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11-017-1

MSB G.P.S.

N.G.S. Control

Leica 1200

SN: 0595

Job: 3-30-11

File: MSB 11-017

Tie 20 MSB 16

Fed. 5/8" dia Steel Rod, 3
below original ground,
3' east of carbonate post.

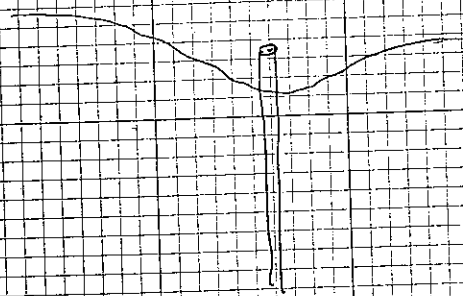
14 | 349 m

442 FT

Start: 9:37

Stop: 17:33

14 | 348 m

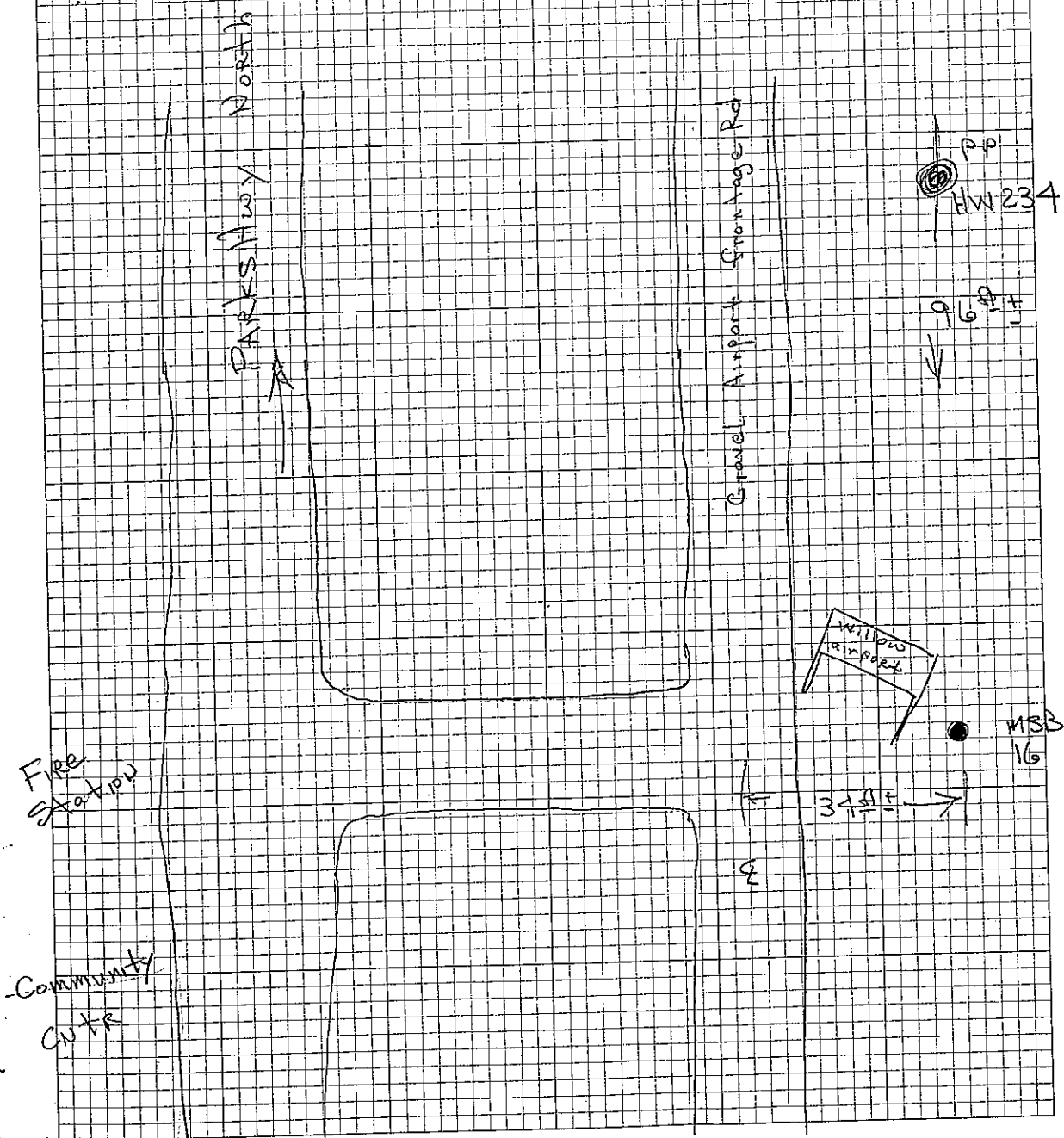


Evidence is brush clearing equipment may have caught and removed any cap. The remaining rod is stressed oblong from removal of cap.

