

TRAVERSE

T 150N

R 26W



Field Book  
115300

T 150N R 26W

TRAVERSE

1 See page 19 for Solar Observation

FS 3 222-08-35 42-08-42

BS 1 00-00-00 180-00-08

TA 2 222-08-35 222-08-34

222-08-35

Slope Dist Horiz Dist

2 to 1 90-10-16 269-49-20 69.580 21.208 M 69.580 ✓

2 to 3 89-07-37 270-51-53 123.725 37.711 M 123.710 ✓

FS 4 156-22-06 336-22-17

BS 2 00-00-00 180-00-08

TA 3 156-22-06 156-22-09

156-22-08

FS 5 201-00-07 021-00-12

BS 3 00-00-00 180-00-11

TA 4 201-00-07 201-00-01

201-00-04 ✓

4-3 90-55-23 269-04-00  
270- 141.485 43.124 141.467 ✓

4-5 89-54-35 270-04-45  
832.385 253.712 M 832.384 ✓

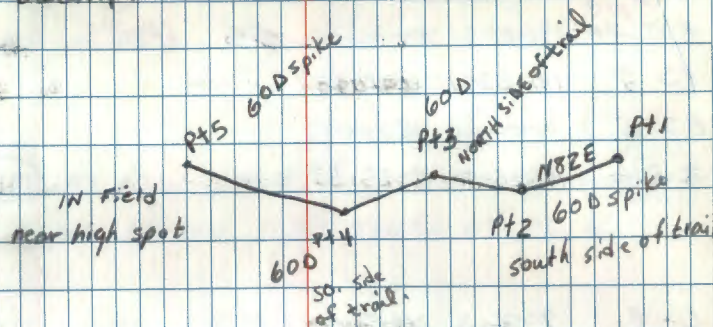
TISON R26W Traverse starting at Section 1  
corner 27,28,33,34

6/27/91 Krause & BRAMA

80's Partly Cloudy, Humid

pt 1 is 600 spike marking section corner 27,28,33,34  
Spike is on north side of a large rock embedded  
in swamp.

N82E



FS 6	150-03-31	330-03-32	162-16-51	342-17-01	
BS 4	00-00-00	180-00-12	12-13-33	192-13-45	
X 5	150-03-31	150-03-20	150-03-18	150-03-16	150-03-21 ✓

#100 POT 7A	191-25-51	180-00-05	SS POT		
FS 7	191-25-51	11-25-58			
BS 5	00-00-00	180-00-05			
X 6	191-25-51	191-25-53			191-25-52 ✓

G-5	90-06-20	269-53-10	1194.755	364.160	1194.753 ✓
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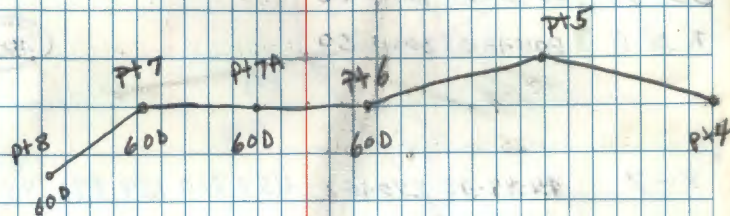
G-7	89-46-55	270-12-30	946.960	288.623 M	946.953 ✓
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#100 POT 7A G-7A	90-15-57	269-43-44	443.620	135.218 M	443.615 ✓
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FS 8	128-15-21	308-15-31			
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BS 6	00-00-00	180-00-06			
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X 7	128-15-21	128-15-25			128-15-23 ✓
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Pt 6 is in E-W road to private residence  
6" Aspen blazed 11.4" south of pt. 6

Pt 7 is 10' south of TELEPHONE PED. - 3' NORTH OF ROAD

Pt 8 is on south side of private driveway  
up on bank.

Pt 7A is north of search area for 1/4 bet  
Sec. POT

FS 9 204-13-58 24-14-04

BS 7 00-00-00 180-00-05

KQ 8 204-13-58 204-13-59

204-13-59 ✓

8-7 89-44-02 270-15-27 457.320 139.391 457.315 ✓

8-9 89-27-21 270-32-01 641.950 195.661 641.921 ✓

FS 10 59-23-50 239-23-52

SS 11 242-57-06 62-57-10

BS 8 00-00-00 179-59-57

KQ 9-10 59-23-50 59-23-55

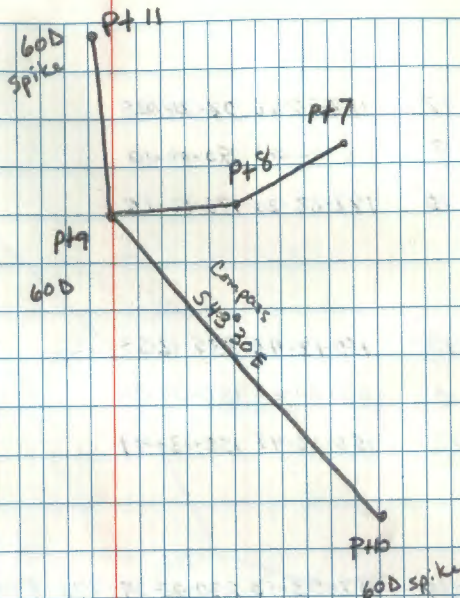
59-23-52 ✓

9-11 242-57-06 242-57-13

242-57-10 ✓

9-10 89-59-44 269-59-32 1922.475 585.972 1922.475 ✓

9-11 90-11-42 269-47-44 1046.505 318.976 1046.500 ✓



Pt 9 is on west side of county road. Private driveway runs easterly from it.

Pt 10 is on east side of county road 3' from edge.

FS 12 182-22-20 02-22-25

BS 9 00-00-00 180-00-10

T @ 10 182-22-20 182-22-15

182-22-18 ✓

FS 13 155-12-45 335-12-53

BS 10 00-00-00 180-00-04

T @ 12 155-12-45 155-12-49

155-12-47 ✓

12-10 89-53-13 270-05-57 973.890 296,842 973.888 ✓

12-13 90-30-29 269-28-42 384.035 117.055 384.020 ✓

FS 14 195-20-04 15-20-11

BS 12 00-00-00 180-00-03

T @ 13 195-20-04 195-20-08

195-20-06 ✓

FS 15 208-18-43 28-18-56

BS 13 00-00-00 180-00-10

T @ 14 208-18-43 208-18-46

208-18-45 ✓

14-13 89-37-04 270-22-15 963.000 293.524 962,979 ✓

Pt 9

Pt 10

Pt 12

600 Spike

Pt 13

600 Spike

Pt 14

600 Spike

Pt 15

600 Spike

Pt 12 is on west side of road about 14'

Pt 13 is on east side of road about 3' and 7' west  
of 4"x4" for Wirt Lake sign.

Pt 14 is on east side of road about

14-15 82-57-56 271-0-18 1710.980 521.503M 1710.701 ✓

FS 16 192-36-19 012-36-30

BS 14 00-00-00 180-00-13

TD 15 192-36-19 192-36-17

192-36-19 ✓

15 TO 16 90-16-13 269-43-05 1289.250 392.962 1289.236 ✓

END OF THIS TRAVERSE LINE. NOW GO BACK TO  
side shot 11

FS 17 ~~70-16-25 250-16-36~~ 70-16-11 250-16-19

BS 9 ~~00-00-00 180-00-23~~ 00-00-00 180-00-06

TD 11 ~~70-16-25 70-16-13~~ 70-16-11 70-16-13 70-16-12 ✓

FS 18 ~~170-56-08 350-56-16~~ 170-55-55 350-56-09 183-09-08

BS 11 ~~00-00-00 180-00-29~~ 00-00-00 180-00-23 012-13-05

TD 17 ~~170-56-08 170-55-41~~ 170-55-55 170-55-46 170-56-03

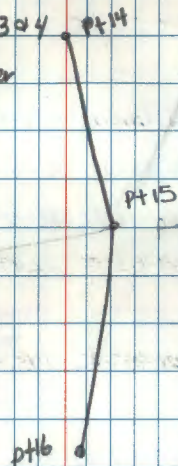
Mean all 5 angles 170-55-56 ✓

17-11 90-09-09 269-50-16 937.740 285.823 937.737 ✓

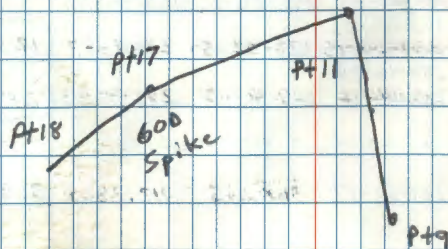
17-18 90-24-10 269-34-59 149.595 45.596 149.591 ✓

pt 15 is on east side of county road about 15'  
away. 600 spike is on top of a small knob and  
under a rock.

