OR SET AT COMPUTED CORNER POSITION. FROM COMPUTED CORNER POSITION, RECOVERED THE FOLLOWING ACCESSORIES: A 6" BIRCH BT W/ PARTIALLY VISIBLE SCRIBE, BEARS N 00 3/4" E, 56.3' (RECORD N 02 1/4" E, 56.8') A 8" SPRUCE BT W/ PARTIALLY VISIBLE SCRIBE, BEARS S 38 3/4" E, 64.7' (RECORD S 38 1/4" E, 64.7')

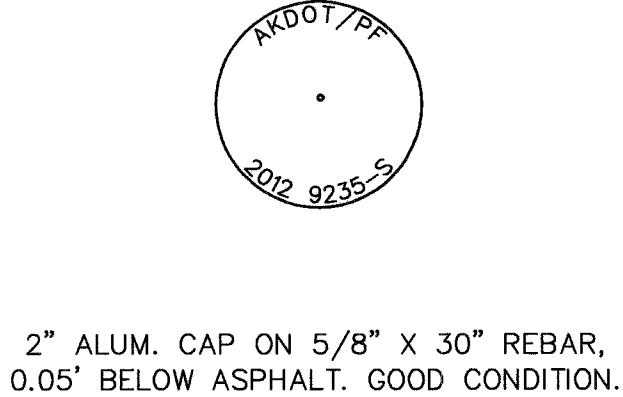
RECOVERED RUNWAY CENTERLINE CONTROL DETAILS

101	102	103	104	429	866	867
RECOVERED 3-1/4" ALUM. CAP INSIDE A MONUMENT CASE, FLUSH W/ ASPHALT. ALUM CAP IS 0.3' BELOW THE LID. FIRM AND PLUMB. GOOD CONDITION. SURVEYED PUNCH MARK.	RECOVERED 2-1/4" ALUM. CAP FLUSH W/ ASPHALT. GOOD CONDITION. SURVEYED PUNCH MARK.	RECOVERED 2-1/2" ALUM. CAP INSIDE MONUMENT CASE, FLUSH W/ ASPHALT. CAP IS 0.3' BELOW THE LID. FIRM AND PLUMB. GOOD CONDITION. SURVEYED PUNCH MARK.	RECOVERED 2" ALUM. CAP FLUSH W/ ASPHALT. CAP IS MARRED SLIGHTLY. SURVEYED PUNCH MARK.	RECOVERED 2" ALUM. CAP 0.6' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.	RECOVERED 1-1/2" ALUM. CAP 0.5' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION. SURVEYED PUNCH MARK.	RECOVERED 1-1/2" ALUM. CAP 1.7' BELOW GROUND. FIRM AND PLUMB. GOOD CONDITION.

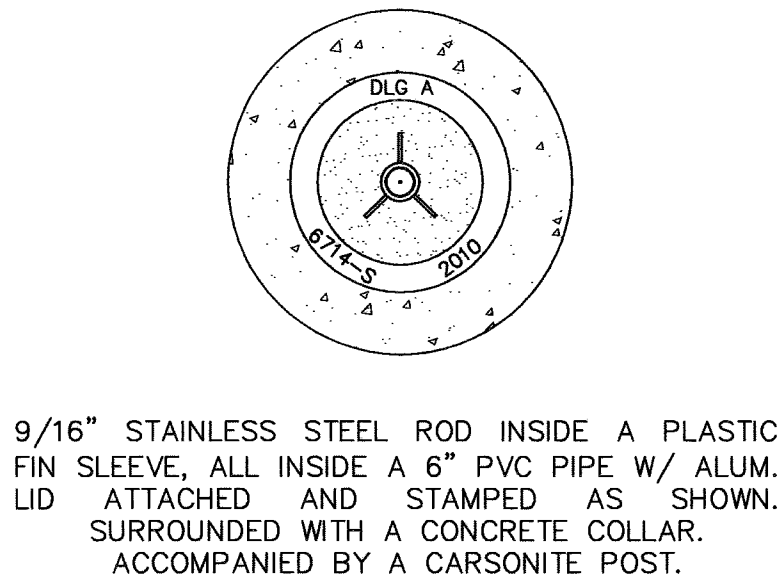
TYPICAL KANAKANAK ROAD RIGHT-OF-WAY CENTERLINE CONTROL RECOVERED



TYPICAL WOOD RIVER ROAD PROJECT CENTERLINE CONTROL RECOVERED



TYPICAL NGS PACS/SACS CONTROL STATION RECOVERED



SURVEY NOTES

- THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY WHPACIFIC, INC. IN FEBRUARY, JUNE, AND OCTOBER, 2013, AND IN NOVEMBER, DECEMBER, 2012, AND ALSO IN AUGUST AND OCTOBER, 2005.
- THE PURPOSE OF THIS SURVEY WAS TO LOCATE AND MONUMENT THE DILLINGHAM AIRPORT BOUNDARY AS DESCRIBED IN THE VARIOUS ACQUISITION DOCUMENTS LISTED IN THE PROPERTY STATUS TABLE ON SHEET 16. ONLY THE OUTER BOUNDARY OF THE FEE INTEREST AIRPORT PARCELS WAS MONUMENTED THIS SURVEY.
- RECOVERED HORIZONTAL CONTROL AND MONUMENT POSITIONS WERE ESTABLISHED BY A SIMULTANEOUS LEAST SQUARES ADJUSTMENT OF A STATIC NETWORK UTILIZING DUAL FREQUENCY LEICA GS15 GNSS RECEIVERS, CONSTRAINED TO PROJECT CONTROL POINTS 554 AND 555.
- DISTANCES SHOWN HEREON ARE GROUND DISTANCE REDUCED TO THEIR HORIZONTAL EQUIVALENT IN U.S. SURVEY FEET, UNLESS OTHERWISE NOTED. RECORD BLM DISTANCES SHOWN HEREON WERE CONVERTED FROM CHAINS TO U.S. SURVEY FEET AND ROUNDED TO THE NEAREST 0.01'.
- RIGHT-OF-WAY WIDTHS SHOWN TO THE NEAREST FOOT REPRESENT ACTUAL DISTANCES TO THE NEAREST HUNDREDTH OF A FOOT (I.E. 50'=50.00').
- BEARINGS AND DISTANCES TO OFFICIAL BEARING TREES WERE MEASURED TO THE CENTER OF THE ROOT CROWN. BEARINGS WERE MEASURED TO THE NEAREST FIFTEEN MINUTES OF ARC AND ARE REFERENCED TO THE TRUE MERIDIAN. DISTANCES WERE MEASURED TO THE NEAREST 0.1'.
- EXCEPT FOR PARCEL L OF TRACT II, THE APPROXIMATE LINES OF MEAN HIGH WATER AS SHOWN HEREON WERE COMPUTED BY A COMPASS ADJUSTMENT OF THE RECORD BLM MEANDERS TO FIT THE RECOVERED MONUMENTATION AND ARE USED FOR AREA COMPUTATIONS ONLY. THE MEAN HIGH WATER LINE OF PARCEL L OF TRACT II WAS SURVEYED BY EVIDENCE ON THE GROUND AND DIFFERS SIGNIFICANTLY FROM THE FORMER MEAN HIGH WATER LINE AND IS USED FOR AREA COMPUTATIONS ONLY. THE NATURAL MEANDERS OF THE LINES OF MEAN HIGH WATER, AS THEY EXIST ON THE GROUND, FORM THE TRUE SEAWARD BOUNDARY OF PARCELS ADJACENT TO TIDAL WATERS.

