

MINING  
TRANSIT BOOK

ccc 62

Traverse

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING-  
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.  
FOR SINGLE TRACK EXCAVATION.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

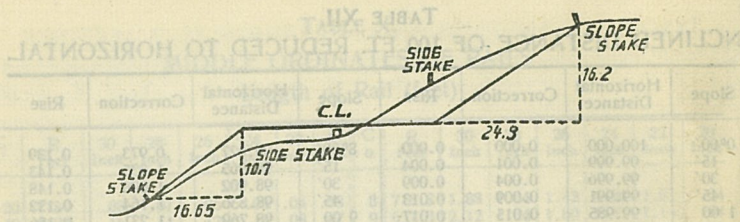


TABLE XII  
DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.  
SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	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	71.20	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

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  - 19 N. End Horse shoe L.
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  - 29-34 " W " <sup>11/12</sup> 147-25

To Point	Dist chs.	Az.	Mag. Bear	Lat. S.	Dep W	E
Int'n			N86 $\frac{1}{2}$ E			
A	7.83 517	<del>S 73°35'E</del> S 3°21'E	S10 $\frac{3}{4}$ E	7.81		0.46
B	15.09 995	<del>S 30°55'W</del> S 8°09'W	South N $\frac{1}{2}$ W	14.90	2.14	
C	18.20 1200	<del>S 6°12'W</del> S 10°26'W	S1 $\frac{3}{4}$ W N $\frac{1}{2}$ E	17.90	3.30	
D	9.80 646	<del>S 30°35'W</del> S 34°44'W	S24 $\frac{3}{4}$ W N25 $\frac{3}{4}$ E	8.05	5.58	
E	11.00 726	<del>S 42°26'W</del> S 46°48'W	S37 $\frac{1}{2}$ W N37 $\frac{3}{4}$ E	7.55	8.00	
F	6.69 442	<del>S 34°56'W</del> S 39°10'W	S30°W N30E	5.18	4.22	
G	9.10 600	<del>S 31°22'W</del> S 35°34'W	S26 $\frac{1}{2}$ W N26 $\frac{1}{2}$ E	7.40	5.30	
H	14.00 923	<del>S 58°00'W</del> S 62°14'W	S53W N53W	6.53	12.38	
I	5.19 342	<del>S 39°11'W</del> S 43°55'W	S34 $\frac{3}{4}$ W N34 $\frac{3}{4}$ E	3.74	3.20 44.52	

## State Highway # 38

2

Beginning at a point 8.35 ch. E of  
1/4 S 5+32 T59+60N R26 + at  
intersection of Johnson Lake road +  
east shoulder of state road.

2 telwires West 1 wire East

Mag. Bear. J.L. Road. Considered E for Az.

B.S. to Int'n on E side

Entrance to Whitten's Camp on West.

B.S. to A East Side

Jones drive on East

B.S. to B Don E side

Line crosses west ditch.

B.S. to C E on E side

Winding Rd. sign on West shoulder

B.S. to D

F on E side of road

B.S. on E

G on E side

B.S. on F

H on W side

B.S. on G

I on W side 4.03 ch

E of S. Cor.

B.S. on H.

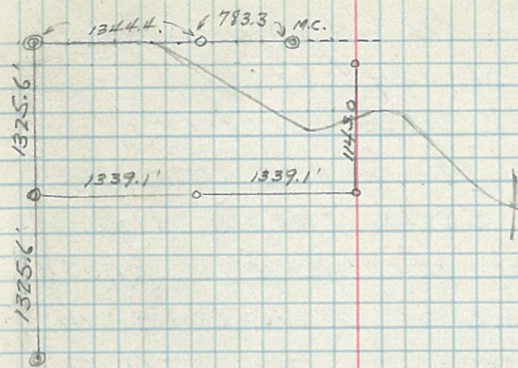
Northwood Camp Road  
(From Co. Surveyor's Office)

Req. at cor.  $\frac{19}{20}$  30/29 59-26

Thence East on Sec. line 994.4'  
 " on a  $7^{\circ}46'$  curve ( $r=200'$ ) 391.1' (Dist. on Curve)  
 " 560E 1106.0'  
 " on a  $16^{\circ}08'$  curve ( $r=200'$ ) 332.4' (Dist. on Curve)  
 " N  $59^{\circ}45'E$  111.0'  
 " on a  $19^{\circ}31'$  curve ( $r=200'$ ) 351.1' (Dist. on Curve)  
 " S  $51^{\circ}44'E$  680.4'  
 " on a  $9^{\circ}33'$  curve ( $r=100'$ ) 196.4' (Dist. on Curve)  
 " S  $70^{\circ}30'E$  a dist. of 273.0' to  
 intersect the  $\frac{1}{2}$  of an Avenue  
 laid out in lot 2 of sec. 29.