pt 16 is Sec. Cor. 33, 34, 34 pt 14  
U.S.F.S. concrete cylinder



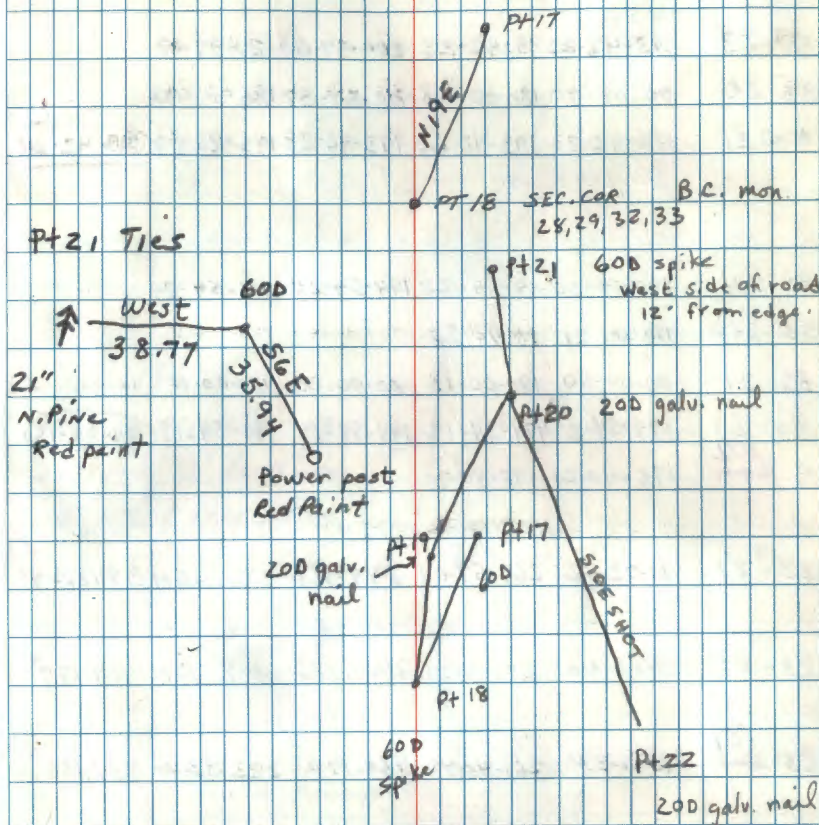
pt 18 is Sec. Cor 28, 29, 32 & 33, U.S.F.S. 2 1/2" monument



END OF DAY

FS 19	359-26-16	179-26-21	347-28-47	167-29-05	
BS 17	00-00-10	180-00-11	348-02-36	168-02-50	
K a) 18	359-26-16	359-26-10	359-26-11	359-26-15	359-26-13
FS 20	189-44-33	09-44-46	202-24-43	22-24-52	
BS 18	00-00-00	180-00-15	12-40-07	192-40-26	
K a) 19	189-44-33	189-44-31	189-44-36	189-44-26	189-44-31.5
19-18	90-34-19	269-25-26	145.450	44-334M	145.443
19-20	90-10-49	269-49-00	942.145	287.166M	942.140
FS 21	123-02-00	303-02-06			
	<del>123-01-48</del>	<del>303-01-57</del>	108-56-30	288-56-37	
SS 22	289-46-09	109-46-17			
	<del>289-45-59</del>	<del>109-46-06</del>	775-40-38	95-40-47	
		180-00-13			
BS 19	00-00-00	<del>179-59-54</del>	345-54-33	165-54-44	
K a) 20	123-02-00	123-01-53			
	<del>123-01-48</del>	<del>123-01-03</del>	123-01-57	123-01-53	123-01-56
\$ for 22	289-46-09	289-46-04			
	<del>289-45-57</del>	<del>289-46-13</del>	289-46-05	289-46-03	289-46-05
20-21	90-09-20	269-50-17	368.715	112.382M	368.714
20-22	89-47-34	270-12-04	1040.950	317.282M	1040.943

7/1/91 Krause &amp; Brama Cloudy, 70's



PT 22 is to be used later in traverse to closed back to sec. corner 27, 28, 33, 34

7

FS 23	193-42-23	13-42-26	200-37-00	20-37-08	
BS 20	00-00-00	180-00-06	06-54-37	186-54-48	✓
X @ 21	193-42-23	193-42-20	193-42-23	193-42-20	193-42-215

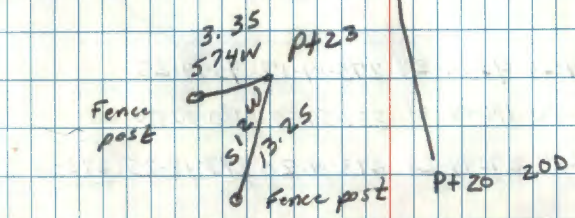
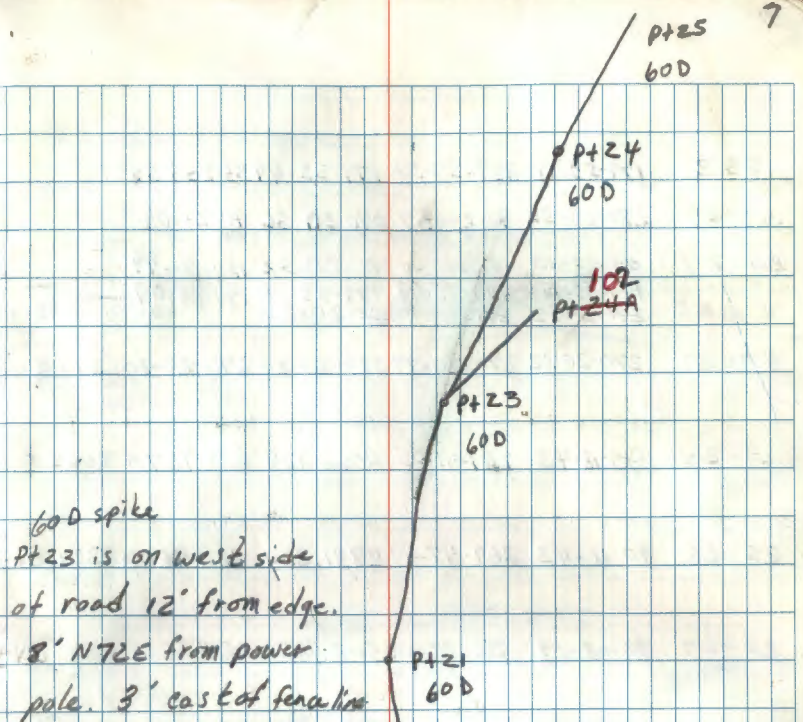
FS 24	194-54-20	14-54-28	194-54-20	14-54-29	
SS 24A	198-40-21	18-40-33			
BS 21	00-00-00	180-00-13	00-00-03	180-00-10	✓
X @ 23	194-54-20	194-54-15	194-54-17	194-54-19	194-54-18
<del>X @ 24</del>	198-40-21	198-40-20			

23-21	9002-12	269-57-01	3448.540	1051.115 M	3448.540
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23-24	89-48-40	270-10-29	1469.185	447.810 M	1469.177
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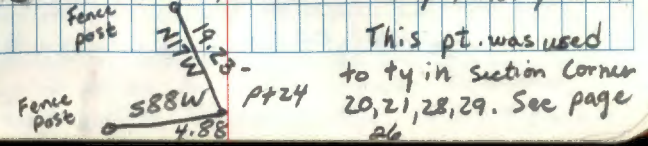
<sup>102</sup> 23-24A	90-11-37	269-48-40	734.190	223.782 M	734.186
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FS 25	180-32-39	00-32-49	180-32-36	00-32-44	
BS 23	00-00-00	180-00-06	359-59-54	180-00-04	✓
X @ 24	180-32-39	180-32-43	180-32-42	180-32-40	180-32-41



Pt 24A is 4x4 post with F.S.L.P. saying section corner 20, 21, 28, 29 is S88 E 476'.

