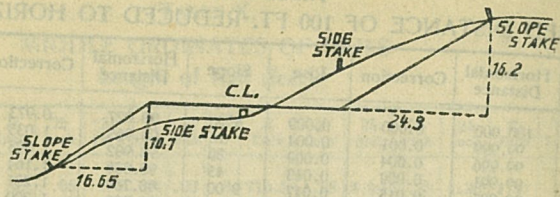


TRUCK TRAIL AND
FIRE TRAIL TRAVERSE
NOTES -
SCHLEY CAMP - F-22

CCC

60



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

Alignment Notes
Truck Trails & Fire Trails
Schley Camp F-22

Contents

Page	Name	No.
1	Highway U.S. #2	2
19	Lydick Lake Road	4513
	Burns Lake Road	469
67	Third River Road	475
111	Goodland School Road	478
125	Sugar Lake Road	468
143	FINN Road	459

Traverse Notes
ON U.S. - 2

R. T. DeFont - C. F.
R. McMillan - N
L. Madsen - Head chainman
C. Hanson - Rear "

Date: March 20, 1935

EQUIPMENT

GURLEY COMPASS
100' Chain
2 Line Rods
1 Plumb Line
1 Axe

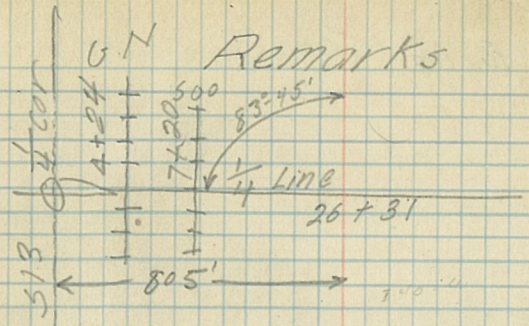
Sta. Defl. Bearing

N 24° W

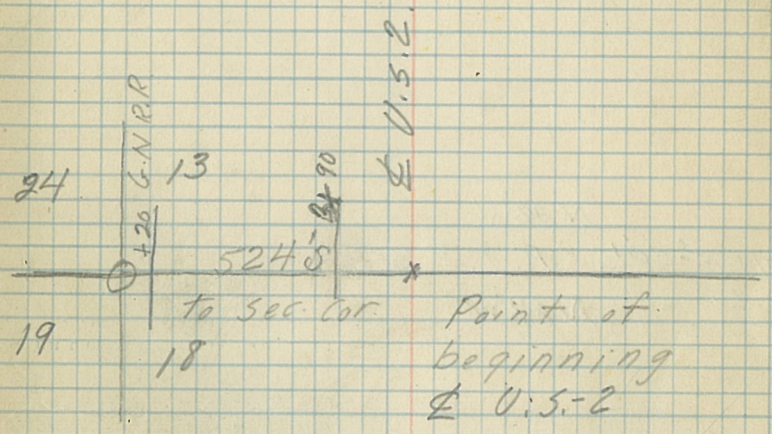
3+69 3° 15' R P.I. # 2
West N 88° W

N 88° W
0+00 88° 45' L P.I. # 1
Due South

Point of beginning - center
of U.S. 2 & 524' North of
Sec. cor. common to 13/18
24/19



Road to West Sucker Lake = 3+69



Sta. Defl. Bear.

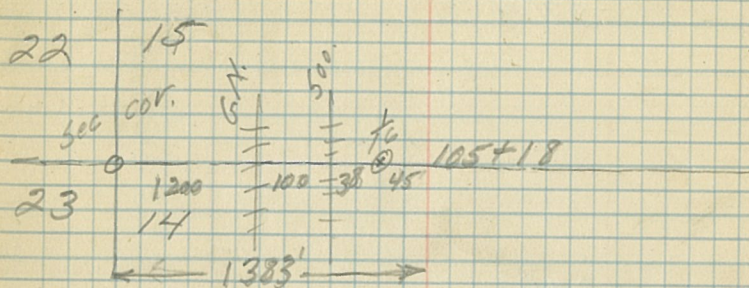
4

105+18'
West Sec. Line - West boundary
of Schley Area.
N 89° W

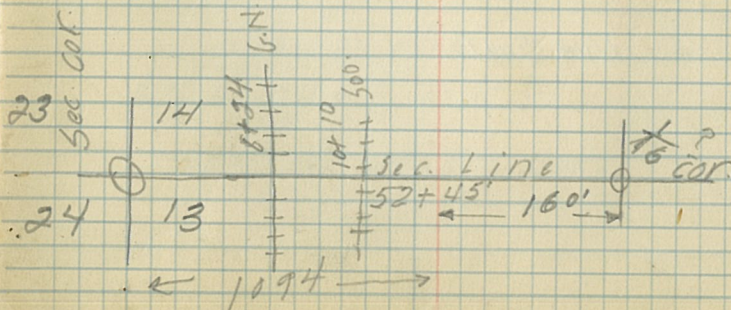
72+19.5° 50' L P.I. # 3
West N 84° W

Remarks

5



U.S. - 2



Sta. Defl. Bearing.
17+35 9°-10' R P.I. #5
S62°E
S71°E

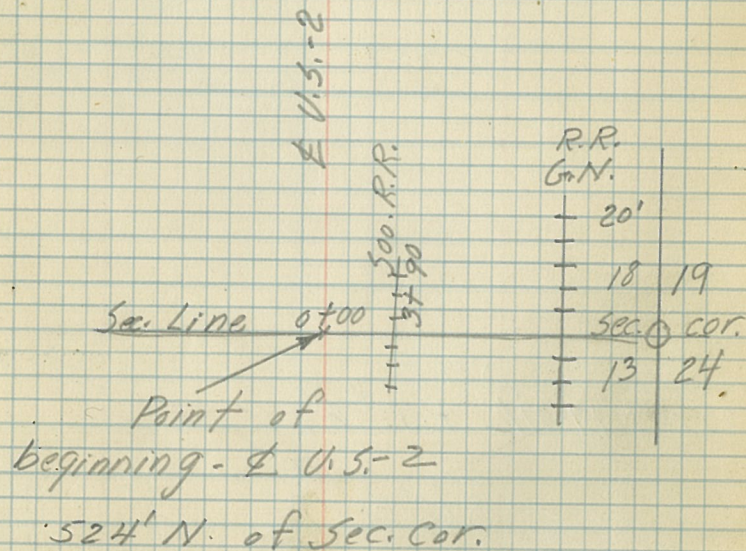
6

Remarks

7

5+62 16°-8' R P.I. #4
East S71°E
S87°E

0+00 93° R.P.I. #1 Point of beginning-
Due South S87°E



Sta. Defl. Bear.

8

Remarks

9

16	21	500.60'	195+19.0'
17	20	1787' sec.	Line # 43' to T.P.

Sign 52+85+71 - Roy. Ste - Cumig Rd.
Lydick Lake Rd 55+31

17	20	860'	* 52+94.0'
18	19	sec.	Line

S81°E
25+43 19-27 L P.I. #6

S62°E

U.S. 2

Sta. Defl. Bear.

10

Remarks

11

S81°E
128+15' 4"-5' R P.I. #8
S85°E

S85°E
117+5' 10" 4"-5' L P.I. #7
S81°E

147+71 attertav Rd
Proposed Finn Road \perp Line 145+18
16 328.9' \perp 16 cor.

Sta. Defl. Bear.

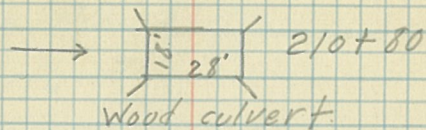
12

581°E

581°E

Remarks

13



car
Trail

203+54

189+90.0

5' culvert
c.s.

U.S.-2

Sec. Line 158+66'

120' to
1/4 cor.

21
 5' 4"
 22
 G.N.R.R.
 cor.

Sta. Defl. Bear.

14

11

$\frac{66}{53}$

Remarks

15

$\frac{1}{60} \cdot 133' \frac{1}{2}$ Line

241 + 59

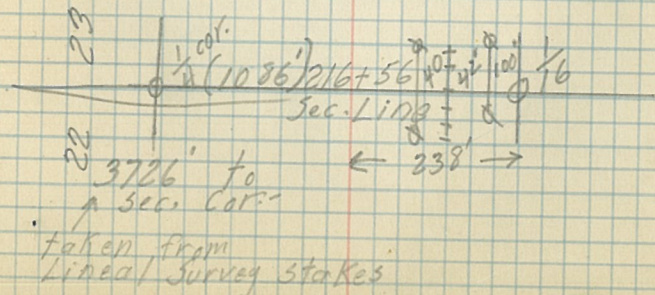
Little

Portage Lake 240 + 46
Road.