Wit. to S. Cor.  $\frac{19}{20}$  30/29  
 Pine stump 36" North 50.8'  
 " " 36" S  $20^{\circ}W$  86.3'

Wit. to W  $\frac{1}{16}$  S 20+29  
 Ash 6" S  $71^{\circ}E$  30.3  
 Basswood 6" S  $05^{\circ}E$  57.3



Grave Lake to Caribou Lake  
to Highway # 38.

(From Co. Surveyors office)

Begin at a pt. on the line bet.  
Sec 8+17, 58;26 at a dist. of  
52.0' west of the M.C. on the  
west shore of Grave Lake in  
the center of the R-O-W,  
using the line bet. 7+18 as  
a base Mag. Var. N7°30'W

Thence N33°47'E	852.3'	1	Thence N42°52'E	213.1'	15
" N35°47'E	1468.8	" 2	" S82°29'E	199.7	16
" N48°46'E	649.7	" 3	" S56°23'E	151.0	17
" N32°06'E	158.3'	" 4	" N76°00'E	114.0	18
" N22°43'E	242.2	" 5	" N51°57'E	635.7	19
" N47°56'E	214.0'	" 6	" N68°38'E	389.6	20
" N70°58'E	163.3'	" 7	" N41°58'E	241.3	21
" S88°19'E	194.8	" 8	" N48°41'E	213.5	22
" S72°17'E	206.9	" 9	" S69°58'E	287.5	23
" S57°22'E	224.2	" 10	" East	198.7	24
" N87°37'E	234.0	" "	" S64°22'E	331.0	25
" S82°11'E	214.6	" 12	" S75°46'E	409.7	26
" S79°47'E	309.0	" 13	" N72°50'E	120.0	27
" N52°28'E	107.6	"	Intn Marcell Rd.		

Wit. to M.C. west shore of 7+18  
B of Gil. 10" S62°W 31.7' Iron Mon.

ROAD SURVEYS IN OFFICE  
OF COUNTY SURVEYOR  
Grave Lake to Caribou Lake - 59-26  
from Intn of Sec. line between  
8 + 17 to #38. page 45 1926

Northwood Road (Sec. 29) 59-26  
page 56 1931

Stokes Town Road. Around  
North end of Horseshoe L. 60-26  
1/4 miles (1922) (page 22)

Marcell Town Road. on Line  
between 31 + 36 of 60N +  
1 + 6 59-26. (1925) (page 37) 59 + 60-26

Grave Lake Rd. (page 3) (1919) 58-26

Marcell Road Ties 57-58-26  
1925 page 41

Marcell Town Rd pp #7 1927  
Follows S 1/16 line E from 59-26  
SE 1/16 of 30 to SE 1/16 29

Marcell town Rd.  
1916 No Good

12  
59-26 Marcell Turtle Lake Rd.  
1918 - N.G.

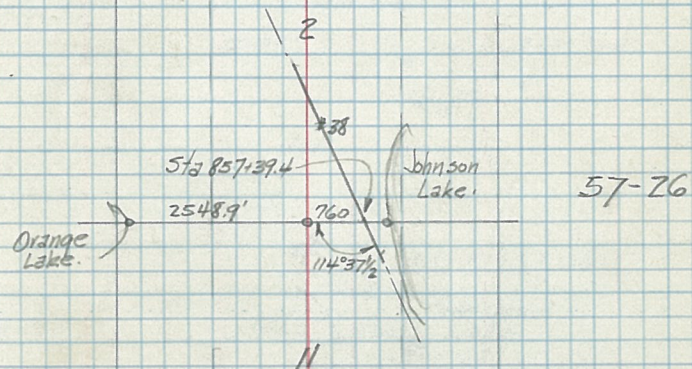
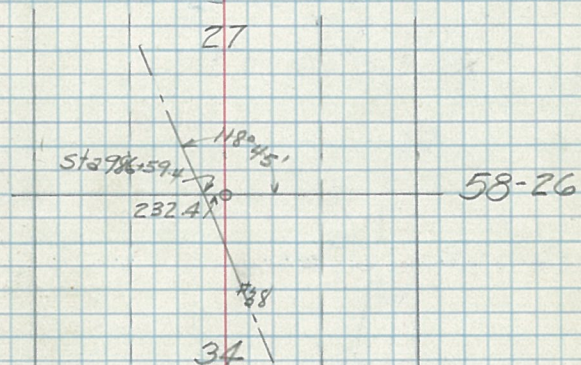
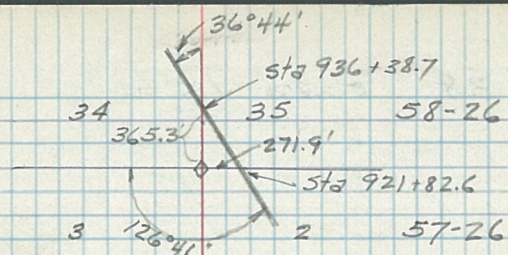
59-26 Soumi Road - No ties shown.

