

Road 54

FB 693

Revised

P.T. 169+56 <sup>67</sup>	<del>20°29'10"</del> 20°29'10"	Hubs Set
50	18°27' 19°39'	
129	12°09' 13°24'	
+50	15°59' 7°09'	
P.S. 128+00	54° 0°54'	Hubs Set
P.C. 127+92 <sup>35</sup>		

P.T. 125+90.2	20°39'50" R <sub>40.60'</sub>	Hubs Set
+75	18°01' 75.60'	
+50	13°40' 50.48'	
+25	9°18' 25.43'	
125+00	4°57' 28.9'	
P.C. 124+71 <sup>6</sup>		

July 16 50

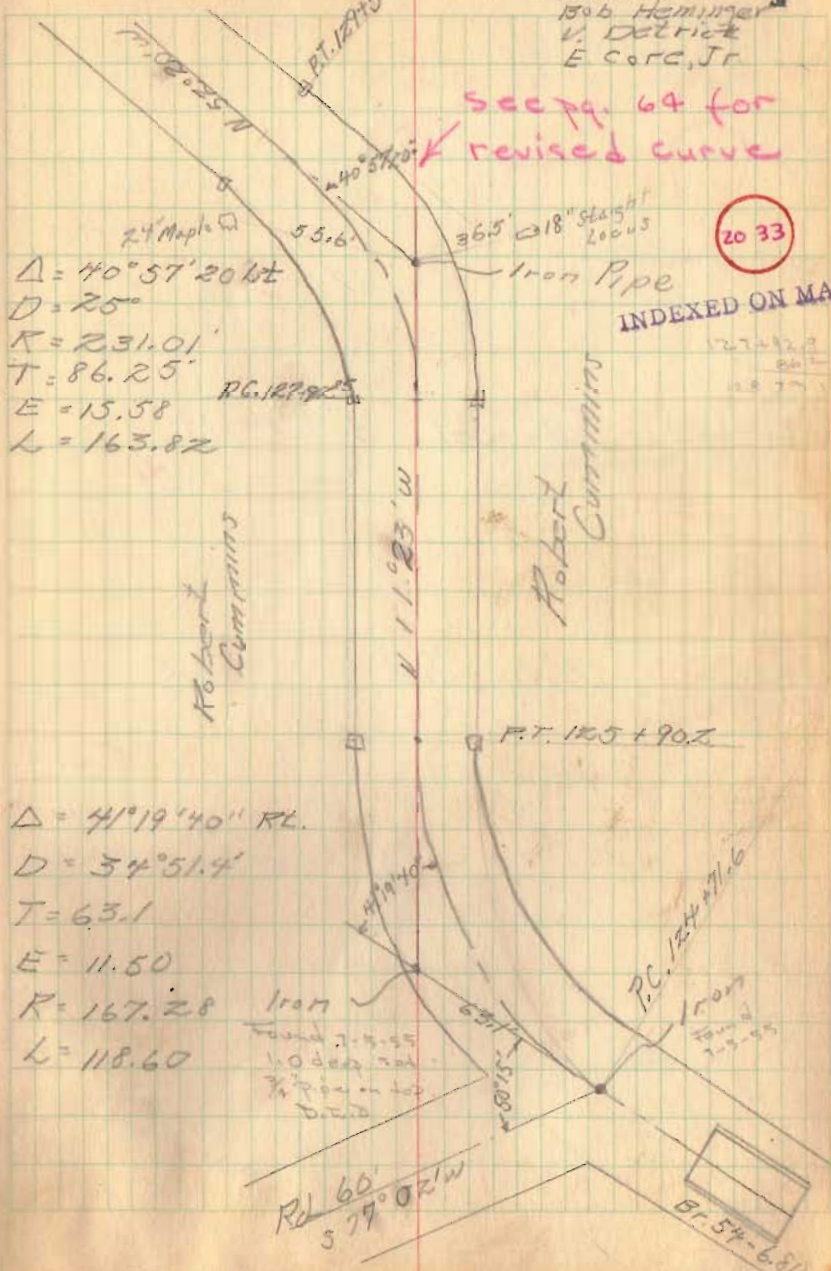
O. Shirk  
 D. Doddsom  
 D. South  
 Bob Heminger  
 V. Detrick  
 E. Corc, Jr

1

see pg. 64 for revised curve

20 33

INDEXED ON MAP



24 Maple St  
 $\Delta = 40^{\circ} 57' 20''$   
 $D = 25'$   
 $R = 231.01'$   
 $T = 86.25'$   
 $E = 15.58$   
 $L = 163.82$

$\Delta = 41^{\circ} 19' 40''$  RL  
 $D = 34^{\circ} 51.4'$   
 $T = 63.1$   
 $E = 11.50$   
 $R = 167.28$   
 $L = 118.60$



FB 693

Road 54

July 13, 50

O. Shirk  
 D. Dodson 2  
 V. Ditrick  
 Ch. D. South  
 B. Henzinger  
 E. Core, Jr.

2033

INDEXED ON MAP

P.I. 139+725 Hubs Set 30' Rt+Lt

Iron Sta 139+725  
 Angle 0°13' Rt.  
 9.5  
 12'

135+60 Hubs Set 30' Rt+Lt

9.4 11.7

131+62 18' Drive

N 82°20' W (Cal)  
 N 57°30' W (Mag)

12.5  
 129+67 R 12' Drive

18'

FB 693

Road 54

3

155700

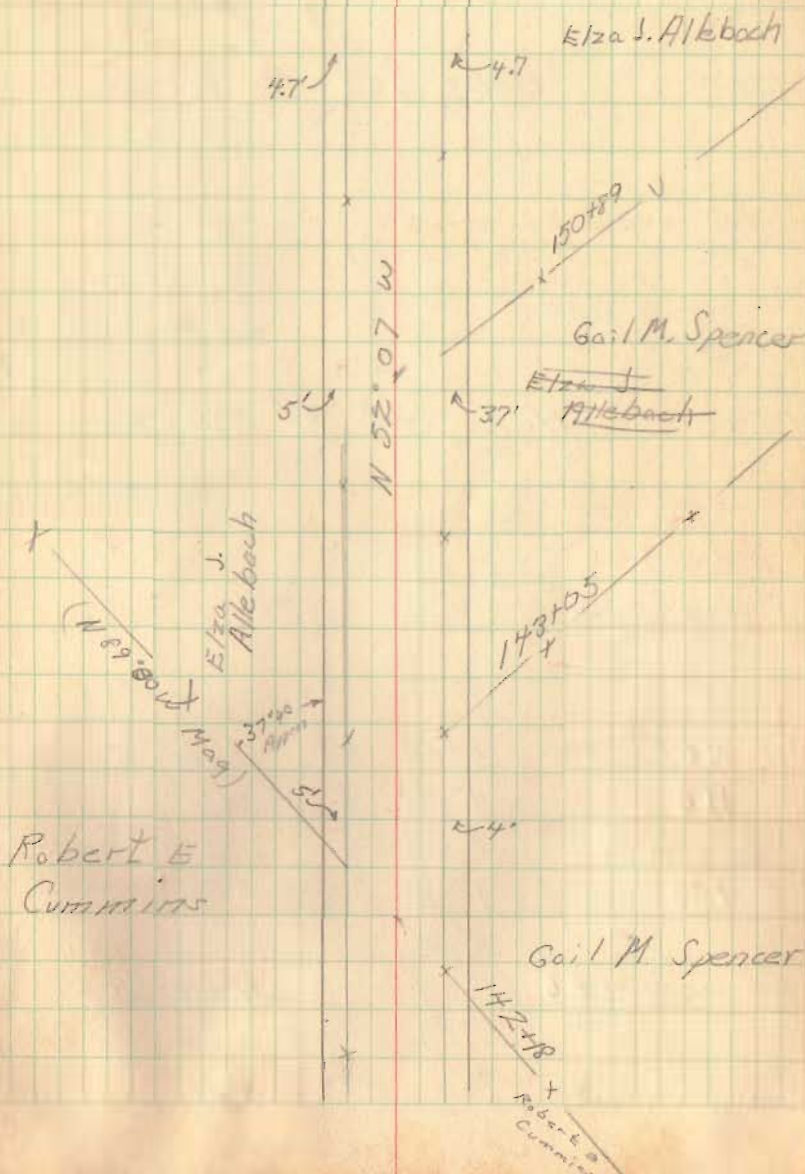
Hub Set 30' RL + LT.