218400 1°00' L S82°E P.I. 9

S81°E

1151-2



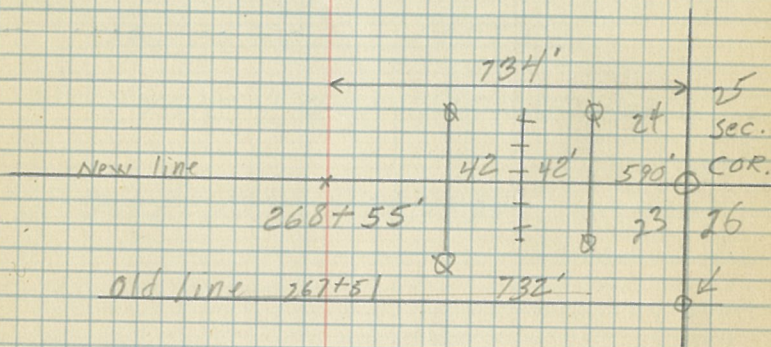
Sta. Defl. Bear.

16

268+55 End. of U.S. 2 Traverse

Remarks

17



N
E - 255+40'

18

19

TRAVERSE NOTES

LYDIC LAKE ROAD

DATE: March 22, 1935

Sta. Defl. Bear.

20

N 70° E

9+24.0 22° 0' R P.I. # 2

N 48° E

N 48° E

4+27 18° 10' R P.I. # 1

N 30° E

N 30° E

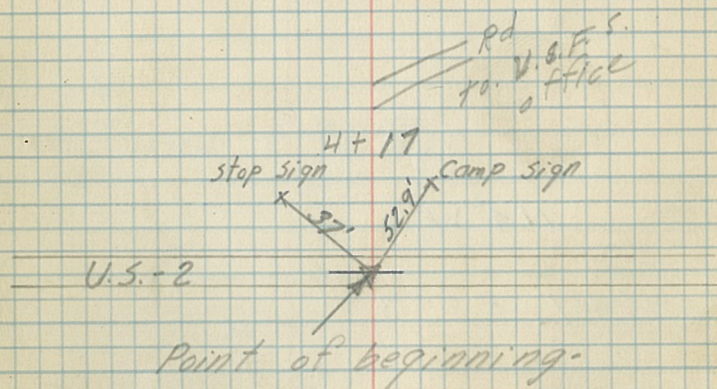
0+00 69° 50' L

S 81° E

Point of beginning - ∇ U.S.-2
Sta. 55+31.0 East on U.S.-2
[See Travers Notes on U.S.-2]

Remarks

21



Sta. Defl. Bear.

22

Remarks

23

N16°30'E

31+96.0 4°05'R P.I.#5

N12°30'E

N12°30'E

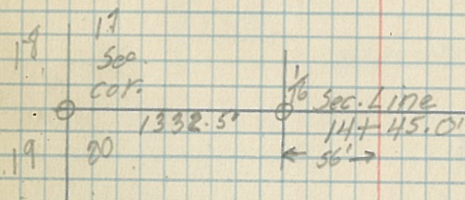
19+31.0' 16°30'R P.I.#4

N4°W

N4°W

14+22.0 73°45'L P.I.#3

N70°E



Sta. Defl. Bear.

24

Remarks

25

N27E

46+10.0 20°25' R P.I.#7

N7°E

N7°E

35+67.0 9°-22' L P.I.#6

N16°-30'E

Rd to Farm 44+50

1/4 Line 41+42.0 874' C-17

Sta. Defl. Bear.

26

..

Remarks.

27

N 9° W

62+90.15-20' R P.I. # 10

N 24° 30' W

N 24° 30' W

57+87 29-23' L P.I. # 9

N 5° E

N 5° E

50+550 21-48' L P.I. # 8

N 27° E

Sta. Defl. Bear.

28

Remarks

29

N82°W

82+31.0 9°-8'R.P.I. #13

S89°W

S89°W

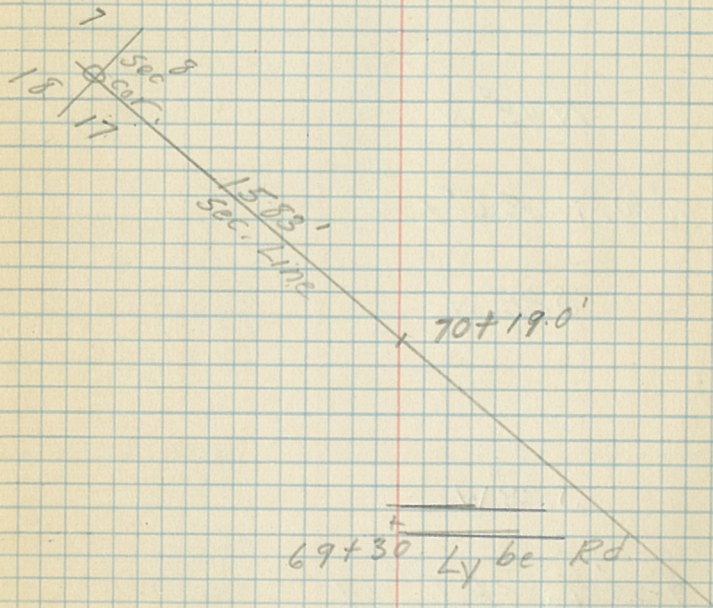
71+35.0 16°-20'L P.I. #12

N75°W

N75°W

69+09.0 66°-15'L P.I. #11

N9°W



Sta. Defl. Bear.

30

Remarks

31

N 15° W

104+22 27° 4' R P.I. #16

N 42° W

N 42° W

91+18.0 50° 20' R P.I. #15

S 88° W

S 88° W

84+80 9° 55' L P.I. #14

N 82° W

3 bearing
cross

86+00.0

old line

18
0

7
18

57'

84+80

New line

Sec. Line

17

Star, Defl. Bear.

32

Remarks

33

N46°30'W

131+14 26°43' L P.I. 19

N20°W

N 20° W

125+25 15° L P.I. #18

N5°W

N 5° W

107+970 9°52' R P.I. #17

N15°W

Sta. Defl. Bear.

34

Remarks

35

S 87°30' W

155745 23°36' L P.I. # 22

N 69° W

N 69° W

1491400 45°41' L P.I. # 21

N 23° W

N 23° W

140770.0 23°42' R P.I. # 20

N 46°30' W

Sta. Defl. Bear.
N49°30'W

36

171+78 7°55' L P.I. #25

N41°30'W

N41°30'W

167+12 17°40' R P.I. #24

N59°W

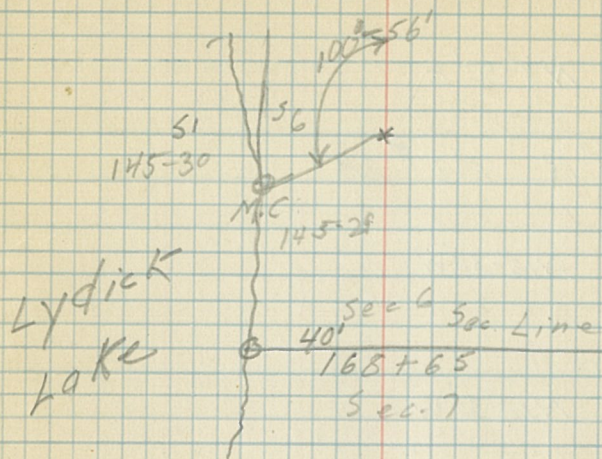
N59°W

164+34 33°20' R P.I. #23

S87°30'W

Remarks

37



Sta. Defl. Bear.

38

N3°-30'E

184+28 16°-18' R P.I.# 28

N12°-30'W

N12°-30'W

180+72 25°-53' R P.I.# 27

N38°-30'W

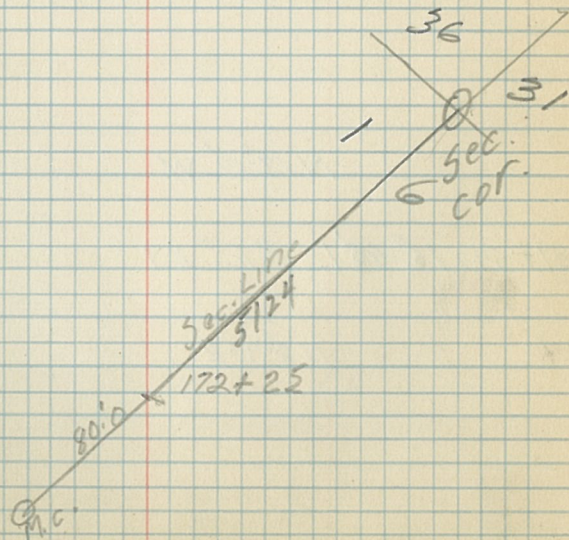
N98°-30'W

174+74 11°-8' R P.I.# 26

N49°-30'W

Remarks

39



Sta. Defl. Bear.

40

CF

Remarks

41

N57° W

212+100 17°-45' L P.I. # 31

N39°-30' W

N39°-30' W

206+52 26°-40' L P.I. # 30

N13° W

N13°-00' W

189+540 16°-45' L P.I. # 29

N3°-30' E

— Nordic Rd
— 187+00

Sta. Defl. Bear.

42

57

Remarks

43

N58°30'W

225+840 38°-18' R P.I. # 34

S83°W

S83°W

222+46 42°-26' L P.I. # 33

N54°-30'W

N54°-30'W

218+580 2°-20' R P.I. # 32

N57°W

Sta. Defl. Bear.

