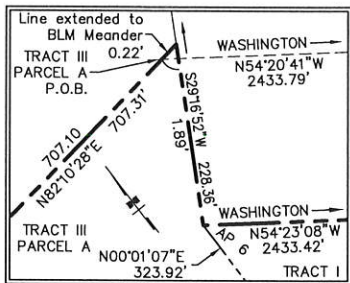


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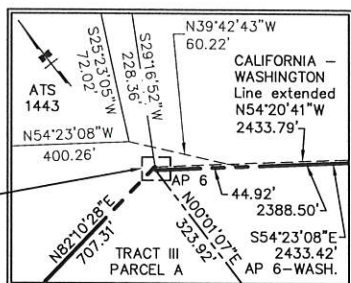
Plotted 5/12/2015 9:23 AM by Hank Brinker

HATCH LEGEND

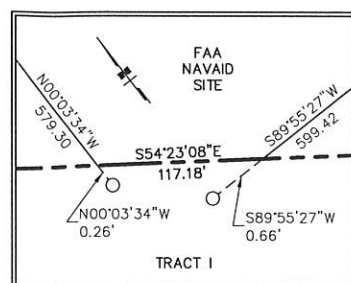
	PAVEMENT
	GRAVEL
	WATER BODY
	AVIGATION AND HAZARD EASEMENT



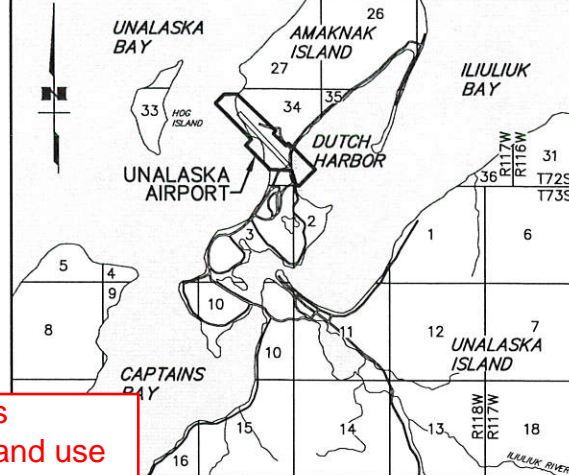
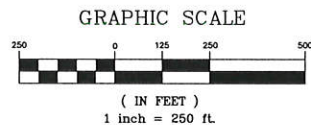
DETAIL "A1"
SCALE 1" = 1'



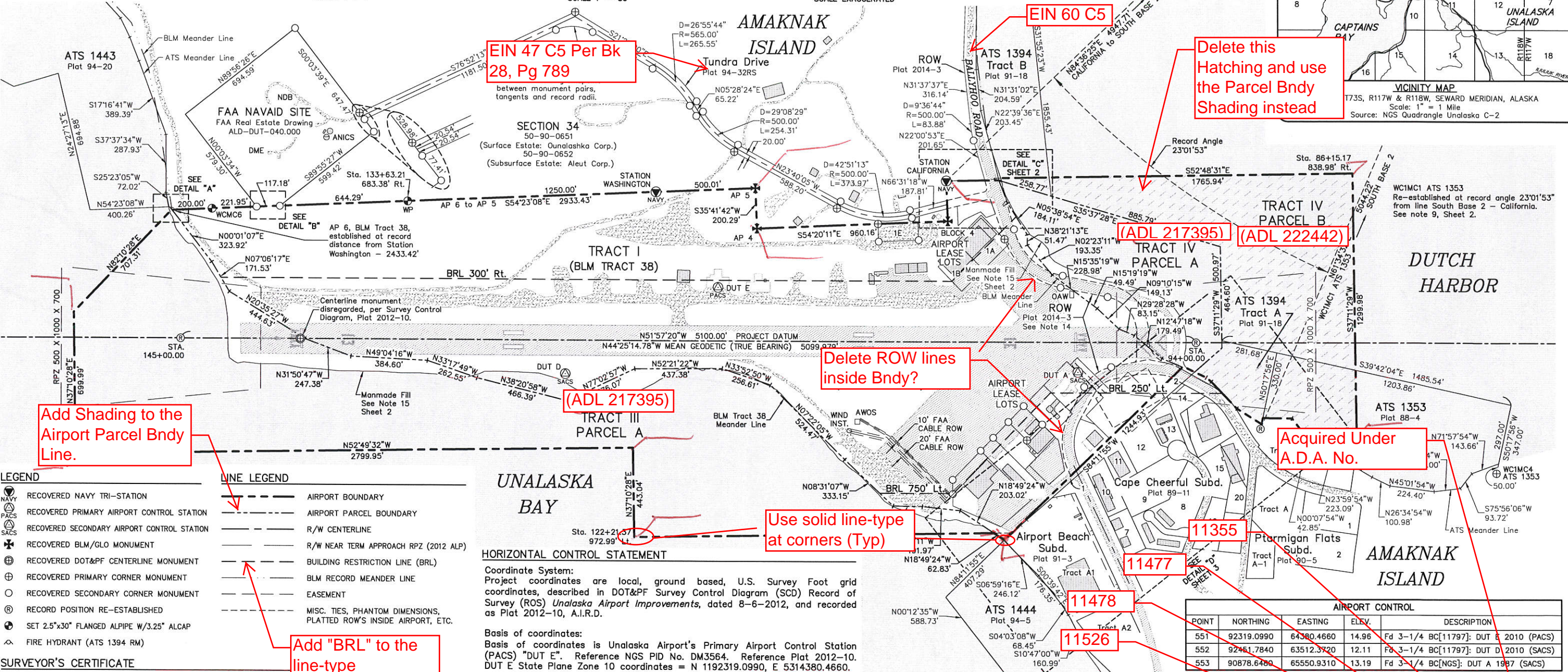
DETAIL "A"
SCALE 1" = 50'