59-26 Jack-the-Horse Lake Rd.  
Ted. Eckerts to Sommes. -

147-25 Big Too-Much Lake Rd.  
1931. Does not show ties.

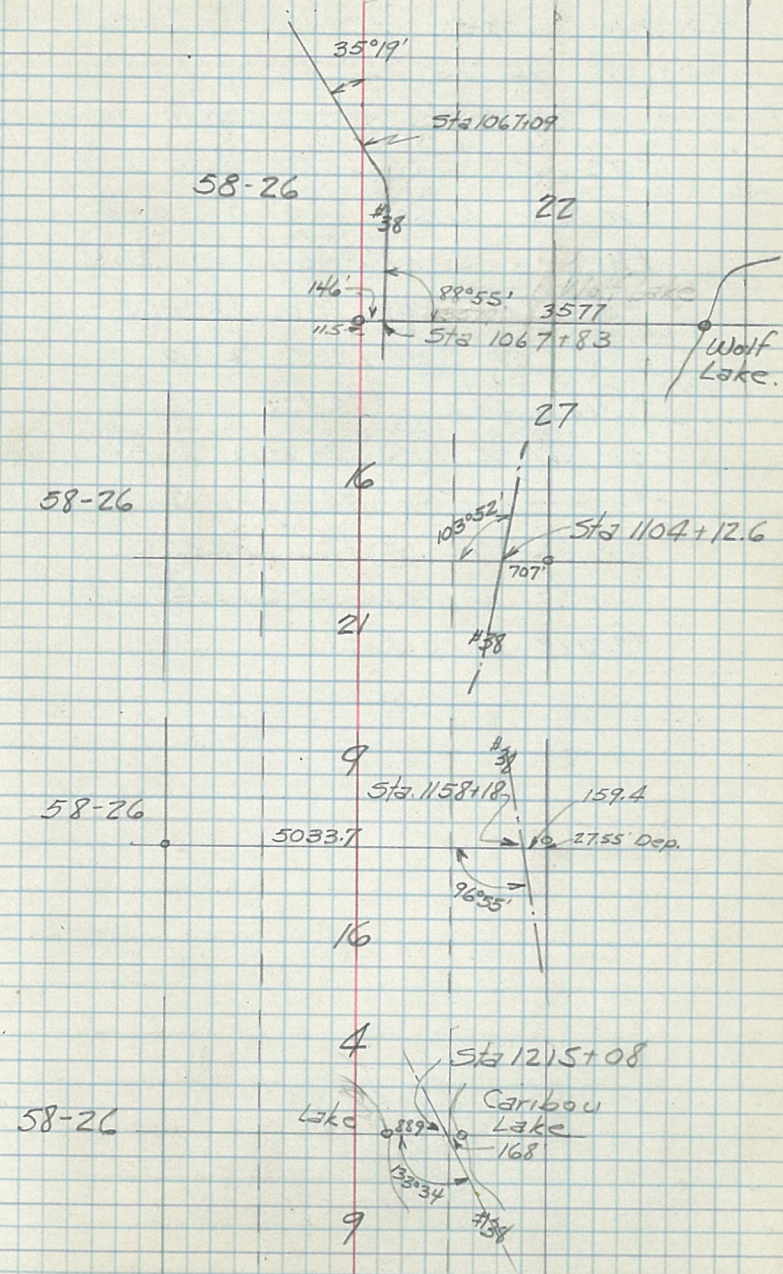
State Highway #38  
Road Ties

(From Co. Surveyors Office)





# 38 Road Ties



Grave Lake Rd. (From Co. Surveyors Of.)

Beq. at.  $\frac{1}{4}$  56+31 58+59-26

Thence E on Sec. line 2628.7' to  
Sec Cor  $\frac{31}{65}$  thence South  
on Sec. Line 2608.0 to  $\frac{1}{4}$   
thence S on Sec Line 2618.6  
to Sec. Cor  $\frac{65}{78}$  thence  
east on Sec line 1278.0 to  
W $\frac{1}{16}$ s 5+8 thence South  
on W $\frac{1}{16}$  line 2620.0 to WC $\frac{1}{16}$   
thence South on W $\frac{1}{16}$  2628.0  
to W $\frac{1}{16}$  Sec 8+17 thence  
South on W $\frac{1}{16}$  line 1750' to  
Grave Lake Road.