44

44

Remarks

45

N 67° W

241+510 17° 00' L P.I. # 37

N 50° W

N 50° W

236+96 28° 50' R P.I. # 36

N 79° W

N. 79° W

233+52 20° 30' L P.I. # 35

N 58° 30' W

Sta. Defl. Bear.

46

21

Remarks

47

DDE West

268+37 27°-5' L P.I. #39

N63°W

N63°W

246+500 3°55' R P.I. #38

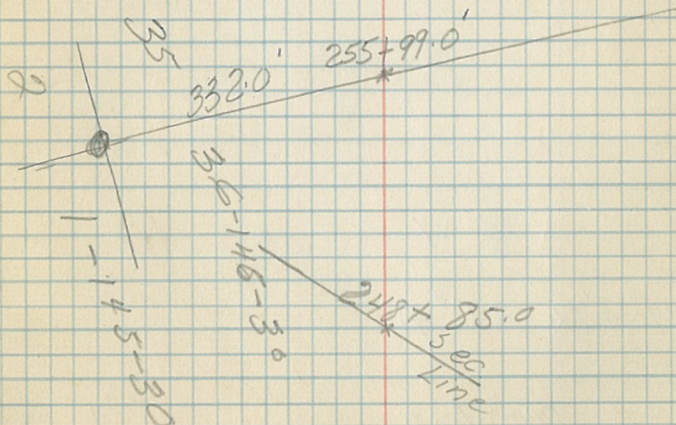
N67°W

268+37
SIGN

268+37 * Mississippi Loop Road

259+00

cut off



Sta. Defl. Bear.

48

Remarks

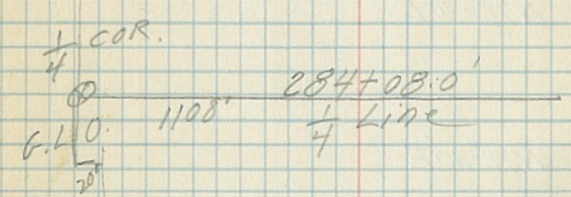
48

293+00 End of Lydick Lake Rd
Survey - X of Burns Lake Tower
Road +
S 71° 30' W

290+00 32° 14' L P.I. # 41
N 76° W

N 76° W
273+470 14° 15' R P.I. # 40
Due West

B.L.T. Road.



Sta. Defl. Bear.

50

Remarks

51

N63°E

7+00 18°50' R P.I. #3

N44°30'E

N44°30'E

3+00 28°35' L P.I. #2

N70°30'E

N70°30'E

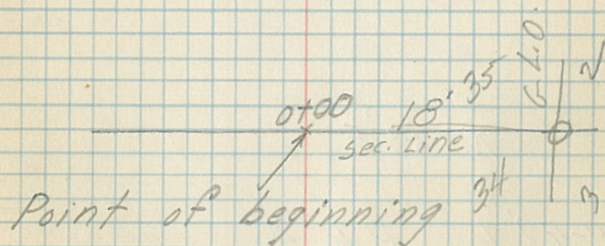
0+00 72°30' L P.I. #1

Due South

Point of beginning of
Burns Lake Tower Road Traverse

18' N. of Sec cor $\frac{34 \cdot 135}{3 \cdot 2}$

Burns Lake Tower Road



Sta. Defl. Bear.

52

Remarks

53

N53°30'E

24+75 27°25' R P.I. #6

N26°E

N 26° E

20+55 27°40' L P.I. #5

N53°30'E

N53°30'E

16+00 9°47' L P.I. #4

N63°E

Sta. Defl. Bear.

54

N24°30'E

58+47.0 24°00' L P.I. #8

N48°30'W

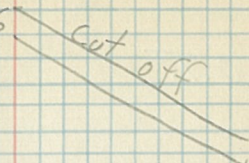
N48°30'E

29+86.0 5°00' L P.I. #7

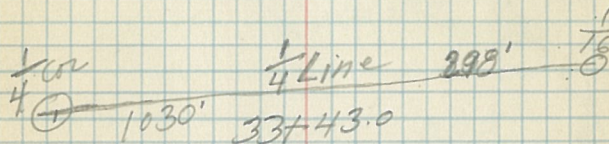
N53°30'E

Remarks

55

59+86  A line segment starting at station 59+86, with a section labeled 'cut off' indicated by two parallel lines branching off to the right.

 A line segment with a section labeled 41+45.0' indicated by two parallel lines branching off to the right.

 A line segment with a section labeled 1030' and 33+43.0' indicated by two parallel lines branching off to the right. There are also some handwritten numbers and symbols above the line: 1/4, 4, a circled plus sign, 1/4 Line, 298', and 1/16.

Sta. Defl. Bear.

56

117+75 P.O.T.

N 45° E

108+18 17° 30' R P.I. #10

N 27° 30' E

N 27° 30' E

101+33.0 3° 10' R P.I. #9

N 24° 30' E

Remarks

57

white
post 16'

white
Post.

23.3

Sec
Line 109+79.0

290.00

Road

107+28.0'

25

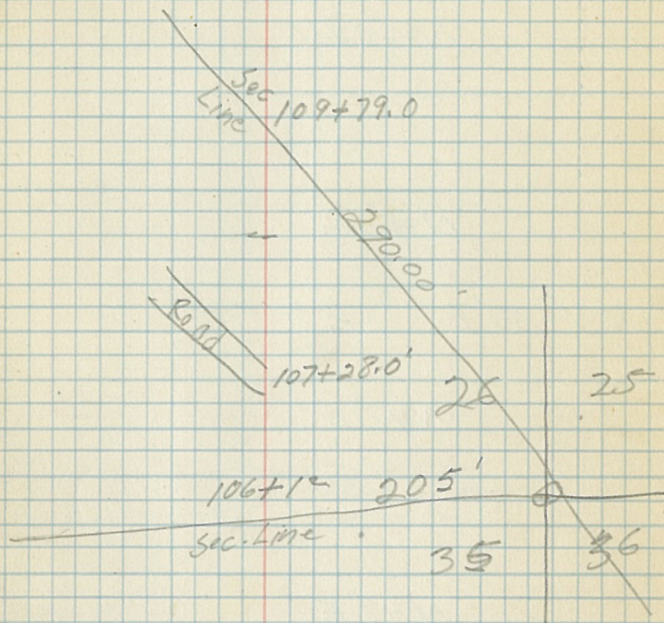
25

106+14 205'

Sec. Line

35

36



sta. Defl. Bear

58

Remarks

59

N33°30'E

164+98 9°45'L P.I. #12

N45°30'E

N45°30'E

152+38 1°-50'L P.I. #12

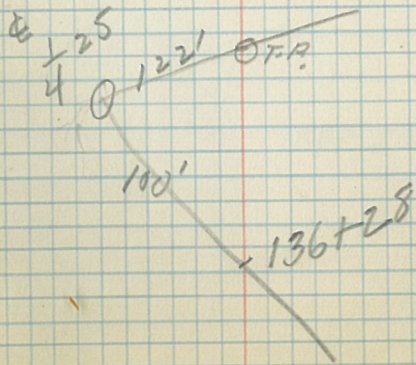
N47°E

N47°E

138+00 2°-30'R P.I. #11

N45°E

150+72.0 Road



Sta. Defl. Bear.
N 40°-30' W

60

184+61 25°-30' L P.I. #15

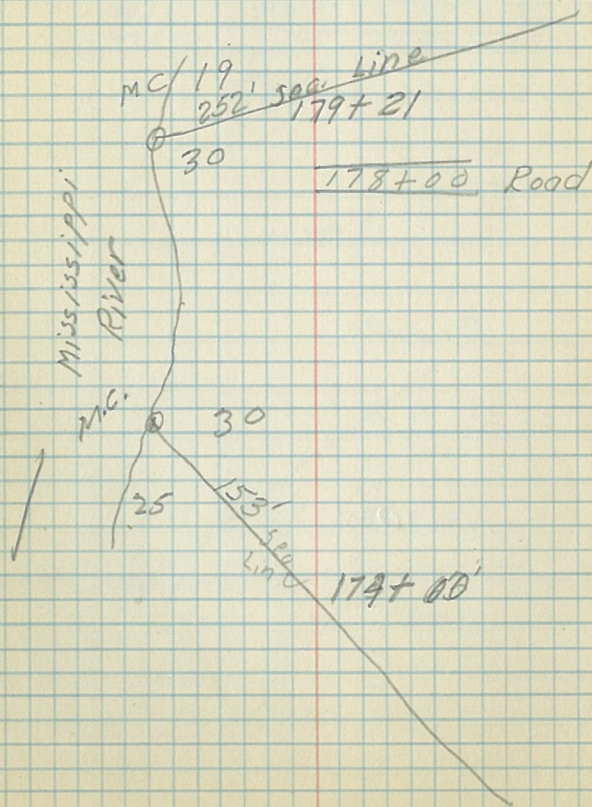
N 15° W
N 15° W

180+60 50°-25' L P.I. #14

N 35°-30' E

Remarks

61



Sta. Defl Bear.