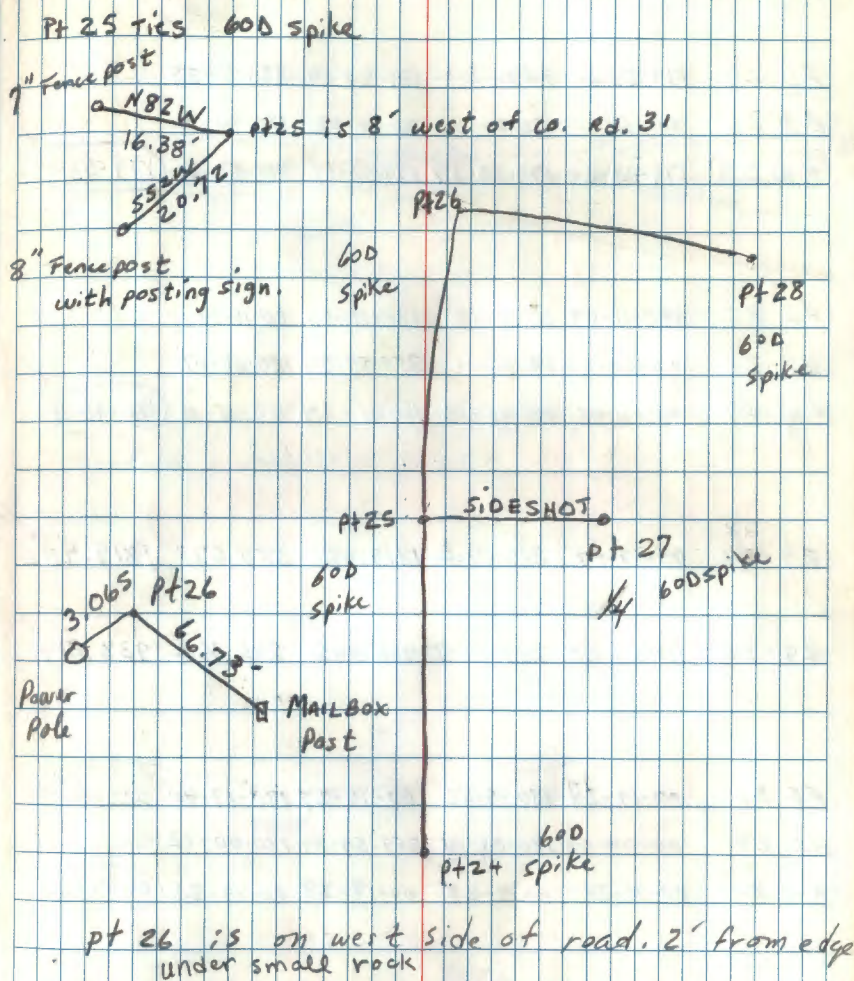
Pt 24 is on west side of road ± 13' from edge. 5' at N88 E from red top fence post.





FS 26	179-55-11	359-55-38	179-55-49	359-55-58	
55 27	270-20-32	90-20-57	270-20-56	90-21-09	
BS 24	00-00-00	180-00-30	00-00-32	180-00-49	✓
K @ 25	179-55-11	179-55-08	179-55-17	179-55-09	179-55-11
	270-20-32	270-20-32	270-20-24	270-20-20	270-20-20
X @ 27	270-20-32	270-20-27	270-20-24	270-20-20	270-20-20
25-24	90-18-43	269-41-05	2066.125	629.757M	2066.094
25-26	90-11-43	269-47-49	2831.230	862.960M	2831.214
25-27	90-03-19	269-55-56	508.985	155.136M	508.985
FS 28	273-14-24	93-14-24	273-14-17	93-14-25	
BS 25	00-00-00	180-00-01	359-59-57	180-00-00	✓
K @ 26	273-14-24	273-14-23	273-14-20	273-14-25	273-14-23
26-28	90-10-46	269-48-41	3238.270	987.027	3238.254

END OF DAY



Pt 27 is 1" dia. iron pipe set by John Rose marking the east 1/4 of sec. 20.

On 8/14/91 determine 1/4 pipe is not in position.

Pt 28 is near approx. 1/4 set 16/21

NOTE: Setup @ pt 25 had rain shower and then sun cause bad heat waves. Hard to see pt 24 & pt 26

FS 29	179-53-20	359-53-31	179-53-19	359-53-35	
BS 26	00-00-00	180-00-14	00-00-02	180-00-14	
π 28	179-53-20	179-53-17	179-53-17	179-53-21	179-53-19

FS 30	180-11-07	00-11-19	180-11-08	00-11-18	
BS 28	00-00-00	180-00-06	359-59-54	180-00-07	
π 29	180-11-07	180-11-13	180-11-14	180-11-11	180-11-11

<sup>28</sup> 29-26	90-09-57	269-49-54	1819.460	554.573	1819.452
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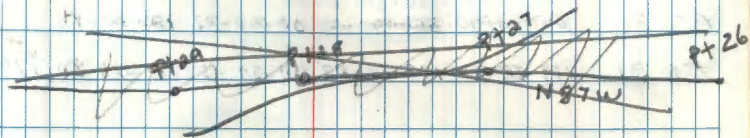
29-30	90-25-23	269-34-27	938.845	286.162	938.819
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FS 31	00-19-28	180-19-42	00-19-27	180-19-40	
BS 29	00-00-00	180-00-14	359-59-59	180-00-12	
π 30	00-19-28	00-19-28	00-19-28	00-19-28	00-19-28

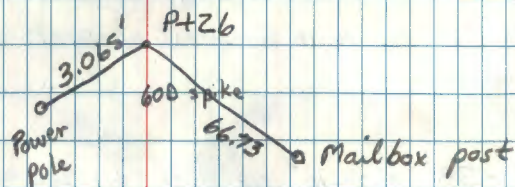
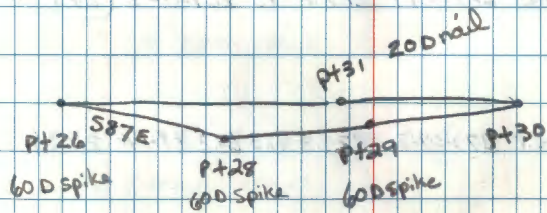
~~FS 26~~~~BS 30~~

7/2/91 Krause &amp; Brama - Cloudy &amp; cool

Pt 28 is in center of E-W township road.



Pt 30 is a U.S.F.S. 2 1/2" dia. galv. pipe marking section corner 15, 16, 21, 22



FS 26	179-29-50	359-30-00 <del>180-00-12</del>	179-29-54	359-30-05	
BS 30	00-00-00	180-00-12 <del>359-30-00</del>	00-00-02	180-00-15	✓
KA 31	179-29-50	179-29-48	179-29-52	179-29-50	<u>179-29-50</u>

31-30	90-22-56	269-36-40	960.990	292.911M	960.969
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90-23-08

31-26	89-56-39	270-02-59	5035.555	1534.848M	5035.553
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FS 32	267-00-15	87-00-26	267-00-17	87-00-28	
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BS 31	00-00-00	180-00-15	00-00-02	180-00-16	✓
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KA 26	267-00-15	267-00-11	267-00-15	267-00-12	<u>267-00-13</u>
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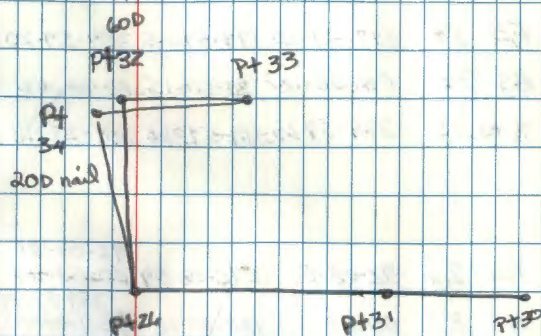
26-32	89-50-22	270-09-31	2238.785	682.384M	2238.776
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FS 33	267-50-18	87-50-25	267-50-25	87-50-31	
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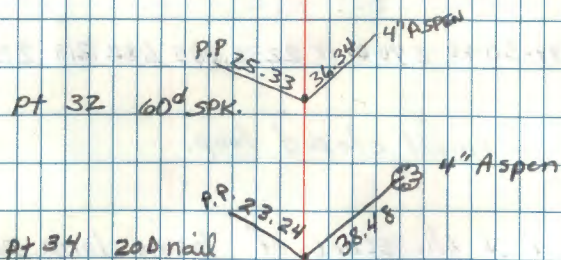
BS 26	00-00-00	180-00-13	00-00-02	180-00-15	✓
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KA 32	267-50-18	267-50-12	267-50-23	267-50-16	<u>267-50-17</u>
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32-33	91-29-10	268-30-25	611.735	186.457	611.529
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Pt 31 is 200 nail

