

01-002

Book 3

Peninsular

CROSS SECTION BOOK

CB 802

CROSS SECTIONS

01.13.03 SEWARD HWY: MP 99 to 115

X-SECTIONS

Date

21 Feb 01

23 Feb 01

3-1-01

3-8-01

3-9-01

3-12-01

3-13-01

3-14-01

3-15-01

3-20-01

3-21-01

3-22-01

3-23-01

3-24-01

3-25-01

3-26-01

3-27-01

3-28-01

3-29-01

3-30-01

3-31-01

3-32-01

3-33-01

3-34-01

DATA collected X-Sections MP 105

DATA collected X-Sections MP 106/107

X-SECTIONS MP 107

108 & 109

109 & 110

110 & 112

112

113 & 114

115, 101

101, 103, 104

102, 100, 99

100

Desc.

DATA collected

DATA collected

X-SECTIONS

MP 105

MP 106/107

MP 107

MP 108 & 109

MP 109 & 110

MP 110 & 112

MP 112

MP 113 & 114

MP 115, 101

MP 101, 103, 104

MP 102, 100, 99

MP 100

MP 109 & 110

MP 110 & 112

MP 112

MP 113 & 114

MP 115, 101

MP 101, 103, 104

MP 102, 100, 99

MP 100

MP 109 & 110

Page

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5

6-7

8-9

10

11-12

13-15

16-19

20-23

24

SEWARD HIGHWAY

0100-10
5/20

$\overline{11602} \mid 11$ $\overline{811} \mid 11$
 85 85
 85 85

118	0	406
-----	---	-----

118 0 406 01-002-1 Des PINK 5001

Code 1	118	0	406	01-
Code 2	118	1602	406	
Code 32	5001	1670	406	

Code 32 5001 1670 406

X-section @ Approx M.P. 105.95

LAST BIK 034 DNR 5016

157-57 33.8
227-01 47.8

$$\overline{529} \mid 41 \qquad \overline{665} \mid 11$$

the (4DS) spike

code 2 405 1509 118

Code 32 5D2D 167D

X-section @ Dirty Trail & Falls Creek MP105.6

LAST BIK 063 0NR 5033

21 Feb 01

3

TR NOS

$\frac{1644}{11} = 149 \text{ R } 5$

BS

811
529 | 14

RegDNR SD 36

Code 2	406	1624	118
Code 32	5036	1670	118

Code 32	5036	1670	118
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X-section @ approx MP 105.3

LAST	BLK	098	DNR	SOS4
------	-----	-----	-----	------

SCHEIDT
PRICE

①

61-002-3

S.I.E
01-0021

SEWARD HIGHWAY

HT 1578
AE (904) spike
BS (120) IP-27 YPC
Code 2 404 1578
Code 32 5058 1670 120
LAST BIK 125
DNR 5071
X-section approx MP 106.3
HT 1664
AE (120) YPC
BS (506) GPS-24
Beg DNR 5075
Code 2 120 1664
Code 32 5075 1670 506
X-section approx MP 106.6
before 156 DNR 5087
*Edit + Insert Code 14 with info 195 - 1670 Rod 353-51608