62

Dir North

188+50 $40^{\circ}30'$ R P.I. #16

$N48^{\circ}30'W$

Remarks

63

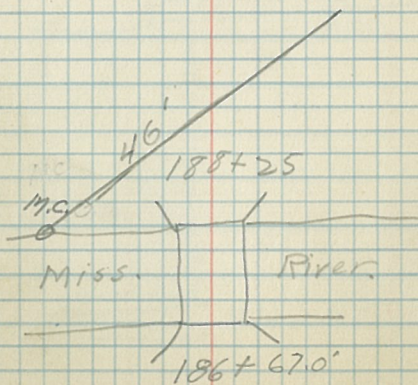
23 $231+57$ ¹⁸

24 19

$112+64'$
3rd River Rd

24 $206+00$
19
 $\frac{1}{4}$ COR
4

192+71



Sta. Defl. Bear.

64

293+00 End of Burns Lake Tower
Road Traverse.

Remarks

~~293+00~~ Road

65

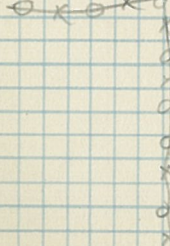
22 7 284+34
sec.

23 18

~~Road - 267+51~~

258+00
23 18 1/4 Line

244+73 1/16 Line



~~235+49~~
Road

66

67

3RD RIVER ROAD

TRAVERSE

MARCH 29, 1935

Sta. Defl. Bear.

68

Remarks

69

N 72° E

22+69 10°-05' L P.I. #3

N 82° E

N 82° E

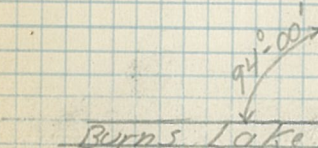
12+00 12°-00' L P.I. #2

S 86° E

S 86° E

0+00 94°-00' R P.I. #1

Point of beginning - Sta. 112+64
Burns Lake Tower Road.


Burns Lake Tower Road.
Point of beginning

Sta. Defl. Bear.
N 62° E

70

Remarks

71

58+500 11°-06' L P.I. # 9

N 73° E

N 73° E

50+32.0 12°-30' L P.I. # 6

N 85°-30' E

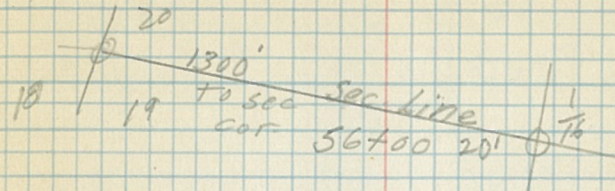
N 85°-30' E

39+21 5°-35' R P.I. # 5

N 80° E

34+73 8°-05' R P.I. # 4

N 72° E



Sta. Defl. Bear.

72

N86.30'E

82+210 21°-41' P P.I. #10

N65°E

N65°E

77+48 17°-10' R P.I. #9

N48°E

N48°E

70+00 13°-41' R P.I. #8

N62°E

Remarks

73

17
 21 0
 86+37
 70
 1/4 COR

30 60
 50
 82+21-0
 Sec Line

Sta. Defl. Bear.

74

Remarks

75

N 73° E
122+07 25° 58' L P.I. #14

S 81° E

S 81° E

112+00 10° 15' L P.I. #13

N 89° E

N 89° E

106+00 14° 05' R P.I. #12

N 75° E

N 75° E

100+37 11° 30' L P.I. #11

N 76° 30' E

113+03'
Sec Line 242'

16

17

21

20

Sta. Defl. Bear.

76

N 47° E

142+130 21°40' L P.I. # 17

N 69° E

N 69° E

137+49 15°00' R P.I. # 16

N 54° E

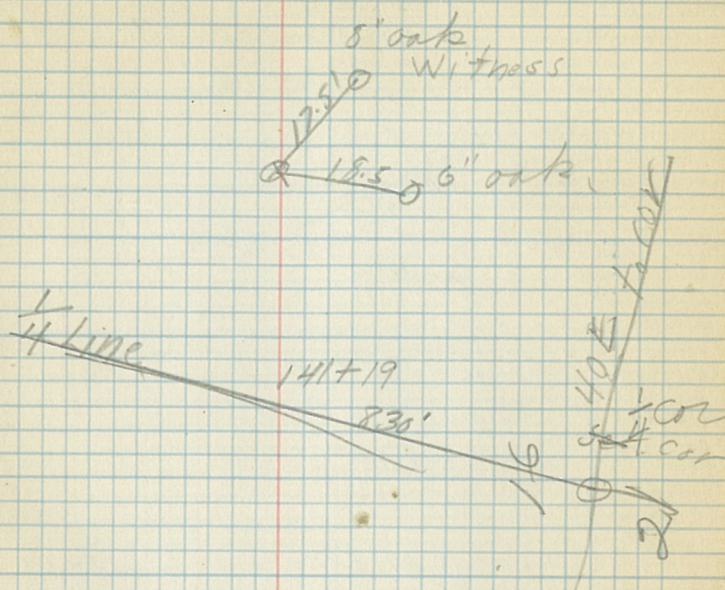
N 54° E

132+90 18°25' L P.I. # 15

N 73° E

Remarks

77



Sugar Lake Rd.

131+08'

Sta. Defl. Bear.

78

N 24° E

156+32 32°-50' L P.I. #21

N 57° E

N 57° E

154+44 35°-55' L P.I. #20

S 87° E

S 87° E

149+75 14°-00' R P.I. #19

N 79° E

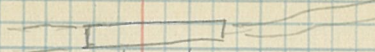
N 79° E

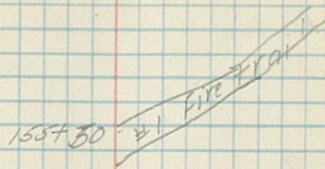
147+13 32°-05' R P.I. #18

N 47° E

Remarks

79


culvert
157+64


158+50 #1 FIRE HYDRANT

Star Defl. Bear.

80

S 87° 30' E

176+25 17°-20' R P.I. #25

N 78° E

N 78° E

173+31 21°-30' R P.I. #24

N 56° 30' E

N 56° 30' E

166+00 12°-15' R P.I. #23

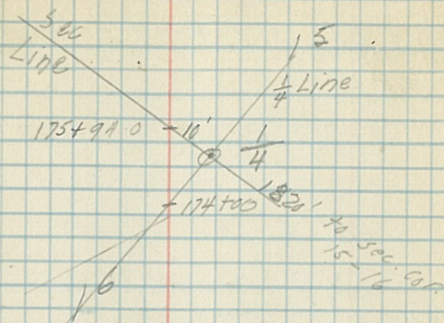
N 44° 30' E

163+60 20°-50' R P.I. #22

N 24° E

Remarks

80



Sta. Defl. Bear.

82

Remarks

83

N 19° 30' E

216+58 14°-25' R P.I. #29

N 5° E

N 5° E

205+42 36°-35' L P.I. #28

N 41° 30' E

N 41° 30' E

202+70 36°-40' L P.I. #27

N 78° E

N 78° E

182+10 17°-25' L P.I. #26

S 84° 30' E

Sta. Defl. Bear.

84

Remarks.

85

N 17° 30' E

236+56 12° 45' R P.I. #33

N 5° E

N 5° 00' E

227+90 9° 40' L P.I. #32

N 14° 30' E

N 14° 30' E

225+00 20° 30' L P.I. #31

N 34° E

N 34° E

220+00 14° 30' R P.I. #30

N 19° 30' E

~~222+65+~~ ~~five front~~ #2

Sta. Defl. Bear.

86

Remarks

87

N 16° 00' W

269+27 9°-25' P.P.I. # 37

N 25° 30' W

N 25° 30' W

260+14.0 20°-00' L P.T. # 36

N 5° 30' W

N 5° 30' W

247+9 8°-50' L P.T. # 35

N 3° 30' E

N 3° 30' E

240+40 14°-15' L P.I. # 34

N 17° 30' E

~~241+42~~

~~ENE + 101'~~

Sta. Defl. Bear.

88

Remarks

89

N 23° E

295+47 9°-35' R P.I. #40

N 13° E

N 13° E

~~1/2~~ Line 295+00

289+21 6°-15' R P.I. #39

N 6°-30' E

278+57 12°-10' L P.I. #35

N 19° E

N 19° E

275+13 35°-20' R P.I. #38

N 16° W

Sta. Defl. Bear.

10

N87°30'E

325+46 20°45'R P.I. # 44

N67°E

N67°E

322+90 46°45'R P.I. # 43

N20°E

N20°E

305+35 10°00'R P.I. # 42

N10°30'E

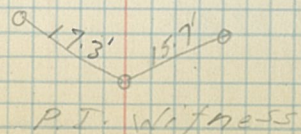
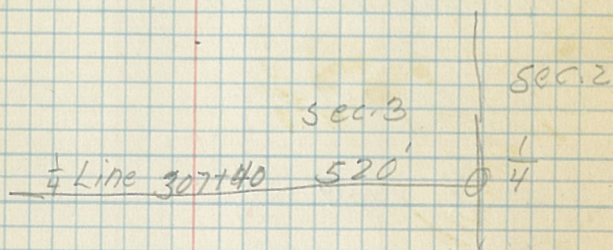
N10°30'E

300+42 12°30'L P.I. # 41

N23°E

Remarks

91



Sta. Defl. Bear.