11-017-1

SCHMIDT
LAMB

30 MAR 11
#320



MSB GPS

N.G.S. Control

Leica 1200

SID 0263

Job: 4-07-11

File: MSB GPS

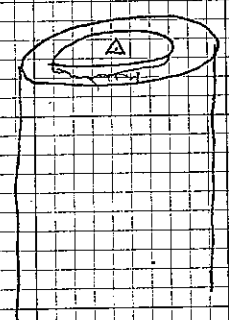
Te 1012 DOT PF
GPS 10

1H 1518 m

Start: 7:44 8:44 AM

Stop: 6:32 PM

1H 1517 m

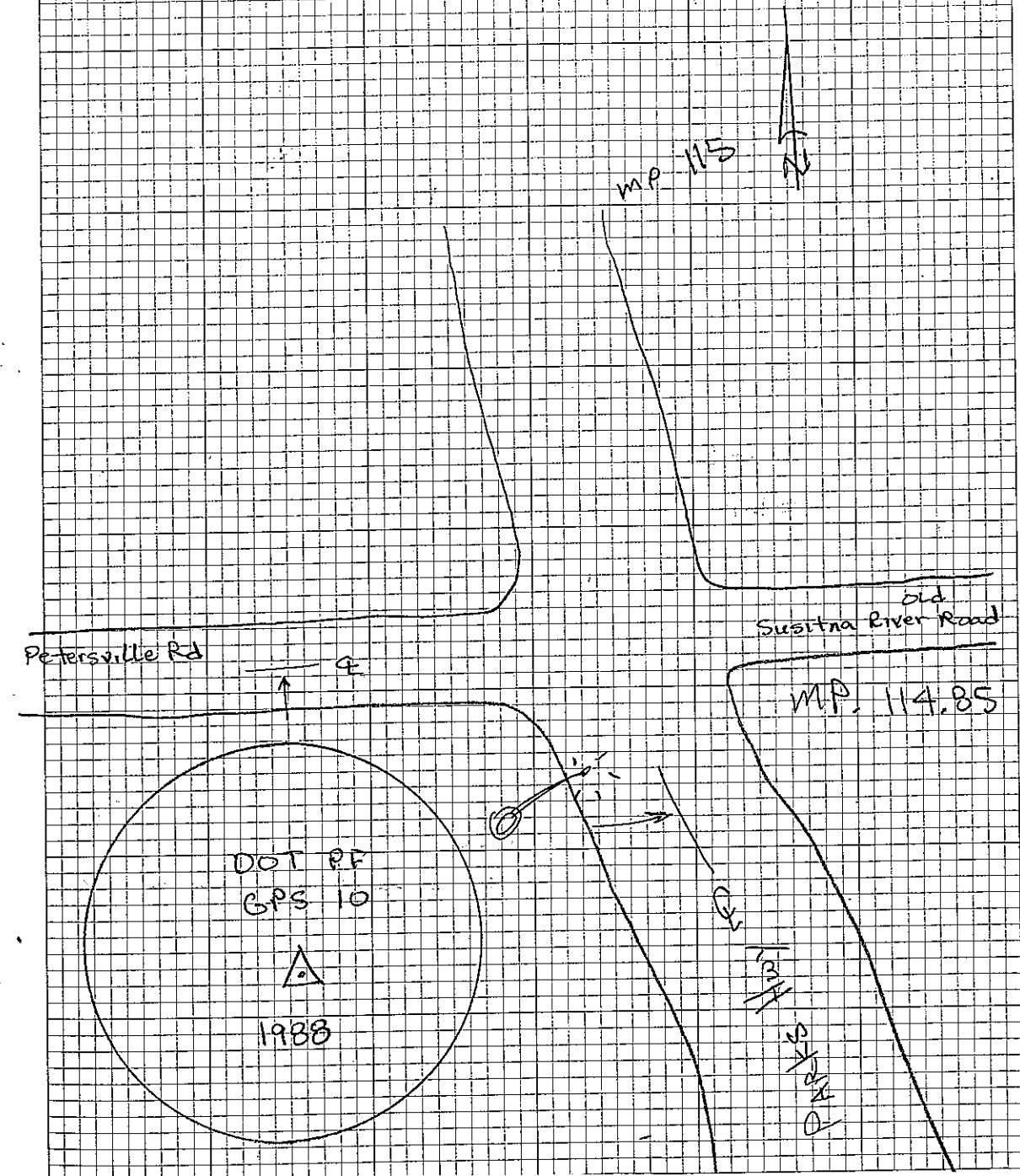


Found 3/4" BC, 3 below ground
 inside 4" dia white PVC cut
 flush w/ ground.
 North of Carsonite post ± 2'
 Found as described ± 40' south
 of Petersville road ± 75' west
 of Parks Hwy & behind
 metal light pole

11-017-1

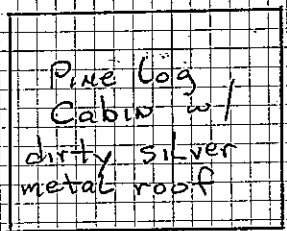
7 APR 11

SCHMIDT
LAMB



MSB GPS

Photo Control Pt# 12



Eave Cor
Pt# 3012

Eave Cor
Pt# 2012

209

* It could have had its silver metal roof painted brown at one time

11-017-1

3

7 April

+ 19°

Wind 5-10

Snow stormy

SCHMIDT
LAMB



Swamp

SWAN
Lake

N 62°30'41" W 150°23'09"