GENERAL NOTES

- ALL DOCUMENTS NOTED OR SHOWN HEREON AND REFERENCED BY INSTRUMENT NUMBER OR BOOK AND PAGE NUMBER ARE RECORDED IN THE BRISTOL BAY RECORDING DISTRICT, UNLESS OTHERWISE NOTED.
- TITLE REPORTS WERE NOT ACQUIRED FOR PROPERTIES SHOWN HEREON. ALTHOUGH A CONSIDERABLE EFFORT HAS BEEN MADE TO SHOW PERTINENT TITLE INTEREST IN SAID PROPERTIES, EASEMENTS MAY EXIST THAT ARE NOT SHOWN HEREON.
- THE PLANNING COMMISSION OF THE CITY OF DILLINGHAM OFFICIALLY RENAMED THE "DILLINGHAM-KANAKANAK ROAD" TO "KANAKANAK ROAD" BY RESOLUTION NO. 92-20, RECORDED IN BOOK 40, PAGE 401.
- THE PLANNING COMMISSION OF THE CITY OF DILLINGHAM OFFICIALLY RENAMED THE "DILLINGHAM-WOOD RIVER ROAD" TO "WOOD RIVER ROAD" BY RESOLUTION NO. 92-21, RECORDED IN BOOK 40, PAGE 403.
- THE PLANNING COMMISSION OF THE CITY OF DILLINGHAM OFFICIALLY RENAMED THE "DILLINGHAM-AIRPORT ROAD" TO "MARTIN STREET" BY RESOLUTION NO. 93-05, RECORDED IN BOOK 40, PAGE 411.

HORIZONTAL CONTROL STATEMENT

COORDINATE SYSTEM:
THIS PROJECT IS LOCATED ENTIRELY WITHIN THE DILLINGHAM 1 (DILL-1) ADJUSTMENT, A U.S. SURVEY FOOT LOCAL SURFACE GRID COORDINATE SYSTEM DEVELOPED BY THE ALASKA DEPARTMENT OF TRANSPORTATION.

BASIS OF COORDINATES:
THE BASIS OF COORDINATES IS USC&GS STATION DILLINGHAM, A STANDARD USC&GS BRASS DISK ON AN IRON PIPE, LOCATED THREE MILES FROM DILLINGHAM ALONG THE WOOD RIVER ROAD. SAID STATION HAS DILL-1 COORDINATES OF 208,962.8232' N, 239,478.7392' E.

BASIS OF BEARINGS:
THE BASIS OF BEARINGS IS A LOCAL PLANE BEARING BETWEEN USC&GS STATION DILLINGHAM AND USC&GS STATION DILLINGHAM AZIMUTH MARK NO. 1 (1947). DILLINGHAM AZIMUTH MARK NO. 1 (1947), A STANDARD USC&GS BRASS DISK ON AN IRON PIPE LOCATED NEAR THE FORK IN MAIN STREET, BEARS S 14°13'38" E A DISTANCE OF 8289.40 FEET FROM USC&GS STATION DILLINGHAM. DILLINGHAM AZIMUTH MARK NO. 1 (1947) HAS DILL-1 COORDINATES OF 200,927.6703' N, 241,516.0081' E.

TRANSLATION PARAMETERS:
TO CONVERT THE LOCAL COORDINATES TO NAD83(92) STATE PLANE ZONE 6 COORDINATES IN FEET, TRANSLATE USING +1,640,584.5220' N, +1,312,468.5499' E, AND SCALE USING 0.9999111843.



State of Alaska Department of Transportation & Public Facilities RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY AKSAS Project No. 59304			
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska			
DRAWN	BRM	DATE	12/02/14
CHECKED	TDM	DATE	12/02/14
SCALE		N/A	
SHEET		15 OF 17	