92

N 12° 30' E

347475 7°-45' P.I. # 48

N 4° 30' E

N 4° 30' E

339442 14°-25' L P.I. # 47

N 19° 30' E

N 19° 30' E

337400 35°-45' L P.I. # 46

N 55° E

N 55° E

333154 32°-30' L P.I. # 45

N 87° 30' E

Remark

93

34	35
	157' 348+61
3	2

Sta. Defl. Bear.

94

N 2° 30' E

386+00 7°-00 R P.I. # 50

N 5° 30' W.

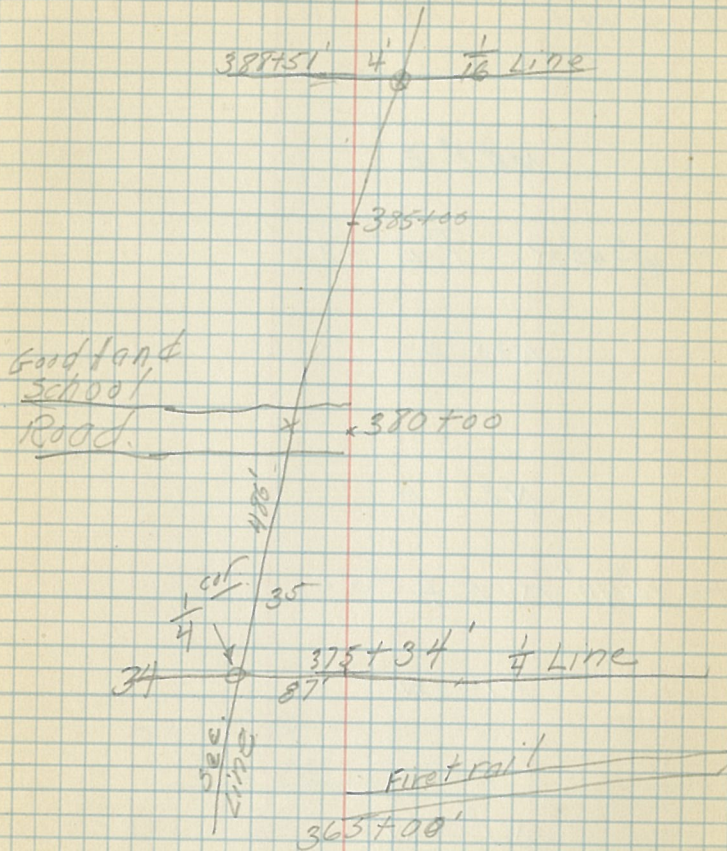
N 5° 30' W

354+26 18°-20' L P.I. # 49

N 12° 30' E

Remark.

95



Sta. Defl. Bear

16

Remarks

97

N 27° E

420+19 48° 10' L P.I. # 54

N 67° E

410+86 41° 45' R P.I. # 53

N 25° E

N 25° E

407+00 26° 10' R P.I. # 52

N 1° 00' W

N 1° 00' W

401+00 3° 35' L P.I. # 51

N 2° 30' E

27	26
S.C.	23'
34	35

401+70

Island
Camp Road 397+16'

Sta. Defl. Bear.
N21° E

98

Remarks

99

436+77 19°-05' R P.T. #58

N2° E

N2° E

434+42 22°-20' L P.T. #57

N24°-30' E

N 24°-30' E

429+94 25°-00' R.P.T. #56

N0°-30' W

N0°-30' W

422+52 27°-20' L P.T. #55

N27° E

Sta. Defl. Bear

100

N 6°-30' E

473+86 8°-15' L P.I. #62

N 15° E

N 15° E

468+46 18°-00' R P.I. #61

N 3° W

N 3° W

457+30 7°-20' R P.I. #60

N 10°-30' W

445+00 31°-45' L P.I. #59

N 21° E

Remarks

101

22

23

sec

col

1410' (approx) 462+00
sec line

27

26

Sta. Defl. Bear.
N18°E

102

Remarks

103

490+17 4°-00' R P.I. #66

N14°E

N14°E

484+72 28°-20' L P.I. #65

N42°30'E

N42°30'E

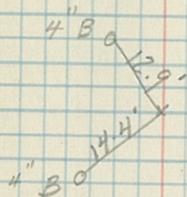
481+00 23°-10' R P.I. #64

N19°-30'E

N19°-30'E

479+43 13°-20' R P.I. #63

N6°-30'E



Sta. Defl. Bear.

107

N12°30'W

523+00 28°45' L P.I. #70

N10°30'E

N10°30'E

518+00 40°50' R P.I. #69

N30°30'W

N30°30'W

503+31 8°10' L P.I. #68

N22°30'W

N22°30'W

497+78 40°15' L P.I. #67

N18°E

REMARKS

105

SEC.	522+50	4000'	14	13
Line			23	24

511+32

~~Trail~~

497+97

Island Lake

Creek

Sta. Def. Bear.

106

REMARKS

107

541+12 End of Survey -

N21°30'E

535+64 38°20'R P.I. #73

N17°W

N17°W

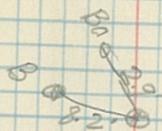
532+58 16°30'L P.I. #72

N0°30'W

N0°30'W

530+35 12°10'R P.I. #71

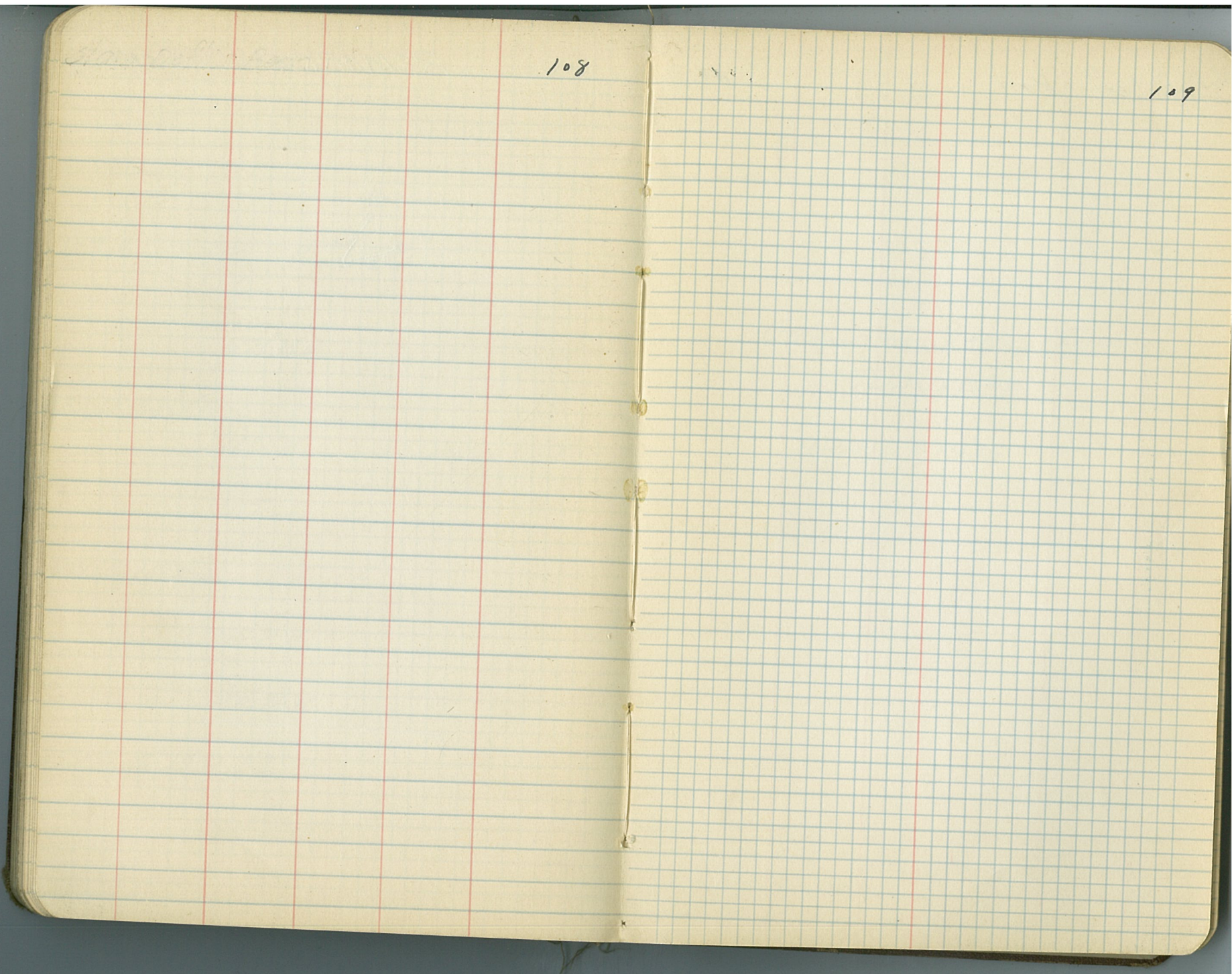
N12°30'W



Handwritten notes at the top of page 108.

108

109



Sta. Defl. Bear.

