



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of Transportation and Public Facilities

NORTHERN REGION
Design & Engineering Services
Right of Way

2301 Peger Road
Fairbanks, AK 99709-5388
Main: 907-451-2273
Fax: 907-451-5411
TDD: 907-451-2363
dot.alaska.gov

April 12, 2023

Helen Howarth, City Manager
City of Cordova
601 1st Street
Cordova, Alaska 99574

Re: Shepard Point Marine Tribal Transportation Oil Spill & Marine Casualty Response Facility
Fair Market Value (FMV) Offer

Dear Helen Howarth:

The Native Village of Eyak (NVE) has entered into an agreement with the Federal Highway Administration Tribal Transportation Program to design, construct, and maintain a public road from Cordova to a deep - water port facility at Shepard Point ("Shepard Point Marine Tribal Transportation Oil Spill & Marine Casualty Response Facility").

Construction of this project requires the acquisition of an easement from the City of Cordova to accommodate the road. The Native Village of Eyak (NVE) is requesting a perpetual and unrestricted easement, for Parcel 2, further described in the attachment, "Exhibit A", of the enclosed Right of Way Easement, and the Right of Way Map.

This parcel was examined by a qualified appraiser who carefully considered all the elements that contribute to the Fair Market Value of the parcels (see enclosed). This letter constitutes an offer to purchase Easement Parcel 2 for a total of \$37,700.

Since this new right of way easement will be owned and managed by NVE, the City of Cordova's existing utilities are required to be permitted by NVE. Bristol Engineering will be drafting this permit, please contact Bristol Engineering Services Company, LLC, acting as Agent for NVE, with any questions or comments you may have at 907-230-2272, or khughes@bristolcompanies.com.

Other documents necessary to complete the purchase are enclosed, and include a Memorandum of Agreement (MOA), Purchase Voucher (PV), and a W-9. I have also enclosed the Acquiring Real Property for a Federal and Federal-Aid Programs and Projects brochure, that explains the rights and benefits of property owners whose real property is to be acquired, in whole or in part, for a federally funded project.

"Keep Alaska Moving through service and infrastructure."

Once you have reviewed the documents, please don't hesitate to contact me, and express any questions or concerns. Please also return a copy of the corporate resolution stating signing authority for this project. I look forward to hearing from you. I can be reached at marsha.woods@alaska.gov or 907-451-5410.

Sincerely,

Marsha S. Woods

Marsha Woods on behalf of the Native Village of Eyak
Right of Way Agent III
Alaska Department of Transportation & Public Facilities

Enclosures:

Appraisal

Right of Way Easement

Preliminary Right of Way Map

MOA

PV

W-9

Acquisition Brochure: Acquiring Real Property for Federal & Federal -Aid Programs

cc: Ted Wright, Executive Director, NVE

Bert Adams, Special Projects Manager, NVE

James Glaze, General Counsel, NVE



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

**REVIEW APPRAISER'S
RECOMMENDATION OF
JUST COMPENSATION**

PROJECT NAME: Shepard Point Oil Spill Response

Facility & Connecting Road Project

STATE PROJECT #: N/A

FEDERAL-AID PROJECT #: N/A

PARCEL #: 2

Appraiser: Steve Carlson, MAI Value Estimate Effective Date 12/10/2022 Appraisal Report Date: 3/13/2023 **X** Approved

The following appraisal was reviewed using DOT&PF and nationally recognized appraisal standards.

Owner: City of Cordova

Access to Remainder: Similar Road access

Uneconomic Remnant? **X** No ☐ Yes

This Recommendation of Just Compensation is based upon my review of the recent appraisal of the above-referenced parcel, which complies with DOT&PF appraisal guidelines in the Alaska Right-of-Way Manual and is considered reasonable given the data and analysis presented in the appraisal report. This Recommendation of Just Compensation was prepared in conformity with 49 CFR Part 24, *Uniform Standards of Professional Practice*, and DOT&PF's Appraisal Review Guidelines (see Chapters 4 and 5 of the *Alaska Right-of-Way Manual*). It is the result of my independent, personal, unbiased, professional analysis, opinions, and conclusions based upon a technical review of the appraisal and other factual data without significant professional assistance or direction. The data and statements of fact presented in the appraisal have not been verified by this office and are assumed to be true and correct. All of the assumptions and limiting conditions contained in the original appraisal report are also conditions of this review, unless otherwise stated. The signed "Certification of Appraisal Review" is attached.

I made a physical inspection of the subject and comparable properties on (date): 2-20-2023.

Recommended Just Compensation for the property being acquired is allocated as follows:

Acquisition	6.269 Ac		\$ 37,700
Site Improvements	None		\$
Utility Easements	None		\$
TCE	None		\$
Existing SLEs/PLOs (Underlying Fee)	None		\$
Damages	None		\$
Special Benefits	None		\$ 37,700

TOTAL \$ 37,700

Federal Participation: \$ 37,700 State Funds: \$

Review Appraiser's Signature: Mark Kasberg

Date: 3/24/2023

Review Appraiser (print or type name): Mark Kasberg

AK Appraiser Cert#: APRG24

It is understood that this Recommendation of Just Compensation is to be used in conjunction with a Federal-Aid or State project. To the best of my knowledge, there are not items compensable under State Law that are not eligible for Federal reimbursement.

CERTIFICATION OF APPRAISAL REVIEW

For the Appraisal Review identified on page 1 of the Review Appraiser's Recommendation of Just Compensation I certify that to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no direct, indirect, present, or prospective interest in the property that is the subject of the work under review and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of the work under review or to the parties involved in the assignment.
- I have performed no services in any capacity (appraisal or otherwise) regarding the property that is the subject of the work under review within the three-year period immediately preceding my acceptance of this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in this review or from its use.
- My compensation for completing this assignment is not contingent upon the development or reporting of predetermined assignment results, or assignment results that favors the cause of the client, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal review.
- My analyses, opinions, and conclusions were developed, and this review report was prepared in conformity with the *Uniform Standards of Professional Appraisal Practice (USPAP)*.
- I have made a personal inspection of the subject of the work under review.
- No one provided significant appraisal or appraisal review assistance to the person signing this certification.
- All Assumptions and Limiting Conditions included in the original appraisal report referenced on page 1 are conditions of this review assignment.
- Client: State of Alaska, Department of Transportation & Public Facilities (DOT&PF)
- Intended Users: DOT&PF and contractual assigns and Federal funding partners where applicable)
- Intended Use: To assist DOT&PF in determining just compensation for acquisition related to a public transportation project.
- Purpose of the Appraisal Review: To conduct a technical review of the appraisal referenced on page 1 for compliance with the USPAP and DOT&PF standards.
- Scope of the Review: In preparing this appraisal review I have completed a technical review of the appraisal report referenced on page 1. I have adhered to criteria in Chapters 4 and 5 of the Alaska Right-of-Way Manual and utilized this form to communicate this review assignment. Supporting documentation is retained in the work file as appropriate. I have checked the report for proper appraisal methodology, analytical consistency, internal logic, accuracy of mathematical calculations, and compliance with USPAP.
- Property Rights Appraised: (fee simple, leased fee, etc.) Right of Way Easement

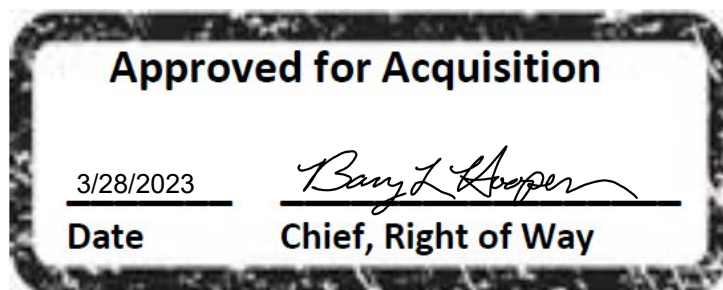
Review Appraiser's Signature: _____

Mark Kasberg

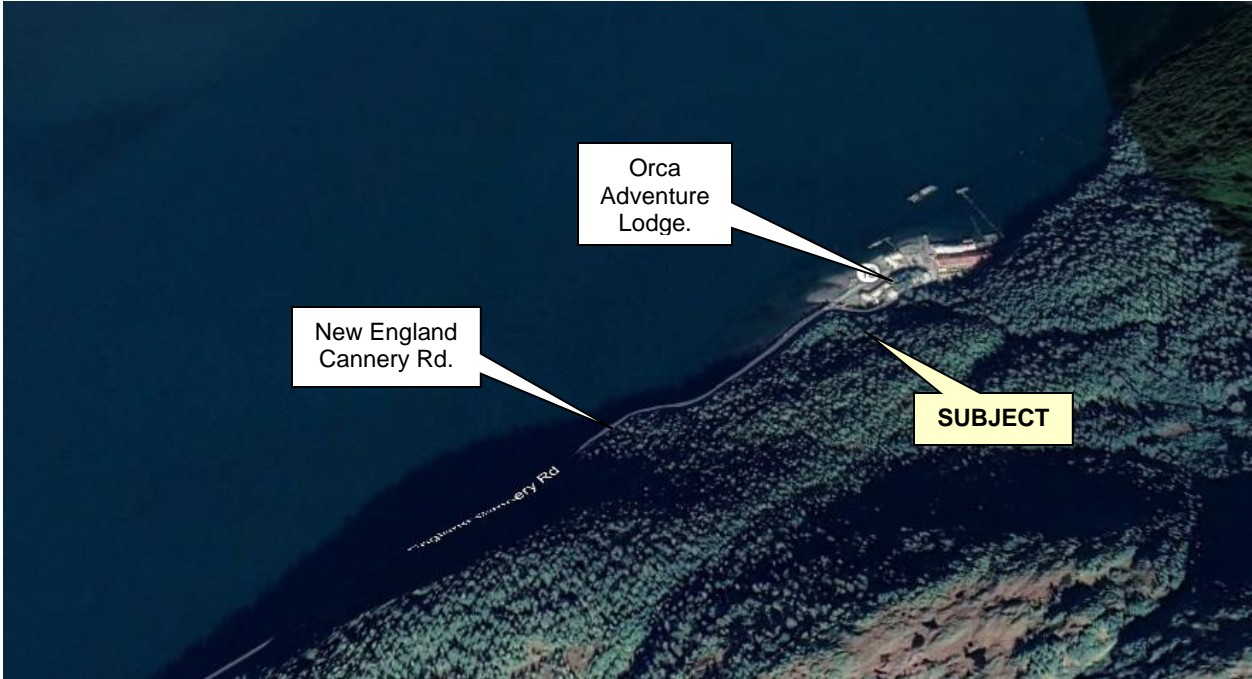
Date: 3/24/2023

Review Appraiser (print or type name): Mark Kasberg

AK Appraiser Cert#: APRG24



APPRAISAL REPORT



Partial Acquisition for a Right-of-Way Easement
Vacant land located at the terminus of New England Cannery Road, in Cordova, Alaska
Shepard Point Oil Spill Response Facility & Connecting Road Project

Project #: N/A
Federal Aid Project #: N/A
Parcel #: 2
TCP #: N/A
TCE #: N/A
B-SBC File #: 22-104 (2)

FOR

Native Village of Eyak
110 Nicholoff Way
P.O. Box 1388
Cordova, AK 99574-1388

Northern Region, State of Alaska Department of
Transportation and Public Facilities, Division of
Preconstruction Services, Right of Way Division
2301 Peger Road
Fairbanks, Alaska, 99709-5388

Attn.: Kraig Hughes, Agency Contract Mgr.

Att.: Mr. Barry Hooper, P.E. NR ROW Chief

DATE(S)

Effective Date of Value
December 9, 2022

Report Date
March 13, 2023

BY

Steve Carlson, MAI
General Real Estate Appraiser (Cert. #231)
BLACK-SMITH, BETHARD & CARLSON, LLC
1199 E. Dimond Blvd., Ste. 200, Anchorage, Alaska 99515

PART I – INTRODUCTION

Appraisers
1199 E. Dimond Blvd. Ste. 200
Anchorage, Alaska 99515
Phone: 907-274-4654
Fax: 907-274-0889
E-mail: bsr@ak.net

BLACK-SMITH, BETHARD & CARLSON, LLC

March 13, 2023

Client: Northern Region, State of Alaska Department of Transportation and Public Facilities
Division of Preconstruction Services
Right of Way Division
2301 Peger Road
Fairbanks, Alaska, 99709-5388

Attention: Mr. Barry Hooper, P.E. NR ROW Chief

Re: Shepard Point Oil Spill Response Facility & Connecting Road Project

Project #: N/A
Federal Project #: N/A
Parcel #: 2
TCP #: N/A
TCE #: N/A
Property Owner: City of Cordova
Property Location: Terminus of New England Cannery Road, in Cordova, Alaska
Legal Description: Lengthy metes and bounds description (see Title Report in addenda)
Account ID #: N/A

Dear Mr. Hooper:

The attached *appraisal report* summarizes our appraisal of the proposed right-of-way easement acquisition as of December 9, 2022 at: **\$37,700**

The value opinion is stated in terms of cash and is qualified by certain definitions, assumptions, limiting conditions and certifications.

The appraisal and report are intended to comply with the requirements of the *Uniform Standards of Professional Appraisal Practice* (USPAP), and the procedures and guidelines of the Alaska Right-of-Way Manual.¹

Sincerely,
BLACK-SMITH, BETHARD & CARLSON, LLC.



Steve Carlson, MAI
General Real Estate Appraiser (Cert. #231)

March 13, 2023
Date

¹ State of Alaska Department of Transportation and Public Facilities

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NARRATIVE APPRAISAL SUMMARY

PROJECT INFORMATION

PROJECT NAME:	Shepard Point Oil Spill Response Facility & Connecting Road Project
PROJECT #:	N/A
FEDERAL PROJECT #:	N/A
PARCEL #:	2
TCP #:	N/A
TCE #:	N/A

OWNER INFORMATION

OWNER:	City of Cordova
ADDRESS:	P.O. Box 1210, Cordova, AK 99574
TELEPHONE NUMBER:	Owner Representative: Kevin Johnson, City Planner, City of Cordova (907-424-6220; planning@cityofcordova.net)
PARCEL LOCATION:	NSN New England Cannery Road, in Cordova, Alaska
LEGAL DESCRIPTION:	Lengthy metes and bounds description (see Title Report in addenda)
ZONING:	Split Zoned between Waterfront Commercial Park District and Low-Density Residential District
CURRENT USE:	Vacant land
HIGHEST AND BEST USE:	Speculation on Commercial / Rural Residential Development
As Vacant	N/A
As Improved	
RIGHTS APPRAISED:	Right-of-Way Easement *
INSPECTION DATE:	December 9, 2022
DATE OF VALUE:	December 9, 2022

PARCEL DESCRIPTION SUMMARY

PARCEL AREA:	Gross: ** 1,909,540 SF (43.837 AC) Net: ** 1,909,540 SF (43.837 AC)	EASEMENT ACQUIRED:	0 SF (0.000 AC)
AREA OF ACQUISITION:	Gross: 273,078 SF (6.269 AC) Net: 273,078 SF (6.269 AC)	TCP ACQUIRED:	0 SF (0.000 AC)
REMAINDER:	Net: ** 1,636,462 (37.568 AC)	TCE ACQUIRED:	0 SF (0.000 AC)
AREA OF LARGER PARCEL SUBJECT TO PLO OR SECTION LINE EASEMENT:			0 SF (0.000 AC)

* The property interest to be acquired is characterized as a right-of-way (ROW) easement. Because the grantor retains no utilitarian rights, it is equivalent to a fee acquisition.

** Per Right of Way Map Adjustment, dated January 4, 2023.

ACQUISITION SUMMARY

1. MARKET VALUE BEFORE ACQUISITION:	See Note 1	LAND	\$263,100		
		IMPROVEMENTS	\$0	=	\$263,100
2. LESS ACQUISITION VALUE AS PART OF THE WHOLE:		LAND	\$37,700		
		IMPROVEMENTS	\$0	-	\$37,700
3. REMAINDER VALUE AS PART OF THE WHOLE:				=	\$225,400
4. ESTIMATED MARKET VALUE OF REMAINDER:		LAND	\$225,400		
		IMPROVEMENTS	N/A		\$225,400
5. DAMAGES (if any)			\$0		
6. LESS SPECIAL BENEFITS (if any)			\$0	*	\$0
7. ACQUISITION VALUE as PART of the WHOLE				+	\$37,700
8. NET DAMAGES				+	\$0
9. COST-to-CURE				+	\$0
10. EASEMENTS:				+	\$0
11. TEMPORARY CONSTRUCTION PERMITS (TCPs):				+	\$0
12. TEMPORARY CONSTRUCTION EASEMENTS (TCEs):				+	\$0
13. PLO OR SECTION LINE EASEMENTS:				+	\$0
14. OTHER:				+	\$0
14. MARKET VALUE OF ACQUISITION *:	See Note 1			=	\$37,700

1. The indicated value of the whole is the fee value – unallocated for rights previously reserved or conveyed, if any (e.g., subsurface rights, utility easements, leaseholds, etc.).

* The property interest to be acquired is characterized as a right-of-way (ROW) easement. Because the grantor retains no utilitarian rights, it is equivalent to a fee acquisition.

Date: March 13, 2023

Prepared By: Steve Carlson, MAI

CERTIFICATION

Name of Appraiser: Steve, MAI

I CERTIFY THAT:

Steve Carlson, MAI inspected the parcel on December 9, 2022. Michael A. Forsland provided significant professional assistance. He researched area data, described the property, documented the data relied on and organized report contents.

I afforded the owner representative the opportunity to accompany me at the time of my inspection of the property.

To the best of my knowledge and belief, the statements contained in this appraisal report are true and correct, and the information upon which my opinions are based is accurate, subject only to the assumptions and limiting conditions set out in the report.

My appraisal report is intended for use by the Native Village of Eyak, Northern Region, State of Alaska Department of Transportation and Public Facilities, State of Alaska Department of Law, and Western Federal Lands, in connection with an acquisition for the above-referenced project.

This appraisal report has been made in conformity with applicable federal standards, State of Alaska statutes, regulations, policies, and procedures and with accepted industry practices applicable to valuation of lands for such purposes. To the best of my knowledge, all values that I have assigned to the property are compensable under the established law of the State of Alaska. Values assigned do not reflect a decrease or increase due to the proposed project.

Neither my employment nor my compensation for making this appraisal report are in any way contingent upon the reporting of a predetermined value that favors the cause of the client, the attainment of a stipulated result, or the occurrence of a subsequent event.

I have no direct, indirect, present, or prospective interest in the subject property; and I have no personal interest or bias with respect to the parties involved, nor will I benefit in any way from the acquisition of this property.

I have not revealed the findings and results of this report to anyone other than the proper officials of the Northern Region, State of Alaska Department of Transportation and Public Facilities, the Federal Highway Administration, or the Federal Aviation Administration, and I will not do so until so authorized by proper officials, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.

I have performed no services as an appraiser or in any other capacity regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.

As of the date of this report, I have completed the continuing education program for Designated Members of the Appraisal Institute and the State of Alaska.

The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.

Based upon my independent, unbiased research and analysis, my professional opinion of market value is \$37,700 as of December 9, 2022.

March 13, 2023



Date

Steve Carlson, MAI
General Real Estate Appraiser (Cert. #231)

LIMITING CONDITIONS

General limiting conditions and assumptions are summarized in the addenda. *Extraordinary assumptions,*² *hypothetical conditions,*³ and limiting conditions specific to this appraisal are identified below. *Note: Reliance on extraordinary assumptions and/or hypothetical conditions could affect the assignment results.*

Hypothetical Conditions:

- None

Extraordinary Assumptions:

- We developed the appraisal according to the *extraordinary assumption* that any functioning water system components disturbed by the project will be restored within the scope of the construction contract.

2 "An assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions." *Uniform Standards of Professional Practice*

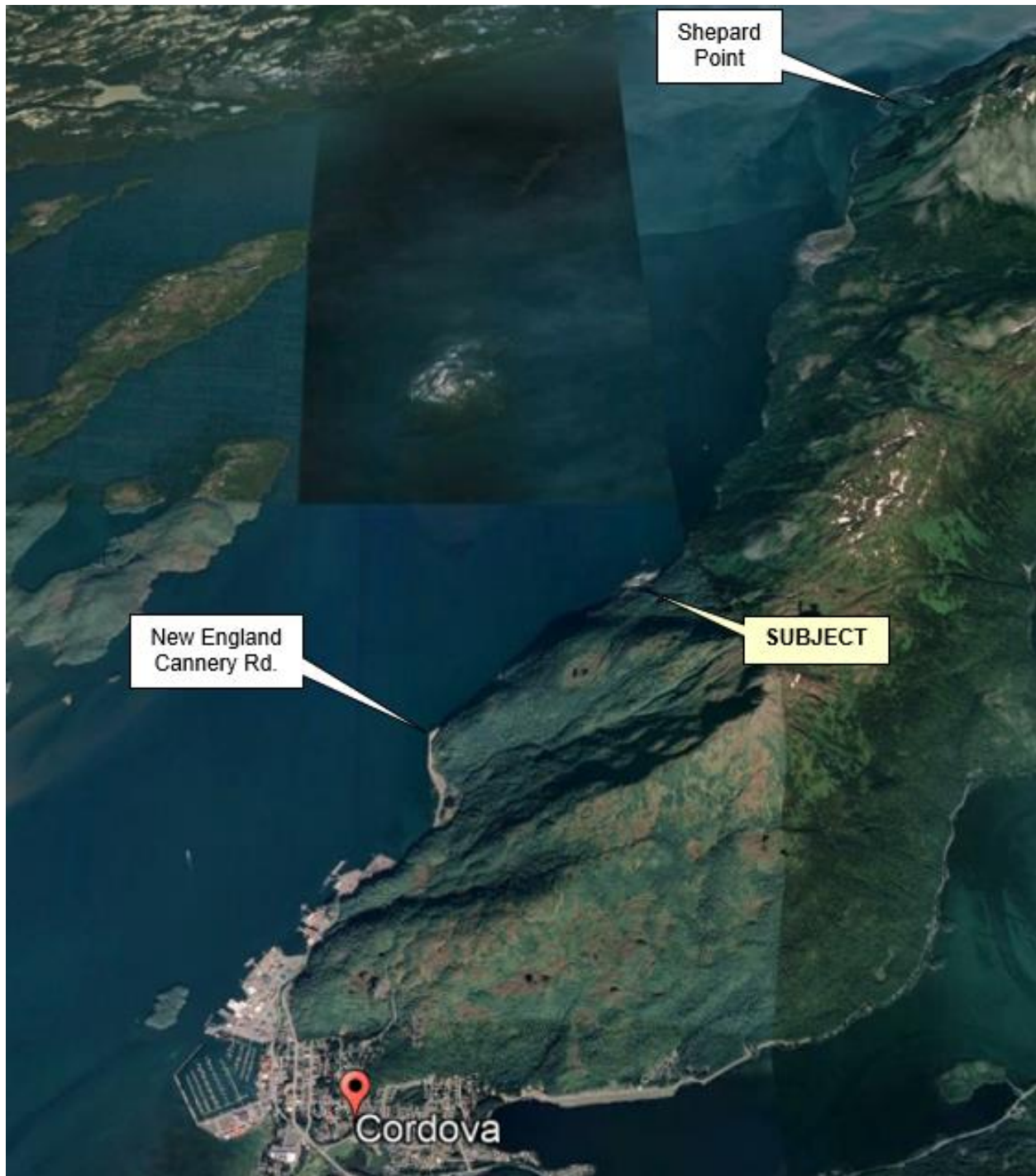
3 "A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis." *Uniform Standards of Professional Practice*

PART II – PREMISES OF THE APPRAISAL

IDENTIFICATION OF THE PROPERTY

LOCATION

The property is located at the terminus of New England Cannery Road, in Cordova, Alaska. There is no site address.



LEGAL DESCRIPTION

Lengthy metes and bounds description (see Title Report in addenda).

CITY OF CORDOVA ACCOUNT #

N/A

OWNERSHIP

City of Cordova
P.O. Box 1210
Cordova, AK 99574

Owner Representative: Kevin Johnson, City Planner, City of Cordova (907-424-6220; planning@cityofcordova.net)

DETERMINATION OF THE LARGER PARCEL

A depiction of the whole property was not provided. While other legally described properties owned by the City of Cordova may be contiguous backlands or nearby, there are no apparent unities of use. The parent tract identified (Parcel No. 2) is the larger parcel.

PART TO BE ACQUIRED

The project requires a Partial Acquisition from the whole. The part acquired (area to be encumbered with the right-of-way easement) consists of a ± 200 foot wide, irregular-shaped strip of land along the north lot line, totaling 6.269 AC ($\pm 273,078$ SF). The area encumbered by existing PLO or section line easements is 0 SF (0.000 AC). The net acquisition area is 273,078 SF (6.269 AC).

OTHER PROPERTY RIGHTS ACQUIRED

- None

SUBJECT PHOTOGRAPHS

Taken by Steve Carlson, December 9, 2022



Looking northeasterly along Orca Inlet. The New England Cannery Road and the subject are on the right.



Looking northeast at the subject above New England Cannery Road. Orca Adventure Lodge is in the background.



Looking easterly toward the subject (yellow arrow) from above Orca Inlet.



Looking southwesterly at subject from above Orca Inlet.

SUBJECT PHOTOGRAPHS CONT.

Taken by Steve Carlson, December 9, 2022



Looking easterly at the subject from above Orca Inlet.



Looking southerly at the subject (behind the Orca Adventure Lodge).



Looking southwest along New England Cannery Road.
The subject is on the left.



Looking northeast along New England Cannery Road.
The subject is on the right.

SUBJECT PHOTOGRAPHS CONT.

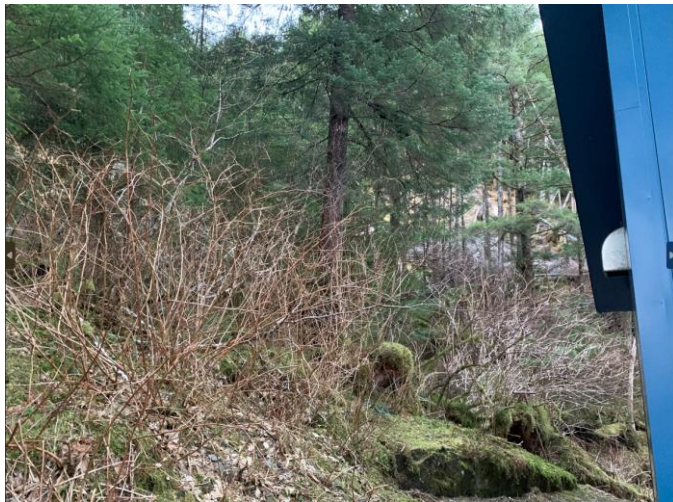
Taken by Steve Carlson, December 9, 2022



Looking southerly at the subject from New England Cannery Road.



Looking easterly at a water tank that appears to encroach on the subject.
The water line that supplies the tank is reportedly not in use.



Looking southwesterly at the subject. The building on the right is located
on Orca Adventure Lodge site.



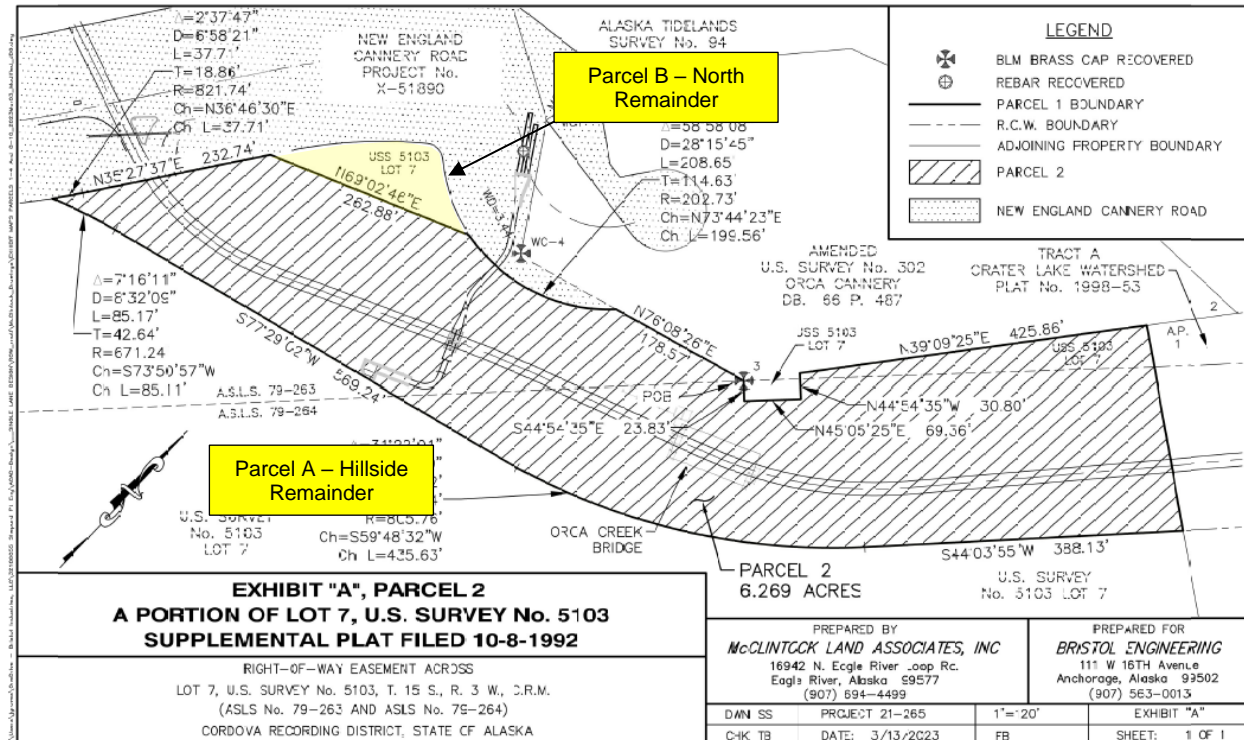
Looking westerly along Orca Creek at a shed with water line (not in use).
Note: shed is on the adjacent property; the subject is left of the creek.

SUMMARY OF THE APPRAISAL PROBLEM

Client: Northern Region, State of Alaska Department of Transportation and Public Facilities
Division of Preconstruction Services
Right of Way Division
2301 Peger Road
Fairbanks, Alaska, 99709-5388
Mr. Barry Hooper, P.E. NR ROW Chief

Larger Parcel	Parcel No. 2 - Lengthy metes and bounds description (see Title Report in addenda).
Nature of the Acquisition	The project requires a Partial Acquisition for a right-of-way easement.
Effective Date of Value	December 9, 2022 (the date of inspection)
Existing Use	Vacant land.

Part to be Acquired	
Gross Area	273,078 SF (6.269 AC)
Encumbered by existing ROW	0 SF (0.000 AC)
Net area of the acquisition	273,078 SF (6.269 AC)
Shape	±200 foot wide, slightly irregular shaped strip of land along the north lot line (see Parcel Plats).
Easement(s)	None reported.
Soils & Topography	The acquisition area is heavily wooded and steep. The soils appear to be a layer of organics over bedrock.
Structural improvements acquired	None.
Site improvements in the acquisition area	None requiring compensation. See <i>Owner Comments</i> .



Appraiser Notes

The parcel plat exhibit provided does not inventory the area of the larger parcel (before condition) or the remainder (after condition).

The north remainder (Parcel B) will be split by the $\pm 200'$ wide right-of-way easement. It will have the same access as in the before condition (direct via New England Cannery Road); the hillside remainder (Parcel A) will front on the new right-of-way easement alignment.

I relied on the Right of Way Map Adjustment dated March 3, 2023, and Parcel Plat dated March 13, 2023, to reconstruct the following:

	<u>SF</u>	<u>Acres</u>
Larger Parcel		43.837
Area subject to existing ROW		0
Net area of Larger Parcel		43.837
Gross Acquisition Area (Parcel Plat Map)		6.269
Acquisition Area subject to existing ROW		0
Net Acquisition Area		6.269
Remainder		37.568
• Allocation to Large Hillside Remainder		37.224
• Allocation to North Remainder	* $\pm 15,000$	± 0.344

* Based on the appraiser's estimated, scaled measurements from the ROW Map.

Owner Comments

Steve Carlson, MAI, inspected the property in the presence of Cordova City Planner Kevin Johnson (907-424-6220) on December 9, 2022 (on the ground) and on December 10, 2022 (from the air).

Mr. Johnson reported that the city has an easement on the adjacent lodge-site parcel. It is for access to, and operation of, a public water facility. It is a source (apparently there are others) of piped water to the city. He reported electricity extends to the lodge site but no public sewer.

- He is concerned that the project could interfere with the piping and supply.
- He questioned the map note that the western 14" diameter steel water line is not in use.
- He acknowledged the steep terrain and development challenges but suggested that the road could be beneficial if it developed access to some upper elevation pockets.

Subsequent to my inspection, the project plans were modified to address the water system issues. I developed the appraisal according to the *extraordinary assumption* any functioning water system components disturbed by the project will be restored within the scope of the construction contract.

Before & After Comparison	Before Condition Larger Parcel	After Condition Split Remainder(s)
Area of the larger parcel Encumbered by existing ROW	43.837 AC (1,909,540 SF) 0.000 AC (0 SF)	37.568 AC (1,636,462 SF) 0.000 AC (0 SF)
Net area	43.837 AC (1,909,540 SF)	Hillside 37.224 AC 1,621,462 SF North ±0.344 AC * ±15,000 SF
		37.568 AC (1,636,462 SF)
Existing use or probable use	Vacant land/undeveloped except for some components of the water system.	Same
Access	The site has adequate direct access to/from New England Cannery Road (paved).	Improved. The north end of the remainder will be split by the ±200' wide right-of-way easement. The north remainder will have the same access as in the before condition (direct via New England Cannery Road); the hillside remainder fronts on the new right-of-way easement alignment.
Utility availability	Electricity and public water are available.	Same
Topography and soils	The terrain is undeveloped, steep, natural lands (mostly timbered). The soils appear to be a layer of organics over bedrock.	Same
Easement(s)	None reported.	Same
Suitability (deficiencies if any)	Despite the topographic conditions, the parcel is road accessible, and utilities (electricity & water) are available. Subject to the challenges of developing access to upper elevation building sites, possible uses include permissible Waterfront Commercial Park and/or Low-Density Residential uses.	Same but development opportunities and marketability are enhanced by the new road. A split remainder is outweighed by the benefit.

Summary

The remainders are suitable for the same uses as in the before condition, but the new road enhances marketability and development opportunities. Predictability, the value of the remainders as independent parcels is more than their values as parts of the whole. However, because *special benefits*⁴ can only be charged against damages and there are none, there is no purpose to a measure.

For the purpose of measuring compensation, the effect of the acquisition is simply a reduction in area. The value of the remainders as independent parcels is at least as much (≥) as their value as parts of the whole (larger parcel).

The market value of the right-of-way easement acquisition is measured as the value of the part acquired (in fee) as a part of the whole plus costs-to-cure (if any).

⁴ Specific, i.e., not general, benefits that accrue to property remaining after a partial taking. Benefits deductible in ascertaining the amount of damages to be awarded in eminent domain, as resulting from the improvement for which land is taken and peculiar to condemnee's property or interest, not being shared by all the property in the vicinity. Value accruing to the remainder of a property by reason of acquisition and use by the state or a portion of such property where such value is special and said remainder and not enjoyed by the general public. Benefits may be special although other owners on the facility receive similar benefits. – Real Estate Valuation in Litigation, 2nd Addition, Appraisal Institute, pages 323 and 324.

PURPOSE OF THE APPRAISAL

- 1) The *purpose of the appraisal* is to estimate the market value of the property owner's rights acquired as defined by the Uniform Standards of the Professional Appraisal Practice as follows:

"The most probable price, which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- i) Buyer and seller are typically motivated;
- ii) Both parties are well informed or well advised, and both acting in what they consider their own best interests;
- iii) A reasonable time is allowed for exposure in the open market;
- iv) Payment is made in terms of cash in United States dollars or in terms of financial arrangements comparable thereto; and
- v) The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale."

- 2) The *purpose of the appraisal* is to estimate the market value of the property owner's rights acquired as defined by the Alaska Supreme Court, as follows:

The price in (terms of) money that the property could be sold for on the open market under fair conditions between an owner willing to sell and a purchaser willing to buy, with a reasonable time allowed to find a purchaser. State v. 7.026 acres, Sup. Ct. Op. No. 601 (File No. 1106), 466 P.2d 364 (1970). The opinion further reads, in part: The highest and most profitable use for which the property is adaptable is to be considered, to the extent that the prospect of demand for such use affects the market value while the property is privately held." Fair market value is normally based on a parcel's fee simple value.

INTENDED USE OF THE APPRAISAL

The function of the report (intended use) is to provide a market value estimate for compensating the property owner for the acquisition of property rights acquired according to the Alaska Constitution, Article 1, Section 18, Eminent Domain, which reads, in part, "Private property shall not be taken or damaged for public use without just compensation."

INTENDED USER(S)

The client and intended user are Native Village of Eyak. Additional intended users include DOT&PF Northern Region ROW Group, State of Alaska Department of Law, and Western Federal Lands (WFL).

RIGHTS APPRAISED

Right-of-Way Easement - The property interest to be acquired is characterized as a right-of-way (ROW) easement. Because the grantor retains no utilitarian rights, it is equivalent to a fee⁵ acquisition.

⁵ The fee interest is defined as the "Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power and escheat."

Data sources and the steps in the appraisal development process are summarized:

PROPERTY DATA

The client identified the property and provided a title report, right-of-way (ROW) map set (dated January 10, 2022), and parcel plat(s). I obtained a tax history, plat maps (if available), and zoning regulations from the City of Cordova.

Steve Carlson, MAI, inspected the property in the presence of Cordova City Planner Kevin Johnson (907-424-6220) on December 9, 2022 (on the ground) and on December 10, 2022 (from the air).

AREA DATA

In order to identify significant trends and indicators, we spoke with local property owners, real estate agents, and appraisers. We also reviewed various publications, reports, and surveys including the *Alaska Dispatch News* and *Alaska Economic Trends*.

MARKET ANALYSIS

Demand is inferred from general market conditions and the available data.

MARKET DATA

Alaska is a non-disclosure state. Primary data sources include the statewide Alaska Multiple Listing Service (FLEX), the Greater Fairbanks Board of Realtors' Multiple Listing Service (Paragon) and the Southeast Alaska Multiple Listing Service (Paragon). Secondary sources include real estate agents/brokers, property managers and other appraisers. Market data was confirmed with property owners, representatives, or agents. Details are presented in the Addenda.

APPRAISAL DEVELOPMENT

The property is vacant/undeveloped. The *cost* and *income* approaches to value are not applicable. I developed my opinion of land value by the *sales comparison* approach.

APPRAISAL REPORTING

The appraisal report is intended to comply with the requirements of the *Uniform Standards of Professional Appraisal Practice* (USPAP) and the procedures and guidelines of the Alaska Right-of-Way Manual.⁶

It presents summary discussions of the data, reasoning, and analyses that were used to develop the appraiser's opinion of value. The data presented and the depth of discussions are specific to the client's intended use.

⁶ State of Alaska Department of Transportation and Public Facilities

PART III – PRESENTATION OF DATA

AREA DATA AND NEIGHBORHOOD ANALYSIS

ALASKA

Population⁷

With the COVID-19 pandemic limiting long-distance moves and a new group of fighter jets arriving to Alaska, the state has ended its longest stretch of population decline since World War II, according to estimates released by the Alaska Department of Labor and Workforce Development. From 2016 through 2020, the state recorded four consecutive years of population declines. But as of July 2021, Alaska had 734,323 residents, up 745 from the same date the year before. If not for the redeployment of F-35 fighter jets to Eielson Air Force Base, which brought about 1,000 new residents to the Fairbanks area, the decline may have continued. Even with the new arrivals, the number of people moving out of Alaska exceeded the number of people moving in for a ninth consecutive year. But the new arrivals narrowed the migration gap, and when coupled with a natural increase (births minus deaths), it was enough to post a small gain.

Economic Outlook – January 2023⁸

Alaska is forecasted to add 5,300 jobs in 2023 — 1.7 percent — as the state continues to recoup pandemic losses, although at a slightly slower rate than the past two years. We expect some industries to regain and then top their 2019 employment levels while others will take longer.

The easiest gains appear to be behind us. In 2021, rebounds from pandemic lows came from re-openings and massive infusions of federal money through household stimulus checks, enhanced unemployment benefits, and direct support to businesses and state and local governments. Rising oil prices and strong Alaska Permanent Fund investment returns that year also lifted state revenue projections. In 2022, Alaska continued to add jobs as students went back to school, cruise ships returned in full, more people traveled and ate out, and oil prices climbed.

This year's gains will likely come in smaller amounts from a wider range of industries, as we expect all Alaska industries to grow or hold steady. Many of 2022's patterns will continue this year, and no major changes are on the horizon aside from the federal infrastructure bill. However, that spending will just begin to ramp up in 2023 and span at least five years, so the resulting growth and its timing are difficult to predict.

History is the best guide when forecasting, and 2022 provided plenty of clues about what to expect this year. Some economic uncertainty from the pandemic persists, and Alaska's pre-pandemic economy was weak following a 2015-2018 state recession. Alaska's job growth in 2022 was among the slowest in the country. Supply chain disruptions from 2021 continued in 2022, and while some worked themselves out by the end of the year, COVID-19 is still a global problem. Future restrictions and supply chain disruptions, especially from China, remain possible. Worker shortages, the rising cost of labor, and inflation also worked against recovery in 2022 and will cause ongoing friction in 2023.

⁷ Alaska Broke its 4-Year Population Loss Streak in 2021, but the Gain Could be Short-Lived, by James Brooks, Anchorage Daily News, January 6, 2022.

⁸ Karinne Weibold, *Alaska Economic Trends*, January 2023

CORDOVA, ALASKA ⁹

Cordova is a community on Prince William Sound in the Gulf of Alaska. The town sits on Orca Inlet, in the southeastern portion of the Sound. With Eyak Mountain rising above the town, Cordova is surrounded by untamed wilderness and naturally protected waters. It lies 52 air miles southeast of Valdez and 150 miles southeast of Anchorage. The area encompasses 61.4 square miles of land and 14.3 square miles of water.

Cordova is accessible by plane or boat. The Merle K. "Mudhole" Smith Airport at mile 13 is state-owned and operated, with a 7,500' long asphalt runway and a 1,899' long gravel crosswind runway. Jet service is scheduled daily; air taxi and cargo services are available. Cordova Municipal Airport, state-owned and city-operated, has a 1,800' gravel runway. Float planes land at the Lake Eyak seaplane base or the small boat harbor.

The Alaska Marine Highway System provides scheduled ferry service, connecting Cordova with the communities of Whittier (gateway to Anchorage), Valdez, Tatitlek, and Chenega. Barge service to Cordova is year-round.

Local roads are maintained by the State Department of Transportation and the City Public Works Department. A 48-mile gravel road (Copper River Highway) provides access to the Copper River Delta to the east, although due to recent flood damage, the road cannot be travelled to its terminus at the historic Million Dollar Bridge. Cordova is linked directly to the North Pacific Ocean shipping lanes through the Gulf of Alaska and received year-round barge service.

Cordova supports a large fishing fleet for Prince William Sound and several fish processing plants. Copper River red salmon, pink salmon, herring, halibut, and other types of fish are harvested.

In 2011, nearly 400 residents held commercial fishing permits, and nearly half of all households have someone working in the industry - either harvesting or processing. The number increases even more if one also considers residents employed in seafood marketing and watershed protection.

The largest employers in Cordova are Trident Seafoods, Inc, Cordova School District, Cordova Community Medical Center, the City, and Alaska Department of Transportation. The U.S. Coast Guard maintains an Air Support Facility 13 miles out of town adjacent to Mudhole Smith Airport, and the U.S.C.G. buoy tender Sycamore is home ported in Cordova. The U.S. Forest Service also has personnel in Cordova.

Cordova is a Home Rule City in the Valdez-Cordova Census Area. A population trend is shown as follows:

Year	Population
2000 (census)	2,454
2010 (census)	2,239
2021 (DCCED Cert. Est.)	2,545

Summary

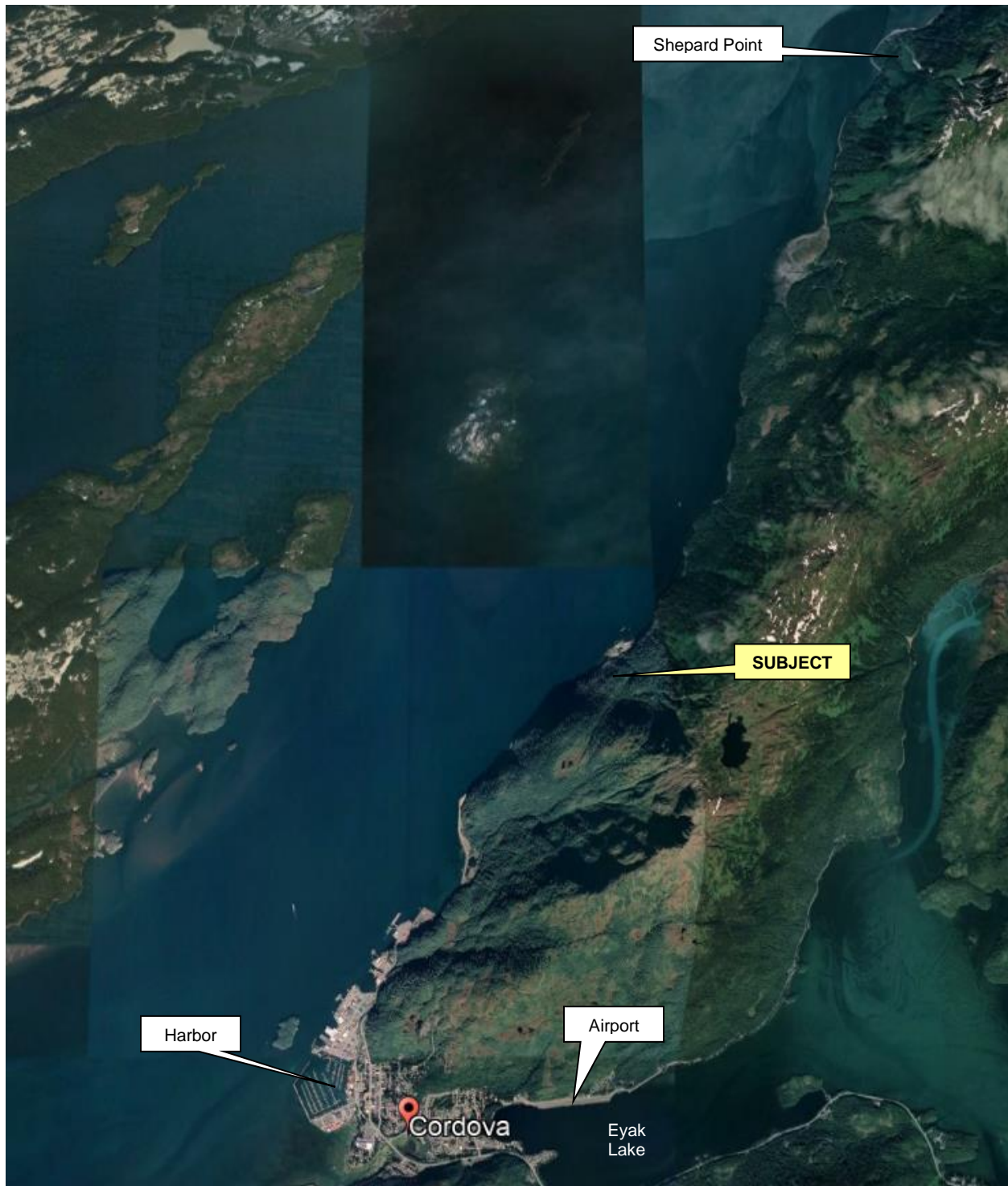
The population is stable. There are no apparent drivers of near-term growth; the outlook is for little change.