LAST BIK 156 DNR 5087

23 Feb 01
-20C
TCK 1105

SCHMIDT
PRICE

01-002-3

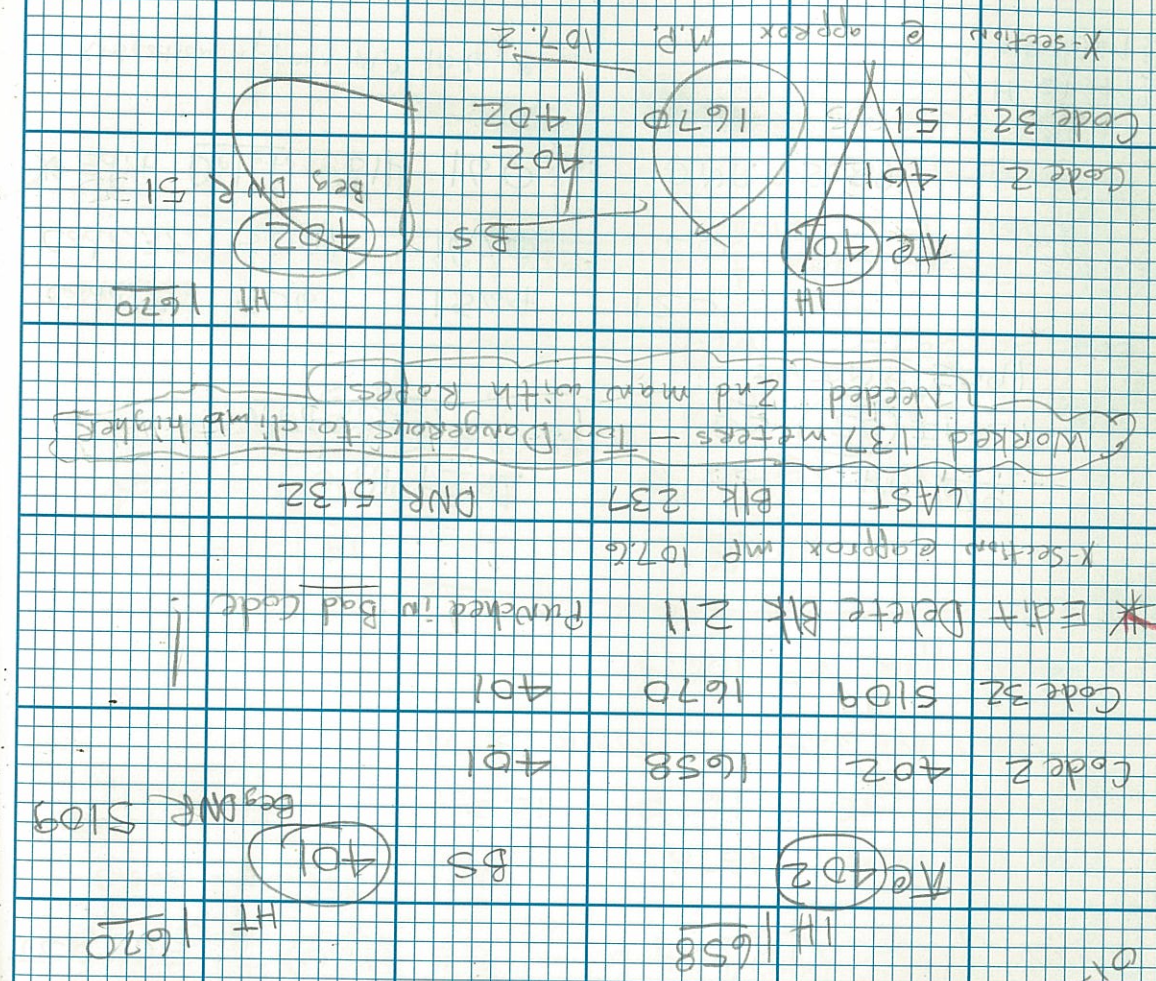
(2)

HT 1564
AE (506) GPS-24
BS (120) IP-27
Beg DNR 5091
Code 2 506 1564 120
Code 32 5091 1670 120
*Edit + Delete BIK 160 3157 DNR 5089
X-section approx MP 106.8
LAST BIK 192 DNR 5105