110

111

GOODLAND SCHOOL ROAD
TRAVERSE

APRIL 3, 1935

Sta. Defl. Bear.

112

N 84° W

21+73 4°-00' L P.I. #4

N 80° W

N 80° W

15+77 30°-00' R P.I. #3

S 70° W

S 70° W

5+07' 18°-30' L P.I. #2

S 88°-30' W

S 88°-30' W

0+00 88°-40' L P.I. #1

N 5°-30' W

REMARKS

Sta. Defl. Bear.

114

REMARKS

115

Due West

62+90 29°-40' R P.I. # 8

S 60°-30' W

S 60°-30' W

56+15 29°-10' L P.I. # 7

S 89°-30' W

S 89°-30' W

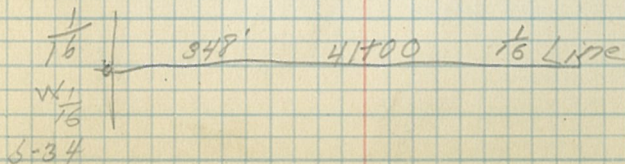
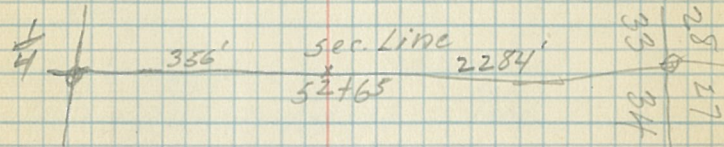
48+51 10°-00' R P.I. # 6

S 79°-30' W

S 79°-30' W

42+24 16°-45' L P.I. # 5

N 84° W



Sta. Defl. Bear

116

N 89° 30' W

120+80 17° 00' R P.I. # 12

S 74° 30' W

S 74° 30' W

115+32 15° 25' L P.I. # 11

Due West

Due West

100+53 24° 25' L P.I. # 10

N 65° 30' W

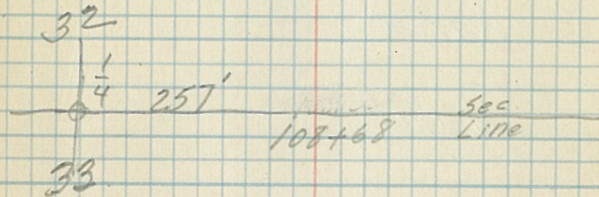
N 65° 30' W

88+15 24° 25' R P.I. # 9

Due West

REMARKS

117



Sta. Defl. Bear

118

N60°30'W

172+82 27°20' L P.I. #16

N34°W

N34°W

169+00 15°15' R P.I. #15

N49°30'W

N49°30'W

161+53 49°20' R P.I. #14

S81°W

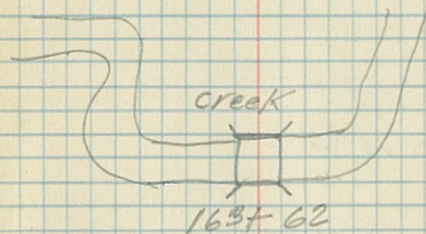
S81°W

143+72 10°00' L P.I. #13

N89°30'W

REMARKS

119



Sta. Defl. Bear.

120

S50°W

218+11 17°00' L P.I. #20

S67°30'W

S67°30'W

189+85 22°30' R P.I. #19

S45°W

S45°W

179+70 43°15' L P.I. #18

S87°30'W

S87°30'W

177+15 32°10' L P.I. #17

N60°30'W

REMARKS

121

Sta. Defl. Bear.

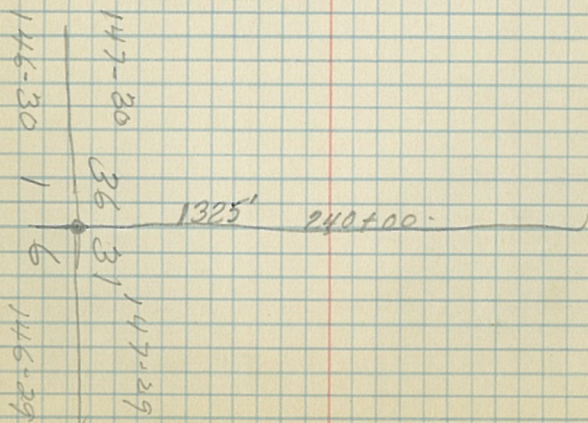
122

123

REMARKS

123

240+00 End of Survey



Sta. Defl. Bear.

124

121

125

SUGAR LAKE ROAD
TRAVERSE

APRIL 8, 1935

Sta. Defl. Bear.

126

S44°30'W

9+75 49°53'R P.I. #4

S5°E

S5°E

6+58 21°08'L P.I. #3

S16°W

S16°W

3+29 32°00'R P.I. #2

S16°E

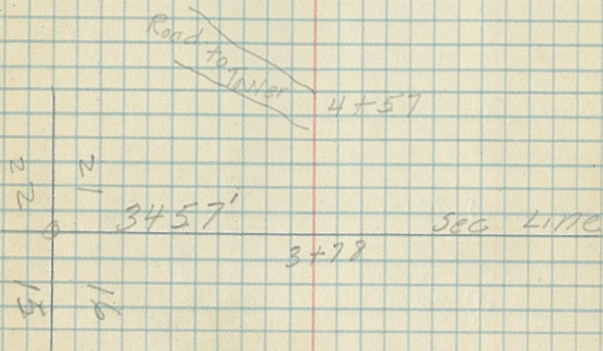
S16°E

0+00 98°00'R P.I. #1 Pt of beginning
sta 131+08 on 3rd River Road.

N73°E

REMARKS

127



3rd RIVER ROAD
Point of beginning

Sta. Defl. Bear.

128

S 18° E

23+86 30°-55' L P.I. # 8

S 13° W

S 13° W

21+20 32°-45' R P.I. # 7

S 20° E

S 20° E

18+23 46°-45' L P.I. # 6

S 27° W

S 27° W

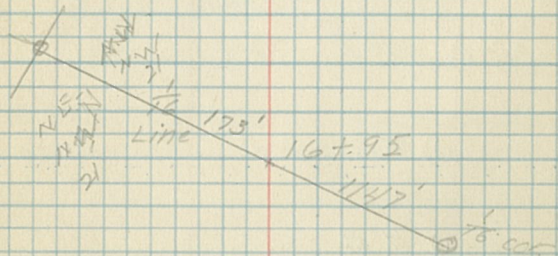
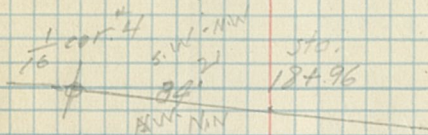
14+56 17°-10' L P.I. # 5

S 44°-30' W

REMARKS

1/2 line
16
W 26+26
103
22
16
870

129



Sta. Defl. Bear.

130

Remarks

131

S 24° 30' E

40+00 5° 25' L P.I. #12

S 19° E

S 19° E

33+79 12° 35' R P.I. #11

S 31° 30' E

S 31° 30' E

32+38 22° 22' L P.I. #10

S 9° E

S 9° E

27+33 9° 00' R P.I. #9

S 18° E

1/4	1/4 Sec		1/4 Line	1/4
21		32+48'	1447'	

Sta. Diff. Bur.

132

S 10° 30' E

51+97 35°-35' R P.T. #16

S 46° E

S 45° 00' E

48+53 19° 45' R P.T. #15

N 65° 30' E

S 65° 30' E

44+93 62°-12' L P.T. #14

S 3° E

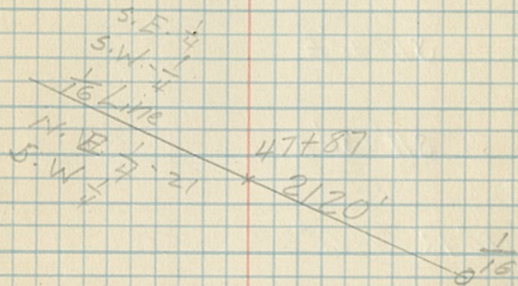
S 3° E

42+43 21° 35' R P.T. #13

S 24° 30' E

REMARKS

133



Sta. Defl. Book.

134

S 45° 30' E

61+19 24° 37' R P.I. # 20

S 70° E

S 70° E

58+66 58° 20' L P.I. # 19

S 11° 30' E

S 11° 30' E

56+31 14° 50' R P.I. # 18

S 26° 30' E

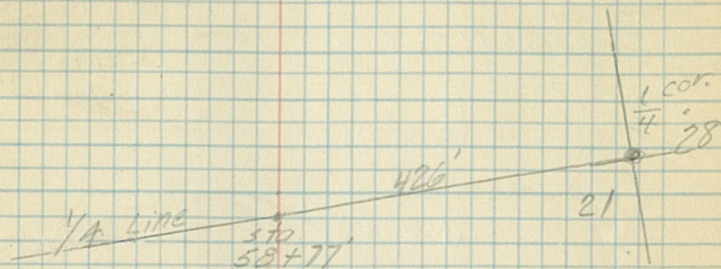
S 26° 30' E

53+61 15° 50' R P.I. # 17

S 10° 30' E

REMARKS

135



STA. DEFL. BEAR.