⁹ City of Cordova, AK - www.cityofcordova.net

NEIGHBORHOOD ANALYSIS

General Neighborhood

The *general neighborhood* is referenced by the city of Cordova on Orca Inlet, in the southeastern portion of Prince William Sound.

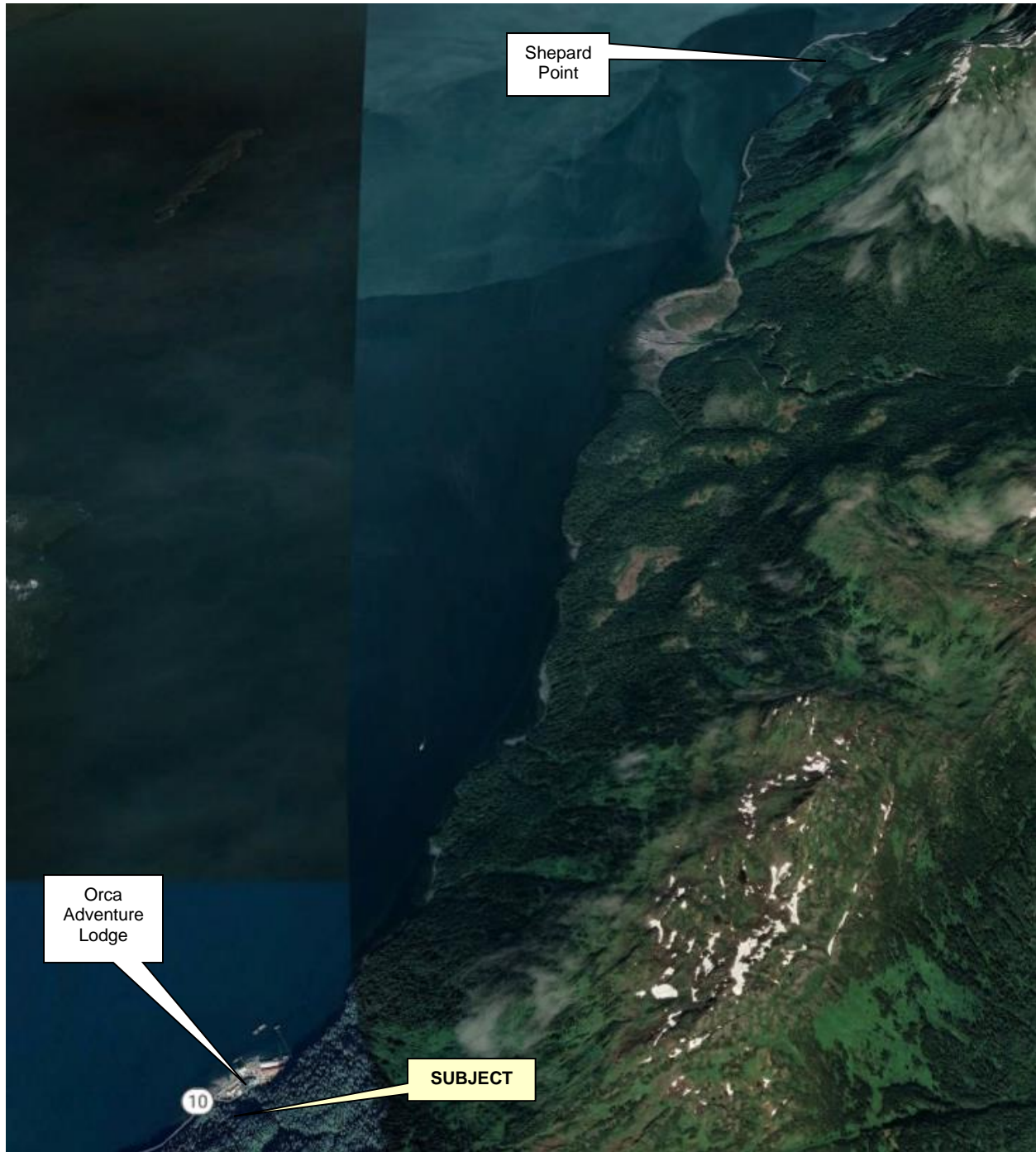


The community overlooks the sound. It includes a mix of residential, commercial and institutional uses. The general area is primarily residential with commercial / institutional (post office, high school, and police / fire department) located downtown (fronting the harbor) with single and multi-family residential uses setback from main arterials.

Access is good via a network of paved arterials and secondary connectors. Available public utilities include electricity, and public sewer and water. Improved structures in Cordova are heated via electricity, wood-burning stoves, and/or fuel/diesel stoves. Road maintenance and police and fire protection are provided by the city. Refuse service is also available. The City of Cordova does not offer public transportation.

Immediate Neighborhood

The *immediate neighborhood* is referenced by the end of New England Cannery Road (also known as Orca Road), a ± 3 mile long, paved, two-lane, rural road that extends north from the Cordova townsite along Orca Inlet. The terminus is home to the historic New England Fisheries cannery - converted and operated as the Orca Adventure Lodge.



Land Use / Development

Except for the lodge site, the terrain is undeveloped, steep, natural lands (mostly timbered).

Proximity

New England Cannery Road parallels the meandering shoreline along the base of the slope. It is the only route to the city and points beyond (airport, Whitshed Road).

Positive/Negative Externalities

The subject is road-accessible, and utilities (electricity and water) are available.

As proposed, the Shepard Point Oil Spill Response Facility will include a deep-water, all-tide dock, and uplands facilities – connected by a new road extending from the end of the existing New England Cannery Road

Despite limited demand, the neighborhood is suitable for users, developers and investors.

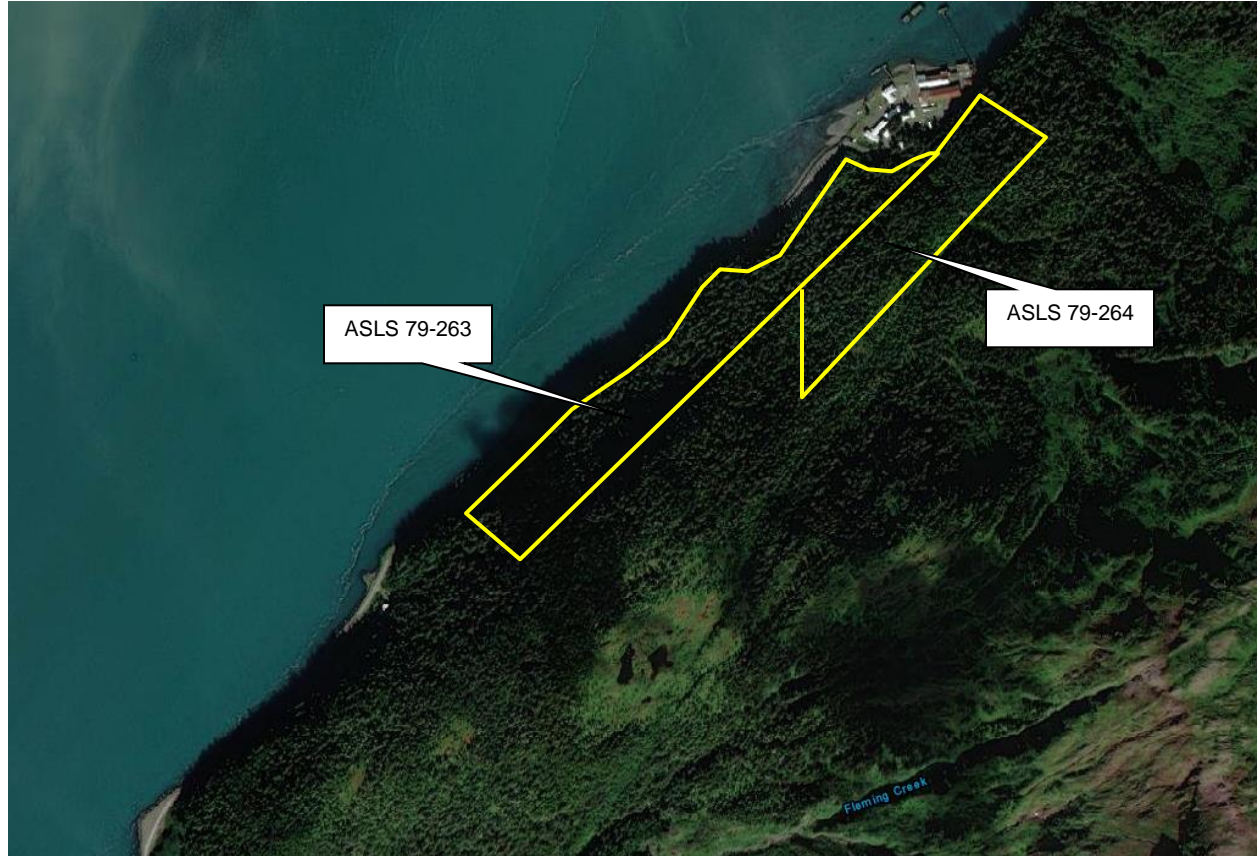
Note: While the proposed project is expected to enhance marketability and development opportunities on the abutting lands, the proposed acquisitions are appraised without project influence.

SITE DESCRIPTION

Location: The subject is located at the terminus of New England Cannery Road, in Cordova, Alaska. There is no site address.

Access: Direct, access to/from New England Cannery Road (paved 2-lane road).

Aerial Map:



Land Area:	Gross: ¹⁰	1,909,540 SF	43.837 AC
	Existing ROW:	0 SF	0.000 AC
	Net of Existing ROW:	1,909,540 SF	43.837 AC

Shape: The shape (as assembled) is very irregular, with good frontage to depth.

Road Frontage: The subject has an extensive amount of frontage ($\pm 3,400$ feet) along New England Cannery Road (per measurements from ASLS NO. 79-263).

Visibility/Exposure: New England Cannery Road

Traffic Count: N/A

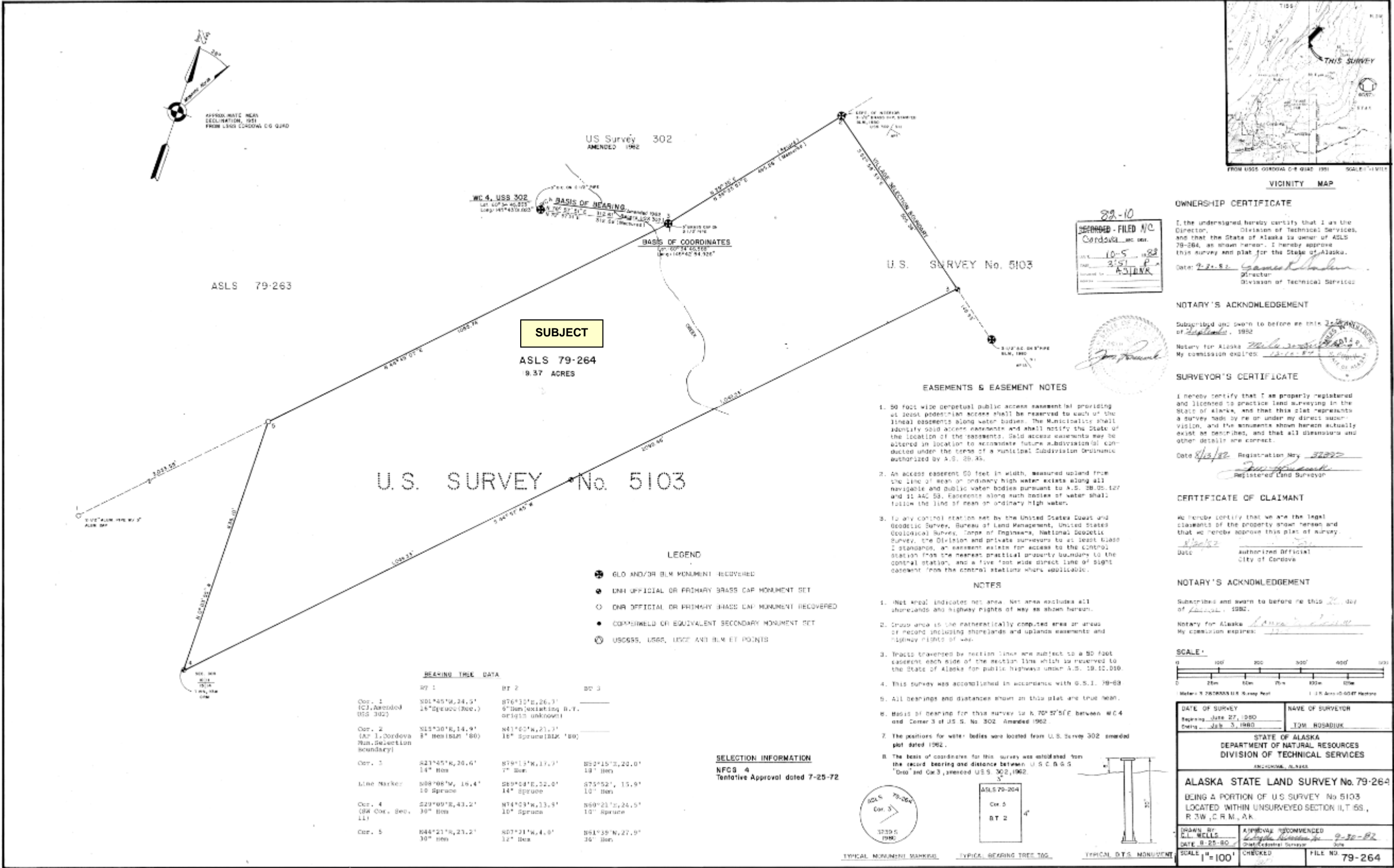
Utilities: Electricity and public water are generally available.

¹⁰ Per ROW Map, dated October 11, 2022.

Note: ASLS Nos. 79-263 (30.36 AC) and 79-264 (19.37 AC) totals 49.73 AC compared to 43.837 AC as reported on the ROW Map. We have relied on the project parcel information provided.



Plat No. 82-13



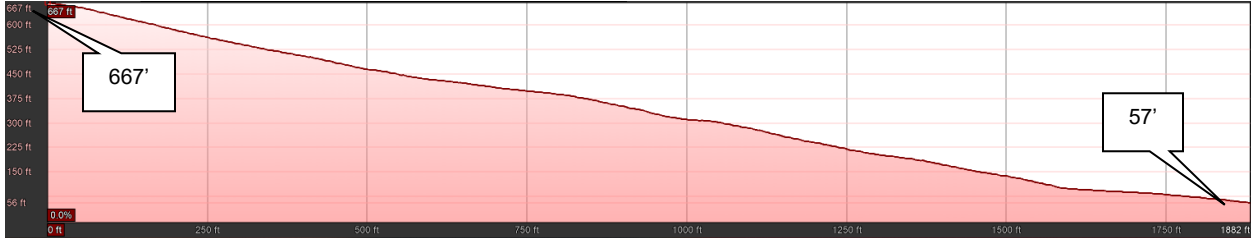
Topography:

The terrain is undeveloped, steep, natural lands (mostly timbered).



* White boundary line(s) are approximate.

Elevation Profile:



Flood Plain:

According to FEMA Flood Map 0200370054C effective December 16, 2015, the site is within Flood Zone X - areas determined to be outside the 0.2% annual chance floodplain.

Wetlands:

The site is located outside of designated wetlands.¹¹

Soils:

A soils report was not provided; the soils appear to be a layer of organics over bedrock.

**Easements/
Encumbrances:**

No easements are reported in the title report provided and/or on the parcel plat(s).

**Zoning/Public
Restrictions:**

The subject is located within the boundaries of the City of Cordova and is Split Zoned between Waterfront Commercial Park District and Low-Density Residential District.

The purpose of the Waterfront Commercial Park (WCP) District is to provide a mix of services, businesses and recreational activities to benefit the community. Uses within the WCP district are intended to be water dependent or water related, and primarily those uses that are particularly related to location, recreation, or commercial enterprises that derive an economic or social benefit from a waterfront location.

The following uses are permitted:

¹¹ National Wetland Inventory Mapper.

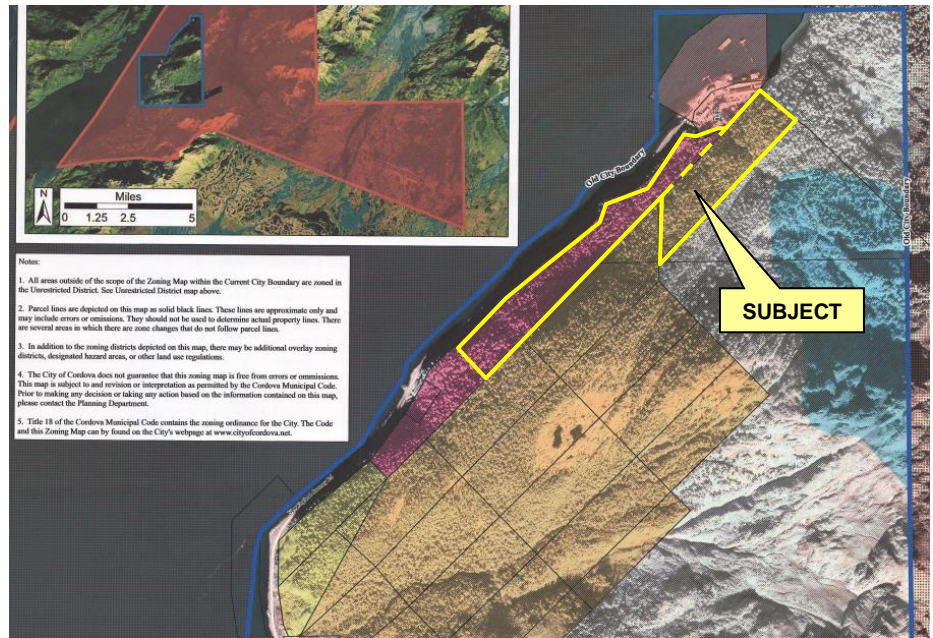
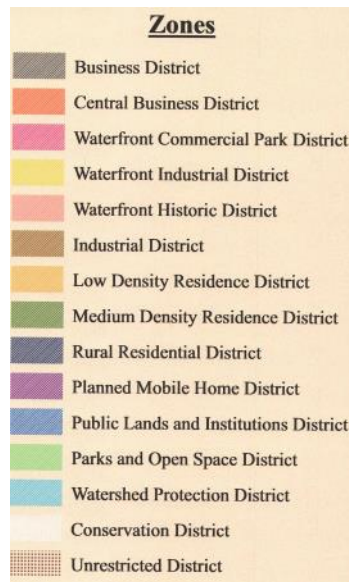
Waterfront Commercial Park (WFCP):

- Business services;
- Cultural centers;
- Docks and harbor facilities;
- Eating and drinking establishments;
- Hotels;
- Public service and municipal buildings;
- Retail services;
- Waterfront parks, access paths, and boardwalks.

Low Density Residential District:

- One-family, two-family, and three-family dwellings;
- Boardinghouses;
- Truck gardening, the raising of bush and tree crops, flower gardening, and the use of greenhouses;
- Home occupations;
- Accessory buildings and uses not used or operated for gain and not including guest houses or accessory living quarters;
- Required off-street parking.

Zoning Map:



Private Restrictions:

None noted.

Environmental Restrictions:

Subject to Alaska Department of Environmental Conservation (DEC) regulations for on-site water and waste-water disposal systems.

Environmental Issues:

I am not aware of any environmental issues affecting the site. The site (larger parcel) is not identified as a contaminated site per the Alaska Department of Environmental Conservation Contaminated Site Database.

Natural Resources

Whether the area timber is merchantable was not reported. Absent a qualified survey, what is financially feasible given the scale economies is unknown. Adjacent lands owned by EYAK to the northeast are subject to a Timber Conservation Easement.

While the subject could be a source of material for road building and maintenance, the financial feasibility of a quarry operation is dubious. The potential supply in the market area is vast and demand is limited.

More importantly, "Highest and best use cannot be predicated on a demand created solely by the project for which the property is acquired (e.g., rock quarry, when the only market is the highway project for which the property was acquired.)."¹²

"For just compensation purposes, property must be valued as a whole - not by summation of its constituent parts. Thus, the possible or actual existence of a resource in a property can only be considered to the extent its possible or actual existence would contribute to the market value of the whole property."¹³

"...Arriving at a valuation by multiplying an assumed quantity of mineral reserves by a unit price is almost universally disapproved by the courts."¹⁴

Where other mineral, oil, and gas resources are not documented and the probability of discovery is believed to be low, market (land) prices do not distinguish between fee simple and surface-only interests.

Adjacent Properties:

North: New England Cannery Road / Orca Inlet.

South: Vacant, wooded, steep to rolling mountainous terrain.

East: Vacant, wooded, steep to rolling mountainous terrain.

West: Orca Inlet.

Conclusion/Suitability:

Despite the subject's irregular configuration, it has an extraordinarily high ratio of road frontage to depth. Electricity and public water are available.

While the steep topography and related challenges hinder marketability, the upper elevations could offer good view sheds. Local examples where demand supported extraordinary engineering, construction techniques and costs are shown on the following page.

However, absent conceptualized plans, engineering, and qualified contractor estimates, what is physically possible and financially feasible are speculative unknowns.

The most probable near-term use is speculation.

¹² *Uniform Appraisal Standards for Federal Land Acquisitions 2016*, Section B-3, P. 35

¹³ *Uniform Appraisal Standards for Federal Land Acquisitions (UASFLA) 2016*, P. 178

The unit rule is often misapplied in valuations involving natural resources such as minerals, oil, and gas. As with any other component, the possible or actual existence of such resources can only be considered to the extent it would contribute to the market value of the whole property. *UASFLA 2016*, P. 98

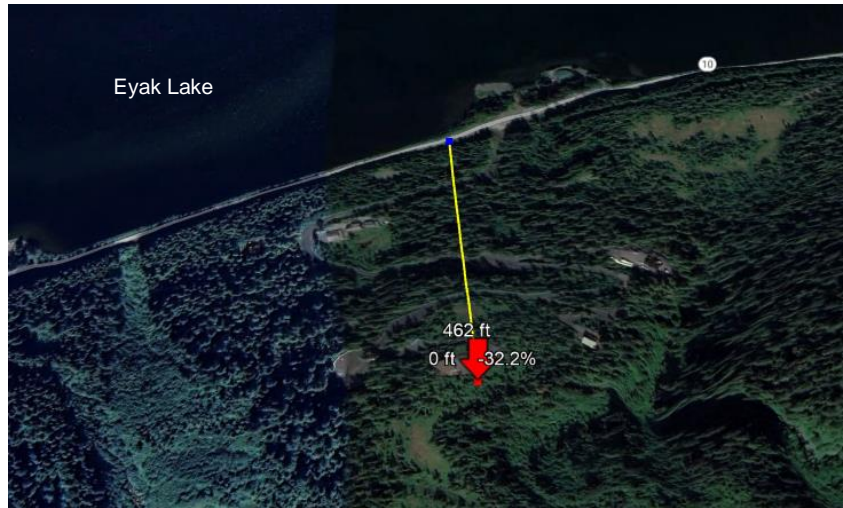
In the development of an appraisal concerning properties containing resource assets, it is particularly important to understand the unit rule. Property must be value as a whole for federal acquisition purposes, with due consideration of all of the components that make up its value. Its constituent parts are considered only in light of how they enhance or diminish the value of the whole.... Accordingly, it is improper to estimate the value of the surface of the property, add to it a valuation of the minerals or other resource such as water or timber (as estimated by a separate expert), and thereby conclude an opinion of total market value for the property. *UASFLA 2016*, P. 44

¹⁴ *Uniform Appraisal Standards for Federal Land Acquisitions 2016*, P. 181

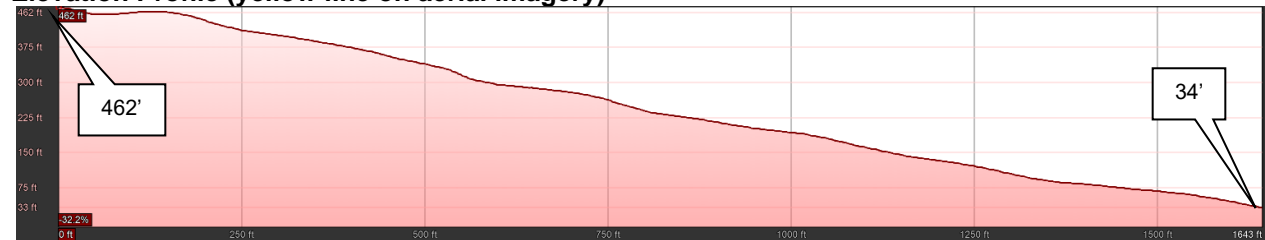
Alpine Falls Subd.

13-lot residential subdivision located at Mile 3.5 Copper River Highway across from Eyak Lake.

Note the switchbacks necessary to access the subdivision.



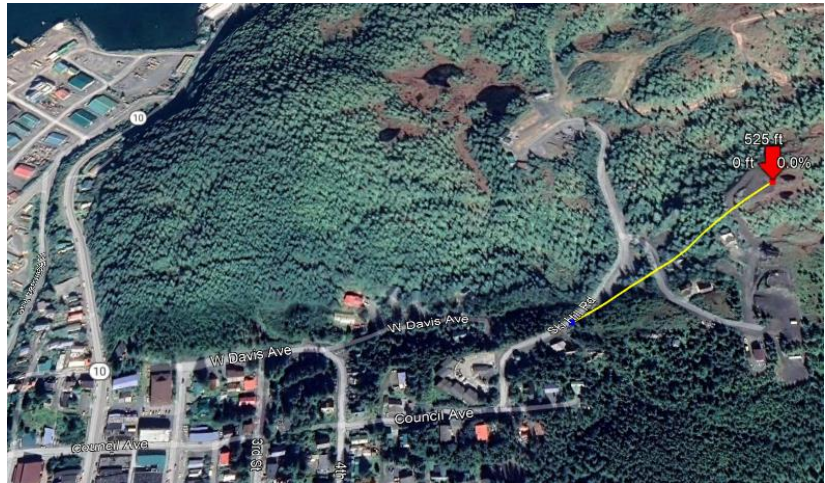
Elevation Profile (yellow line on aerial imagery)



Cabin Ridge Subd.

18-lot residential subdivision located on Ski Hill Road overlooking City of Cordova / Orca Inlet.

Note the switchbacks necessary to access the top lots. Large retaining walls for site development were observed during a drive by inspection (September 26, 2022).

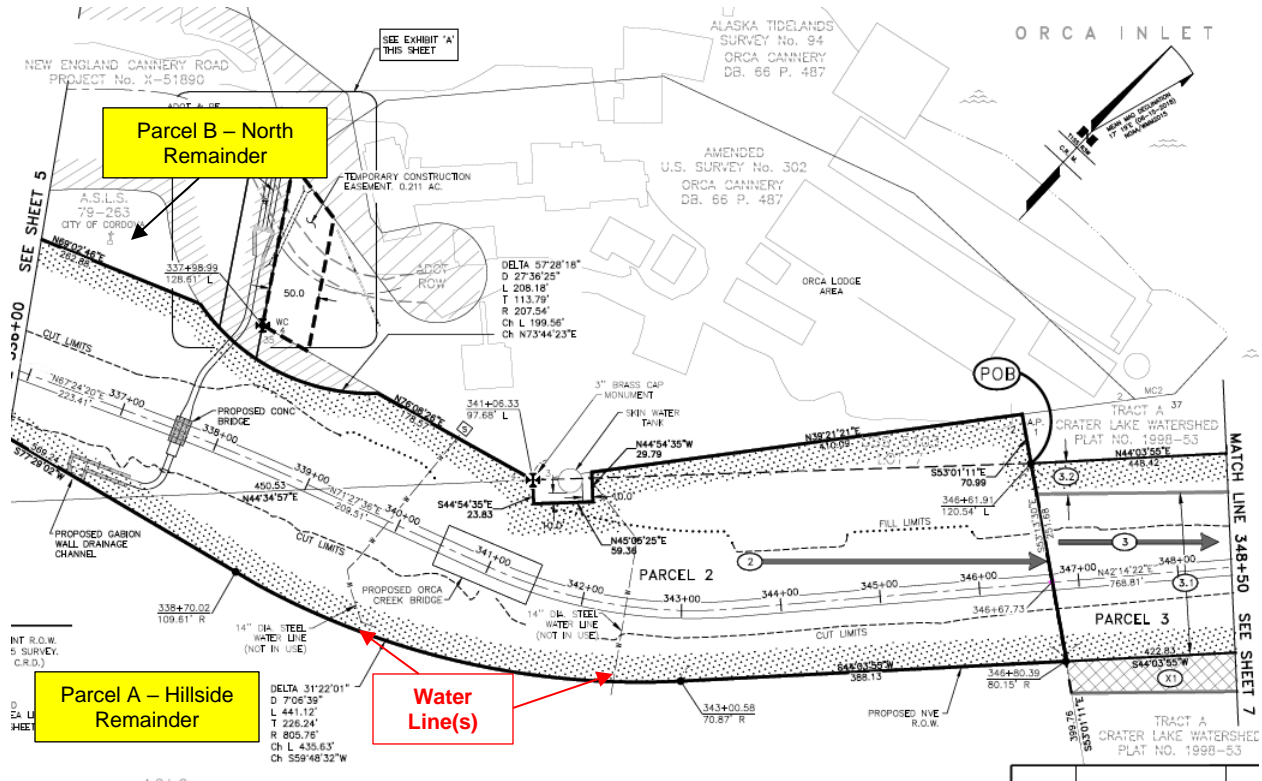


Elevation Profile (yellow line on aerial imagery)



IMPROVEMENT DESCRIPTION

The larger parcel is vacant/undeveloped except for some water system components.



We developed the appraisal according to the *extraordinary assumption* that any functioning water system components disturbed by the project will be restored within the scope of the construction contract.

SPECIALTY ITEMS, FIXTURES, AND TENANT-OWNED IMPROVEMENTS

N/A

PROPERTY TAXES

PAN (Parcel Account Number): N/A

The property is owned by the City of Cordova and tax exempt. Regardless, the subject is appraised as free and clear.

FIVE YEAR SALE HISTORY

SALES of the SUBJECT: (If no transaction within last 5 years, check ☒ NONE)

DATE OF SALE:

SALE PRICE:

TERMS:

DATE RECORDED:

INSTRUMENT:

GRANTOR:

DOCUMENT YEAR:

GRANTEE:

DOCUMENT NO:

INTERVIEWED:

DATE CONFIRMED:

COMMENTS:

Date: December 9, 2022

Verified By: Steve Carlson, MAI

PART IV – ANALYSIS OF DATA AND CONCLUSIONS

MARKET ANALYSIS

The Appraisal Institute recognizes two categories of market analysis: inferred and fundamental. Given the property type and stable market conditions, an *inferred demand* analysis is appropriate. Demand is inferred from general market conditions and the data selected for direct comparison.

Market Exposure Time may be defined as "the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal; a retrospective estimate based upon an analysis of past events assuming a competitive and open market." ¹⁵

The overall concept of reasonable exposure encompasses not only adequate, sufficient and reasonable time but also adequate, sufficient and reasonable effort. Marketing time is also a function of the amount and quality of the available inventory, asking prices and investor requirements.

MARKET ACTIVITY

Market participants use both the Alaska Multiple Listing Service (FLEX MLS) and the Southeast Alaska MLS.

While the statistics do not distinguish between property types, the FLEX MLS 10-year sales trend for vacant land in the Cordova area shows limited but stable activity in terms of transaction volume (2 to 3 per year). Average market exposure times trend less than two years.

Despite the limitations, the available data is adequate for purposes of developing an opinion of market value.

The population is stable. There are no apparent drivers of near-term growth; the outlook is for little change. Deteriorating economic conditions attributed to both the crash in oil prices and the COVID-19 pandemic was expected to influence local real estate market conditions.

However, in most submarkets, there is little to no evidence of seller/lessor concessions for most property types. Oil prices have rebounded, and the economy has shown resilience over the past year. The state budget deficit, rising interest rates and inflation remain a concern, but the 5-year supports a market time / exposure period of ± 1 year.

Year	# Sold	Avg. DOM
2012	2	195
2013	0	0
2014	1	531
2015	3	17
2016	2	40
2017	5	414
2018	1	0
2019	3	567
2020	2	250
2021	4	570
2022	2	440

¹⁵ Source: Appraisal Standards Board Statement 6 and Advisory Opinion 80-7.

HIGHEST AND BEST USE

DETERMINATION OF THE LARGER PARCEL

The property identified (Parcel No. 2) is the larger parcel (see: Identification of the Property; Determination of the Larger Parcel).

HIGHEST AND BEST USE

Highest and Best Use is defined in the 14th Edition of the *Appraisal of Real Estate*, Appraisal Institute, as “the reasonably probable use that results in the highest value.”

“AS VACANT”

Permissible Use

Legal restrictions could include public restrictions (zoning), private restrictions (conditions, covenants, & restrictions [CCR's), plat notes, and easements.

Public Restrictions

The subject is Split Zoned between Waterfront Commercial Park District and Low-Density Residential District.

The purpose of the Waterfront Commercial Park (WCP) District is to provide a mix of services, businesses and recreational activities to benefit the community. Uses within the WCP district are intended to be water dependent or water related, and primarily those uses that are particularly related to location, recreation, or commercial enterprises that derive an economic or social benefit from a waterfront location.

The following uses are permitted:

Waterfront Commercial Park (WFCP):

- Business services;
- Cultural centers;
- Docks and harbor facilities;
- Eating and drinking establishments;
- Hotels;
- Public service and municipal buildings;
- Retail services;
- Waterfront parks, access paths, and boardwalks.

Low Density Residential District:

- One-family, two-family, and three-family dwellings;
 - Boardinghouses;
 - Truck gardening, the raising of bush and tree crops, flower gardening, and the use of greenhouses;
 - Home occupations;
 - Accessory buildings and uses not used or operated for gain and not including guest houses or accessory living quarters;
- Required off-street parking.

Private Restrictions

None noted.

Plat Notes

N/A

Easements

No easements are reported in the title report provided and/or on the parcel plat(s).

Possible Uses

The subject is a very irregular-shaped (as assembled) parcel of land totaling (43.837 AC; $\pm 1,909,540$ SF). Despite this configuration, it has an extraordinarily high ratio of road frontage to depth. Electricity and public water are available. While the steep topography and related challenges hinder marketability, demand for upper-elevation view properties could support extraordinary engineering, construction techniques and costs.

However, absent conceptualized plans, engineering, and qualified contractor estimates, what is physically possible and financially feasible are speculative unknowns. The most probable near-term use is speculation.

Feasible Use

Market area demand for similarly large parcels (43.837 acres) is not evident and we are not aware of any financially feasible uses.

Maximally Productive Use

Absent any known financially feasible use, the highest and best use 'as vacant' is speculation.

Most Probable Buyer – As Vacant

The most probable buyer is an investor/developer.

LAND VALUATION

Sales comparison is the most common technique for valuing land and it is the preferred method when comparable sales are available. Elements of comparison include:¹⁶

- Property rights
- Financing terms
- Conditions of sale (motivation)
- Expenditures immediately after purchase
- Market conditions (sale date)
- Physical characteristics
 - Zoning
 - Utility availability
 - Access
 - Location
 - Soils and topography
 - Size and Shape

SUMMARY OF COMPARABLE SALES

There are no recent sales of similar properties in the market area. An expanded data search in terms of time and geography is necessary.

Comparable sales selected for direct comparison are identified in the following table and on the map. The analysis recognizes a \$/AC unit of comparison. Details are presented in the addenda.

* DOM – days on market
** NL – Not listed
*** NA – Not available

No.	Address	Status	Date	Purchase \$	▲ AC	\$/AC	DOM*
Subj.	NSN New England Cannery Road	---	---	---	43.837	---	---
2800	ASLS 88-55 Copper River Hwy., Cordova, AK	Sold	11-04	\$250,000	132.51	\$1,887	N/A
3859	110 Aialik St. Seward, AK	Sold	5-13	\$80,000	49.85	\$1,605	231
4167	25294 W Glenn Hwy., Sutton, AK	Sold	12-21	\$145,000	50.00	\$2,900	245
4169	MP 55 Glenn Hwy- near Moose Creek	Sold	7-22	\$225,000	32.18	\$6,992	30
4180	NSN Abbott Rd., Seldovia, AK	Sold	4-22	\$199,000	21.941	\$9,070	130
4181	Lot 4, Lynnvista Estates Ph. 1, Haines, AK	Sold	3-22	\$325,000	18.70	\$17,375	648
4182	Setback from 415 Mitkoff Hwy., Petersburg, AK	Sold	7-15	\$140,000	19.783	\$7,077	497

▲ Net usable area (NUA).

¹⁶ The Appraisal of Real Estate, 14th Edition, Appraisal Institute

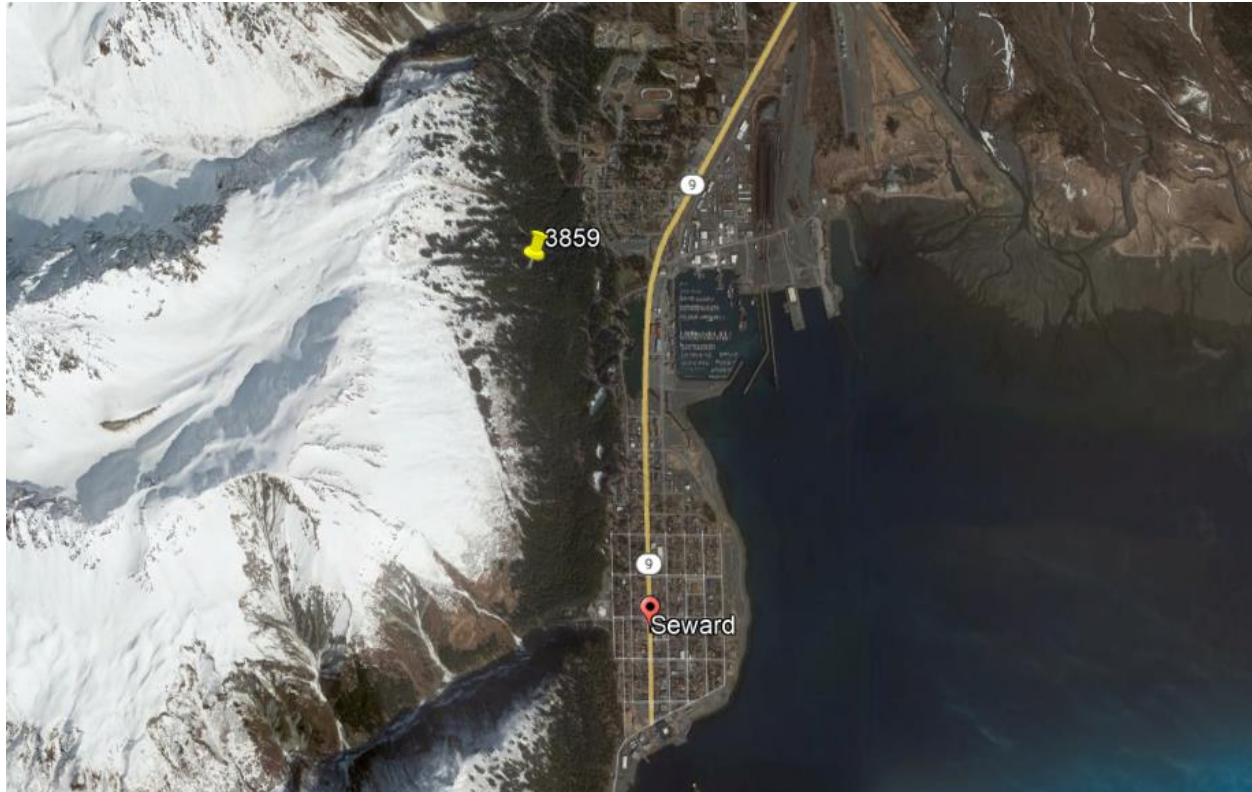
COMPARABLE SALES MAP



CORDOVA, AK - MAP



SEWARD, AK – MAP



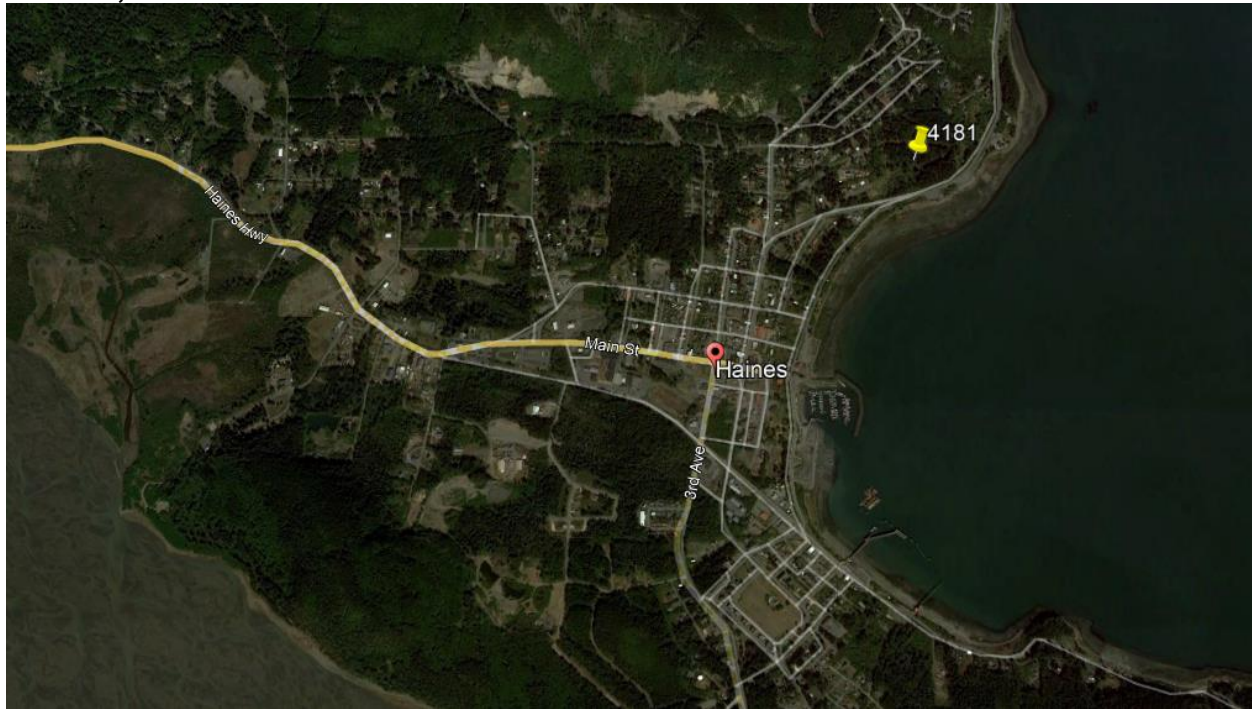
SUTTON, AK – MAP



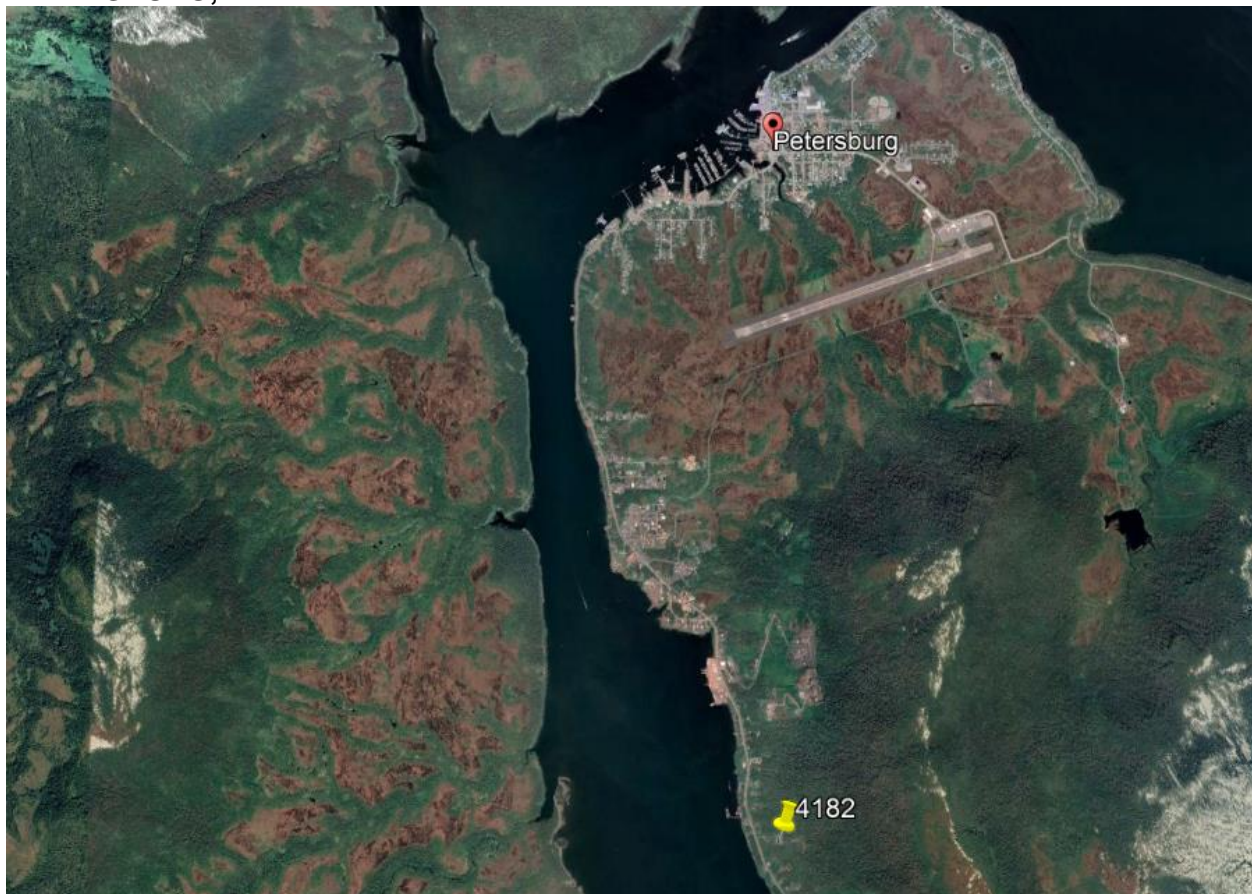
SELDOVIA, AK – MAP



HAINES, AK – MAP



PETERSBURG, AK – MAP



DESCRIPTION OF THE COMPARABLES

The comparables are identified in the previous table and on the map. The property characteristics are summarized in the following comparison grid. Details are presented in the addenda.

CORRELATION (EXPLANATION OF THE ADJUSTMENTS)

All of the comparables reflect arm's length sales/acquisitions of the fee simple interest (except where noted). Atypical motivations, if any, are recognized in the reconciliation. The indicated unit values are already adjusted to a cash equivalent value (if required) and for expenditures immediately after purchase (e.g., demolition or the cost-to-cure known defects/deficiencies).

Market Conditions

Market conditions have been generally stable over the time period bracketed by the comparables and the date of valuation (see market analysis). I made no quantitative adjustment but acknowledge the dates of sale in the final reconciliation.

Physical Inequalities

I correlated the comparables with qualitative adjustments (superior, inferior, approximately equal) according to the following criteria.

Location

The qualitative adjustment recognizes:

- Proximity to goods and services
- Neighborhood compatibility (externalities)
- Exposure to traffic

Size

The sizes of the properties selected for comparison (18.7 AC to 132.51 AC) bracket the subject (43.837 AC). I applied qualitative adjustments to acknowledge the general trend. Broader market data confirms that unit prices typically decrease as parcel size increases. In other words, in terms of unit price, a smaller parcel is superior to a larger tract that is otherwise similar.