Pt 33 is 2 1/2" dia galv. pipe (U.S.F.S) marking  
1/4 corner sec's. 16, 17

FS 34	359-57-25	179-57-35	359-57-20	179-57-36	
BS 32	00-00-00	180-00-15	00-00-02	180-00-13	
$\pi$ 33	359-57-25	359-57-20	359-57-18	359-57-22	359-57-22

FS 26	92-08-51	272-08-59	<del>00-00-00</del> 92-08-31	272-08-44	
BS 33	00-00-00	180-00-16	<del>180-00-00</del> 359-59-44	179-59-56	
$\pi$ 34	92-08-51	92-08-43	92-08-47	92-08-48	92-08-47

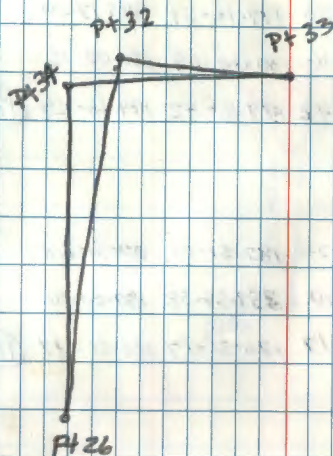
34-33	268-37-11	91-22-35	614.075	187.170M	613.898
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FS 32	00-03-34	180-03-43	00-03-34	180-03-41	
BS 34	00-00-00	180-00-08	359-59-58	180-00-08	
$\pi$ 26	00-03-34	00-03-35	00-03-36	00-03-33	00-03-35

26-34	89-50-40	270-07-18	2238.245	682.218	2238.237
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Finished a small closed loop.

Next page is the start of closing large part of traverse south of pt. 26.



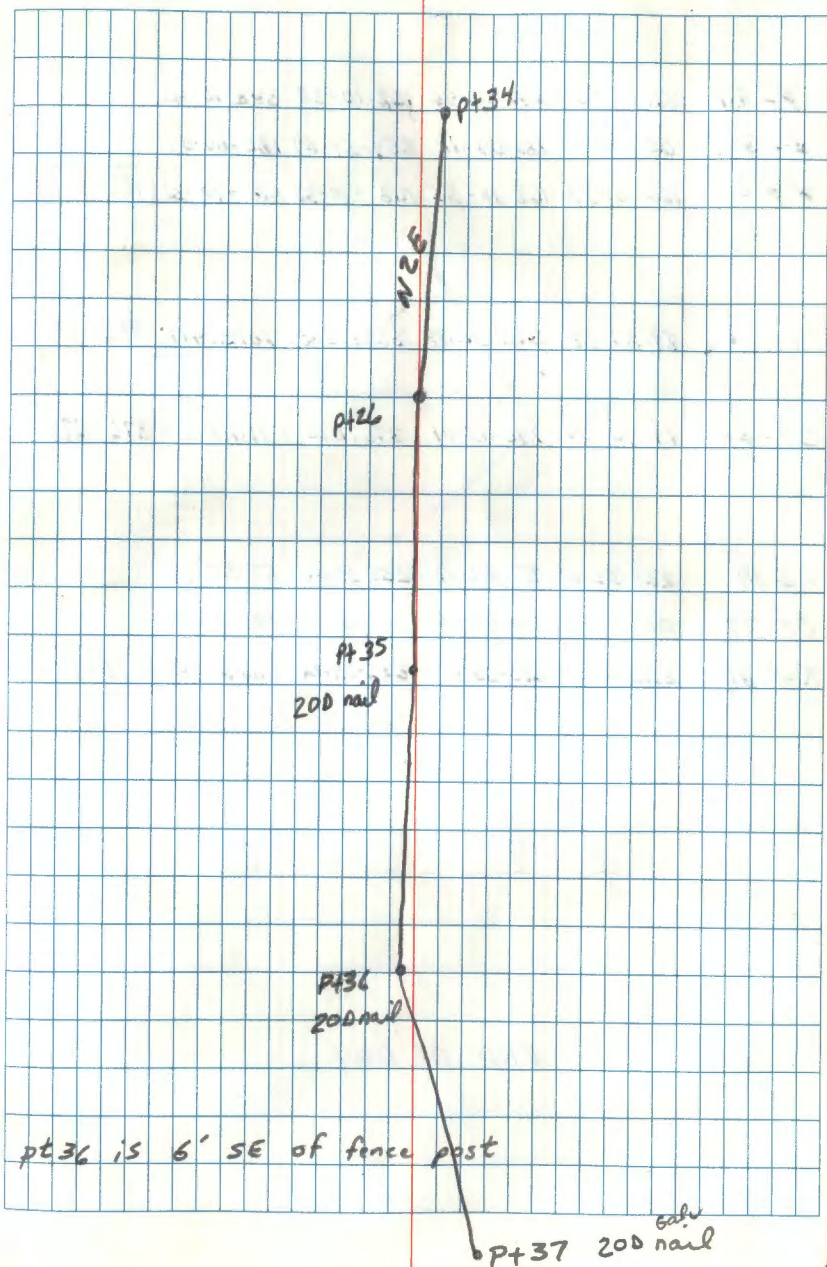
FS 35	179-16-51	359-16-58	179-16-51	359-17-00
BS 34	00-00-00	180-00-16	00-00-09	180-00-16
K 226	179-16-51	179-16-42	179-16-42	179-16-44 (179-16-45)

FS 36	180-51-15	00-51-27	180-51-15	00-51-28
BS 26	00-00-00	180-00-10	359-59-58	180-00-10
K 235	180-51-15	180-51-17	180-51-17	180-51-18 (180-51-17)

35-26	90-11-29	269-48-21	2882.460	878.571M	2882.444
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35-36	90-15-11	269-44-40	3603.140	1098.238	3603.105
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FS 37	163-55-03	343-55-11	163-55-06	343-55-13
BS 35	00-00-00	180-00-12	359-59-59	180-00-15
K 236	163-55-03	163-54-59	163-55-07	163-54-58 (163-55-02)



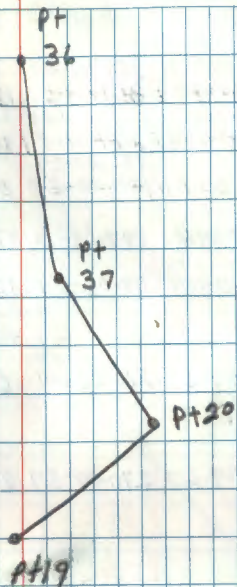
FS 20	168-10-38	348-10-46	168-10-35	348-10-45	
BS 36	00-00-00	180-00-11	359-59-57	180-00-09	✓
KW 37	168-10-38	168-10-35	168-10-38	168-10-36	168-10-37

37-36	89-57-38	270-02-18	3321.580	1012.419M	3321.579	✓
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37-20	89-44-51	270-15-01	376.690	114.816M	376.686	✓
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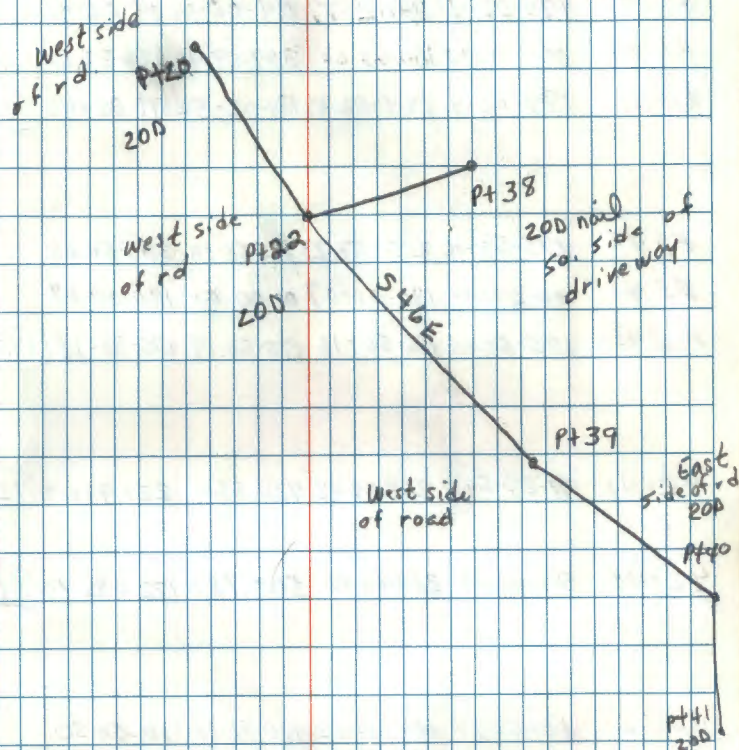
FS 19	235-35-04	55-35-11	235-35-06	55-35-14	
BS 37	00-00-00	180-00-10	00-00-00	180-00-09	✓
KW 20	235-35-04	235-35-01	235-35-06	235-35-05	235-35-04