14-21 449
315-24 693

file
01-0021

SEWARD HIGHWAY

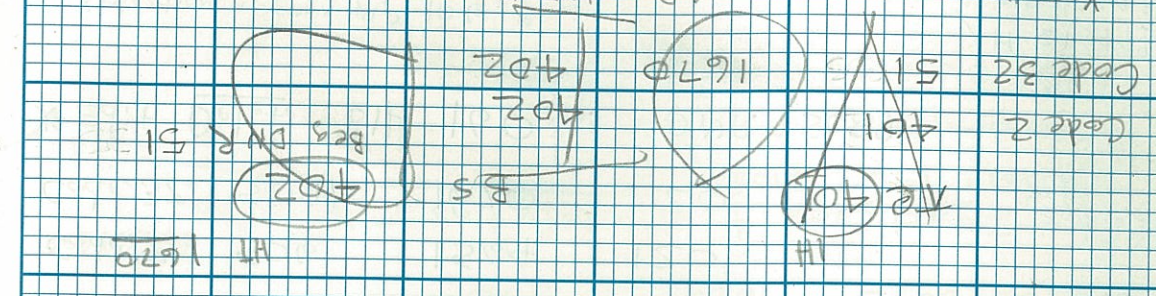


* Edit Delete Bk 211
Code 32 5109 1670 401
Code 2 402 1658 401

HT 1670
BS
401
DNR 5109

X-section approx MP 107.6
LAST Bk 237
DNR 5132

Worked 1.37 meters - Top Dangerous to climb higher
Needed 2nd man with ropes



X-section approx MP 107.2

SCHMIDT
PRICE

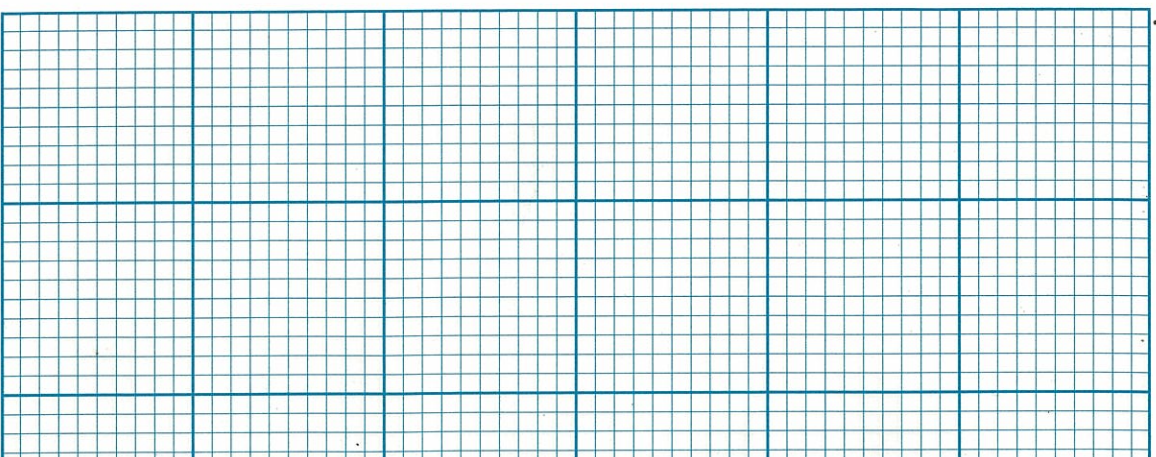
23 Feb 01
3°C
TRK 1105

Code 2 122 1628 401
Code 32 5135 1670 401
X-Section at MP 107
LAST Bk 274
DNR 5153

HT 1670
BS
401
IF-29
YFC
11 1628

Code 2 122 1628 401
Code 32 5135 1670 401
X-Section at MP 107
LAST Bk 274
DNR 5153

X-section approx MP 107.2



11 1502
HT 1670
BS 401 spike
Reg DNR 5156
401
BS Dist = 109.393
Code 32 5156 1670 401
Code 32 5156
Code 2 407 1502
401
*EDIT BIK 280 to Code 101 info 1 with a 3 for G.B.
Code 103 is not right!
X-section approx MP 107.2
LAST BIK 312
DNR 5175

23 Feb 01

Horiz

Reg 401

BS

402

D) 0-00-00
E) 180-00-04
185-34-01
5-34-00
185-33-58
109.394

407 set spike

SATURDAY

X-SECTIONS - MP 108

Bulk	PT#/CODE	5196	LAST BULK/PT#	X-SECTION Q MP 108.2 +/-	NO 408 BS 126 HI=1.690 HT=1.690 BS DIST=78.350 METERS DESK LAST BULK/PT#
Bulk	PT#/CODE	5213	LAST BULK/PT#		NO 409 BS 126 HI=1.565 HT=1.690 BS DIST=88.20 MT. DESK LAST BULK/PT#
Bulk	PT#/CODE	5240	LAST BULK/PT#		NO 410 BS 126 HI=1.550 HT=1.690 BS DIST=231.370 DESK LAST BULK/PT#

160M NORTH OF 409

INLET SIDE OF ROAD
GRANDVIEW CREEK

3-1-2001
-2°C RAINY
12:105

X-SECTIONS MP 109

WAGNER
PRICE

NO 411 BS 126 RMP 109.8 HI=1.630 HT=1.690 BS DIST=189.381 DESK LAST BULK/PT#	420	5247	INSET LONG 204	431	5253	LAST BULK/PT#
---	-----	------	----------------	-----	------	---------------

7 MAR 01
Delete Bk 432 → 442
EAS

Bulk	Pt # / Code	DEPT.
Recd Month	N @ 412 H = 1625	BS @ 411 BS DIST = 440 908 (M)
37	5255 5272	FIRST PT # LAST BLK/Pt X - SECTION @ MP 109.6 ± HT = 1670
009	5273 5289	FIRST PT # LAST BLK/Pt X - SECTION @ MP 109 ± HT = 1671

3-08-01 X-SECTION 5

2° C, Cloudy
T600w/Dir000

PRICE
KOTZSCH
LAMB

NOTE - Pt. 412 = SET 8" SPIKE SOUTH SIDE
SIDE G.R. @ MP 109 1/2

Pt. 413 = SET 8" SPIKE SOUTH SIDE
G.R. @ MP 109 1/2

SEWARD HIGHWAY

$$X = 27.0123$$

MD 10

414 ② Y

FS @ 415

$$\overline{129}1 = 141$$
$$35 \overline{) 1215} = 35 \text{ R } 15$$

Pr#	DESC
-----	------

0425

1257 Pt

HT = 190

5306

LAST BLK/PY

X-SECTION @ MP 110.5

Σημ. 25

B5 @ 44

$$250 \text{ l} = 14$$

BS DIST = 151
389

First 12 #

5308
5307

Was Blk/2.