150700

Hubs Set 30' LT + RT

145700

Hubs Set 30' RL + LT



FB 693

Road 54

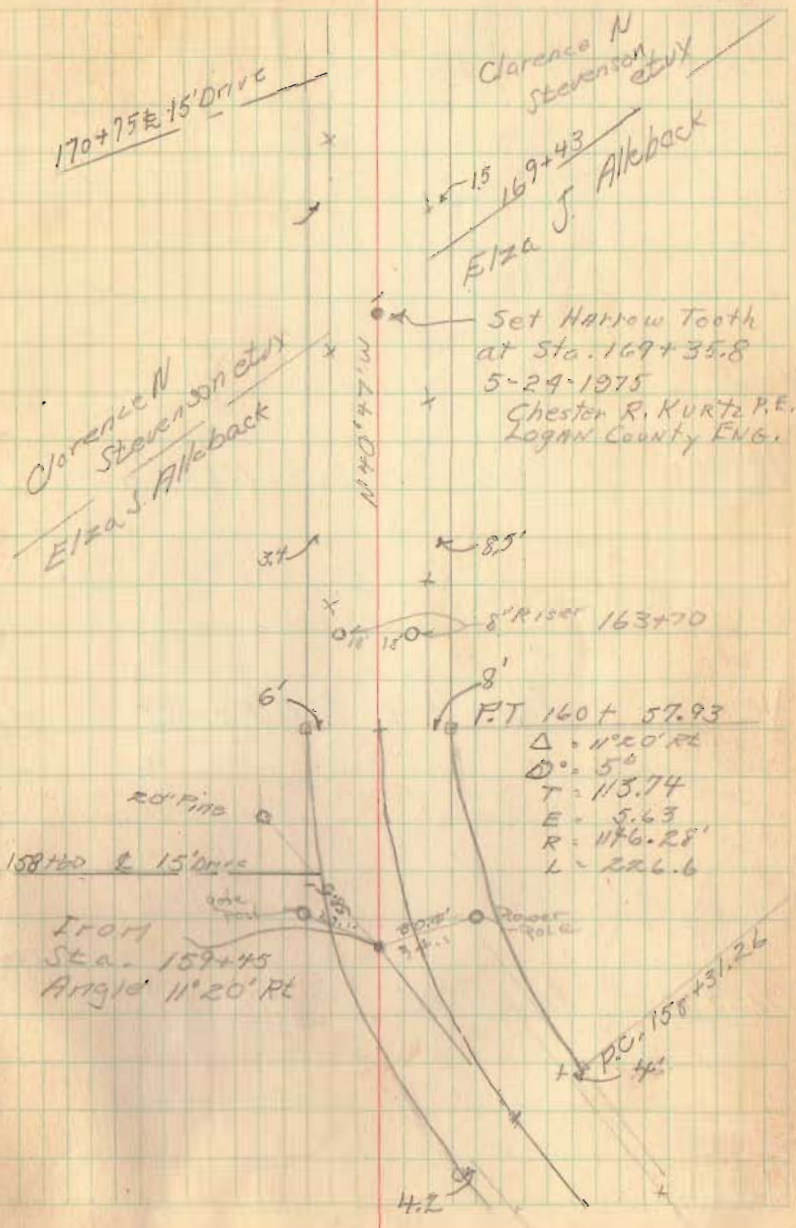
170+00

Hubs Set 30' RT+LT

165+00

Hubs Set 30' RT+LT

P.T. 160+52.93	5° 40'	RT.	Hubs Set
160	4° 13'		
+50	2° 58'		
159	1° 43'		
+50	0° 28'		
P.C. 158+31.26			Hubs Set