DETAIL "B"
SCALE EXAGGERATED



VICINITY MAP
T73S, R117W & R118W, SEWARD MERIDIAN, ALASKA
Scale: 1" = 1 Mile
Source: NGS Quadrangle Unalaska C-2



LEGEND

	RECOVERED NAVY TRI-STATION
	RECOVERED PRIMARY AIRPORT CONTROL STATION
	RECOVERED SECONDARY AIRPORT CONTROL STATION
	RECOVERED BLM/GLO MONUMENT
	RECOVERED DOT&PF CENTERLINE MONUMENT
	RECOVERED PRIMARY CORNER MONUMENT
	RECOVERED SECONDARY CORNER MONUMENT
	RECORD POSITION RE-ESTABLISHED
	SET 2.5"x30" FLANGED ALPIPE W/3.25" ALCAP
	FIRE HYDRANT (ATS 1394 RM)

LINE LEGEND

	AIRPORT BOUNDARY
	AIRPORT PARCEL BOUNDARY
	R/W CENTERLINE
	R/W NEAR TERM APPROACH RPZ (2012 ALP)
	BUILDING RESTRICTION LINE (BRL)
	BLM RECORD MEANDER LINE
	EASEMENT
	MISC. TIES, PHANTOM DIMENSIONS, PLATTED ROW'S INSIDE AIRPORT, ETC.

SURVEYOR'S CERTIFICATE

I, Randal H. Brinker, hereby certify that I am a registered professional land surveyor 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 on this drawing actually exist as described, and that all dimensions and other details are true and correct to the best of my knowledge.

RANDAL H. BRINKER, L.S. 8852

Date



UNALASKA BAY

HORIZONTAL CONTROL STATEMENT

Coordinate System:
Project coordinates are local, ground based, U.S. Survey Foot grid coordinates, described in DOT&PF Survey Control Diagram (SCD) Record of Survey (ROS) *Unalaska Airport Improvements*, dated 8-6-2012, and recorded as Plat 2012-10, A.I.R.D.

Basis of coordinates:
Basis of coordinates is Unalaska Airport's Primary Airport Control Station (PACS) "DUT E". Reference NGS PID No. DM3564. Reference Plat 2012-10. DUT E State Plane Zone 10 coordinates = N 1192319.0990, E 5314380.4660.

Basis of Bearing:
Project bearings are NAD83(2007), Zone 10 grid bearings based on adjusted high-precision Static GPS measurements translated to the project datum.

Translation Parameters:
To convert the local ground coordinates to NAD83(2007) Alaska State Plane Zone 10 Coordinates:
1. Scale about DUT E (N 92,319.0990, E 64,380.4660) by 1.0000176157.
2. Translate resulting coordinates by +1,100,000 N, +5,250,000 E.