8308

11/11/21 X-SEC @ 100 1105

$$-20 \text{ dB} / \text{decade}$$

10-80-11

DRIVE

KOITZEL

LAMB

At Set 8 (Pink) North Side Seward

HWY @ MP 1103 FIRST Pull out
North Side Hwy North of Bousha Pt.

45 5' 8" SPIKE SOUTH SIDE R2 TRACKS

② $\approx MP$ 1106

01-002-3

②

WALKER
POTB

3-9-2001
2°C E-W WIND
71650^W/DI 1000

PT#416 ≈ MP 110.9 SET SPKES BETWEEN GUARDRAIL
AND P/R TRACKS APPROX. 1.4 M FROM GUARDRAIL

PT#417 ≈ MP 111.2 SET SPKES BETWEEN GUARDRAIL
AND C/R TRACKS ≈ 1.4 M FROM GUARDRAIL

X-SECTION

MP 110

TC 416 BS 417
HT=1.620 BS DIST=444.387M//457.97F
HT=1.670 BS PT# 5311
DESC

LAST BLK/PT#

BLK
PT#/CODE
5328 142

MP 111

TC 417 BS 416
HT=1.625 BS PT# 5328
HT=1.670 BS PT# 5328
DESC

LAST BLK/PT#

BLK
PT#
5346 175

TC 418 BS 135
HT=1.655 BS DIST=495.024//1624.09F
HT=1.670 BS PT# 5351
DESC
LAST

BLK
PT#/CODE
5367 208

3-9-2001

WAGNER

PRICE

A19 = SET 8" SPIKE SOUTH OF G.R. @ MIDWAY CR. @

MP III @ SEWARD HWY

A20 =

SET 8" SPIKE ON SMALL PT. OF LAND

SOUTH SIDE RR TRACKS @ MP 112 1/2 SEWARD HWY

X - SEC
K 419 BS 135
HI = 1.615
BS DIST = 198.017 // 649.66 F
HT = 1.670
BS DIST = 270 332 M
BS @ A1
K @ A20
HI = 1.655
HT = 1.670
BS DIST = 270 332 M
LAST
INSERT CODE 14 < 1.000M BOOT >
SHOS
PT# / CODE
278
BLK

321
5428
5410
LAST BLK / PT#
REST PT#

WAGNER
PRICE
KORTSCH

421 = SET SPIKE $\approx$ MP 112.6 BETWEEN R/R TRACKS AND
GUARDRAIL APPROX 1M FROM GUARDRAIL

422 = SET SPIKE $\approx$ MP 112.6 SOUTH OF A.R.R. ON SMALL
POINT OF LAND

COLLECTION FILE = 01-002A.COL $\frac{1}{2}$ EDT

X-SEC		MP 112		
N @ 421		BS @ 420		
HI = 1.665		BS DIST = 270.332		
PT #		DESC		
5430		FIRST PT #		
5453		LAST BLK/PT #		
367				
BLK		PT# / CODE		
423		5494		
		LAST BLK/PT #		
		END OF FILE KM 4		
		COLLECTION FILE = 01-002A.COL $\frac{1}{2}$ EDT		

Seward Hwy.

X-SECTIONS

N @ 423 BS 424

HI = 1.56 BS DIST = 319.947

HT = 1.070 BS PT # 5501

PT # 10005

BLK

5522

35

5522

LAST BLK / PT #

N @ 424 BS @ 423

HI = 1.668 BS DIST 319.549

HT = 1.61 REG PT # 5525

5540

71

LAST BLK / PT #

5-13-2001

1000 9' 00" 000

WILSON
PETER
KOTSCHE

01-002-3

11

PT 423 SET SPIKE 2 MP 11.3 BETWEEN GUARDRAIL AND
R/R TRACKS APPROX 13M FROM GUARDRAIL

PT 424 SET SPIKE 2 MP 11.3 BETWEEN G.R. AND

R.R. TRACKS

Sewage HWY

X-SECTION

[illegible]

156	5398	LAST BLK/PT#
-----	------	--------------

NOTE: SHOT 2 SECTIONS FROM THIS P.T.