FB 693

Road #54

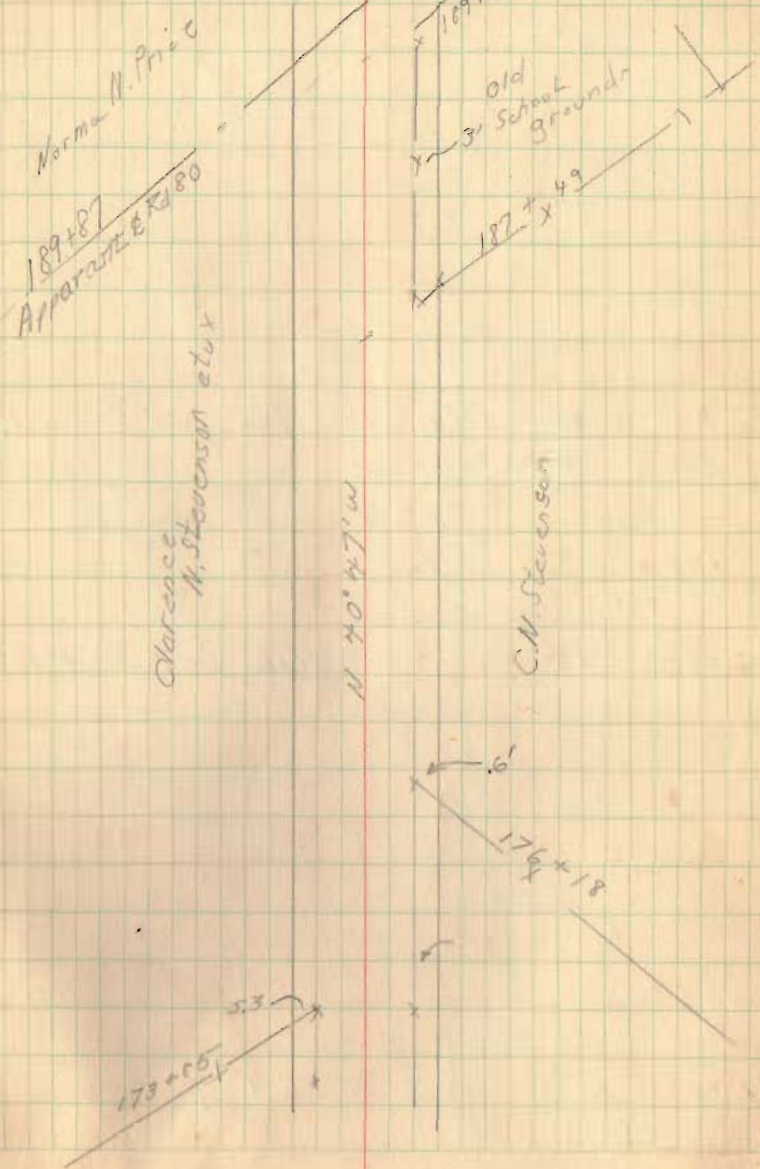
185+00 Hubs Set 30' RL+LT

180+00 Hubs Set 30' RL+LT

175+00 Hubs Set 30' RL+LT

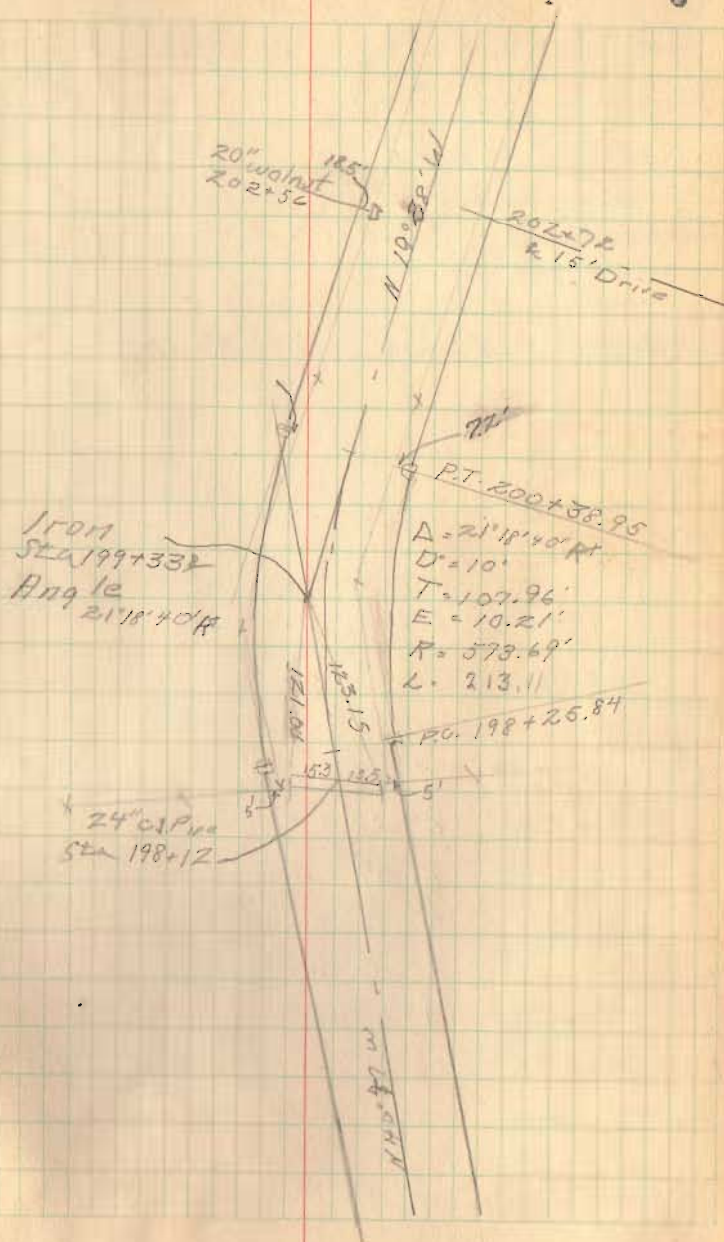
July 13, 50 - Same Crew

5



PT 200+38.95	10'39" 20"	Hubs Set 30' RT+LT.
200	8'42" 40"	
+50	6'12" 40"	
199	3'42" 40"	
+50	1'12" 40"	
PC 198+25.84		Hubs Set 30' RT+LT

191+00 Hubs Set 30' RT + LT



FB 693

Road 54

211700 Hubs Set 30' RT+LT.

PT. 206+72.55	6° 57' 50" RT	Hubs Set 30' RT+LT
+50	6° 24' 30"	
206	5° 09' 30"	
+50	3° 54' 30"	
205	2° 57' 30"	
204+50	1° 24' 30"	
P.C. 203+93.65		Hubs Set 30' RT+LT

Theodore A. Wright  
Harry P. Barnes

Theodore A. Wright.  
Iron Fence Post  
Set on Route 274  
RR. 5 Sta. 212+05.25  
Angle 10° 58' 50" PL.

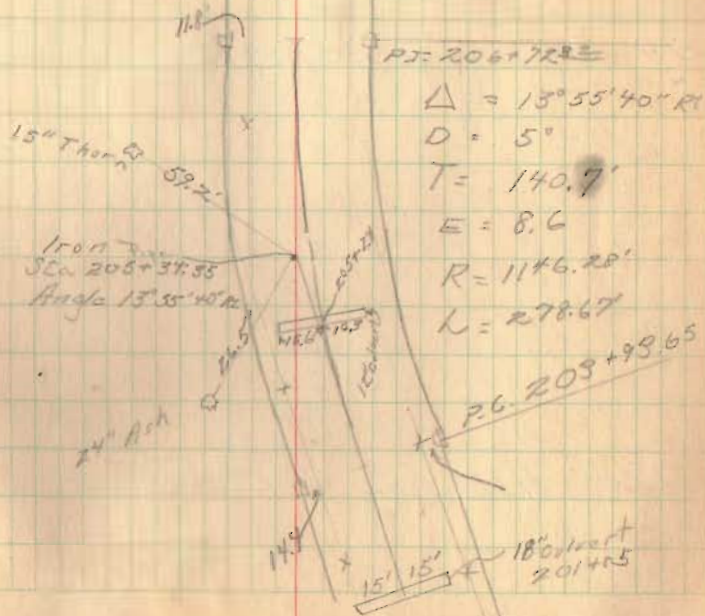
Norma N  
Price

14" concrete  
Culverts

211+81

7.6

Clarence N  
Stausson  
Norma N Price



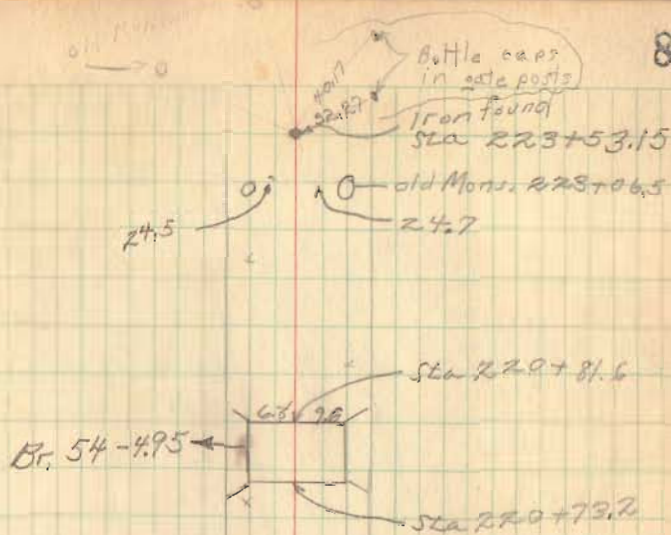
FB 693

Road 54

ok  
220+00 Hbr Set 30' Rt + Lt.

215+00 Hbr Set 30' Rt + Lt

8



Theodore A Wright

Theodore A Wright

N 33° 33' W



FB 693

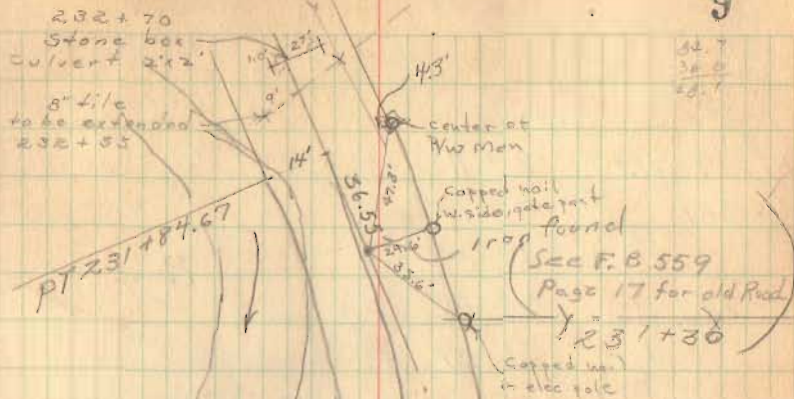
Rd 54

See pg 70 for  
relocation Mississippi

PT 231+84.67	6° 41'	10" Lt. Hub Set 30 FT	
50	6 20	20	
231	✓ 5 50	20	
50	✓ 5 20	20	✓
230	✓ 4 50	20	✓
50	✓ 4 20	20	✓
229	✓ 3 50	20	✓
50.35	3 20	40	✓
228	2 50	20	✓
50	2 20	20	✓
227	1 50	20	
50	1 20	20	
226	0 50	20	
50	0 20	20	
PC 225+16.04		Man. Set	