### New Curves on State Highway.

East and South from Cor.  
11-12-13-14 T147N, R25W S.P.M.  
Tangent length 750'

North and West from West  
Section Cor of 12 & 13, T147N, R25W.  
Tangent length 500'

Road around N side of  
Horse shoe Lake — (Co. Surveyor's Office)

Beg. at NW  $\frac{1}{16}$  S 20. Weston

N  $\frac{1}{16}$  line 1345.0 to N  $\frac{1}{16}$  S 19420

thence west on N  $\frac{1}{16}$  2767.0

to NC  $\frac{1}{4}$ , thence west on line 275

thence S  $90^{\circ}31'W$  986 thence

1659.3 S  $90^{\circ}57'W$  to a point

604.0 E of SW  $\frac{1}{16}$  cor. on the

S  $\frac{1}{16}$  line

Traverse of Road running west of NE cor Sec. 9 147-25  
T.T. # 470

Instrument set 0.35 ch. South of corner fence post. 48 lks N of E Rd.

Base line - Road N = True N  
Mag. Bear. N4°E

Pt.	Dist	Bear	Mag B.	W Dep	Lat	
					S	N
A	13.46 ch 889'	587°31'W N88°24'W	583½W N87¾E	13.45	0.08	0.37 0.29
B/C	13.32 ch 880	587°00'W N89°15'W	585¾W N84½E	13.32		0.17 0.44
C/D	11.51 ch 760	589°20'W N86°55'W	586W N80½E	11.49 59.2%	0.3	0.62 1.08
D/E	10.35 ch 683 1.75 ch 116'	586°10'W 589°55'W	582W N83½E	10.35	0.02	1.06
E/F	9.66 ch 638'	589°40'W N85°55'W	587W N86½E	9.65		0.69 1.75
F/G	8.73 ch 576'	581°35'W 585°20'W	577½W N79¾E	8.70	0.71	1.04
G	5.65 ch 373'	586°30'W N82°45'W	589½W 588½E	5.61		0.60 1.62
H	4.99 ch 329'	584°43'W 588°23'W	582½W N83E	4.99	0.14	1.50
						39.29
						77.56

Pt. A is .25 ch S of fence  
 B.S. to Pt. Beg. N87¾.  
 Pt. B  
 B.S. on A A on S side of rd.  
 C on S side  
 B.S. on B.  
 D on N side  
 From C to Survey ¼ line N & S. 1.75 ch N  
 of U.S.F.S. ¼ Cor.  
 B.S. on C.  
 E on N side Rd  
 B.S. on D  
 F on N side  
 B.S. to E  
 G on S side  
 B.S. to F  
 H on S side  
 B.S. on G

Pt	Dist.	Bear.	Mag Bear.	W Dep	Lat N
				77.56	1.50
On line H to I	1.33 <sup>h</sup> 88' from H.		532 $\frac{1}{4}$ W	1.00	
I	8.15 ch 538'	N58 $\frac{1}{2}$ W N54 $\frac{3}{4}$ W	N61 $\frac{1}{2}$ W 561 $\frac{3}{4}$ E	6.64 84.20	4.73 6.23
J	4.08 ch 270'	N87 $\frac{1}{2}$ W N84 $\frac{1}{2}$ W	N89W 588E	4.06 88.26	0.43 6.66
K	5.15 ch 340'	S63 $\frac{3}{4}$ W S67 $\frac{1}{2}$ W	S62 $\frac{1}{4}$ W N63 $\frac{1}{2}$ E	4.75 93.01	1.98 4.68
L	2.97 ch 196'	S48 $\frac{1}{2}$ W S52 $\frac{3}{4}$ W	S52 $\frac{1}{4}$ W N48E	2.36 95.37	1.80 2.88
M	3.56 ch 235'	S73 $\frac{1}{2}$ W S77 $\frac{3}{4}$ W	S72 $\frac{3}{4}$ W N72 $\frac{1}{2}$ E	3.47 98.84	0.77 2.11
N	3.79 ch 250'	S89 $\frac{1}{2}$ W N86 $\frac{3}{4}$ W	S87 $\frac{3}{4}$ W N88 $\frac{1}{2}$ E	3.78 102.62	0.23 2.34
O	2.02 ch 183'	N86 $\frac{1}{2}$ W N82 $\frac{1}{2}$ W	N89 $\frac{1}{2}$ W 588E	2.00 104.62	0.26 2.60
P	3.99 ch 263'	N54 $\frac{1}{2}$ W N50 $\frac{1}{4}$ W	N57 $\frac{1}{2}$ W 557E	3.07 107.69	2.54 5.14
Q	3.20 ch 212'	N85 $\frac{1}{2}$ W N81 $\frac{1}{2}$ W	N88 $\frac{1}{2}$ W 588 $\frac{1}{4}$ E	3.17 110.86	0.47 5.61
R	2.52 ch 166'	S65 $\frac{1}{2}$ W S68 $\frac{1}{4}$ W	S61 $\frac{3}{4}$ W N62 $\frac{1}{2}$ E	2.35 113.21	1.07 4.54
S	4.65 ch 306'	S29 $\frac{1}{2}$ W S33 $\frac{1}{4}$ W	S26 $\frac{3}{4}$ W N27E	2.56 115.77	3.88 .66
T	3.64 ch 240'	N89 $\frac{1}{2}$ W N85 $\frac{1}{4}$ W	588W N88 $\frac{1}{2}$ E	3.62 119.39	0.29 0.95
				119.39	

Approx S. Cor U.S.F.S.