136

S32°30'W

75+25 15°55' R P.I. # 24

S16°30'W

S16°30'W

68+70 27°30' R P.I. # 23

S11°00'E

S11°00'E

67+34 61°35' R P.I. # 22

S72°30'E

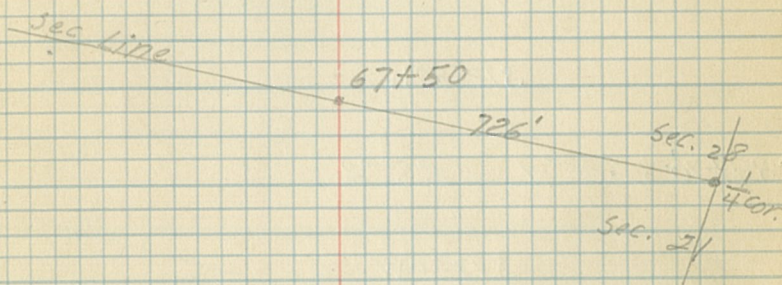
S72°30'E

64+74 27°00' L P.I. # 21

S45°30'E

REMARKS

137



STA. DEFL. BEAR.

138

S16°00'W

88+78 34°10' R P.I. #28

S18°E

S18°E

86+49 30°30' L P.I. #27

S12°30'W

S12°30'W

84+70 35°05' L P.I. #26

S47°30'W

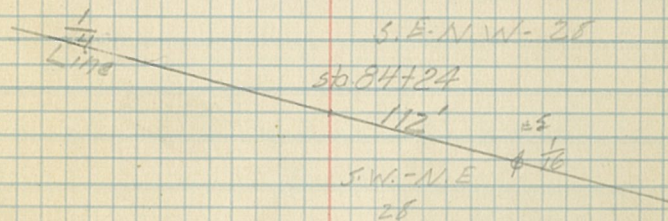
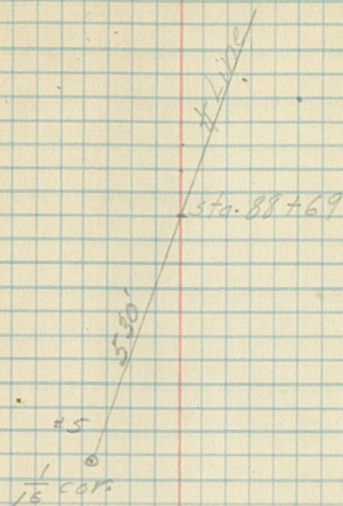
S47°30'W

79+80 14°50' R P.I. #25

S32°30'W

REMARKS

139



STA DEFL. BEAR.

140

96+00

L P.I. #29

S 16° W

REMARKS

141

C-28
1/4 of
170
1/4 Line
96+66

TRAVERSE NOTES

FINN ROAD #459

APRIL 9, 1935

R. T. DEFANT - C.F.

R. McMILLAN - C.C. - π

R. LAWRENCE - C.C. - Chairman

L. HENRY - C.C. - Chairman

149.
Sta. Defl. Bear

144
Curve Data

$\Delta = 12^{\circ} - 55'$
 $E = 3.5'$
 $R = 500'$
 $T = 56.0'$
 $L = 113.2'$
 $D = 11^{\circ} - 24'$
 $P.C. = 6+51.0$
 $P.T. = 7+64.0$
 $Ch.L. = 50'$

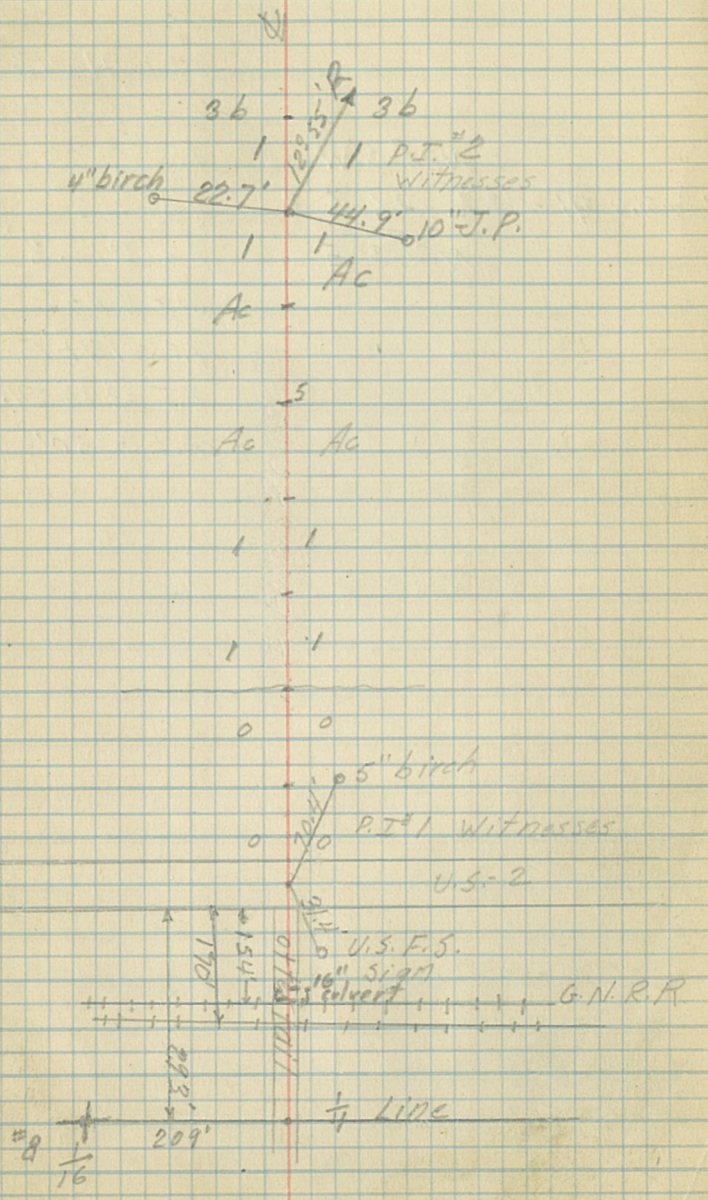
$N 21^{\circ} - 30' E$
 $7+07.0 \ 12^{\circ} - 55' R \ P.I. \# 2$
 $N 8^{\circ} - 30' E$

$N 8^{\circ} - 30' E$
 $0+00 \ 90^{\circ} - 10' L \ P.I. \# 1$
 $S 81^{\circ} E$

Point of beginning $\frac{1}{2}$ of U.S. 2
 Sta. 147+71 East - opposite start of
 Road

REMARKS

145



STA DEFL. BEAR.

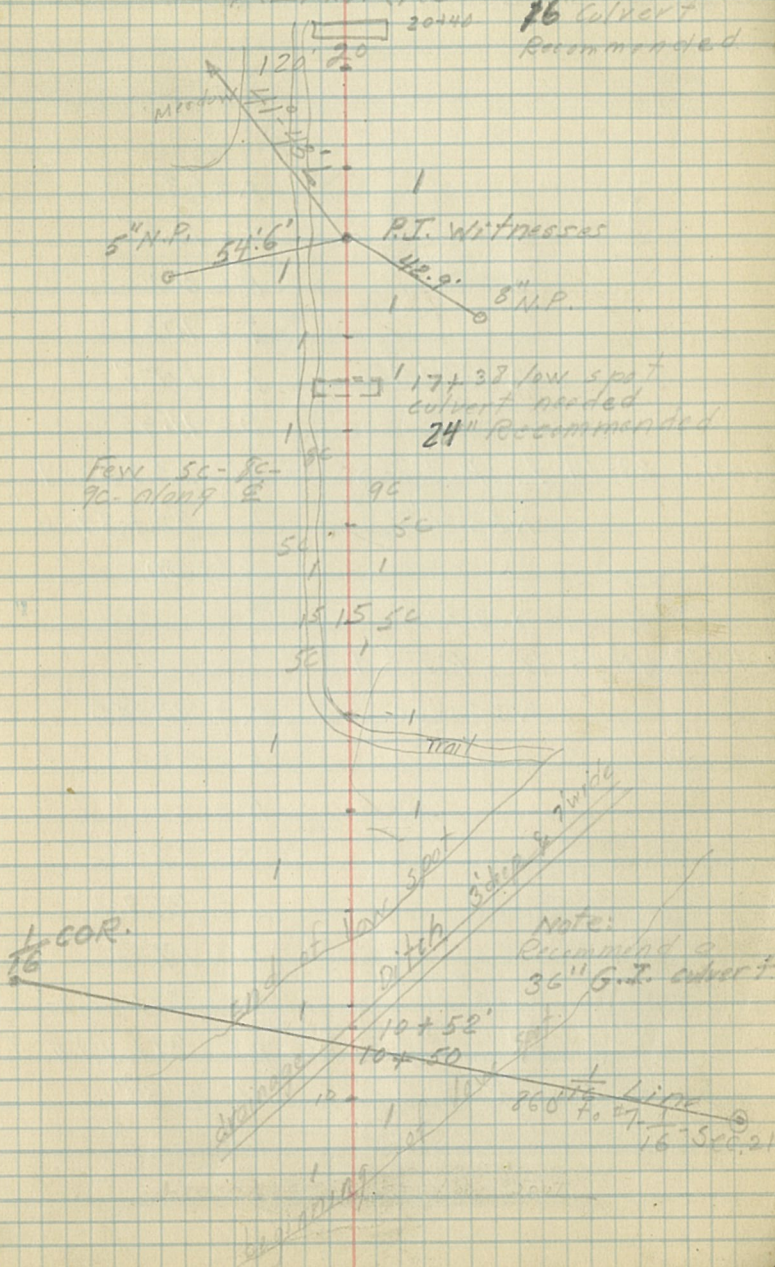
CURVE DATA

$\Delta = 41^\circ 43'$
 $E = 20.0'$
 $R = 300'$
 $T = 115'$
 $L = 218.3'$
 $D = 19^\circ 6'$
 $PC = 17+16.4'$
 $PT = 19+34.7'$
 $Ch.L. = 50'$

$\checkmark N20^\circ 00' W$
 $18+31.4' 41^\circ 43' L.P.L. \# 3$
 $N21^\circ 30' E$

REMARKS

G.I
 26" Culvert
 Recommended



STA. DEFL. BEAR.