July 14, 50

9



$$\Delta = 13^{\circ} 22' 20'' \text{ LT.}$$

$$D = 2-00'$$

$$T = 335.84$$

$$R = 2864.93$$

$$E = 19.61'$$

$$L = 668.63$$

Set 2" Pipe  
(3-8-54 D. & D.  
1105 found 7-7-50)  
PI Sta. 228+57.80  
Angle 13° 22' 20" LT

4 227+50

PC 225+16.04

PT 231+84.67

FB 693

Rd 54

PT 251 + 38.1	8° 11' 40"	Hubs Set
251	7° 14' 30"	
+50	5° 59' 30"	✓
250	4° 44' 30"	✓
+50	3° 29' 30"	✓
249	2° 14' 30"	✓
+50	0° 59' 30"	✓
P.C. 248 + 10.3		Hubs Set 30' RT + LT

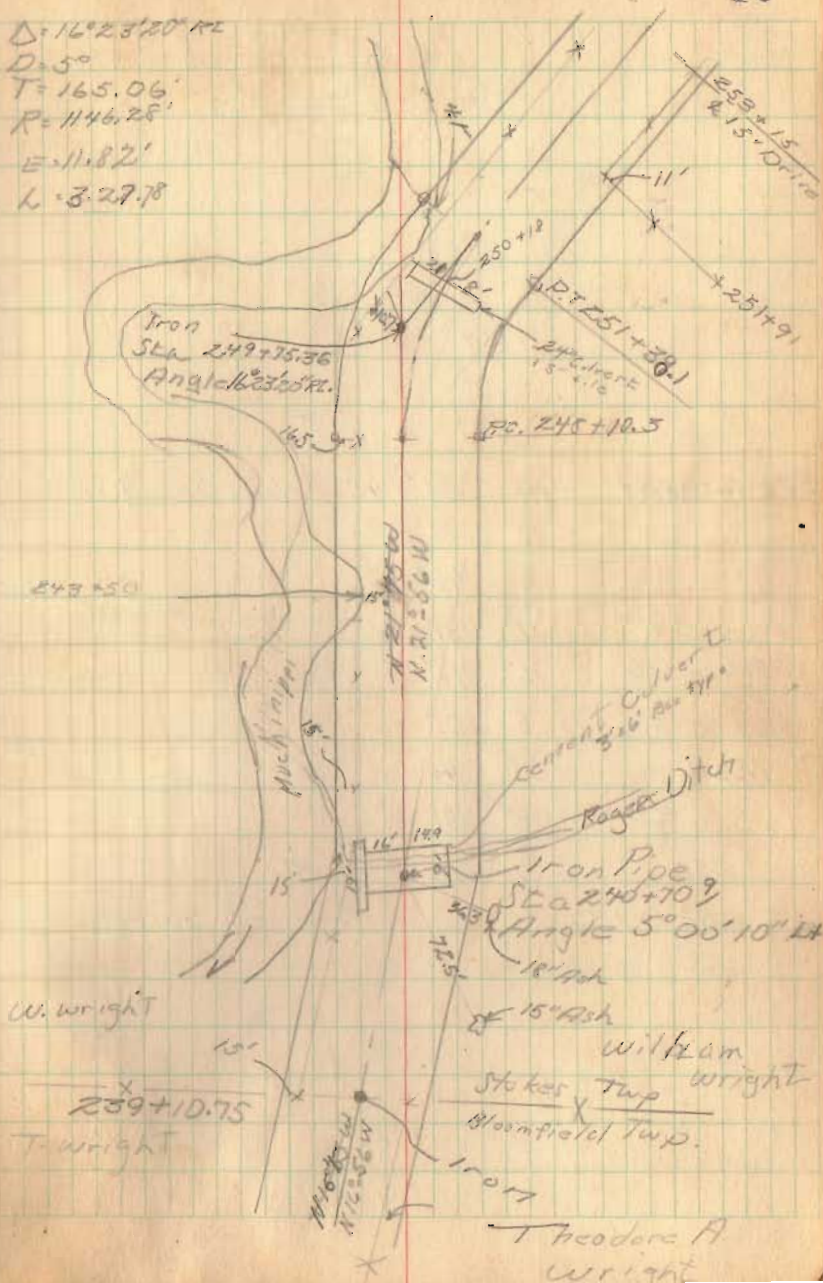
242102 Hubs Set 30' RT + Lt.

236100 Hubs Set 30' LT + RL

July 15, 50

10

$\Delta = 16^{\circ} 23' 20''$  RL  
 $D = 50'$   
 $T = 165.06'$   
 $R = 1146.28'$   
 $E = 11.82'$   
 $L = 3.2778$



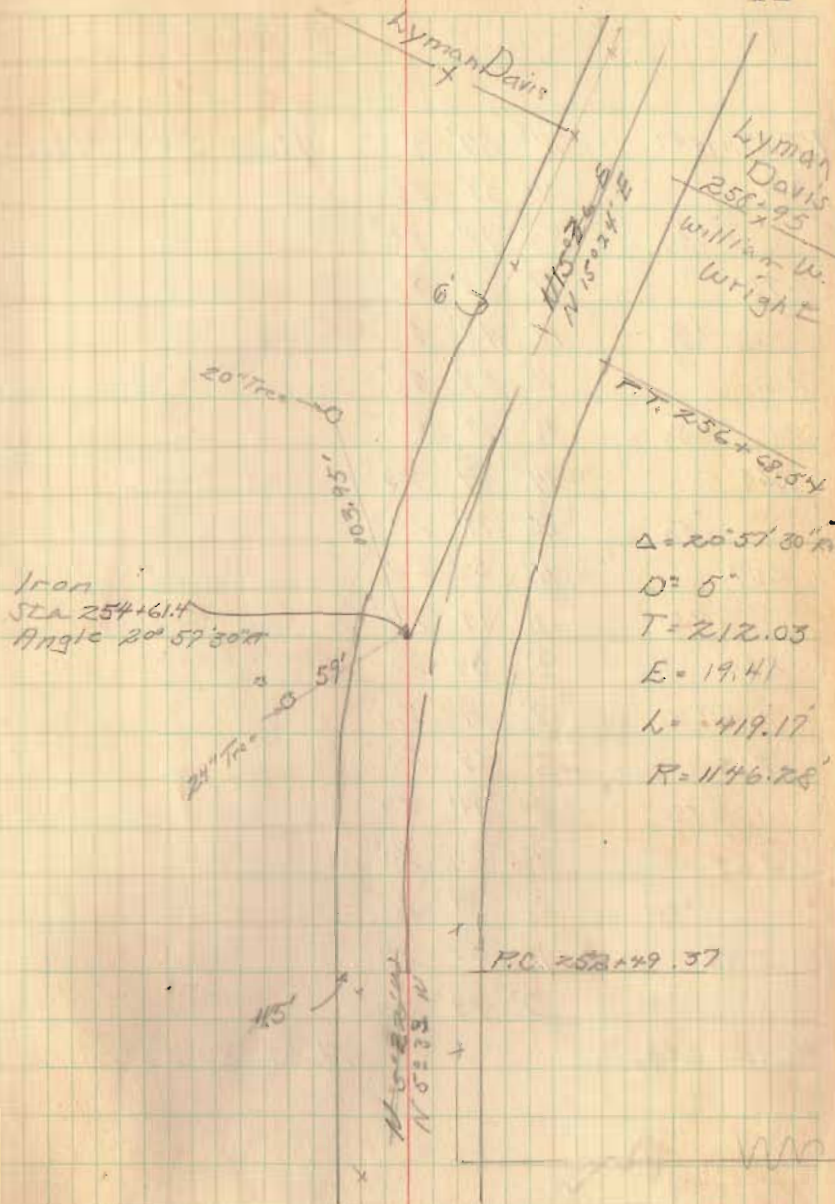
FB 693

Rd 54

252+49.4  
25147.81  
1+11.0

PT 256+68.54	10° 28' 45"	Hubs Set 30' RT+LT	
PT 255+150.57	10° 01'		
255	8° 46'		✓
250	7° 31'		✓
255	6° 16'		✓
250	5° 01'		✓
254	3° 46'		✓
250	2° 31'		✓
253	1° 16'	RT.	✓
PC 252+49.37		Hubs Set 30' RT+LT	