Shape/Configuration

Properties with high ratios frontage-to-depth have an advantage over narrow-and-deep configurations that are otherwise similar.

Access, Topography, Soils, Utilities, Restrictions, Amenity

The qualitative adjustments for other inequalities are based on the observations summarized in the grid.

COMPARATIVE ANALYSIS

I correlated the comparables in the following *relative comparison analysis* grid. An overall net adjustment (<, >, ±) is applied to develop value indicators on the bottom line.

No.	Subject - Parcel No. 2	2800	3859	4167	4169	4180	4181	4182
Status	---	Sold	Sold	Sold	Sold	Sold	Sold	Sold
Address/Location	NSN New England Cannery Road	MP ±2 Copper River Hwy.	110 Aialik St.	25294 W Glenn Hwy.	MP 55 Glenn Highway	NSN Abbott Rd.	NSN Ocean View Dr.	Setback from 415 Mitkof Hwy.
Sale Price	---	\$250,000	\$80,000	\$145,000	\$225,000	\$199,000	\$325,000	\$140,000
Date	---	11-04	5-13	12-21	7-22	4-22	3-22	7-15
Size	43.837 AC	132.51 AC	49.85 AC	50.00 AC	32.18 AC	21.941 AC	18.705 AC	19.783 AC
Indicated \$/AC	---	\$1,887/AC	\$1,605/AC	\$2,900/AC	\$6,992/AC	\$9,070/AC	\$17,375/AC	\$7,077/AC
General Location	Terminus of New England Cannery Rd. (AKA Orca Rd.), ±MP 3, Cordova, AK	Eyak Lake, Cordova, AK	Seward, AK	Sutton, AK	Sutton, AK	N of Airport, just outside city limits of Seldovia, AK	Located on Lutak Road, within city limits of Haines, AK	4.15 Mi. out of town (Petersburg, AK), setback from Mitkof Hwy.
• Neighborhood	Orca Adventure Lodge, infill development	Rural, infill development	Rural, infill development	Rural, infill development	Rural, infill development	Rural residential / recreation; infill development	Established rural residential	Rural, infill development
• ADT (2020)	N/A	N/A	N/A	1,720 – W Glenn Hwy.	1,720 – W Glenn Hwy.	N/A	N/A	N/A
		approx.=	slightly superior	superior	superior	slightly superior	slightly inferior	superior
Access	Adequate; paved	Adequate; paved approx.=	Adequate (gravel) slightly inferior	Adequate; paved approx.=	Adequate; paved approx.=	Adequate (gravel) slightly inferior	Adequate from (2) streets; both are gravel offsetting	Adequate; gravel (section line) slightly inferior
Topography	Site is steeply sloping upward from road; some topography challenges noted, heavily treed	Wooded, moderate upward slope, at grade slightly superior	Steep and heavily treed approx.=	Slopes upward to a bench, some topo challenges, heavily treed approx.=	Steep to rolling and wooded. Development complicated by topo. approx.=	Partially wooded, level to sloping to steeply sloping, at grade of Abbott Rd. slightly superior	Wooded, level to sloping, gently rolling slightly superior	Heavily wooded, gently sloping slightly superior
Soils	Adequate	Adequate approx.=	Adequate approx.=	Adequate approx.=	Adequate approx.=	Adequate approx.=	Adequate approx.=	Adequate approx.=
Utility Availability	E & public W available	E available slightly inferior	E adjacent slightly inferior	E is on-site slightly inferior	E reportedly 'in area' inferior	E reportedly 'in area' inferior	E, W/S available superior	E reportedly 'in area' inferior
Size	43.837 AC	132.51 inferior	49.85 AC approx.=	50.00 AC approx.=	32.18 AC approx.=	21.941 AC superior	18.705 AC superior	19.783 AC superior
Shape: • Corner/interior	Very irregular, interior lot	Very irregular, interior lot	Rectangular, interior lot	Slightly irregular, interior lot	Irregular triangle	Irregular, interior lot (as assembled)	Irregular, interior lot	Irregular, setback lot
• Front to depth	High	Adequate slightly inferior	Adequate offsetting	Adequate slightly inferior	High approx.=	Low no adj.	Adequate offsetting	Adequate offsetting
Restrictions	Split zoned between Waterfront Commercial Park & Low-Density Residential	Rural Residential District	Resource Management	Un-zoned	Un-zoned	Un-zoned	Single Residential	Un-zoned
• Zoning								
• Other; plat/CCRs	None reported	None reported	None reported	None reported	None reported	None reported	None reported	None reported
		approx.=	slightly inferior	approx.=	approx.=	no adj.	no adj.	no adj.
Probable/Intended Use	Rural residential / speculation	Rural residential / speculation approx.=	Speculation approx.=	Rural residential / recreation approx.=	Rural residential / recreation approx.=	Rural residential / recreation / speculation approx.=	Rural residential lot subdivision approx.=	Speculation approx.=
Other	Good Orca Inlet views	Good views of Eyak Lake approx.=	Good views Seward Harbor approx.=	Good views slightly inferior	Good views slightly inferior	Good views, fronts Seldovia Lagoon superior	Good views approx.=	Good views approx.=
Other	None	None approx.=	None approx.=	None approx.=	None approx.=	None approx.=	Some seller motivation see reconciliation	None approx.=
Indicated \$/SF	---	> \$1,887/AC	> \$1,605/AC	> \$2,900/AC	< \$6,992/AC	< \$9,070/AC	< \$17,375/AC	< \$7,077/AC

FINAL RECONCILIATION – VALUE OF THE WHOLE

The data generates a wide range of adjusted unit values from \$1,605 to \$17,375/acre. The relative market position of the subject is isolated in the following table.

Comp. #	\$/AC	Reconciliation
4181	▼\$17,375	2022 sale and similar in terms of a road front setting directly across from the shoreline but most weight given to advantage in size and utility availability.
4180	▼\$9,070	2022 sale and similar in terms of coastal community not connected to highway but generally superior.
4182	▼\$7,077	Dated sale (2015) and offsetting inequalities but more weight given to the influence of size and location (proximity to the Pacific NW).
4169	◀▶\$6,992	Similar in size. Giving most weight to a superior location in terms of market activity, the inequalities tend to be offsetting.
Subject		
4167	◀▶\$2,900	2021 sale. Similar in size. Giving most weight to a superior location in terms of market activity, the inequalities tend to be offsetting.
2800	▲\$1,887	Most similar in terms of location but more weight given to inferior size (132.51 AC) and dated sale (2004).
3859	▲\$1,605	Similar in size. Location advantage is more than offset by inferior characteristics. Dated sale (2013).

Comparable Nos. 4167 and 4169 are recent sales that support a bracketing range from \$2,900 to \$6,992/AC. They are the most similar to the subject in terms of the topographic challenges to the development access.

Buyer preferences and evaluation criteria are not universal but allowing for a general upward trend, market value is fairly represented above the middle of the narrowed range at \$6,000/AC, (upper-quartile, rounded) or **\$263,100** (\$6,000/AC x 43.837 AC, rounded to nearest \$100).

CONTRIBUTION OF THE IMPROVEMENTS IN THE AREA OF THE ACQUISITION

None requiring compensation.

Subject to the *extraordinary assumption* cited, any functioning water system components disturbed by the project will be restored within the scope of the construction contract.

FINAL RECONCILIATION – VALUE OF THE WHOLE PROPERTY

SUMMARY - VALUE OF THE WHOLE PROPERTY

The whole property value is calculated as follows:

Land value *		\$263,100
Indicated contribution of the improvements		\$0
Indicated whole property value	(rnd.)	\$263,100

* The indicated value of the whole (and the value of the right-of-way easement acquisition) reflects the fee value – unallocated for rights previously reserved or conveyed, if any (e.g. subsurface rights, utility easements, leaseholds, etc.).

ACQUISITION VALUE

VALUE OF THE ACQUISITION AS A PART OF THE LARGER PARCEL

The gross area of the right-of-way (ROW) easement acquisition is 273,078 SF (6.269 AC).

The area encumbered by existing PLO or section line easements is 0 SF.

The net area of the acquisition is 273,078 SF (6.269 AC).

At \$6,000/AC, the indicated value of the ROW easement acquisition area – as a part of the whole – is calculated as follows:

Part to be acquired in fee (net)	6.269 AC
Price per square foot	\$6,000 / AC
<hr/>	
Indicated value of the land to be encumbered by the ROW easement. <i>rounded upward to the nearest \$100</i>	\$37,700
Indicated contribution of the improvements in the easement area	\$0
<hr/>	
Indicated value of the acquisition as a part of the whole (rnd.)	\$37,700

REMAINDER VALUE AFTER THE ACQUISITION

DESCRIPTION OF THE REMAINDER

Except for a reduction in size and improved access, the physical characteristics of the remainders are generally the same as in the before condition.

The north end of the remainder will be split by the $\pm 200'$ wide right-of-way easement.

			Acres
Remainder			37.568
• Allocation to Large Hillside Remainder			37.224
• Allocation to North Remainder		* ±15,000	±0.344

* Appraiser's estimated scaled measurements from the ROW Map

The north remainder will have the same access as in the before condition (direct via New England Cannery Road); the hillside remainder will have access along the new right-of-way easement.

Highest and Best Use

The highest and best use of both remainders in the after condition is the same as in the before condition but development opportunities and marketability are enhanced by the new road. Despite the small size of the north remainder, it is a semi-strategic site with available electricity and public water.

VALUE OF THE REMAINDER AS PART OF THE WHOLE

Indicated value of the whole*	\$263,100
<u>Less: Value of the acquisition as part of the whole</u>	<u>(\$37,700)</u>
Indicated value of the remainder(s) as part of the whole	\$225,400

* The indicated value of the whole (and the value of the right-of-way easement acquisition) reflects the fee value – unallocated for rights previously reserved or conveyed, if any (e.g., subsurface rights, utility easements, leaseholds, etc.).

VALUE OF THE REMAINDERS AS AN INDEPENDENT PARCEL

The remainders are suitable for the same uses as in the before condition, but the new road enhances marketability and development opportunities. Predictability, the value of the remainders as independent parcels is more than their value as parts of the whole. However, because *special benefits*¹⁷ can only be charged against damages and there are none, there is no purpose to a measure.

For the purpose of measuring compensation, the effect of the acquisition is simply a reduction in area. The value of the remainder as an independent parcel is at least as much (\geq) as its value as a part of the whole (larger parcel).

Indicated value of the remainder as an independent parcel: ≥ \$225,400

¹⁷ Specific, i.e., not general, benefits that accrue to property remaining after a partial taking. Benefits deductible in ascertaining the amount of damages to be awarded in eminent domain, as resulting from the improvement for which land is taken and peculiar to condemnee's property or interest, not being shared by all the property in the vicinity. Value accruing to the remainder of a property by reason of acquisition and use by the state or a portion of such property where such value is special and said remainder and not enjoyed by the general public. Benefits may be special although other owners on the facility receive similar benefits. – Real Estate Valuation in Litigation, 2nd Addition, Appraisal Institute, pages 323 and 324.

COST TO CURE ANALYSIS

N/A

VALUE OF THE EASEMENT(S) ACQUIRED

N/A

TEMPORARY CONSTRUCTION PERMIT

N/A

TEMPORARY CONSTRUCTION EASEMENT

N/A

SUMMARY – MARKET VALUE OF THE ACQUISITION

1.	Land acquired *	\$37,700
2.	+ Improvements acquired	\$0
3.	+ Net damages	\$0
4.	+Cost-to-cure	\$0
5.	+Permits acquired (TCP)	\$0
6.	+Easements acquired	\$0
7.	+PLO or section line easements acquired	\$0
8.	+Any other interests acquired	\$0
9.	Total Market Value of Acquisition	\$37,700

* The property interest to be acquired is characterized as right-of-way (ROW) easement(s). Because it will effectively convey the exclusive use of the encumbered area (the owner retains no utilitarian rights), it is equivalent to a fee acquisition.

ADDENDA

OPPORTUNITY TO ACCOMPANY THE APPRAISER

Steve Carlson, MAI, inspected the property in the presence of Cordova City Planner Kevin Johnson (907-424-6220) on December 9, 2022 (on the ground) and on December 10, 2022 (from the air).

Appraisers
1199 E. Dimond Blvd., # 200
Anchorage, Alaska 99515
Phone: 907-274-4654
Fax: 907-274-0889
E-mail: bsr@ak.net

BLACK-SMITH, BETHARD & CARLSON, LLC



November 28, 2022

To: Kevin Johnson, City Planner
City of Cordova
planning@cityofcordova.net

Re: Shepard Point Oil Spill Response Facility & Connecting Road Project

Project No.: 65928
Project Parcel: 2

Mr. Johnson

Our company has been hired by the Native Village of Eyak to appraise the proposed partial acquisition(s) from the City of Cordova parcel identified as:

Lot 7, U.S. Survey No. 5103, T. 15 S., R. 3 W., C.R.M.
(ASLS No. 79-263 AND ASLS No. 79-264)

The appraisal specifications require that I give the owner(s) or appointed representative the opportunity to accompany me on my inspection.

If you don't feel that a joint inspection is necessary, you can comment on property attributes, values, and the effect(s) of the acquisition by phone, email, or letter.

If you could confirm your preference(s) by return email, I would appreciate it. I would like to get out there before the holidays.

If you have any questions, please call.

Thank you,

Steve Carlson, MAI
Black-Smith, Bethard & Carlson, LLC
1199 East Dimond Boulevard, Suite 200
Anchorage, AK 99515

907-274-4608 (office)
907-242-1259 (cell)

I accompanied / met with Steve Carlson on December 9, 2022

TITLE REPORT

 First American Limited Liability Report	Limited Liability Report
	ISSUED BY
	First American Title Insurance Company
	REPORT NUMBER 3973093

File No.: 0209-3973093

Ref No.: Parcel 2

To: McClintock Land Associates
Attn: Travis Baril
16942 North Eagle River Loop Road
Eagle River, AK 99577

Limitation of Liability for Informational Report

IMPORTANT - READ CAREFULLY: THIS REPORT IS NOT AN INSURED PRODUCT OR SERVICE OR A REPRESENTATION OF THE CONDITION OF TITLE TO REAL PROPERTY. IT IS NOT AN ABSTRACT, LEGAL OPINION, OPINION OF TITLE, TITLE INSURANCE COMMITMENT OR PRELIMINARY REPORT, OR ANY FORM OF TITLE INSURANCE OR GUARANTY. THIS REPORT IS ISSUED EXCLUSIVELY FOR THE BENEFIT OF THE APPLICANT THEREFOR, AND MAY NOT BE USED OR RELIED UPON BY ANY OTHER PERSON. THIS REPORT MAY NOT BE REPRODUCED IN ANY MANNER WITHOUT FIRST AMERICAN'S PRIOR WRITTEN CONSENT. FIRST AMERICAN DOES NOT REPRESENT OR WARRANT THAT THE INFORMATION HEREIN IS COMPLETE OR FREE FROM ERROR, AND THE INFORMATION HEREIN IS PROVIDED WITHOUT ANY WARRANTIES OF ANY KIND, AS-IS, AND WITH ALL FAULTS. AS A MATERIAL PART OF THE CONSIDERATION GIVEN IN EXCHANGE FOR THE ISSUANCE OF THIS REPORT, RECIPIENT AGREES THAT FIRST AMERICAN'S SOLE LIABILITY FOR ANY LOSS OR DAMAGE CAUSED BY AN ERROR OR OMISSION DUE TO INACCURATE INFORMATION OR NEGLIGENCE IN PREPARING THIS REPORT SHALL BE LIMITED TO THE FEE CHARGED FOR THE REPORT. RECIPIENT ACCEPTS THIS REPORT WITH THIS LIMITATION AND AGREES THAT FIRST AMERICAN WOULD NOT HAVE ISSUED THIS REPORT BUT FOR THE LIMITATION OF LIABILITY DESCRIBED ABOVE. FIRST AMERICAN MAKES NO REPRESENTATION OR WARRANTY AS TO THE LEGALITY OR PROPRIETY OF RECIPIENT'S USE OF THE INFORMATION HEREIN.

File No. 0209-3973093

Effective Date: July 1, 2022 at 8:00 am

Fee: \$255.00

Title is vested in:

City of Cordova

The land referred to in this Report is situated in the State of Alaska and is described as follows:

All that real property, located within Township 15 South, Range 3 West, Copper River Meridian, Alaska, being a portion of Lot 7, U.S. Survey No. 5103, as shown on the supplemental plat of U.S. Survey No. 5103, Alaska, officially filed on October 8, 1992, said real property being more particularly described as follows:

Beginning at Corner No. 3 of Amended U.S. Survey No. 302, a 3 1/4 inch brass cap on a 2 inch stainless steel post, marked AS 302 C3 ATS 94 MC2 RP 954E 1962, as described on Alaska Tidelands Survey No. 94, recorded as Plat No. 63-224, Cordova Recording District, dated July 9, 1963;

Thence, North 45° 05' 25" East, across said Lot 7, U.S. Survey No. 5103, along the northwesterly boundary of the Shepard Point Road Right-of-Way, AKDOT& PF Project No. 65928, a distance of 500.39, feet to the point of intersection with the boundary of said Lot 7, U.S. Survey No. 5103, also being the boundary of Tract A, as shown on the Amended Plat "A Plat of Crater Lake Watershed Tract's, A Subdivision of Lot 14 U.S.S. 5103," recorded as Plat No. 1998-53, Cordova Recording District, dated December 30, 1998;

Thence, South 53° 13' 30" East, across said Shepard Point Road Right-of-Way, along the boundary of said Lot 7, U.S. Survey No. 5103, being also the boundary of said Tract A, Plat No. 1998-53, a distance of 201.63 feet, to the point of intersection with the southeasterly boundary of said Shepard Point Road Right-of-Way;

Thence, South 44° 03' 55" West, along the southeasterly boundary of said Shepard Point Road Right-of-Way, a distance of 388.13 feet, to a point of curvature;

Thence, along the southeasterly boundary of said Shepard Point Road Right-of-Way, along a curve to the right, having a delta angle of 31° 22' 01", a radius of 805.76 feet, an arc length of 441.12 feet, and a chord which bears South 59° 48' 32" West, a distance of 435.63 feet, to a point of tangency;

Thence, South 77° 29' 02" West, along the southerly boundary of said Shepard Point Road Right-of-Way, a distance of 569.24 feet, to a point of curvature;

Thence, along the southerly boundary of said Shepard Point Road Right-of-Way, along a curve to the left, having a delta angle of 7° 16' 11", a radius of 671.24 feet, an arc length of 85.17 feet, and a chord which bears South 73° 50' 57" West, a distance of 85.11 feet, to the point of intersection with the southeasterly boundary of the New England Cannery Road Right-of-Way, AKDOT& PF Project No. X-51890, as shown on said Shepard Point Road Right-of-Way, AKDOT& PF Project No. 65928;

Thence, along the southeasterly boundary of said New England Cannery Road, along a curve to the left, having a delta angle of 2° 37' 47", a radius of 821.74 feet, an arc length of 37.71 feet, and a chord which bears North 36° 46' 30" East, a distance of 37.71 feet, to a point of tangency;

Thence, North 35° 27' 37" East, along the southeasterly boundary of said New England Cannery Road, a distance of 232.74 feet, to the point of intersection with the northerly boundary of said Shepard Point Road Right-of-Way;

Thence, North 69° 02' 46" East, along the northwesterly boundary of said Shepard Point Road Right-of-Way, a distance of 262.88 feet, to the point of intersection with the southerly boundary of said New England Cannery Road;

Thence, along the southerly boundary of said New England Cannery Road, along a curve to the left, having a delta angle of 58° 58' 08", a radius of 202.73 feet, an arc length of 208.65 feet, and a chord which bears North 73° 44' 23" East, a distance of 199.56 feet, to the point of intersection with of line 4-3 of said Amended U.S. Survey No. 302. Thence, North 76° 08' 26" East, along said line 4-3, a distance of 178.57 feet to Corner No. 3 of said Amended U.S.

File No. 0209-3973093

Survey No. 302, and the Point of Beginning, Cordova Recording District, Third Judicial District, State of Alaska.

EXCEPTING THEREFROM THE SUBSURFACE ESTATE and all rights, privileges, immunities and appurtenances of whatsoever nature accruing unto said estate pursuant to the Alaska Native Claims Settlement Act of 12-18-71 (85 Stat 688, 704; 43 U.S.C. 1601, 1613(f) (1976) as reserved by the United States of America.

The title to the herein described land is subject to the matters shown as exceptions herein, which exceptions are not necessarily shown in order of their priority.

EXCEPTIONS

1. Reservations or exceptions in patents or in acts authorizing the issuance thereof.
Recorded: January 23, 1996
Recording Information: Book 70 Page 440
2. Reservations or exceptions in patents or in acts authorizing the issuance thereof.
Recorded: March 26, 1996
Recording Information: Book 70 Page 644
3. Taxes and/or Assessments, if any, due The City of Cordova.
4. The terms, covenants, conditions and provisions, including rights-of-way and easements as contained in the Alaska Native Claims Settlement Act, dated December 18, 1971, U.S. Public Law 92-203, 85 Stat. 688, 43 U.S.C.A. 1601, et seq.
5. Reservation of the subsurface estate in said land including, but not limited to, rights of entry to explore, develop or remove minerals from said subsurface estate, as set forth in Sections 14(f) and 14(g) of the Alaska Native Claims Settlement Act referred to hereinabove.

NOTE: No assurance is given as to the vertical delineation of the surface and subsurface estates in said land as provided in said act.
6. A claim, if any, of any person of a right, title, interest, or possession to the property, or any portion thereof, under the Alaska Native Allotment Act of May 17, 1906, 34 Stat 197, as amended; thence Alaska Native Claims Settlement Act of 1971 518, 43 USC 51617; or the Alaska National Interest Land's Conservation Act of 1980, 5905, 43 USC 51634.
7. Rights of the public and of governmental bodies in and to that portion of the premises herein described lying below the high water mark of Orca Inlet, Eyak Lake, Crater Lake and any unnamed ponds.
8. Any adverse claim based upon the assertion that some portion of said land is tide or submerged lands, or has been created by artificial means or has accreted to such portion so created.
9. Any preference rights which may exist under the Alaska Land Act, terms, provisions and reservations under the Submerged Lands Act (43 USCA 1301, 67 Stat. 29) and the enabling act (Public Law 85-508, 72 Stat. 339).
10. Terms, provisions and reservations under the Submerged Land Act (43 U.S.C.A. Sections 1301 through 1311) and the rights of the United States of America to regulate commerce, navigation, flood control, fishing and production of power.

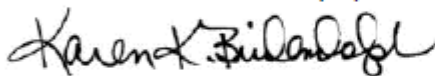
File No. 0209-3973093

11. Any prohibition or limitation on the use, occupancy or improvements of the land resulting from the right of the public or riparian owners to use any waters which may cover the land or to use any portion of the land which is now or may formerly have been covered by water.
12. Rights of the public and/or governmental agencies in and to any portion of the above described real property lying within any roadway or public easement areas.
13. Reservation of all oil, gas and mineral rights as reserved in an instrument
Recorded: March 26, 1996
Recording Information: Book 70 Page 644

Note: Title to the mineral estate, as it pertains to said property, has not been further searched and no insurance is provided under this policy.
14. The effect of the notes which appear on the plat of said subdivision plats 82-10 and 82-13. (Copy Attached)

NOTE: The attached plat, if any, is furnished solely for the purpose of assisting in locating the premises and does not purport to show all highways, roads or easements affecting the property. No reliance should be placed upon this plat for location or dimensions of the property and no liability is assumed for the correctness thereof.

First American Title Insurance Company



Karen Bridendolph, Senior Title Officer

COMPARABLE LAND SALES

Property Identification

Record ID	2800
Property Type	Rural residential
Property Name	ASLS 88-55 Copper River Highway
Location	Off Mi. 2 Copper River Highway
Tax ID	N/A
Legal	ASLS 88-55

Sale Data

Grantor	University of Alaska
Grantee	John and Barbara Harvill; and James and Patricia Kallander
Sale Date	November 10, 2004 - closed sale
Deed Book/Page	Deed of Trust Doc. No. 2005-000167-0
Recorded Plat	89-3
Property Rights	Fee Simple
Marketing Time	N/A
Financing	Cash
Sale History	UAA sale
Verification	John Harvill; 907424-4512, May 10, 2008; Other sources: UAA, Confirmed by Mike Collins. Other sources: B-SBC File No. 15-036.

Sale Price	\$250,000
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Land Data

Zoning	Rural residential
Topography	Wooded, sloping; lake views
Utilities	E, T available
Shape	Irregular with adequate frontage to depth
Access	Adequate paved access
Soils	Adequate soils
Other Restrictions	None
Amenities	Good views of Eyak Lake with clearing of trees
Present Use (At Sale)	Vacant
Highest and Best Use	Rural residential subdivision / speculation
Intended Use	Rural residential subdivision / speculation
Assessed \$ (At Sale)	N/A

Land Size Information

Gross Land Size	132.51 Acres or 5,772,136 SF
------------------------	------------------------------

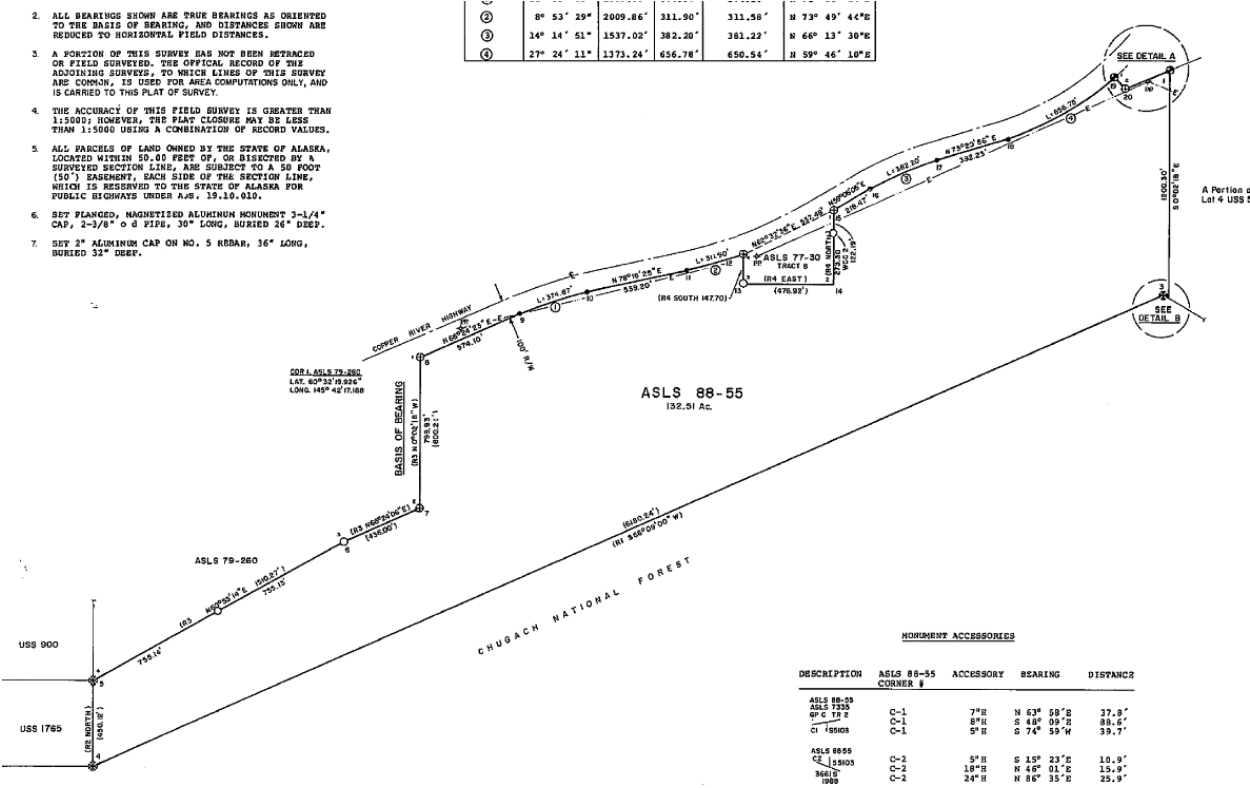
Indicators

Sale Price/Gross Acre	\$1,887
Sale Price/Gross SF	\$0.04

Remarks

Large tract, partially developed with Alpine Falls Subdivision; a 13-lot subdivision featuring ±3 acre lots with good views. The most recent lot sale (August 2017) per MLS #17-6879, sold for \$195,000 after 101 days on the market. There have been several lots listed for sale ranging from \$140,000 to \$185,000 but all expired in September 2021 with no ownership change, reportedly per City of Cordova tax records and/or State of Alaska Recorder's Office.

Plat No. 89-3



Looking south at Alpine Falls Subdivision from Copper River Highway. Photo taken by Mike Forsland, September 26, 2022.



Property Identification

Record ID 3859
Property Type Recreational/residential
Address 110 Aialik Street, Seward, AK
Location Base of Mt. Marathon
USGS Quad Map Seward A-7
Latitude, Longitude 60° 7'12.24"N/ 149°27'10.03"W
Tax ID 14823015
Legal Description Lengthy legal- portion of US Survey 931

Sale Data

Grantor David Dexter & M. Lisa Paesani
Grantee Justin K. Waite
Sale Date May 07, 2013, Pending date
Deed Book/Page 2013-000855
Recorded Plat Portion USS 931
Property Rights Fee simple
Marketing Time 231
Conditions of Sale No undue stimulus reported
Financing Cash
Sale History Listed for \$90,000
Verification Todd Peterson (907-224-3350), June 07, 2021; Other sources: MLS# 12-13369, Confirmed by Ryan McGillivray; Other sources: B-SBC File No. 20-036 (1).

Sale Price \$80,000

Neighborhood Adjacent Seward infrastructure

Land Data

Zoning Resource Management
Topography Steep and heavily treed
Utilities Electricity adjacent
Shape Primarily rectangular
Access Available from Aialik Street and Vista Avenue
Soils Appear adequate
Other Restrictions None noted
Amenities Scheffler Creek adjacent
Present Use (At Sale) Vacant land
Highest and Best Use Residential/ Recreation
Intended Use Unknown
Assessed \$ (At Sale) N/A

Land Size Information

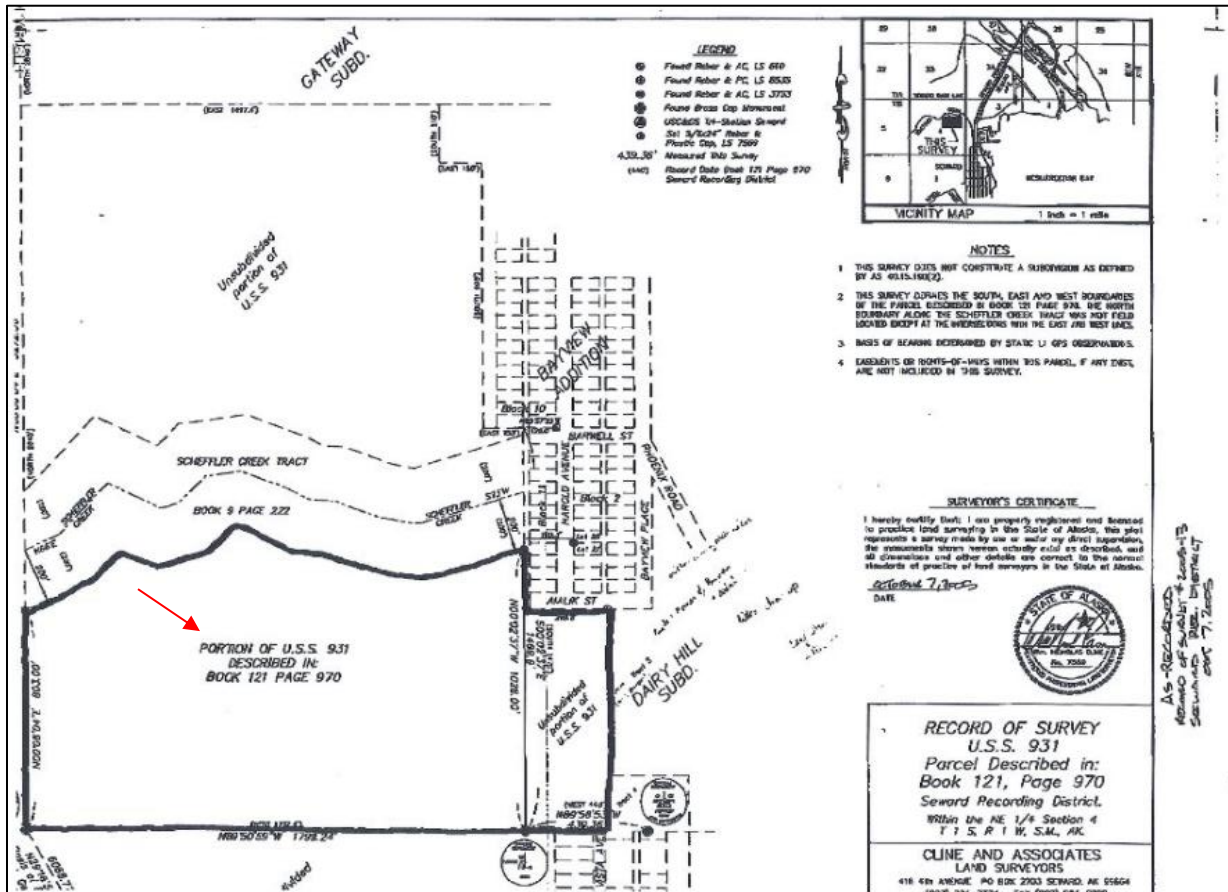
Gross Land Size 49.850 Acres or 2,171,466 SF

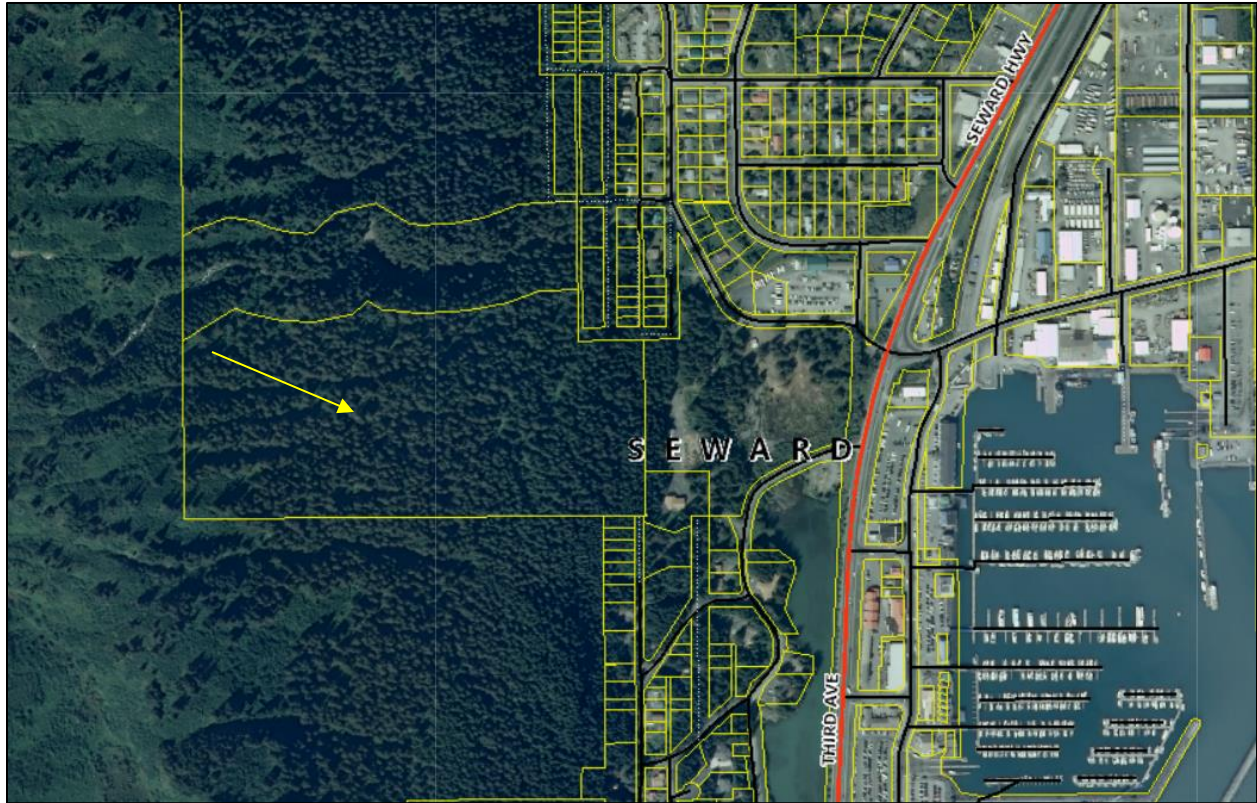
Indicators

Sale Price/Gross Area \$1,605/Acre
Sale Price/Gross SF \$0.04

Remarks

Sale of a parcel located at the base of Mt. Marathon, adjacent Seward infrastructure. The listing and selling agents were unsure of the buyers' intended use. No improvements have been constructed since the purchase.





Property Identification

Record ID	4167
Property Type	Recreational Land/lot, Vacant Land
Address	25294 W. Glenn Highway, Sutton, Alaska
Location	MP 69 Glenn Highway
USGS Quad Map	Anchorage C-5
Longitude, Latitude	W1418.691120, N61.737539
Township/Range/Section	T19N R04E S14
Tax ID	19N04E14B001
Legal Description	T19N R04E S14 B001
Plat Record	N/A
Property Rights	Fee simple or equivalent

Sale Data

Grantor	Sutton Storage LLC
Grantee	Eugene and Maret Anderson
Sale Date	December 30, 2021, Pending date
Deed Book/Page	2022-004714-0
Sale Price	\$145,000
Financing	Seller financing- typical terms
Sale History	Listed on 4/29/21 @ \$145,000
Marketing Time	245
Conditions of Sale	Owner owns adjacent parcel to the east
Verification	Jamison Peters; 907-715-7151, October 25, 2022 Other sources: MLS 21-6124, Confirmed by Ryan McGillivray

Neighborhood

Rural Highway district near Sutton View

Land Data

Access	MP 69 Glenn Highway (paved); access easement from neighboring parcel
Topography	Slopes upward to a bench, some topo challenges, heavily treed
Soils	Appear adequate
Utilities	Electricity on-site
Shape	Slightly irregular interior lot
Zoning	un-zoned
Other Restrictions	None noted
Amenities	None
Present Use (At Sale)	Vacant land
Highest and Best Use	Rural residential/recreation
Intended Use	Rural residential/recreation
Assessed \$ (At Sale)	\$30,000

Land Size Information

Gross Land Size	50.000 Acres or 2,178,000 SF
Front Footage	1,500 ft Glenn Highway

Indicators

Sale Price/Gross Acre	\$2,900
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Remarks

The parcel is steep from the Glenn Highway. According to the listing and selling agent, Jamison Peters, it was marketed as being accessed by an easement from the neighboring parcel to the west he was also marketing for sale. Mr. Peters said the purchaser was the adjoining owner to the east and the parcel can be accessed from that lot. The parcel was owner financed and the terms were not immediately available;

however, Mr. Peters believed they were typical. He was unsure of the buyers intended use but assumed it would be for private recreation.

We did not inspect the property for this assignment but have viewed the property during recent appraisal assignments for the Trust Lands Office (Ryan McGillivray and Steve Carlson on August 3, 2022). We also relied on 13 images/exhibits included in the FLEX MLS listing documents and Mat-Su Borough GIS resources that include aerial and LIDAR imagery, contour mapping, wetland, and flood-zone delineations.

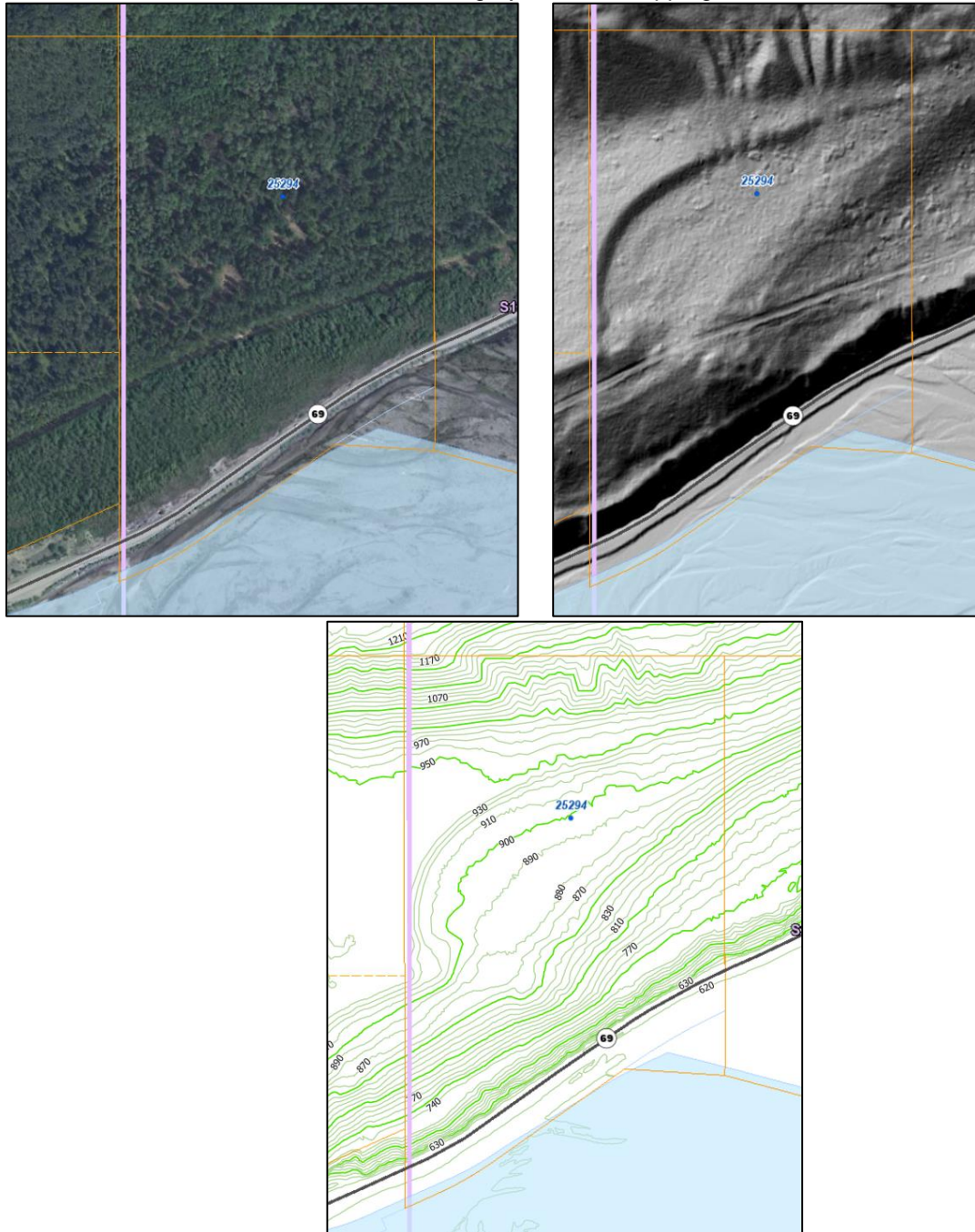




Image provided by Google Earth Street scene

Property Identification

Record ID	4169
Property Type	Residential/Recreational, Vacant Land
Address	NSN W. Glenn Highway, Sutton, Alaska 99645
Location	MP 55 Glenn Highway
USGS Quad Map	Anchorage C-6
Longitude, Latitude	W149.016729, N61.679933
Township/Range/Section	T18N R02E S2
Tax ID	18N02E02A009
Legal Description	T18N R02E S2 A009
Plat Record	N/A
Property Rights	Fee simple or equivalent

Sale Data

Grantor	Larry Lawson
Grantee	Axel Bodner and Sarah Forss
Sale Date	July 07, 2022, Pending date
Deed Book/Page	2022-017259-0
Sale Price	\$225,000
Financing	Cash
Sale History	Listed on 6/7/22 @ \$250,000
Marketing Time	30
Conditions of Sale	No undue stimulus reported
Verification	Beau Bodner; 907-382-1921, June 08, 2021 Other sources: MLS 22-7705, Confirmed by Ryan McGillivray

Neighborhood

Rural Highway district near Sutton

Land Data

Access	Glenn Highway (paved)
Topography	Steep to rolling, some topo challenges, heavily treed
Soils	Appear adequate
Utilities	Electricity is in the area
Shape	Irregular lot with extensive highway frontage
Zoning	un-zoned
Other Restrictions	None noted
Amenities	None
Present Use (At Sale)	Vacant land
Highest and Best Use	Rural residential/recreation
Intended Use	Personal residence
Assessed \$ (At Sale)	\$69,200

Land Size Information

Gross Land Size	32.180 Acres or 1,401,761 SF
Front Footage	2,100 ft Glenn Highway

Indicators

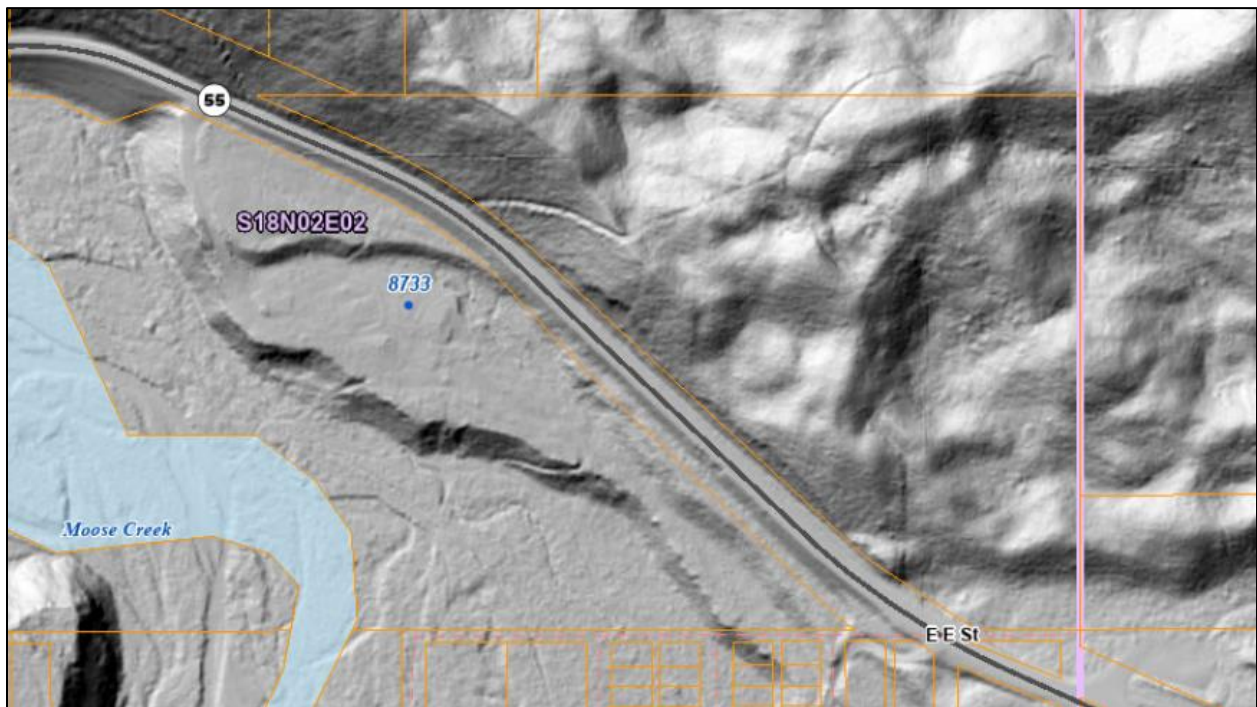
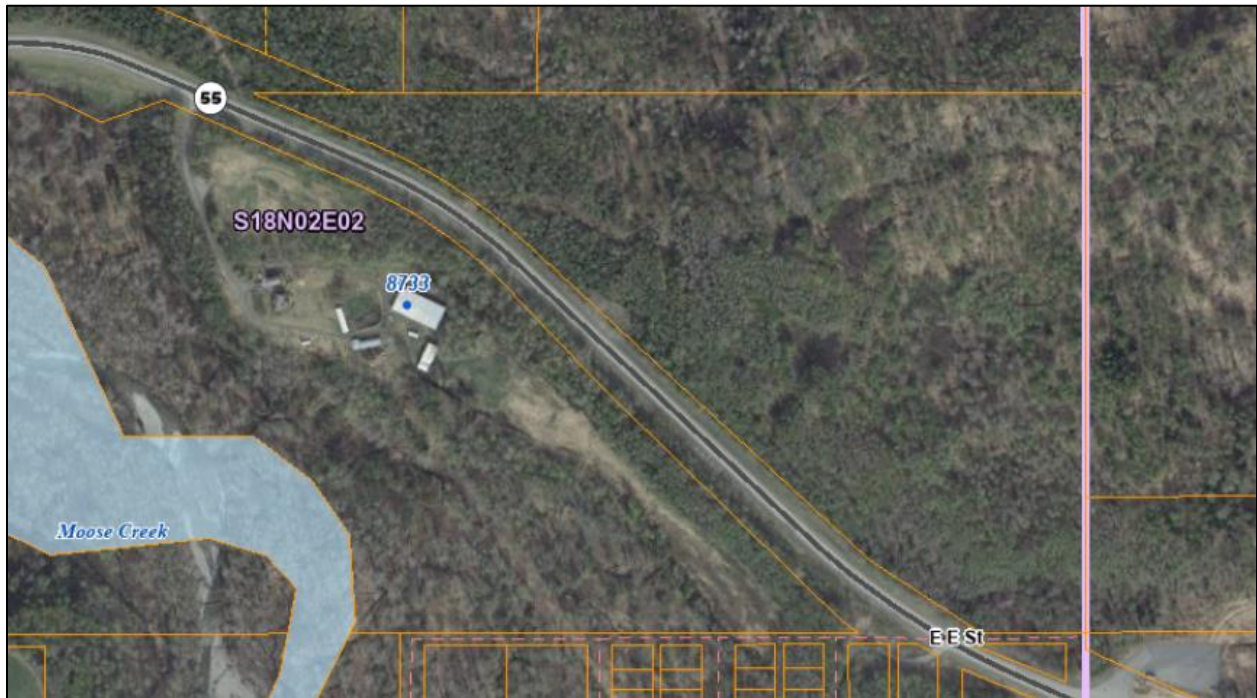
Sale Price/Gross Acre	\$6,992
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Remarks

According to the selling agent, Beau Bodner, the buyer (his brother) is a heavy equipment operator with the knowledge/skill to develop a driveway from the Glenn Highway to a suitable elevated home-site.