B.S. on H.

Jon N side

B.S. on I

K on N side

B.S. on J

Lon S side

B.S. on K

M on S side

B.S. on L

Non N side

B.S. on M

O on S side

B.S. on N

P on N side Swamp begins

B.S. on O

Q on N side

B.S. on P

Ron N

B.S. on Q

S on S side

B.S. on R

T on S

B.S. on S

Pt.	Dist	Bear.	Mag. Bear.	W Dep.	Lat. S N	
			112.25	119.39	0.95	105
U	6.46 ch 426'	N60°45'W N57°00'W	N63½W S63¾E	5.42 124.81	3.52 4.47	U on N side B.S. on T
V	2.14 ch 141'	S83°57'W S87°42'W	S81W N80¼E	2.14 126.95	0.08 4.39	V on N side B.S. on U.
W	8.66 ch 572'	S44°45'W S48°30'W	S41W N39½E	6.48 133.43	5.73 1.34	W on S side B.S. on V
X	5.48 ch 362'	S80°38'W S84°22'W	S75½W N73E	5.45 138.88	0.54 1.88	X on S side X crossed Tower traverse B.S. on W
Y	4.01 ch 265'	N78°37'W N74°52'W	N87W S87¾E	3.88 142.76	0.83 1.05	Y on N side B.S. on X
Z	3.97 ch 262'	S85°07'W S88°52'W	S75¾W N77E	3.97 146.73	0.07 0.90	Z on N side B.S. on Y
AA	5.46 ch 360'	N81°51'W N78°06'W	N87¾W S88E	5.35 152.08	1.02 0.12	AA on N side B.S. on Z
BB	5.79 ch 382'	S83°30'W S87°15'W	S77¼W N77½E	5.77 157.95	0.28 0.14	B.B on S side B.S. on AA
6/5 7/8	2.40 ch 158'	S89°40'W N86°35'W	S82¾W	2.40 160.25✓	0.14 6.70 6.83 0.13	Pt. 15 ch S. of cor. Road cont. W on line

Dist. SW¼ Sec 6 147.25  
to Range line 22.44 ch.

T.T. #470

Traverse of Bowstring Rd.  
Beginning at Sec. Cor. <sup>11 12</sup>/<sub>12 13</sub> and  
running south 5.91 chains + thence  
west. Base line - Road South  
from <sup>11 12</sup>/<sub>12 13</sub> considered south

Dep. Lat.  
W+ E- N+ S-

Pk.	Dist	Bear.	Mag Bear
A	5.91 ch 390'	South	57 1/2 E N 9 1/2 W
B	8.73 ch 576	577 1/4 W 578°41 W	570 1/2 W N 72 1/2 E
C	6.34 ch 418	N 76°28 W N 75°28 W	N 84 1/2 W 58 3/2 E
D	7.34 ch 484	N 65°49 W N 66°49 W	N 74 W 57 1/2 E
E	5.51 ch 364	N 68°13 W N 69°13 W	N 75 1/2 W 57 1/2 E
F	6.70 ch 442' 1.08 ch 71'	N 42°45 W N 43°45 W	N 49 3/4 W 54 1/2 E
G	4.70 ch 310'	N 29°26 W N 20°26 W	N 36 1/2 W 53 6 E
H	7.09 ch 467	N 10°18 E N 9°18 E	N 3 3/4 E 53 3/4 W
I	11.26 ch 744' 4.73 ch 312'	N 12°14 W N 13°14 W	N 18 W



A is on N side of rd. -	10	5.91
B.S. on 3. Cor		
B is on S side	8.56	1.71
B.S. on A		
C on S side	6.14	1.59
B.S. on B.		
D on S side	6.74	2.89
B.S. on C		
E on S side	5.15	1.95
B.S. on D		
F on S side	4.63	4.84
From E to Jessie Brook		
B.S. on E		
G on S side	2.38	4.05
B.S. on F		
H on W side	1.15	6.98
B.S. on G		
	2.58	10.96
Dist from H to line fence running west.	56.18 34.93	1.25 33.26 25.64
		762