Pine & Birch Forest

Pt# 3012

Pt# 2012

Swamp

MSB GPS

Leica 1200

SN : 0995
Job : 4-07-11
File : MSB GPS 11-017

Te 2012 SW Cor Log Cabin Eave Cor

11 2930 m Leica entered measure up
1320 m from eave cor photo ID

Start : 12:44

stop : 15:50

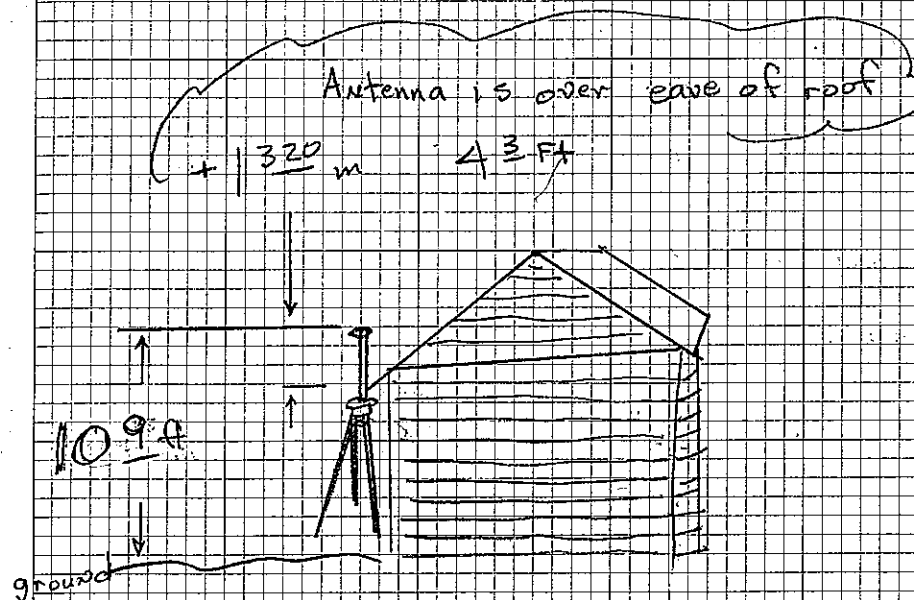
11 2930 m

7 Apr 11

11-017-1

4

SCHMIDT
CAMB



MSB

GPS

Leica 1200

SN: 0576

Job: 4-07-11

File: MSB-GPS11-017

Te 3012

NE Cor Log Cabin Eave Cor

11 2.680 m Leica entered measure up

0.670 m from eave cor Photo ID

start: 12:51

stop: 15:45

11 2.680 m

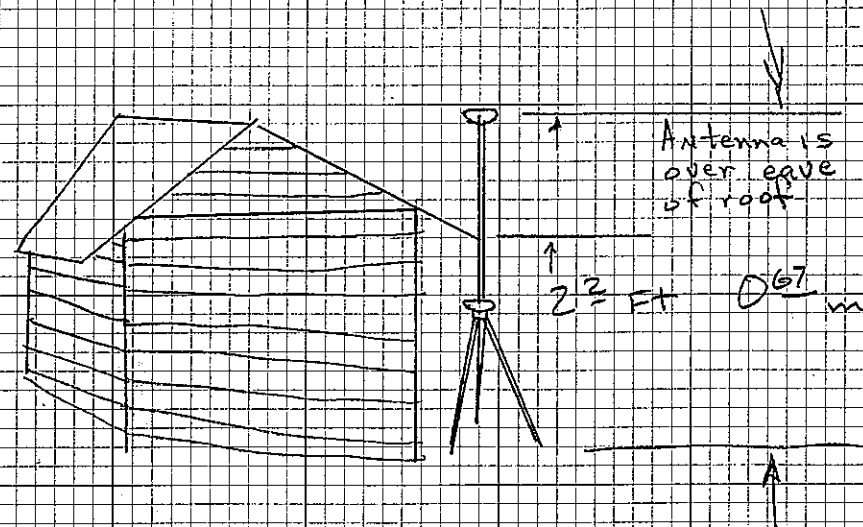
4/07/11

11-017-1

5

SCHMIDT
LAMB

9.9 ft



MSR LIDAR
CONTROL NETWORK

~~FILE NAMES ARE ALL 4-29-11~~

T04 S/N: 0595 CARD: 0595A

Hi: 1.263m / 4.144ft START: 8:02a

Hi: 1.260m END: 7:17p

FILE NAME: 4-29-11

T04A S/N: 0595 CARD: 0595A

Hi: 1.211m / 3.973ft START: 7:19p

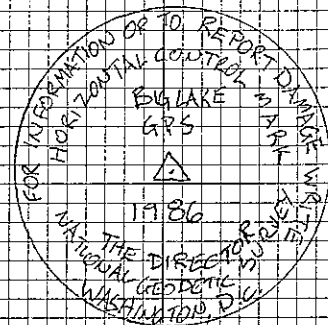
JAT: END:

FILE NAME: 4-29-11

11-017-1

4-29-11
OVERCAST 42°F
LEICA 1200 GPS
AX1202 ANTENNAS

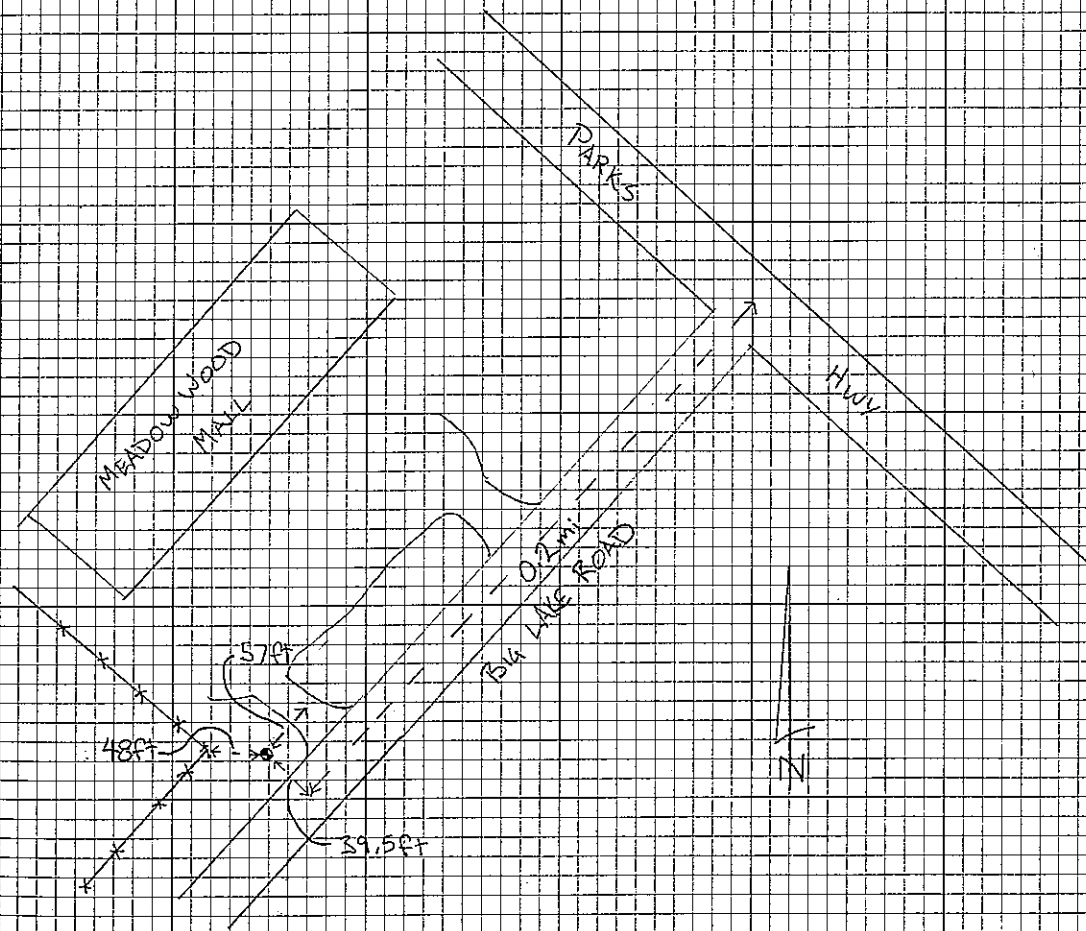
K. AVERSALL G
S. SEATTY



3/4 BRASS CAP

FLUSH WITH GROUND
INSIDE A PVC PIPE

MARKED WITH CARBONITE POST
ORIENTED NORTH



MSB LIDAR
CONTROL NETWORK

TC6 S/N: 0578 CARD: 0578A
Hi: 1.074m / 3.524ft START: 8:48a
JHI: 1.073m END: 6:53p

FILE NAME: 4-29-11

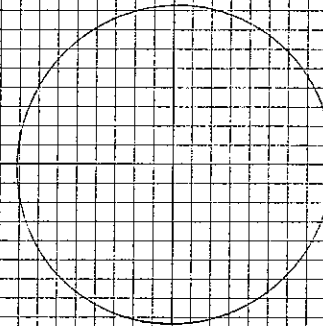
TC6A S/N: 0578 CARD: 0578A
Hi: 0.979m / 3.212ft START: 6:55p
JHI: END:

FILE NAME: 4-29-11

11-017-1

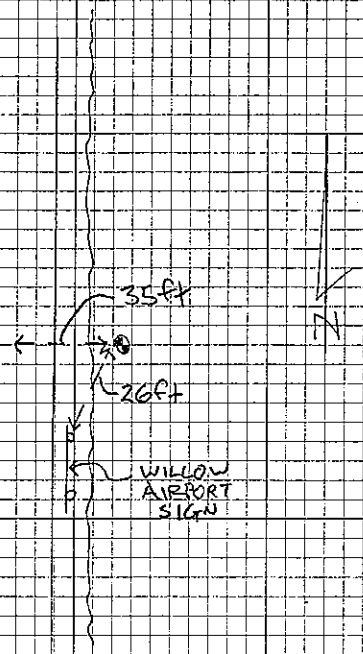
4-29-11

K. AYERS III 7
S. BEATTY



DRIVE ROD, NO CAP
0.11' BELOW GRADE
MARKED WITH A CARBONITE POST

HWY
PARKS



MSB LIDAR
CONTROL NETWORK

PC7 S/N: 0576 CARD: 0576A
Hi: 0.968m / 3.176ft START: 9:38a
JHi: 0.967m END: 6:22p

