

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES

RIGHT OF WAY MAP

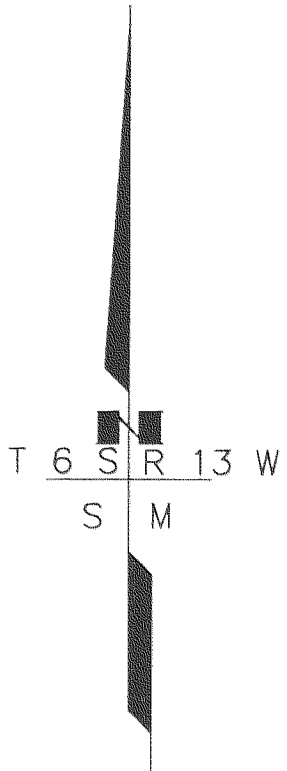
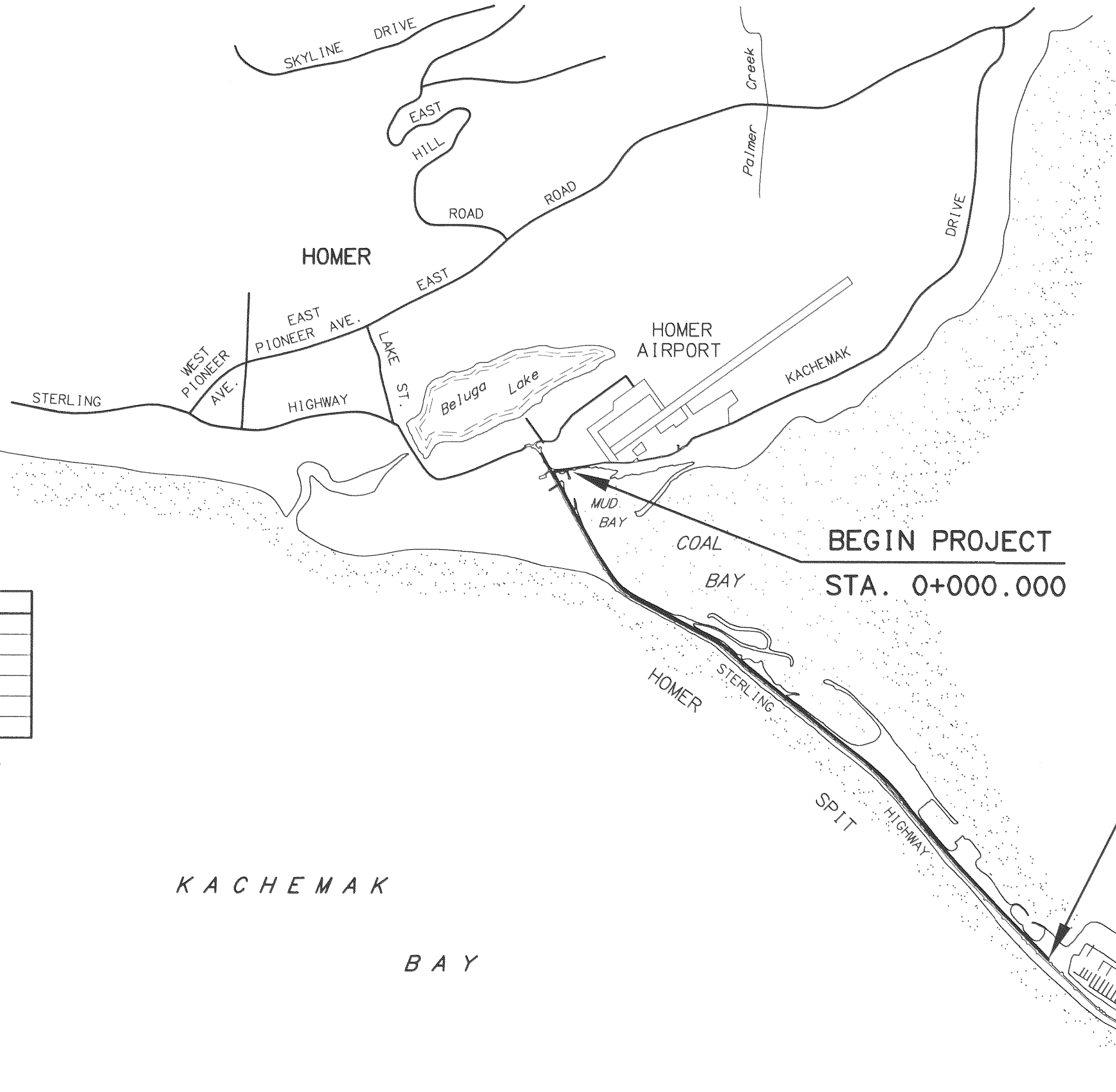
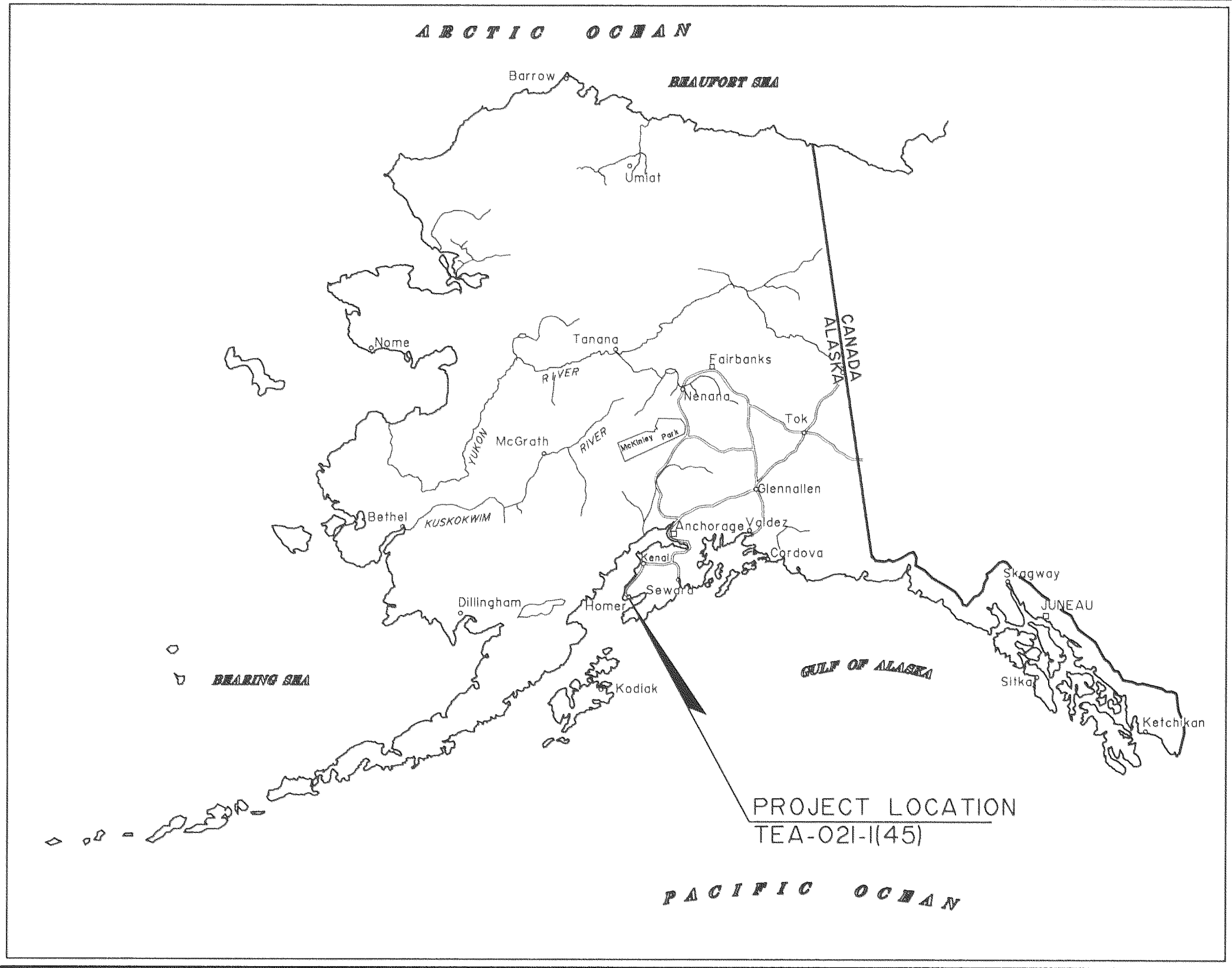
ALASKA PROJECT
HOMER SPIT PATHWAY
TEA-021-1(45)