We did not inspect the property for this assignment but have viewed it during recent appraisal assignments for the Trust Lands Office (Ryan McGillivray and Steve Carlson on August 3, 2022. We also relied on 6

images/exhibits included in the FLEX MLS listing documents and Mat-Su Borough GIS resources that include aerial and LIDAR imagery, contour mapping, wetland and flood-zone delineations.



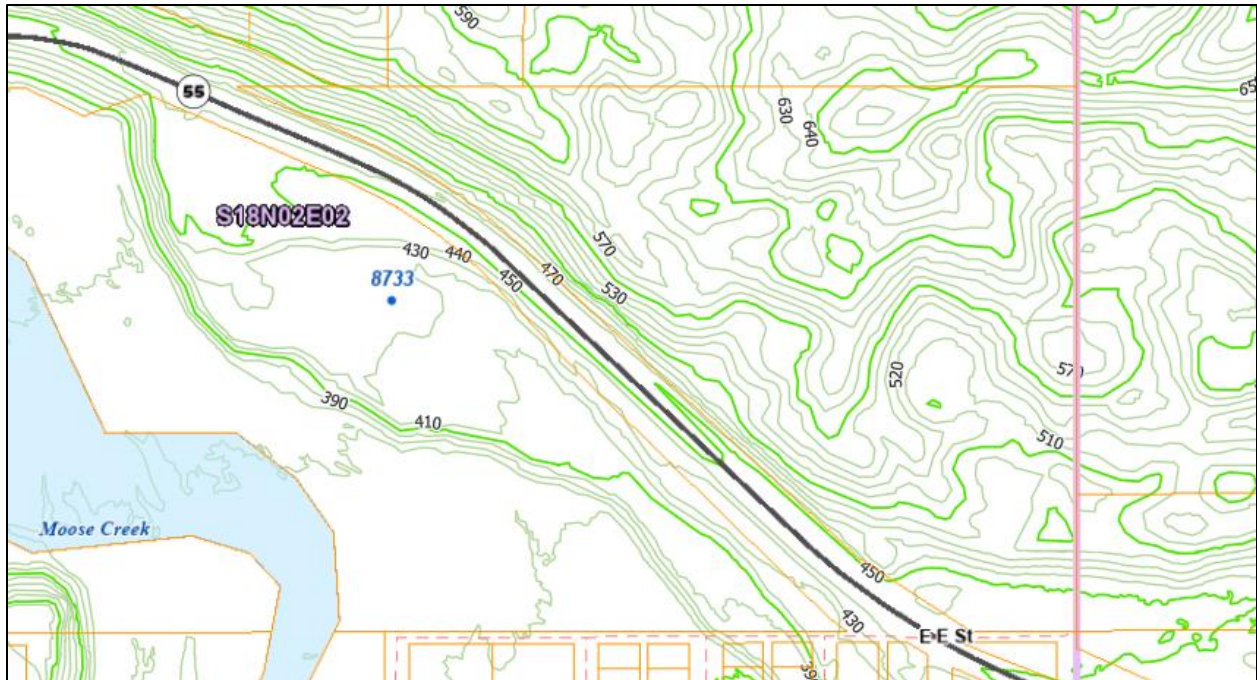


Photo provided by MLS

Property Identification

Record ID	4180
Property Type	Rural Residential / Recreational
Address	NSN Abbott Road, Seldovia, Alaska
Location	Bisected by Abbott Road, fronting Seldovia Lagoon, N of Airport
Tax ID	19112220 and 19112202
Legal Description	Tract B, Van Hulle Smith Wilson Subd. (Plat 80-5) & see below
T/R/S	N1/2SW1/4SE1/4 Sec. 29 T8S, R14W, Seward Meridian, AK

Sale Data

Grantor	Dong Mei Xie
Grantee	Jeremiah K Jorgensen
Sale Date	April 09, 2022, pending date
Deed Book/Page	2022-000067-0
Recorded Plat	80-5
Property Rights	FS or equivalent
Marketing Time	130 days
Conditions of Sale	No undue stimulus reported
Financing	Cash
Sale History	See remarks
Verification	See remarks; Other sources: MLS #21-17515, Confirmed by Mike Forsland

Sale Price	\$199,000
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Land Data

Zoning	Un-zoned
Topography	Partially wooded, level to sloping to steeply sloping, at grade of Abbott Road
Utilities	Electric is reportedly 'in area'
Shape	Irregular, 2-parcel assemblage with low frontage to depth
Neighborhood	N of Airport, just outside Seldovia city limits
Access	Adequate, gravel and by water
Soils	Appear adequate
Other Restrictions	None
Amenities	Seldovia Lagoon waterfront; uplands offer good views
Present Use (At Sale)	Vacant
Highest and Best Use	Rural residential, recreation
Intended Use	Rural residential, recreation
Assessed \$ (At Sale)	\$158,600 (2022)

Land Size Information

Gross Land Size	22.244 Acres or 968,949 SF
Road Easement	(0.303 Acres or 13,200 SF, 1.36%)
Net Useable Land Size	21.941 Acres or 955,749 SF, 98.64%
Front Footage	220 ft Abbott Road (gravel); 244 ft Seldovia Lagoon

Indicators

Sale Price/Gross Acre	\$8,946
Sale Price/Gross SF	\$0.21
Sale Price/Net Acre	\$9,070
Sale Price/Net SF	\$0.21

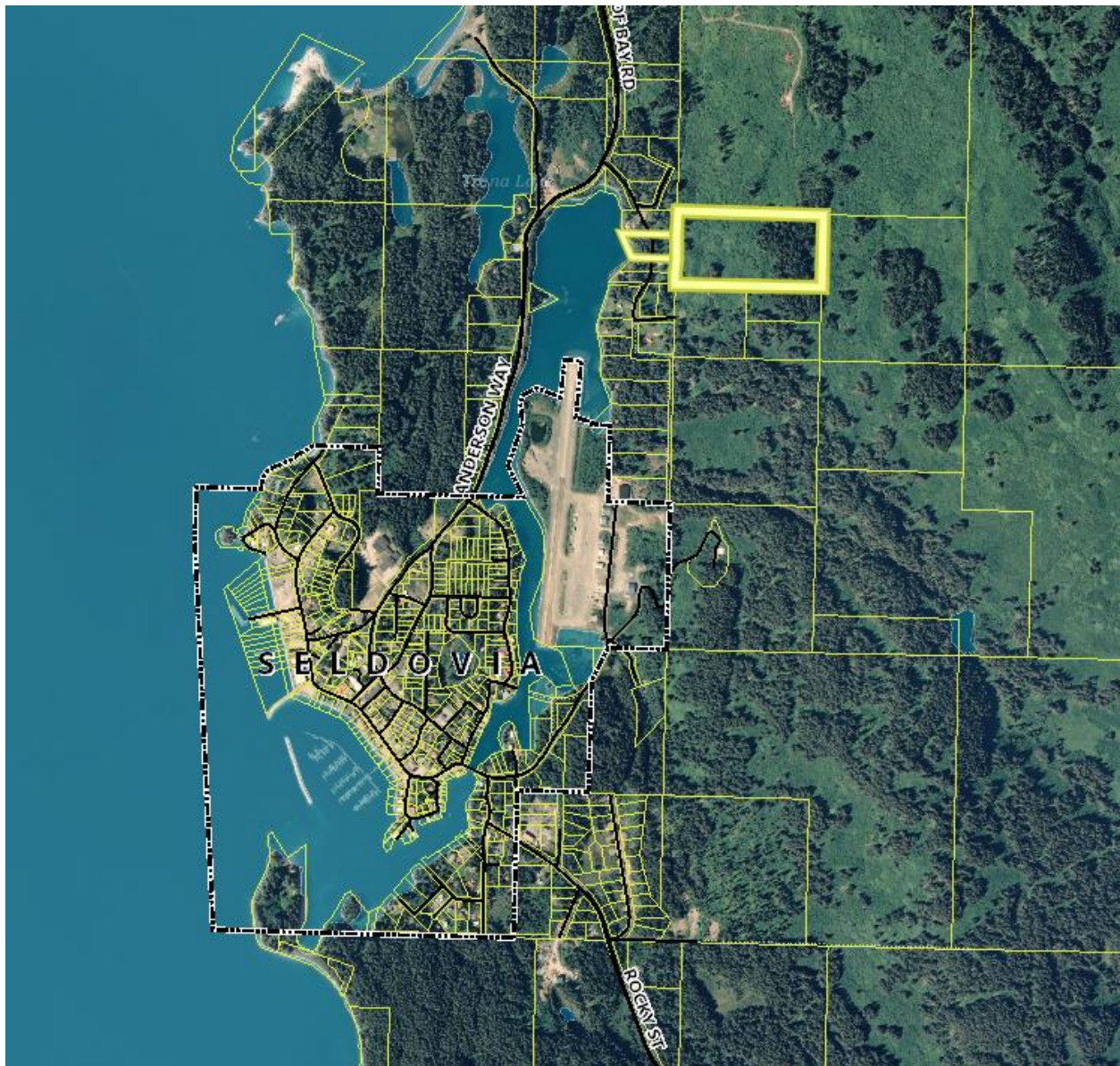
Remarks

Per MLS remarks: "Beach and water access and high mountain views. These two parcels are being sold together as a package deal because the waterfront gives access to the 20-acre view parcel on the mountain side."

Prior Sale History (MLS #16-15175):

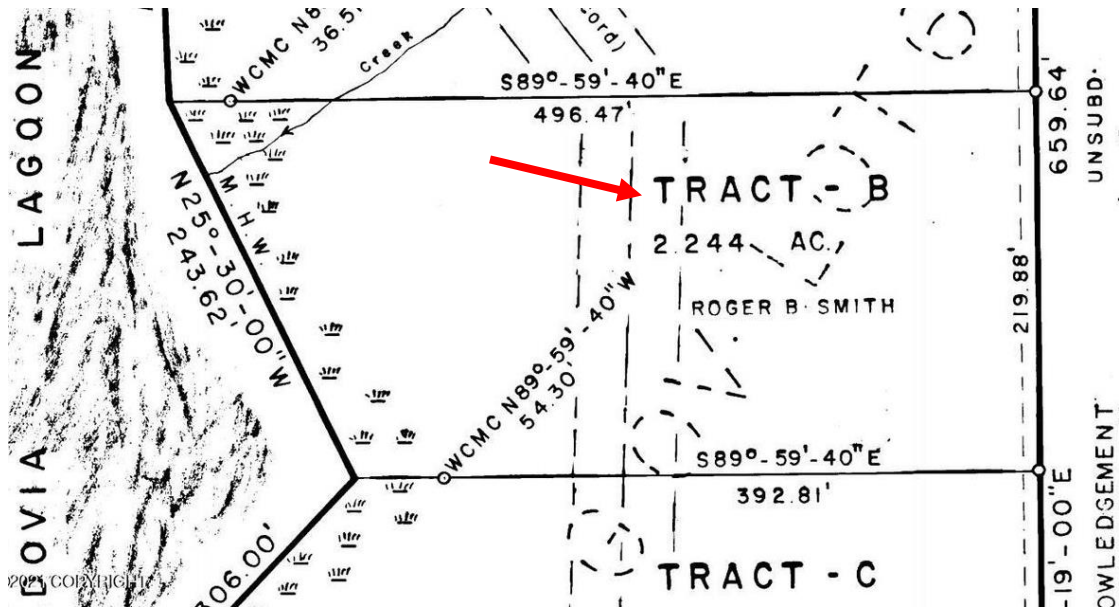
The property was professionally listed for sale with an asking price of \$195,000 on 9/20/2016. It was on the market for a lengthy period and was later reduced to \$125,000. The property eventually sold for \$115,000 cash, on 3/21/2020 after 1,259 days on the market. The grantor was Roger B Smith and the grantee was Steven Eytcheson and Dong Mei Xie (Stat. Warranty Deed Doc. No. 2020-000041-0).

Mike Forsland called and emailed the listing/sales agent (Jenny Chissus with Seldovia Property; 907-406-0044; jenny@seldoviaproperty.com) on November 21, 2022. A phone call and/or response email was not returned. We relied on the information provided by MLS.

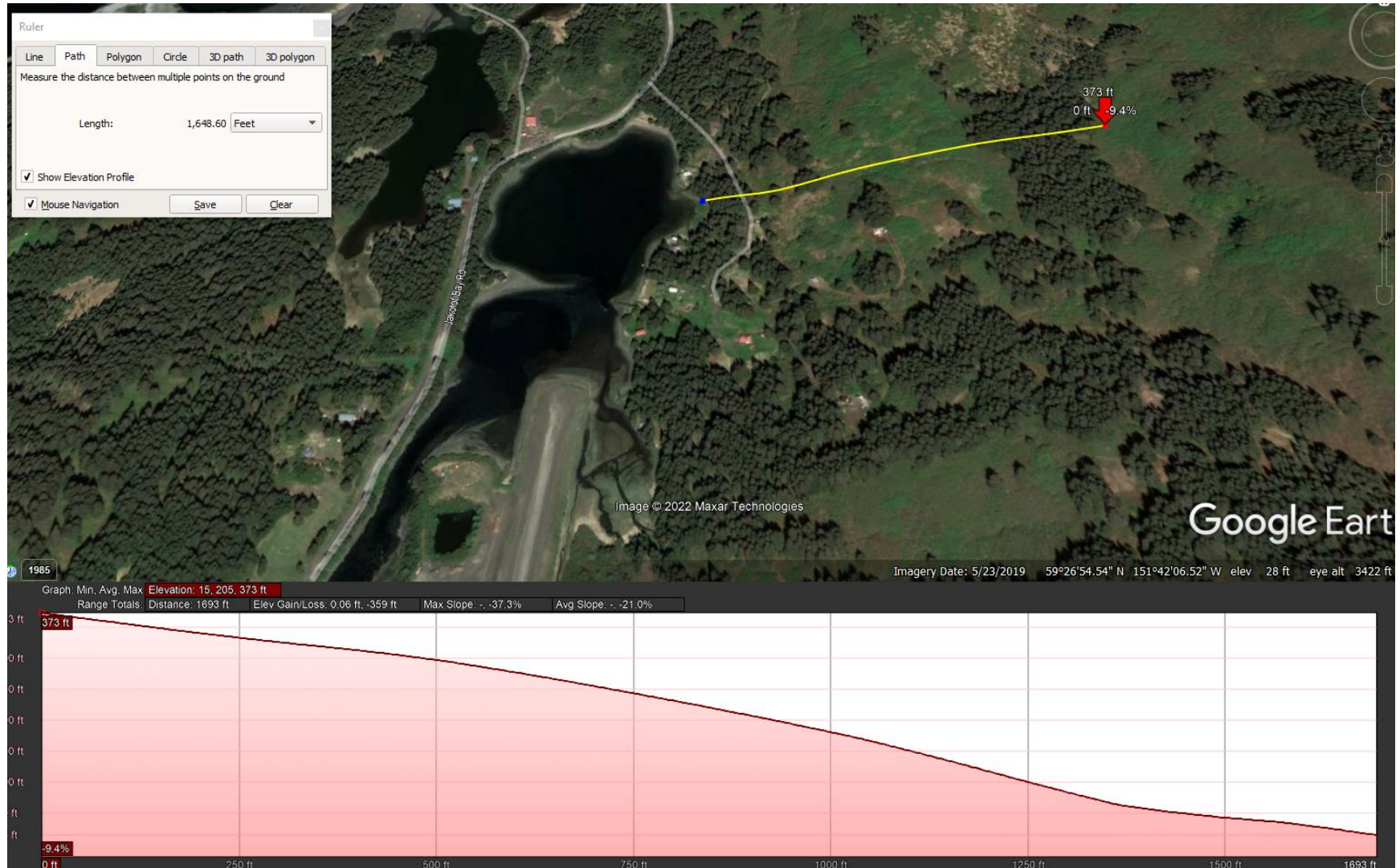




* Gross

Plat No. 80-5 (Tract B, Van Hulle Smith Wilson Subd.)

Elevation Profile





Waterfront view – photo provided by MLS.



Ocean view – photo provided by MLS.

Property Identification

Record ID	4181
Property Type	Residential
Address	NSN Ocean View Drive, Haines, Alaska
Location	Located on Lutak Road overlooking Portage Cove
Tax ID	C-SEC-26-0400
Legal Description	Lot 4, Lynnvista Estates, Phase I (Plat 2009-3)
T/R/S	Sec. 26, T30S, R59E, Copper River Meridian, AK

Sale Data

Grantor	John Foss
Grantee	James and Randa Szymanski
Sale Date	March 31, 2022, pending date
Deed Book/Page	2022-000106-0
Recorded Plat	2009-3
Property Rights	FS or equivalent
Marketing Time	648 days
Conditions of Sale	Some seller motivation noted – see remarks
Financing	Cash
Sale History	Originally listed for \$475,000 on 6/16/2020
Verification	Pamela Long (Haines Real Estate; 907-303-7033; realestateinhaines@gmail.com); Other sources: MLS #20-9130, Confirmed by Mike Forsland

Sale Price	\$325,000
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Land Data

Zoning	Single Residential District
Topography	Wooded, level to sloping; gently rolling
Utilities	E, W/S reportedly 'in area'
Shape	Irregular with adequate frontage to depth
Neighborhood	Single family residential neighborhoods overlooking Portage Cove
Access	Adequate from Ocean View Dr. & Barnett Ave. (neighborhood gravel rds.)
Soils	Appear adequate
Other Restrictions	None noted
Amenities	Good views
Present Use (At Sale)	Vacant
Highest and Best Use	Residential lot subdivision
Intended Use	Residential lot subdivision
Assessed \$ (At Sale)	\$404,000

Land Size Information

Gross Land Size	18.705 Acres or 814,772 SF
Front Footage	1,440 ft Lutak Road (paved)

Indicators

Sale Price/Gross Acre	\$17,375
Sale Price/Gross SF	\$0.40

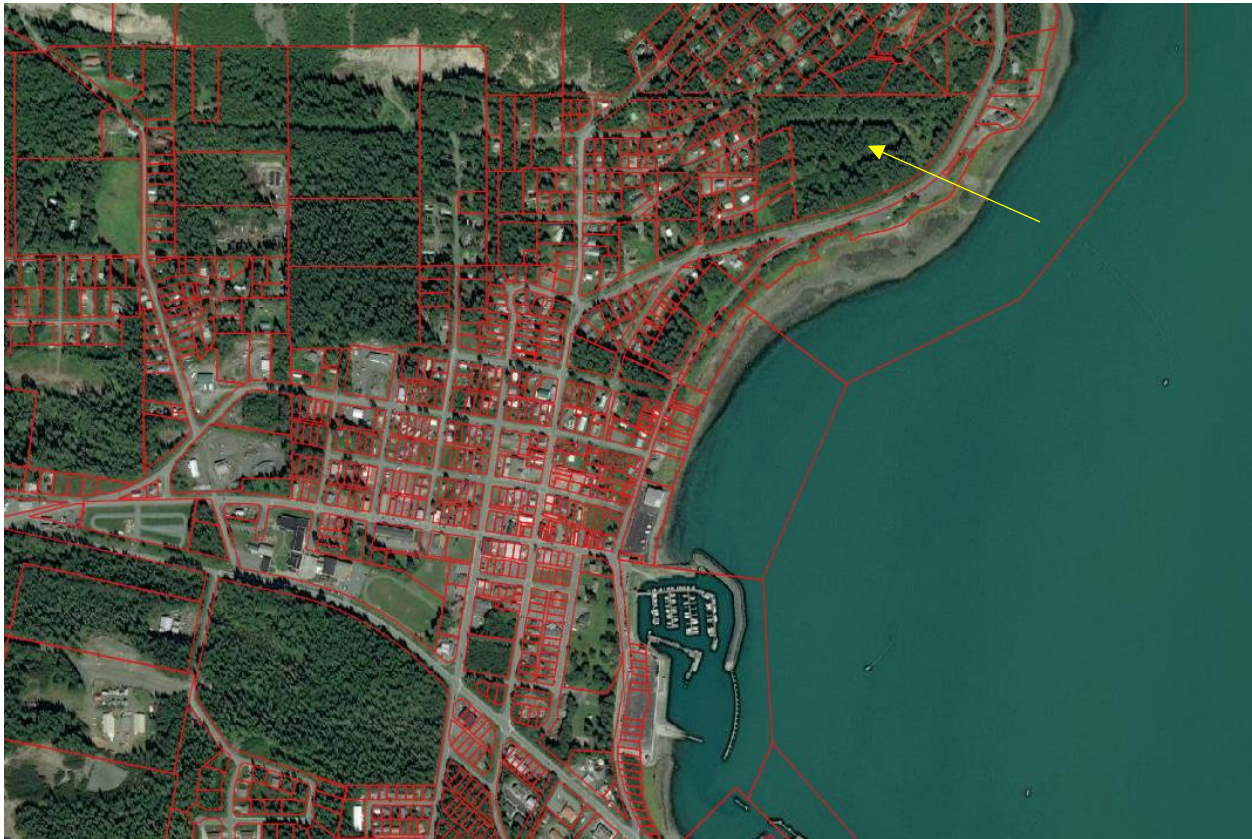
Remarks

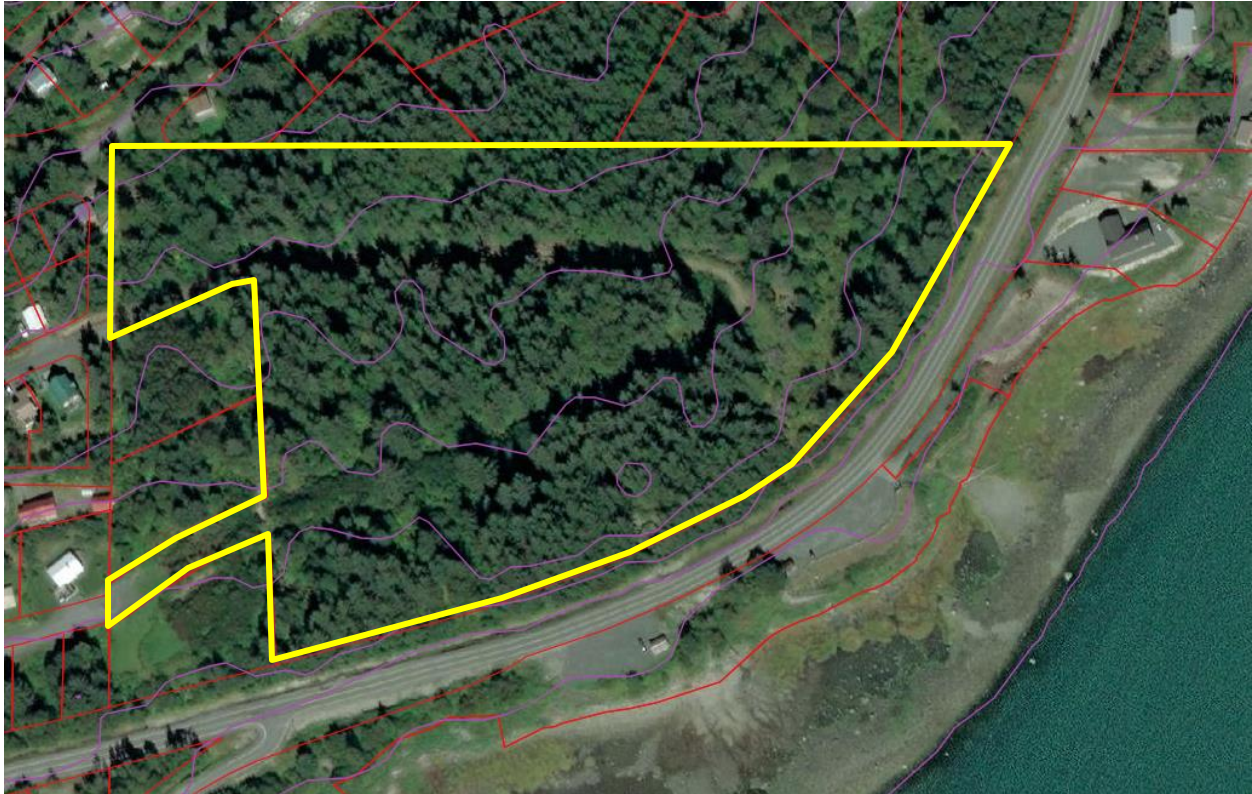
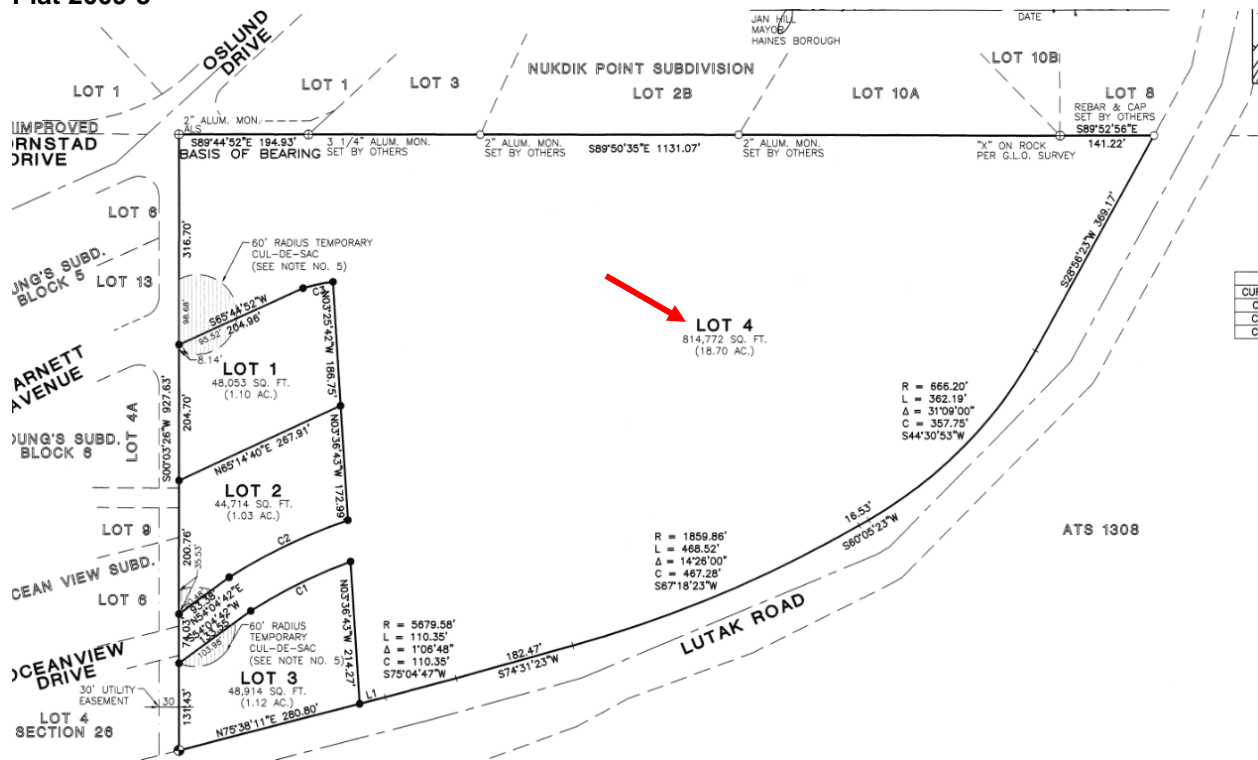
Per MLS Remarks: "Large subdividable parcel in town. The property has many ideal attributes, it is gently sloping, forested with spruce and hemlock with a seasonal creek, south facing for year-round sun with amazing views of Lynn Canal, Chilkoot and Chilkoot Mountain Ranges as well as a picture perfect view of Fort Seward. The property has a partially developed road with two access points off of existing Borough roads."

Remarks Cont.

Per the sales agent, Ms. Pamela Long (Haines Real Estate):

- Sold for \$325,000, cash, on 3/31/2022 after 648 days on the market. **yes, that is correct**
- Grantor was John Foss, Grantee was James / Randa Szymanski **yes, that is correct**
- Do you recall what the buyer's intended use was for? **buyer is developing into separate lots for resale**
- It was originally listed for \$475,000 and sold for 68% of listing price. Any reason this sale does not represent current market conditions at the time of sale? **No. I would represent our land market as trending up over the past 2 years. Prior to that we were in a significant slump with not many land sales at any price. Large parcels have been difficult to sell as development costs are high coupled with a recent history of dwindling land sales.**
- Was there any seller motivation? Was the price considered at market? **Seller is an older man who purchased it with a partner years ago to develop into 1 acre lots. Development costs compared to land sales during his development timeline determined that it was not worth developing. He sold the land FSBO on an owner financed contract that was foreclosed on just prior to listing it with us. He was motivated and really wanted to sell. He had one offer below this one that he did not accept.**
- Anything else you think I should know about the property? **Really beautiful land - large trees, decent soil and sloping to south facing sun & views. Adjacent neighborhoods support good home values.**



**Plat 2009-3**



Looking southerly along partially developed road; photo provided by MLS.

Property Identification

Record ID	4182
Property Type	Rural Residential / Recreational
Address	Setback from 415 Mitkof Highway, Petersburg, Alaska
Location	4.15 Mi. out of town, setback from Mitkof Highway
Tax ID	01-085-700
USGS Quad Map	Petersburg C-3
Legal Description	Lot 5C, Gato Montes Subdivision (Plat 2007-9)
T/R/S	Sec. 5, T59S, R79E, Copper River Meridian, AK

Sale Data

Grantor	Vern E Anderson
Grantee	Robin Q Young
Sale Date	July 06, 2015, pending date
Deed Book/Page	2015-000441-0
Recorded Plat	2007-9
Property Rights	FS or equivalent
Marketing Time	497 days
Conditions of Sale	No undue stimulus reported
Financing	Reported as 'conventional'
Sale History	Originally listed for \$157,500 on 2/5/14
Verification	Bennett McGrath (Anchor Properties); 907-518-1482, November 21, 2022; Other sources: MLS S#14-1323, Confirmed by Mike Forsland
Sale Price	\$140,000
Cash Equivalent	\$140,000

Land Data

Zoning	Un-zoned
Topography	Heavily wooded, gently sloping
Utilities	Electricity is reportedly 'in area'
Shape	Irregular with adequate frontage to depth
Neighborhood	Rural, 4 miles out of town
Access	See remarks
Soils	Appear adequate
Other Restrictions	None noted
Amenities	Good views
Present Use (At Sale)	Vacant
Highest and Best Use	Rural residential, speculation
Intended Use	Speculation
Assessed \$ (At Sale)	N/A

Land Size Information

Gross Land Size	21.045 Acres or 916,720 SF
Section Easement	(1.262 Acres or 54,970 SF, 6.00%)
Net Useable Land Size	19.783 Acres or 861,750 SF, 94.00%
Front Footage	setback from Mitkof Hwy.

Indicators

Sale Price/Gross Acre	\$6,652
Sale Price/Gross SF	\$0.15
Sale Price/Net Acre	\$7,077
Sale Price/Net SF	\$0.16

Remarks

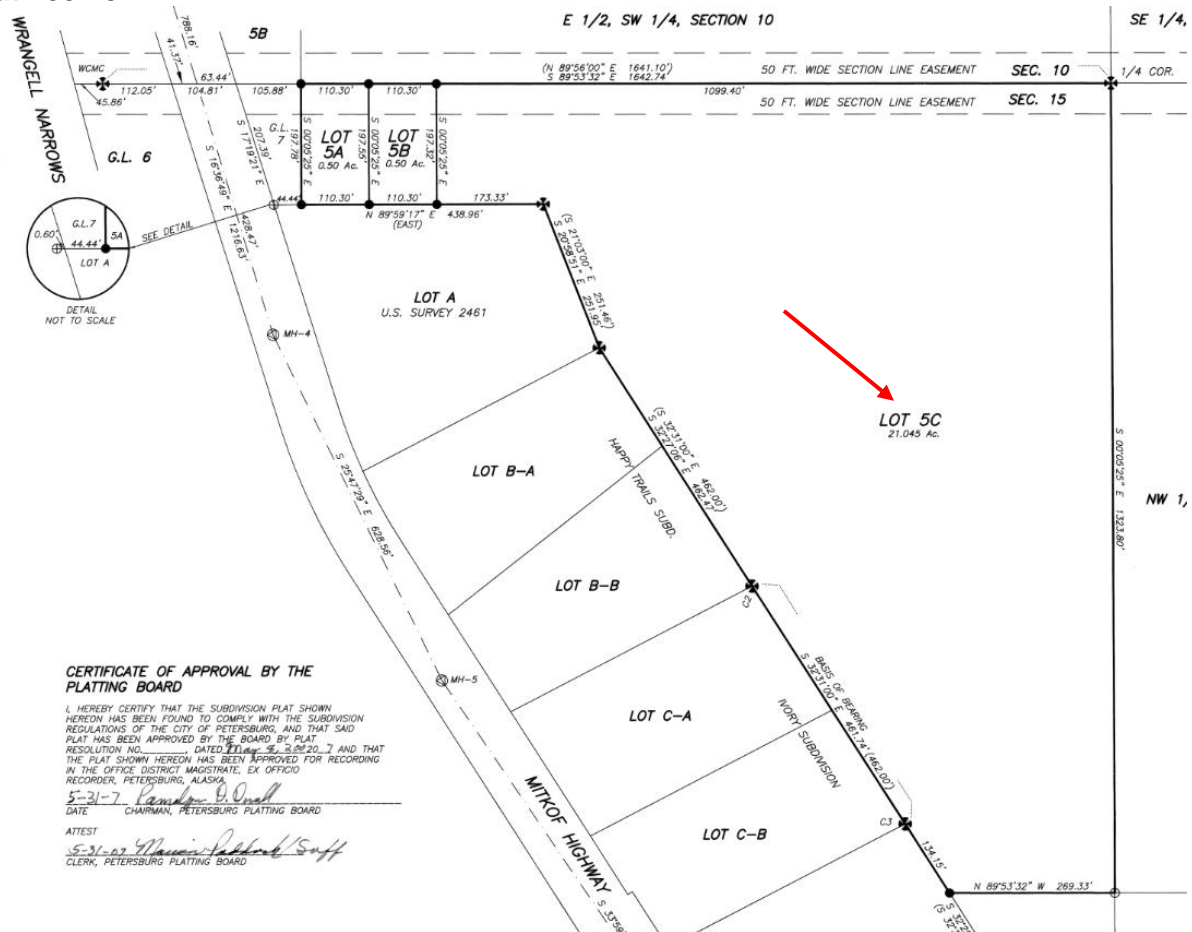
Per MLS Remarks: "A little over 4 miles out of town, this large parcel can be bought as a whole or broken into pieces as an investment. Heavily wooded and very close to city utilities, this parcel has an easement present to allow access from Mitkof Highway."

Per the listing/sales agent, Ms. Bennett McGrath: "The buyer wanted to make some sort of campground out of the place. I didn't think it would fly (too far out of town for transients who don't have vehicles) ...but he bought it anyway. It never materialized, no surprise. The property was vacant at the time with only electricity in the area."

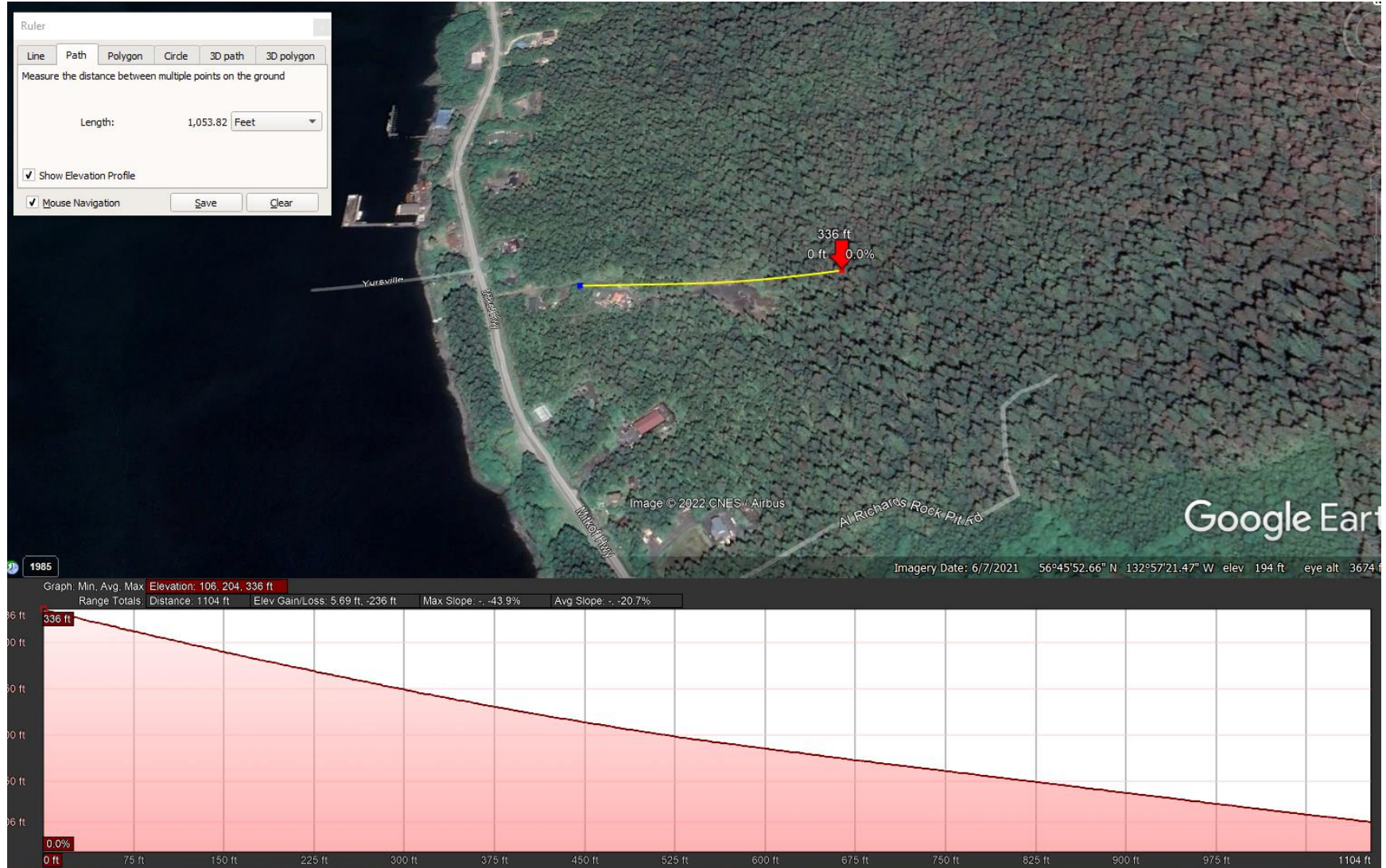




Plat 2007-9



Elevation Profile



LIMITING CONDITIONS AND ASSUMPTIONS

This appraisal report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description provided or for matters pertaining to legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. The property is appraised free and clear of any or all liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others is believed to be reliable, but no warranty is given for its accuracy.
5. All engineering studies (if any) are assumed to be correct. The plot plans and illustrative material in this report are included only to help the reader visualize the property.
6. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for obtaining the engineering studies that may be required to discover them.
7. It is assumed that the property is in full compliance with all applicable federal, state, and local environmental regulations and laws unless the lack of compliance is stated, described, and considered in the appraisal report.
8. Unless otherwise stated in this report, the existence of hazardous materials, which may or may not be present on the property, was not observed by the appraiser. The appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence hazardous materials may affect the value of the property. The value estimated is predicated on the assumption that there is no such material on the property that would cause a loss in value. No responsibility is assumed for such conditions or for any expertise or engineering knowledge required to discover them. The intended user is urged to retain an expert in this field, if desired.

This appraisal report has been made with the following general limiting conditions:

1. Possession of this report, or a copy thereof, does not carry with it the right of publication.
2. The appraiser, by reason of this appraisal, is not required to give further consultation or testimony or to be in attendance in court with reference to the property in question unless arrangements have been previously made.
3. Neither all nor any part of the contents of this report (especially any conclusions as to value, the identity of the appraiser, or the firm with which the appraiser is connected) shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the appraiser.

Additional Assumptions and Limiting Conditions:

1. Any opinions of value provided in the report apply to the entire property, and any proration or division of the total into fractional interests will invalidate the opinion of value, unless such proration or division of interests has been set forth in the report.

QUALIFICATIONS OF STEVEN E. CARLSON, MAI – Alaska State Certification #231

Steven E. Carlson, MAI
Alaska State Certification #231

General Education

University of Alaska, Anchorage - BBA in Real Estate

- Real Estate Investment Analysis
- Real Estate Fundamentals
- Real Estate Law
- Real Estate Appraising
- Real Estate Management

Appraisal Courses Taken

N/A	How Tenants Create or Destroy Value: Leasehold Valuation	Appraisal Inst.	May-19
400	National USPAP 7 Hour Update	Appraisal Inst.	May-19
N/A	UASFLA (Yellow Book): Practical Application	Appraisal Inst.	Apr-18
N/A	Eminent Domain and Condemnation	Appraisal Inst.	Jun-17
N/A	Residential and Commercial Valuation of Solar	Appraisal Inst.	May-17
400	National USPAP 7 Hour Update	Appraisal Inst.	Apr-17
N/A	Supervisory Appraiser/Trainee Appraiser Course	Appraisal Inst.	Apr-15
400	National USPAP 7 Hour Update	Appraisal Inst.	Apr-15
400	National USPAP 7 Hour Update	Appraisal Inst.	Feb-13
400	National USPAP 7 Hour Update	Appraisal Inst.	Feb-11
700GRE	Appraiser as an Expert Witness: Preparation & Testimony	Appraisal Inst.	Jun-09
400	National USPAP 7 Hour Update	Appraisal Inst.	Jun-09
400	National USPAP 7 Hour Update	Appraisal Inst.	Jun-07
SE 710	Condemnation Appraising: Basic Principles & Applications	Appraisal Inst.	Apr-07
SE 710	Condemnation Appraising: Advanced Topics & Applications	Appraisal Inst.	Apr-07
400	National USPAP 7 Hour Update	Appraisal Inst.	Jun-05
410	National USPAP 15 Hour	Appraisal Inst.	Jun-05
550	Advanced Applications	Appraisal Inst.	Oct-00
540	Report Writing and Valuation Analysis	Appraisal Inst.	May-00
430	Standards of Professional Practice, Part C	Appraisal Inst.	Jan-00
530	Advanced Sales Comparison and Cost Approaches	Appraisal Inst.	Aug-99
520	Highest and Best Use and Market Analysis	Appraisal Inst.	Aug-99
510	Advanced Income Capitalization	Appraisal Inst.	May-99
A15	Report Writing School, Am	ASFMRA	Jul-95
A18	Income Capitalization (Part I) Unleveraged,	ASFMRA	May-95
214	Skills of Expert Testimony	Int. RoW Assoc.	Apr-94
600	Environmental Awareness	Int. RoW Assoc.	Apr-94
401	The Appraisal of Partial Acquisitions	Int. RoW Assoc.	Apr-94
410	Standards of Professional Practice, Part A (USPAP)	Appraisal Inst.	Jan-93
420	Standards of Professional Practice, Part B	Appraisal Inst.	Jan-93

Seminars Taken

Cool Tools: New Technology for Real Estate Appraisers	Appraisal Inst.	Jun-21
Small Hotel/Motel Valuation	Appraisal Inst.	Jun-21
Fundamentals of Uniform Standards for Federal Land Acquisitions	Appraisal Inst.	Jun-21
USPAP 7-Hour Update 2020-2021	Appraisal Inst.	Jun-21
Business Practices and Ethics	Appraisal Inst.	Dec-20
Online Comparative Analysis	Appraisal Inst.	Jun-15
Cool Tools: New Technology for Real Estate Appraisers	Appraisal Inst.	Jun-15
Business Practices and Ethics	Appraisal Inst.	Apr-15
Separating Real Property, Personal Property & Intangible Bus., Assets	Appraisal Inst.	Mar-13
Online Advanced Internet Strategies	Appraisal Inst.	Jun-13
Business Practices and Ethics	Appraisal Inst.	Dec-10
Yellow Book Seminar	Appraisal Inst.	Sep-10
Subdivision Valuation	Appraisal Inst.	Feb-08
Small Hotel/Motel Valuation	Appraisal Inst.	Jul-03
Yellow Book Seminar	Appraisal Inst.	Jun-03
Scope of Work	Appraisal Inst.	Apr-03
Intro to Statistics & Supporting Adjustments	Appraisal Inst.	2002
Comprehensive Appraisal Workshop	Appraisal Inst.	Feb-01
Understanding and Using DCF Software	Appraisal Inst.	Nov-97
Alaska Native Land Issues	Int. RoW Assoc.	Oct-96
"The High-Tech Appraisal Office"	Appraisal Inst.	Jun-96
"The Internet and Appraising"	Appraisal Inst.	Jun-96
Access Law and Issues Affecting Public and Private Lands in Alaska	Int. RoW Assoc.	Oct-96
Debate and Open Forum on "Public Interest Value"	ASFMRA	Nov-94
Understanding Limited Appraisals & Appraisal Reporting Options	Appraisal Inst.	Jul-94
Navigable Waters and Wetlands	Int. RoW Assoc.	Apr-94

Other related courses and seminars

National Association of Realtor's Courses

Fundamentals of Real Estate, Investment & Taxation
Fundamentals of Location & Market Analysis
Advanced Real Estate Taxation & Marketing Tools for Real Estate
Impact of Human Behavior on Commercial Investment Decisions

Real Estate Seminars

Exchanging A to Z
Taxation and Estate Planning
Creative Real Estate Paper

Business Experience

Black-Smith, Bethard and Carlson, LLC, Partner/Appraiser: 2005 - present
Black-Smith and Richards, Inc., Appraiser: 1990-2004
Erickson and Associates, Appraiser: 1990
Licensed as Associate Broker in 1978
Licensed Real Estate Sales Associate in 1976
Development of residential lots and housing

Appraisal Experience

Steven E. Carlson is a life-long Alaskan whose primary career is in real estate. He has a BBA degree in Real Estate from the University of Alaska, Anchorage, plus more than 35 years of real estate experience as a broker and appraiser. Typical assignments include the appraisals of commercial retail and office properties, industrial properties, medical and professional buildings, and lodging facilities. In addition, he has completed numerous appraisals of remote properties. Clients include First National Bank Alaska, Northrim Bank, Key Bank, Wells Fargo, the Bureau of Indian Affairs, Bureau of Land Management, U.S. Fish and Wildlife Service, National Park Service, and the U.S. Department of Agriculture - Forest Service, Internal Revenue Service, the State of Alaska Department of Natural Resources, and the State of Alaska Department of Transportation.