PROPERTY STATUS						
TRACT	PARCEL	AREA ac.	GRANTOR	GRANTEE	INTEREST	ACQUIRED UNDER A.D.A. No.
I		103.221	OUNALASHKA CORP.	SOA DOT&PF	FEE SURFACE	QCD, Bk. 19, Pg. 615
III	A	57.973	SOA DNR	SOA DOT&PF	ILMA, EXPIRES 6-3-2041	ILMA, Bk. 25, Pg. 567
IV	A	12.108	SOA DNR	SOA DOT&PF	ILMA, EXPIRES 6-3-2041	ILMA, Bk. 25, Pg. 567
IV	B	23.903	SOA DNR	SOA DOT&PF	PERMIT, A&H ESMT., ROW	PERMIT, Bk. 25, Pg. 575

AIRPORT CONTROL				
POINT	NORTHING	EASTING	ELEV.	DESCRIPTION
551	92319.0990	64380.4660	14.96	Fd 3-1/4 BC[11797]: DUT B 2010 (PACS)
552	92461.7840	63512.3720	12.11	Fd 3-1/4 BC[11797]: DUT D 2010 (SACS)
553	90878.6480	65550.9310	13.19	Fd 3-1/4 BC[NGS]: DUT A 1997 (SACS)

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION

DATE: 4/17/15
DESIGN: RHB
DRAWN: RHB
CHECKED: RHB/GEL

DRAFT
UNALASKA AIRPORT
PROPERTY PLAN
APRIL 2015

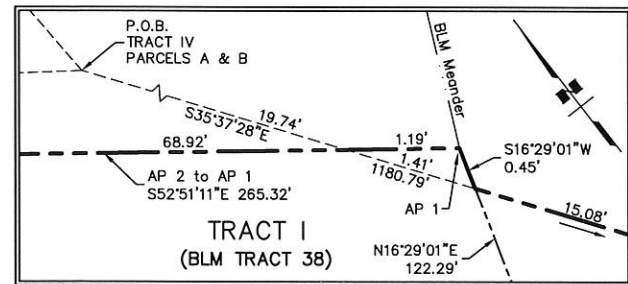
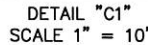
SHEET
1
OF
3

1. The information provided here is based on the field survey performed by R&M Consultants, Inc., in January and February, 2015.
2. This Property Plan supersedes Unalaska Airport Property Plan, plotting date 1-27-2003.
3. Plats and deeds referenced here are recorded in the Aleutian Island's Recording District.
4. Unalashka Corporation conveyed lands containing Unalaska Airport (Tract I) to the State of Alaska, Department of Transportation (DOT) with the Quitclaim Deed dated June 12th, 1980 and recorded at Book 19, Page 615. The lands conveyed with this quitclaim are referenced to Navy Tri-Station "California" and the bearing between "California" and U.S. Coast and Geodetic Survey Tri-Station "South Base 2". The Alaska Department of Natural Resources (DNR) conveyed three more tracts (Tract III Parcel A and Tract IV Parcels A & B) to DOT in 1986 that were all relative to the 1980 deed. The 1980 deed contained the language *"Subject to the survey to be completed under the auspices of the Bureau of Land Management..."* BLM surveyed the boundaries of Unalaska Airport as Tract 38, T.72S., R.117W., S.M. in 1986 and officially filed the plat on April 7, 1988. The boundaries of Tract 38 differ from the 1980 Unalashka deed, significantly in places. The most dramatic separation between the two boundaries is illustrated by Cape Cheerful Subdivision (Plat 89-11) which placed Lots 1 & 2 in a large "sliver" resulting from the two boundary definitions along the south side of the airport property. These two lots were developed per BLM suggestion after Unalashka disputed the BLM boundary location. Unalashka wrote two letters to BLM objecting to the BLM location of the boundary and requested BLM re-survey the boundary according to the 1980 Unalashka deed. BLM refused any action and suggested that Unalashka segregate out the missing land with Unalashka's forthcoming subdivision (Cape Cheerful), and convey the parcels to the state. Lots 1 and 2 of Cape Cheerful subdivision occupy the above described sliver, but the lands were never conveyed to the State of Alaska. Detailed correspondence between Unalashka Corporation and BLM regarding said dispute can be found in Group File 363 at the Anchorage BLM Cadastral office. The difference between the Unalashka deed and BLM Tract 38 has caused confusion in local platting, even to this day. Mapping details depicted in this Property Plan try to clarify where the two boundaries overlap and separate.
5. Unalashka Corporation subdivided a tract of land adjacent to the airport lands deeded to DOT in 1980 (see note 4). Airport Subdivision, plat 83-9, follows the same line as the 1980 deeded airport boundary. This subdivision overlaps BLM Tract 38. Plat 83-9 is re-subdivided by plats 89-12 and 91-3. These two plats show the overlap with Tract 38, but are quiet on which survey is senior. It is deemed here that, since the 1980 boundary deeded to DOT was subject to later BLM survey, then lands owned by Unalashka Corporation adjacent to this boundary were also subject to said survey. BLM Tract 38 is held here senior to the earlier Airport Subdivision. No overlap exists.