BLK	PT# / LOD	BLK
72.425	HI = 1.496	BS DIST = 169.068
BS 143	HT = 1.670	BSM PT# 5601

207	5630	LAST BLK/PT #
186	5615	INSERT 1,000M BOTT

✓ Col. BLS 01-0023.6m

3-1813-2001
54745

01-002-3

(12)

P-426 = SET SPIKE $\approx$ MOI/HMS BETWEEN R.P. TRACKS AND QUADRANT.

PT 425 = SET SPIKE $\approx$ MP 114.8 BETWEEN R/R TRACKS AND GUARDRAIL

91-002-3

1000 L / (m³ / s)

KOLZEL

$$A_{21} = F_{10} 5 \frac{1}{8} \text{ RBR W/DOT VDC FLUSH W/ ASPHALT}$$

NORTH SIDE SENARD HWY ON ASPHALT SHOULDER

SOUTH OF NORTH G.R. IT IS DIRECTLY ACROSS

THE SEWARD HIGHWAY FROM EAST DRIVEWAY

To Parks Service layout. @ MP 115 - 1

PT # 1414

SEWARD Highway @ MP 115 ^{1/2} JUST WEST OF

Park Service Driveway

X-1-MC

(IP-51)

חת

$$H_1 = 1673$$
$$\frac{1}{10} = 0.1$$

27

First 3 #

5595

INSERT 2.0 (M) BOOT

EDIT LINE 1 = 0 (EDGE ADJACENT)

2. $Z(n)$ WIDE CREEK

LSOS 84

LAST BLK / PT #

75 @ 145 75 @ 145

$$\text{BS DIST} = 233.097$$
$$\overline{OL} = 14$$

First PT

5684	16
------	----

LAST BLK/PT#

01-002-3

3-14-01 SKME

ΣΝΝΝ

$$= 629$$

WEST OF BIRD CREEK BRIDGE

SEWARD Hwy $\approx$ MP 101.4

OVERLOOKING RURAL OUTDOUSES NORTH SIDE

SEWARD HIGHWAY

X-57C

(SII clw)

BS @ 478

RS 1157 = 233 091

[illegible]

DESC

First DT

33 5708

last Pk/Pt#

MP 101

VP 430 B50 429

$$\overline{229} \mid = 11$$
$$\overline{0.70} = 1.4$$

First PT #

LAST BLK / PT#

69

5727

OILS

SEWARD HIGHWAY

X-SEC

10 429 BS@ 430

H₁ = 635

HT = 1670

BS DIST = 258 108

BLK P#

DESC

FIRST P#

5730

LAST BLK/P#

X SEC @ MP 101 9

204

3-14-01

SAME

FACE
KOLTSCH

429 = SEE DESC Rev. Pg.

01-002-3

(15)

3-15-01
T 11000 W/12000

PRICE
ROUSSEAU
KOTTSCHE

431 SET SPIKE @ 2 MP 101.7 SOUTH OF ASPHALT
BIKE PATH ON RIDGE OVERLOOKING A.R.R.

432 SET SPIKE @ 2 MP 103.9 SOUTH OF A.R.R.
POINT IS DIRECTLY ACROSS FROM INDIAN VALLEY ROAD

SEWARD HIGHWAY
X-SECTIONS M.P. 101

NO 431 BSE 430
H = 1541
HT = 1670
BS DIST = 454
525

BLK RT #

5750 FIRST PT #

233 5763 LAST BLK / PT #

X-SECTION 101.7

NO 432 BSE 507
H = 1703

FIRST PT #

264 5778 LAST BLK / PT #

BS DIST = 588
832
HT = 1679

PRICE
ROUSSEAU
KAITZSCH

3-15-01

433 = SET SPIKE MP 103², 0² (M) SOUTH OF G.R.

Point is across highway from Indian House

Sign

434 = SET SPIKE MP 103⁴, 0⁴ (M) SOUTH OF G.R.

SEWARD Highway
X-SEC @ MP 103

TK 433
H = 1657
HT = 1670

BS DIST = UNABLE TO SHOOT

BS @ 507

DESC

First PT #

DELETE THIS BLK PT # 5791

IS A GRD TOP

LAST BLK/PT #

TK 434 BS @ 433

H = 1613
HT = 1670

BS DIST = 175651

First PT #

LAST BLK/PT #

5800
5815

337

~~292~~ 293

5780

~~PT #~~
BLK

		Seward Highway	X-Sections @ MP 104
BLK	Pt #	N@435 BS@507 $H = 1591$	BS DIST = 346 SS4 $HT = 1679$
372	5835	LAST BLK / Pt #	
	5820		
All	5857	LAST BLK / Pt #	
	5870	FIRST Pt #	
		$H = 1544$ $HT = 1679$	BS DIST = 347 SS5
		N@436 BS@507	

2

RS @ SOT

$$\frac{1}{0.9} = \Delta H$$
$$\frac{1}{0.9} = \Delta H$$

5835

LAST BLK / P#

$$BS \text{ DIST} = 347.775$$

11/11/2021

5870



Price

BETWEEN SEWARD HIGHWAY & A.R.R.