END OF DAY



FS 39	177-09-21	357-09-21				
	177-09-49	357-09-51	177-10-22	357-10-29		
SS 38	117-04-49	297-04-59				
	117-04-46	297-05-21	117-05-49	297-05-54		
BS 20	00-00-00	180-00-07	00-01-00	180-01-01		
	180-00-28					
κ ω 22	177-09-21	177-09-14	177-09-22	177-09-28	(177-09-21)	✓
* 22-38	117-04-49	117-04-51	117-04-49	117-04-53	(117-04-51)	✓
22-38	90-37-25	269-22-04	648.065	197.530M	648.027	✓
22-39	89-59-20	270-00-57	2748.670	837.798M	2748.670	✓
FS 40	167-11-45	347-11-48	167-11-43	347-11-48		
BS 22	00-00-00	180-00-06	00-00-01	180-00-09		✓
κ ω 39	167-11-45	167-11-42	167-11-42	167-11-39	(167-11-42)	
FS 41	206-25-59	26-26-05	206-26-04	28-26-09		
BS 39	00-00-00	180-00-03	00-00-01	180-00-09		✓
κ ω 40	206-25-59	206-26-02	206-26-03	206-26-00	(206-26-01)	
40-39	89-31-16	270-27-58	1278.640	389.730M	1278.595	✓
40-41	89-33-45	270-25-41	1083.650	330.297	1083.618	✓

7/5/91 BRAMA - PARTLY Cloudy Warm + Humid



PT39 tie is a power pole N87W @ 21.4'  
from 200 mail.

NOTE - Heat waves bad looking at foresight 39

FS 42	194-02-41	194-02-47	194-02-39	14-02-41	
BS 40	00-00-00	180-00-00	359-59-47	179-59-58	
$\pi$ 41	194-02-41	194-02-47	194-02-52	194-02-49	(194-02-46)

FS 43	175-58-16	355-58-23	175-58-14	355-58-24	
BS 41	00-00-00	180-00-07	00-00-00	180-00-08	
$\pi$ 42	175-58-16	175-58-16	175-58-19	175-58-16	(175-58-17)

42-41	91-29-54	268-29-42	728.330	221.994M	(728.081)
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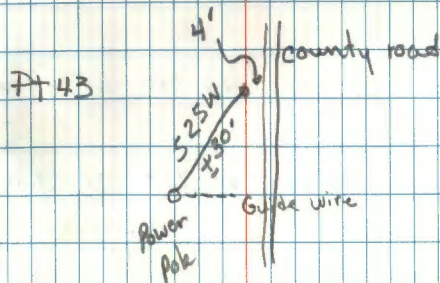
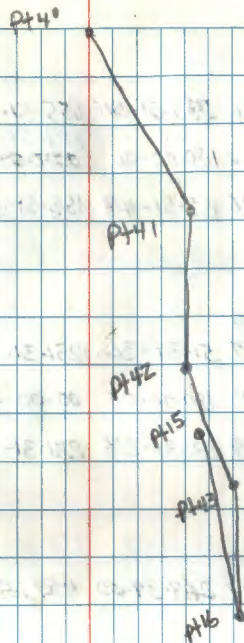
42-43	90-16-48	269-42-42	565.930	172.495 M	(565.923)
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FS 16	190-58-34	10-58-42	190-58-38	10-58-50	
BS 42	00-00-00	180-00-11	00-00-05	180-00-16	
$\pi$ 43	190-58-34	190-58-31	190-58-33	190-58-34	(190-58-34) <sup>33</sup>

43-16	190-09-25	269-50-08	826-980	252.065M	826.977
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FS 15	358-20-58	178-21-08	358-21-03	178-21-10	
BS 43	00-00-00	180-00-09	00-00-03	180-00-11	
$\pi$ 16	358-20-58	358-20-59	358-21-00	358-20-59	(358-20-59)

END OF THIS LOOP - Went back to pt 22





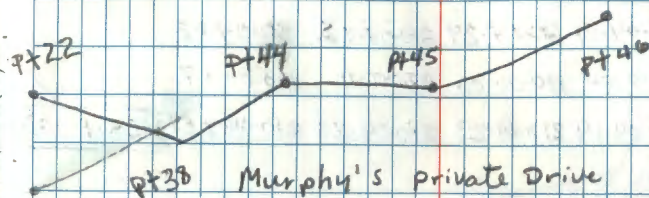
FS 44	155-51-46	335-51-54	155-51-50	335-51-54	
BS 22	00-00-00	180-00-06	359-59-59 00-00	180-00-08	
X 238	155-51-46	155-51-48	155-51-51	155-51-46	155-51-48 ✓

FS 45	231-31- <sup>29</sup> <del>27</del>	51-31-36	231-31-28	51-31-37	
BS 38	00-00-00	180-00-08	00-00-02	180-00-10	
X 244	231-31-29	231-31-28	231-31-26	231-31-27	231-31-28 ✓

44-38	90-20- <del>29</del>	269-39-00	459.170	139.954M	459.162 ✓
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44-45	90-12-00	269-47-37	957.575	291.868M	957.569 ✓
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FS 46	168-23-57	348-24-04	168-23-56	348-24-06	
BS 44	00-00-00	180-00-08	00-00-02	180-00-05	
X 245	168-23-57	168-23-56	168-23-54	168-24-01	168-23-57 ✓



FS47	210-04-19	30-04-29	210-04-38	30-04-42	
BS 45	00-00-00	180-00-06	00-00-11	180-00-17	
$\pi$ 46	210-04-19	218-04-23	210-04-22	210-04-25	210-04-22 ✓

46-45	89-53-39	270-05-57	1181.915	360.248	1181.913 ✓
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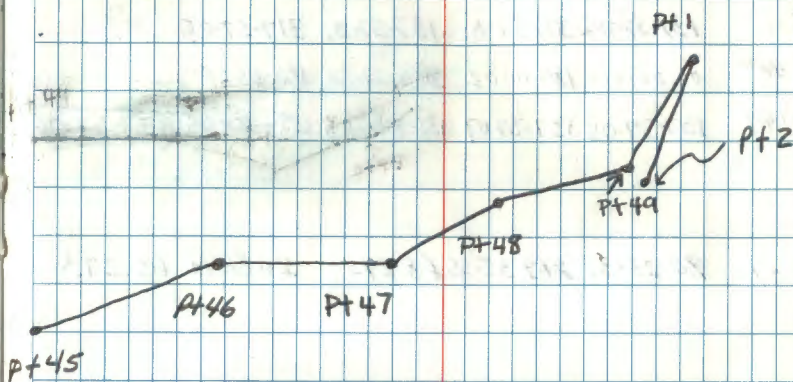
46-47	90-05-04	269-04-05	833.450	254.036	833.449 ✓
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FS 48	158-16-50	338-16-57	158-16-47	338-16-55	
BS 46	00-00-00	<del>180-00-03</del> 359-57-58	<del>180-00-02</del> 359-57-58	180-00-02	
$\pi$ 47	158-16-50	158-16-54	158-16-49	158-16-53	158-16-52 ✓

FS 49	205-10-58	25-11-10	205-11-02	25-11-08	
BS 47	00-00-00	180-00-04	00-00-03	180-00-04	
$\pi$ 48	205-10-58	205-11-06	205-10-59	205-11-04	205-11-02 ✓

48-47	89-08-46	270-50-50	144,010	43,895 M	143,994 ✓
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48-49	90-55-56	269-04-35	119.735	36.495 M	119.719 ✓
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FS 1 137-57-05 317-57-11 137-57-01 317-57-05  
 BS 48 00-00-00 180-00-02 359-57-58 180-00-00 ✓  
 X 2 49 137-57-05 137-57-09 137-57-03 137-57-05 (137-57-06)

49-1 90-23-32 269-35-55 68.275 20810M 68.273

FS 2 359-02-45 179-02-51 359-02-45 179-02-51  
 BS 49 00-00-00 180-00-12 00-00-04 180-00-11 ✓  
 X 2 1 359-02-45 359-02-39 359-02-41 359-02-40 (359-02-41)

END OF CLOSED LOOP

END OF DAY

See previous page for picture.