License - General Real Estate Appraiser

License #: APRG231
Effective: 6/22/2021
Expires: 06/30/2023

State of Alaska

Department of Commerce, Community, and Economic Development
Division of Corporations, Business, and Professional Licensing

Board of Certified Real Estate Appraisers

Licensee: **STEVEN E. CARLSON**

License Type: **Certified General Real Estate Appraiser**

Status: **Active**

Commissioner: Julie Anderson

AFTER RECORDING RETURN TO:

The Native Village of Eyak
110 Nicholoff Way
Cordova, Alaska 99574

RIGHT OF WAY EASEMENT

Shepard Point Marine Tribal Transportation Oil Spill & Marine Casualty Response Facility

The GRANTOR, CITY OF CORDOVA, whose address is 601 1ST Street, Cordova, Alaska 99574, for in consideration of ten dollars (\$10), and other valuable consideration, in hand paid, conveys and warrants to the GRANTEE, the NATIVE VILLAGE OF EYAK, a federally recognized tribal government, whose address is 110 Nicholoff Way, Cordova, Alaska 99574, a perpetual, full and unrestricted easement and right-of-way, over, and across the following-described tract of land located in the Cordova Recording District, Third Judicial District, State of Alaska:

Parcel 2: See Attached "Exhibit A"

which lies within the right-of-way lines of the Shepard Point Marine Tribal Transportation Oil Spill & Marine Casualty Response Facility, delineated as to said tract of land on the parcel plats attached hereto and made a part of hereof as pages 4 thru 9 of this instrument and designated as Parcel 2.

Said parcel, containing 6.269 acres, is hereby conveyed to the Native Village of Eyak for the purpose of:

public use as right of way, including the right to construct, operate, and maintain public streets, highways, walkways, trails, drainage, and corridor for utilities to include, but not limited to gas, electric, and telecommunications, and all associated uses and public improvements of all kinds.

The Grantor hereby covenants with the Native Village of Eyak that the Grantor has good title to the above-described tract of land and covenants that the Native Village of Eyak shall have quiet and peaceable possession thereof and shall have a free and unrestricted right to maintain said facilities as long as the right-of-way of which the easement area is a part, remains a public way.

Dated this _____ day of _____, 2_____.

ATTEST:

City of Cordova

By: _____

CORPORATE ACKNOWLEDGMENT

STATE OF ALASKA)

: ss

_____ JUDICIAL DISTRICT)

On this _____ day of _____, 2_____ before me, the undersigned, a Notary Public in and for the State of Alaska, personally appeared _____, the _____, of City of Cordova, known to me to be the identical individual(s) who executed the foregoing instrument, and they acknowledged to me that they executed the same as the free and voluntary act of said company, with full authority to do so and with full knowledge of its contents, for the uses and purposes therein mentioned.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

[NOTARY SEAL]

Notary Public in and for the State of Alaska

My Commission Expires: _____

CERTIFICATE OF ACCEPTANCE

THIS IS TO CERTIFY that the NATIVE VILLAGE OF EYAK, Grantee herein, acting by and through Ted Wright, Executive Director, hereby accepts for public purposes the real property, or interest therein, described in this instrument and consents to the recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this ____ day of _____, 2023.

NATIVE VILLAGE OF EYAK

By: _____

Ted Wright, Executive Director

EXHIBIT A

LEGAL DESCRIPTION AND PARCEL PLAT FOR PARCEL 2

SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL AND MARINE RESPONSE FACILITY PROJECT



McCLINTOCK LAND ASSOCIATES AECC 596

NATIVE VILLAGE OF EYAK
110 NICHOLOFF WAY
CORDOVA, ALASKA
99574
(907) 424-7738

Parcel 2

All that real property, located within Township 15 South, Range 3 West, Copper River Meridian, Alaska, being a portion of Lot 7, U.S. Survey No. 5103, as shown on the supplemental plat of U.S. Survey No. 5103, Alaska, officially filed on October 8, 1992, said real property being more particularly described as follows:

Beginning at Corner No. 3 of Amended U.S. Survey No. 302, a 3 1/4 inch brass cap on a 2 inch stainless steel post, marked AS 302 C3 ATS 94 MC2 RP 954E 1962, as described on Alaska Tidelands Survey No. 94, recorded as Plat No. 63-224, Cordova Recording District, dated July 9, 1963;

Thence, South 44°54'35" East, across said Lot 7, U.S. Survey No. 5103, a distance of 23.83 feet;

Thence North 45°05'25" East, across said Lot 7, U.S. Survey No. 5103, a distance of 69.36 feet;

Thence North 44°54'35" West, across said Lot 7, U.S. Survey No. 5103, a distance of 30.80 feet, to the point of intersection with line 3-2 of said Amended U.S. Survey No. 302;

Thence North 39° 09' 25" East, along line 3-2 of said Amended U.S. Survey No. 302, a distance of 425.86 feet to the point of intersection with the boundary of said Lot 7, U.S. Survey No. 5103, also being the boundary of Tract A, as shown on the Amended Plat "A Plat of Crater Lake Watershed Tract's, A Subdivision of Lot 14 U.S.S. 5103," recorded as Plat No. 98-53, Cordova Recording District, dated December 30, 1998;

Thence, South 53° 13' 30" East, across said Shepard Point Road Right-of-Way, along the boundary of said Lot 7, U.S. Survey No. 5103, being also the boundary of said Tract A, Plat No. 98-53, a distance of 253.16 feet, to the point of intersection with the southeasterly boundary of said Shepard Point Road Right-of-Way;

Thence, South 44° 03' 55" West, along the southeasterly boundary of said Shepard Point Road Right-of-Way, a distance of 388.13 feet, to a point of curvature;

Thence, along the southeasterly boundary of said Shepard Point Road Right-of-Way, along a curve to the right, having a delta angle of 31° 22' 01", a radius of 805.76 feet, an arc length of 441.12 feet, and a chord which bears South 59° 48' 32" West, a distance of 435.63 feet, to a point of tangency;

Thence, South 77° 29' 02" West, along the southerly boundary of said Shepard Point Road Right-of-Way, a distance of 569.24 feet, to a point of curvature;

Thence, along the southerly boundary of said Shepard Point Road Right-of-Way, along a curve to the left, having a delta angle of 7° 16' 11", a radius of 671.24 feet, an arc length of 85.17 feet,

and a chord which bears South $73^{\circ} 50' 57''$ West, a distance of 85.11 feet, to the point of intersection with the southeasterly boundary of the New England Cannery Road Right-of-Way, AKDOT&PF Project No. X-51890, as shown on said Shepard Point Road Right-of-Way, AKDOT&PF Project No. 65928;

Thence, along the southeasterly boundary of said New England Cannery Road, along a curve to the left, having a delta angle of $2^{\circ} 37' 47''$, a radius of 821.74 feet, an arc length of 37.71 feet, and a chord which bears North $36^{\circ} 46' 30''$ East, a distance of 37.71 feet, to a point of tangency;

Thence, North $35^{\circ} 27' 37''$ East, along the southeasterly boundary of said New England Cannery Road, a distance of 232.74 feet, to the point of intersection with the northerly boundary of said Shepard Point Road Right-of-Way;

Thence, North $69^{\circ} 02' 46''$ East, along the northwesterly boundary of said Shepard Point Road Right-of-Way, a distance of 262.88 feet, to the point of intersection with the southerly boundary of said New England Cannery Road;

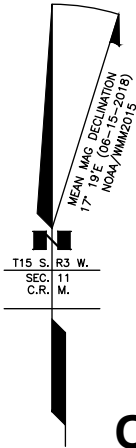
Thence, along the southerly boundary of said New England Cannery Road, along a curve to the left, having a delta angle of $58^{\circ} 58' 08''$, a radius of 202.73 feet, an arc length of 208.65 feet, and a chord which bears North $73^{\circ} 44' 23''$ East, a distance of 199.56 feet, to the point of intersection with of line 4-3 of said Amended U.S. Survey No. 302.

Thence, North $76^{\circ} 08' 26''$ East, along said line 4-3, a distance of 178.57 feet to Corner No. 3 of said Amended U.S. Survey No. 302, and the Point of Beginning.

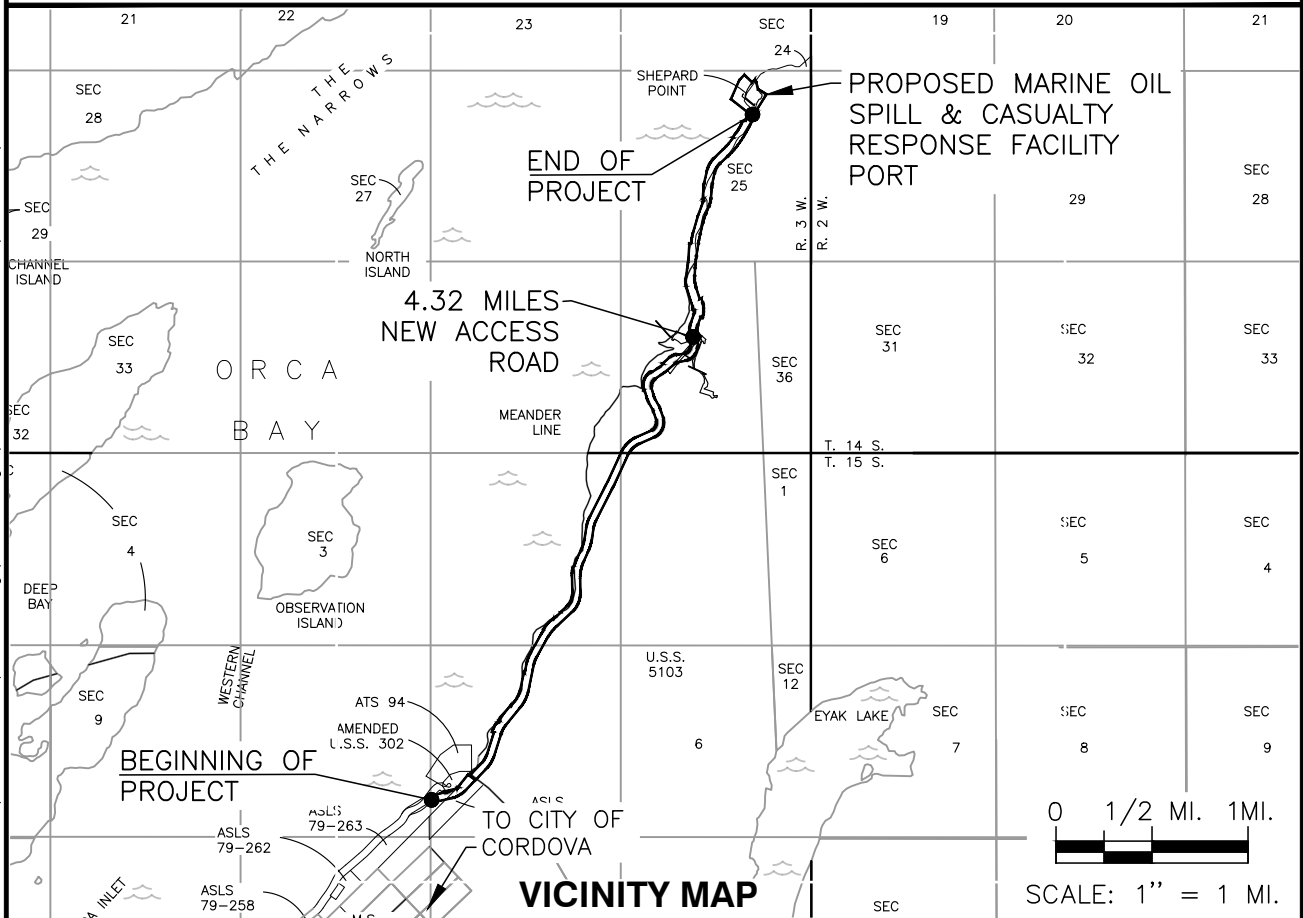
Parcel 2 contains 6.269 acres, more or less.

See attached Exhibit "A"

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES



RIGHT OF WAY EASEMENT REQUIRED SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY PROJECT



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

RIGHT OF WAY EASEMENT
REQUIRED FOR
CONSTRUCTION

EXHIBIT A

DRAWING

PROJECT No SHEPARD POINT ROAD & PAD

AREA SEE PARCEL SHTS PARCEL No 2

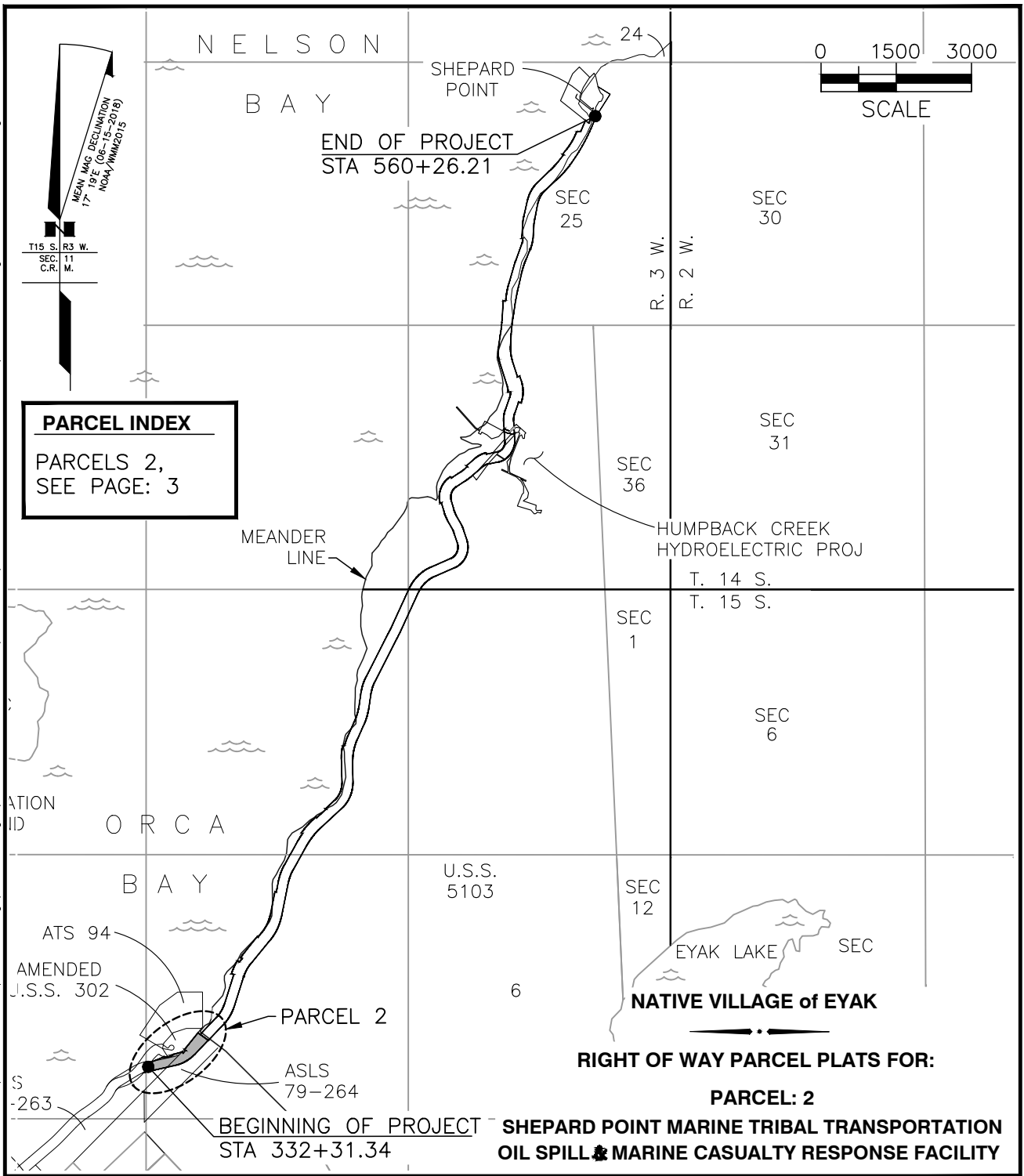
INITIAL

DATE

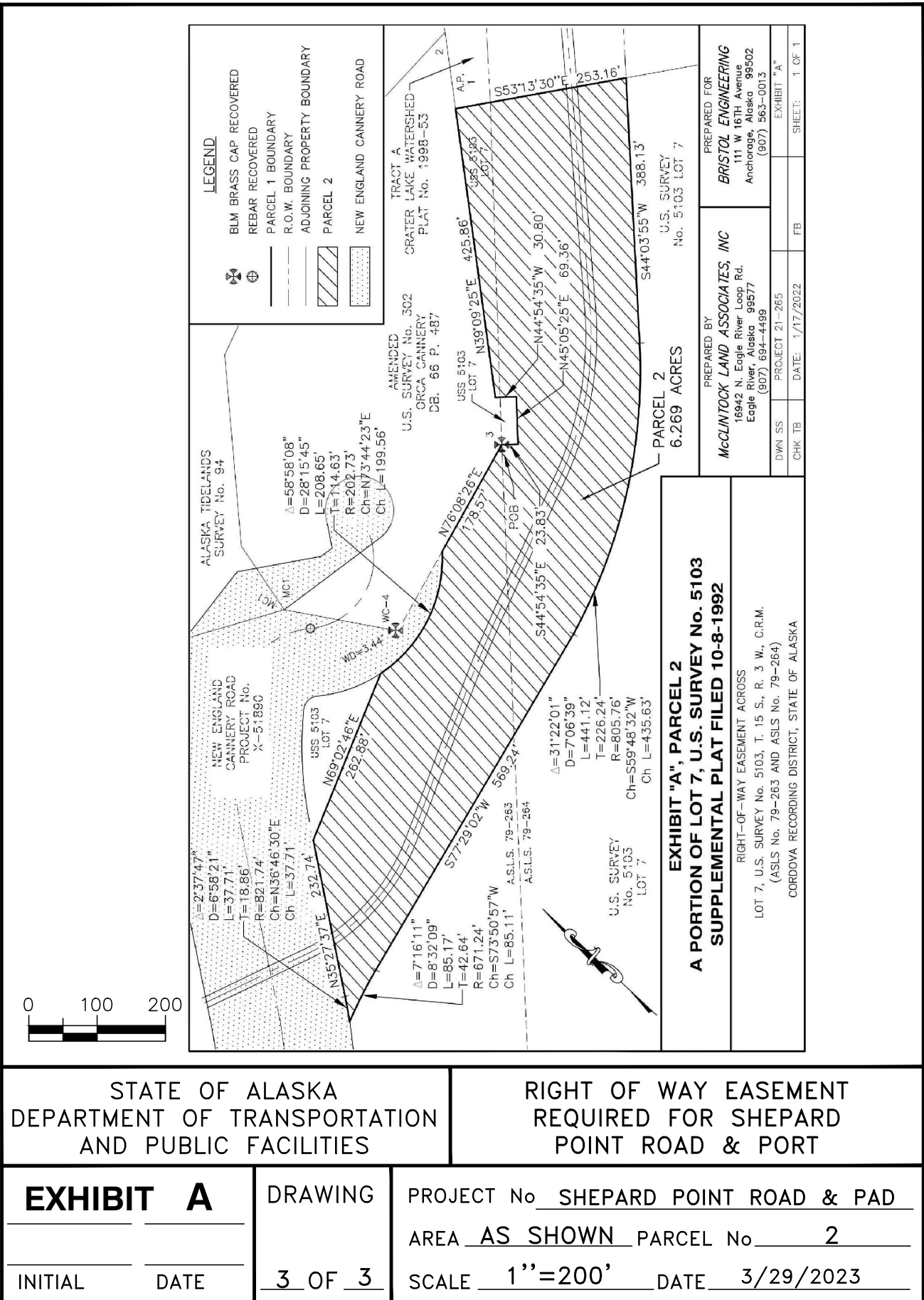
1 OF 3

SCALE 1"=1 MI. DATE 3/29/2023

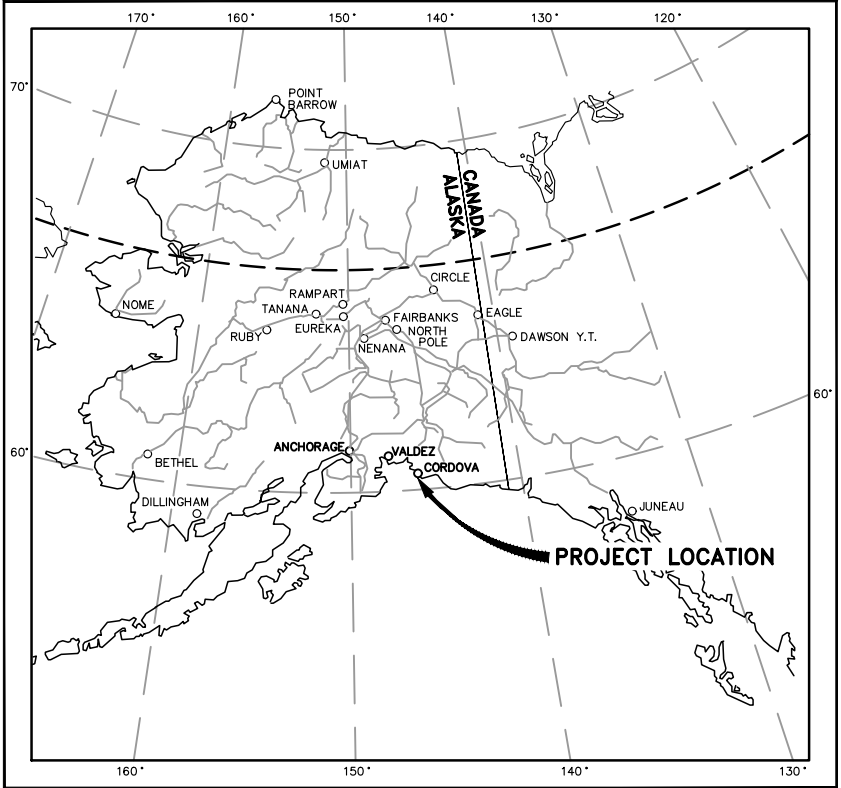
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STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES		RIGHT OF WAY EASEMENT REQUIRED FOR SHEPARD POINT ROAD & PORT	
EXHIBIT A		DRAWING	PROJECT No <u>SHEPARD POINT ROAD & PAD</u>
			AREA SEE PARCEL SHTS PARCEL No <u>2</u>
INITIAL	DATE	<u>2 OF 3</u>	SCALE <u>1"=3000'</u> DATE <u>3/29/2023</u>



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AREA MAP

NATIVE VILLAGE of EYAK

RIGHT OF WAY MAP

LENGTH OF PROJECT: 4.32 MILES

SHEPARD POINT MARINE TRIBAL TRANSPORTATION
OIL SPILL & MARINE CASUALTY RESPONSE FACILITY

WITHIN SECTIONS 2 AND 11, T. 15 S., R. 3 W., C.R.M., ALASKA
AND SECTIONS 24, 25 AND 36, T. 14 S., R. 3 W., C.R.M., ALASKA
CORDOVA RECORDING DISTRICT
STATE BUSINESS, NO CHARGE FOR RECORDING

RIGHT OF WAY SURVEYOR'S CERTIFICATE

I CERTIFY THAT I AM PROPERLY REGISTERED AND
LICENSED TO PRACTICE LAND SURVEYING IN THE STATE
OF ALASKA, THAT THE MONUMENTS SHOWN HEREON
EXIST AS DESCRIBED, AND THAT ALL DIMENSIONS AND
OTHER DETAILS ARE CORRECT.

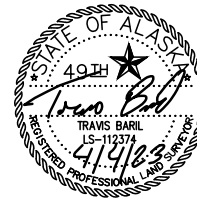
[Signature]
KRAIG R. HUGHES LS-12035
BRISTOL ENGINEERING, SERVICES INC.
111 W. 16th AVENUE, 3RD FLOOR
ANCHORAGE, AK 99501-5169
(907) 563-0013

4/04/2023
DATE

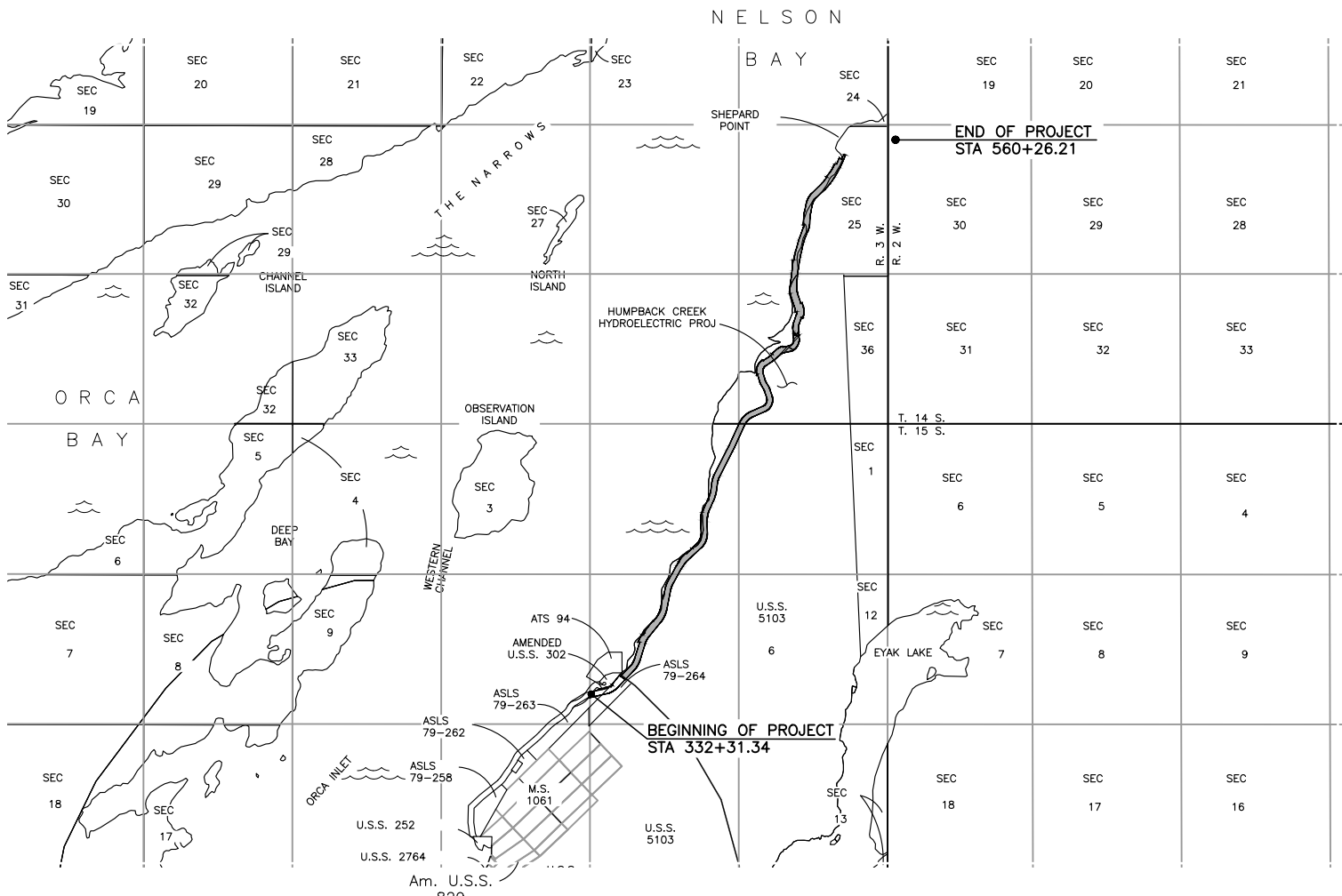


[Signature]
TRAVIS BARIL LS-112374
McCLINTOCK LAND ASSOCIATES, INC
16942 N. EAGLE RIVER LOOP Rd.
EAGLE RIVER, AK 99577
(907) 694-4499

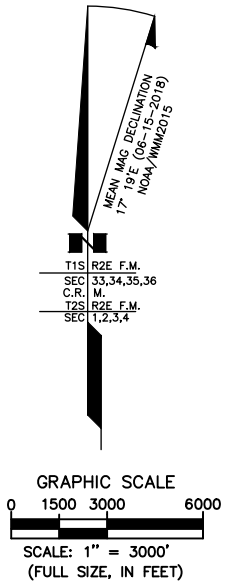
4/4/23
DATE



McCLINTOCK LAND ASSOCIATES AECC 596

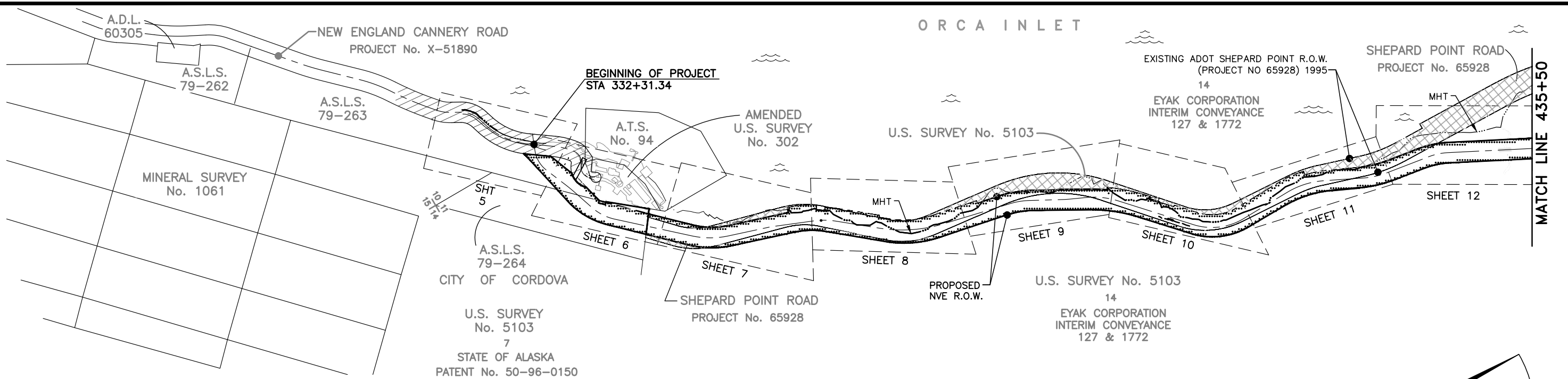


VICINITY MAP
SCALE: 1" = 3000'

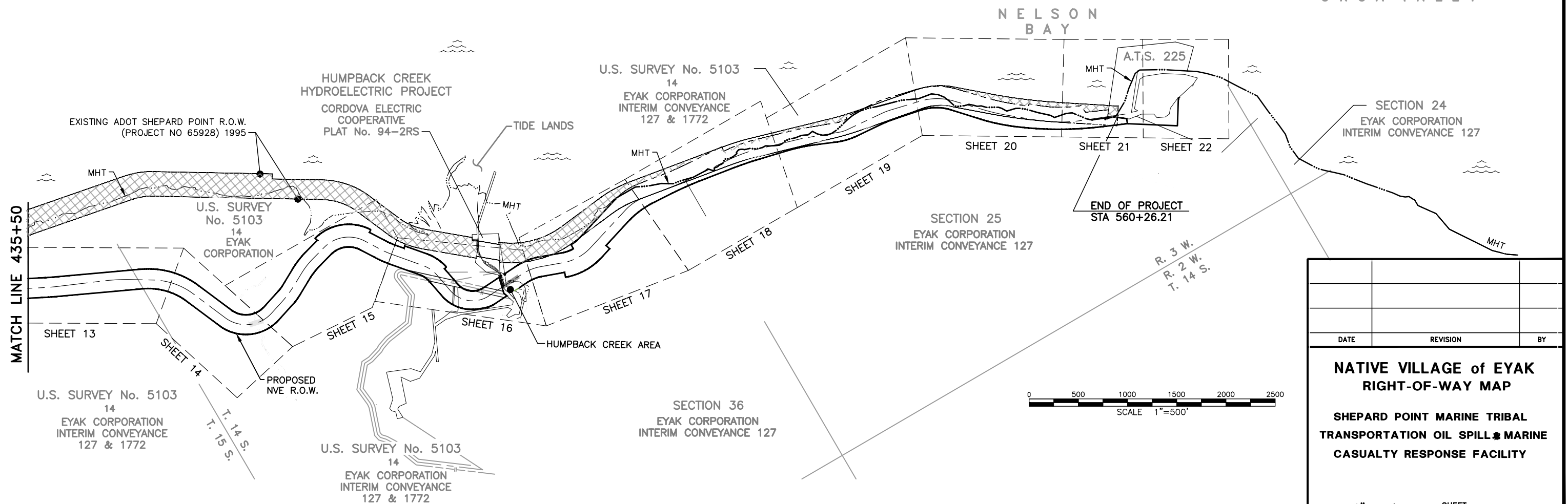
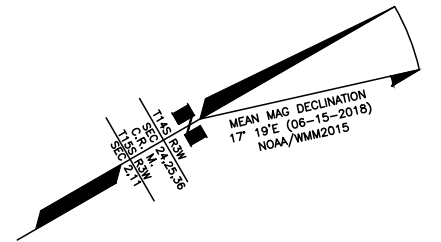
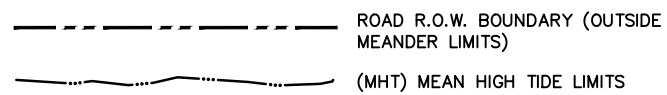
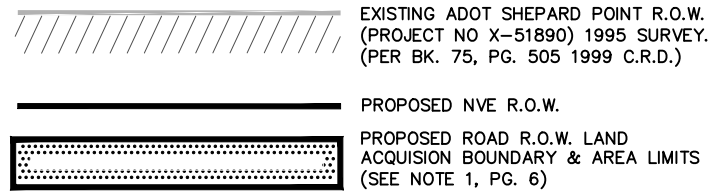


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R.O.W. LEGEND



DATE	REVISION	BY

NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP

SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL MARINE
CASUALTY RESPONSE FACILITY

SCALE: 1" = 500'

SHEET: 3 of 23

HORIZONTAL CONTROL STATEMENT

ALL UNITS FOR THIS SURVEY ARE EXPRESSED IN U.S. SURVEY FEET. THE GEODETIC HORIZONTAL BASIS IS NAD83 (2011) (EPOCH:2010.0) HOLDING CORS STATIONS EYAC, POT5 AND AC57 FIXED. THE HORIZONTAL COORDINATE SYSTEM FOR THIS SURVEY IS A LOCAL GROUND SYSTEM RELATED TO ALASKA STATE PLANE ZONE 3 USING THE FOLLOWING CONVERSION PARAMETERS;

TO CONVERT FROM THE LOCAL GROUND COORDINATE SYSTEM TO ALASKA STATE PLANE ZONE 3:

- 1) SCALE LOCAL COORDINATES ABOUT 52982.759N, 89908.423E BY 0.9998999381.
- 2) ADD 2350000N, 1600000E TO THE RESULTING COORDINATES.

TO CONVERT FROM ALASKA STATE PLANE ZONE 3 TO THE LOCAL GROUND COORDINATE SYSTEM:

- 1) SCALE STATE PLANE COORDINATES ABOUT 2402982.759N, 1689908.423E BY 1.0001000719.
- 2) SUBTRACT 2350000N, 1600000E FROM THE RESULTING COORDINATES.

VERTICAL CONTROL STATEMENT

THE VERTICAL DATUM IS MLLW HOLDING NOAA/NOS TIDAL STATION "NO 13 1970" FIXED AS 21.526', AND NOAA/NOS TIDAL STATION "4050 Q 1998" FIXED AS 47.700'. ELEVATIONS TAKEN FROM NOAA/NOS PUBLISHED BENCHMARK SHEET 9454050 DATED 05/16/2003.

SURVEY NOTES

- 1. THE FIELD SURVEY WAS COMPLETED DURING JUNE THROUGH SEPTEMBER, 2012 BY USKH, INC.
- 2. HORIZONTAL POSITIONS WERE ESTABLISHED BY USKH, INC. USING NETWORKED STATIC GPS TECHNIQUES WITH TRIMBLE R7 AND R8 GNSS RECEIVERS AND PROCESSED USING TRIMBLE BUSINESS CENTER V2.70 SOFTWARE.
- 3. ADDITIONAL FIELD WORK PERFORMED BY McCLINTOCK LAND ASSOCIATES, INC. (MLA). ON JUNE 03 THROUGH JUNE 23, 2019.
- 4. ELEVATIONS ESTABLISHED AT PRIMARY CONTROL POINTS USING DIFFERENTIAL LEVELING TECHNIQUES WITH A TRIMBLE DINI DIGITAL BAR CODE LEVEL. ELEVATIONS ESTABLISHED AT PHOTO CONTROL POINTS USING GPS AND GEOID12A WITH A +2.01' SHIFT APPLIED TO CORRELATE THE GEOID MODEL TO THE MLLW BASIS.
- 5. ALL DIMENSIONS AND COORDINATES SHOWN ARE IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED.

STATION	OFFSET	DESCRIPTION	NORTHING	EASTING
Out of range	Out of range	FND BC RP ATS 225 954 E	72812.917	99618.624
337+33.72	-213.58'	FND RBR	53663.600	90893.586
341+16.13	-72.89'	FND BC C3 AS302	53642.218	91280.677
337+81.20	-101.67'	FND BC WC C4 AS302	53570.504	90976.404
Out of range	Out of range	FND BC WCMC ATS225	72405.971	99514.334
447+85.54	-957.07'	FND BC [USC&GS] POINT 2	63502.208	95186.391
493+15.41	-591.01'	FND AC [LCMF] C5 CEC S6923	66037.904	97655.619
498+00.16	-848.48'	FND AC C4 CEC	66222.189	97312.745
497+52.78	-1,065.50'	FND RBR	66091.684	97132.996
490+15.04	-264.87'	FND BC [LCMF] WP-1 S6923	65856.589	97971.256
486+81.41	-352.46'	FND BC [LCMF] WP-2 S6923	65482.812	97825.339
485+19.26	-386.00'	FND BC [LCMF] WP-3 S6923	65321.131	97789.623
483+83.21	-372.32'	FND BC [LCMF] WP-4 S6923	65184.908	97801.481
483+16.61	-223.78'	FND BC [LCMF] WP-5 S6923	65116.320	97949.112

ROAD DESIGN NOTES:

ROADWAY DESIGN CUT/FILL LIMITS CURRENTLY SHOWN WITHIN THIS PLANSET ARE IMPORTED FROM THE ORIGINAL 2-LANE, PHASE I PROJECT THAT WAS SUBMITTED IN MARCH, 2021. THIS IS TO ACCOMMODATE FUTURE CONSTRUCTION OF A TWO-LANE ROAD, ALONG THIS ROADWAY DESIGN ALIGNMENT.

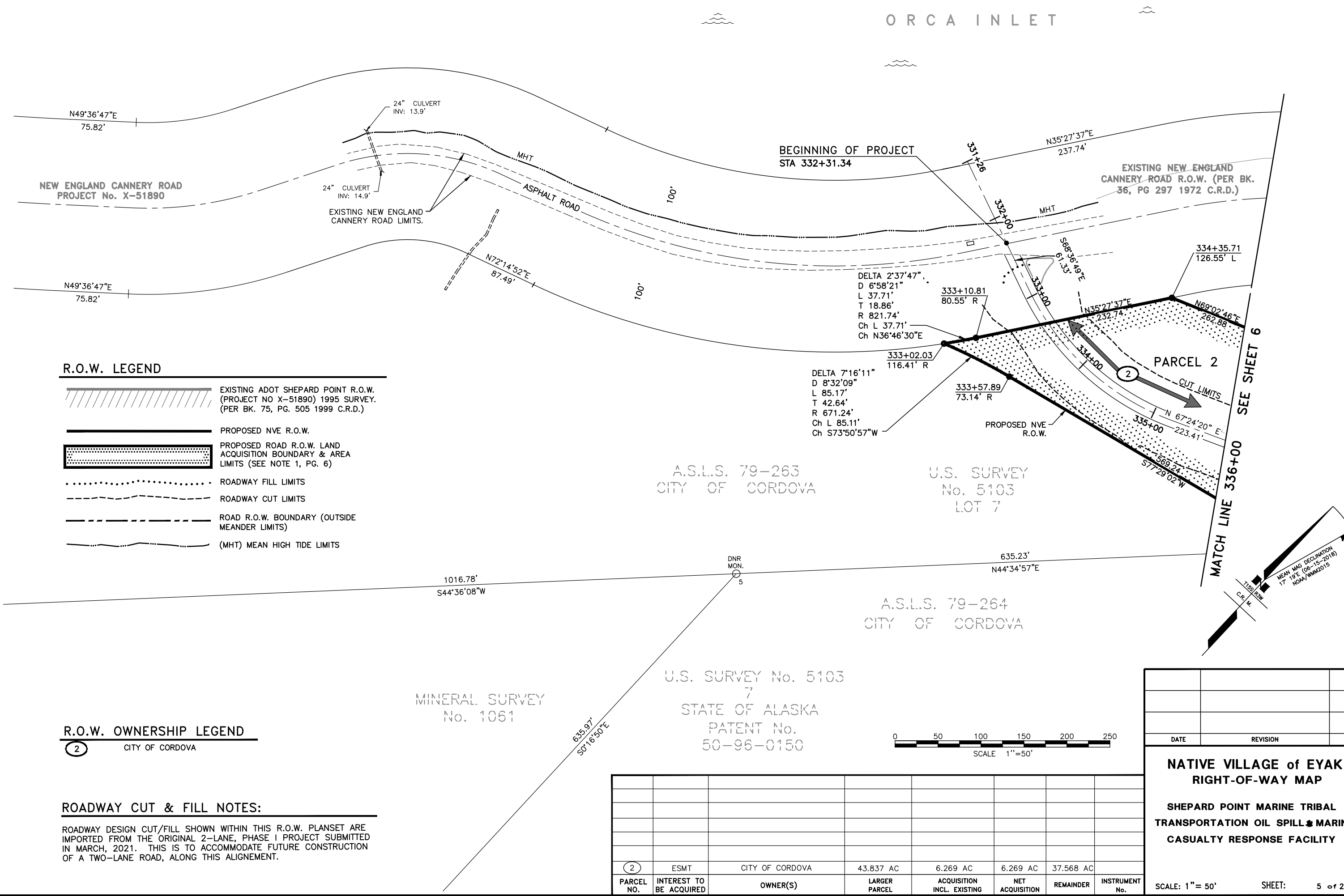
TIDAL WATER ABBREVIATIONS

MHHW	MEAN HIGH HIGHER WATER LINE
MHW	MEAN HIGH WATER LINE
MLLW	MEAN LOW LOWER WATER LINE
HTL	HIGH TIDE LIMIT WATER LINE
OHW	ORDANARY HIGH WATER LINE
MEANDER	TYPICAL MEANDER LINE
MHT	MEAN HIGH TIDE

DATE	REVISION	BY
<div><div>NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP</div><div>SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL MARINE CASUALTY RESPONSE FACILITY</div></div>		
SCALE: 1"= N/A		
SHEET: 4 of 23		

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R.O.W. LEGEND

- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO X-51890) 1995 SURVEY. (PER BK. 75, PG. 505 1999 C.R.D.)
- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS

R.O.W. OWNERSHIP LEGEND

- 2 CITY OF CORDOVA

ROADWAY CUT & FILL NOTES:

ROADWAY DESIGN CUT/FILL SHOWN WITHIN THIS R.O.W. PLANSET ARE IMPORTED FROM THE ORIGINAL 2-LANE, PHASE I PROJECT SUBMITTED IN MARCH, 2021. THIS IS TO ACCOMMODATE FUTURE CONSTRUCTION OF A TWO-LANE ROAD, ALONG THIS ALIGNEMENT.

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
2	ESMT	CITY OF CORDOVA	43.837 AC	6.269 AC	6.269 AC	37.568 AC	

DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 5 of 23

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R.O.W. OWNERSHIP LEGEND

- 2

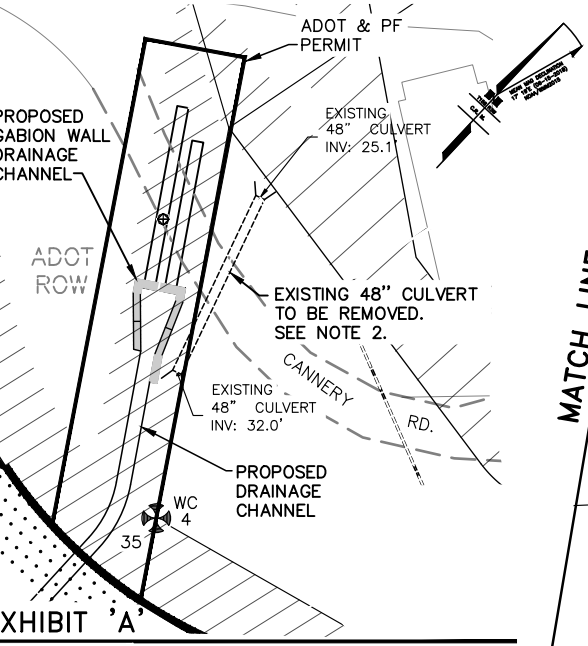
CITY OF CORDOVA
- 3

EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA
- X#

VACATED R.O.W. DESIGNATOR

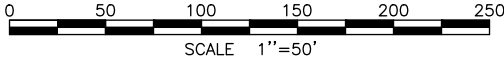
NOTES

1. ADOT ROW SURVEY MAPPING SEALED JUNE 13, 1998. RECORDED FEBRUARY 05, 1998.
2. EXISTING 80 LF 48" DIA. CULVERT SHALL BE REMOVED AND REPLACED WITH TWO 57"x 38" ARCH CULVERTS.



R.O.W. LEGEND

- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO X-51890) 1995 SURVEY. (PER BK. 75, PG. 505 1999 C.R.D.)
- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, , THIS SHEET.)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS
- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.



PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
2	ESMT	CITY OF CORDOVA	43.837 AC	6.269 AC	6.269 AC	37.568 AC	
3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.1	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC	LARGE	
3.2	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.440 AC	0.440 AC	LARGE	
X1	VACATION	ADOT&PF	49.507 AC	0.104 AC	0.104 AC	49.403 AC	

NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP

SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY

SCALE: 1"= 50' SHEET: 6 of 23

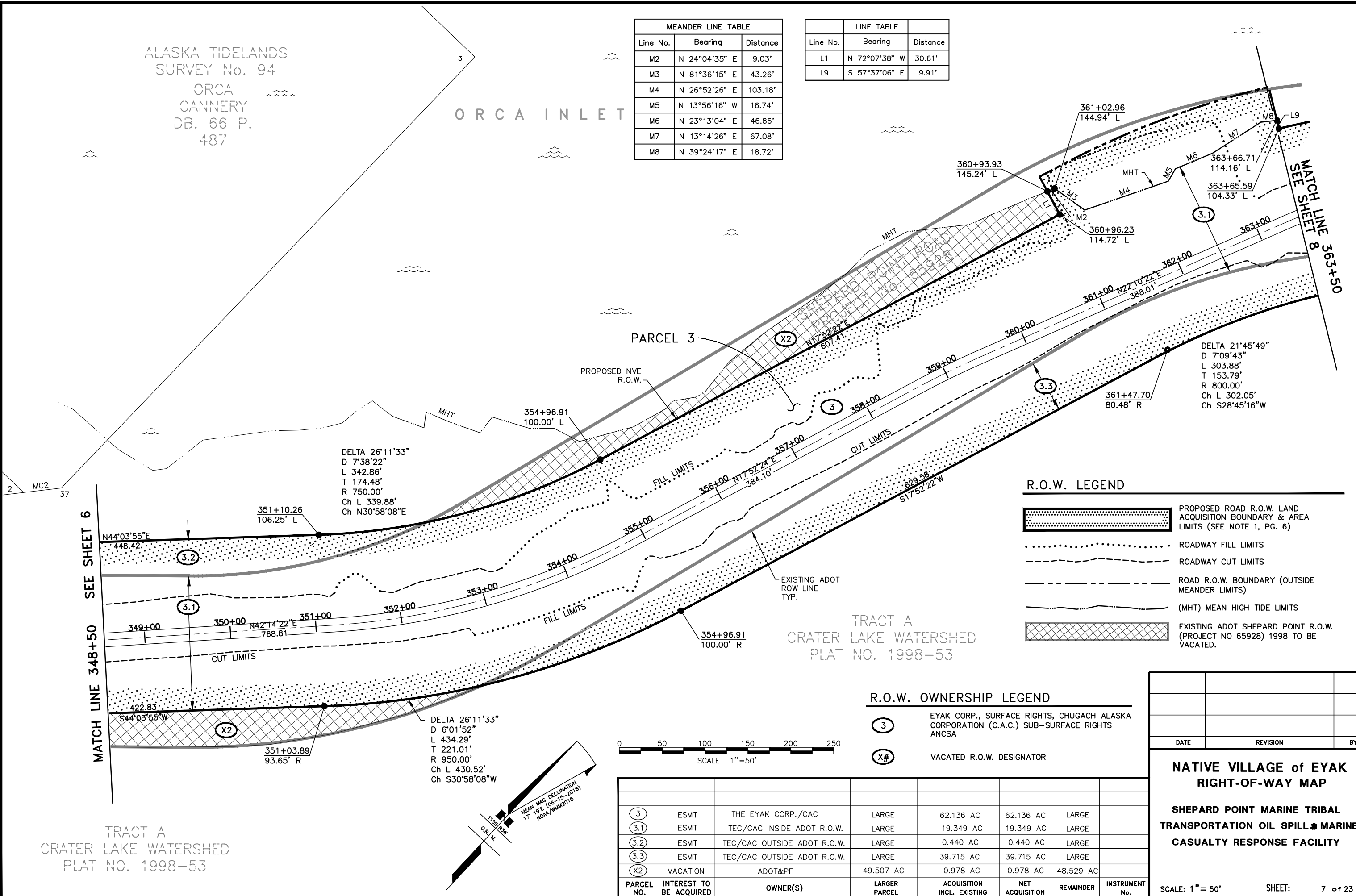
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ALASKA TIDELANDS
SURVEY No. 94
ORCA
CANNERY
DB. 66 P.
487

ORCA INLET

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M2	N 24°04'35" E	9.03'
M3	N 81°36'15" E	43.26'
M4	N 26°52'26" E	103.18'
M5	N 13°56'16" W	16.74'
M6	N 23°13'04" E	46.86'
M7	N 13°14'26" E	67.08'
M8	N 39°24'17" E	18.72'

LINE TABLE		
Line No.	Bearing	Distance
L1	N 72°07'38" W	30.61'
L9	S 57°37'06" E	9.91'

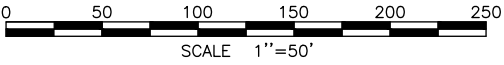


R.O.W. LEGEND

- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS
- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

R.O.W. OWNERSHIP LEGEND

- 3 EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA
- X# VACATED R.O.W. DESIGNATOR



ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE
3.1	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC
3.2	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.440 AC	0.440 AC
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC
X2	VACATION	ADOT&PF	49.507 AC	0.978 AC	0.978 AC
PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION
					REMAINDER
					INSTRUMENT No.

DATE	REVISION	BY
NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP		
SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY		
SCALE: 1" = 50'		
SHEET: 7 of 23		

R.O.W. LEGEND

PROPOSED NVE R.O.W.

PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)

ROADWAY FILL LIMITS

ROADWAY CUT LIMITS

ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)

(MHT) MEAN HIGH TIDE LIMITS

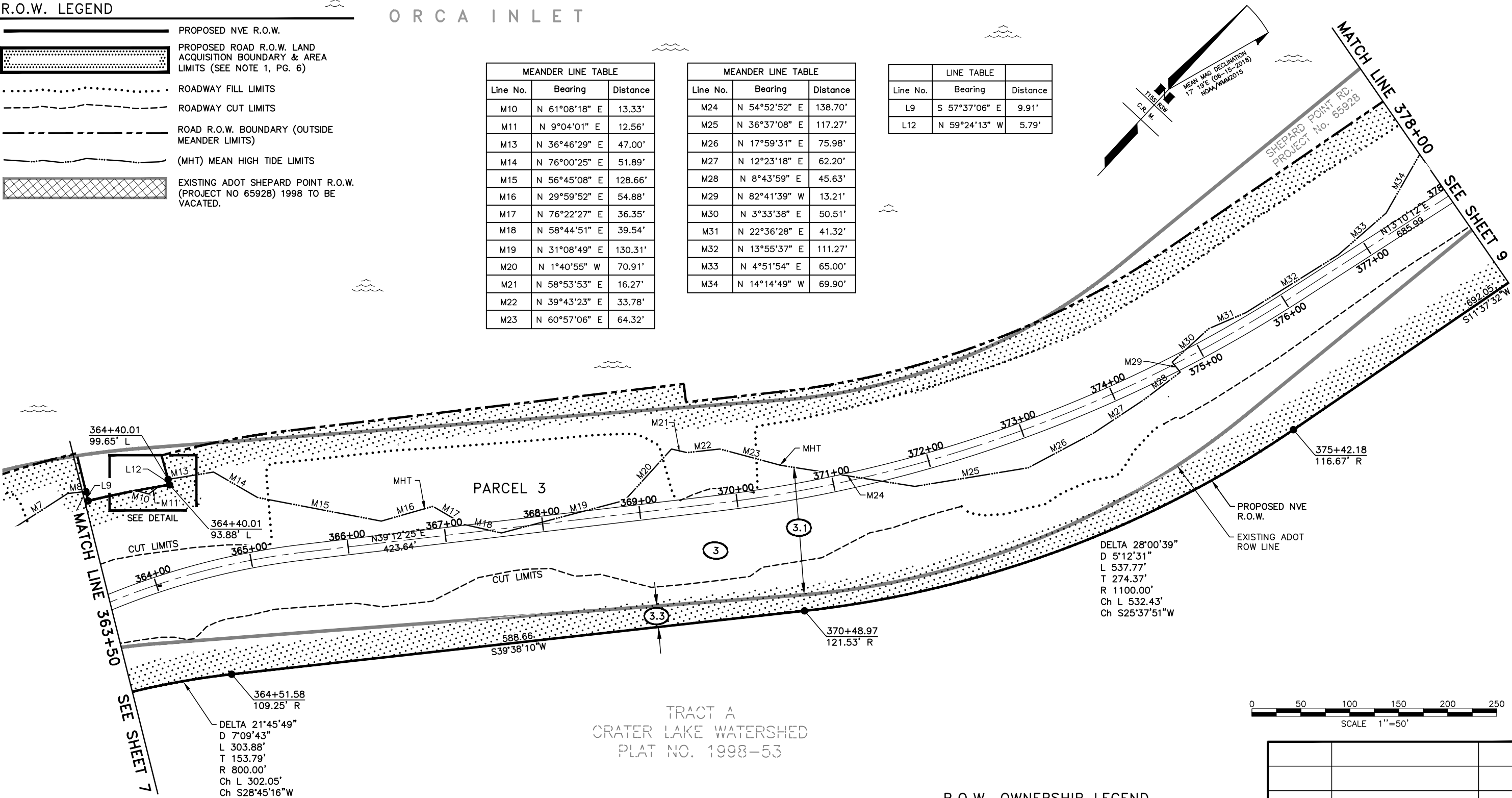
EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

ORCA INLET

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M10	N 61°08'18" E	13.33'
M11	N 9°04'01" E	12.56'
M13	N 36°46'29" E	47.00'
M14	N 76°00'25" E	51.89'
M15	N 56°45'08" E	128.66'
M16	N 29°59'52" E	54.88'
M17	N 76°22'27" E	36.35'
M18	N 58°44'51" E	39.54'
M19	N 31°08'49" E	130.31'
M20	N 1°40'55" W	70.91'
M21	N 58°53'53" E	16.27'
M22	N 39°43'23" E	33.78'
M23	N 60°57'06" E	64.32'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M24	N 54°52'52" E	138.70'
M25	N 36°37'08" E	117.27'
M26	N 17°59'31" E	75.98'
M27	N 12°23'18" E	62.20'
M28	N 8°43'59" E	45.63'
M29	N 82°41'39" W	13.21'
M30	N 3°33'38" E	50.51'
M31	N 22°36'28" E	41.32'
M32	N 13°55'37" E	111.27'
M33	N 4°51'54" E	65.00'
M34	N 14°14'49" W	69.90'

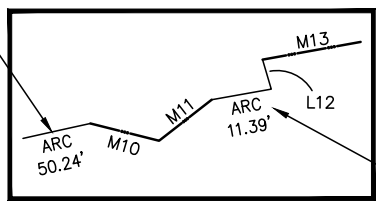
LINE TABLE		
Line No.	Bearing	Distance
L9	S 57°37'06" E	9.91'
L12	N 59°24'13" W	5.79'



DELTA 28°00'39"
D 5'12'31"
L 537.77'
T 274.37'
R 1100.00'
Ch L 532.43'
Ch S25°37'51"W

DELTA 21°45'49"
D 7°09'43"
L 303.88'
T 153.79'
R 800.00'
Ch L 302.05'
Ch S28°45'16"W

DELTA 2°50'53"
D 5°40'11"
L 50.24'
T 25.12'
R 1010.58'
Ch L 50.23'
Ch S33°50'38"W



DELTA 0°38'44"
D 5°40'11"
L 11.39'
T 5.69'
R 1010.58'
Ch L 11.39'
Ch S36°54'36"W

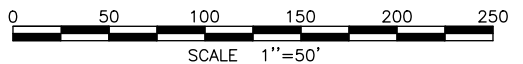
TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53

R.O.W. OWNERSHIP LEGEND

3

EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.1	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	



NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP

SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY

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R.O.W. OWNERSHIP LEGEND

- 3

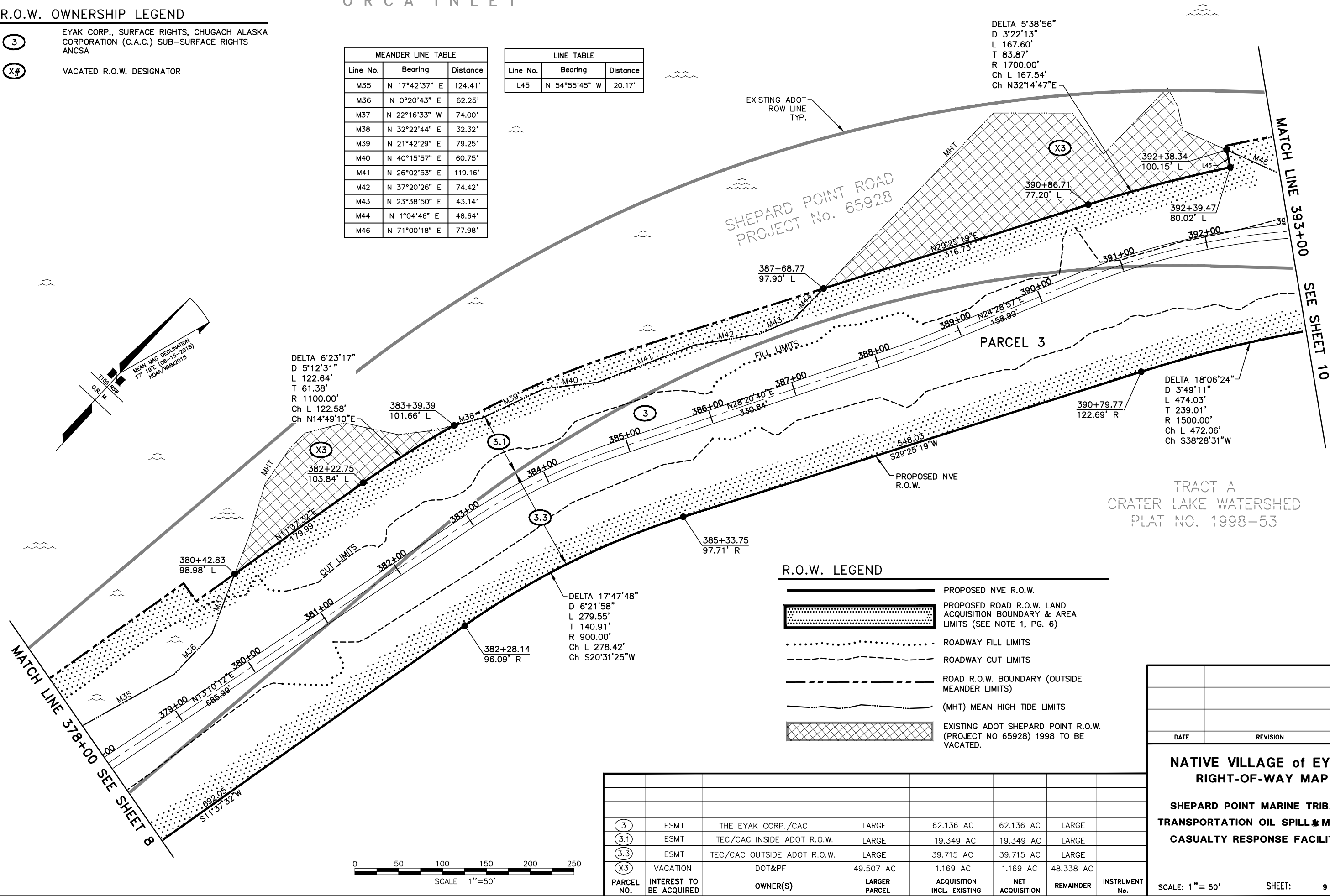
EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA
- X#

VACATED R.O.W. DESIGNATOR

ORCA INLET

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M35	N 17°42'37" E	124.41'
M36	N 0°20'43" E	62.25'
M37	N 22°16'33" W	74.00'
M38	N 32°22'44" E	32.32'
M39	N 21°42'29" E	79.25'
M40	N 40°15'57" E	60.75'
M41	N 26°02'53" E	119.16'
M42	N 37°20'26" E	74.42'
M43	N 23°38'50" E	43.14'
M44	N 1°04'46" E	48.64'
M46	N 71°00'18" E	77.98'

LINE TABLE		
Line No.	Bearing	Distance
L45	N 54°55'45" W	20.17'



R.O.W. LEGEND

- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS
- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.1	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	
X3	VACATION	DOT&PF	49.507 AC	1.169 AC	1.169 AC	48.338 AC	

DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

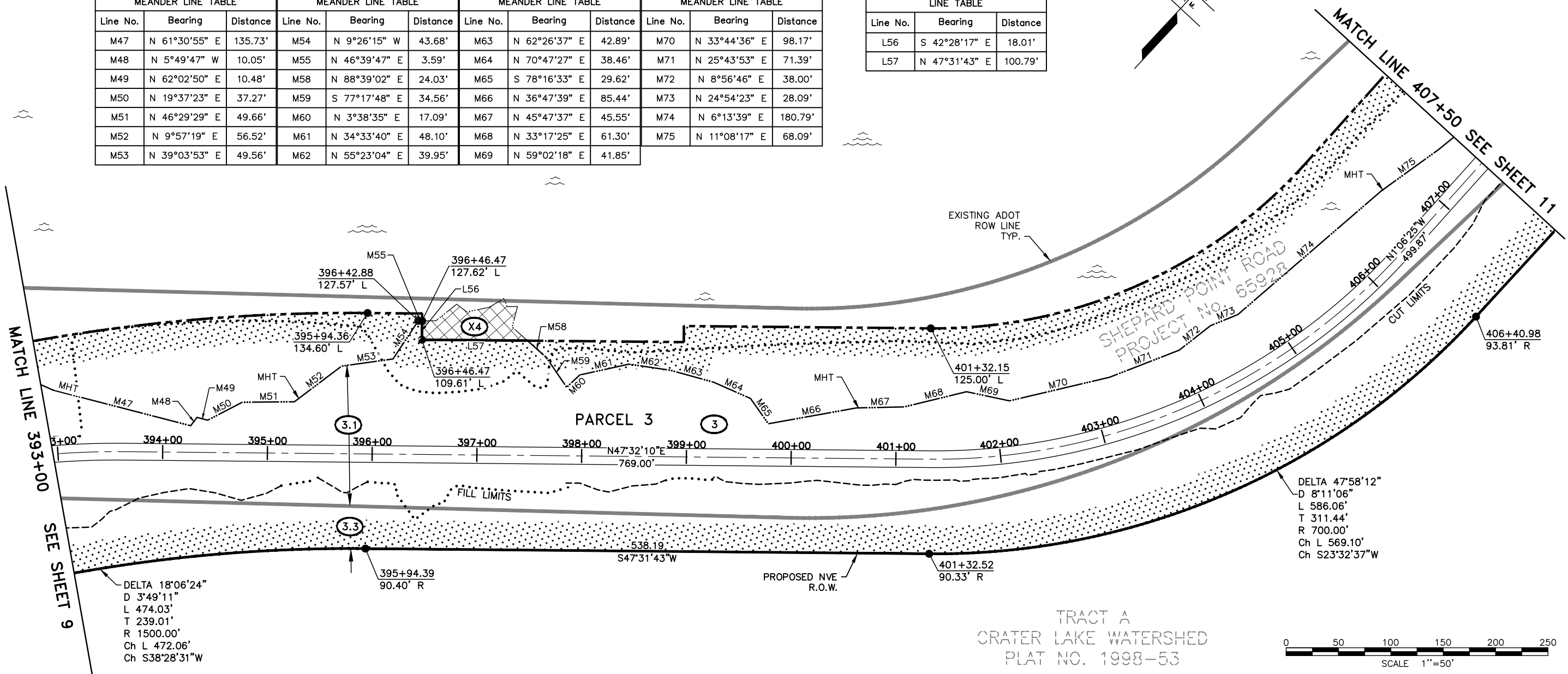
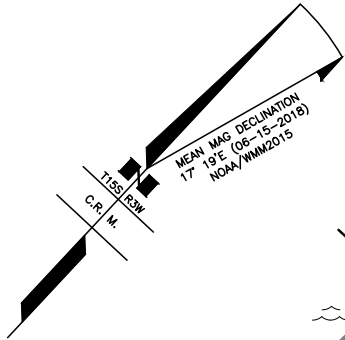
SCALE: 1" = 50' SHEET: 9 of 23

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ORCA INLET

MEANDER LINE TABLE			MEANDER LINE TABLE			MEANDER LINE TABLE			MEANDER LINE TABLE		
Line No.	Bearing	Distance	Line No.	Bearing	Distance	Line No.	Bearing	Distance	Line No.	Bearing	Distance
M47	N 61°30'55" E	135.73'	M54	N 9°26'15" W	43.68'	M63	N 62°26'37" E	42.89'	M70	N 33°44'36" E	98.17'
M48	N 5°49'47" W	10.05'	M55	N 46°39'47" E	3.59'	M64	N 70°47'27" E	38.46'	M71	N 25°43'53" E	71.39'
M49	N 62°02'50" E	10.48'	M58	N 88°39'02" E	24.03'	M65	S 78°16'33" E	29.62'	M72	N 8°56'46" E	38.00'
M50	N 19°37'23" E	37.27'	M59	S 77°17'48" E	34.56'	M66	N 36°47'39" E	85.44'	M73	N 24°54'23" E	28.09'
M51	N 46°29'29" E	49.66'	M60	N 3°38'35" E	17.09'	M67	N 45°47'37" E	45.55'	M74	N 6°13'39" E	180.79'
M52	N 9°57'19" E	56.52'	M61	N 34°33'40" E	48.10'	M68	N 33°17'25" E	61.30'	M75	N 11°08'17" E	68.09'
M53	N 39°03'53" E	49.56'	M62	N 55°23'04" E	39.95'	M69	N 59°02'18" E	41.85'			

LINE TABLE		
Line No.	Bearing	Distance
L56	S 42°28'17" E	18.01'
L57	N 47°31'43" E	100.79'



R.O.W. LEGEND

- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS
- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

R.O.W. OWNERSHIP LEGEND

- 3 EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA
- X# VACATED R.O.W. DESIGNATOR

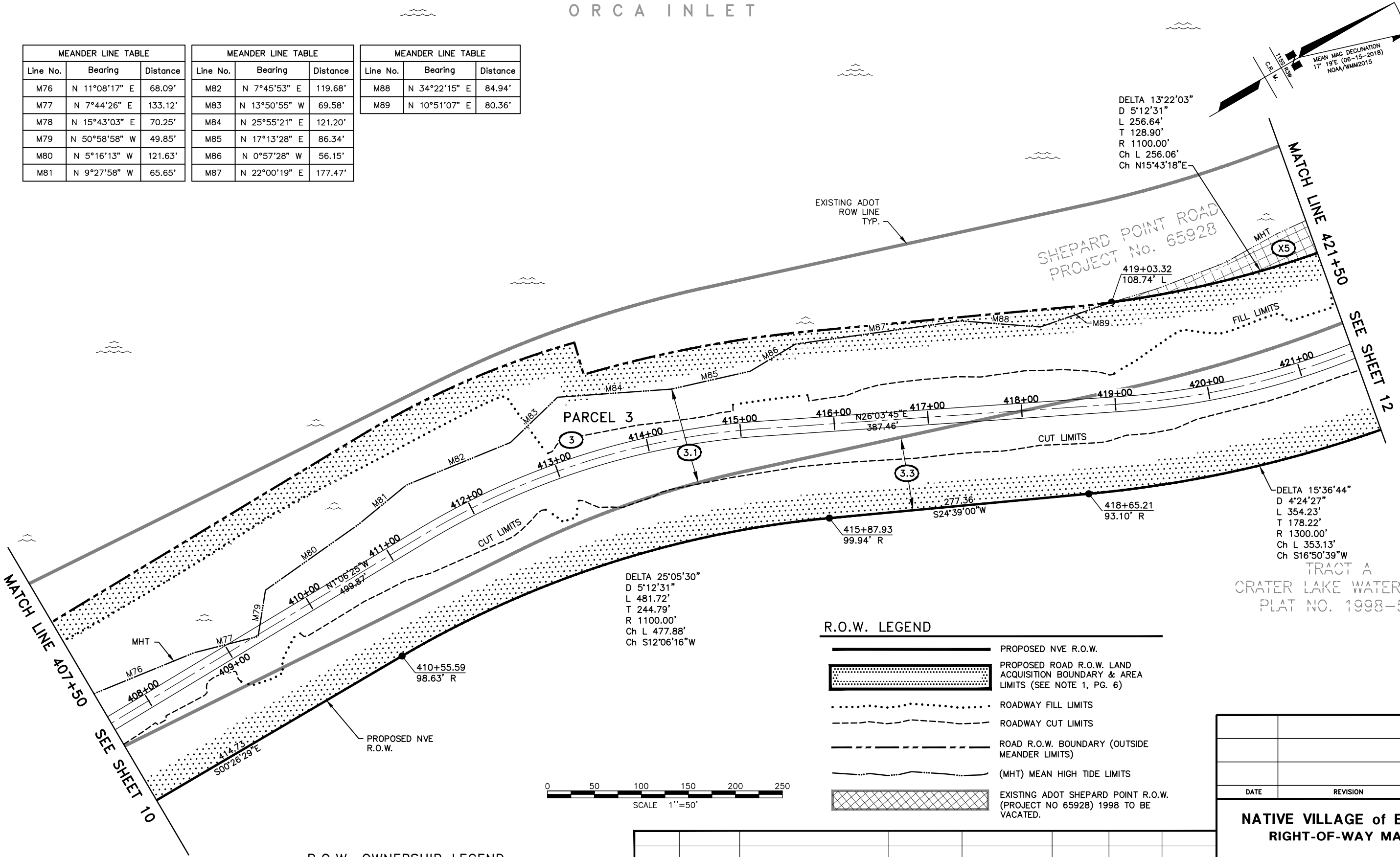
PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.1	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	
X4	VACATION	DOT&PF	49.507 AC	0.059 AC	0.059 AC	49.448 AC	

DATE	REVISION	BY
NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP		
SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY		
SCALE: 1" = 50' SHEET: 10 of 23		

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ORCA INLET

MEANDER LINE TABLE			MEANDER LINE TABLE			MEANDER LINE TABLE		
Line No.	Bearing	Distance	Line No.	Bearing	Distance	Line No.	Bearing	Distance
M76	N 11°08'17" E	68.09'	M82	N 7°45'53" E	119.68'	M88	N 34°22'15" E	84.94'
M77	N 7°44'26" E	133.12'	M83	N 13°50'55" W	69.58'	M89	N 10°51'07" E	80.36'
M78	N 15°43'03" E	70.25'	M84	N 25°55'21" E	121.20'			
M79	N 50°58'58" W	49.85'	M85	N 17°13'28" E	86.34'			
M80	N 5°16'13" W	121.63'	M86	N 0°57'28" W	56.15'			
M81	N 9°27'58" W	65.65'	M87	N 22°00'19" E	177.47'			



R.O.W. LEGEND

	PROPOSED NVE R.O.W.
	PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
	ROADWAY FILL LIMITS
	ROADWAY CUT LIMITS
	ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
	(MHT) MEAN HIGH TIDE LIMITS
	EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

R.O.W. OWNERSHIP LEGEND

	EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA
	VACATED R.O.W. DESIGNATOR

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
		ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE
		ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC	LARGE
		ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE
		VACATION	DOT&PF	49.507 AC	0.130 AC	0.130 AC	49.377 AC

DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 11 of 23

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R.O.W. OWNERSHIP LEGEND

- 3

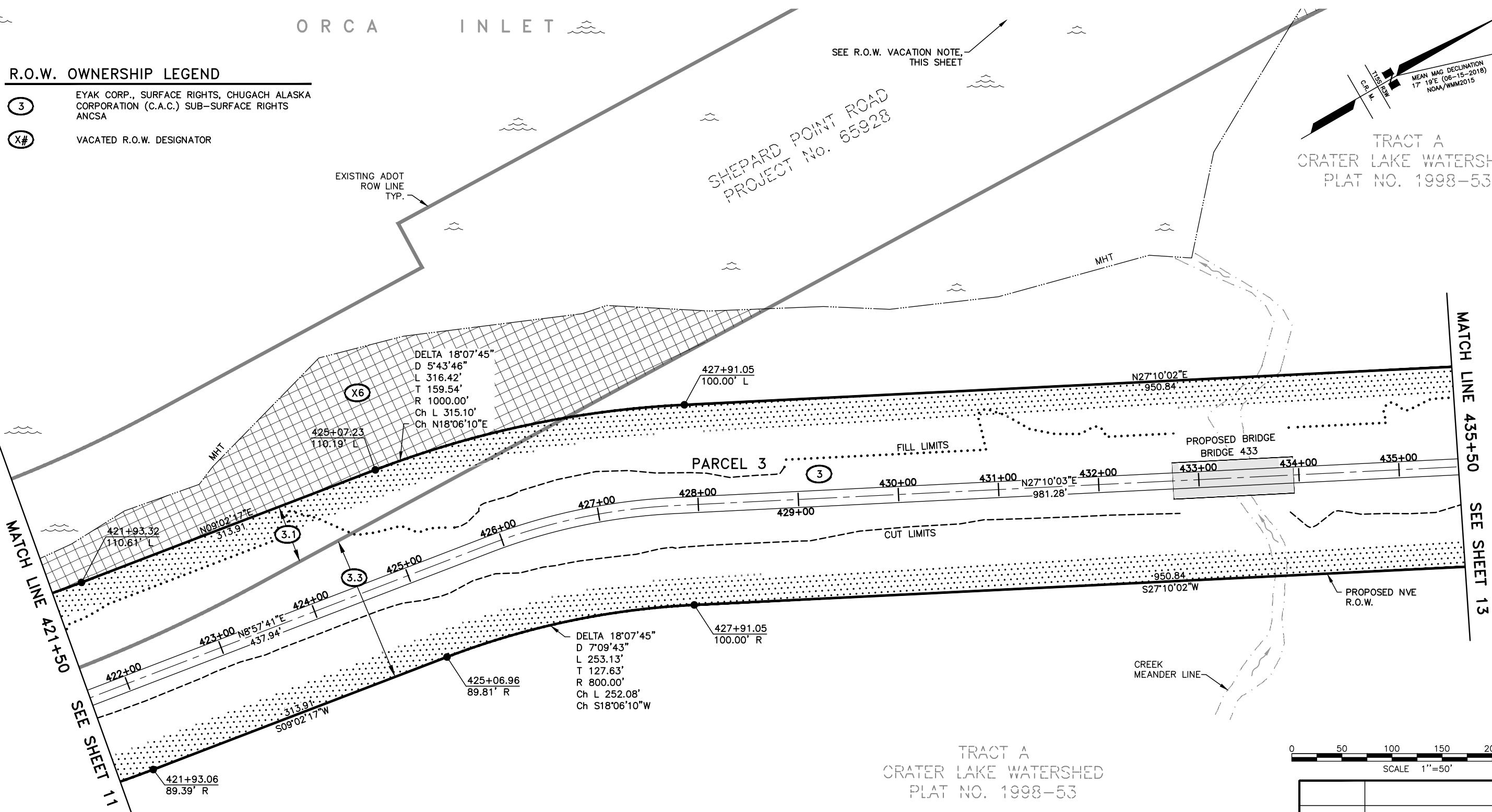
EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA
- X#

VACATED R.O.W. DESIGNATOR

SEE R.O.W. VACATION NOTE, THIS SHEET

MEAN MAG DECLINATION
17° 19'E (06-15-2018)
NOAA/MMM2015

TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53



R.O.W. LEGEND

- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS
- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

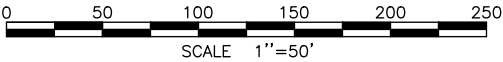
R.O.W. VACATION NOTE:

SOME ADDITIONAL "X" SERIES VACATED PARCEL AREAS ARE NOT INCLUDED WITHIN THIS PLAN SET. THESE ADDITIONAL "X" SERIES VACATED PARCEL AREAS ARE COVERED IN APPENDIX SHEETS. APPENDIX SHEETS MENTIONED ARE AVAILABLE UPON REQUEST.

TIDAL WATER ABBREVIATIONS

OHW (ORDANARY HIGH LINE)
MEANDER (TYPICAL WATERS EDGE)

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.1	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	19.349 AC	19.349 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	
X6	VACATION	DOT&PF	49.507 AC	1.300 AC	1.300 AC	48.207 AC	



DATE	REVISION	BY

NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP

SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY

SCALE: 1" = 50' SHEET: 12 of 23

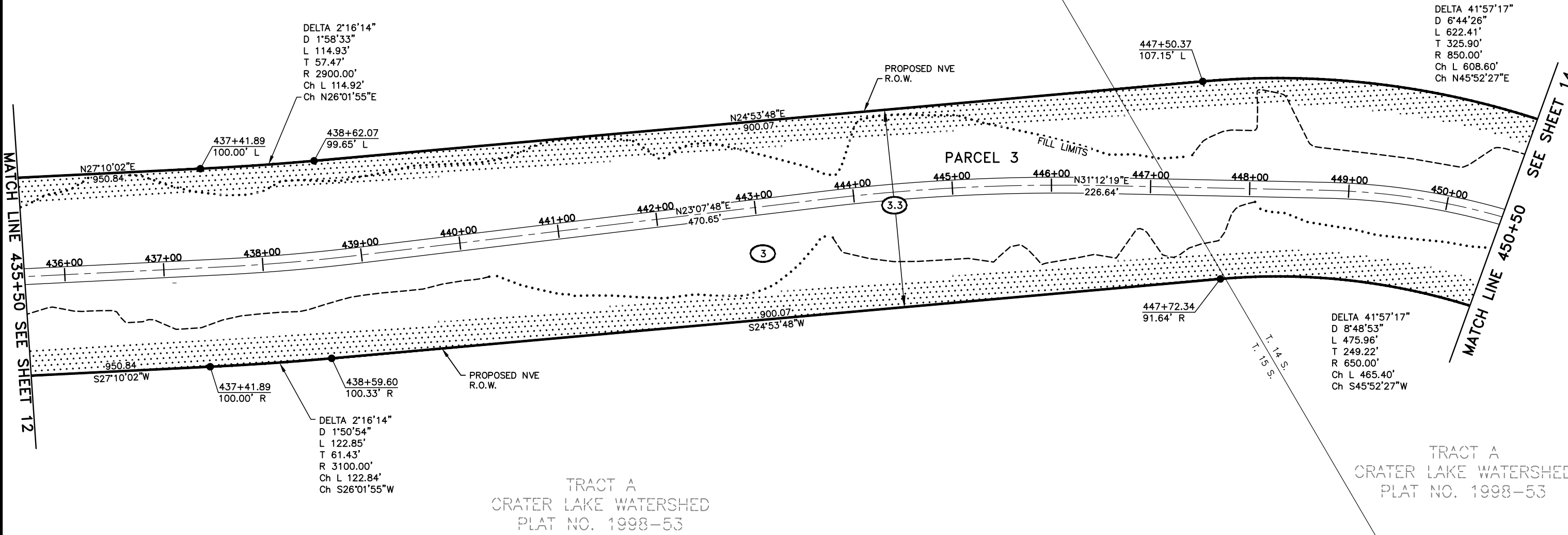
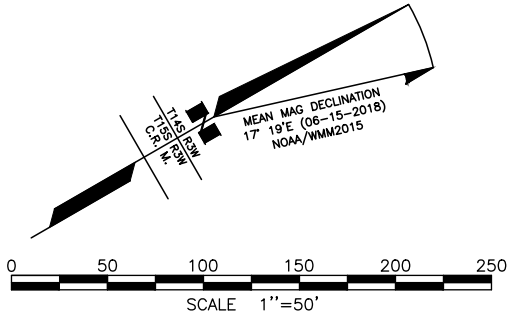
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R.O.W. OWNERSHIP LEGEND

3

EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS
ANCSA

TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53



R.O.W. LEGEND

- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS

3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	
PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.

DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 13 of 23

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TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53

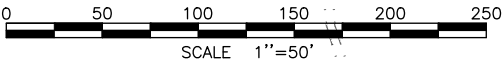
CREEK
MEANDER LINE

DELTA 84°32'15"
D 22°55'06"
L 368.86'
T 227.23'
R 250.00'
Ch L 336.30'
Ch N24°34'58"E

DELTA 84°32'15"
D 12°43'57"
L 663.96'
T 409.02'
R 450.00'
Ch L 605.35'
Ch S24°34'58"W

MEAN MAG DECLINATION
17° 19' E (06-18-2018)
N044°MM2015

T14S R3W
C.R. M.



MATCH LINE 461+50 SEE SHEET 15

PARCEL 3

PROPOSED NVE
R.O.W.

457+19.78
100.00' L

457+19.78
100.00' R

DELTA 41°57'17"
D 6°44'26"
L 622.41'
T 325.90'
R 850.00'
Ch L 608.60'
Ch N45°52'27"E

453+08.09
100.02' L

N66°51'05"E
412.31'

(3.3)

(3)

CUT LIMITS

DELTA 41°57'17"
D 8°48'53"
L 475.96'
T 249.22'
R 650.00'
Ch L 465.40'
Ch S45°52'27"W

453+06.63
99.98' R

MATCH LINE 450+50 SEE SHEET 13

TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53

R.O.W. LEGEND

- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS

TIDAL WATER ABBREVIATIONS

OHW (ORDINARY HIGH LINE)
MEANDER (TYPICAL WATERS EDGE)

R.O.W. OWNERSHIP LEGEND

(3) EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
(3)	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
(3.3)	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	

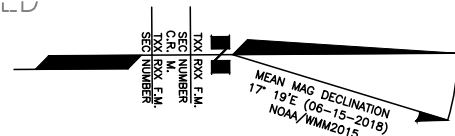
DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 14 of 23

TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53



DELTA 13°20'54"
D 6°21'58"
L 209.67'
T 105.31'
R 900.00'
Ch L 209.20'
Ch N21°53'31"W-

PROPOSED NVE
R.O.W. \searrow

469+37.95

$$\frac{471+00.87}{130.00' \text{ L}}$$

$$\frac{471+00.87}{100.00' \text{ L}}$$

PARCEL 3

DELTA 73°02'21"
D 11°56'12"
L 611.89'
T 355.44'
R 480.00'
Ch L 571.29'
Ch N21°18'07"E

DELTA 73°02'21"
D 22°55'06"
L 318.69'
T 185.12'
R 250.00'
Ch L 297.55'
Ch S21°18'07"W

- DELTA 13°20'54"
D 8°11'06"
L 163.08'
T 81.91'
R 700.00'
Ch L 162.71'
Ch S21°53'31"E

DELTA 7°58'58"
D 6°21'58"
L 125.39'
T 62.80'
R 900.00'
Ch L 125.29'
Ch N53°49'49"E

DELTA 7°58'58"
D 5°12'31"
L 153.26'
T 76.75'
R 1100.00'
Ch L 153.13'
Ch S53°49'49"W

DELTA 10°52'49"
D 9°32'57"
L 113.94'
T 57.14'
R 600.00'
Ch L 113.77'
Ch S23°07'34"E

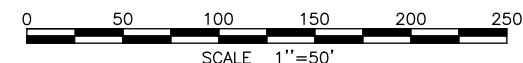
DELTA 10°52'49"
D 14°19'26"
L 75.96'
T 38.09'
R 400.00'
Ch L 75.84'
Ch N23°07'34"W

DELTA 84°32'15"
D 22°55'06"
L 368.86'
T 227.23'
R 250.00'
Ch L 336.30'
Ch N24°34'58"E

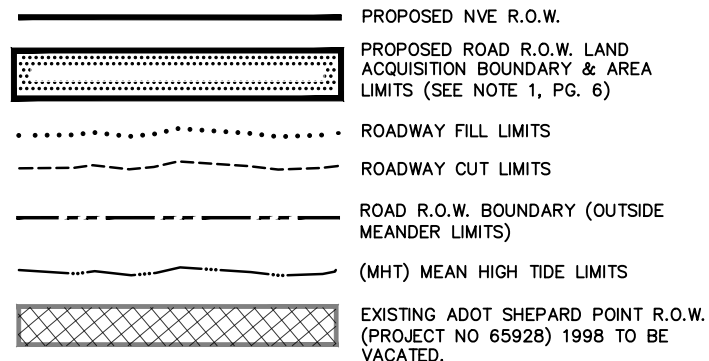
$$\frac{464+54.23}{97.98'}$$
$$\frac{465+36.83}{97.98'}$$
$$\frac{467+51.57}{100.00'} R$$
$$\frac{471+00.87}{100.00' \text{ R}}$$

MATCH LINE 478+50
SEE SHEET 16

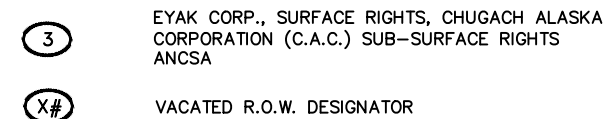
TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53



R.O.W. LEGEND



R.O.W. OWNERSHIP LEGEND



3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	
PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.

DATE	REVISION	BY

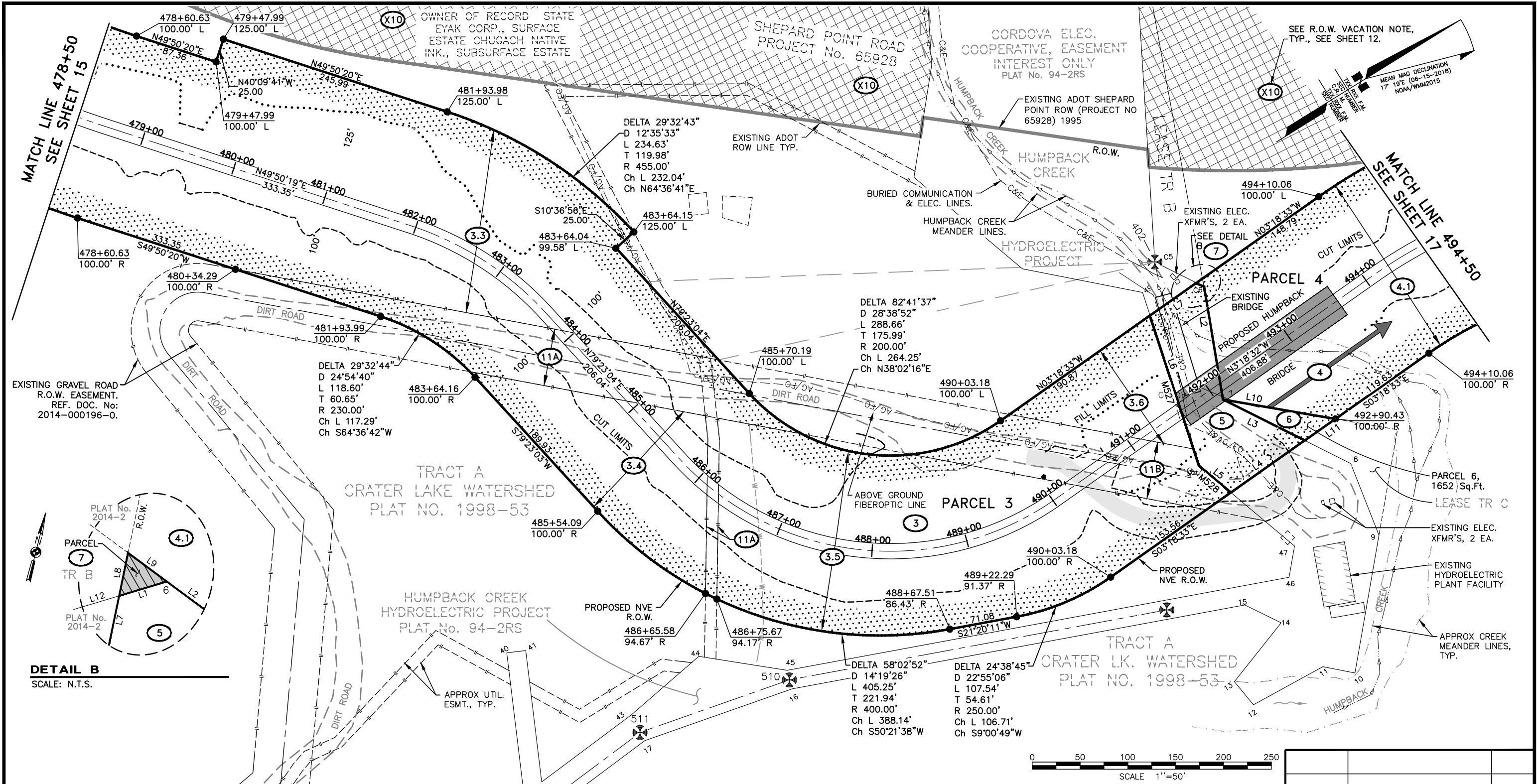
**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50'

SHEET: 15 of 23

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DETAIL B
SCALE: N.T.S.

R.O.W. PERCEL NOTE
1. FOR PARCEL LINE & TABLE DATA SCHEDULES, REFER TO SHEET 23.

TIDAL WATER ABBREVIATIONS
OHW (ORDANARY HIGH LINE)
MEANDER (TYPICAL WATERS EDGE)

R.O.W. OWNERSHIP LEGEND

- | | | | |
|---|--|----|-------------------------------|
| 3 | EYAK CORP., SURFACE RIGHTS, CHUGACH ALASKA CORPORATION (C.A.C.) SUB-SURFACE RIGHTS ANCSA | 6 | CORDOVA ELECTRIC CO-OP. |
| 4 | EYAK CORPORATION (NORTH, APPROACHING SHEPARD POINT) | 7 | CORDOVA ELECTRIC CO-OP. LEASE |
| 5 | CORDOVA ELECTRIC CO-OP. LEASE EYAK CORPORATION/CAC | 11 | CORDOVA ELECTRIC CO-OP. LEASE |
| | | X# | VACATED R.O.W. DESIGNATOR |

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
3	ESMT	THE EYAK CORP./CAC	LARGE	62.136 AC	62.136 AC	LARGE	
3.3	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	39.715 AC	39.715 AC	LARGE	
3.4	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.627 AC	0.627 AC	LARGE	
3.5	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	1.711 AC	1.711 AC	LARGE	
3.6	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.293 AC	0.293 AC	LARGE	
4	ESMT	THE EYAK CORP./CAC	LARGE	23.970 AC	23.970 AC	LARGE	
4.1	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	1.178 AC	1.178 AC	LARGE	
5	ESMT	TEC / CORDOVA ELEC. ESMT	0.300 AC	0.300 AC	0.300 AC	0.300 AC	
6	ESMT	TEC / CORDOVA ELEC. LEASE	1652 SF	1652 SF	1652 SF	1652 SF	
7	ESMT	TEC / CORDOVA ELEC. LEASE	30.0 SF	30.0 SF	30.0 SF	30.0 SF	
11A	ESMT	TEC/CAC ROW ESMT. TO CEC	0.58 AC	0.58 AC	0.58 AC	0.58 AC	
11B	ESMT	TEC/CAC ROW ESMT. TO CEC	0.35 AC	0.35 AC	0.35 AC	0.35 AC	

DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 16 of 23

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SHEPARD POINT ROAD
PROJECT NO. 65928

ORCA INLET

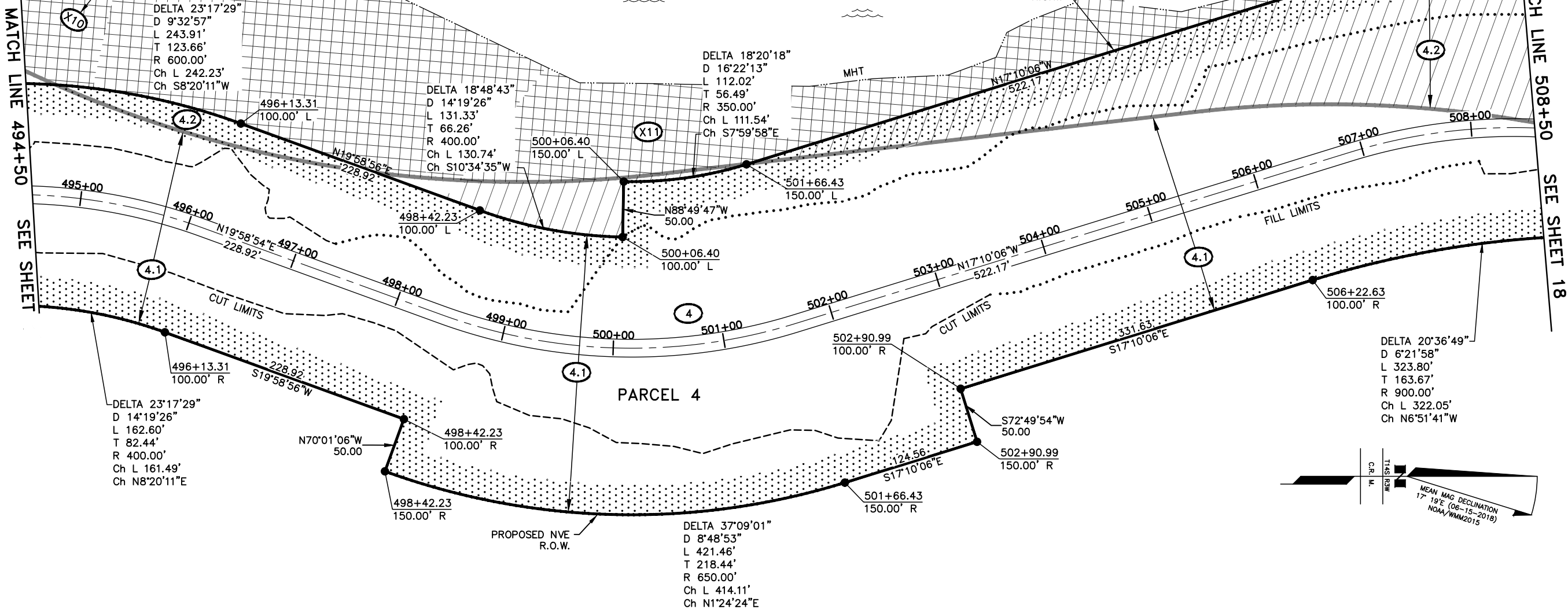
MEANDER LINE TABLE		
Line No.	Bearing	Distance
M206	N 0°06'41" E	213.77'

EXISTING ADOT SHEPARD POINT ROW
(PROJECT NO 65928) 1998

DELTA 3°13'03"
D 8°48'53"
L 36.50'
T 18.25'
R 650.00'
Ch L 36.50'
Ch S15°33'35"E

MATCH LINE 494+50
SEE SHEET

MATCH LINE 508+50
SEE SHEET 18



R.O.W. LEGEND

- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS
- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO 65928) 1998 TO BE VACATED.