PROPERTY NOTES

1. TRACT I:
PATENT FROM THE UNITED STATES OF AMERICA TO THE TERRITORY OF ALASKA, IDENTIFIED AS PATENT SERIAL NO. 1139790. INTERAGENCY LAND MANAGEMENT TRANSFER, ADL NO. 17963, FROM THE TERRITORY OF ALASKA TO THE STATE OF ALASKA DEPARTMENT OF AVIATION AND PUBLIC WORKS (NOW THE DEPARTMENT OF TRANSPORTATION). INCLUDES ALL OF U.S. SURVEY NO. 3187, 55.67 ACRES.
2. TRACT II, PARCEL A:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA, IDENTIFIED AS PATENT SERIAL NO. 50-85-0054 AND RECORDED IN BOOK 29, PAGE 27. INCLUDES ALL OF LOT 27, U.S. SURVEY NO. 3643, 6.89 ACRES.
3. TRACT II, PARCEL B:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA, IDENTIFIED AS PATENT SERIAL NO. 50-85-0054 AND RECORDED IN BOOK 29, PAGE 27. INCLUDES ALL OF LOT 7 & 8, U.S. SURVEY NO. 5688, 7.35 ACRES.
4. TRACT II, PARCEL C:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND RIGHT OF WAY FROM RALPH SORENSEN TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 29, PAGE 412. INCLUDES A PORTION OF LOT 28, U.S. SURVEY NO. 3643, 4.445 ACRES.
5. TRACT II, PARCEL D:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA, IDENTIFIED AS PATENT SERIAL NO. 50-85-0054 AND RECORDED IN BOOK 29, PAGE 27. INCLUDES ALL OF LOT 5, U.S. SURVEY NO. 5688, 1.62 ACRES.
6. TRACT II, PARCEL E-1:
DEED FROM RALPH SORENSEN TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 29, PAGE 756. INCLUDES A PORTION OF LOT 4, DEPENDANT RESURVEY AND SUBDIVISION OF ORIGINAL LOT 1, U.S. SURVEY NO. 5688, 5.186 ACRES.
7. TRACT II, PARCEL E-2:
DEED FROM RALPH SORENSEN TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 29, PAGE 756. INCLUDES A PORTION OF LOT 4, DEPENDANT RESURVEY AND SUBDIVISION OF ORIGINAL LOT 1, U.S. SURVEY NO. 5688, 0.003 ACRES.
8. TRACT II, PARCEL F-1:
DEED FROM RALPH SORENSEN TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 29, PAGE 756. INCLUDES A PORTION OF LOT 9, DEPENDANT RESURVEY AND SUBDIVISION OF ORIGINAL LOT 1, U.S. SURVEY NO. 5688, 1.925 ACRES.
9. TRACT II, PARCEL F-2:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT FROM THE BUREAU OF INDIAN AFFAIRS ON BEHALF OF RALPH SORENSEN TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 30, PAGE 76. INCLUDES A PORTION OF LOT 9, DEPENDANT RESURVEY AND SUBDIVISION OF ORIGINAL LOT 1, U.S. SURVEY NO. 5688, 3.712 ACRES.
10. TRACT II, PARCEL G:
DEED FROM BERNARD J. WHEELER, JR., THERESA M. THOMPSON, AND HENRY C. WHEELER TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 30, PAGE 35. INCLUDES A PORTION OF LOT 33, RETRACEMENT AND SUBDIVISION OF ORIGINAL LOT 28, U.S. SURVEY NO. 4980, 2.149 ACRES.
11. TRACT II, PARCEL H:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, IDENTIFIED AS PATENT SERIAL NO. 50-85-0054, AND RECORDED IN BOOK 29, PAGE 27. INCLUDES ALL OF LOT 34, U.S. SURVEY NO. 4980, 2.66 ACRES.
12. TRACT II, PARCEL I:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT FROM THE BUREAU OF INDIAN AFFAIRS TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 29, PAGE 407. INCLUDES A PORTION OF LOT 31, RETRACEMENT AND SUBDIVISION OF ORIGINAL LOT 28, U.S. SURVEY NO. 4980, 1.678 ACRES.
13. TRACT II, PARCEL J:
DEED FROM KATIE TIMMERMAN TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 29, PAGE 182. INCLUDES A PORTION OF LOT 31, RETRACEMENT AND SUBDIVISION OF ORIGINAL LOT 28, U.S. SURVEY NO. 4980, 1.502 ACRES.
14. TRACT II, PARCEL L:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA, IDENTIFIED AS PATENT SERIAL NO. 50-85-0054, AND RECORDED IN BOOK 29, PAGE 27. INCLUDES ALL OF LOT 6, U.S. SURVEY NO. 5688, 7.18 ACRES.
15. TRACT III:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA, IDENTIFIED AS PATENT SERIAL NO. 50-81-0155, AND RECORDED IN BOOK 24, PAGE 350. INCLUDES ALL OF LOT 9, U.S. SURVEY NO. 4973 AND ALL OF LOT 2, U.S. SURVEY NO. 5688 , 401.88 ACRES.
16. TRACT IV, PARCEL A:
ORDER OF FINAL JUDGMENT C.A. NO. 3AN 78-2296 CIV. BETWEEN THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND 4.840 ACRES MORE OR LESS, RICHARD K. ARMSTRONG, JO-ANN ARMSTRONG, CITY OF DILLINGHAM, AND ALL UNKNOWN OWNERS, RECORDED IN BOOK 25, PAGE 627. INCLUDES ALL OF LOT 19, U.S. SURVEY NO. 3643, 4.84 ACRES.