G. BRAMA

TWS	TIME	+ .004531	Azimuth
BS 6 180-00-16			
D 187-49-21	14.225401	14.23393	269.34444
D 187-59-51	14.234620	14.24315	269.34444
D 188-08-27	14.242832	14.25136	269.34375
R 08-38-02	14.265432	14.27396	269.34514
R 08-43-11	14.27205	14.28055	269.34581
R 08-48-56	14.274839	14.28337	269.34573
Mean avg. of 6's 269.34488			

G. BRAMA

TWS	TIME	+ .004531	
BS 6 00-00-00			
D 189-02-59	14.330043	14.33457	270.24360
D 189-59-08	14.333082	14.34161	269.34439
D 190-05-19	14.340172	14.3447	269.34566
R 10-17-23	14.350020	14.35455	269.35066
R 10-22-12	14.352315	14.36085	269.35043
R 10-26-45	14.354480	14.36301	269.35010
Mean avg. of 4's 269.3502			

Tuesday

7/16/91 Solar Observation

Hazy skies 19

Hot &amp; Humid

Longitude 93-58-28  
 Latitude 47-46-32  
 0 Hour Universal Time  
 GHA 178-30-51.0  
 Declination 21-28-52.8

24 Hour

GHA 178-29-23.8  
 Declination 21-19-08.2

Watch is slow 0-00-45.31

Mean Azimuth of the 3 solar set done by  
 G. Brama is 269° 34' 53.4" *OK*

Bearing between pt5 and pt6 is  
 S 89-34-53.4" W



Set instrument up over pt 7A and backsighted point 7, turned  $\pm$  right 257-50-07 and went 583.66' and search for  $\frac{1}{4}$  corner between sec's 28/33. Found  $\frac{1}{4}$  corner position. In order to tie in corner, had to set new point because ~~no~~ Oak was on line. void this sentence  
Instrument set up over pt 6, sighted pt 7 and set new p.o.t. pt 7b

Distance

~~6 to 7b 89-50-53 270-08-39 442.035 134.732m~~

Another tree was in line from pt. 7b to 50

Didn't used 7b. Used 7a instead.

<sup>101</sup> FS 50 77-51-24 257-51-30 77-51-17  
77-51-14 257-51-15 77-51-21 257-51-24

BS 6 00-00-00 ~~180-00-03~~ 359-59-47  
~~180-00-03~~ 359-59-51 180-00-00

<sup>100</sup> T or 7a 77-51-24 77-51-25 77-51-30 77-51-24 77-51-26

<sup>101</sup> FS 50

BS 6

T or 7a

<sup>101</sup> ~~100~~ 7a-50 91-04-10 268-55-21 581.715 177.310m 581.614

Go to page 24 for continuation of this survey traverse project.

7/30/91 CK, RM, GB

pt. 7b is a 16d galv. spike 1.6' easterly for pt 7a.

<sup>101</sup> pt 50 is a old wood post found in the  $\frac{1}{4}$  quarter area bet sec's 28/33

8/22/91 Krause + BRAMA

Set a U.S.F.S. monument at pt 50 (101) to mark  $\frac{1}{4}$  corner bet. sec's 28/33

22 Survey traverse in T150N R26W bet.  
Sec's 14 & 22 Ft M

FS 3	178-56-42	358-56-50	178-56-46	358-56-52
BS 1	00-00-00	180-00-08	00-00-05	180-00-09
K & 2	178-56-42	178-56-42	178-56-41	178-56-43

178-56-42

90-07-21

VA Z-1	90-07-08	269-52-16	325.835	99.316	325.834
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VA Z-3	89-57-23	270-01-42	794.455	242.150	794.455
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89-57-50

FS 4	181-12-24	01-12-29	181-12-28	01-12-34
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BS 2	00-00-00	180-00-05	359-59-57	180-00-07
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K & 3	181-12-24	181-12-24	181-12-31	181-12-27
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181-12-24

FS 5	179-13-41	359-13-44	179-13-36	359-13-47
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BS 3	00-00-00	180-00-06	00-00-00	180-00-05
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K & 4	179-13-41	179-13-38	179-13-36	179-13-42	179-13-39
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89-49-28

4-3	89-49-16	270-10-20	1036.125	315.810M	1036.120
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4-5	89-40-11	270-19-20	517.615	157.769	517.607
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89-40-25

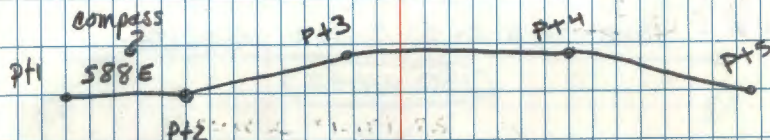
Weld T2 Topcon EDM

22

8/1/91 Krause, Main + Brama Clear 80's

Survey traverse began at sec. cor 14, 15, 22, 23 and ran east down old E-W town road.

pt1 is a U.S.F.S. monument with brass cap set in center line of road.



pt5 is approx 1/4 but sec's  
SPK 600 14/23

FS 6  
BS 4  
TN 5

0000-00

FS X6 180-24-53 00-25-02 180-24-54 00-25-00

BS X4 00-00-00 180-00-09 00-00-00 180-00-08

TN X5 180-24-53 180-24-53 180-24-54 180-24-52

180-24-53

FS 7 179-42-45 359-42-48 179-42-42 359-42-50

BS 5 00-00-00 180-00-10 00-00-00 180-00-10

TN 6 179-42-45 179-42-38 179-42-42 179-42-40 179-42-41

90-27-

VA 6-5 90-27-27 269-31-58 1117.375 340.577 1117.339

VA 6-7 90-28-52 269-30-43 1560.020 475.492 1559.965

END OF TRAVERSE



PT7 is U.S.F.S. mon. marking sec. corner  
13, 14, 22, 24 Corner set in center line  
of old road

OUR total. 5351.2

2676.1

2675.1

S.C.

14, 15, 22, 23

County Established from  
old Cedar BT and this traverse.

S.C.  
13, 14, 22, 24

County survey had

Total 5349

S.C. 2675.0

2674.0 S.C.

14, 15, 22, 23

180° 01'

14, 15, 22, 23



24 TISON R26W - Continued from page 21  
Tying in 1/4 corner between secs 17/20

FS 51	87-38-05	267-38-16	87-38-05	267-38-08
BS 25	00-00-00	180-00-10	00-00-00	180-00-04
TD 26	87-38-05	87-38-06	87-38-05	87-38-04

87-38-05

FS 52	153-35-01	333-35-09	153-34-59	333-35-11
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BS 26	00-00-00	180-00-08	359-59-58	180-00-09
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TD 51	153-35-01	153-35-01	153-35-01	153-35-02
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153-35-01

FT M

SI-26	89-16-19	270-43-00	89-16-49	475.820	145.029
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475.783

SI-52	90-58-47	269-00-30	90-59-08	314.040	95.720
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313.994

FS 53	228-16-29	48-16-35	228-16-22	48-16-37
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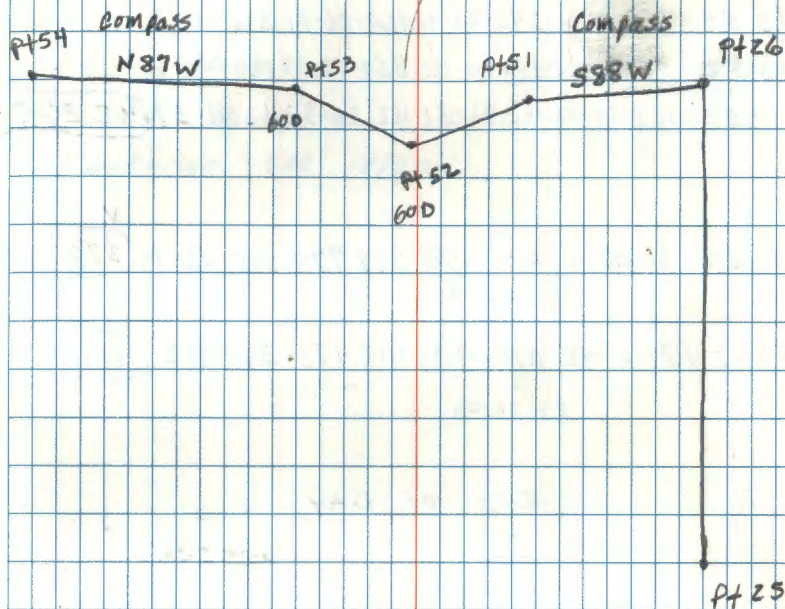
BS 51	00-00-00	180-00-04	359-59-46	180-00-06
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TD 52	228-16-29	228-16-31	228-16-36	228-16-31
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228-16-32

24

8/5/91 Krause, Main + Brama P.C. High 70's



pt 51 is a 600 spike 3' west of old fence post

FS 54 162-26-31 342-26-42 162-26-31 342-26-43  
 BS 52 00-00-00 180-00-11 359-59-58 180-00-06 ✓  
 XD 53 162-26-31 162-26-31 162-26-33 162-26-37 162-26-33

53-52 90-07-16 269-51-58 378.770 115.451M 378.769 ✓  
 90-07-39

53-54 89-51-48 270-07-32 1118.475 340.912 1118.472  
 89-52-08

END OF DAY

Pt 54 is a U.S.F.S. monument 4' long  
 with brass cap marking 1/4 corner  
 between sec. 17/20.