TRACT A
CRATER LAKE WATERSHED
PLAT NO. 1998-53

R.O.W. OWNERSHIP LEGEND

- (4) EYAK CORPORATION (NORTH, APPROACHING SHEPARD POINT)
- (X#) VACATED R.O.W. DESIGNATOR

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
(4)	ESMT	THE EYAK CORP./CAC	LARGE	23.970 AC	23.970 AC	LARGE	
(4.1)	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	6.649 AC	6.649 AC	LARGE	
(4.2)	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	1.199 AC	1.199 AC	LARGE	
(X11)	VACATION	DOT&PF	49.507 AC	0.861 AC	0.861 AC	48.646 AC	

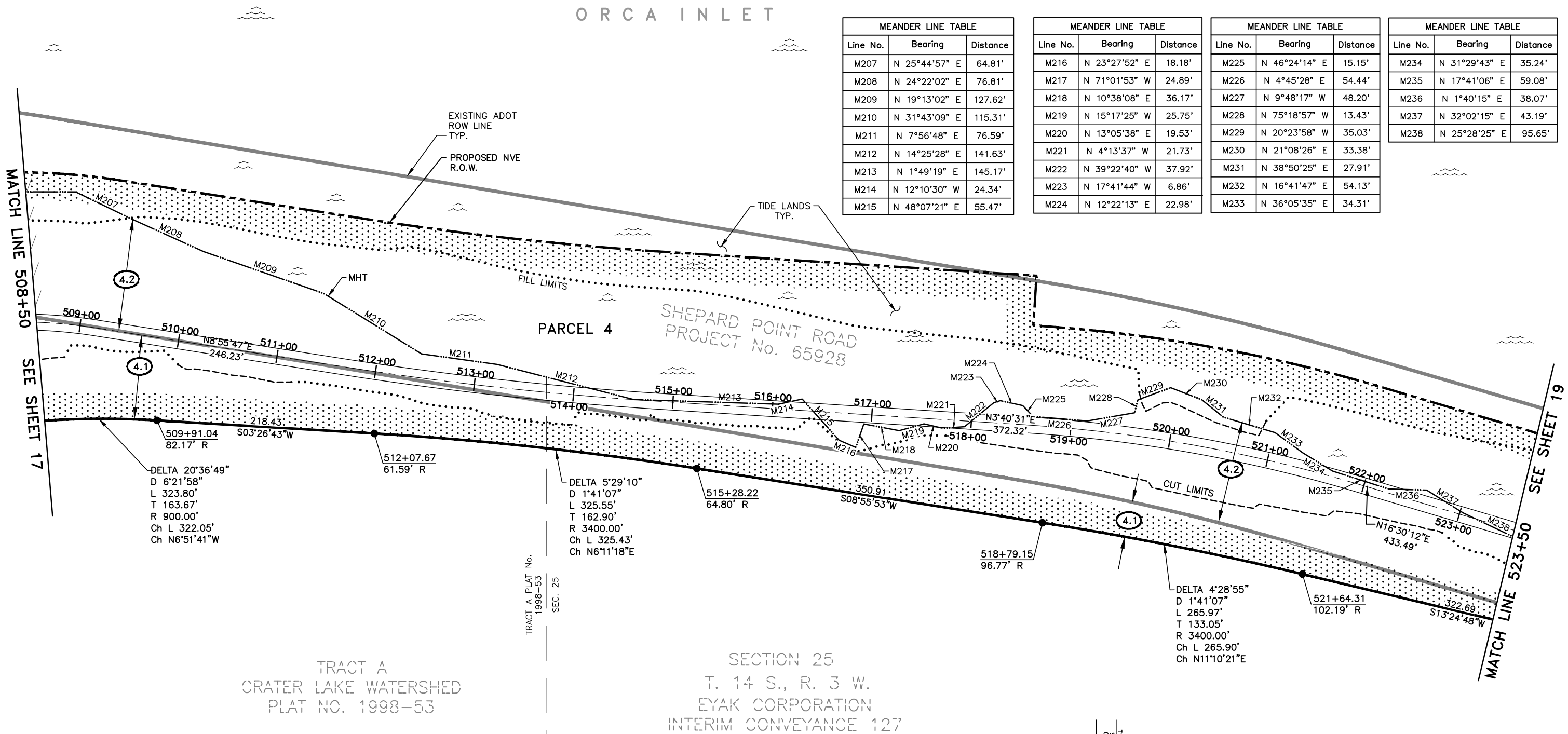
DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 17 of 23

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MEANDER LINE TABLE		
Line No.	Bearing	Distance
M207	N 25°44'57" E	64.81'
M208	N 24°22'02" E	76.81'
M209	N 19°13'02" E	127.62'
M210	N 31°43'09" E	115.31'
M211	N 7°56'48" E	76.59'
M212	N 14°25'28" E	141.63'
M213	N 1°49'19" E	145.17'
M214	N 12°10'30" W	24.34'
M215	N 48°07'21" E	55.47'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M216	N 23°27'52" E	18.18'
M217	N 71°01'53" W	24.89'
M218	N 10°38'08" E	36.17'
M219	N 15°17'25" W	25.75'
M220	N 13°05'38" E	19.53'
M221	N 4°13'37" W	21.73'
M222	N 39°22'40" W	37.92'
M223	N 17°41'44" W	6.86'
M224	N 12°22'13" E	22.98'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M225	N 46°24'14" E	15.15'
M226	N 4°45'28" E	54.44'
M227	N 9°48'17" W	48.20'
M228	N 75°18'57" W	13.43'
M229	N 20°23'58" W	35.03'
M230	N 21°08'26" E	33.38'
M231	N 38°50'25" E	27.91'
M232	N 16°41'47" E	54.13'
M233	N 36°05'35" E	34.31'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M234	N 31°29'43" E	35.24'
M235	N 17°41'06" E	59.08'
M236	N 1°40'15" E	38.07'
M237	N 32°02'15" E	43.19'
M238	N 25°28'25" E	95.65'

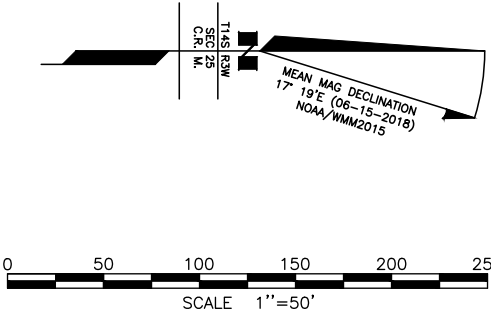
R.O.W. LEGEND

- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO X-51890) 1995 SURVEY. (PER BK. 75, PG. 505 1999 C.R.D.)
- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS

R.O.W. OWNERSHIP LEGEND

- 4 EYAK CORPORATION (NORTH, APPROACHIN SHEPARD POINT)

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
4	ESMT	THE EYAK CORP./CAC	LARGE	23.970 AC	23.970 AC	LARGE	
4.1	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	1.583 AC	1.583 AC	LARGE	
4.2	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	2.238 AC	2.238 AC	LARGE	



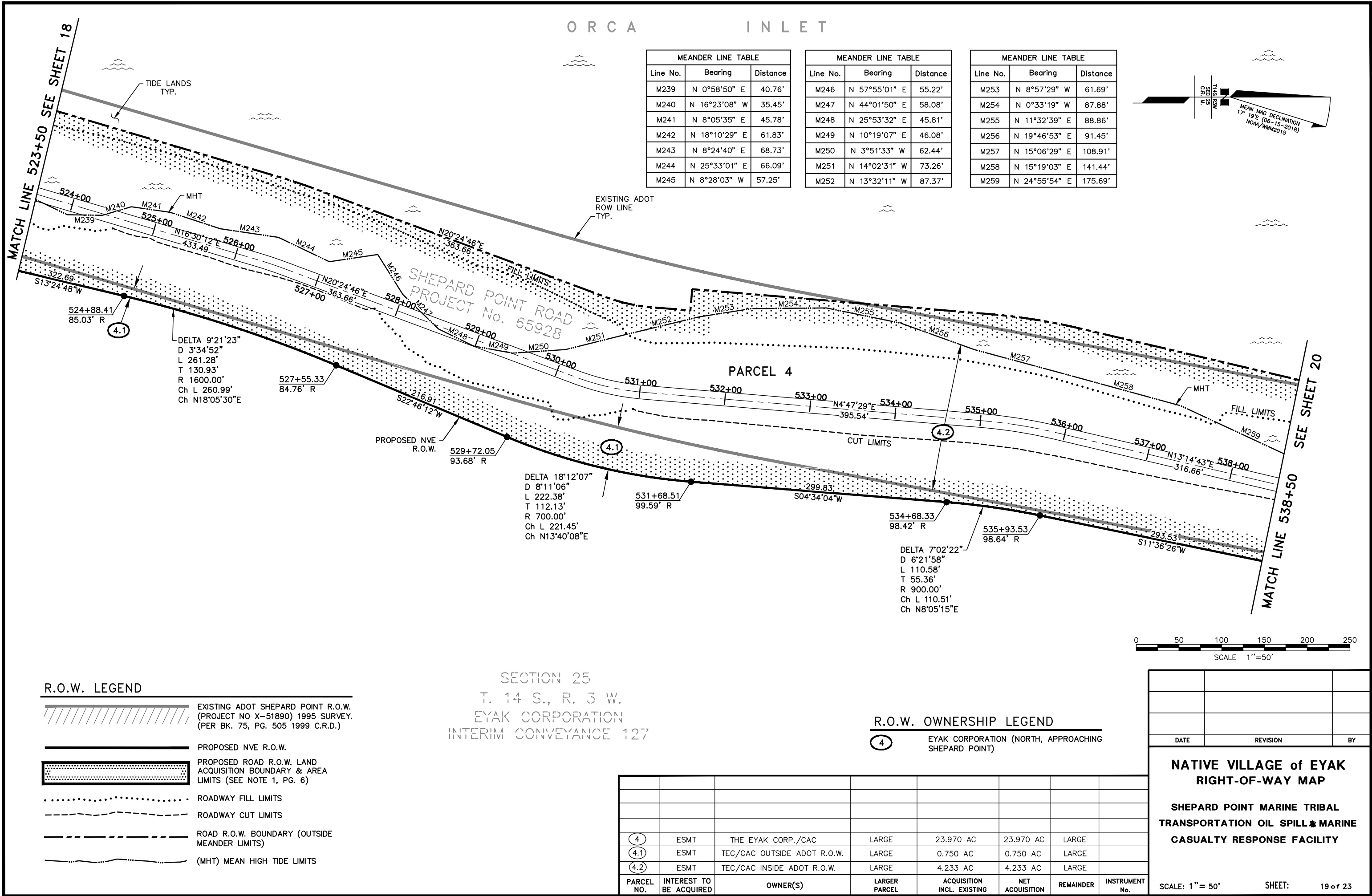
DATE	REVISION	BY

**NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP**

**SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY**

SCALE: 1" = 50' SHEET: 18 of 23

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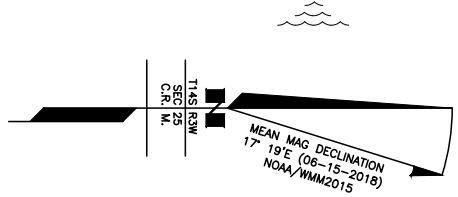


ORCA INLET

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M239	N 0°58'50" E	40.76'
M240	N 16°23'08" W	35.45'
M241	N 8°05'35" E	45.78'
M242	N 18°10'29" E	61.83'
M243	N 8°24'40" E	68.73'
M244	N 25°33'01" E	66.09'
M245	N 8°28'03" W	57.25'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M246	N 57°55'01" E	55.22'
M247	N 44°01'50" E	58.08'
M248	N 25°53'32" E	45.81'
M249	N 10°19'07" E	46.08'
M250	N 3°51'33" W	62.44'
M251	N 14°02'31" W	73.26'
M252	N 13°32'11" W	87.37'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M253	N 8°57'29" W	61.69'
M254	N 0°33'19" W	87.88'
M255	N 11°32'39" E	88.86'
M256	N 19°46'53" E	91.45'
M257	N 15°06'29" E	108.91'
M258	N 15°19'03" E	141.44'
M259	N 24°55'54" E	175.69'



R.O.W. LEGEND

- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO X-51890) 1995 SURVEY. (PER BK. 75, PG. 505 1999 C.R.D.)
- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS

SECTION 25
T. 14 S., R. 3 W.
EYAK CORPORATION
INTERIM CONVEYANCE 127

R.O.W. OWNERSHIP LEGEND

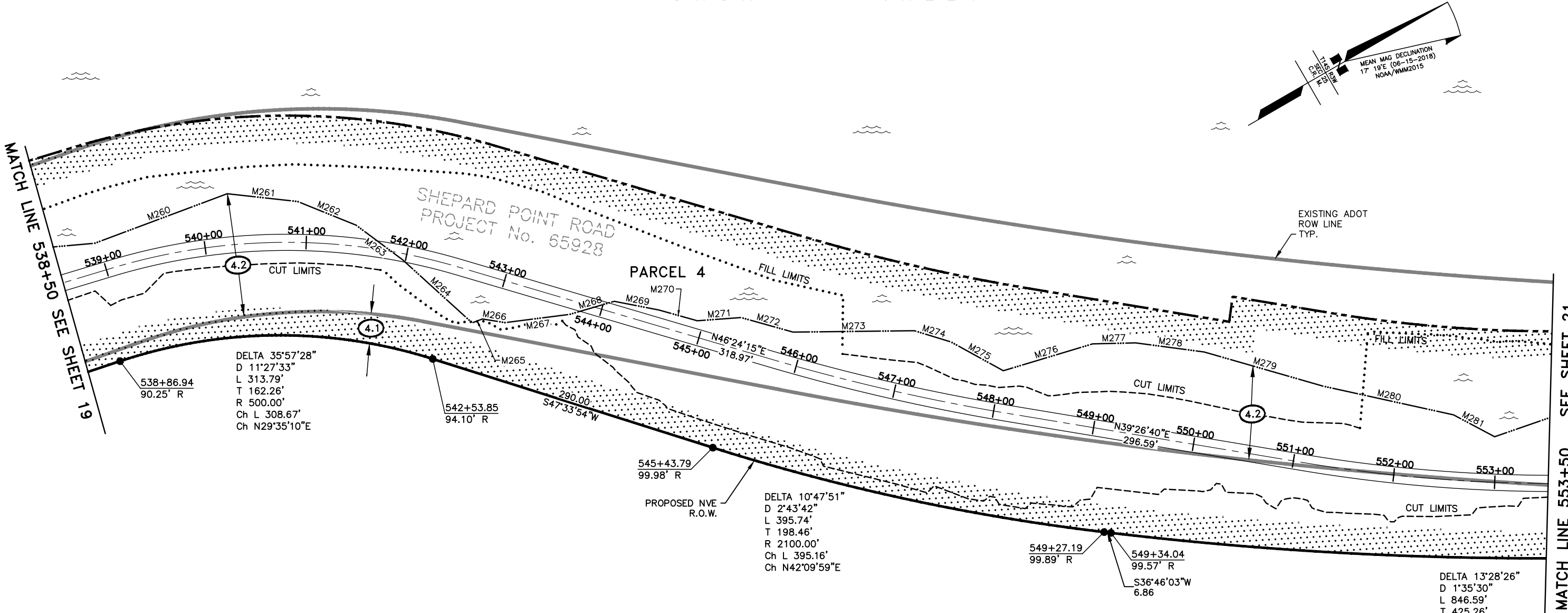
4 EYAK CORPORATION (NORTH, APPROACHING SHEPARD POINT)

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
4	ESMT	THE EYAK CORP./CAC	LARGE	23.970 AC	23.970 AC	LARGE	
4.1	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.750 AC	0.750 AC	LARGE	
4.2	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	4.233 AC	4.233 AC	LARGE	

DATE	REVISION	BY
NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP		
SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY		
SCALE: 1" = 50'		
SHEET: 19 of 23		

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R.O.W. LEGEND

- EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO X-51890) 1995 SURVEY. (PER BK. 75, PG. 505 1999 C.R.D.)
- PROPOSED NVE R.O.W.
- PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
- ROADWAY FILL LIMITS
- ROADWAY CUT LIMITS
- ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
- (MHT) MEAN HIGH TIDE LIMITS

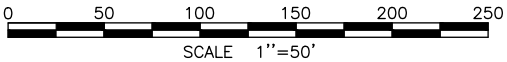
R.O.W. OWNERSHIP LEGEND

- 4 EYAK CORPORATION (NORTH, APPROACHING SHEPARD POINT)

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M260	N 9°31'08" E	139.64'
M261	N 36°18'33" E	70.02'
M262	N 52°00'40" E	62.12'
M263	N 66°37'35" E	57.23'
M264	N 72°12'44" E	92.66'
M265	N 9°35'09" E	10.92'
M266	N 39°06'48" E	22.63'
M267	N 22°43'12" E	64.23'
M268	N 13°42'58" E	45.92'
M269	N 41°00'50" E	45.09'
M270	N 45°39'35" E	39.15'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M271	N 25°47'58" E	43.27'
M272	N 45°36'10" E	53.35'
M273	N 29°20'47" E	119.73'
M274	N 47°01'58" E	37.88'
M275	N 58°47'54" E	58.90'
M276	N 13°16'13" E	92.02'
M277	N 28°39'47" E	42.41'
M278	N 37°33'41" E	68.37'
M279	N 46°00'59" E	121.89'
M280	N 42°24'20" E	132.02'
M281	N 57°59'44" E	46.01'

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
4	ESMT	THE EYAK CORP./CAC	LARGE	23.970 AC	23.970 AC	LARGE	
4.1	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	2.099 AC	2.099 AC	LARGE	
4.2	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	2.517 AC	2.517 AC	LARGE	

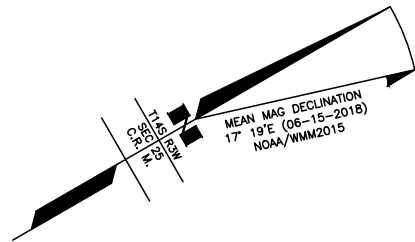
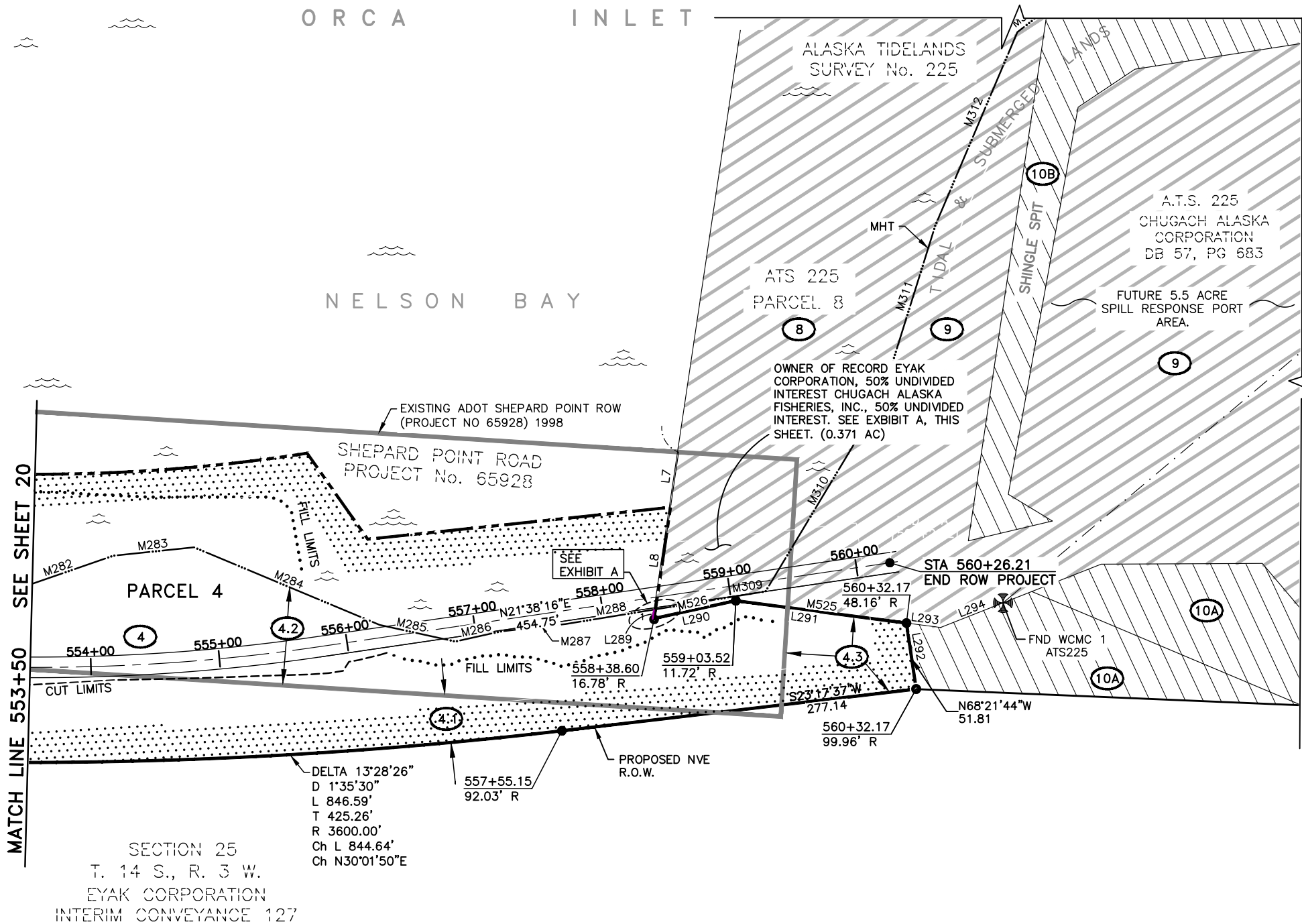


DATE	REVISION	BY

NATIVE VILLAGE of EYAK
RIGHT-OF-WAY MAP

SHEPARD POINT MARINE TRIBAL
TRANSPORTATION OIL SPILL & MARINE
CASUALTY RESPONSE FACILITY

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MEANDER LINE TABLE		
Line No.	Bearing	Distance
M282	N 10°54'31" E	124.33'
M283	N 24°02'18" E	63.04'
M284	N 52°41'42" E	156.30'
M285	N 42°21'51" E	60.19'
M286	N 17°28'57" E	35.99'
M287	N 23°28'13" E	50.86'
M288	N 20°44'03" E	69.56'

LINE TABLE		
Line No.	Bearing	Distance
L289	S 51°31'06" E	7.21'
L290	N 17°43'54" E	66.11'
L291	N 37°28'54" E	133.73'
L292	S 68°21'44" E	51.81'
L293	N 37°28'54" E	26.54'
L294	N 8°28'54" E	52.32'

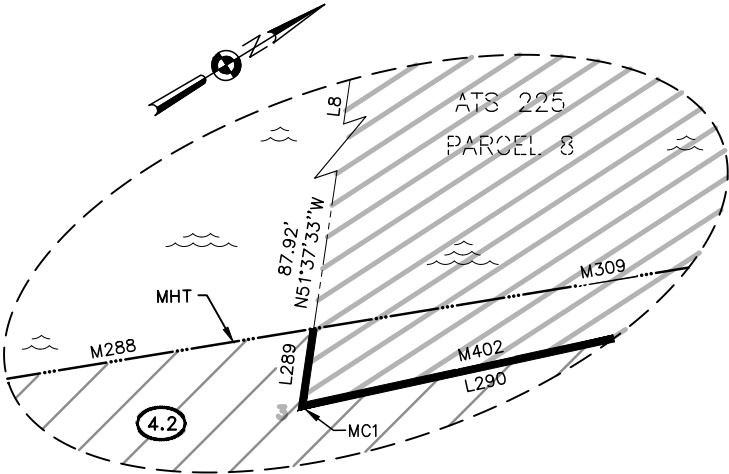
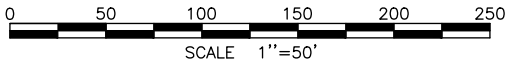


EXHIBIT A

SCALE: N.T.S.



R.O.W. LEGEND

	EXISTING ADOT SHEPARD POINT R.O.W. (PROJECT NO X-51890) 1995 SURVEY. (PER BK. 75, PG. 505 1999 C.R.D.)
	PROPOSED NVE R.O.W.
	PROPOSED ROAD R.O.W. LAND ACQUISITION BOUNDARY & AREA LIMITS (SEE NOTE 1, PG. 6)
	ROADWAY FILL LIMITS
	ROADWAY CUT LIMITS
	ROAD R.O.W. BOUNDARY (OUTSIDE MEANDER LIMITS)
	(MHT) MEAN HIGH TIDE LIMITS

PORT AREA LEGEND

	EYAK CORPORATION / CAC ATS 225 (NORTH, APPROACHING SHEPARD POINT), 50% EACH.
	EYAK CORPORATION PORT AREA LIMITS

R.O.W. OWNERSHIP LEGEND

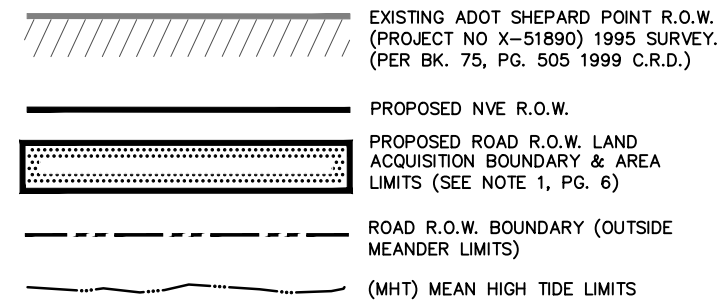
- (4) = EYAK CORPORATION (NORTH, APPROACHING SHEPARD POINT)
- (8) & (9) 50/50 OWNERSHIP RIGHTS: THE EYAK CORPORATION (TEC), & CHUGACH ALASKA CORPORATION (CAC)
- (10A) & (10B) SURFACE RIGHTS: THE EYAK CORPORATION (TEC), SUB-SURFACE RIGHTS: CHUGACH ALASKA CORPORATION (CAC)

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
(4)	ESMT	TEC/CAC	LARGE	23.970 AC	23.970 AC	LARGE	
(4.1)	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.935 AC	0.935 AC	LARGE	
(4.2)	ESMT	TEC/CAC INSIDE ADOT R.O.W.	LARGE	0.477 AC	0.477 AC	LARGE	
(4.3)	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.144 AC	0.144 AC	LARGE	

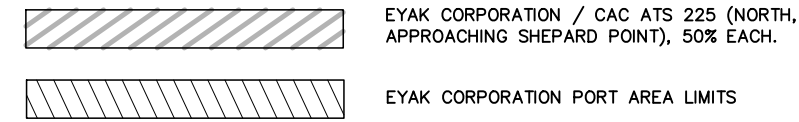
DATE	REVISION	BY
NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP		
SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY		
SCALE: 1" = 50' SHEET: 21 of 23		

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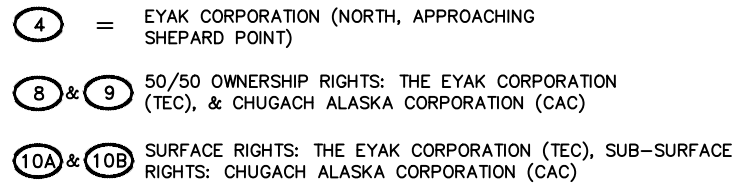
R.O.W. LEGEND



PORT AREA LEGEND

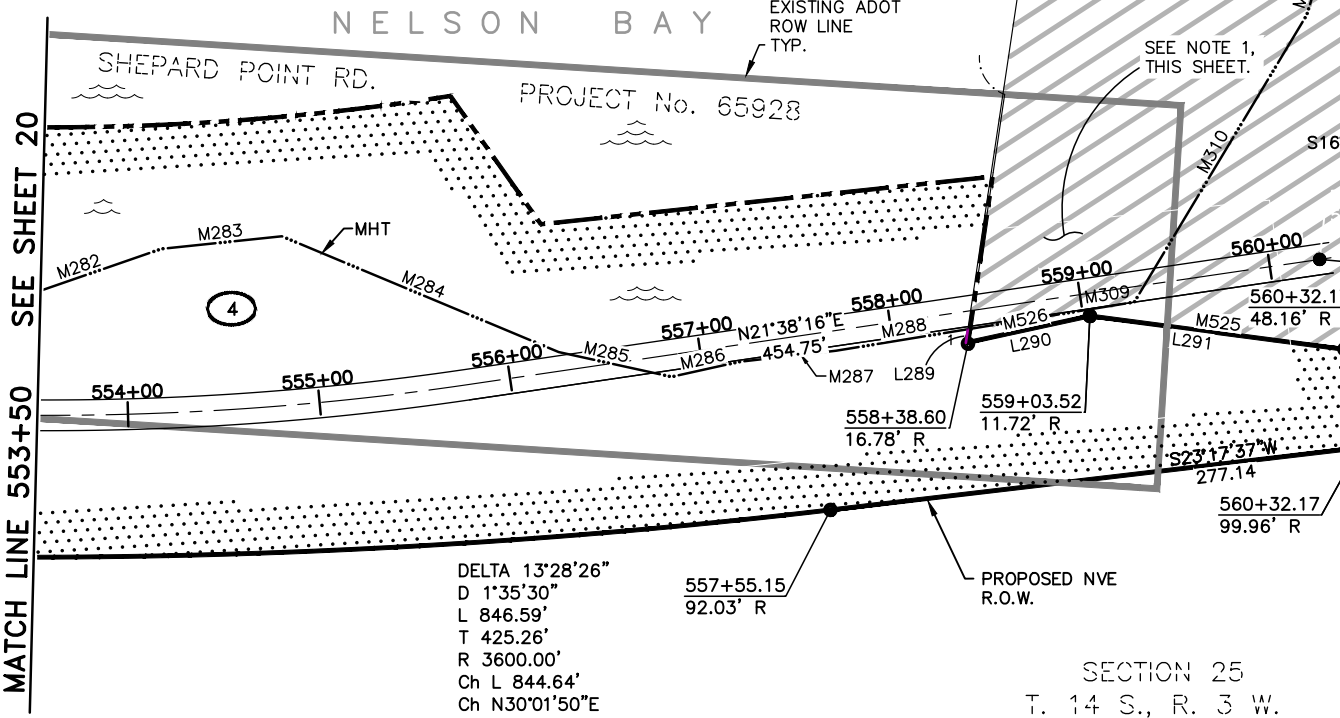


R.O.W. OWNERSHIP LEGEND



MEANDER LINE TABLE		
Line No.	Bearing	Distance
M309	S 20°44'03" W	87.83'
M310	S 29°00'45" E	174.32'
M311	S 42°39'13" E	141.07'
M312	S 37°00'03" E	163.31'

MEANDER LINE TABLE		
Line No.	Bearing	Distance
M313	S 7°36'05" E	29.63'
M314	N 7°36'05" W	28.68'
M315	N 29°06'39" E	243.45'
M316	N 33°17'18" E	239.12'

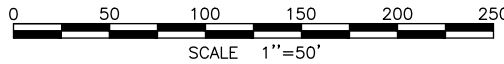


SECTION 25
T. 14 S., R. 3 W.
EYAK CORPORATION
INTERIM CONVEYANCE 127

PARCEL NO.	INTEREST TO BE ACQUIRED	OWNER(S)	LARGER PARCEL	ACQUISITION INCL. EXISTING	NET ACQUISITION	REMAINDER	INSTRUMENT No.
8	ESMT	TEC/CAC 50/50% OWNERSHIP	6.245 AC	6.245 AC	6.245 AC	0	
9	ESMT	TEC/CAC 50/50% OWNERSHIP	5.234 AC	5.234 AC	5.234 AC	0	
10A	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	1.299 AC	1.299 AC	LARGE	
10B	ESMT	TEC/CAC OUTSIDE ADOT R.O.W.	LARGE	0.819 AC	0.819 AC	LARGE	

NOTES

1. SEE EXHIBIT A, ON SHEET 21.



DATE	REVISION	BY
NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP		
SHEPARD POINT MARINE TRIBAL TRANSPORTATION OIL SPILL & MARINE CASUALTY RESPONSE FACILITY		
LAND OWNERSHIP MAP		
SCALE: 1"= 50' SHEET: 22 of 23		

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PARCEL LINE TABLES

PARCELS 4, 5, 6 & 7 LINE TABLE		
Line No.	Bearing	Distance
L1	N 58°33'04" E	8.80'
L2	S 67°40'25" E	119.59'
L3	N 58°27'04" E	95.83'
L4	S 3°18'33" E	94.54'
L5	S 71°53'57" W	43.62'
L6	S 76°14'56" W	165.09'
L7	N 3°18'33" W	59.28'
L8	N 3°18'33" W	7.73'
L9	S 68°30'18" E	8.55'
L10	S 41°40'09" E	119.44'
L11	S 3°18'33" E	39.14'
L12	N 58°33'04" E	48.57'

HUMPBACK CREEK HYDROELECTRIC PROJECT
PLAT No. 2014-2
EASEMENT ACROSS
HUMPBACK CREEK HYDROELECTRIC PROJECT AND
LEASE TRACTS B & C (PLAT No. 2014-2)

PARCEL 11A LINE TABLE		
Line No.	Bearing	Distance
L1	S 19°11'31" W	467.46'
L2	N 79°23'03" E	47.55'
L3	S 42°28'01" W	90.20'
L4	S 64°28'11" E	21.37'
L5	S 57°16'50" E	168.05'
L6	N 57°16'50" W	161.62'
L7	N 64°28'11" W	24.27'
L8	S 42°28'01" W	250.52'
L9	S 49°50'20" W	159.69'
L10	N 42°28'01" E	513.86'

RIGHT-OF-WAY EASEMENT
DOCUMENT No. 2014-000196-0
EASEMENT ACROSS
RIGHT-OF-WAY EASEMENT
(DOCUMENT No. 2014-000196-0)

PARCEL 11B LINE TABLE		
Line No.	Bearing	Distance
L1	S 69°48'40" E	199.61'
L2	S 76°10'46" E	18.42'
L3	N 71°53'57" E	43.62'
L4	S 3°18'33" E	31.26'
L5	S 42°28'01" W	313.73'
L6	N 3°18'33" W	11.38'
L7	N 42°28'01" E	195.68'

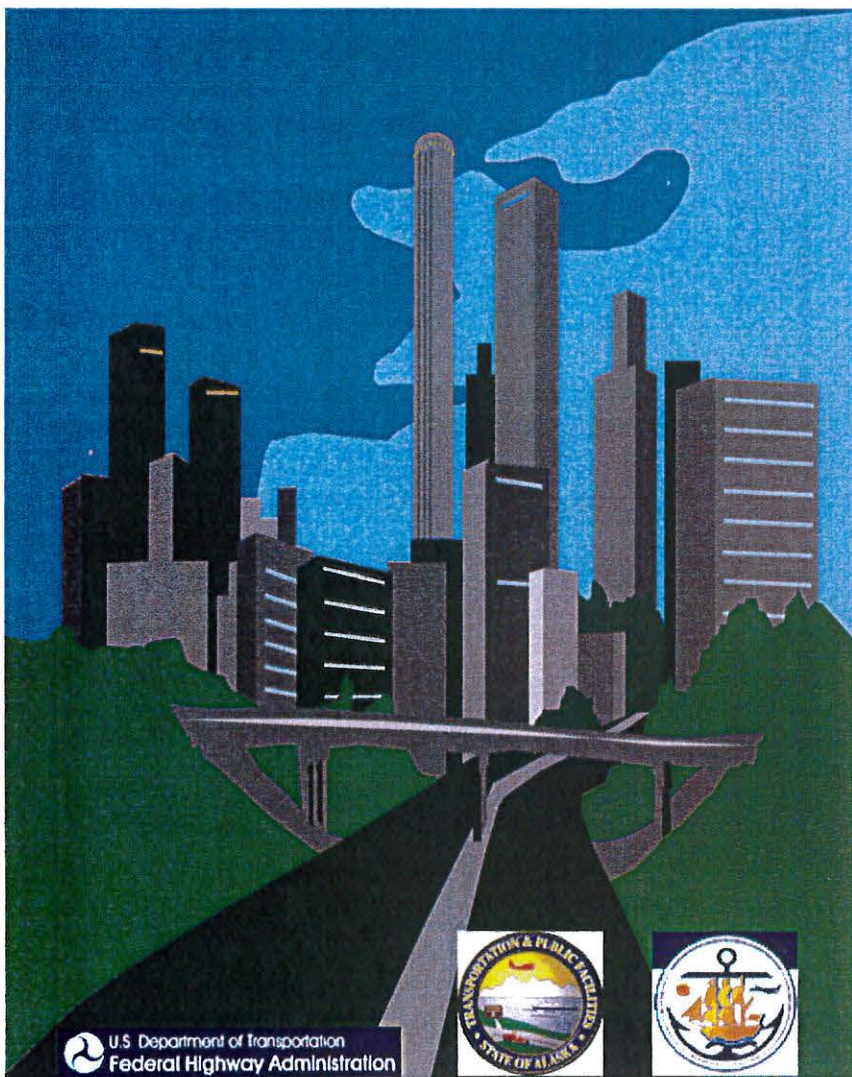
RIGHT-OF-WAY EASEMENT
DOCUMENT No. 2014-000196-0
EASEMENT ACROSS
RIGHT-OF-WAY EASEMENT
(DOCUMENT No. 2014-000196-0)

PARCEL LINE TABLE NOTES

1. PARCEL LINE TABLES SHOWN (4 EA.)
ALL REFERENCE SHEET 16.

DATE	REVISION	BY
NATIVE VILLAGE of EYAK RIGHT-OF-WAY MAP		
SHEPARD POINT OIL SPILL RESPONSE FACILITY & CONNECTING ROAD PROJECT		
SCALE: 1"= NO SCALE		
SHEET: 23 of 23		

Acquiring Real Property for Federal and Federal-Aid Programs and Projects



Uniform Relocation Assistance and Real Property Acquisition Policies Act of
1970 as Amended. Modified specifically for Alaska. Revised June 2005

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INTRODUCTION

Government agencies often need to acquire private property for public programs or projects. This kind of acquisition has long been recognized as a right of organized government and is known as "the power of eminent domain." However, our governments cannot abuse this power. The Fifth Amendment of our Constitution states that private property shall not "be taken for public use, without just compensation." The Fourteenth Amendment provides comparable protection against abuse by State governments.

This brochure explains the rights and benefits of property owners whose real property is to be acquired, in whole or in part, for a federally funded program or project.

The Fifth and Fourteenth Amendments were written when our country had a largely rural population and most of the land affected by public improvement projects was undeveloped. The picture has changed dramatically today. Large urban regions with highly developed land areas and extremely dense populations are now the rule and not the exception.

Since 1971, the acquisition of land for a variety of government programs and projects has been subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the Uniform Act). The Uniform Act provides for fair and equitable treatment of persons whose property will be acquired or who will be displaced because of programs or projects financed with Federal funds. Congress amended and updated the Uniform Act in 1987.

The Uniform Act has three parts or Titles. Title I contains general provisions and definitions. Title II has provisions for relocation assistance for persons displaced because of Federal and federally assisted programs. Title III, the Uniform Real Property

Acquisition Policy, has provisions for consistent treatment of owners when their property is acquired by the Government. This brochure explains the acquisition procedures required by Title III.

All Federal, State, and local public agencies (and others receiving Federal financial assistance for public programs and projects requiring the acquisition of real property) must comply with the policies and provisions set forth in the Uniform Act and its amendments. The rules for the Uniform Act were first published in the Federal Register of March 2, 1989. The rules are reprinted each year in the Code of Federal Regulations, Title 49, Part 24.

The rules provide uniform policy and procedures for the acquisition of real property by all Federal, State, and local government agencies (and by certain private persons) who receive financial assistance for any program or project from the United States Government. The acquisition itself does not need to be federally funded for the rules to apply. If Federal funds are used in any phase of the program or project, the rules of the Uniform Act apply. The rules encourage acquiring agencies to negotiate with property owners in a prompt and amicable manner so that litigation can be avoided.

This brochure is consistent with the rules of the Uniform Act for appraisal and acquisition. These rules assure property owners that their interests will be protected. All Agencies acquiring real property for federally funded projects and programs are required to ensure that you will be treated fairly and equitably. The information in this brochure should assist you in understanding the requirements that must be met by Agencies and your rights and obligations.

IMPORTANT DEFINITIONS

ACQUISITION - The process of acquiring real property (real estate) or some interest therein. See the definition of real property.

AGENCY - A governmental organization (either Federal, State, or local) or a nongovernmental organization (such as a utility company, or a private person using Federal financial assistance for a program or project) that acquires real property or displaces a person.

APPRAISAL - The act or process of estimating the monetary value of an interest in property. The appraisal is to be independent and impartial and prepared by a qualified appraiser. It must set forth an opinion of defined value for an adequately described property. The value will be assigned as of a specific date and will be supported by the presentation and analysis of relevant market data. The term appraisal is also frequently used as a synonym for the written appraisal report.

CONDEMNATION - The legal process of acquiring private property for public use or purpose through the acquiring agency's power of eminent domain. Condemnation is usually not used until all attempts to reach a mutually satisfactory agreement through negotiations have failed. An acquiring agency then goes to court to acquire the needed property.

EASEMENT - In general, the right of one person to use all or part of the property of another person for some specific purpose. Easements can be permanent or temporary (i.e., limited to a stated period of time). The term may be used to describe either the right itself or the document conferring the right.

EMINENT DOMAIN - The right of a government to take private property for public use. In the United States, just compensation must be paid for private property acquired for federally funded programs or projects.

FAIR MARKET VALUE - The sale price that a willing and informed seller and a willing and informed buyer can agree to for a particular property.

INTEREST - A right, title, or legal share in something. People who share in the ownership of real property have an interest in the property.

JUST COMPENSATION - The price an Agency must pay to acquire real property. The price offered by the Agency is considered to be fair and equitable to both the property owner and the public. The Agency's offer to the owner is "just compensation" and may not be less than the amount established in the approved appraisal report as the fair market value for the property. If it becomes necessary for the acquiring Agency to use the condemnation process, the amount paid through the court will be just compensation for the acquisition of the property.

LIEN - A charge against a property in which the property is the security for payment of a debt. A mortgage is a lien. So are taxes. Customarily, liens must be paid in full when the property is sold.

NEGOTIATIONS - The process used by acquiring agencies to reach amicable agreements with property owners for the acquisition of needed property. An offer is made for the purchase of property in person or by mail, and the offer is discussed with the owner.

PERSON - Any individual, partnership, corporation, or association.

PERSONAL PROPERTY - In general, property that can be moved. It is not permanently attached to, or a part of, the real property. Personal property is not to be considered in the appraisal of real property.

PROGRAM OR PROJECT - Any activity or series of activities undertaken by a Federal Agency. Also, any activity undertaken by a State, local Agency, or individual where Federal financial assistance is used in any phase of the activity.

QUALIFIED APPRAISER - A person who, by education, experience, ability, and licensing or certification requirements is capable of preparing an appraisal of a particular piece of real estate.

REAL PROPERTY - The interest, rights, and benefits that go along with the ownership of real estate, which is the land and the improvements thereon.

PROPERTY APPRAISAL AND THE DETERMINATION OF JUST COMPENSATION

PROPERTY APPRAISAL

An Agency normally determines what specific property needs to be acquired for a public project or program only after the project has been planned and government requirements have been met. The Agency will also review public records and other information about property in the area.

You, the property owner, will be notified as soon as possible of (1) the Agency's interest in acquiring your property, (2) the Agency's obligation to secure any necessary appraisals, and (3) any other useful information.

When a government agency begins to acquire private property for public use, the first personal contact with you, the property owner, should be no later than during the appraisal of the property.

An appraiser will then contact you to make an appointment to inspect your property. The appraiser is responsible for determining the initial fair market value of the property. The Agency will use the appraiser's report to establish the just compensation to be offered for the property.

You, or any representative that you designate, will be invited to accompany the appraiser when the property is inspected. This provides you an opportunity to point out any unusual or hidden features of the property that the appraiser could overlook. At this time, you should also advise the appraiser if any of the following conditions exist:

(1) There are other owners. (2) There are tenants on the property. (3) There are, on your property, items of real or personal property that belong to someone else.

It would also be helpful to tell the appraiser about other properties in your area that have recently sold

The appraiser will inspect your property and note its physical characteristics. He or she will review sales of other properties similar to yours in order to compare the facts of those sales with the facts about your property. The appraiser will analyze all elements that affect value.

By law, the appraiser must disregard the influence of the future public project on the value of the property. However, the appraiser must consider normal depreciation and physical deterioration that has taken place.

The appraisal report will describe your property and the Agency will determine a value based on the condition of the property on the day that the appraiser last saw it, as compared with other similar properties that have sold.

JUST COMPENSATION

Once the appraisal has been completed, a review appraiser from the Agency will review the report to ensure that all applicable appraisal standards and requirements were met. The review appraiser will give the Agency an approved appraisal to use in determining the amount of just compensation to be offered for your real property. This amount will never be less than the fair market value established by the approved appraisal.

If the Agency is only acquiring a part of your property, any allowable damages or benefits to the remaining property will be included in this amount. The Agency will prepare a written offer of just compensation to provide to you when negotiations begin.