17. TRACT IV, PARCEL B:
WARRANTY DEED FROM MARTIN JOHNSON TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 25, PAGE 29. INCLUDES A PORTION OF U.S. SURVEY NO. 3180, 1.14 ACRES.
18. TRACT IV, PARCEL C:
QUITCLAIM DEED FROM CHOGGIUNG LIMITED TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 40, PAGE 336. INCLUDES A PORTION OF LOT 25, U.S. SURVEY NO. 3643, 0.25 ACRES.
19. TRACT IV, PARCEL D:
AMENDED ORDER OF FINAL JUDGEMENT C.A. NO. 3AN 82-592 CIV. BETWEEN THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND 0.529 ACRES MORE OR LESS, THE HEIRS AN DEVISEES OF MICKEY D. LOPEZ, SR., LEONARD L. LOPEZ, MICKEY D. LOPEZ, JR., MORRIS C. LOPEZ, MARY F. FREEMAN, BENITO LOPEZ, A/K/A BENNY LOPEZ, WILLARD A. LOPEZ, DELPIN D. LOPEZ, SHARON LOPEZ, MAXIE LOPEZ, JR., CITY OF DILLINGHAM, AND ALL UNKNOWN OWNERS RECORDED AS DOCUMENT NO. 2011-000267-0. INCLUDES ALL OF PARCEL A OF LOPEZ ESTATES SUBDIVISION, FILED AS PLAT NO. 79-1, 0.529 ACRES.
20. TRACT V, PARCEL A:
PATENT FROM THE UNITED STATES OF AMERICA TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, IDENTIFIED AS PATENT SERIAL NO. 50-85-0054, AND RECORDED IN BOOK 29, PAGE 27. INCLUDES ALL OF LOT 27, U.S. SURVEY NO. 4980, 6.89 ACRES.
21. TRACT V, PARCEL B:
DEED FROM NELS J. ANDERSON, SR. TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 30, PAGE 264. INCLUDES A PORTION OF LOT 32, RETRACEMENT AND SUBDIVISION OF ORIGINAL LOT 28, U.S. SURVEY NO. 4980, 0.866 ACRES.
22. TRACT V, PARCEL C:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT FROM THE BUREAU OF INDIAN AFFAIRS ON BEHALF OF NELS J. ANDERSON, SR. TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 30, PAGE 763. INCLUDES A PORTION OF LOT 32, RETRACEMENT AND SUBDIVISION OF ORIGINAL LOT 28, U.S. SURVEY NO. 4980, 1.291 ACRES.
- THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION ACQUIRED A PORTION OF TRACT V, PARCEL C IN FEE BY DEED FROM EMIL WILLIAM ANDERSON, HAAKAN THOR ANDERSON, JEANETTE L. ANDERSON, NELS ALAN ANDERSON, III, AND AMELIA K. ANDERSON, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 49, PAGE 8, 12, 16, 20, AND 24.
23. TRACT VII:
AVIGATION & HAZARD EASEMENT RESERVED TO THE UNITED STATES AND THE STATE OF ALASKA WITHIN PATENT SERIAL NO. 50-72-0404 FROM THE UNITED STATES OF AMERICA TO MYRON S. BALL AND ALBERT W. BALL, SR., AND RECORDED IN BOOK 21, PAGE 274. INCLUDES ALL OF LOT 16, U.S. SURVEY NO. 4980, 23.84 ACRES.
24. TRACT VIII, PARCEL A:
DECLARATION OF TAKING C.A. NO. 82-05233 BETWEEN THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND 62.63 ACRES MORE OR LESS, CHOGGIUNG LIMITED, AND BRISTOL BAY NATIVE CORPORATION, RECORDED IN BOOK 25, PAGE 535 AND AMENDED FINAL JUDGEMENT, DATED AUGUST 3, 1984. INCLUDES A PORTION OF TRACT A WITHIN SECTIONS 17 AND 18, T. 13 S., R. 55 W., S.M., 20.92 ACRES.
- THE EXTERIOR BOUNDARY OF TRACT VIII, PARCEL A IS DEFINED BY THE OFFICIAL ANCSA 14(C) SURVEY, FILED AS PLAT NO. 2009-12, AND ACCEPTED BY CHOGGIUNG LIMITED AS A FAITHFUL REPRESENTATION OF INTERIM CONVEYANCE NO. 233, WHICH SUPERCEDES THE DECLARATION OF TAKING DOCUMENT MENTIONED ABOVE.
25. TRACT VIII, PARCEL B:
DECLARATION OF TAKING C.A. NO. 82-05233 BETWEEN THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND 62.63 ACRES MORE OR LESS, CHOGGIUNG LIMITED, AND BRISTOL BAY NATIVE CORPORATION, RECORDED IN BOOK 25, PAGE 535 AND AMENDED FINAL JUDGEMENT, DATED AUGUST 3, 1984. INCLUDES PORTIONS OF TRACT A WITHIN SECTIONS 17 AND 18, T. 13 S., R. 55 W., S.M., 41.71 ACRES.
- THE EXTERIOR BOUNDARY OF TRACT VIII, PARCEL B IS DEFINED BY THE OFFICIAL ANCSA 14(C) SURVEY, FILED AS PLAT NO. 2009-12, AND ACCEPTED BY CHOGGIUNG LIMITED AS A FAITHFUL REPRESENTATION OF INTERIM CONVEYANCE NO. 233, WHICH SUPERCEDES THE DECLARATION OF TAKING DOCUMENT MENTIONED ABOVE.
26. TRACT VIII, PARCEL C:
DEED FROM NELS J. JOHNSON TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 25, PAGE 700. INCLUDES A PORTION OF LOT 2, U.S. SURVEY NO. 4973, 31.13 ACRES.
27. TRACT VIII, PARCEL D:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT FROM THE BUREAU OF INDIAN AFFAIRS ON BEHALF OF NELS J. JOHNSON TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 25, PAGE 702. INCLUDES ALL OF FORMER LOT 9, U.S. SURVEY NO. 3710, 4.92 ACRES.
28. TRACT IX:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND AIR RIGHTS AGREEMENT FROM CHOGGIUNG LIMITED TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 40, PAGE 342. INCLUDES ALL OF LOT 18, U.S. SURVEY NO. 3643, 3.13 ACRES.
29. TRACT X:
DEED FROM BERTHA A. KUZAKIN, FRED W. ROEHL, BERNA BROWN, ELIZABETH ROEHL MORRIS, ALMA OSTERHAUS ROEHL, IDA E. ROEHL, LEO L. ROEHL, SR., HENRY J. ROEHL, JR., HENRY C. WHEELER, BERNARD J. WHEELER, JR., VIVIAN M. BRASWELL, CHARLOTTE L. NIXON, MARIE ROEHL YAKO, ROY F. ROEHL, THERESA M. THOMPSON, AND ADOLF J. ROEHL TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, APPROVED BY THE BUREAU OF INDIAN AFFAIRS, AND RECORDED IN BOOK 30, PAGE 191, 195, 199, 203, 207, 211, 215, 219, 223, 227, 231, 235, 239, 243, 247, AND 251, RESPECTIVELY. INCLUDES ALL OF LOT 1A, U.S. SURVEY NO. 3699, 2.31 ACRES.

30. TRACT XI:
PERMIT, AVIGATION AND HAZARD EASEMENT, AND RIGHT-OF-WAY FROM THE STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES TO THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION, RECORDED IN BOOK 28, PAGE 940 FOR PORTIONS OF SQUAW CREEK AND THE NUSHAGAK RIVER, 18.77 ACRES.

AIRPORT PROPERTY PLAN NOTES

1. THE TRACT AND PARCEL IDENTIFIERS LISTED AND/OR SHOWN HEREON ARE FROM THE DILLINGHAM AIRPORT PROPERTY PLAN DATED MAY 18, 1984 AND WERE PROVIDED BY THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES.
2. TRACT II, PARCEL K IS NOT INCLUDED AS PART OF THE DILLINGHAM AIRPORT PROPERTY THIS SURVEY. TRACT VI, WHICH IS A PORTION OF A PUBLIC ROAD RIGHT-OF-WAY, DEDICATED TO THE PUBLIC AND THE CITY OF DILLINGHAM BY MISSION SUBDIVISION, FILED AS PLAT NO. 81-8 IS ALSO NOT INCLUDED AS PART OF THE DILLINGHAM AIRPORT PROPERTY THIS SURVEY.

NOTES

1. AREAS LISTED WITHIN THE TABLE ARE MEASURED THIS SURVEY. AREAS LISTED WITHIN THE PROPERTY NOTES REPRESENT THE RECORD AREA.
2. THE DATE ACQUIRED COLUMN IN THE PROPERTY STATUS TABLE REPRESENT THE RECORDING DATE OF THE RESPECTIVE INSTRUMENTS LISTED.