CURVE DATA

$\Delta = 23^{\circ}14'$
 $E = 10.5'$
 $R = 500'$
 $T = 103'$
 $L = 202.7'$
 $D = 11.46'$
 $P.C. = 33+36.9'$
 $P.T. = 35+39.6'$
 $ch.L = 50'$

N0°30'E

34+39.9 23°-14' L P.T. # 5

N23°30'E

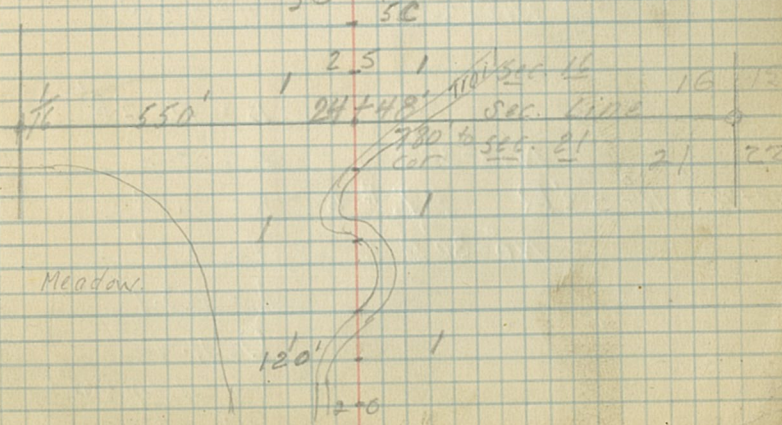
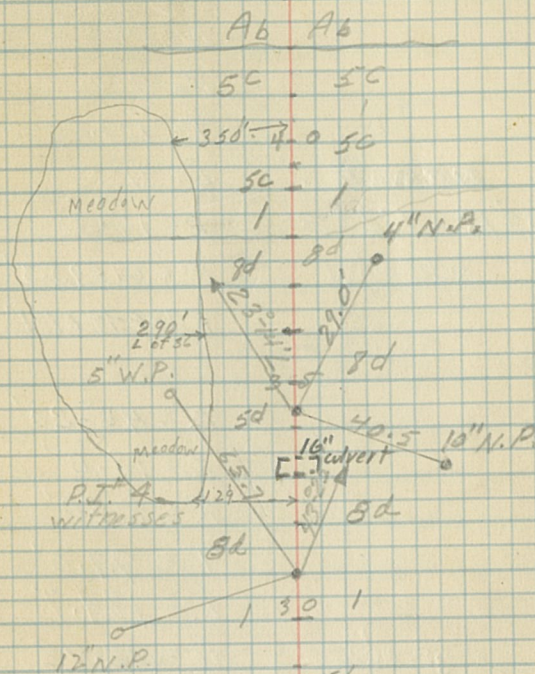
N22°30'E

30+87.2 43°-25' R P.T. # 4

N20°00'W

$\Delta = 43^{\circ}25'$
 $E = 23.0'$
 $R = 300'$
 $T = 120'$
 $L = 227.2'$
 $D = 19^{\circ}6'$
 $P.C. = 29+67.2'$
 $P.T. = 31+94.4'$
 $ch.L = 50'$

REMARKS



STA. DEFL. BEAR.

CURVE DATA.

$\Delta = 30^{\circ} - 35'$

$E = 14.5'$

$R = 400'$

$T = 109.0'$

$L = 213.8'$

$D = 14^{\circ} - 32'$

$P.C. = 61 + 95.3' \text{ ch.L.} = 50'$

$P.T. = 64 + 09.1'$

We North

63+04.3 $30^{\circ} - 35'$ R v. P.I. # 8 $N 90^{\circ} - 00'$ W

$\Delta = 42^{\circ} - 20'$

$E = 18.0'$

$R = 250'$

$T = 97.0'$

$L = 184.7'$

$D = 22^{\circ} - 32'$

$P.C. = 51 + 57.0'$

$P.T. = 53 + 41.7'$

$\text{ch.L.} = 50'$

N $30^{\circ} - 00'$ W52+54.0 $42^{\circ} - 20'$ v. P.I. # 7 $N 12^{\circ} - 30'$ E

$\Delta = 11^{\circ} - 53'$

$E = 2.5'$

$R = 500'$

$T = 52'$

$L = 103.9'$

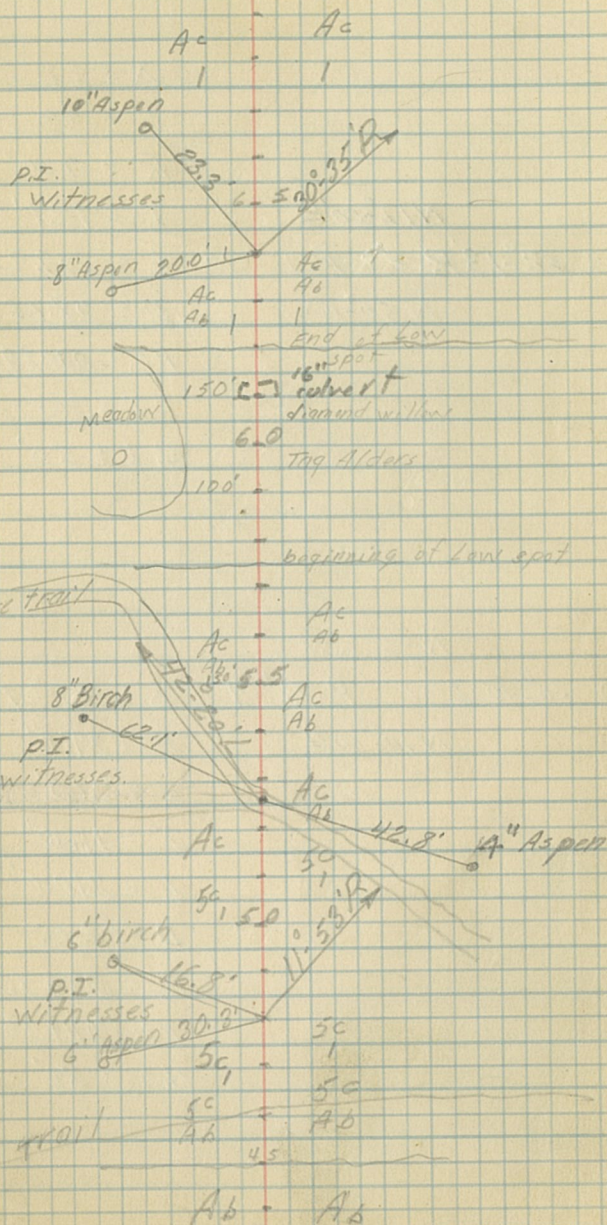
$D = 11.46'$

$P.C. = 47 + 20.5' \text{ ch.L.}$

$P.T. = 48 + 24.4' 50'$

N $12^{\circ} - 30'$ E47+72.5 $11^{\circ} - 53'$ R P.I. # 6 $N 0^{\circ} - 30'$ E

REMARKS



STA. DEF. BEAR. CURVE DATA.

$$\Delta = 62^{\circ} - 13'$$

$$E = 33.5'$$

$$R = 200'$$

$$T = 121'$$

N12°00'E

85+10.3 62°-13'R ✓ P.T. #10 $L = 217.2'$

N50°00'W

$$D = 28.65$$

$$P.C. = 83+89.3'$$

$$P.T. = 86+06.5$$

$$Ch.L. = 50'$$

N50°00'W

76+32.0 60°-10'L ✓ P.T. #9 $\Delta = 60^{\circ} - 10'$

N10°00'E

$$E = 31.5'$$

$$R = 200'$$

$$T = 116.0'$$

$$L = 210.0'$$

$$D = 28.65$$

$$P.C. = 75+16.0$$

$$P.T. = 77+26.0$$

$$Ch.L. = 50'$$

REMARKS

* Sta. E spot 120.3
86+06.5 - New
= 86+06.5 - old line