11



FB 693

R& 54

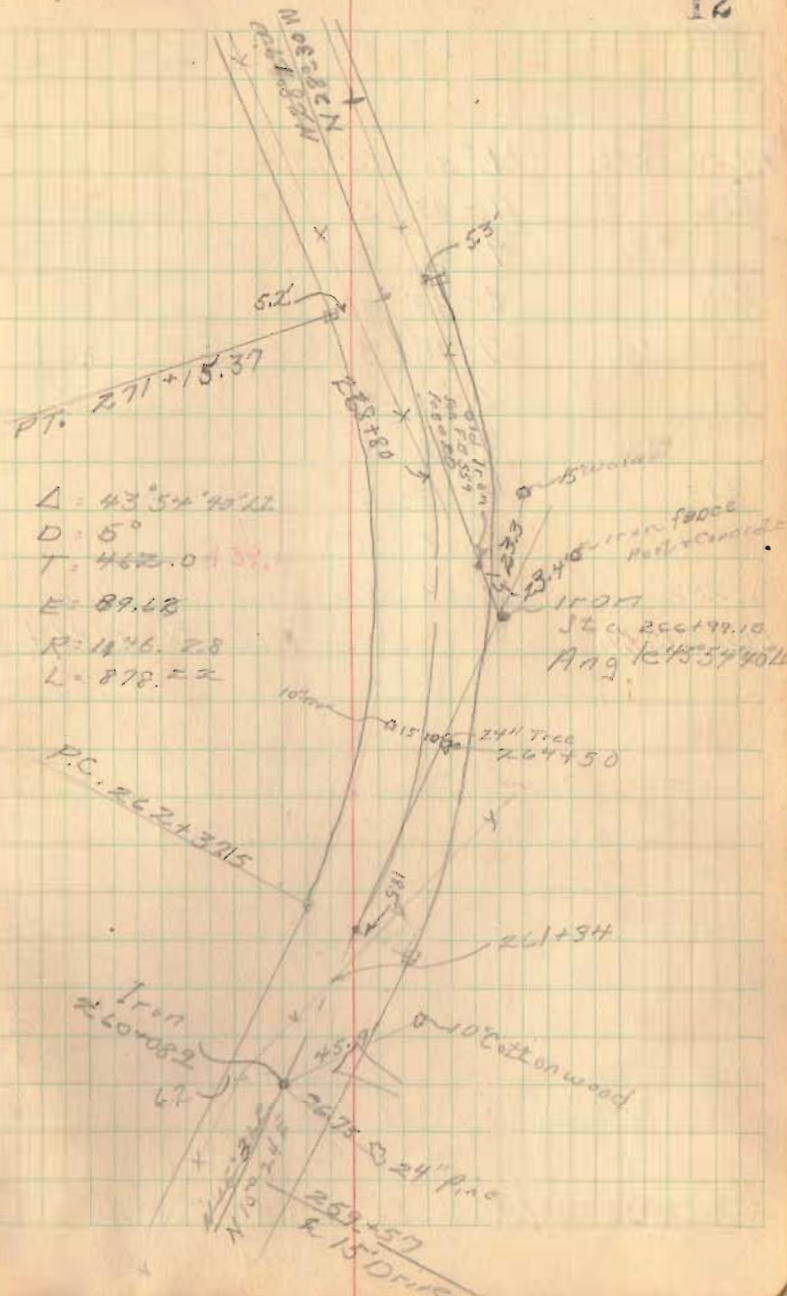
PT. 271+15 <sup>37</sup>	21° 57' 20"	Hubs 30' RT+LT.
271	21° 34' 20"	
+50	20° 19' 20"	
270	19° 04' 20"	
+50	19° 49' 20"	
269	16° 34' 20"	
268	15° 19' 20"	
+50	14° 04' 20"	
267	12° 49' 20"	
+50	11° 34' 20"	
266	10° 19' 20"	
+50	9° 04' 20"	
265	7° 49' 20"	
+50	6° 34' 20"	
264	5° 19' 20"	
+50	4° 04' 20"	
263	2° 49' 20"	
+50	1° 34' 20"	
P.C. 262+37 <sup>15</sup>	0° 19' 20"	Hubs 30' RT+LT

262+37.15  
262+08.90  
28.25

271+15.37  
262+37.15  
34.22

July, 1950

12



P.T. 286+36.35	11° 58' 20" Lt.	Hubs Set
286	11-03-50	✓
+50	9-48-50	✓
285	8-33-50	✓
+50	7-18-50	✓
284	6-03-50	
+50	4-48-50	
283	3-33-50	✓
+50	2° 18' 50"	✓
282	1° 03' 50"	✓

P.C. 281+57.46 Hubs 30' Rt + Lt

276+00 Hub Set 30' Rt + Lt

Set 6" Pipe

2-10-52

P.T. 286+36.35

$\Delta = 23^{\circ} 56' 40''$  Lt

$D = 5'$

$R = 1146.28'$

$T = 243.07'$

$E = 25.79'$

$L = 478.69'$

P.C. 281+57.46

279+48  
8" Culvert

From (See FB 559 p. 21)  
Sta 281+70.3

Nelson E. Fox

Nelson E. Fox

Lyman

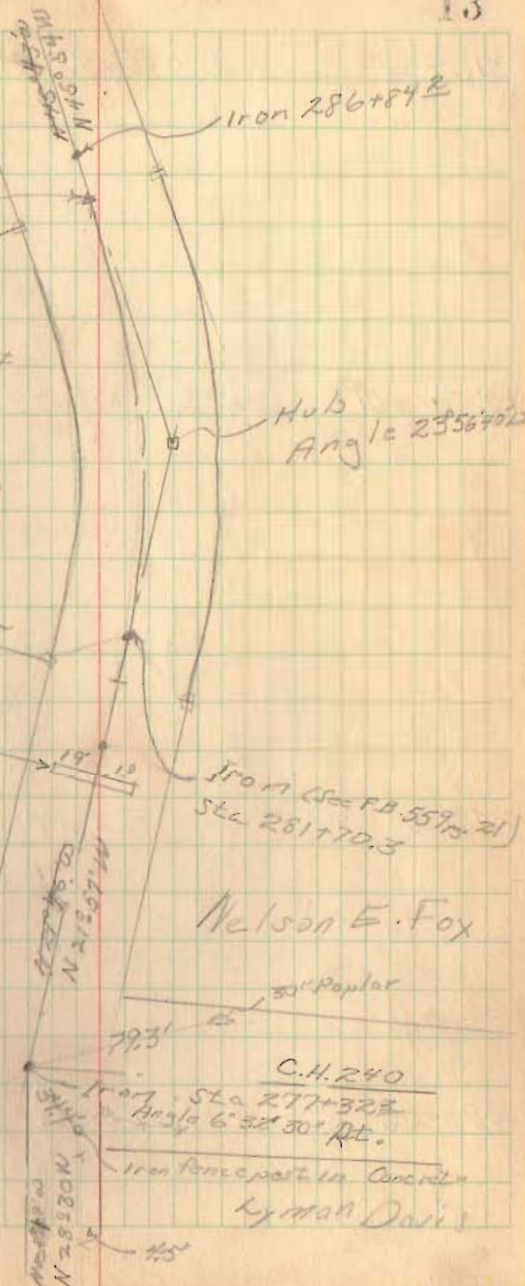
D=11'

C.H. 240

Iron Sta 277+32.3  
Angle 6° 32' 30" Rt.