PROPERTY STATUS									
TRACT	PARCEL	DESCRIPTION	AREA (ACRES)	GRANTOR	GRANTEE	INTEREST	DATE ACQUIRED	INSTRUMENT NO.	PROPERTY NOTE
TRACT I	-	ALL OF U.S. SURVEY NO. 3187	55.627	STATE OF ALASKA DNR	STATE OF ALASKA DOT/PF	FEE SIMPLE	05/19/58	ADL NO. 17963	1
TRACT II	A	ALL OF LOT 27, U.S. SURVEY NO. 3643	6.877	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/28/84	50-85-0054	2
	B	ALL OF LOT 7 & 8, U.S. SURVEY NO. 5688	7.358	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/28/84	50-85-0054	3
	C	PORTION LOT 28, U.S. SURVEY NO. 3643	4.442	RALPH SORENSEN	STATE OF ALASKA DOT/PF	A & H EASEMENT & ROW	03/15/85	BK 29, PG 412	4
	D	ALL OF LOT 5, U.S. SURVEY NO. 5688	1.615	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/28/84	50-85-0054	5
	E-1	PORTION LOT 4, SEE PROP. NOTE 6	5.154	RALPH SORENSEN	STATE OF ALASKA DOT/PF	FEE SIMPLE	05/23/85	BK 29, PG 756	6
	E-2	PORTION LOT 4, SEE PROP. NOTE 7	0.0005	RALPH SORENSEN	STATE OF ALASKA DOT/PF	FEE SIMPLE	05/23/85	BK 29, PG 756	7
TRACT III	F-1	PORTION LOT 9, SEE PROP. NOTE 8	1.953	RALPH SORENSEN	STATE OF ALASKA DOT/PF	FEE SIMPLE	05/23/85	BK 29, PG 756	8
	F-2	PORTION LOT 9, SEE PROP. NOTE 9	3.665	BIA FOR RALPH SORENSEN	STATE OF ALASKA DOT/PF	A & H EASEMENT & AIR RIGHTS	08/13/85	BK 30, PG 76	9
	G	PORTION LOT 33, SEE PROP. NOTE 10	2.163	BERNARD J. WHEELER, JR., & THERESA M. THOMPSON, & HENRY C. WHEELER	STATE OF ALASKA DOT/PF	FEE SIMPLE	08/02/85	BK 30, PG 35	10
	H	ALL OF LOT 34, U.S. SURVEY NO. 4980	2.660	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/28/84	50-85-0054	11
	I	PORTION LOT 31, SEE PROP. NOTE 12	1.664	BIA	STATE OF ALASKA DOT/PF	A & H EASEMENT & AIR RIGHTS	03/15/85	BK 29, PG 407	12
	J	PORTION LOT 31, SEE PROP. NOTE 13	1.516	KATIE TIMMERMAN	STATE OF ALASKA DOT/PF	FEE SIMPLE	01/08/85	BK 29, PG 182	13
TRACT IV	L	ALL OF LOT 6, U.S. SURVEY NO. 5688	5.533	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/28/84	50-85-0054	14
	-	ALL OF LOT 9, U.S. SURVEY NO. 4973, & ALL OF LOT 2, U.S. SURVEY NO. 5688	406.032	USA, BLM	STATE OF ALASKA	FEE SIMPLE	08/28/81	50-81-0155	15
	A	ALL OF LOT 19, U.S. SURVEY NO. 3643	4.842	RICHARD K. ARMSTRONG, & JO-ANN ARMSTRONG, & CITY OF DILLINGHAM, ET AL.	STATE OF ALASKA DOT/PF	FEE SIMPLE	03/30/78 DT 06/18/82 FJ	BK 21, PG 444 BK 25, PG 627	16
	B	PORTION OF U.S. SURVEY NO. 3180	1.144	MARTIN JOHNSON	STATE OF ALASKA DOT/PF	FEE SIMPLE	01/26/82	BK 25, PG 29	17
	C	PORTION LOT 25, U.S. SURVEY NO. 3643	0.247	CHOGGIUNG LIMITED	STATE OF ALASKA DOT/PF	FEE SIMPLE	04/21/93	BK 40, PG 336	18
	D	ALL OF PARCEL A, LOPEZ ESTATES SUBD. FILED AS PLAT NO. 79-1.	0.531	HEIRS AND DEVISEES OF MICKEY D. LOPEZ, SR., & CITY OF DILLINGHAM, ET AL.	STATE OF ALASKA DOT/PF	FEE SIMPLE	03/17/82 ADT 11/06/84 AFJ	BK 25, PG 259 2011-000266-0	19
TRACT V	A	ALL OF LOT 27, U.S. SURVEY NO. 4980	6.873	USA, BLM	STATE OF ALASKA	FEE SIMPLE	11/28/84	50-85-0054	20
	B	PORTION LOT 32, SEE PROP. NOTE 21	0.867	NELS J. ANDERSON, SR.	STATE OF ALASKA DOT/PF	FEE SIMPLE	09/16/85	BK 30, PG 264	21
	C	PORTION LOT 32, SEE PROP. NOTE 22	1.236	BIA FOR NELS J. ANDERSON, SR.	STATE OF ALASKA DOT/PF	A & H EASEMENT & AIR RIGHTS	01/21/86	BK 30, PG 763	22
TRACT VII		ALL OF LOT 16, U.S. SURVEY NO. 4980	23.643	USA, BLM	STATE OF ALASKA, USA	A & H EASEMENT & ROW	05/02/72	50-72-0404	23
TRACT VIII	A	PORTION OF TRACT A WITHIN SECTIONS 17 AND 18, T. 13 S., R. 55 W., S.M., AK	21.316	CHOGGIUNG LIMITED, & BRISTOL BAY NATIVE CORP.	STATE OF ALASKA DOT/PF	FEE SIMPLE	07/02/82 DT 08/03/84 AFJ	BK 25, PG 535	24
	B	PORTION OF TRACT A WITHIN SECTIONS 17 AND 18, T. 13 S., R. 55 W., S.M., AK	42.891	CHOGGIUNG LIMITED, & BRISTOL BAY NATIVE CORP.	STATE OF ALASKA DOT/PF	FEE SIMPLE	07/02/82 DT 08/03/84 AFJ	BK 25, PG 535	25
	C	PORTION LOT 2, U.S. SURVEY NO. 4973	30.556	NELS J. JOHNSON	STATE OF ALASKA DOT/PF	FEE SIMPLE	09/03/82	BK 25, PG 700	26
	D	ALL OF FORMER LOT 9, U.S. SURVEY NO. 3710	4.941	NELS J. JOHNSON	STATE OF ALASKA DOT/PF	A & H EASEMENT & AIR RIGHTS	09/03/82	BK 25, PG 702	27
TRACT IX	-	ALL OF LOT 18, U.S. SURVEY NO. 3643	3.111	CHOGGIUNG LIMITED	STATE OF ALASKA DOT/PF	A & H EASEMENT & ROW	04/21/93	BK 40, PG 342	28
TRACT X	-	ALL OF LOT 1A, U.S. SURVEY NO. 3699	2.315	VARIOUS	STATE OF ALASKA DOT/PF	FEE SIMPLE	VARIOUS	VARIOUS	29
TRACT XI	-	PORTION OF SQUAW CK. AND NUSHAGAK RIVER	18.696	STATE OF ALASKA DNR	STATE OF ALASKA DOT/PF	A & H EASEMENT & ROW	11/05/84	BK 28, PG 940	30

