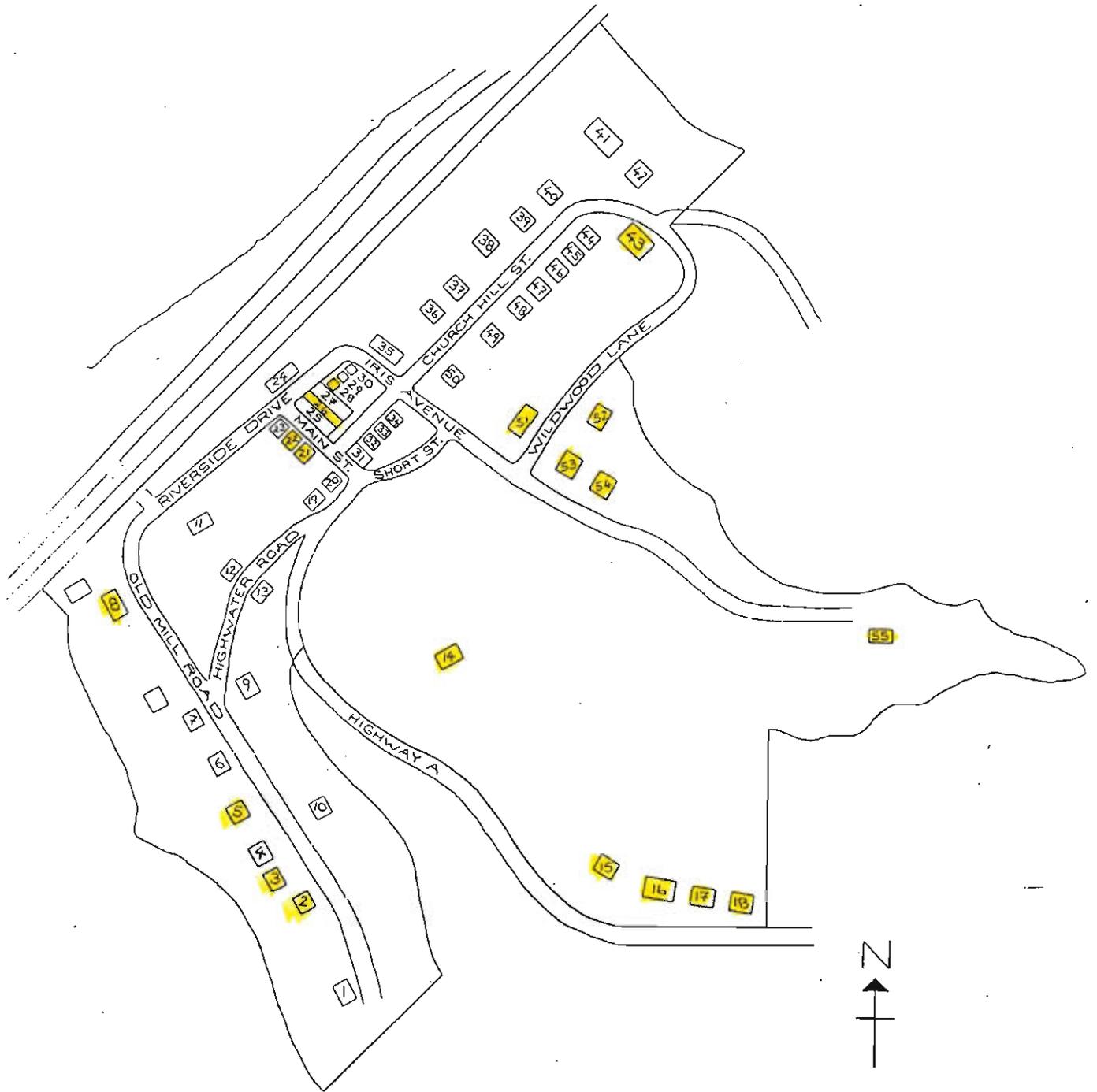


## **VERBAL BOUNDARY DESCRIPTION**

Starting at point A, where the western edge of Wildwood Lane intersects the 600 ft. contour line, proceed southeastwardly and then southwestwardly along the 600 ft. contour. Proceed directly south at Point B to intersect Highway A at the western edge of the residential lot of building #18 (point C). Continue westward along the north edge of Highway A until the 580 ft. contour is intersected (point D). The boundary follows the 580 ft. contour southeastwardly until point E. Proceed southwest from Point E along the western edge of the residential lot of building #1 until the 580 ft. contour is again reached (point F) and continue northwestward along the contour. Continue in a line, perpendicular to the railroad, from the most northerly point on the 580 ft. contour until point G on the east edge of the Missouri Pacific railroad is reached. Proceed northeastwardly along the southern edge of the railroad tracks until point H. Proceed upslope, perpendicular to the railroad, until the boundary intersects the westernmost point of the 700 ft. contour (point I). Continue along the 700 ft. contour until point J where the boundary turns southwestward to intersect the junction formed by the southern margin of the light-duty road and the western edge of Wildwood Lane on the U.S.G.S. map (point K). Proceed along the western margin of Wildwood Lane until point A is reached.