Iron form post in concrete

Lyman Davis



FB 693

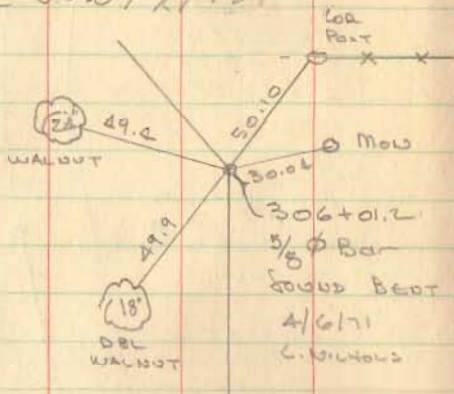
Rd 54

3107.00

Hub Set 30' RT + LT.

P.I. 306+01.2

Hub Set 30.04' RT + LT

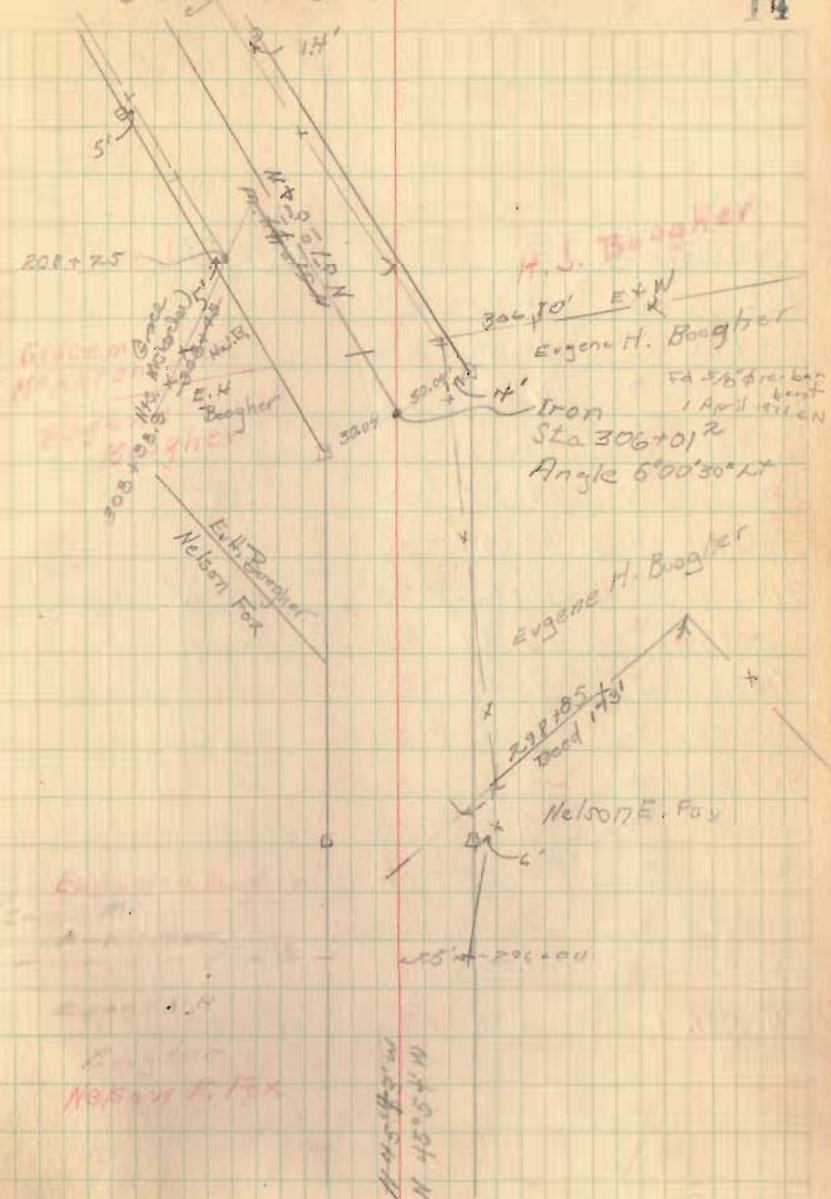


299+00 Hub Set 30' RT + LT

293+00 Hub Set 30' RT + LT

July 20, 50

14



Nelson E. Fox

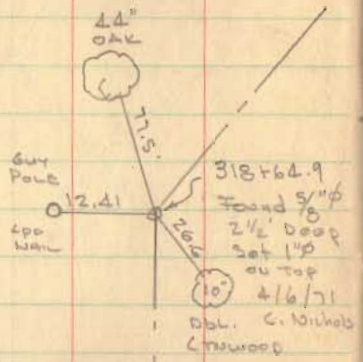
N 45° 43' W  
N 45° 0' W

P.T. 322+26.19

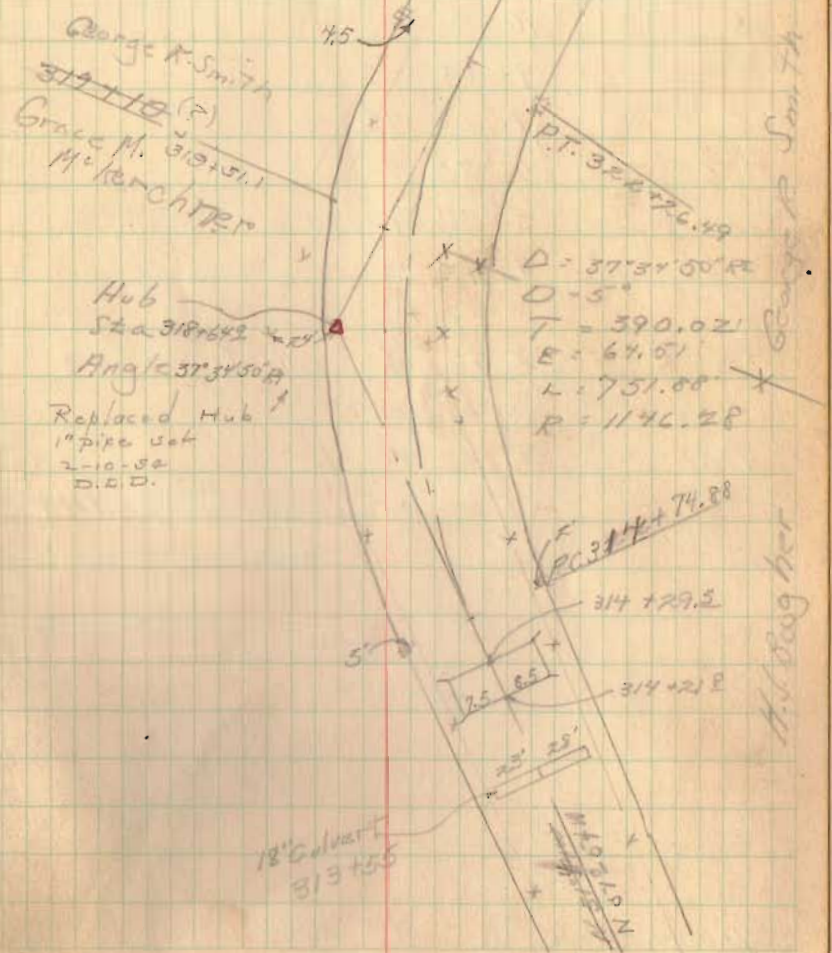
322	18-47-25
+ 50	18-07-50
321	16-52-56
+ 50	15-37-50
320	14-22-50
+ 50	13-07-50
319	11-52-50
+ 50	10-37-50
318	9-22-50
+ 50	8-07-50
317	6-52-50
+ 50	5-37-50
316	4-22-50
+ 50	3-07-50
315	1-52-50