Pt.	Dist.	Bear.	Mag. Bear	Side of Road of Pt.	B.S. on Pt.	Dep	Lat.
						W+ E-	N+ S-
			518 1/2 W		H	34.93	25.64
J	6.28 ch. 414'	N4°52'E N 5°52' E	N1 1/2 W	L		0.42	6.25
			53°E		I		
K	4.85 ch. 320'	N28°33'W N 29 33 W	N35 3/4 W	R		2.39	4.22
			535 1/4 E		J		
L	4.12 ch. 272'	N45°10'W N 46°10' W	N52 W	L		2.97	2.85 38.96
			552 E		K		
M	7.06 ch. 466'	N29°10'W N 30 10 W	N36 W	R		3.54	6.10
	0.81 ch. 535'	Dist from L to Line					
			535 3/4 E		L		
N	8.50 ch. 561'	N39°18'W N 40° 18 W	N46 W	R		5.50	6.48
			547 E		M		
O	5.95 ch. 392'	N49°16'W N 50° 16 W	N57 1/2 W	L		4.58	3.80
			557 1/2 E		N		
P	9.04 ch. 595'	N22°00'W N 23° 00 W	N30 1/2 W	R		3.53	8.32
			530 3/4 E		O		
Q	8.05 ch. 531'	N36°06' N 37° 06 W	N45 W	R		4.86	6.50
			545 E		P		
R	4.52 ch. 298'	N53°32'W N 54° 32 W	N62 3/4 W	L		3.68	2.62
			561 3/4 W		Q		
S	7.27 ch. 480'	N33°16'W N 34° 16 W	N42 W	R		4.10	6.00
			541 1/2 E		K		
T	4.89 ch. 323'	N79°35'W N 80° 35 W	N87 1/2 W	R		4.82	1.88
			587 E		S		
U	7.08 ch. 467'	N89°26'W N 89° 34 W	583 W	R			

U is about 13 ch. N of probable 705 location of S. Cor. 312 10/11  
81.98  
81.56

54  
80.20



Pt.	Dist.	Bear.	Mag. Bear	Side of Road of Pt.	B.S. on Pt.	Dep	Lat.
						W	N S
T at U.			N84E	R	T		
I at U		51°10'E	57°E				
V	12.75 <sup>ch</sup> 842'	<del>586°28'W</del> 586°47'W	578W N80E	L	U	12.73	0.72
W	19.90 <sup>ch</sup> 1313'	<del>N89°38'W</del> N89°19'W	582 <sup>3</sup> / <sub>4</sub> W N83 <sup>1</sup> / <sub>2</sub> E	R	V	19.90	0.24
X	16.80 <sup>ch</sup> 1110'	<del>N89°46'W</del> N89°21'W	583 <sup>1</sup> / <sub>2</sub> W N84 <sup>1</sup> / <sub>2</sub> E	L	W	16.80	0.19
Y	14.75 <sup>ch</sup> 975'	<del>589°39'W</del> 589°42'W	584 <sup>1</sup> / <sub>2</sub> W N85 <sup>1</sup> / <sub>2</sub> E	L	X	14.75	0.10
Z	7.06 <sup>ch</sup> 465'	<del>N88°27'W</del> N88°08'W	586W N86E	R	Y	7.06	0.23
Beq. of Trav. page Sec. Cor	7.20 <sup>ch</sup> 475'	<del>N89°17'W</del> N88°58'W	583 <sup>3</sup> / <sub>4</sub> W N82 <sup>1</sup> / <sub>2</sub> E	R	Z	7.20 78.44 89.22	0.13 79 82
To P1A		<del>N87°39'W</del> N86°50'W	584 <sup>1</sup> / <sub>2</sub> W				

Bearings to use to tie

Shot 5 on Road

Traverse of road west from  
 Sec. Cor 14, 15, 22, 23, T147N, R25  
 (E traverse). West 40.00 chs.  
 to  $\frac{1}{4}$  S 14.23. E road at this pt.  
 is .12 ch S of cor. (U.S.F.S  $\frac{1}{4}$  cor)  
 With inst. at  $\frac{1}{4}$  cor. back <sup>right</sup> on line  
 east as base line

Pt.	Dist.	Bear.	Mag. Bear.
A	2.42 ch	N84°31'W	S84½W
B	4.00 ch	N64°30'W	N76W
C	4.67 ch	N53°33'W	N65½W
D	5.46 ch	S38°54'W	S28½W
E	2.69 ch	N83°40'W	S85W
F	3.37 ch	N74°30'W	N86°W
Lake sh.	14 chs.	N86°04'W	S83½W

tan  
100'

Rd. turns at A because of  
 swamp. Swamp on L A to C  
 C to D in " on old road

P.I. at C. tan 100'

D Sq. tans.

Swamp on Rt.

" " "

FIREWAY TRAVERSE  
 Beg at C/4 59 - 148-25  
 Sighting on line west as base  
 line.

Pt. Dist. Bear. Mag. Bear B.S.