BUILDINGS, STRUCTURES AND IMPROVEMENTS

Sometimes buildings, structures, or other improvements considered to be real property are located on the property to be acquired. If this is the case, the Agency must offer to acquire such buildings, structures, or other improvements if they must be removed or if the Agency decides that the improvements will be adversely affected by the public program or project. When an improvement can be considered real property (if owned by the owner of the real property on which it is located) then this improvement will be treated as real property.

TENANT-OWNED BUILDINGS, STRUCTURES AND IMPROVEMENTS

Sometimes, tenants lease real property and build or add improvements for their use. Frequently, they have the right or obligation to remove the improvements at the expiration of the lease term. If, under State law, the improvements are considered to be real property, the Agency must make an offer to the tenants to acquire these improvements.

In order to be paid for these improvements, the tenant-owner must assign, transfer, and release to the Agency all right, title, and interest in the improvements. Also, the owner of the real property on which the improvements are located must disclaim all interest in the improvements.

Just compensation for an improvement will be the amount that the improvement contributes to the fair market value of the whole property, or its value for removal from the property (salvage value), whichever is greater.

A tenant-owner can reject payment for the tenant-owned improvements and obtain payment for his or her property interests in accordance with other applicable laws. The Agency cannot pay for tenant-owned improvements if such payment would result in the duplication of any other compensation otherwise authorized by law.

If improvements are considered personal property under State law, the tenant-owner may be reimbursed for moving them under the relocation assistance provisions. The Agency will personally contact the tenant-owners of improvements to explain the procedures to be followed. Any payments must be in accordance with Federal rules and any applicable State laws.

EXCEPTIONS TO APPRAISAL REQUIREMENTS

An appraisal is not required under the following circumstances:

If you elect to donate the property and release the Agency from the obligation of performing an appraisal.

If the Agency determines that the acquisition is uncomplicated, and a review of available data supports a fair market value of \$10,000 or less. (In some States an approval has been given to use a fair market value of up to \$25,000.)

NEGOTIATIONS

THE WRITTEN OFFER

The next step of the acquisition process is negotiations. The Agency will begin negotiations with you or your designated representative by delivering the written offer of just compensation for the purchase of the real property. If practical, this offer will be delivered in person by a representative of the Agency. Otherwise, the offer will be made by mail and followed up with a contact in person or by telephone. All owners of the property with known addresses will be contacted unless they collectively have designated one person to represent their interests.

The Agency's written offer will consist of a written summary statement that includes all of the following information:

(1) The amount offered as just compensation. (2) The description and location of the property and the interest to be acquired. (3) The identification of the buildings and other improvements that are considered to be part of the real property.

The offer may also list items of real property that you may retain and remove from the property and their retention values. If you decide to retain any or all of these items, the offer will be reduced by the value of the items retained. You will be responsible for removing the items from the property in a timely manner. The Agency may elect to withhold a portion of the remaining offer until the retained items are removed from the property. The Agency should also explain its acquisition policies

and procedures in writing, by use of a brochure similar to this, or in person.

Any separately held ownership interests in the property, such as tenant-owned improvements, will be identified by the Agency.

The Agency may negotiate with each person who holds a separate ownership interest, or, if appropriate, negotiate with the primary owner and prepare a check payable jointly to all owners.

The Agency will give you a reasonable amount of time to consider the written offer and to ask questions or to request clarification of anything that is not understood. If you believe that all relevant material was not considered during the appraisal, you may present such information at this time. Modifications in the proposed terms and conditions of the purchase may also be requested. The Agency will consider any reasonable requests that are made during negotiations.

PARTIAL ACQUISITION

Sometimes, an Agency does not need all the property you own. The Agency usually only purchases what it needs.

If the Agency intends to acquire only a portion of the property, the Agency must state the amount to be paid for the part to be acquired. In addition, an amount will be stated separately for damages, if any, to the portion of the property you will keep.

If the Agency determines that the remainder property will have little or no value or use to you, the Agency will consider this remainder to be an uneconomic remnant and will offer to purchase it. You will have the option of accepting the offer for purchase of the uneconomic remnant or of keeping the property.

AGREEMENT BETWEEN YOU AND THE AGENCY

When you reach agreement with the Agency on the offer, you will be asked to sign a purchase agreement, a deed, an easement, or some other form of conveyance document prepared by the Agency. Your signatures will affirm that you and the Agency are in agreement concerning the

acquisition of the property, including the terms and conditions of the acquisition.

If you do not reach an agreement with the Agency because of some important point connected with the acquisition offer and the Agency has exhausted all its opportunities to reach a settlement with you, the Agency will initiate condemnation proceedings.

The Agency may not take any action to force you into accepting its offer. Prohibited Agency actions include the following:

(1) Advancing the condemnation process. (2) Deferring negotiations. (3) Deferring condemnation. (4) Delaying the deposit of funds for the owner's use with the court when condemnation is initiated. (5) Any other coercive action designed to force an agreement by an owner regarding the price to be paid for the property.

NEGOTIATIONS THAT DO NOT INVOLVE CONDEMNATION

Not all agencies have the power of eminent domain or elect to use it for all projects or programs. Therefore, the acquisition procedures that may lead to condemnation will not apply.

VOLUNTARY TRANSACTIONS

Voluntary transactions do not involve condemnation; however, these transactions must meet all the following conditions:

The Agency does not need to acquire a specific site or property. In this situation, the Agency may limit its search to a particular general area, but all owners are to be treated similarly. The Agency cannot condemn to acquire any site in the area if all other offers were made as voluntary transactions.

The property is not part of an intended, planned, or designated project area where all or substantially all of the property within the area is to be acquired within specific time limits.

The Agency will not acquire the property unless an agreement is negotiated. The Agency will inform the owner in writing of this fact.

Before making an offer for the property, the Agency will inform the owner of what it believes to be fair market value for the property.

AGENCIES WITHOUT EMINENT DOMAIN AUTHORITY

An Agency or person without eminent domain authority must tell owners that the Agency will be unable to acquire a property if negotiations fail to result in an amicable agreement. The Agency must give the owner this information before making an offer for a property. The Agency must also inform an owner of what it believes to be the fair market value of the property.

PAYMENT AND POSSESSION

PAYMENT

The third step in the acquisition process is payment for your property. As soon as all of the necessary paperwork has been completed for transferring title of the property, the Agency will pay any liens that may exist against the property and pay your equity to you. Your incidental expenses will also be paid or reimbursed.

Incidental expenses are all those reasonable expenses incurred as a result of transferring title to the Agency such as:

Recording fees, transfer taxes, documentary stamps, evidence of title, surveys, legal descriptions of the real property, and other similar expenses necessary to convey the property to the Agency. The Agency, however, is not required to pay costs required solely to perfect your title (that is, to assure that the title to the real property is entirely without fault or defect).

Penalty costs and other charges for prepaying any preexisting recorded mortgage entered into in good faith encumbering the real property.

The pro rata share of any prepaid real property taxes that can be allocated to the period after the agency obtains title to the property or takes possession of it, whichever is earlier.

If possible, the Agency will pay these costs directly so that you will not need to pay the costs and then claim reimbursement from the Agency.

POSSESSION

The Agency may not take possession of your property unless both of these conditions have been met:

(1) You have been paid the agreed purchase price. In the case of condemnation, the Agency must have deposited with the court an amount for your benefit that is at least the Agency's approved appraisal of the fair market value of the property.

(2) All persons occupying the property have received a written notice to move at least 90 days in advance of the required move. In this context, the term "persons" includes residential occupants (both homeowners and tenants), businesses (including non-profit organizations), and farms.

An occupant of a residence cannot be required to move until at least 90 days after a comparable replacement dwelling has been made ready for occupancy. Only in unusual circumstances (such as when continued occupancy would constitute a substantial danger to the health or safety of the occupants) could vacation of the property be required in less than 90 days.

SETTLEMENTS AND CONDEMNATION

SETTLEMENTS

The Agency will make every effort to reach an agreement with you during negotiations. You may provide additional information, and make reasonable counter offers and proposals for the Agency to consider. When it is in the public interest, most agencies may use the information provided as a basis for administrative and legal settlements, as appropriate.

CONDEMNATION

If an agreement cannot be reached, the Agency can acquire the property by exercising its power of eminent domain. It will do this by instituting formal condemnation proceedings with the appropriate State or Federal court.

If the property is being acquired directly by a Federal Agency, the condemnation action will take place in a Federal court and Federal procedures will be followed. If the property is being acquired by anyone else that has condemnation authority, the condemnation action will take place in State court and the procedures will depend upon State law.

In many States, a board of viewers or commissioners, or a similar body, will initially determine the amount of compensation you are due for the property. You and the Agency will be allowed to present information to the court during all proceedings. If you or the Agency are dissatisfied with the board's determination of compensation, a trial by a judge or a jury may be scheduled. The final amount of just compensation will be set by the court after it has heard all arguments.

LITIGATION EXPENSES

Normally, the Agency will not reimburse you for costs incurred as a result of condemnation proceedings. The Agency will reimburse you, however, under any of the following conditions:

- (1) The court determines that the Agency cannot acquire your property by condemnation.
- (2) The condemnation proceedings are abandoned by the Agency without an agreed upon settlement.
- (3) You initiate an inverse condemnation action and the court agrees with you that the Agency has taken your real property rights without the payment of just compensation, or the Agency elects to settle the case without further legal action.

The Agency may also be subject to State laws that require reimbursement for these or other condemnation costs.

REQUIRED ASSURANCES OR CERTIFICATIONS

Any Agency receiving Federal financial assistance for a program or project must assure or certify to the Federal Agency providing funds that in acquiring real property it agrees to the following:

The Agency will comply with the land acquisition policies in the regulations governing real property acquisitions (49 CFR PART 24) to the greatest extent practical under State law. Nearly all the States can comply with all of the regulations.

The Agency will pay or reimburse property owners for the incidental expenses needed to transfer real property to the Agency. In addition, the Agency will pay a property owner's litigation expenses if:

(1) there is a court judgment that an Agency cannot acquire the owner's real property by condemnation, (2) the Agency abandons condemnation proceedings, or (3) the court rules in favor of the owner in an inverse condemnation proceeding.

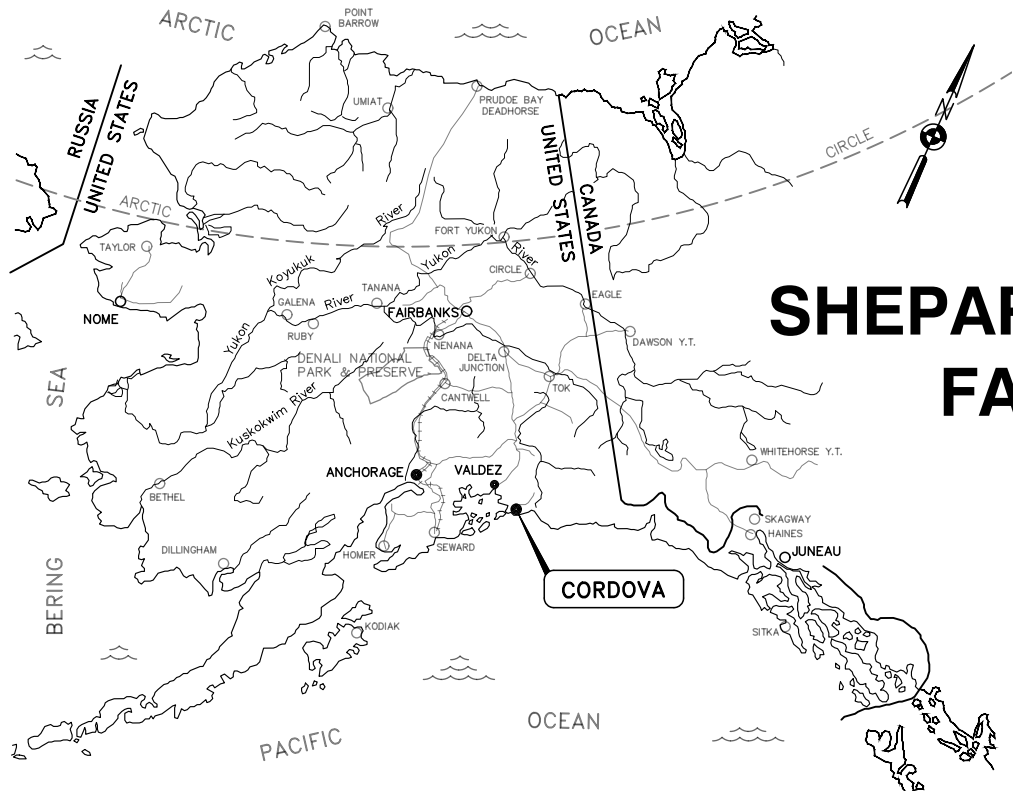
The requirement for assurances or certification guarantees that you will be treated fairly and equitably by Agencies acquiring real property for federally funded projects and programs. The information in this brochure should assist you in understanding the requirements that must be met by Agencies, and your rights and obligations.

A FINAL WORD

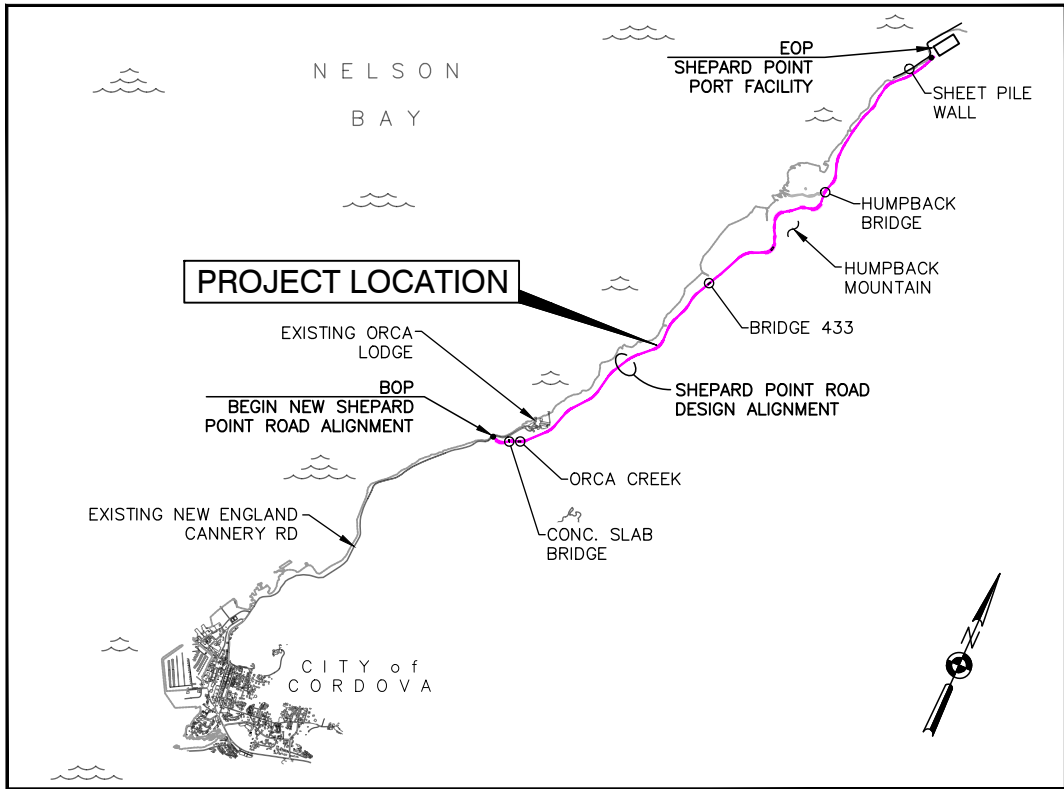
This brochure explains your rights and entitlements as an owner of real property to be acquired for a federally funded project or program. The Relocation Assistance regulations covering persons that must move from a property as a result of acquisition are explained in a brochure entitled Your Rights and Benefits as a Displaced Person Under the Federal Relocation Assistance Program. This brochure, or one like it, should be available from the Agency.

Should you have additional questions about acquisition or relocation assistance, please contact the Agency responsible for the federally funded project or program in your area.

User: JGROVES Aug 19, 2021 - 11:46am
Drawing: K:\JOBS\32180055 SHEPARD PT ENG\ACAD-DESIGN\...SINGLE LANE DESIGN\32180055_A-SERIES.DWG - Layout: A1.0
Xrefs: (DIESEL evaluation failed) - Images: EYAK LOGO.PNG EYAK LOGO.JPG



LOCATION MAP
SCALE: N.T.S.



VICINITY MAP
SCALE: N.T.S.

NATIVE VILLAGE OF EYAK
CORDOVA, ALASKA

SHEPARD POINT OIL SPILL RESPONSE FACILITY AND CONNECTING ROAD PROJECT

BRISTOL PROJECT NO. 32180055

ORCA CANNERY ROAD
DESIGN PROJECT
TOTAL LENGTH : 4.32 MILES

DESIGN DATA – LOCAL RURAL ROADS		
DESIGN CRITERIA	VALUE	
DESIGN SPEED – LOCAL RURAL ROAD	30 MPH	
MINIMUM STOPPING SIGHT DISTANCE	165 FT	
MAXIMUM GRADIENT	14%	
MAXIMUM SUPERELEVATION	4%	
MINIMUM STOPPING SIGHT DISTANCE (k)		
CREST VERTICAL CURVES	13 (FT/%)	
SAG VERTICAL CURVES	29 (FT/%)	
CURRENT ADT	N/A	
20-YEAR ADT	< 400	

NOTES

1. UNITS ARE MEASURED IN U.S. FEET.

SHEET INDEX

SHEET NO.	TITLE
A1.0	TITLE SHEET
A2.0 - A2.1	GENERAL NOTES, LEGEND, ABBREVIATIONS
A3.0 - A3.2	SURVEY CONTROL
B1.0 - B1.2	TYPICAL SECTIONS
B1.3	CIVIL DETAILS
B2.0	TYPICAL BIN WALL SECTIONS
C1.0	QUANTITY SUMMARIES - FULL LISTING OF BID ITEMS W/ QUANTITIES
C2.0 - C2.3	ROADWAY SHOULDER SLOPE SUMMARIES
D0.0 - D0.3	DITCH & CULVERT GENERAL NOTES, DRAINAGE SECTIONS & DETAILS
D1.0 - D1.4	STA 337+40 SPECIAL DITCH 'A' LINE PLAN & DETAILS
D2.0 - D4.0	SPECIAL BERMS, DITCHING & DIVERSION DRAINAGE DIKES
D5.0 - D5.5	ROADWAY CULVERT PLAN & PROFILES
D6.0 - D6.1	CATCH BASIN MH PLAN & PROFILE
D7.0 - D7.2	CULVERTS & DRAINAGE, & END SECTIONS TABLE SUMMARIES
D8.0 - D9.1	INLET RIPRAP APRONS, & GRAVEL OUTFALL CHUTE TABLE SUMMARIES
D10.0	GRAVEL DITCH BLOCK SUMMARY TABLE
F1.0	ROADWAY OVERALL KEY SHEET, PHASE I
F1.1 - F17.0	ROADWAY DESIGN P & P SHEETS (END PHASE I)
F2.0 - F2.2	ORCA CANNERY RD. INTERSECTION, N. & S. ELECTRICAL PADS
F2.3	RD. INTERSECTION CIVIL DETAILS
F3.0	HUMPBCK CREEK AVALANCHE BLASTING AREA
F3.1	TEMPORARY ACCESS ROAD 'D' PLAN & PROFILES
F4.0	CONNECTIONS TO CEC ASSESS ROADS (RD. DESIGN C)
F5.0 - F5.3	HORIZONTAL CURVES & SUPER ELEVATION TABLE
G0.0 - G0.1	TRUSS BRIDGE GENERAL NOTES, & MAT'L LISTINGS, & SPECIFICATIONS
G1.0 - G1.1	FLAT SLAB BRIDGE PLAN, STA 338+50 ±
G2.0 - G2.2	433 BRIDGE SITUATION LAYOUT & DETAILS
G3.0 - G3.2	460 BRIDGE SITUATION LAYOUT & DETAILS
G4.0 - G4.2	HUMPBCK CREEK BRIDGE SITUATION LAYOUT & DETAILS
G5.0 - G5.7	TRUSS BRIDGE TYPICAL SECTIONS & DETAILS
H0.0	BINWALL GENERAL, & CONSTRUCTION NOTES, & SPECIFICATIONS
H1.0 - H1.14	BIN WALL CONSTRUCTION PLAN & PROFILE SHEETS
H2.0	BIN WALL, BERM, & DRAINAGE DITCH DETAILS
P0.0	GENERAL PORT AREA LAYOUT PLAN & CONTROL
P1.0	PORT AREA GRADING PLAN
P2.0	SHEET PILE WALL LAYOUT PLAN & DETAILS
P3.0	BOAT RAMP LAYOUT PLAN & DETAILS
P4.0	MOORING PILES & DETAILS
P5.0	FLOATS, TRESTLE, & DETAILS
S1.0 - S4.0	EROSION & SEDIMENT CONTROL PLANS
T0.0 - T0.4	SIGNING SUMMARIES
T1.1 - T1.7	ROADWAY SIGNAGE PLANS

STANDARD ALASKA DOT DRAWINGS THAT APPLY TO THIS PROJECT:

D-01.02 E-09.00 G-00.05 S-00.12
D-04.22 G-05.11S S-01.02
D-09.00 G-05.11W S-05.02
D-11.01 G-09.04W S-20.10
G-09.05S S-30.05
G-10.20
G-20.12

ADOT STANDARD DRAWINGS (NOT PROVIDED)

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DRAWINGS FOUND AT:
WWW.DOT.STATE.AK.US

PRELIMINARY SET
NOT FOR CONSTRUCTION

DRAFT DESIGN

REVISIONS							
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

Bristol

ENGINEERING
SERVICES COMPANY, LLC

License Number: AECC697 Phone (907) 563-0013



SHEPARD PT OIL SPILL RESPONSE ACCESS ROAD
EYAK, ALASKA

TITLE SHEET, LOCATION & VICINITY MAPS,
DESIGN DATA & SHEET INDEX

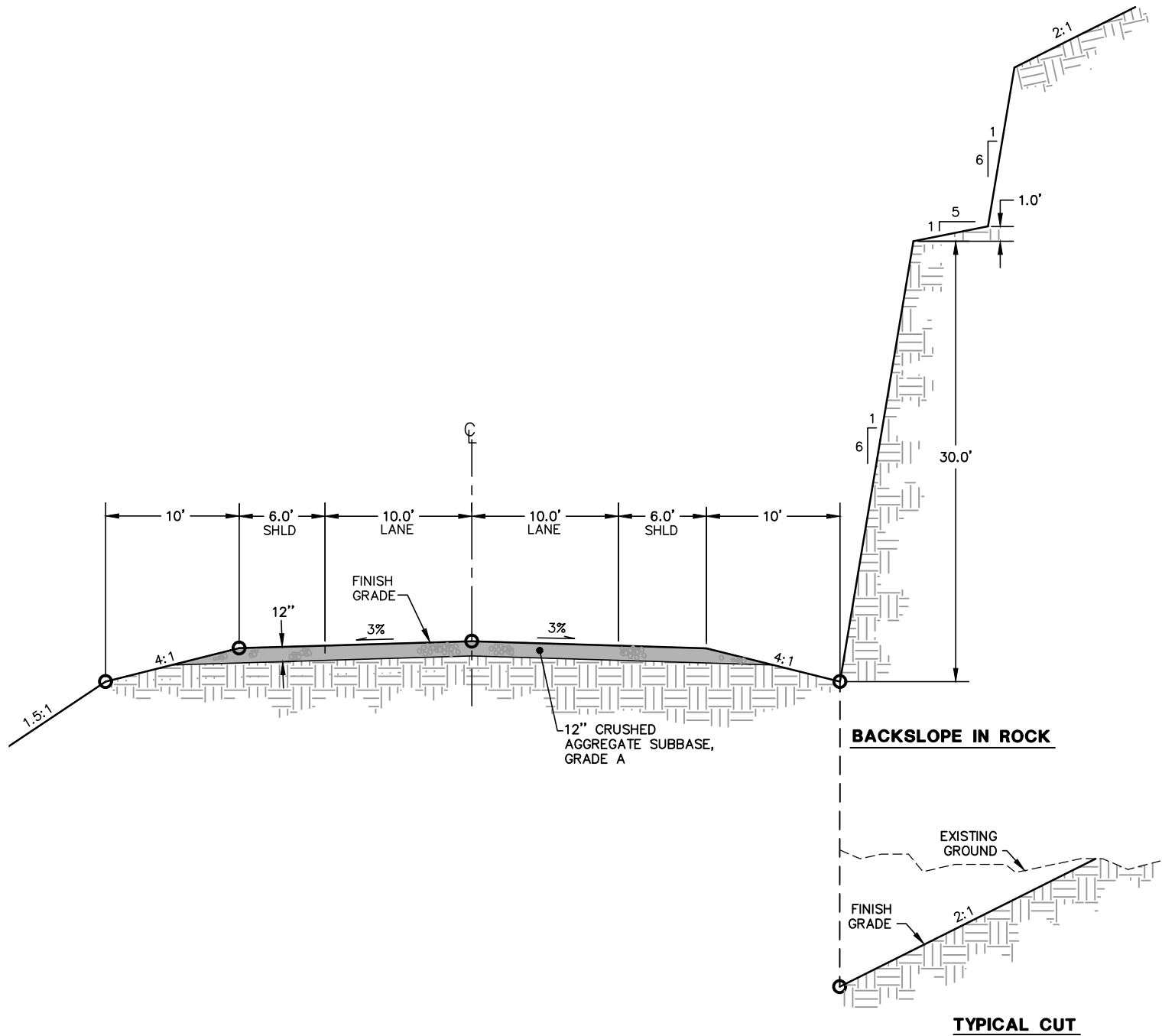
SHEET NO.

A1.0

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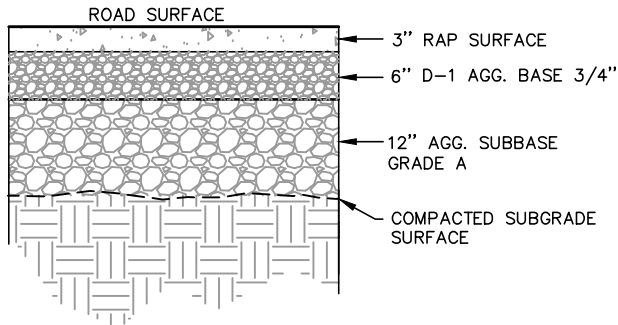
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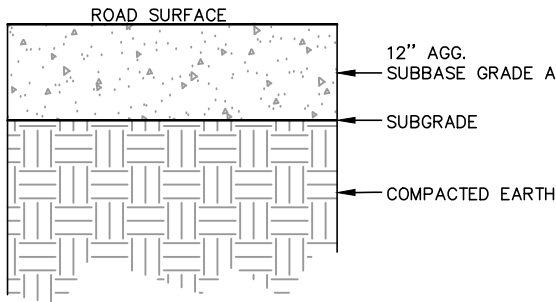


3
B1.0 **TYPICAL DOUBLE LANE ROADWAY SECTION**
SCALE: 1"= 5'-0"

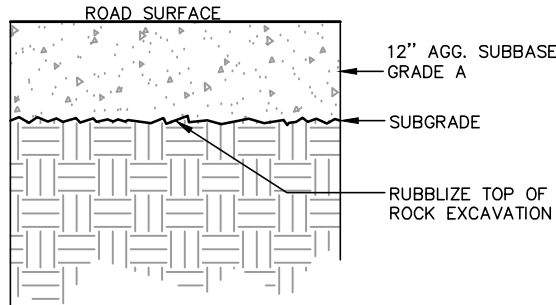
- NOTES:
- STA 432+10 TO 432+70 USE TYPICAL SECTION 6 ON LT.
 - SEE TABLE ____ FOR CHANGES TO TYPICAL SECTION.



ROAD SECTION A
STA 332+13± - 333+00
ROAD APPROACH



ROAD SECTION B
ROAD SUBGRADE



ROAD SECTION C

4
B1.0 **ROADWAY STRUCTURAL SECTIONS**
SCALE: NOT TO SCALE



DRAFT DESIGN

REVISIONS					
NO.	DATE	BY	DESCRIPTION	NO.	DATE

Project No. 32180055

Bristol

ENGINEERING SERVICES COMPANY, LLC

License Number: AECC697 Phone (907) 563-0013



SHEPARD POINT OIL SPILL RESPONSE ACCESS ROAD
EYAK, ALASKA

TYPICAL ROADWAY SECTIONS

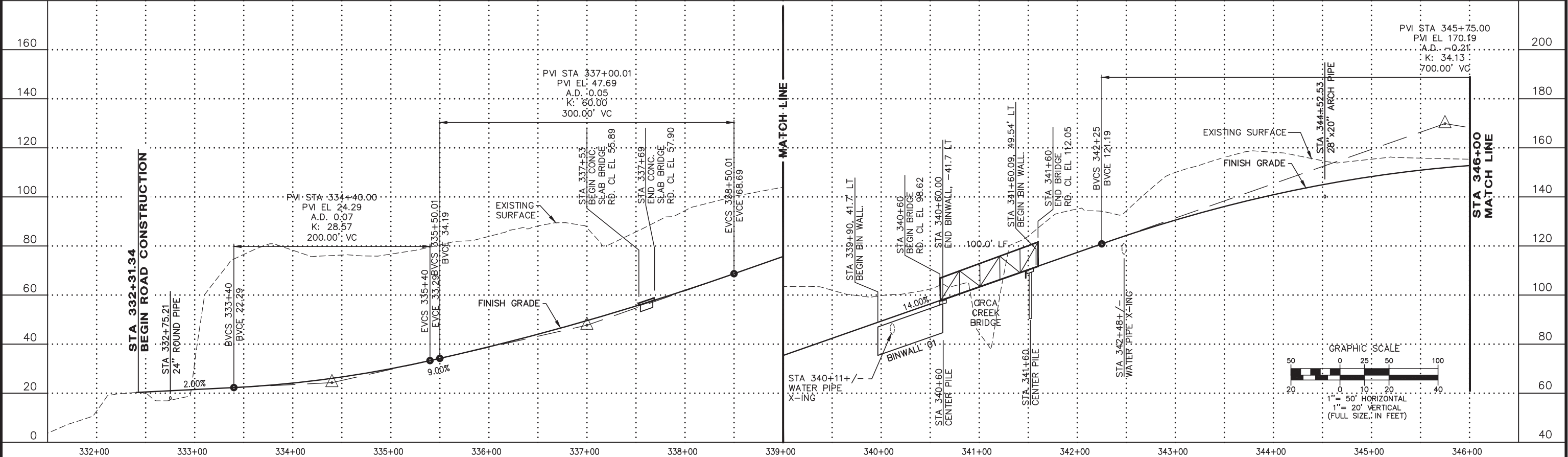
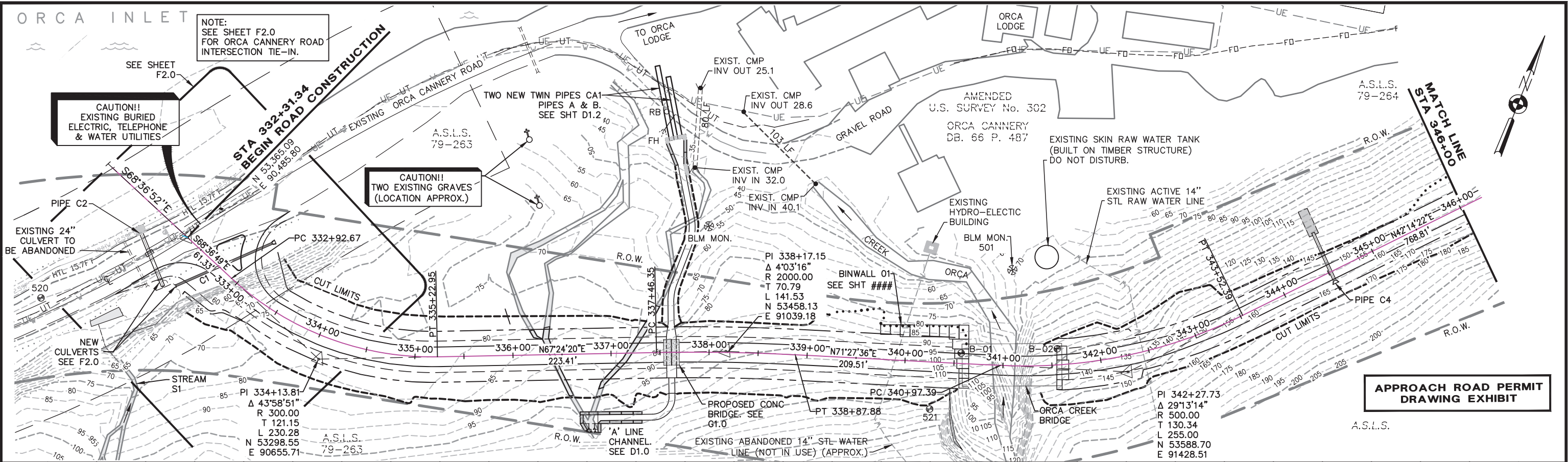
SHEET NO.

B1.0

SCALE: SHOWN DESIGNED: NKG CHECKED: KRH DRAWN: JDG DATE: 11/15/21

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Xrefs: (DIESEL evaluation failed) - Images: EYAK LOGO.JPG EYAK LOGO.JPG



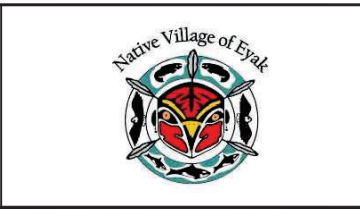
REVISIONS					
NO.	DATE	BY	DESCRIPTION	NO.	DATE

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Bristol

ENGINEERING SERVICES COMPANY, LLC

License Number: AECC697 Phone (907) 563-0013



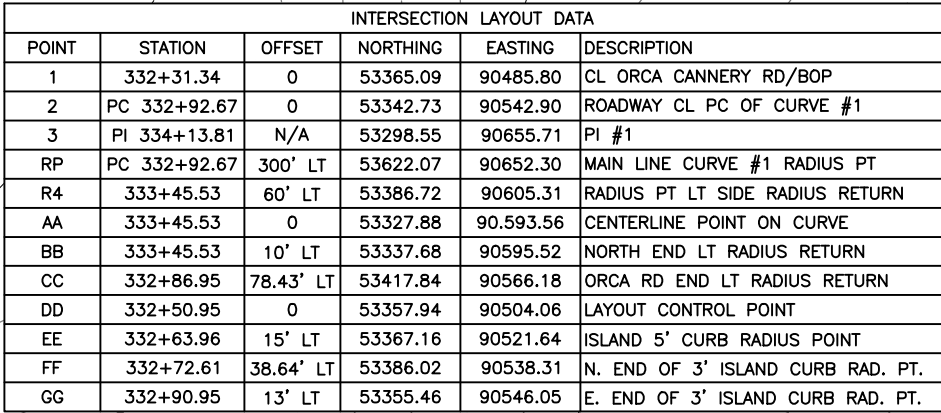
SHEPARD POINT OIL SPILL RESPONSE ACCESS ROAD
EYAK, ALASKA

ROADWAY PLAN AND PROFILE
STA 332+31.34 TO STA 346

SCALE: SHOWN DESIGNED: NKG CHECKED: NKG DRAWN: JDG DATE: 4/14/2022 SHEET — OF —

SHEET NO.
F1.1

User: PLIDREN Aug 19, 2021 - 3:38pm



REVISIONS							
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NOT FOR
CONSTRUCTION

SHEPARD PT OIL SPILL RESPONSE ACCESS ROAD
EYAK, ALASKA

ROADWAY INTERSECTION PLAN

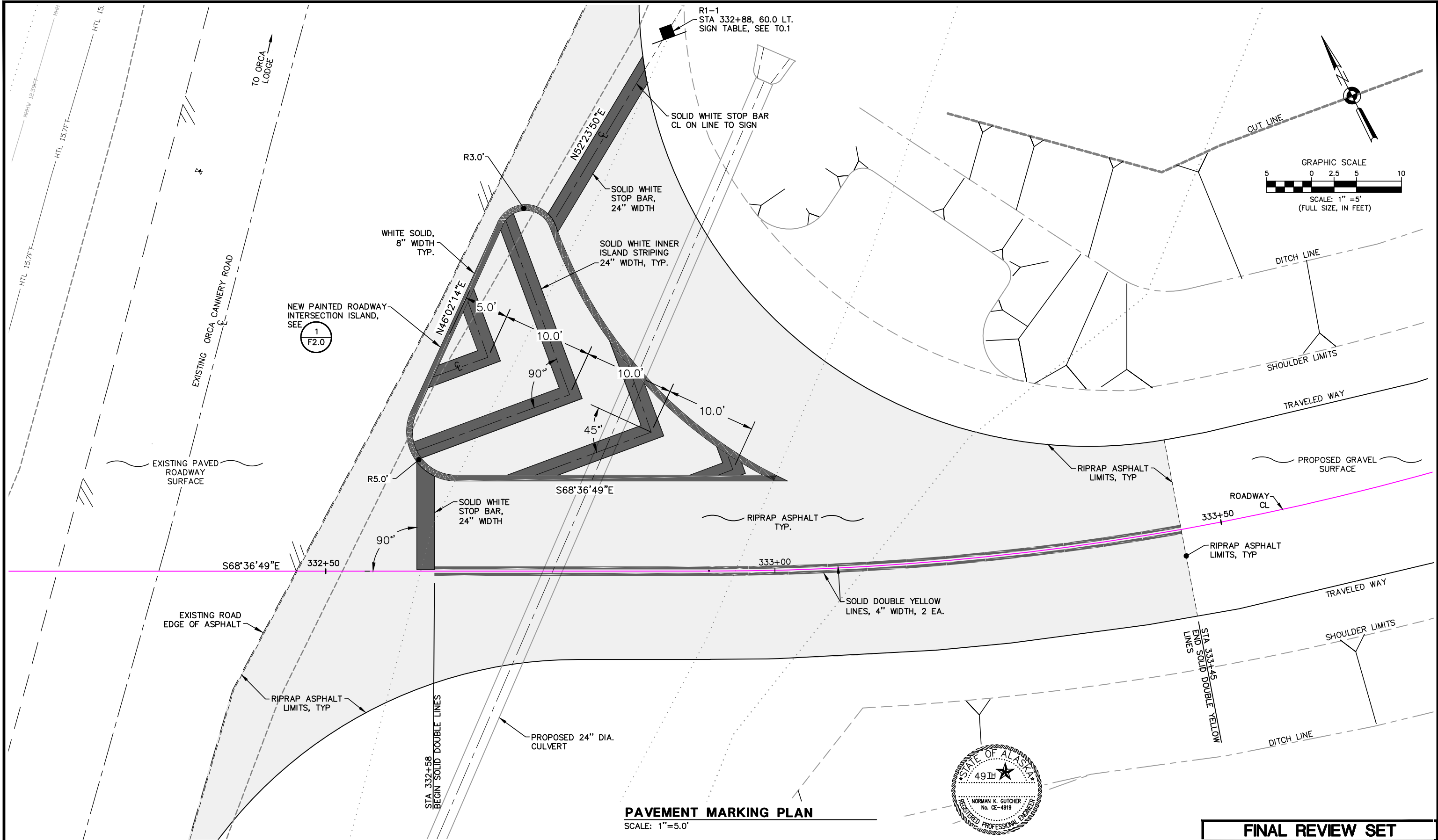
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SHEET NO.

F2.0

SHEET - OF -

C:\Users\jgroves\OneDrive - Bristol Industries, LLC\32180055 Shepard Pt Eng\ACAD-Design\...SINGLE LANE DESIGN\32180055_F-Series F2.3 Rway Details.dwg



REVISIONS							
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

Project No. 32180055

Bristol
ENGINEERING
SERVICES COMPANY, LLC
License Number: AECC697 Phone (907) 563-0013

FINAL REVIEW SET

SHEPARD POINT OIL SPILL RESPONSE ACCESS ROAD
EYAK, ALASKA
PAVEMENT MARKING PLAN

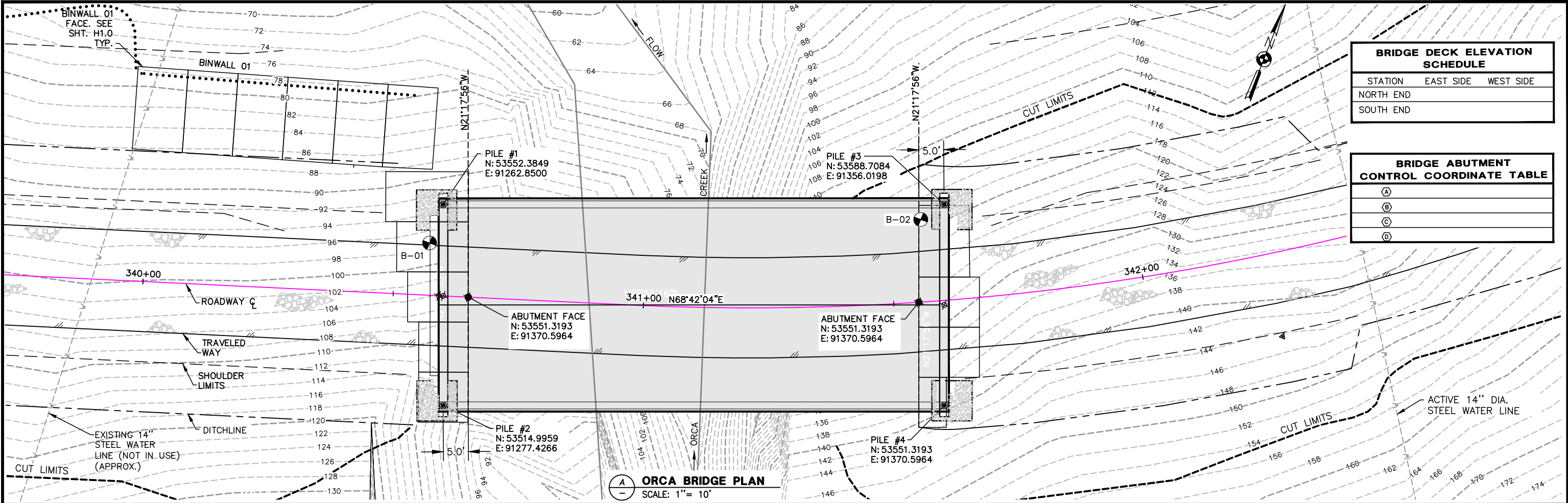
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SHEET NO.

F2.3

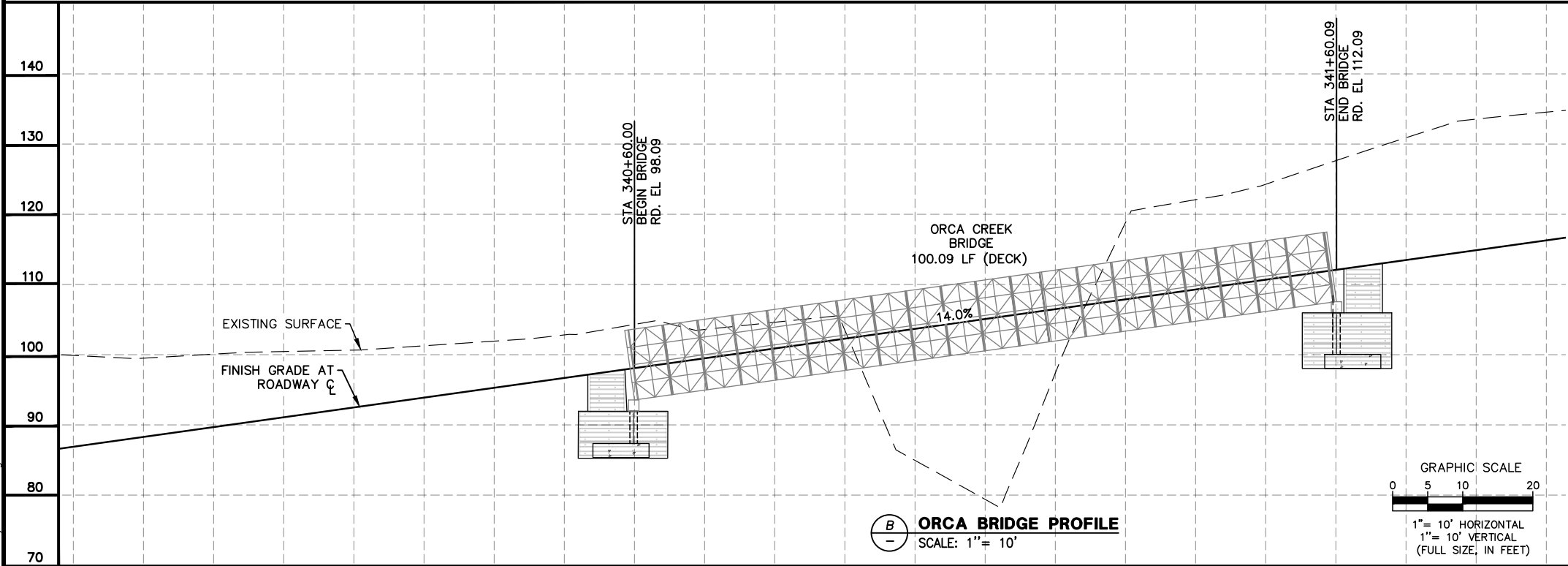
SHEET — OF —

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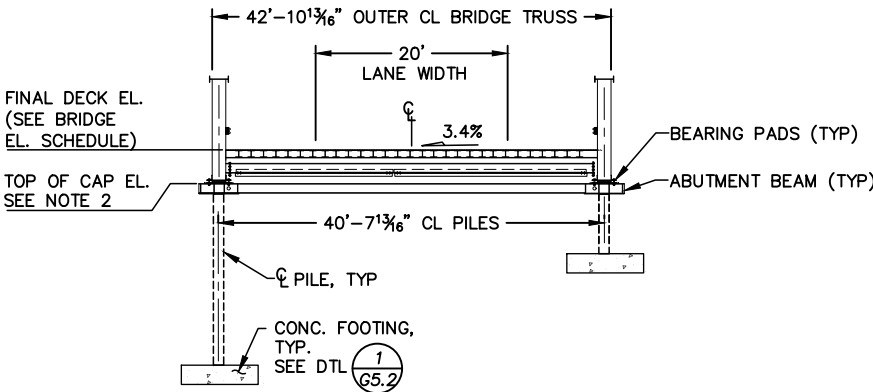
BRIDGE DECK ELEVATION SCHEDULE		
STATION	EAST SIDE	WEST SIDE
NORTH END		
SOUTH END		

BRIDGE ABUTMENT CONTROL COORDINATE TABLE	
(A)	
(B)	
(C)	
(D)	



ABUTMENT NOTES:

- BRIDGE BEARING COORDINATES SHOWN AT ENDS OF BRIDGE ARE REFERENCING BRIDGE CONTROL BEARING CENTER LINE.
- FINAL TOP OF CAP ELEVATION SHALL BE COORDINATED W/ BRIDGE SUPPLIER PRIOR TO CONSTRUCTION MOBILIZATION. PROVIDE ELEVATIONS & BRIDGE DETAILS TO ENGINEER FOR REVIEW & APPROVAL PRIOR TO CONSTRUCTION.



REVISIONS				Project No. 32180055				Bristol				Native Village of Eyak				STATE OF ALASKA				SHEPARD POINT OIL SPILL RESPONSE ACCESS ROAD EYAK, ALASKA				SHEET NO.	
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION	ENGINEERING SERVICES COMPANY, LLC				KRAM R. HUGHES No. CE-9997				REGISTERED PROFESSIONAL ENGINEER				ORCA CREEK BRIDGE GENERAL LAYOUT				G2.0	
								License Number: AECC697 Phone (907) 563-0013												SCALE: SHOWN				SHEET 1 OF -	
																				DESIGNED: NKG					
																				CHECKED: KRH					
																				DRAWN: JDG					
																				DATE: 11/15/21					