PC 314+74.88

Hubs Set



1948  
1957

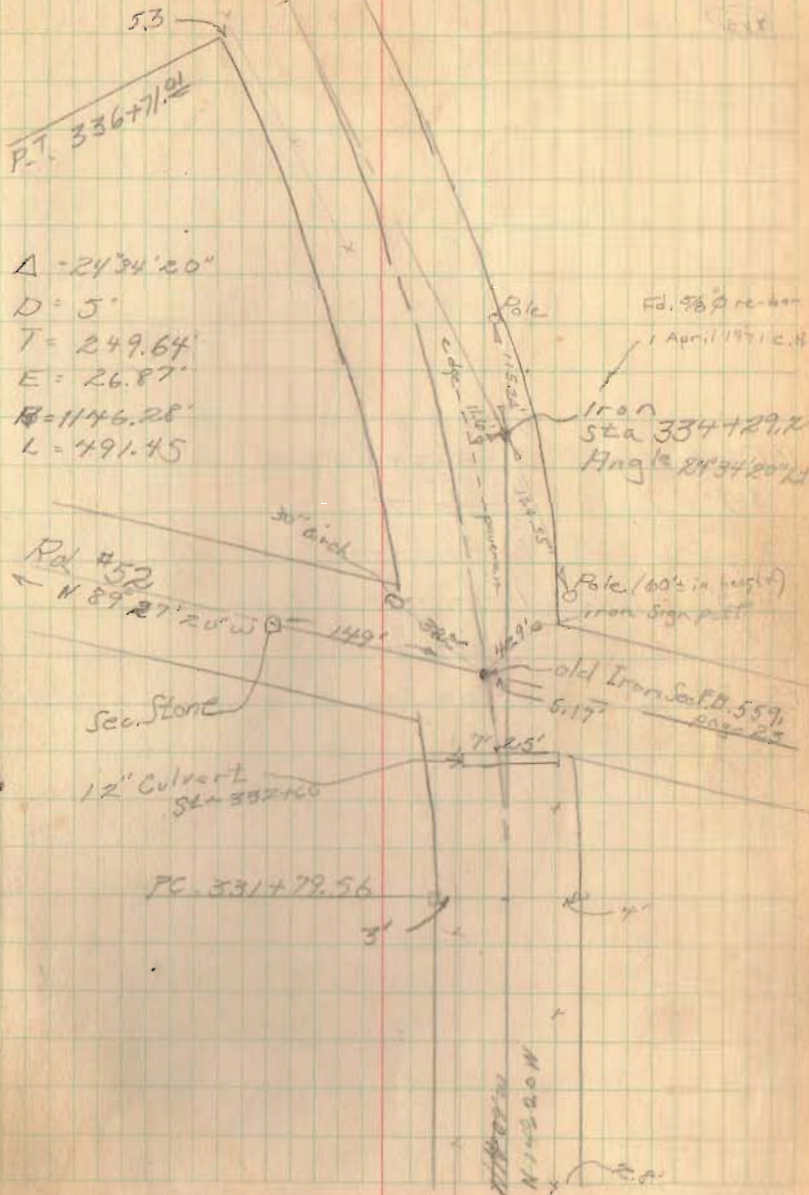


George K. Smith  
Hub Bag her

PT 336+71.01	18° 17' 10" Lt	Hubs Set 30' Rt+Lt
50	11 45 40	
336	10 30 40	
50	9 15 40	
335	8 00 40	
30	6 45 40	
334	5 30 40	
50	4 15 40	
333	3 00 40	
+89 <sup>2</sup>	2 45 13	old Iron on E
+50	1-45-40	
332	0-30 40	
PC 331+79.56	0° 00' 00"	Hubs Set 30' Rt+Lt

332-00.  
77.  
20.4

327+00 Hub Set 30' Rt+Lt.

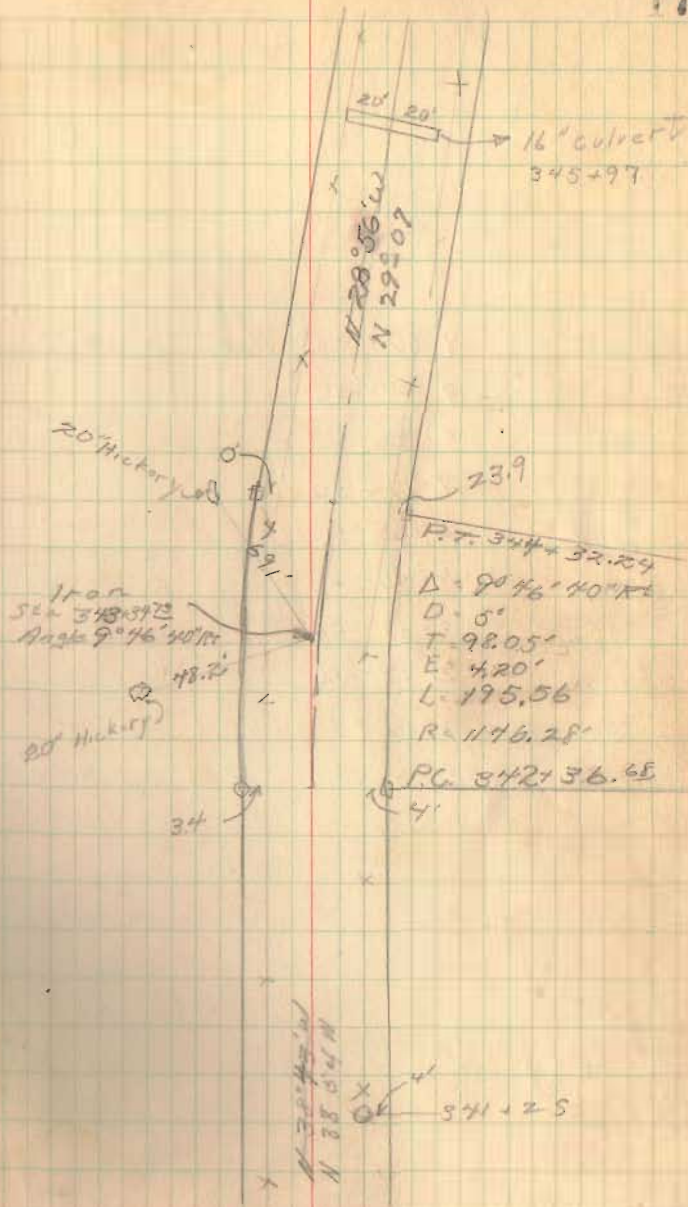




~~P.T. 344+32.24~~  
~~344~~  
 +56  
~~343~~  
 +50  
 P.C. 342+36.65

90° 53' 20"  
~~5-06-40~~ Rt. Hub. Sec 30' Rt+Lt  
~~4-05-00~~  
~~1-11-40~~  
~~2-50-00~~  
~~2-56-40~~  
~~1-35-00~~  
~~0-20-00~~  
~~0-25-40~~  
 0-00-00 Hub. Sec 30' Rt+Lt

50.0  
 36.7  
 13.3



FB 693

Rel 54

P.T. 355+06.73	9-57° 55'	Huber Set 30' RT+LT
355	9-47-50	
+50	8-32-50	
354	7-17-50	
+50	This was changed to a	
353	4-47-50	
+50	3-37-50	See page 65
352	2-17-50	for change
+50	1-02-50	
P.C. 351+08.14	0-00-00	Huber Set 30' RT+LT