FS 55 320-50-06 140-50-19 320-50-04 140-50-19

BS 23 00-00-00 180-00-15 00-00-00 180-00-13

X @ 24 320-50-06 320-50-04 320-50-04 320-50-06

320-50-05 ✓

FS 56 191-25-51 11-26-07 191-25-55 11-26-09

BS 24 00-00-00 180-00-17 00-00-03 180-00-18

X @ 55 191-25-51 191-25-50 191-25-52 191-25-51

191-25-51 ✓

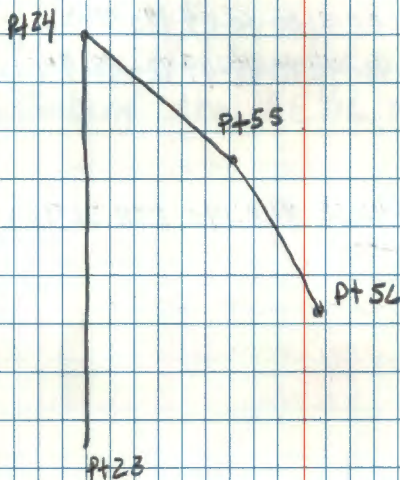
SS-24 89-30-14 270-29-13 89-30-29 537.750 163.907

537.730 ✓

SS-26 92-45-29 267-14-03 92-45-43 396.110 120.734

395.650 ✓

8/6/91 Krause, Main, Brama P.C., 70's



Pt 56 is U.S.F.S. monument with brass cap  
marking section corner 20, 21, 28, 29.

FS 57 92-48-53 272-49-03 92-48-53 272-49-06  
 BS 24 00-00-00 180-00-21 00-00-04 180-00-22  
 TAD 25 92-48-53 92-48-42 92-48-49 92-48-44 92-48-47

25-57 90-12-12 269-46-58 848.190 258.529 848.184

90-12-37

8/12/91 Krause & Brama P.C. Humid 90

pt 57 is a 1 1/4" diameter x 18" long iron pipe  
 marking the CE 1/16 of sec. 20

Establishment of  $\frac{1}{4}$  corner bet sec's 28/29

FS 58	194-40-50	14-41-02	194-40-43	14-41-03
BS 20	00-00-00	180-00-15	359-59-56	180-00-16
$\pi$ 21	194-40-50	194-40-47	194-40-47	194-40-47

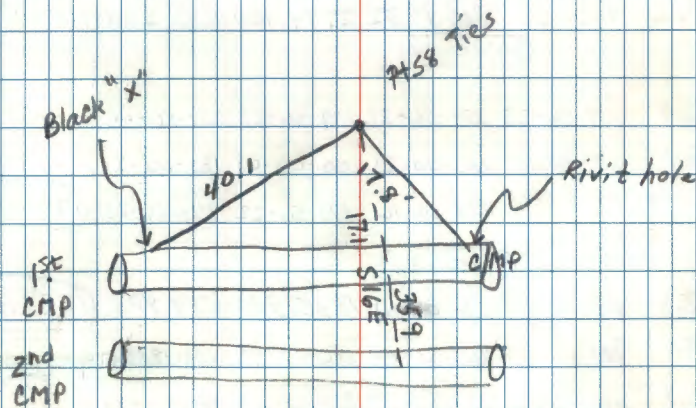
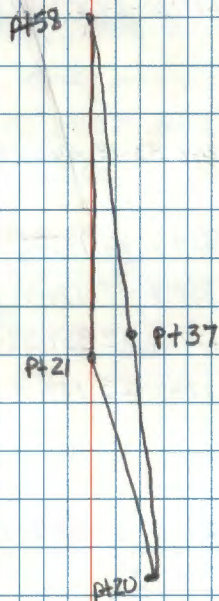
21-58	90-56-16	269-02-49	1413.725	430.903	1413.533
	90-56-44				

FS 37	359-43-23	179-43-43	359-43-26	179-43-48
BS 21	00-00-00	180-00-21	00-00-00	180-00-23
$\pi$ 58	359-43-23	359-43-22	359-43-26	359-43-25

58-37	89-05-26	270-54-01	1403.780	427.873	1403.605
	89-05-42				

FS-20	166-58-51	346-59-05	166-58-50	346-59-05
BS-58	00-00-00	180-00-18	00-00-00	180-00-17
$\pi$ 37	166-58-51	166-58-47	166-58-50	166-58-48

8/15/91 Krause &amp; Brama P.O. 80's

Pt 58 is G.O.D. spike marking  $\frac{1}{4}$  corner bet <sup>secs</sup> 28/29

Tying in Sec. Cor. 16, 17, 20, 21

FS 59	<sup>273-30-24</sup> <del>273-30-31</del>	<sup>273-30-10</sup> 93-30-37	<sup>273-30-18</sup> 273-30-18	<sup>93-30-27</sup> 93-30-32	
BS 25	00-00-00	180-00-13	<sup>359-59-54</sup> 00-00-00	<sup>180-00-04</sup> 180-00-07	
TD 26	<sup>273-30-24</sup> <del>30-34</del>	273-30-24	<sup>30-16</sup> 273-30-18	<sup>20-23</sup> 273-30-25	(273-30-23)

26-59	90-05-43	269-53-19	448.305	136.645 M	(448.304)
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SS 30	179-41-22	359-41-35	179-41-16	359-41-34	
FS 60	179-41-22	359-41-35	179-41-16	359-41-34	
BS 26	00-00-00	180-00-12	359-59-58	180-00-10	
TD 59	179-41-22	179-41-23	179-41-18	179-41-24	(179-41-22)

59-30	90-04-15	269-54-54	5548.190	1691.094 M	5548.185
	(90-04-41)				

59-60	90-11-40	269-47-32	2774.100	845.550 M	(2774.08)
	(90-12-04)				

FS 29	179-56-25	359-56-37	179-56-23	359-56-44	
BS 59	00-00-00	180-00-21	00-00-01	180-00-21	
TD 60	179-56-25	179-56-16	179-56-22	179-56-23	(179-56-22)
	(59-50-58)				

60-29	89-50-37	270-08-41	1835.330	559.408	(1835.324)
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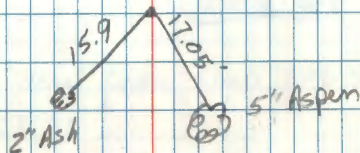
FS 30	180-10-43	000-11-04	180-10-45	000-11-01	
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BS 60	00-00-00	180-00-13	359-59-55	180-00-13	
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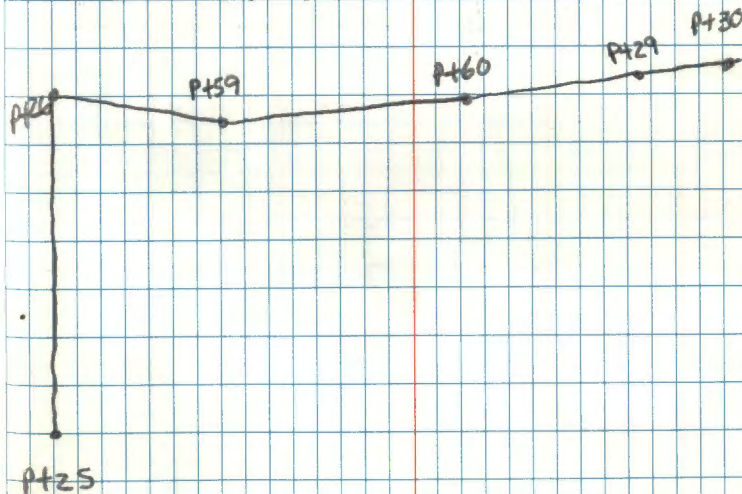
TD 29	180-10-43	180-10-51	180-10-50	180-10-48	(180-10-48)
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8/15/91

pt 59 is a 60D spike marking S.C. 16, 17, 20, 21  
 section corner position was determine by  $\frac{1}{4}$   
 of old road east, old fence line going west  
 and old fence line going south intersection.  
 A 10" long piece of post was found by digging at  
 pt 60 is a 60D spike marking  $\frac{1}{4}$  bet 16/21



NOTE: Heat waves bad over-all. Pt 60 set-up  
 and pt 29 the worst.