A 3.87 East N80<sup>3</sup>/<sub>4</sub>E

B 5.35 N0°50'E N10W A  
 S10<sup>1</sup>/<sub>2</sub>E A

C 4.47 N46°02'E N42<sup>1</sup>/<sub>2</sub>E  
 S36<sup>1</sup>/<sub>4</sub>W B

D 4.34 N2°24'W N12W

4.29 from C. to fence E+W 4.29 ch from fence  
 going S.

A to D, cleared land.

E 3.33 N81°15'E N72°E  
 S12E C

S72W D

F 3.09 N38°56'E N30E  
 S31W E

G 2.00 N22°17'E N12E  
 S12<sup>1</sup>/<sub>2</sub>W F

H 3.57 N20°10'W N29<sup>3</sup>/<sub>2</sub>W  
 S30E G

I 2.87 N28°30'W N38<sup>1</sup>/<sub>2</sub>W  
 S38<sup>3</sup>/<sub>4</sub>E H

J 6.30 North N10W I  
 39.19 S11E I

Pt.	Dist.	Bear.	Mag B	B.S on
K	2.37	N28°10'E	N17½E	
			S16½W	✓
L	4.03	N63°03'E	N53½E	
			S52½W	K
M	1.31	N24°20'W	N34¾W	
			S34½E	L
N	3.05	N61°37'W	N72W	
			S71½E	M
O	1.86	N74°22'W	N85W	
			S84½E	N
P	2.69	N46°14'W	N57W	
			S56½E	O
Q	2.98	N14°28'W	N24½W	
			S24E	P
R	2.00	N1°28'W	N10½W	
			S12E	Q
S	1.49	N14°43'W	N24¾W	
			S25½E	R
T	3.07	N0°35'W	N11W	
			S11¾E	S
U	2.19	N37°39'E	N26½E	
			S27W	T
V	2.45	N27°04'E	N17E	
			S16¾W	U

At L road branches. Left by All th high land

1.30ch P.t. fence 6.49ch E of 1/4 4+9

Pt.	Dist	Bear.	Mag. B'ear	B.S. on
W	2.26	N47°47'E	N38°E 537½W	V
X	2.00	N50°58'E	N40¾E 540W	W
Y	2.00	N64°06'E	N54¼E 553¼W	X
Z	2.22	N87°22'E	N77½E 576W	Y
A'	2.00	N44°50'E	N34½E 534½W	Z
B'	3.71	N24°22'E	N14°¼W N87½W	581½W
C'	2.93	N31°48'E	N21½E 520½W	B'
D'	2.36	N51°10'E	N41½E 541½W	C'
E'	3.78	N80°26'E	N70¼E 569½W	D'
F'	2.00	N62°06'E	N52½E 551W	E'
G'	3.14	N73°08'E	N63½E 562¼W	F
H'	4.93	N35°10'E	N26E 523½W	G

B' is on 5½ line 54 + 22.95 ch W of 5½  
53+4  
Sight on 5½ line  
.75 from B' road branches left

		Bear	B.S. on
I'	2.63	N22°28'W	N33 W
			533 1/2 E H'
J'	2.00	N47°26'E	N36 1/2 E
			536 W
K'	3.67	N4°18'E	N6 1/2 W
			57 E
L'	1.90 10.20	N4°00'W	N15 W

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bet. H. & I' low-drainage -  
will need culv.

At J' a road turns rt.  
thru low area.

L' is a pt 1.68 ch <sup>10</sup>/<sub>16</sub> stake  
marked "10 ch W to H 8 <sup>10</sup>/<sub>16</sub>"  
K to L low area.

# FIREWAY TRAVERSE

Beg. at a pt. 45.16 ch West of  
 Sec. Cor 3,4,9 & 10 T147-R25. on  
 U.S.F.S survey line and .35 ch  
 S of & road. Survey line as  
 a base line considered E+W

Pt.	Dist	Bear	<sup>M<sub>29</sub></sup> Bear	B.S. on
			N 84 1/2 E	U.S.F.S. line
A	2.50	510°00' W	S 3 1/2 W	
			N 3 1/2 E	Pt. of beginning
B	3.46	58°57' W	S 3 W	2 ch from B to Culv.
			N 2 1/4 E	A
C	4.42	517°26' E	S 23 1/4 E	
			N 23 1/2 W	B
D	3.35	522°53' E	S 29 E	
			N 29 W	C
E	4.59	522°58' E	S 29 E	
			N 29 W	D
F	8.17	513°02' E	S 19 1/4 E	
			N 19 W	E
G	5.05	517°16' E	S 23 1/2 E	
			N 23 3/4 W	F
H	1.80	53°41' W	S 2 1/2 E	
			N 2 1/2 W	G
I	1.48	546°06' W	S 40 W	
			N 40 E	H
J	2.75	568°00' N	S 62 W	