52478

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
TEA-021-1(45)	R-1	72

DEPARTMENT LOCATIONS SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA AND THAT ALL RIGHT-OF-WAY CENTERLINE MONUMENT LOCATIONS HAVE BEEN ESTABLISHED AS INDICATED ON THE RIGHT-OF-WAY PLANS, ALL EXISTING FOUND SUBDIVISION MONUMENTS, PROPERTY CORNERS AND SECTION LINE MONUMENTATION AS INDICATED ON THE RIGHT-OF-WAY PLANS HAVE BEEN REFERENCED TO PROJECT SURVEY CONTROLS BY ME OR UNDER MY SUPERVISION.
DATE 12/29/00 4015-S
REGISTRATION NUMBER
James H. Sharp
JAMES H. SHARP, PLS

DEPARTMENT RIGHT-OF-WAY SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA AND THAT THIS PLAT WAS MADE BY ME OR UNDER MY SUPERVISION. THIS PLAT WAS BASED UPON THE MONUMENTS RECOVERED DURING THE DEPARTMENT'S LOCATIONS SURVEY FOR THIS PROJECT.
DATE 12/29/00 4015-S
REGISTRATION NUMBER
James H. Sharp
JAMES H. SHARP, PLS



METRIC CONVERSION FACTORS
BASED ON METER - U.S. SURVEY FOOT RELATIONSHIP
1 METER = 39.37 INCHES EXACTLY. (METRIC LAW 1866)

FROM	TO	MULTIPLY BY
FOOT (U.S. SURVEY)	METER (m)	0.304800610
ACRE	HECTARE (ha)	0.404687261
SQUARE FOOT	METER ² (m ²)	0.092903412
METER (m)	FOOT (U.S. SURVEY)	3.280833333
HECTARE (ha)	ACRE	2.471043930
METER ² (m ²)	SQUARE FEET	10.763867360

NOTE: 1 HECTARE = 10 000 m²; 1 ACRE = 43,560 SQUARE FEET

PROJECT LENGTH 5.210 KM.

SCALE



KILOMETERS

KACHEMAK

BAY

END PROJECT
STA. 5+200.000

END PROJECT
RIGHT OF WAY
STA. 6+887.985

HOMER RECORDING DISTRICT

STATE BUSINESS - NO FEE

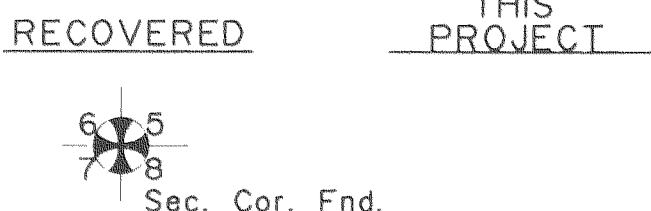
DEPARTMENT OF
TRANSPORTATION & PUBLIC FACILITIES

APPROVED December 29, 2000
Date

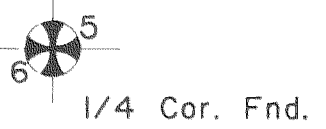
James H. Sharp Acting
REGIONAL CHIEF R/W AGENT

Homer 2001-2

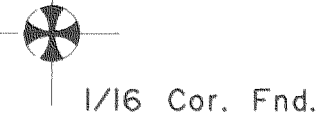
GOV'T SECTION CORNER



GOV'T 1/4 SECTION CORNER



GOV'T 1/6 SECTION CORNER



GOV'T SURVEY MONUMENT



GOV'T TRIANGULATION STA.



PRIMARY MONUMENT
(BRASS/AL CAP)