31

Establishment of 5/16 but sec's 28/29

FS 62	146-11-20	326-11-37	146-11-22	326-11-37
BS 20	00-00-00	180-00-19	00-00-02	180-00-20
X @ 21	146-11-20	146-11-18	146-11-20	146-11-17 (146-11-19)

FS 63	119-29- <del>39</del> <sup>30</sup>	299-29-52	119-29-23	299-29-44
BS 21	00-00-00	180-00-14	359-59-50	180-00-12
X @ 62	119-29-30	119-29-38	119-29-33	119-29-32 (119-29-33)

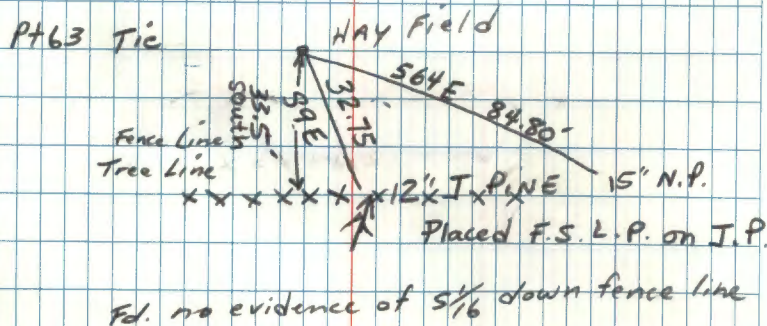
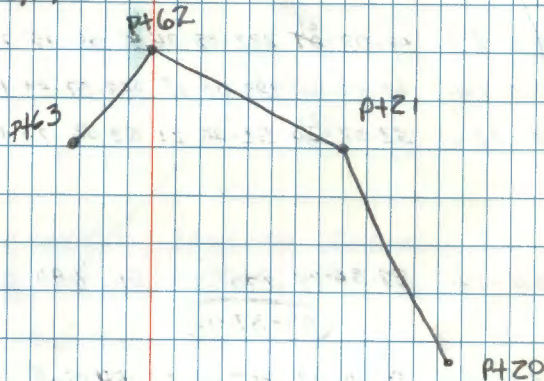
62-21	89-52-43	<del>269</del> <sup>270-06-22</sup>	244.595	74.552	244.594
	(89-53-11)				

62-63	90-12-20	269-46-10	133.47	40.681	133.469
	(90-13-05)				

31

8/21/91 Krause &amp; BRAMA P.C. -80° WINDY, NW

pt 62 is 600 spike in hay field

pt 63 is 600 spike marking 5/16 position  
but sec's 28/29



## Tying in Geodetic Station Iowa

	186-19-34	06-19-53	186-19-42	06-20-03
FS 64	186-19-34	06-19-53	<del>186-19-46</del>	<del>06-20-06</del>
BS 15	00-00-00	180-00-24	00-00-12	180-00-31
			<del>00-00-04</del>	<del>180-00-25</del>
TD 16	186-19-34	186-19-29	186-19-30	186-19-32
			<del>18-58</del>	<del>18-44</del>
				(186-19-31)

FS 65	52-08- <del>07</del> <sup>21</sup>	232-08-36	52-08-13	232-08-35
BS 16	00-00-00	180-00-15	359-59-53	180-00-13
TD 64	52-08- <del>07</del> <sup>21</sup>	52-08-21	52-08-20	52-08-22
				(52-08-21)

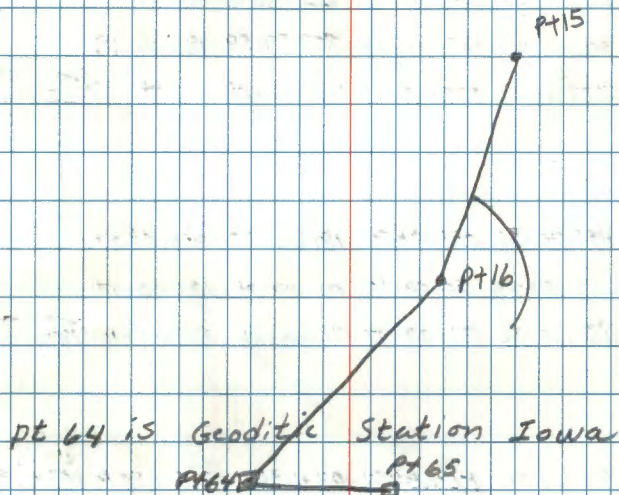
64-16	89-36-44	270-22-40	816.690	248.926	816.672
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(89-37-02)

64-65	92-14-13	267-44-47	54.565	16.630	54.523
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(92-14-43)

8/22/91 Krause &amp; Brama



Pt 64 is Geodetic Station Iowa

Pt 65 is reference mark 1

Placed 8" steel sign 3.3' east of station Iowa

Tying in CNX6 + Sic 20

FS 66 222-48-08 42-48-29 222-48-09 42-48-30

BS 25 00-00-00 180-00-18 359-59-59 180-00-19

X a) 57 222-48-08 222-48-11 222-48-09 222-48-11 (222-48-10)

FS 67 181-00-36 01-00-56 181-00-37 01-00-57

BS 57 00-00-00 180-00-19 00-00-01 180-00-17

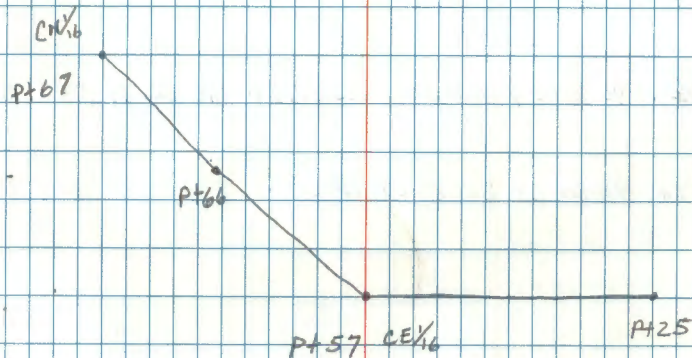
X a) 66 181-00-36 181-00-37 181-00-36 181-00-40 (181-00-37)

66-57 89-47-50 270-11-37 1034.305 315.258M 1034.299

66-67 90-52-43 269-06-35 930.155 283.512

9/11/91 Krause + BRAMA

Cloudy 50's



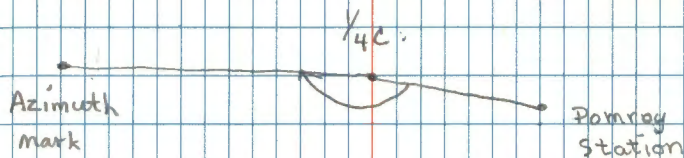
Tying in  $\frac{1}{4}$  corner bet sec's 8/17  
to Pomroy Geodetic Station & Azimuth.

FS Azm	175-41-39	355-41-54	175-41-33	355-41-54
BS Pomroy	00-00-00	180-00-16	359-59-53	180-00-16
$\pi$ at $\frac{1}{4}$	175-41-39	175-41-38	175-41-40	175-41-38 <u>175-41-39</u>

$\frac{1}{4}$  to Pomroy 90-30-27 269-28-56 558.750 170.308 M 558.728

$\frac{1}{4}$  to Azm. 90-30-28 269-29-07 1306.060 398.088 M 1306.008

9/11/91 Krause & Brama



Latitude  $47^{\circ}49'02.58''$

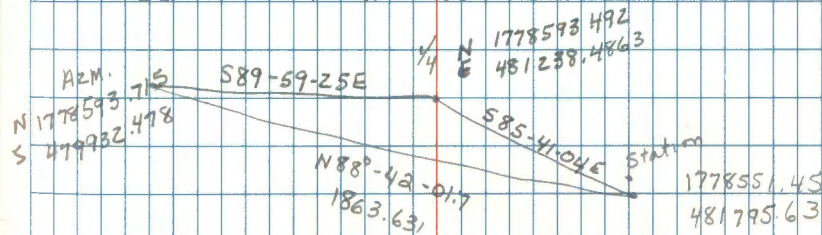
Longitude  $94^{\circ}00'05.005''$

N Coord. 1778551.45

E Coord. 481795.63

From station to azimuth the bearing is

$N88^{\circ}42'01.7''W$  & 1863.631'



END OF  
BOOK