DT = DECLARATION OF TAKING
ADT = AMENDED DECLARATION OF TAKING
FJ = ORDER OF FINAL JUDGEMENT
AFJ = AMENDED ORDER OF FINAL JUDGEMENT



State of Alaska Department of Transportation & Public Facilities RECORD OF SURVEY OF DILLINGHAM AIRPORT BOUNDARY AKSAS Project No. 59304			
Located within: Sections 17, 18, & 19, T. 13 S., R. 55 W., and Section 13, T. 13 S., R. 56 W., Seward Meridian, Alaska			
DRAWN	BRM	DATE	12/02/14
CHECKED	TDM	DATE	12/02/14
SCALE		N/A	
SHEET		16 OF 17	

BRISTOL BAY RECORDING DISTRICT PL 2014-11

PRIMARY HORIZONTAL CONTROL			
POINT	NORTHING	EASTING	DESCRIPTION
66	204413.2978	234330.2328	Fd BD/SS ROD[DOT]: WRR GPS--66
67*	211382.2662	244999.8429	Fd BD/SS ROD[DOT]: WRR GPS--67
551	202841.5685	232483.9065	Fd SS ROD[NGS]: DLG A
552	201175.9263	231614.6293	Fd SS ROD[NGS]: DLG B
553	206872.8075	235076.1101	Fd SS ROD[NGS]: DLG C
554*	208962.8232	239478.7392	Fd BC[NGS]: DILLINGHAM
555*	200927.6703	241516.0081	Fd BC[NGS]: DILLINGHAM AZ MK
556**	202644.0950	232654.67705	Fd BC[USC&GS]: KANAKANAK

* NOT SHOWN HEREON

** LOCATED APPROXIMATELY 2 MILES FROM NGS PUBLISHED POSITION

RUNWAY CENTERLINE CONTROL			
POINT	NORTHING	EASTING	DESCRIPTION
101	199709.0486	231378.9663	Fd AC/BX[4725-S]: RW STA 9+50.00 2003
102	199833.8640	231442.3600	Fd Rbr/AC[4725-S]: RW STA 10+90.00 2003
103	205682.7251	234413.1476	Fd AC/BX[4725-S]: RW STA 76+50.11 2003
104	205557.9101	234349.7454	Fd Rbr/AC[4725-S]: RW STA 75+10.11 2003
429*	199856.2539	231089.1936	Fd Rbr/AC[7537-S]: RW STA 9+50.00 325.0 LT
866	199876.9013	231357.5847	Fd Rbr/AC[DOT]: RW CL STA 10+90.00 95 LT
867	202856.9054	232871.1007	Fd Rbr/AC[DOT]: RW CL STA 44+32.33 95 LT

* NOT SHOWN HEREON

KANAKANAK ROAD RIGHT-OF-WAY CENTERLINE CONTROL			
POINT	NORTHING	EASTING	DESCRIPTION
105	199957.9960	229942.3464	Fd AC/BX[DOT]: PC 129+90.41
106	199263.4213	230876.5578	Fd AC/BX[DOT]: PT 118+88.84 BK/POT 118+25.00 AHD
107	199349.5142	231561.2419	Fd AC/BX[DOT]: PC 111+26.70
108	200128.4341	232191.9913	Fd AC/BX[DOT]: PT 101+24.58
109	200315.0649	232357.2367	Fd AC/BX[DOT]: PC 98+75.26
110	201454.7358	233458.2587	Fd AC/BX[DOT]: PT 82+90.30

WOOD RIVER ROAD PROJECT CENTERLINE CONTROL			
POINT	NORTHING	EASTING	DESCRIPTION
122	204583.3203	235001.4723	Fd Rbr/AC[DOT]: PT 83+34.55
123	204331.0084	234565.7672	Fd Rbr/AC[DOT]: PC 78+24.25
124	204242.3547	234205.6251	Fd Rbr/AC[DOT]: PT 74+53.35
125	203646.3322	233711.9259	Fd Rbr/AC[DOT]: PC 66+24.36
126	202991.4099	233676.5129	Fd Rbr/AC[DOT]: PT 59+68.49
127	202681.8988	233760.7799	Fd Rbr/AC[DOT]: PC 56+42.18