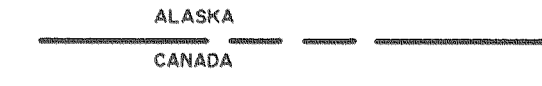
MISC. CORNER



CENTERLINE SURVEY MONUMENT



INTERNATIONAL BOUNDARY LINE



TOWNSHIP & RANGE LINE



SECTION OR LOT LINES



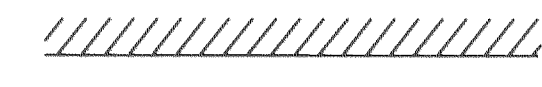
1/4 SECTION LINE



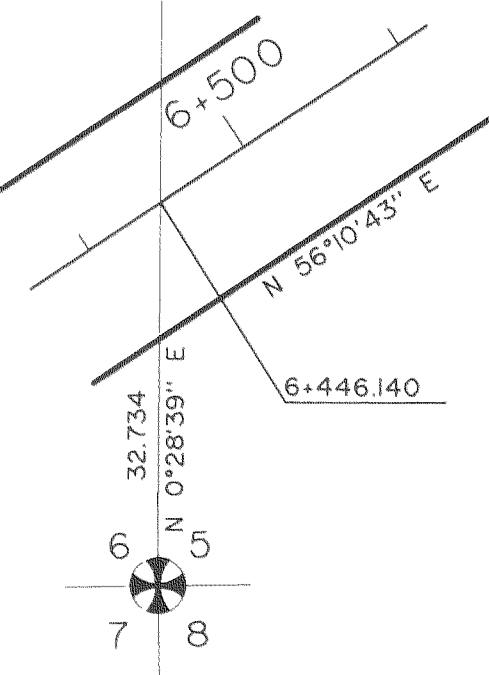
1/16 SECTION LINE



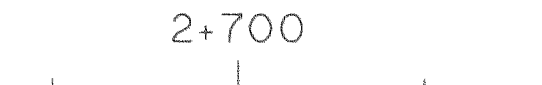
CORPORATE or CITY LIMITS



SECTION LINE INTERSECTION



PROJECT CENTERLINE



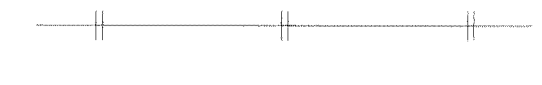
PROJECT RIGHT-OF-WAY LINE



CONTROLLED ACCESS LINE



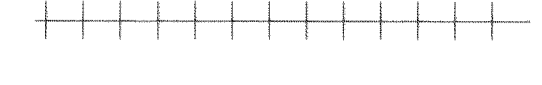
PERMIT LINE



EXISTING EASEMENT LINE



RAILROAD LINE



LIMIT OF CUT SLOPE



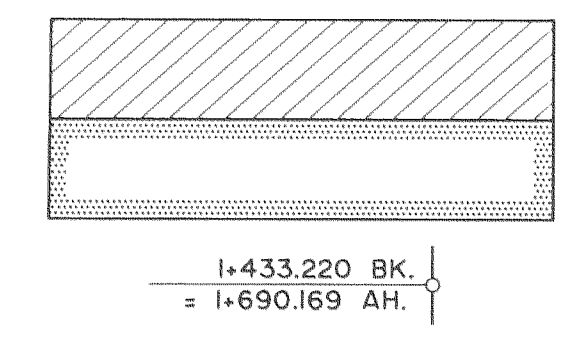
LIMIT OF FILL SLOPE



EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY REQUIRED

STATION EQUATIONS



U.G. TELEPHONE

(DIRECT BURY)



U.G. ELECTRIC

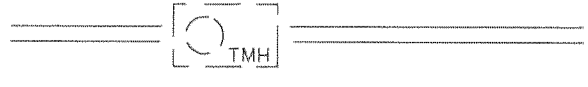
(DIRECT BURY)



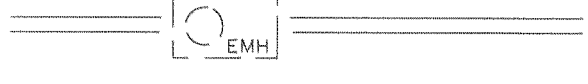
U.G. DUCT



TELEPHONE MANHOLE



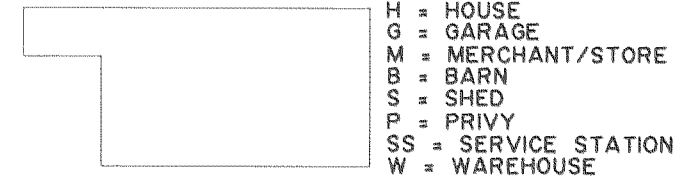
ELECTRIC MANHOLE



FOUNDATION



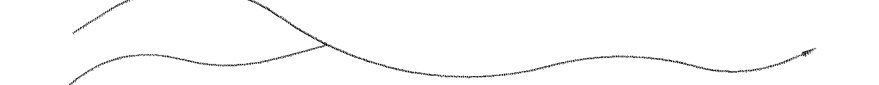
BUILDING



INTERMITTENT DRAINAGE



INTERCEPTOR DITCH



GUARD RAIL



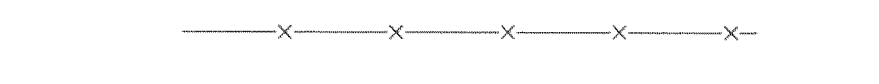
RETAINING WALL



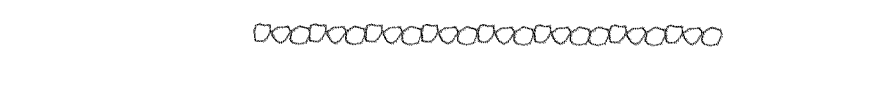
NOISE BARRIER



FENCE



STONE FENCE



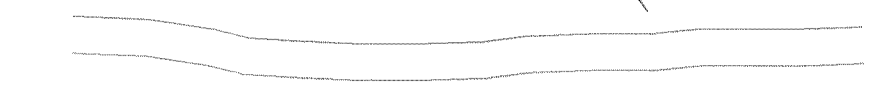
HEAD & WINGWALLS



TUNNEL



EXISTING ROADWAY



MARSHLAND



CREEKS



RIVERS



LAKES



RESERVOIRS



CHANNEL CHANGE



DECIDUOUS TREE



CONIFER TREE/SHRUB



SHRUB



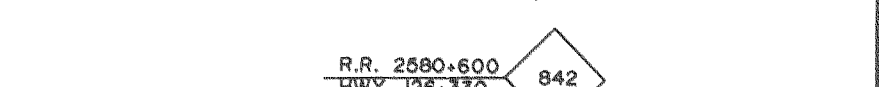
GROUP OF SHRUBS



HIGHWAY MILEPOST

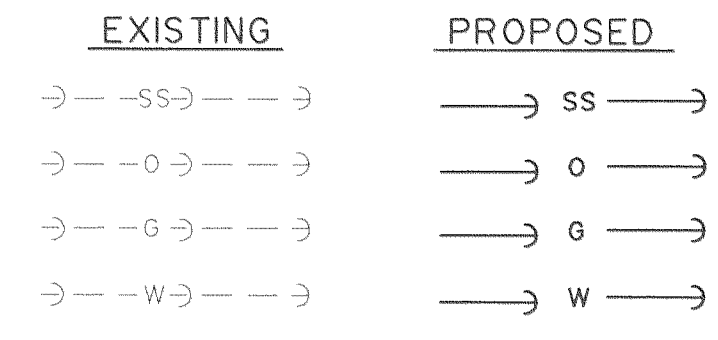


RAILROAD MILEPOST



PIPELINES:

SANITARY SEWER
OIL
GAS
WATER



STORM DRAIN



MANHOLE



FIRE HYDRANT



METER



PIPE CULVERTS



SIDEWALK



CONCRETE CURB



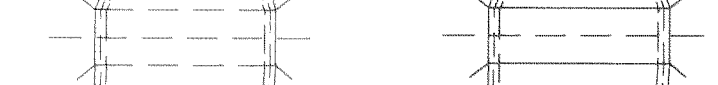
CONCRETE CURB & GUTTER



DRIVEWAYS, APPROACHES,
& SIDEDRAINS



BRIDGE



RIPRAP



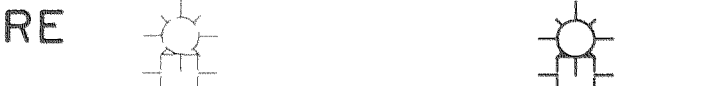
UTILITY POLE



LUMINAIRE



UTILITY POLE WITH LUMINAIRE



GROUND LIGHT



POLE ANCHOR



TRANSMISSION TOWERS (WOOD)



TRANSMISSION TOWERS (STEEL)