## **BOUNDARY JUSTIFICATION**

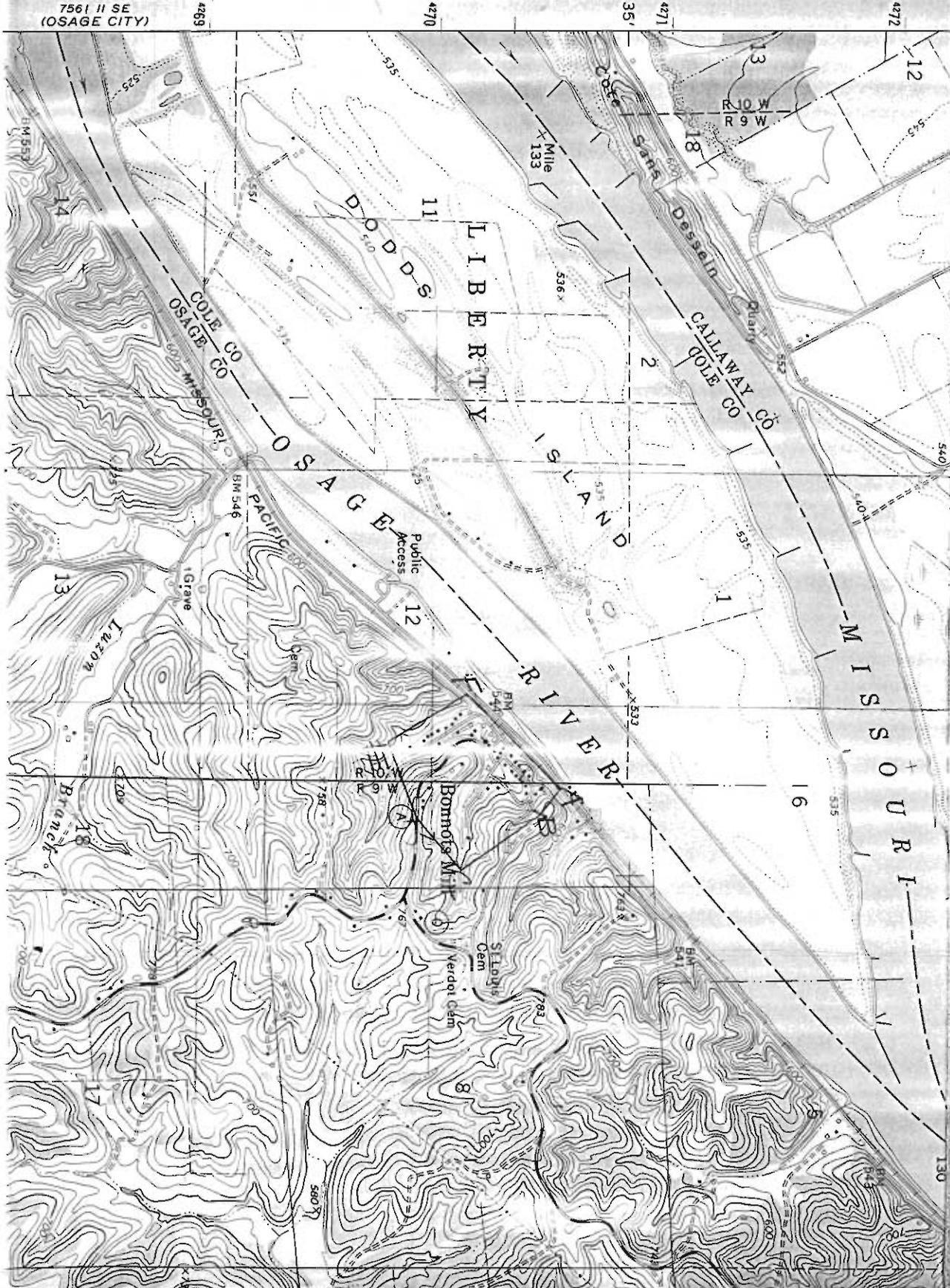
Physical features, the settlement pattern, and man-made features were all considered in the identification of recommended Historic District boundaries. The boundary includes the significant concentration of buildings which relate to the proposed Historic District's significance and retain historic integrity. Various contour lines are utilized on several different portions of the boundary where they were appropriately encircled the historic resources. While the development of the Bonnots Mill community owes much to river transportation and commerce, the land to the north and west of the Missouri Pacific railroad tracks to the Osage River has been excluded due to modern, albeit temporary, construction. The eastern margin of the Missouri Pacific railroad, excluding the tracks themselves, was adopted as a Historic District boundary as rail transportation had a significant impact on the community during and after the period of river commerce; the track edge makes for a logical boundary. Man-made features, such as road margins and residential lot boundaries, were utilized as Historic District boundaries when no natural boundary could be employed.



# BONNOTS MILL HISTORIC DISTRICT

## BONNOTS MILL, OSAGE COUNTY, MISSOURI

A: 590360E 4270550N      B: 590470E 4270460N  
C: 590710E 4270130N      D: 590490E 4269950N  
E: 590160E 4269820N      F: 589960E 4270150N



MISSOURI  
NATURAL RESOURCES  
STATE GEOLOGIST

LOOSE CREEK QUADRANGLE  
MISSOURI  
7.5 MINUTE SERIES (TOPOGRAPHIC)

766 III NE  
(MOKANE EAST)

III NW  
E WEST) '93 '94 55' '95 670 000 FEET '96 '97 91° 52' 30" 38° 37' 30"



T 45 N  
T 44 N  
1 010 000  
FEET