RECOVERED BOUNDARY MONUMENTATION			
POINT	NORTHING	EASTING	DESCRIPTION
106	199263.4213	230876.5578	Fd AC/BX[DOT]: C4 L33 S4980/C3 L34 S4980
635	203016.8553	233716.2607	Fd BC[BLM]: WC C14 L2 S5688/WC C26 L15 S3643
666	205477.7274	235622.9431	Fd Rbr/AC[9235-S]: C10 L1 S7289
701	203406.5130	233482.4755	Fd BC[BLM]: C3 S3187/C1 L2 S5688
702	200996.6550	231453.9219	Fd Rbr: NEAR NW COR TR10/NW COR L1A S3699
703	201344.0372	230590.7734	Fd BC[BLM]: C4 L5 S3699/C6 L2 S5688
704	200580.7524	231151.6955	Fd IP: C3 L1B S3699/C5 L3 S3699
705	200580.6150	231241.8329	Fd Rbr/AC[6714-S]: NEAR SW COR TR10/SW COR L1A S3699
706	200582.0697	231017.6870	Fd BC[BLM]: C1 L26 S4980/C2 L27 S4980
707	200588.1101	230281.9343	Fd BC[BLM]: C3 L4 S3699/C2 L26 S4980
710	200309.1049	230200.5637	Fd BC[BLM]: C5 L26 S4980/C2 L32 S4980
711	200034.8632	230739.8577	Fd BC[BLM]: C6 L26 S4980/C3 L27 S4980/C3 L32 S4980
712	199931.4162	230943.9448	Fd Rbr: NW COR TR5 PCLB
713	199753.6613	230852.8408	Fd AC[BLM]: C3 L31 S4980/C6 L32 S4980
714	199459.8229	230702.2410	Fd Rbr/AC[6714-S]: NEAR SW COR TR2 PCL J
715	199145.5941	230541.1906	Fd AC[BLM]: WCMC C7 L32 S4980/WCMC C4 L31 S4980
716	199741.9169	230176.9297	Fd BC/Bx[BLM]: WCMC C15 L12 S3699/WCMC C1 L32 S4980
717	198991.5355	230673.9990	Fd AC[BLM]: WCMC C1 L31 S4980/WCMC C5 L34 S4980
718	199554.7922	232316.2101	Fd BC[BLM]: C33 L28 S3643/C5 L4 S5688
719	199779.7051	231874.8634	Fd IP[BLM]: C36 L28 S3643/C6 L4 S5688
720	199842.8952	230181.2295	Fd Rbr/AC[10806-S]: SE COR L1 SNUG HARBOR
721	198746.9349	230829.4694	Fd AC[BLM]: WP L34 S4980/WP L7 S5688
722	198434.8112	231007.9160	Fd AC[BLM]: WCMC C1 L7 S5688/WCMC C3 L8 S5688
723	199272.1492	231616.3248	Fd BC[BLM]: C35 L28 S3643/C7 L4 S5688/C2 L9 S5688
724	199382.1244	231520.8044	Fd Rbr/AC[6714-S]: NEAR E COR TR2 PCL E-2
725	199397.9581	231501.4985	Fd Rbr/AC[6714-S]: NEAR S COR TR2 PCL E-1
726	200174.4606	232131.9160	Fd Rbr/AC[6714-S]: NEAR ROW PT TR2 PCL E-1
727	200513.1612	232444.3332	Fd AC[BLM]: C2 L5 S5688/C2 L6 S5688
728	199983.4624	233049.9391	Fd AC[BLM]: WCMC C2 L4 S5688/WCMC C4 L6 S5688
729	200454.4208	233534.6197	Fd BC[BLM]: WP L24 S3643
730	200445.5079	234738.6562	Fd BC[BLM]: C14 L24 S3643
731	201352.8120	232998.7806	Fd H&T[BLM]: NE COR L27 S3643
733	201636.2002	232750.5111	Fd Rbr: SE COR TR4 PCL C
734	201803.2769	233349.1109	Fd BC[BLM]: C4 S3180/C21 L21 S3643
737	201962.3109	232915.6811	Fd Rbr/AC[6714-S]: NEAR NE COR TR4 PCLB
738	202668.6459	233387.3754	Fd Rbr: NE COR TR4 PCLA
739	202705.8934	233462.3020	Fd Rbr: NW COR L2 PEARSON
740	202797.2842	233646.1419	Fd BC[BLM]: WC C25 L17-18 S3643/WC C15 L2 S5688
741	203035.6886	233463.9742	Fd BC[BLM]: WC C24 L18 S3643/WC C16 L2 S25688
742	202843.6655	233627.2272	Fd Rbr/AC[6934-S]: SE COR L12 PEARSON
744	203034.0448	234202.4338	Fd Rbr/AC[6714-S]: SE COR TR8 PCL A
745	203047.4315	234581.0517	Fd BC[BLM]: C27 L15 S3643/C3 S3181
746	201338.2659	231421.6556	Fd BC[BLM]: C3 L2 S3699/C5 L2 S5688
747	204958.6901	234655.5602	Fd BC[BLM]: C13 L2 S5688
748	201483.2049	232745.1296	Fd Rbr: NEAR SW COR PCL B LOPEZ ESTATES
749	200061.0722	233333.1786	Fd AL/ROD[BLM]: WP L6 S5688
758	203633.8605	233037.5340	Fd BC[BLM]: C4 S3187/C2 L2 S5688
759	199667.4757	231020.9864	Fd BC[BLM]: C5 S3187/C2 L33 S4980/C2 L31 S4980/C5 L32 S4980
760	199439.9559	231466.2164	Fd BC[BLM]: C6 S3187/C8 L4 S5688/C3 L9 S5688
761	200511.5972	232010.5776	Fd AC[BLM]: C4 L5 S5688/C1 L4 S5688
762	200688.0056	232100.1876	Fd AC[BLM]: C7 S3187/C1 L5 S5688