ELECTRICAL OUTLET



ELECTRICAL PEDESTAL



TELEPHONE PEDESTAL



CABLE T.V. PEDESTAL



SATELLITE DISH



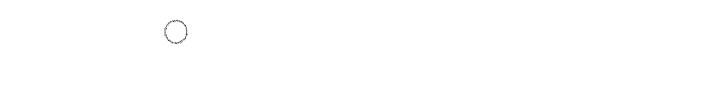
PRIVATE SIGN



GAS PUMP



POST



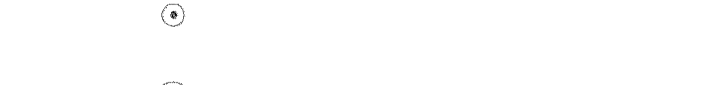
BOULDER



PLANTER



VENT



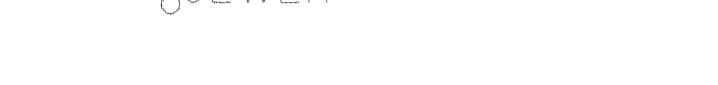
TANK VENT



WELL



SEWER



TANKS



Above Ground



Below Ground



TRAFFIC

PVC CONDUIT

RIGID METAL CONDUIT (EXISTING)

RIGID METAL CONDUIT (PROPOSED)

SIGNAL FACE, VEHICULAR

SIGNAL FACE, BACKPLATE

SIGNAL FACE, LEFT TURN,
BACKPLATE

SIGNAL FACE, PEDESTRIAN

JUNCTION BOX, TYPE I

JUNCTION BOX, TYPE II

JUNCTION BOX, TYPE III

DETECTOR, LOOP

DETECTOR, MAGNETOMETER

DETECTOR, RADAR

DETECTOR, SONIC

DETECTOR, OPTICOM

DETECTOR, PUSH BUTTON
(DIRECTION)

SIGNAL CONTROLLER

LOAD CENTER

SIGNAL POLE

SIGNAL POLE w/MASTARM

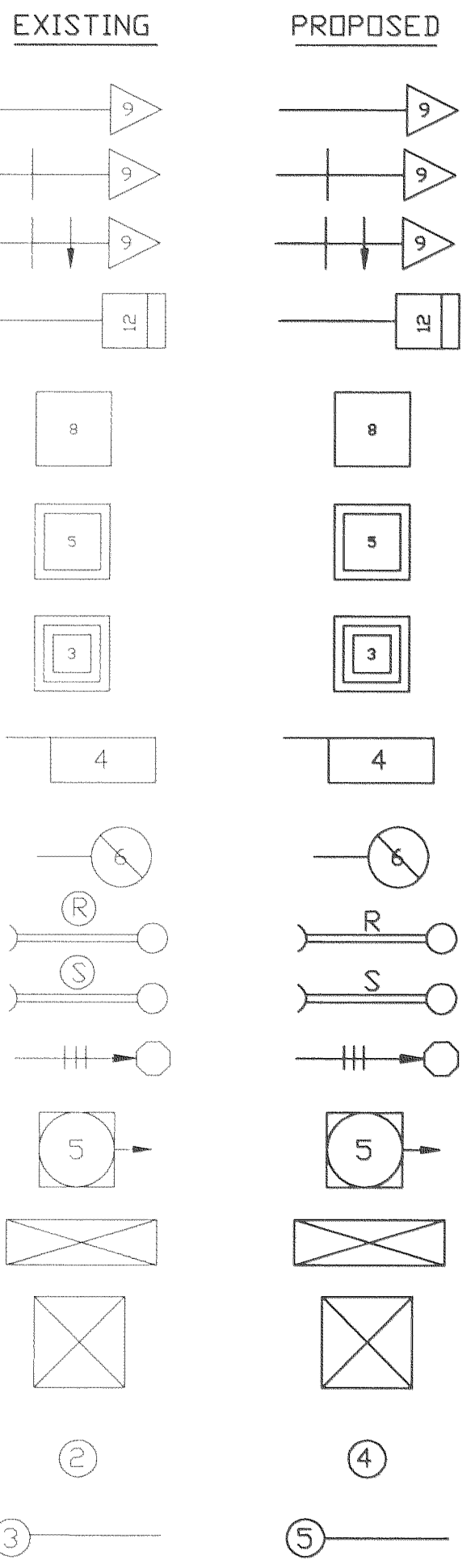
SOLID WHITE STRIPE

SOLID YELLOW STRIPE

BROKEN WHITE or
YELLOW STRIPE

DASH YELLOW STRIPE

SOLID YELLOW STRIPE
with BROKEN YELLOW
STRIPE



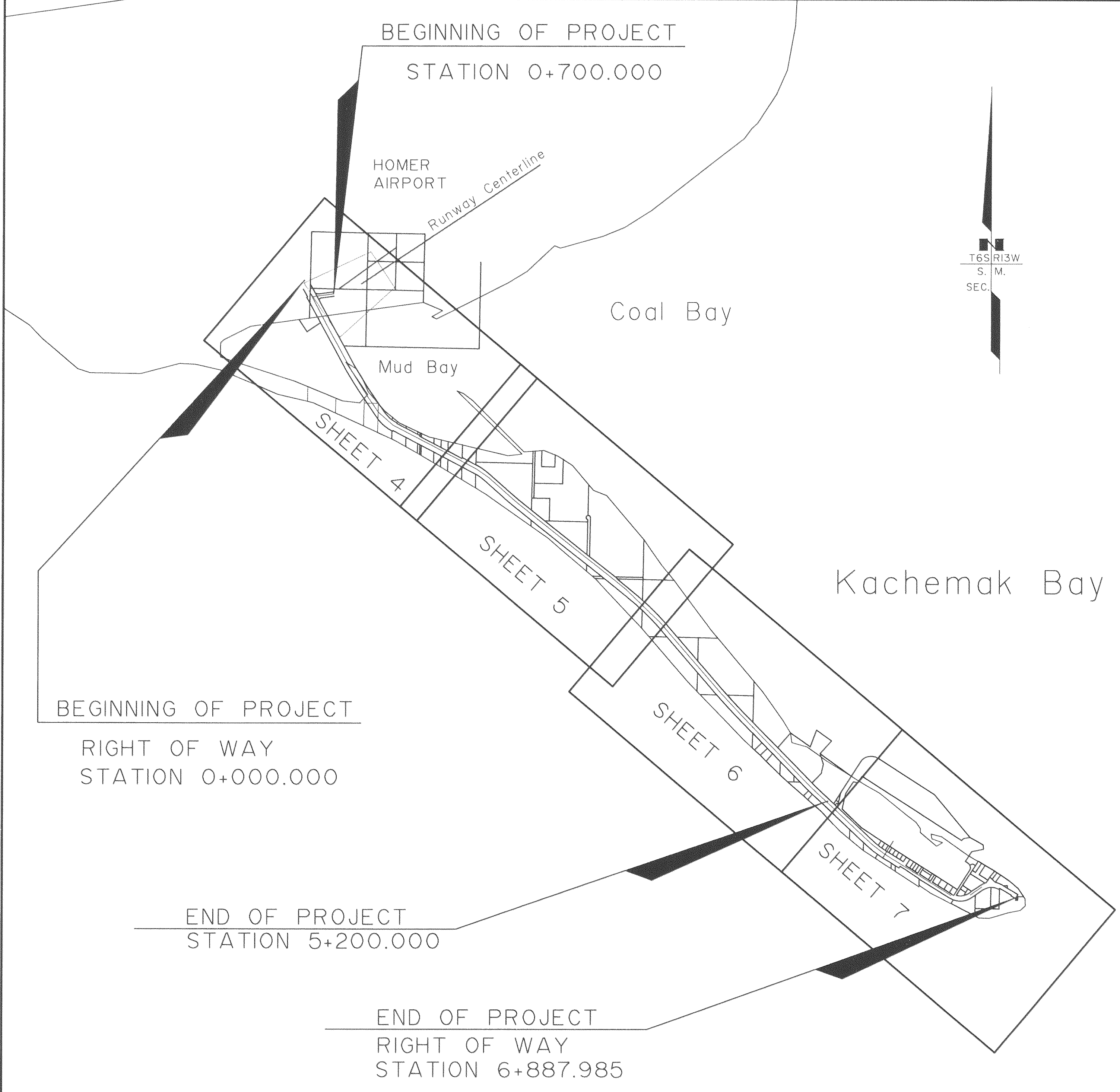
HOMER
RECORDING
DISTRICT

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
CENTRAL REGION
HOMER SPIT PATHWAY
52478