436 = SET SPRK 1 (M) SOUTH OF G.P. BETWEEN
SEWARD HIGHWAY & ALASKA RR. POINT IS
ACROSS HIGHWAY FROM INDIAN VALLEY MINE
MP @ 104.1

ACROSS HIGHWAY FROM INDIAN VALLEY MINE

$\neg \forall x \exists y (x \neq y) \Leftrightarrow \exists x \neg \exists y (x \neq y)$

700' 2200-10 7:15

7185

11/15/21 Pk. #

2

$$\frac{1}{0.167} = 6$$
$$\frac{H}{100} = 1$$

KE 507 BS @ 430

X-SECTION MP 104

SEWARD HIGHWAY

LAST BLK / DT #

X-SEC (a) 104 1/2

DS DIST = 34.7167

3-15-01

प्रकाश

ROUSSEAU

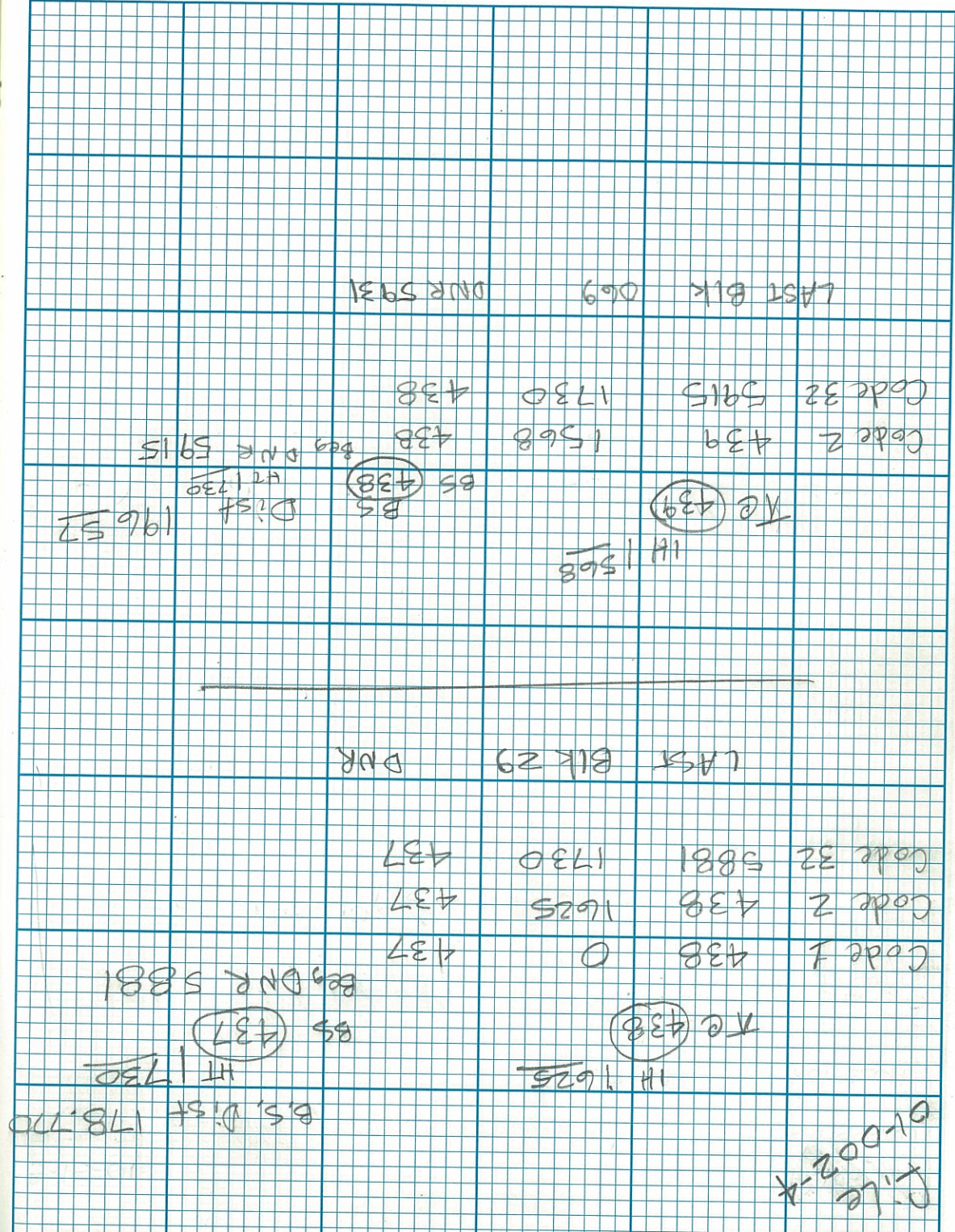
KOITZSCH

01-002-3

(61)