FILE NAME: 4-29-11

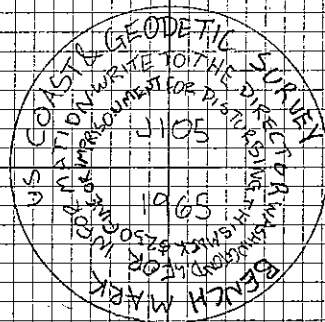
PC7A S/N: 0576 CARD: 0576A
Hi: 0.992m / 3.255 ft START: 6:25p
JHi: END:

FILE NAME: 4-29-11

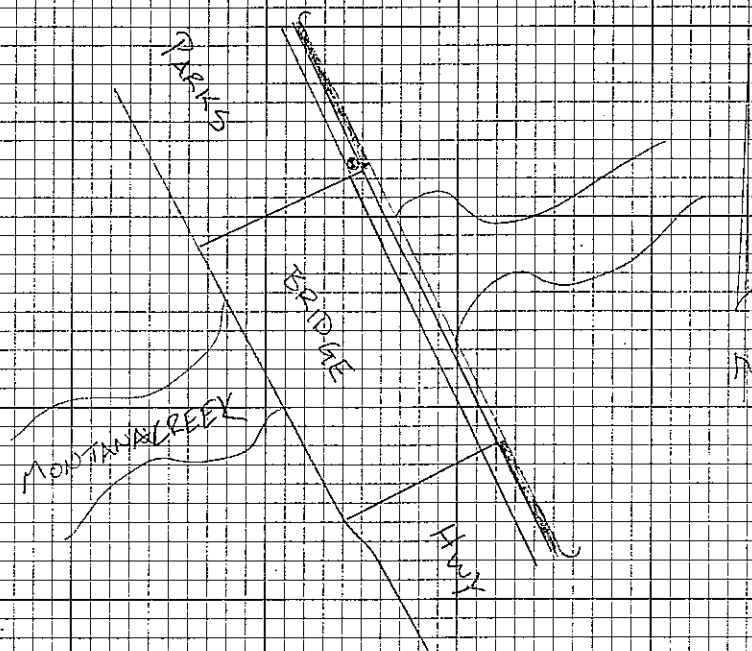
11-017-1

4-29-11

K. KERSTIC &
S. BEATTY



3" BRASS CAP
FLUSH WITH CONCRETE BRIDGE ABUTMENT
ORIENTED NORTH



MSB LIDAR
CONTROL NETWORK

TC 8 S/N: 0263 CARD: 0263A
 Hi: 1.235m / 4.052ft START: 10:08a
 J Hi: 1.232m END: 6:01p

FILE NAME: 4-29-11

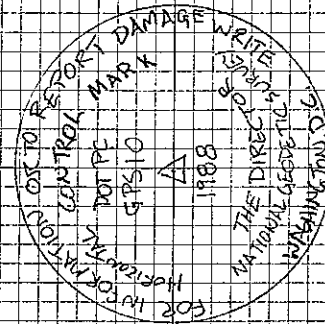
TC 8A S/N: 0263 CARD: 0263A
 Hi: 1.068m / 3.504ft START: 6:03p
 J Hi: END:

FILE NAME: 4-29-11

11-017-1

A-29-11

K. AYERS III
S. BEATTY



3" BRASS CAP
 0.3' BELOW GRADE
 IN PVC PIPE
 MARKED WITH A CARBONITE POST
 ORIENTED WEST

MILE POST 114.8

PETERSVILLE RD

100 FT

70 FT

PARKS

AVENUE



MSB LIDAR
CONTROL NETWORK

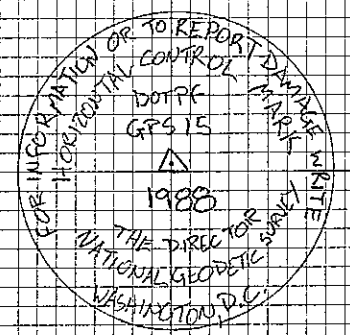
Re 9 S/N: 0754 CARD: 0754A
Hi: 1.208 m / 3.963 ft START: 10:55a
V Hi: 1.208 m END: 5:32p
FILE NAME: 4-29-11

Re 9A S/N: 0754 CARD: 0754A
Hi: 1.005 m / 3.297 ft START: 5:34p
V Hi: END:
FILE NAME: 4-29-11

11-011-1

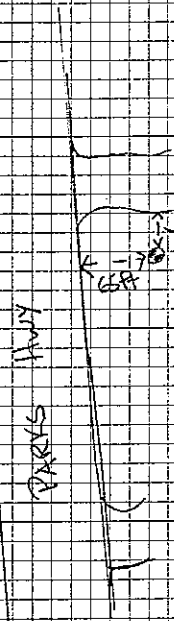
4-29-11

K INVERSA 10
S BEATTY

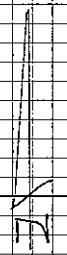


3" BRASS CAP
FLUSH WITH GROUND
MARKED WITH A CARBONITE POST
ORIENTED NORTH

MINI POST 145.2



ABANDONED GRAVEL PIT



(11)

M53 LIDAR
CONTROL NETWORK

Kc10 S/N: 7227 CARD: 7227A
Ht: 1.116m / 3.661ft START: 12:08p
JHt: 1.114m END: 5:05p