STANDARD LEGEND SHEET

DRAWN	DATE	SCALE NTS
CHECKED	DATE	SHEET 2 OF 7

Homer 2001-2



PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
TEA-021-I(45)	R-3	72

RECOVERED MONUMENTS				
STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
0+017.320	15.062 Lt.	19270.9172	6882.5469	FD BC[BLM]: CS 1/16 S21xT6S R13W
0+060.960	0	19225.3950	6890.2324	FD BC/BX[HWY]: PI 2+00
0+108.833	35.629 Rt.	19166.5074	6880.5623	FD RBR/AC: E PI L164-B BAYVIEW #6
0+304.730	0	19008.8413	7002.1628	FD BC/BX[HWY]: PI 10+00
0+672.020	0	18686.4433	7178.1202	FD BC/BX[HWY]: PC-1 22+05.10
0+846.777	0	18537.4697	7269.3398	FD BC/BX[HWY]: PT-1 27+79.27
1+019.802	0	18394.6739	7367.0484	FD BC/BX[HWY]: PC-2 33+46.35
1+161.630	0	18301.3325	7471.9652	FD BC/BX[HWY]: PT-2 38+11.01
1+524.056	0	18132.8694	7792.8590	FD BC/BX[HWY]: POT 50+00
1+808.596	40.290 Lt.	18036.2819	8063.5197	FD BC: CW 1/16 S27xT6S R13W
1+834.613	0	17988.5162	8067.8275	FD BC/BX[HWY]: PC-3 60+19.74
1+939.396	0	17929.1857	8153.8895	FD BC/BX[HWY]: PT-3 63+62.97
2+109.522	280.233 Lt.	18026.7026	8466.8811	FD BC: C 1/4 S27xT6S R13W
2+150.386	0	17789.5632	8312.0746	FD BC/BX[HWY]: PC-4 70+55.39
2+210.376	0	17751.0205	8358.0363	FD BC/BX[HWY]: PT-4 72+52.33
2+743.430	0.042 Lt.	17419.2275	8775.2405	FD BC/BX[HWY]: POT 90+00
3+206.782	0	17130.7585	9137.8429	FD BC/BX[HWY]: PC-5 105+21.30
3+530.227	0	16907.1193	9370.8702	FD BC/BX[HWY]: PT-5 115+82.97
3+813.754	0.034 Lt.	16692.7863	9556.4743	FD BC/BX[HWY]: POT 125+00
4+191.278	0	16407.3442	9803.5515	FD BC/BX[HWY]: PC-6 137+39.67
4+407.924	0	16248.0555	9950.3430	FD BC/BX[HWY]: PT-6 144+50.96
4+726.711	0.033 Rt.	16020.4671	10173.5657	FD BC/BX[HWY]: POT 155+00
4+763.970	4.624 Rt.	15997.1306	10202.9831	FD RR SPIKE: FISHING LAGOON 0+00
5+091.530	0	15760.0642	10429.0713	FD BC/BX[HWY]: PC-7 166+97.31
5+108.836	4.590 Lt.	15751.0159	10444.4960	FD RR SPIKE: FISHING LAGOON 11+31.41
5+108.855	24.359 Lt.	15764.9849	10458.4844	FD RBR: M'MOST TR-1A FISHIN' HOLE #2
5+167.573	24.389 Lt.	15724.7736	10500.1375	FD RBR/AC: PC TR-1A FISHIN' HOLE #2
5+167.585	0	15706.9456	10483.4944	FD BC/BX[HWY]: PT-7 169+46.88
5+323.436	24.378 Lt.	15618.3771	10614.0306	FD RBR/AC: S'MOST TR-1A FISHIN' HOLE #2
5+338.910	24.395 Lt.	15607.8272	10625.3500	FD RBR/AC: S'MOST TR-1B FISHIN' HOLE #2
5+388.478	44.973 Lt.	15589.0303	10675.6207	FD RBR: SW SMALL BOAT HARBOR
5+488.540	0.011 Lt.	15487.8704	10718.0550	FD BC/BX[HWY]: POT 180+00
5+721.744	0	15328.6783	10888.4719	FD BC/BX[HWY]: PC-8 187+65.39
5+835.964	0	15259.3898	10979.0450	FD BC/BX[HWY]: PT-8 EQ 191+47.73 AH
6+095.600	0.016 Lt.	15122.5852	11199.7149	FD BC/BX[HWY]: POT 200+00
6+390.550	0	14967.1448	11450.3818	FD BC/BX[HWY]: PC-9 209+68.36
6+534.420	0	14970.1076	11586.3771	FD BC/BX[HWY]: PT-9 214+40.46
6+633.727	0.003 Lt.	15026.0822	11668.4065	FD BC/BX[HWY]: PC-10 217+63.85
6+774.717	0	15029.6910	11801.9633	FD BC/BX[HWY]: PT-10 222+28.49
6+887.985	0	14971.7261	11899.2757	FD BC/BX[HWY]: EOP 226+70.00
		19264.9466	6833.9876	FD RBR/AC: PI L164-A BAYSHORE #6
		19272.2143	6847.3910	FD RBR/AC: PI L164-A BAYSHORE #6
		19297.0100	6833.9375	FD RBR/AC: NE L164-A BAYSHORE #6
		19271.0376	6753.2480	FD RBR/AC: NW L164-A BAYSHORE #6
		19339.8467	6810.6553	FD RBR/AC: PC L165-B2 BAYSHORE 165
		19673.3752	6891.3371	FD BC[GL0](SPIKE): C 1/4 S21 xT6S R13W
		19661.7225	6876.7526	FD BT: SW BT TO C 1/4 S21 xT6S R13W
		20477.8215	6908.9779	FD BC[GL0]: 1/4 S16S21 xT6S R13W