File
01-002-X

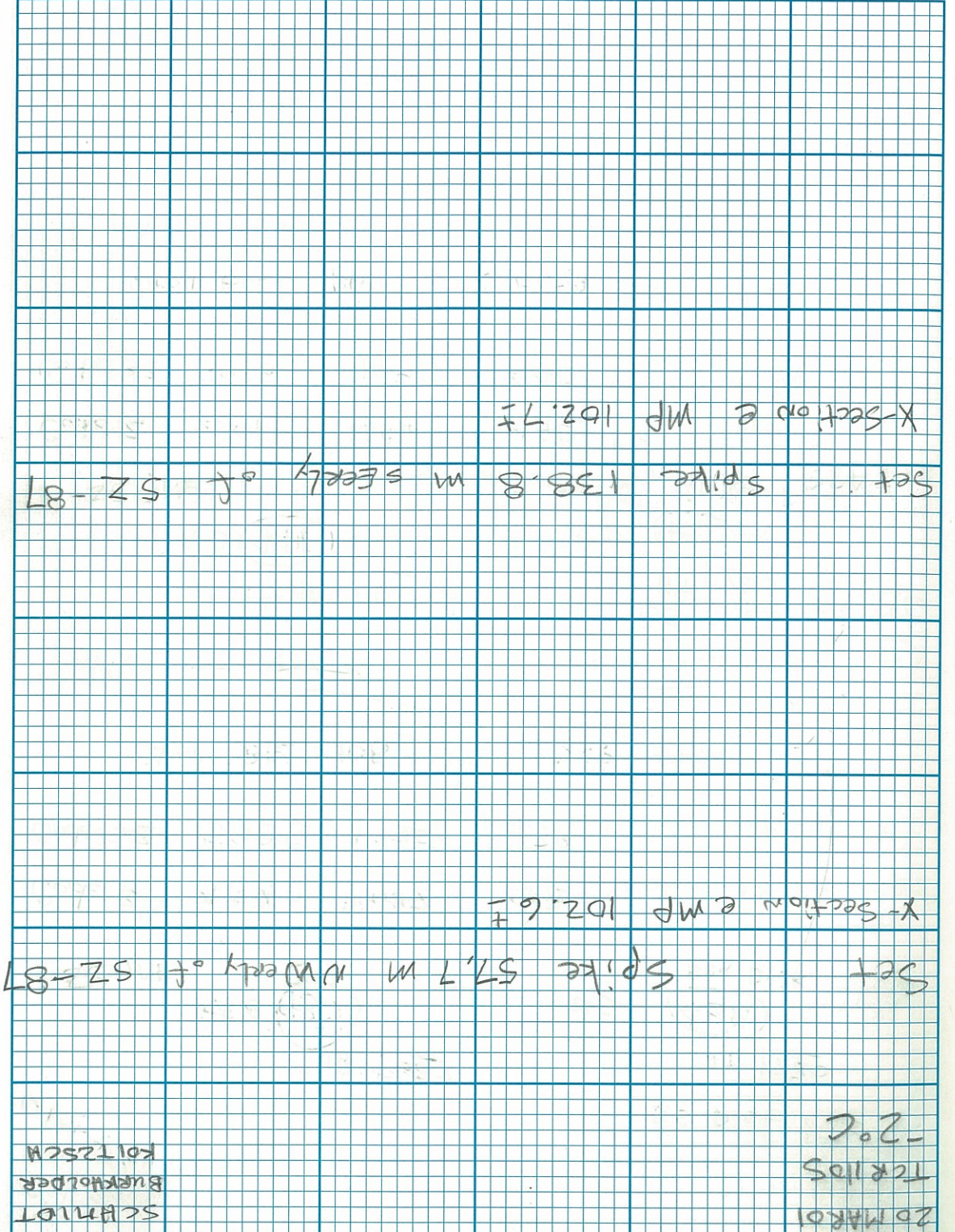
SEWARD HWY



SCHMIDT
BURKHOLDER
KOLTZSCH

01-002-3

20 MAR 01
TERRIOS
-20C



SEWARD HWY

$$\overline{1687} \mid 11$$

BS

Reg DNR

4891

1730

80

5954

14125

BS Dist HT 1730

440

Bea DNR

9191

1730

178

5979

100.5

$$\overline{1687} \mid 11$$

BS

Reg DNR

4891

1730

80

5954

14125

BS Dist HT 1730

440

Bea DNR

9191

1730

178

5979

100.5

01-002-3

SCHMIDT
BUNDEKOLLEGE
KOSTZSCH

$$3 \frac{R}{R}$$

Salt

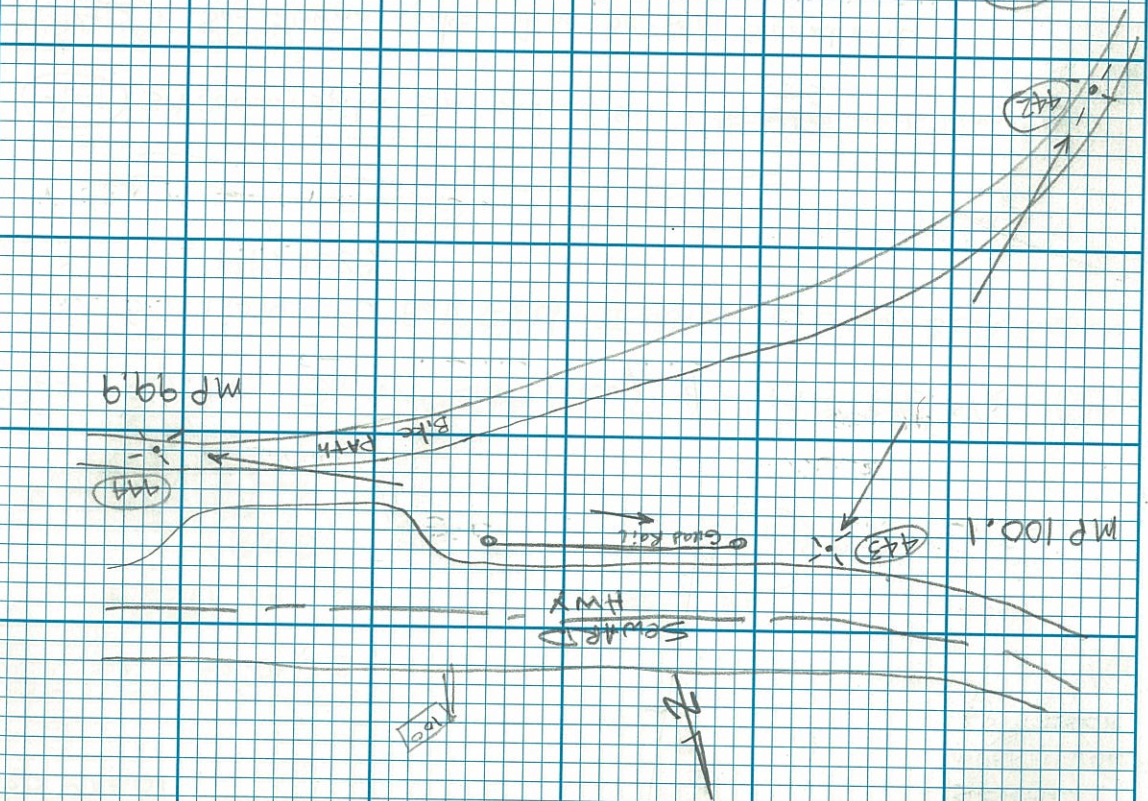
6201

1/2 car

red K₂O: L

$$\frac{1}{2} \frac{1}{k}$$

λμν ο



- 442 Set Lrg. MAG MAIL w/ Red Fuzzy @ SE edge of Bike Path
- 443 Set 200mm Spoke to Meters NW of Guard Rail End
- 444 Set Lrg MAG MAIL w/ Red Fuzzy @ SE edge of Bike Path

1H 1590
T.C. 442

BS 0:st 140.072
HT 1730

BS DNR 5983
443

Code 2	442	1590	443
Code 32	5983	1730	443

#S997

US Dept Extension
AK R/R ROW
B.C.
8 RLS
59012

*INSERT Code 14 w/ 3000 foot before Bk 184 DNR 6002 *

*Edit Delete Bk 186 DNR 6003 *

LAST Bk 188 DNR 6005

X-Section MP. 100.1

24

01-002-3

21MAR01
TR1105

file 01-002-A	11 625 TE 447	Code 2 447 1625 Code 32 6069 1730	X-Section @ MP 5 100.2	Seward Hwy
SEWARD Hwy	BS	442	442	Beg DNR 6069
B.S. Dist = 157.119 HT 730	442	442	DNR 6083	LHS T Blk 326