FILE NAME: 4-29-11

Kc10A S/N: 7227 CARD: 7227A
Ht: 1.017 m / 3.357ft START: 5:07p
JHt: END:

FILE NAME: 4-29-11

11-017-1

4-29-11

(11)

K. AYERS III
S. BEATTY

STATE OF ALASKA
GPS
PARKS
MP 169.0
LS 11297
2010
DOT/PE

3 1/2" GAL CAP
FLUSH WITH GROUND
MARKED WITH A CARBONITE POST

MP 169

ARCC

PARKS Hwy

74

Shutdown Time

PT #	End @	HI
#5	10:00 +/-	1.115
#4	10:49 +/-	1.209
#6	11:21 +/-	0.979
#7	11:59 +/-	0.991
#8	12:27 +/-	1.062
#9	12:59 +/-	1.006
#10	13:30 +/-	1.021

RG (45)
SB

13

MSB LIDAR

PHOTO CONTROL

XC 8

HI = 1.225 M / 40°

RCVR # 7225

START = 7:30

STOP = 16:31

XC 9

HI = 1.217 M / 39°

RCVR # 0609

START = 8:12

STOP = 15:41

5-5-2011

11-017-1

E. WAGNER 13

309° (50° AFTERNOON)

LT BRZ

14

LIDAR SUPPORT

JOB = 5-10-11

TC(3)

0.5 SEC RATE

HI = 0.977M

CARD A

RCVR # 7225

START = 23:39

STOP = ~~00:00~~ 00:18

JOB = 5-10-11

TC(5)

0.5 SEC RATE

HI = 1.133

CARD B

RCVR # 0976

START = 00:45

STOP = 00:22

5-9-11

11-017-1

FWAGNER 14

420F

JOB 5-10-11

TC(4)

0.5 SEC RATE

HI = 1.114

CARD B

RCVR # 0609

START = 01:25

STOP = 23:38

JOB 5-10-11

TC(6)

0.5 SEC RATE

HI = 1.204

CARD A

RCVR # 7227

START = 02:05

STOP = 23:04

15

JOB 5-11-11

TC(6)

1/2 SEC RATE

HI = 1.204

CARD B

RCNR # 7227

START = 2307 (5/10)

STOP = 2152

TC(4)

HI = 1.114

CARD ~~B~~A

RCNR 0609

START = 2341 (5/10)

STOP = 2119

5-10-11

44° LT WIND

TC(5)

HI = 1.133

CARD A

RCNR # 0576 (CONTROLLER FROM 0263)

START = 0028 (5/11)

STOP = 2008

* WAS OVERRUNNING ON P/W BATT'S. HAD RED BREAK.

TC(3)

HI = 0.977

CARD B

RCNR # 7225

START = 0121

STOP = 2344

#16

JOB 5-12-11

TC(5)

HI = 1.133

CARD B

RCNR 0516

START = 2000

STOP = 02:49 (5-13)

TC(A)

HI = 1.113

CARD B

RCNR 0609

START = 21:20

STOP = 03:23 (5-13)

5-11-2011

46° WINDY

F. WAGNER

TC 6

HI = 1.204

CARD B

RCNR #7227

START = 21:53

STOP = 03:51 (5-13)

TC(3)

HI = 0.973 (ADDED SAND BAGS / RELEVISED)

CARD B

RCNR #7225

START = 23:49

STOP = 01:15 (5-13)

JOB # 5-13-11

TC 3

HI = 0.913

RCVR # 7225

CARD A

START = 01:49

STOP =

TC 5

HI = 1.133

RCVR # 0576

CARD A

START = 02:53

STOP = 00:12 (S(14))

5-13-2011
35° WIND

TC 4

HI = 1.113

RCVR # 0609

CARD A

START = 03:28

STOP = 23:36

TC 6

HI = 1.204

RCVR # 7227

CARD A

START = 03:54

STOP = 23:03

18

JOB 5-14-11

TC (6)

HI = 1.204

PLATE # 7227

CARD B

START = 23:04 (5-13)

STOP = 22:10

TC (4)

HI = 1.113

PLATE # 0609

CARD B

START = 23:37 (5-13)

STOP = 22:40

5-14-2011

48°F CLEAR

F. WAGNER 18

TC (5)

HI = 1.133

PLATE # 0576

CARD B

START = 00:24 (5-14)

STOP =

* MUSTANG MILEAGE *

44183 - 44290 (61)