PROJECT F-021-I(14) PROJECT CENTERLINE				
STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
0+000.089	0.011 Rt.	19278.8207	6861.0612	CL(14)0+00EOP
0+662.730	5.069 Lt.	18697.0265	7178.1194	CL(14)21+73.8PC
0+829.722	5.846 Lt.	18554.8456	7264.6352	CL(14)27+20.06PT
1+038.657	4.124 Lt.	18382.0135	7381.4376	CL(14)34+04.44PC
1+181.925	5.312 Rt.	18287.1957	7487.4654	CL(14)38+75.88PT
1+829.388	4.901 Rt.	17986.6055	8060.9238	CL(14)60+00.10PC
1+935.609	5.906 Rt.	17927.2206	8147.1688	CL(14)63+44.48PT
2+150.850	5.935 Rt.	17784.8066	8308.4945	CL(14)70+50.49PC
2+209.861	5.929 Rt.	17746.7033	8353.9399	CL(14)72+45.08PT
3+240.447	5.954 Rt.	17104.9613	9160.1905	PC
3+530.227	0	16907.1193	9370.8702	FD BC/BX[HWY]
3+563.921	0	16881.6459	9392.9239	PT

NOTES:

1. THE STATE OF ALASKA, DEPARTMENT OF HIGHWAYS, RIGHT OF WAY PROJECT NO. F-021-I(14), HOMER SPIT WAS DRAWN IN 1965. THE RIGHT OF WAY PARCELS DEPICTED ON THE PLANS WERE ACQUIRED BEGINNING LATER THAT YEAR. PROJECT NO. F-021-I(23) WAS DRAWN IN 1968. THE RIGHT OF WAY PARCELS WERE ACQUIRED IN 1969 AND 1970. A QUESTION AROSE REGARDING THE (14) AND (21) PROJECTS. BECAUSE SOME OF THE SURVEYING TOOK PLACE BEFORE THE 1964 EARTHQUAKE WAS THERE ANY EFFECT ON THE LOCATION OF RECOVERED MONUMENTATION. A COMPARISON WAS MADE WITH USGS CONTROL "BLUFF POINT 2" AT TOP OF HOMER HILL AND "HOMER EAST BASE 1910" AT THE END OF THE SPIT. THEIR VALUES COMPARED CLOSE ENOUGH TO CONCLUDE THAT IF THE SPIT MOVED HORIZONTALLY THE MAINLAND ALSO MOVED. THUS NO SIGNIFICANT DISPLACEMENT OCCURED.
- THE RIGHT OF WAY LIMITS SHOWN ON THIS PLAN SET ARE BASED ON (14) ALIGNMENT. FINDING THE ALIGNMENT TO FIT VERY WELL IN THE AREA WHERE IT WASN'T REALIGNED IT WAS COMPUTED AND SERVED AS THE BASIS FOR ESTABLISHING THE RIGHT OF WAY LIMITS SHOWN ON THIS PLAN SET.
2. HIGHWAY WIDTH DIMENSIONS SHOWN ARE FROM PROJECT F-021-I(14) CENTERLINE.
3. THE NEW RIGHT OF WAY CENTERLINE SHOWN ON THIS PLAN SET IS COMPUTED THROUGH EXISTING PI, PC, AND PT MONUMENTS. THE POL MONUMENTS DID NOT CONTROL.

HORIZONTAL CONTROL:

A LOCAL GROUND COORDINATE SYSTEM BASED ON TRAVERSES PREFORMED BY AKDOT. USC&GS TRIANGULATION STATION HOMAIR 1964, A BRASS CAP IN A CONCRETE POST, LOCATED WITHIN THE HOMER MUNICIPAL AIRPORT, HAS COORDINATES OF N 19292.9214, E 7439.9188. USC&GS TRIANGULATION STATION DUNE 1964, A BRASS CAP IN A CONCRETE POST, LOCATED MIDWAY ON THE HOMER SPIT NEAR THE EAST SHORE, BEARS S 43°08'28.5" E, 2896.698 METERS, AND HAS CO-ORDINATES OF N 17179.2867, E 9420.6785 (MONUMENT NOW DESTROYED). SAID LINE IS THE BASIS OF BEARINGS, NAD 27 ALASKA STATE PLANE GRID.