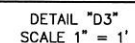
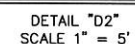
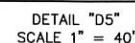
6. The original 1980 Unalashka deed (see note 4) includes exhibit maps with WCMC's portrayed. Normally, WCMC's (Witness Corner Meander Corner's) indicate a monument NOT set at the true corner, but away from the shoreline, safe from wave action and erosion. The deed wording and exhibits do not stipulate witness distances, but instead indicate that the WCMC's are indeed the true corners. The 1986 DNR tracts reflect the same WCMC's as the 1980 deed. It is deemed here that these WCMC's were meant as true corners on the meanderline.
7. Junior/Senior status of airport tracts and accepted shorelines:
 - a. BLM Tract 38 meander lines along Unalaska Bay and Dutch Harbor are accepted here as the shoreline boundary of Airport Tract I (see note 4). All shorelines north and south of airport property have been located by Alaska Tidelands Surveys (ATS's). The ATS shoreline dimensions north and south of the airport are accepted here. See also note 15.
 - b. Tract III and Tract IV Parcel A are not stated as tidelands, but are indicated in the dimensions as seaward of the meander line. Both parcels are defined by metes and bounds that mirror the Tract I (uplands) dimensioned in the 1980 Deed. Although these boundaries predate BLM Tract 38, the tracts are held here junior to BLM Tract 38 and their boundaries severed or extended to where they intersect Tract 38. Dashed lines are depicted where the 1980 deed and 1986 DNR conveyance lines extend landward of Tract 38 meanders.
 - c. Tract IV Parcel B is described and depicted as abutting Tract IV Parcel A. The tract appears upland from the shoreline at BLM Tract 38 AP 1 and ATS 1394 Tract B. The conveyance does not clarify each and every increment of the parcel lying along shoreline. However, the document states at the beginning "...to grant title interests in, over and upon the waters and tidelands described below..." This tract is treated here as entirely within tidelands.
8. The 1980 Unalashka deed and 1986 DNR conveyances include exhibits that state the drawings as Alaska State Plane Coordinate System 10. Also, though not referencing it, the dimensions in these exhibits can be traced back to DOT drawing "Dutch Harbor Survey Control Sheet, dated 3-6-75," which states "All distances are grid, ...bearings are grid..." It is accepted here that the 1986 DNR tract dimensions are grid bearings and grid distances. All 1986 DNR conveyed tract dimensions have been scaled to ground using project scale factor: 0.9999823846.
9. ATS 1353 retracement recovered only WCIMC4 of the 4 platted witnesses. The monument tie shown on the plat westerly to "WCMC of Sec. 34" also was not found. Corner 1 was re-established using record angle and distance from Stations *South Base 2* and *California* (both recovered) to WCIMC1. This position is in great harmony with the two hydrant RM's depicted on ATS 1394 Sheet 2 of 4. ATS 1353 and ATS 1394 Tract A retracement was necessary to compute the shoreline intersect and area for Airport Tract IV Parcel B.