TR(4)
HI = 1.109
REVR = 0609

START = 08:17

STOP = 21:29

TR(6)
HI = 1.203
REVR = 727

START = 08:59

STOP = 20:57

* MUSTANG MILEAGE *
44250 - 44368

20

JOB 5-17-11

TC (6)
HI = 1.200
RCVR # 0595

START = 04:58
STOP = SEE F/B Z

TC (7)
HI = 1.338
RCVR # 0578

START = 05:52
STOP = SEE F/B Z

5-17-2011

F. WAGNER ZG
L. Samuelson

TC (8)
HI = 1.340
RCVR # 0754

START = 06:22
STOP = SEE F/B Z

TC (9)
HI = 1.134
RCVR # 0331

START = SEE F/B Z
STOP = 19:36

Z1

TC 4

HI = 1.109

RCVR # 0609

START = 4:15⁴¹

STOP = 03:50

TC 6

HI = 1.301

RCVR # 0995

START = 4:31⁴¹

STOP = 4:12

5-18-2011

329 CLEVA

F. W. LAGNER

Z1

C. SPURLOCK

TC 7

HI = 1.340

RCVR # 0578

START = 05:01

STOP = 04:38

TC 8

HI = 1.340

RCVR # 0754

START = ~~05:22~~ 05:22

STOP = 04:57

TC 4

HI = 1.109

RCVR # 0209

START = 03:52

TC 6

HI = 1.201

RCVR # 0595

START = 4:12

5-19-201

40° cloudy

F. Walker
L. Sewell

TC 7

HI = 1.340

RCVR # 0578

START = 4:40

TC 8

HI = 1.340

RCVR # 0754

START = 04:59

TC 4
HI = 1.109
RCVR # 0609

START = 03:44

STOP =

TC 6
HI = 1.200
RCVR # 0595

START = 04:09

STOP =

TC 7
HI = 1.339
RCVR # 0578

START = 04:42

STOP =

TC 8
HI = 1.340
RCVR # 0754

START = 05:05

STOP =

24

TC 4
HI = 1.104
RCVR # 0609

START = 03:58

STOP = SEE FBZ

TC 6
HI = 1.200
RCVR # 0595

START = 04:24

STOP = 03:54

5-21-2011

E. WAGNER 24
C. SEWELock

34° HIGH OVERCAST

TC 7
HI = 1.338
RCVR # 0578

START = 04:58

STOP = 04:27

TC 8
HI = 1.340
RCVR # 0754

START = 05:22

STOP =

TC (4)

HI=1.109

RCUR# 0609

START = 03:34

STOP = 03:19

TC 6

HI=1.200

RCUR# 0595

START = 03:36

STOP = 03:47

TC (7)

HI=1.338

RCUR# 0578

START = 04:29

STOP = 04:19

TC 8

HI=1.340

RCUR# 0554

START = 04:51

STOP = 04:40

26

T.C. (4)

HI = 1.109

RCVR # 0609

START = 03:22

STOP = 03:37 (5/24)

T.C. (6)

HI = 1.200

RCVR # 0595

~~STOP~~ START = 03:49

STOP = 03:58 (5/24)

5-23-2011

39° CLEAR

F. WAGNER

26

C. SPURLOCK

T.C. (1)

HI = 1.337

RCVR # 0578

START = 04:20

STOP = 04:25 (5/24)

T.C. (3)

HI = 1.340

RCVR # 0754

START = 04:42

STOP = 04:46 (5/24)

27

TR 4
HI = 1.109
RVR # 0609

START = 03:38

STOP = 09:01 (5/25)

TR 6
HI = 1.200
RVR # 0595

START = 04:00

STOP = 09:29 (5/25)

5-24-2011
240° CLEAR

F. WAGNER 27
C. SPURLOCK

TR 7
HI = 1.337
RVR # 0578

START = 04:26

STOP = 10:23 (5/25)

TR 8
HI = 1.340
RVR # 0754

START = 04:48

STOP = 11:07 (5/25)

28

AC 4

HI = 1.103

RCVR #0609

START = 09:05

0.15.13 81% BATT

STOP = 09:35 (5/24)

67% BATT

* PT 3 RE-START = 0840

AC 6

HI = 1.200

RCVR #0595

START = 09:31

STOP = 10:01 (5/24)

* PT 2 RE-START = 1009

5-25-2011

F. WAGNER 28
L. SPURLOW

AC 7

HI = 1.339

RCVR #0518

START = 10:25

STOP = 10:47 (5/24)

* PT 1 RE-START = 1049

~~AC 8 * RTR BASE * PT # 108 (HERE)~~

~~HI = 1.340~~

~~RCVR #0754~~

~~LAT =~~

~~LONG =~~

~~ELEV =~~

~~START = 11:18~~

~~STOP = 11:12 (5/25)~~

TC 4

HI = 1.103

RCVR # 0609 BATT # 9 (95%)

START = 09:38

STOP = 09:20 (3:21) (73%)

TC 6

HI = ~~1.100~~ 1.200

RCVR # 0905 BATT # 11 (96%)

START = 10:03

STOP = 09:43 (81%)

5-20-2011

57° PARTLY

F. WAGNER 29
C. SPURLOCK

TC 7

HI = 1.338

RCVR # 0570 BATT # 3 (94%)

~~START~~ START = 10:47

STOP = 10:18 (74%)

TC 8

HI = 1.340

RCVR # 0754 BATT # 2 (95%)

START = 11:20

STOP = 10:57 (73%)

30

TC 4

HI = 1.103

RCVR # 0609

START = 09:22 (73%)

STOP = 08:58 (5/28) (44%)

TC 6

HI = 1.200

RCVR # 0595

START = 09:45 (81%)

STOP = 09:28 (65%)

11-017-1

5-27-2011
6:00 F SUNE. WAGNER 30
C. SPURLOCK

TC (7)

HI = 1.338

RCVR # 0578

START = 10:52 (75%)

STOP = 10:04 (5/28) (61%)

TC (8)

HI = 1.340

RCVR # 0754

START = 10:59 (73%)