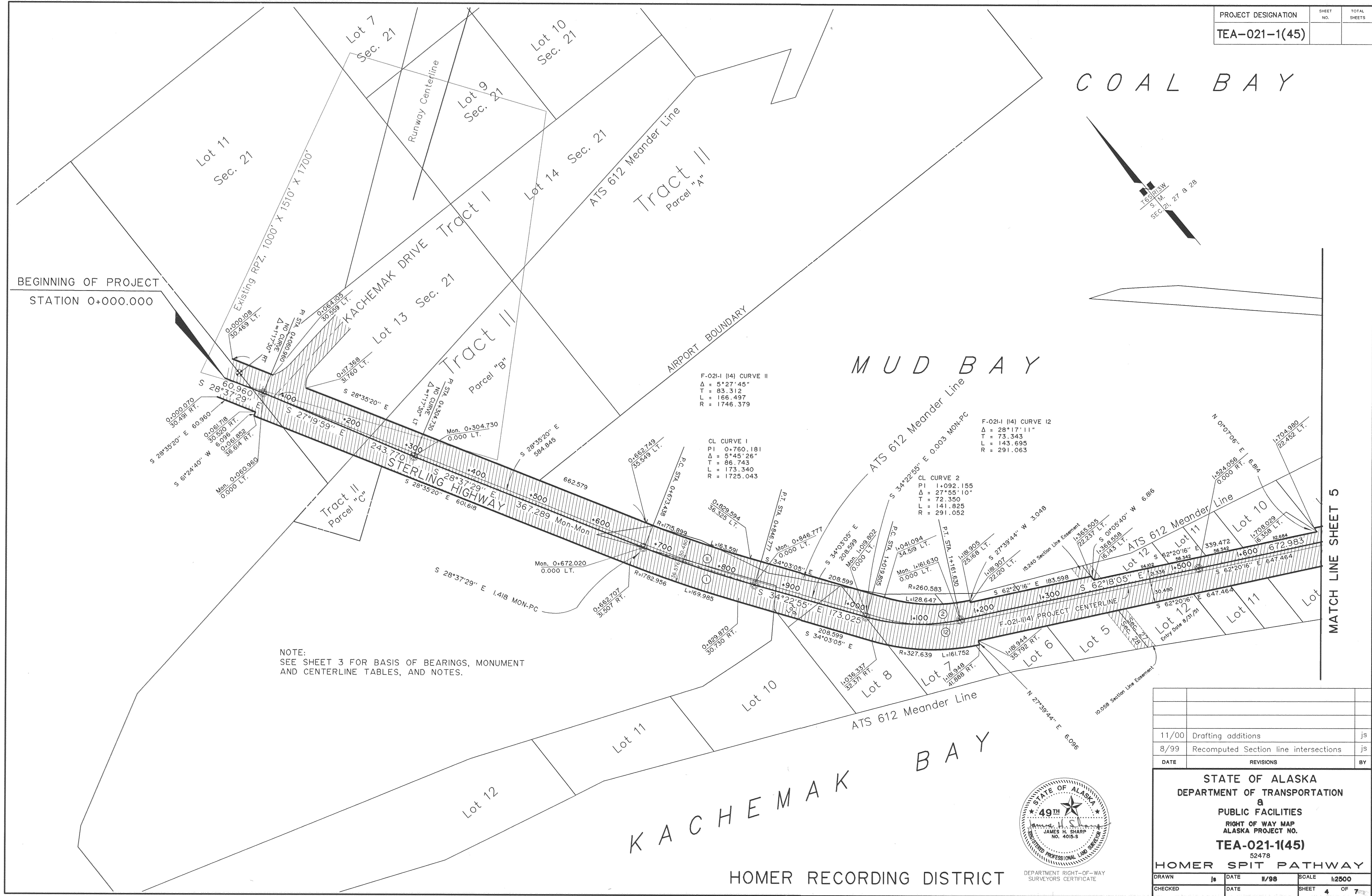
DEPARTMENT RIGHT-OF-WAY
SURVEYORS CERTIFICATE

DATE	REVISIONS	BY
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION 8 PUBLIC FACILITIES RIGHT OF WAY MAP ALASKA PROJECT NO. TEA-021-I(45) 52478 HOMER SPIT PATHWAY		
DRAWN	DATE	SCALE
Js	9/98	1:10000
CHECKED	DATE	SHEET
		3 OF 7

HOMER RECORDING DISTRICT

Homer 2001-2

PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
TEA-021-1(45)		



DATE	REVISIONS	BY
11/00	Drafting additions	js
8/99	Recomputed Section line intersections	js

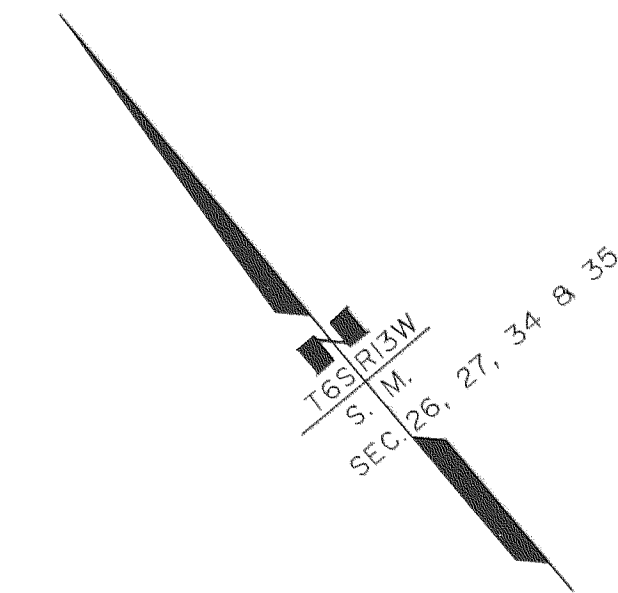
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION a PUBLIC FACILITIES RIGHT OF WAY MAP ALASKA PROJECT NO. TEA-021-1(45) 52478 HOMER SPIT PATHWAY			
DRAWN	js	DATE	11/98
CHECKED		DATE	
SCALE		1:2500	
SHEET		4 OF 7	

Homer 8001-2

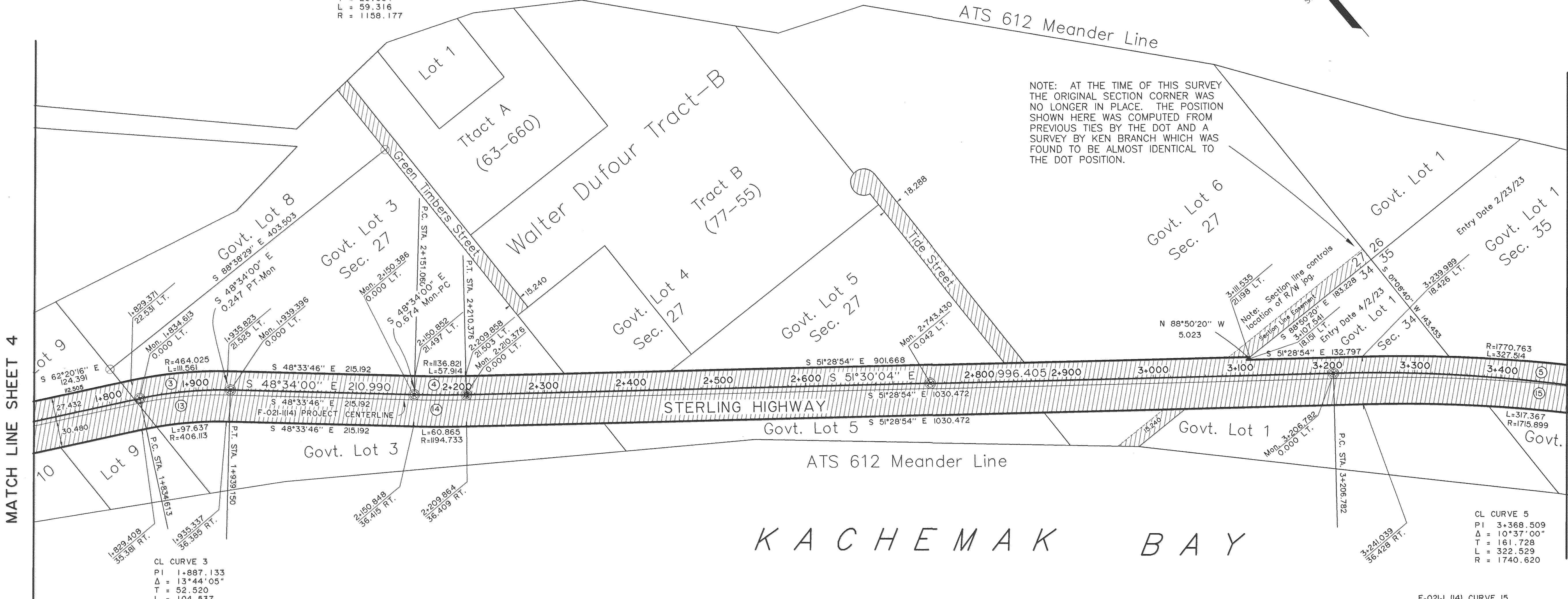
F-021-1 (14) CURVE 14
 $\Delta = 2^\circ 55' 08''$
 $T = 29.662$
 $L = 59.312$
 $R = 1164.253$

CL CURVE 4
 $PI = 2+180.724$
 $\Delta = 2^\circ 56' 04''$
 $T = 29.664$
 $L = 59.316$
 $R = 1158.177$

KACHEMAK BAY



NOTE: AT THE TIME OF THIS SURVEY THE ORIGINAL SECTION CORNER WAS NO LONGER IN PLACE. THE POSITION SHOWN HERE WAS COMPUTED FROM PREVIOUS TIES BY THE DOT AND A SURVEY BY KEN BRANCH WHICH WAS FOUND TO BE ALMOST IDENTICAL TO THE DOT POSITION.



CL CURVE 3
 $PI = 1+887.133$
 $\Delta = 13^\circ 44' 05''$
 $T = 52.520$
 $L = 104.537$
 $R = 436.087$

F-021-1 (14) CURVE 13
 $\Delta = 13^\circ 46' 30''$
 $T = 52.737$
 $L = 104.965$
 $R = 436.593$

NOTE:
 SEE SHEET 3 FOR BASIS OF BEARINGS, MONUMENT
 AND CENTERLINE TABLES, AND NOTES.