1. BLM Tract 38 original WCMC AP 7 was not recovered. This position was re-established in 1988 by Cape Cheerful Subdivision (CCS), Plat 89-11. The 1988 CCS aluminum cap monument was found this survey (2015) on bent rebar 2.0' below grade. DOT recovered the same CCS monument in 1989 and reported the position in "ROW Map Unalaska Airport Beach Road, Plat 96-15." Five common ties were made to DOT Plat 96-15 positions. Through these ties, the Plat 96-15 position for WCMC AP 7 is accepted here. Additionally, other ties reported on Plat 96-15 were used to help develop the Airport Beach ROW and it's intersection with Airport property.
2. Unalaska Airport boundaries intersect seashores at four places. BLM set Tract 38 WCMC's at AP 1, AP 6, AP 7 & AP 8 in 1986. Only WCMC AP 8 Survives to this day. Nearby plats, recorded soon after BLM's survey of Tract 38, indicate the other three WCMC's were obliterated almost immediately. WCMC AP 1 has never been recovered. WCMC AP 6 was reset by ATS 1443 in 1994 and referenced with three RM's. All four positions have been lost. AP 7 was re-established in 1988 by plat 89-11 (see note 1) and was further referenced in 1994 by WCMC and two RM's in ATS 1444. The ATS 1444 WCMC and both RM's are lost. WCMC's for AP's 1, 6 & 7 were established this survey at new locations deemed most apt to survive.
3. Runway Centerline and Project stationing are based on "Survey Control, Sheet C04 of 56, Construction Plans for Unalaska Airport, Unalaska Improvements 2012, No. 53443, Airport Improvement Program A.I.P. No. 3-02-0082-014-2012, date 5-1-2012."
4. ROW's platted across airport lands were NOT reviewed, approved or accepted by DOT. DOT reserves the right to adjust, rebuild, reroute and otherwise control thoroughfares and Rights of Way across airport lands.
5. The natural shorelines of Airport Tract I have largely been lost due to physical expansion of Airport lands into Airport tidelands tracts. BLM Tract 38 meanders are accepted here as the last documentation of original shoreline along Airport Lands (see also Note 7). BLM meander lines north and south of Airport lands agree, more-or-less, with the four adjacent Alaska Tideland Survey meander lines (MHW). BLM Tract 38 meander lines are accepted here as a "Fixed and Limiting" boundary between Tract I and the Airport tidelands tracts.
6. All dimensions and coordinates shown here are in U.S. survey Feet unless otherwise noted. Distances are reduced to horizontal ground distances.
7. The minimum closure of Airport Boundary monuments, recovered and set, meets or exceeds 1:10,000.

18. References:
- a. Dutch Harbor, Survey Control Sheet, date 3-6-75, DOA, not recorded.
 - b. Unalaska Airport Property Plan, date 10-10-83, last revision 5-4-01.
 - c. Unalaska Airport Property Plan, plotting date 1-27-03.
 - d. Unalaska Survey Control Sheet, date 5-1-2012 (see note 13).
 - e. Unalaska Survey Control Diagram, R.O.S., Plat 2012-10.
 - f. Unalaska Airport Layout Plan, date March 2012.
 - g. BLM Township Plat T.72S., R.117W., S.M., Officially filed 4-7-88.
 - h. BLM 17(b) Easement Map, Unalaska C-2, date 8-28-2008.
 - i. BLM ANCSA 14(c) Plat 88-14.
 - j. BLM Group File 369.
 - k. USA to Ounalashka Corporation Patent 50-90-0651.
 - l. FAA Real Estate map, ALD-DUT-040.000.
 - m. ATS 1353, Plat 88-4.
 - n. ATS 1394, Plat 91-18.
 - o. ATS 1443, Plat 94-20.
 - p. ATS 1444, Plat 94-5.
 - q. Chevron Subdivision, Plat 83-15.
 - r. Cape Cheerful Subdivision, Plat 89-11.
 - s. Airport Beach Subdivision, Plat 91-3, Plat 89-12, Plat 83-9.
 - t. Tundra Drive ROW, Plat 94-32RS.
 - u. Airport Beach Road & East Point Road ROW, Plat 94-33RS.
 - v. Ballyhoo Road and Tundra Drive ROW, Plat 94-34RS.
 - w. Unalaska Airport Beach Road ROW, Plat 96-15.
 - x. Ballyhoo Road ROW Combined, Plat 2014-3RS.
 - y. Unalaska Airport Deed Conveyances, See Property Status block, Sheet 1.



DETAIL "C2"
SCALE 1" = 1'



Should the ROW lines and labels be deleted inside the airport boundary?

AP 8 Note:
Angle Point 8 is not the farthest easterly point along the south boundary of the airport. Angle Point 8 is the farthest easterly point of Airport Tract I, but extends 4.78' farther east to the meander line of ATS 1394 and Airport boundary corner of Tract IV Parcel A.