Open in pt. of  
 beginning to 1 ch  
 beyond f. beg of Ab

Pt.	Dist.	Bear.	M <sub>29</sub> Bear.	B.S. on.
			N61½ E	I
K	2.00	545°10'W	538½ W	
			N39½ E	J
L	2.00	536°26'W	530¼ W	
			N30½ E	K
M	4.12	550°37'W	544½ W	
			N44½ E	L
N	5.07	528°31'W	522½ W	
			N22½ E	M
O	4.92	548°54'W	542¾ W	
			N43 E	N
P	3.89 ch.	N89°29'W	584½ W	
			N84½ E	O
Q	7.44	N87°28'W	586½ W	
			N87¾ E	P
R	1.80	520°30'W	515¾ W	
			N15½ E	Q
S	4.06	59°40'E	514½ E	
			N14½ W	R
T	2.00	516°20'W	511° W	
			N12½ E	S
U	6.12	514°37'W	510½ W	
			N11¼ E	T
V	3.37	520°58'W	522½ W	
			N22½ E	U
	46.79			

M is end of A4 & beginning of M6

Take road at O  
M. Bear 584E

Intersect old  
road at Q & follow South

T to U. thru  
clearing

U begins Ab



W	1.54	587°43'W	583½W	
			N84E	V
X	2.00	N70°06'W	N74W	
			573E	W
Y	1.63	568°38'W	565W	2.14 from Y to creek & Culv.
			N65¼E	X
Z	3.88	58°24'W	55W	
			N4E	Y
A'	2.00	510°08'W	56W	
			N6½E	Z
B'	2.38	52°19'E	56°E	
			N6°W	A'
C'	3.20	543°17'W	539¼W	
			N39¼E	B'
D'	3.33	547°17'W	543W	
			N42½E	C'
E'	1.54 1.96	535°50'W	53½W	Pt. E. on edge of rd. EW
			N32¼E	D
F'	0.97	579°25'E	583½E	

F' is a pt. in E rd. 2.72 ch N of  
sec. cor. 8, 9, 16, 17. Road E & W swings  
N of low spot where cor. is located.

TRAVERSE OF STATE  
HIGHWAY # 38

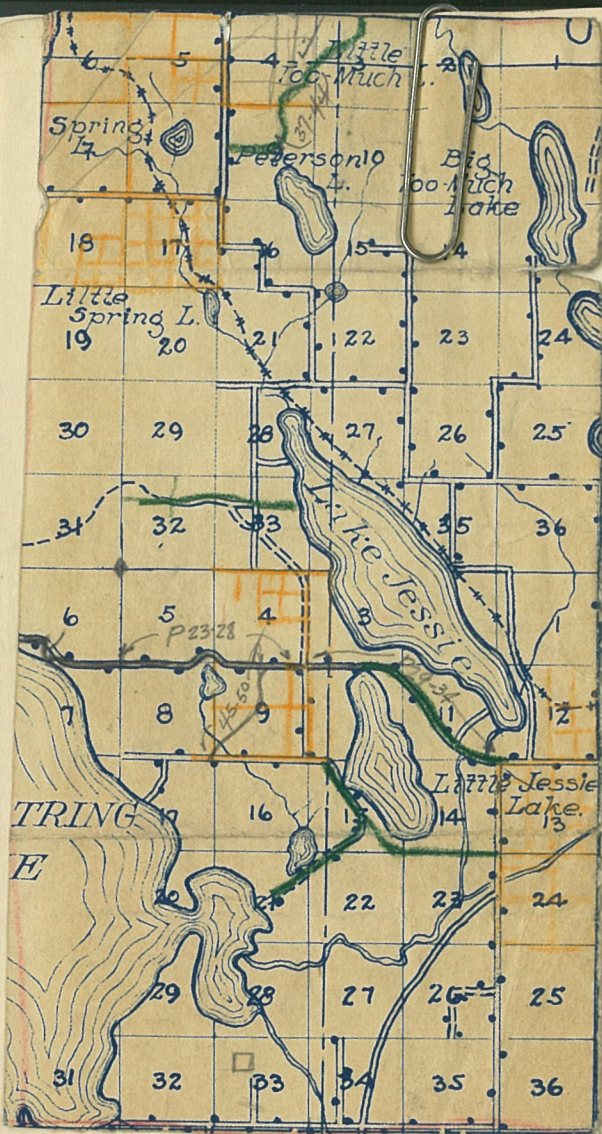
52

Copied from Construction  
Plan in the Co. Engr's Office

Bear.	Sta. at end of Bear.	$\Delta$	Tan. L.
N2°30'W	745+93.5	57°25'Z	523.2

N59°55'W 759+85.2

Crosses sec line at about  
sta 741+95. 2022' from <sup>7413</sup> 75124



DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES  $1\frac{1}{2}$  TO 1.  
FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36