CL CURVE 5
 $PI = 3+368.509$
 $\Delta = 10^\circ 37' 00''$
 $T = 161.728$
 $L = 322.529$
 $R = 1740.620$

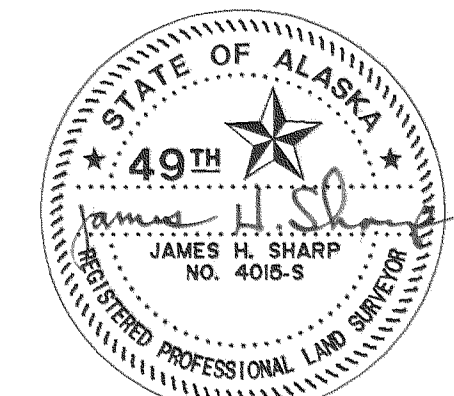
F-021-1 (14) CURVE 15
 $\Delta = 10^\circ 35' 50''$
 $T = 161.964$
 $L = 323.004$
 $R = 1746.379$

MATCH LINE SHEET 4

MATCH LINE SHEET 6

KACHEMAK BAY

HOMER RECORDING DISTRICT

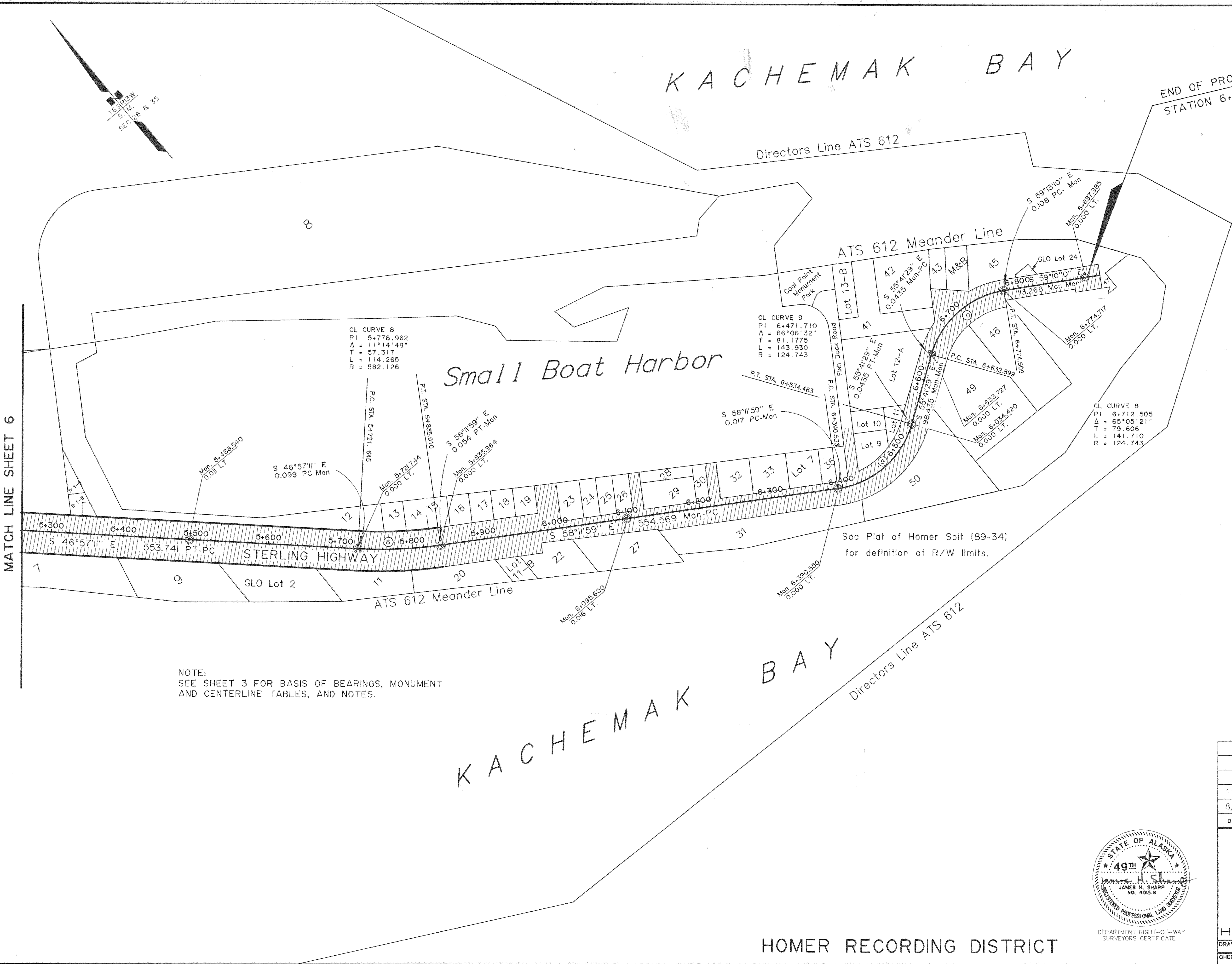


DEPARTMENT RIGHT-OF-WAY
 SURVEYORS CERTIFICATE

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION a PUBLIC FACILITIES RIGHT OF WAY MAP ALASKA PROJECT NO. TEA-021-1(45) 52478 HOMER SPIT PATHWAY		
DRAWN	js	DATE 11/98
CHECKED	DATE	SCALE 1:2500
REVISIONS		BY
11/00 Drafting additions		js
8/99 Recomputed Section line intersections		js
SHEET 5		OF 7

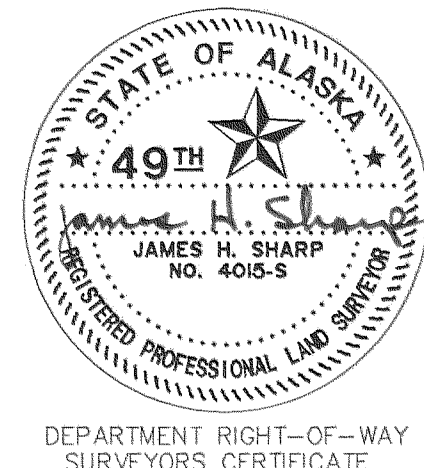
Homer 2001-2

MATCH LINE SHEET 6



NOTE:
SEE SHEET 3 FOR BASIS OF BEARINGS, MONUMENT
AND CENTERLINE TABLES, AND NOTES.

2001-2
Homer
Date 1/9 2001
Time 11:48 A.M.
Requested By DOT
Address



DEPARTMENT RIGHT-OF-WAY
SURVEYORS CERTIFICATE

HOMER RECORDING DISTRICT

11/00	Drafting additions	js
8/99	Recomputed Section line intersections	js
DATE	REVISIONS	BY
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES RIGHT OF WAY MAP ALASKA PROJECT NO. TEA-021-1(45) 52478 HOMER SPIT PATHWAY		
DRAWN	DATE	SCALE
js	11/98	1:2500
CHECKED	DATE	SHEET 7 OF 7

Homer 2001-2