RECOVERED BOUNDARY MONUMENTATION			
POINT	NORTHING	EASTING	DESCRIPTION
763	200597.3355	232278.6533	Fd IP[BLM]: C8 S3187/C16 S3643
764	201566.6506	232578.4844	Fd BC[BLM]: WC C2 S3187/WC C18 S3643
765	201488.9982	232731.6391	Fd BC[BLM]: C1 S3187/C17 S3643
766	201579.3939	232553.3510	Fd IP[BLM]: C2 S3187/C18 S3643
767	201717.9236	232623.7960	Fd IP[BLM]: C2 S3180/C19 S3643
768	202014.1396	232774.4274	Fd BC[BLM]: C3 S3180/C22 S3643
771	201898.5656	229974.0419	Fd BC[BLM]: WP L2 S5688/WP L5 S3699
772	204000.2775	231912.0339	Fd BC[BLM]: WP L2 S5688/C1 L10 S4973/C4 L9 S4973
773	203980.3045	231902.1470	Fd Rbr/AC[6714-S]: NEAR NE COR TR 3
774	205712.2615	232773.3854	Fd BC[BLM]: C4 L1 S4973/C1 L3 S5688
775	204402.0265	227193.9969	Fd BC[BLM]: C7 L2 S5688
776	205768.3034	228405.9465	Fd BC[BLM]: C8 L2 S5688
777	205182.0539	229551.3269	Fd BC[BLM]: C3 L9 S4973/C2 L10 S4973/C9 L2 S5688
778	204541.2361	229228.1470	Fd BC[BLM]: C2 L9 S4973/C10 L2 S5688
779	203093.8143	228645.1968	Fd BC[BLM]: C5 L5 3699/WP L2 S5688
780	197740.6859	230103.9587	Fd BC[BLM]: C3 L16 S4980/C1 L19 S4980/C4 L17 S4980
781	198975.9721	230270.8064	Fd BC[BLM]: WCMC C5 L24 S4980/WCMC C1 L16 S4980
782	198440.1054	229570.8664	Fd BC[BLM]: C2 L16 S4980/C1 L15 S4980/C4 L14 S4980/C4 L24 S4980
783	198179.2240	229773.3897	Fd BC[BLM]: C4 L15 S4980/C1 L17 S4980
784	205545.1017	235943.5429	Fd BC[BLM]: C9 L11 S3710/C9 L1 S7289
787	205434.6362	235419.3596	Fd Rbr/AC[6714-S]: NEAR NE COR TR8 PCLB
788	205401.4425	235273.3142	Fd BC[BLM]: C3 L12 S3710/C1 L2 S4973
789	205855.1124	235260.1682	Fd BC[BLM]: C4 L12 S3710/C4 L9 S3710/WP L2 S4973
790	206790.0092	235242.7916	Fd BC[BLM]: C5 L9 S3710/C5 L6 S3710/C4 L2 S4973
791	206635.7096	235466.4385	Fd Rbr: NEAR NE L9-C JOHNSON KOHLER
792	206310.1640	235447.6293	Fd Rbr: ROW AP L9-A JOHNSON KOHLER
794	207341.7784	234469.6898	Fd Rbr/AC[6714-S]: WP NW COR TR8 PCL C
795	207891.4766	233699.3565	Fd BC[BLM]: C4 L1 S7148/C6 L2 S7148
796	208189.0103	233282.4363	Fd BC[BLM]: WP L2 S4973/C7 L2 S7148
798	199307.4462	230904.7451	Fd Rbr/AC[6714-S]: NEAR ROW PT TR 2 PCL G
799	205952.6634	233213.4314	Fd AC[BLM]: CC S18 17 *T13S R55W SM
800	206115.9305	232976.6870	Fd BC[BLM]: C12 L2 S5688/WP L3 S5688
801	206358.8887	233099.0491	Fd BC[BLM]: C4 L3 S5688
802	206887.2777	233218.3569	Fd BC[BLM]: CC S18 17 *T13S R55W SM
803	206260.6836	234087.3182	Fd Rbr/AC[6714-S]: NEAR SW COR TR8 PCL C
804	206800.7488	233340.8104	Fd BC[BLM]: WP L2 S4973
805	206810.8243	233326.3213	Fd Rbr/AC[6714-S]: NW COR TR8 PCL B
806	207542.3306	232294.0636	Fd BC[BLM]: C2 L2 S4973
807	201164.7093	232903.1027	Fd IP: SW COR L26 S3643
808	201493.1724	233235.4450	Fd IP[BLM]: C1 S3180/C20 S3643
810	206619.7534	235488.0502	Fd Rbr/AC[9235-S]: NEAR SE L4 SIFSOF
811	206515.8542	235459.1852	Fd Rbr: SE L9-C JOHNSON KOHLER
812	206315.5172	235447.8387	Fd Rbr: SE 9-B JOHNSON KOHLER
813	206513.7212	235247.6609	Fd Rbr: SW L9-C JOHNSON KOHLER
814	205913.4000	235489.0475	Fd Rbr: NE L12-A JOHNSON KOHLER
816	206313.6897	235251.6596	Fd Rbr: SW L9-B JOHNSON KOHLER
817	205891.9146	235491.2249	Fd Rbr: ROW AP L12-A JOHNSON KOHLER
826	202778.9344	233163.3399	Fd Wd Post[BLM]: SW TR9/NW PCLA TR4
827	201927.5207	233010.4979	Fd Wd Post[BLM]: SE L19 S3643
831	201482.3491	232744.6819	Fd Rbr: SE PCLA LOPEZ ESTATES
924	203125.0874	233339.3652	Fd BC[BLM]: NW COR L19 USS 3643

SET BOUNDARY MONUMENTATION			
POINT	NORTHING	EASTING	DESCRIPTION
822	207352.1395	234455.1045	Set AM[9235-S]: NW PCLC TR8
824	205433.1427	235418.6025	Set AM[9235-S]: NE PCLB TR8
825	203034.0448	234202.4338	Set AM[9235-S]: SE PCLA TR8
828	201962.1083	232916.2331	Set AM[9235-S]: NE PCLB TR4
829	201613.7350	232811.6490	Set Rbr/AC[9235-S]: NE PCLD TR4
832	200791.5853	232713.3142	Set AM[9235-S]: ROW AP PCLA TR2
833	200780.5434	232702.6467	Set AM[9235-S]: ROW AP PCLA TR2
834	200636.7832	232563.7618	Set AM[9235-S]: ROW AP PCLA TR2
835	200442.0850	232584.2323	Set AM[9235-S]: ROW L6 S5688/TRB ANCSA 14C
836	200293.1945	232440.3910	Set AM[9235-S]: ROW L4 S5688/L6 S5688
837	200367.0414	232303.1675	Set AM[9235-S]: ROW PC PCLD TR2
838	200364.2770	232300.5015	Set AM[9235-S]: ROW PCLD TR2/PCLE-1 TR2
840	200174.5117	232132.7972	Set AM[9235-S]: ROW PT PCLE-1 TR2
841	199380.9931	231522.3950	Set AM[9235-S]: ROW AP PCLE-2 TR2
842	199396.7260	231502.9663	Set AM[9235-S]: ROW AP PCLF-1 TR2
843	198977.8276	231332.3456	Set AM[9235-S]: POL PCLF-2 TR2/PCL B TR2
844	199107.8550	231014.7348	Set AM[9235-S]: SW PCLF-2 TR2/NW PCLB TR2
845	199134.5410	231028.4331	Set AM[9235-S]: ROW NE PCLH TR2
846	199223.1176	230846.9655	Set AM[9235-S]: ROW PT PCLH TR2
847	199252.2219	230807.8199	Set AM[9235-S]: ROW NW PCLH TR2/NE PCLI TR2
848	199303.3678	230906.6305	Set AM[9235-S]: ROW PT PCLG TR2
849	199456.5689	230700.5732	Set AM[9235-S]: ROW SW PCLJ TR2
850	200580.2312	231241.6163	Set AM[9235-S]: SW TR10
851	200996.9041	231453.5218	Set Rbr/AC[9235-S]: NW TR10
852	200997.9005	231418.5591	Set Rbr/AC[9235-S]: SW TR3
853	206248.9884	234102.8158	Set Rbr/AC[9235-S]: SW PCLC TR8
864	200647.2053	232552.9738	Set AM[9235-S]: ROW AP PCLA TR2
865	200790.9655	232691.8588	Set AM[9235-S]: ROW AP PCLA TR2
924	203125.0874	233339.3652	Set AM[9235-S]: WC C23 S3643
925	204363.5458	234876.3944	Set AM[9235-S]: ROW STA 81+09.56 92.14 RT
926	204884.0621	235140.2585	Set Rbr/AC[9235-S]: ROW STA 86+47.68 107.38 LT



2014-11

Plat #
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Rec Dist
12/9 2014

Date

Time 10:44 AM

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