STOP = 10:30 (48%) 5/28

TC 4

HI = 1.103

RCVR# 0609

START = 9:06 12 (98%)

STOP = 08:42 (73%)

TC 6

HI = 1.200

RCVR# 0595

START = 09:33 10 (96%)

STOP = 09:06

TC 7

HI = 1.338

RCVR# 0518

START = 10:06 14 (88%)

STOP = 09:39 (44%) 11:06 (75%)

TC 8

HI = 1.340

RCVR# 0754

START = 10:33 13 (94%)

STOP = 10:05 (83%)

TR 7

HI = 1.338

RLVR # 0518

START = 9:40 (110 88%)

STOP = 10:14 (5-30) 65%

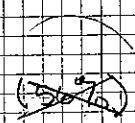
TR 8

HI = 1.340

RLVR # 0754

START = 10:07

STOP = ~~10:42~~
10:38



5-29-2011

52°F PARTLY

F. WAGNER
C. SPURLOCK

A C 7

HI = 1.338

RCVR # 0578

START = 10:16 (#10 @ 65%)

STOP = 08:13 (5/31) (40%)

A C 8

HI = 1.340

RCVR # 0754

START = 10:40 (#13 @ 71%)

STOP = 08:42 (56%)

5:30-2011

61°F SUN

F. WAGNER 33
C. SPURLOCK
J. WAGNER

34

TC 7

HI = 1.338

RCVR # 0518

START = 08:15 (#5 - 95%)

STOP = 09:54 (75%)

TC 8

HI = 1.340

RCVR # 0754

START = 08:44 (#11 - 100%)

STOP = 10:16 (87%)

11-017-1

5-31-2011

51° CLEAR

F. WAGNER 34
C. SPURLOCK

5 SEC OBS

TC 9

HI = 1.263

RCVR # 0609

START = 09:26 11:04 (#3 - 98%)

STOP = 08:02

7790
(41%) 6/3

5 SEC OBS

TC 10

HI = 1.204

RCVR # 0595

START = 10:32 (#6 - 100%)

STOP = 08:53

(90%) 6/1/11
51% 6/3

TC 7

HI = 1.338

RVR # 0578

START = 09:56 (#5-75%)

STOP = 19:16 (6-1) (56%)

TC 8

HI = 1.390

RVR # 0754

START = 10:18 (#11, 88%)

STOP = 19:38 (6-1) 73%

xc 7
HI = 1338
RLW# 0518

START = 19:17 #8-949
Stop 10:09

xc 8
HI = 1340
RLW# 0154

START = 09:47
stop = 09:46

0-1-2011
020F cloudy

T@ 7
HI = 1.338
RCVR # 0578
Start = 10:06

SEE BOOK 2

T@ 8
HI = 1.340
RCVR # 0754
Start = 09:46

SEE BOOK 2

T@ 9
HI = 1.264
RCVR # 0609

95%

Start = 08:03

SEE BOOK 2

T@ 10
HI = 1.205
RCVR #

#12 95%

Start 08:57

SEE BOOK 2

38

T.C. (7)

HI = 1.338

RCVR # 0578

SHUTDOWN = 10:46 #4 (52%)

RE-START = 10:49 #1200 (95%)

STOP =

T.C. 8

HI = 1.340

RCVR # 0754

SHUTDOWN = 11:20 #6 (87%)

RE-START = 11:25 #8

STOP =

6-8-2011

F. WAGNER 38

L. SPURLOCK

T.C. 9

HI = 0609 1264

RCVR # 0609

SHUTDOWN = 12:00 #5 (71%)

RE-START = 12:02 #12 (-1.00%)

STOP =

T.C. 10

HI = 1.205

RCVR # 0595

SHUTDOWN = 12:30 #1 (88%)

RE-START = 12:32 #11 (95%)

STOP =

T.C. BASE STATION #7

RELENER 0518

H.I 1.338

OFF 8:14

OH 8:21

T.C. BASE STATION #8

RELENER 0754

OFF 8:46

OH 8:52

H.I 1.340

T.C. BASE STATION #9

RELENER 0609

H.I 1.340

OFF 9:23

OH 9:28

T.C. BASE STATION #10

RELENER 0595

OFF 9:58

OH 10:02

H.I 1.205

MSB LIDNR

T.C. BASE STATION #7

RECEIVER 0578

H.I 1.340

OFF — SHUT DOWN

OH 13:05

T.C. BASE STATION #8

RECEIVER 0754

H.I 1.339

OFF — SHUT DOWN

OH 13:37

T.C. BASE STATION #9

RECEIVER 0609

H.I 1.264

OFF 11:14

OH — SHUT DOWN

FRESH CARD INSTALLED

T.C. BASE STATION #10

RECEIVER 0595

H.I 1.206

OFF — SHUT DOWN

OH — SHUT DOWN

FRESH CARD INSTALLED

41

MSB LIONR

Te BASE STATION * 10

RECEIVER # 0595

H.I 12:25

OFF 12:53

BATTERY @ 38%

ON 12:37

BATTERY @ 100%

H.I 12:24

REPLACED - DATA CARD

BATTERY BRICKS A & B

FOR BATTERY

6-29-11

11-019-1

CIMMAYOTT 41

60°E

PTLY CLOUDY / OCC. RAIN