July 24, 50

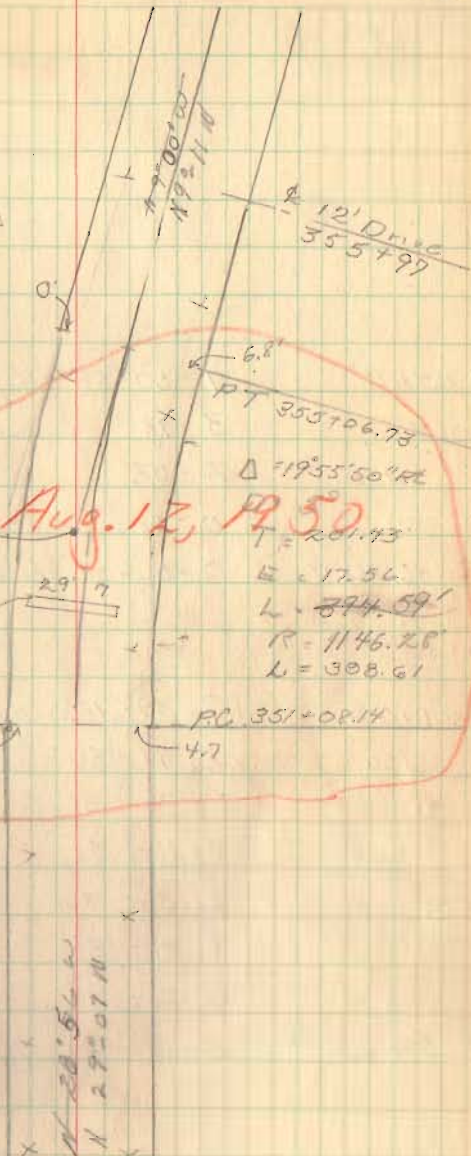
18



9° Curve Aug. 12, 1950

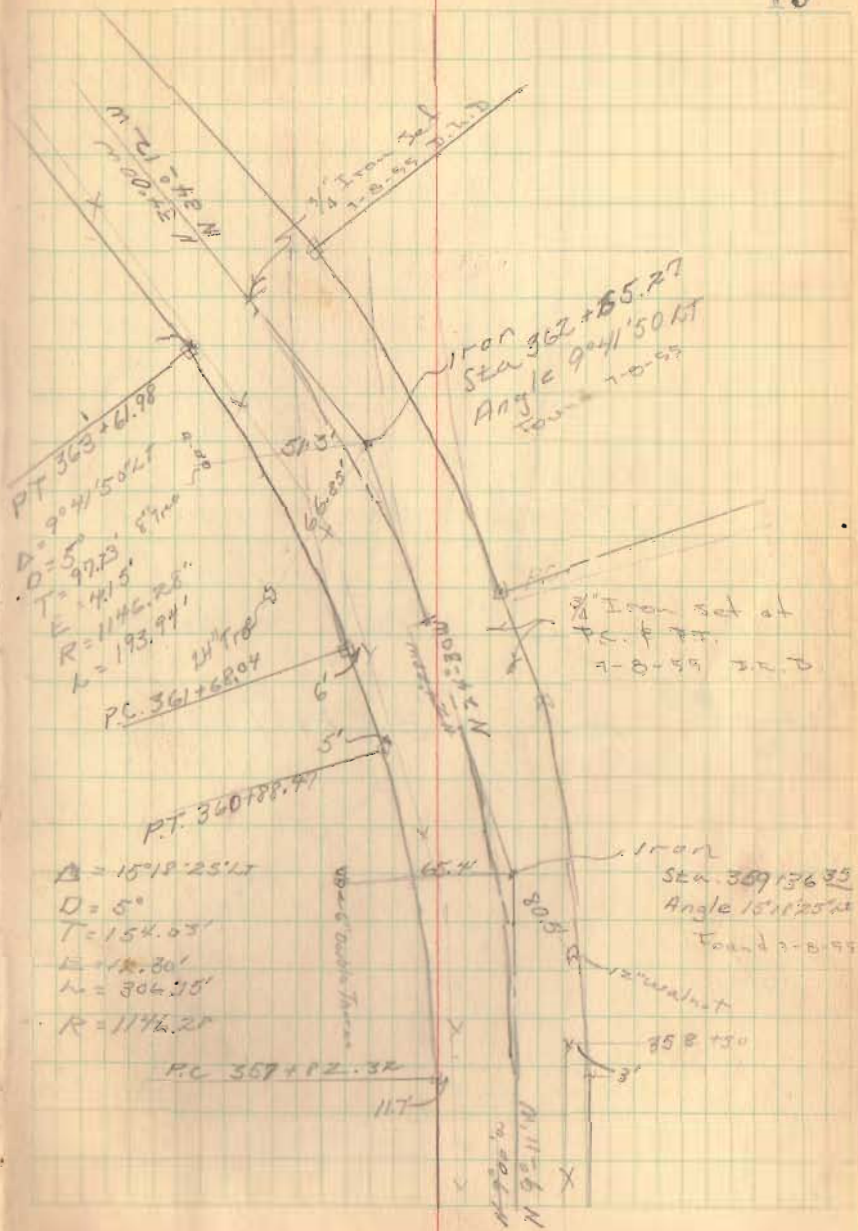
Sta 353+09.57  
Angle 19° 55' 50" RT

12" culvert  
352+50

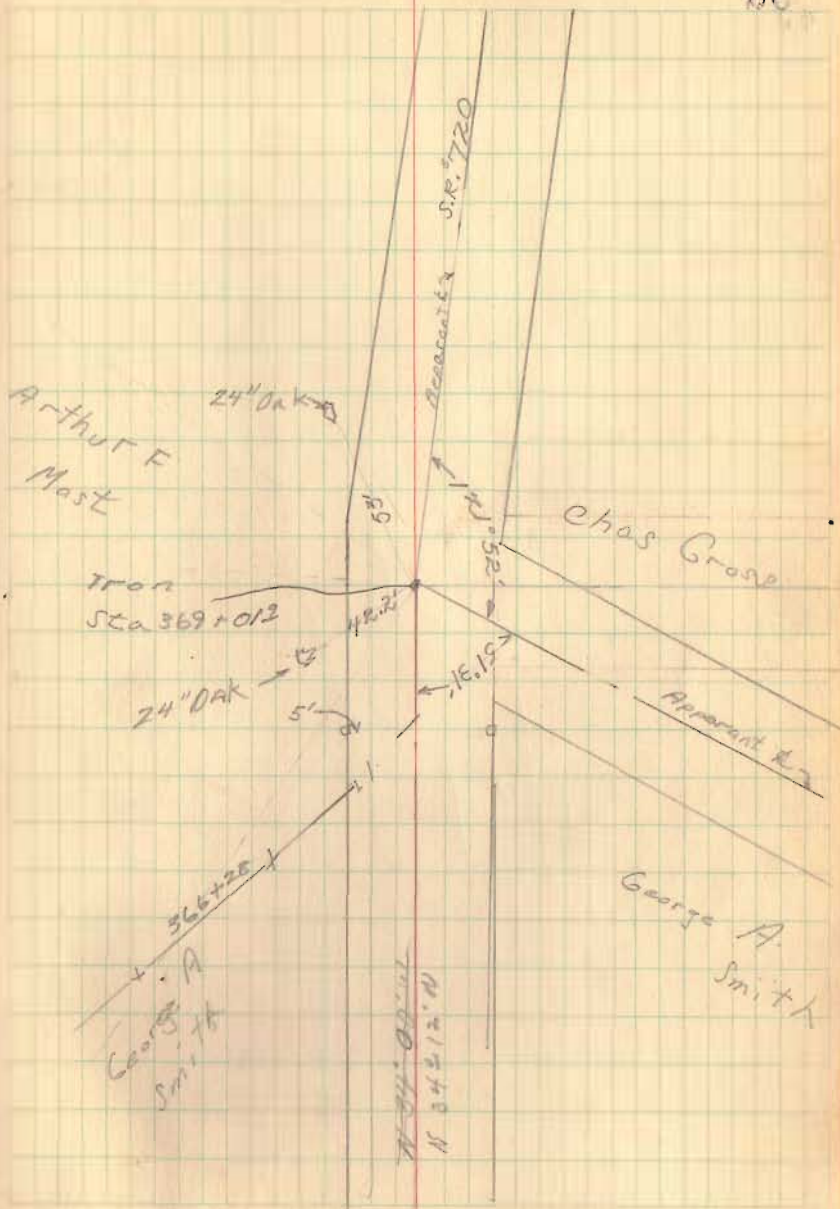


PT 365161 <sup>28</sup>	4-50-55" Hubs 30' RT+LT
363	3-18
+50	2-03
362	0-48
PC 361+60 <sup>24</sup>	0-00-00 Hubs -30' RT+LT
PT 360+88 <sup>27</sup>	7-39-12 $\frac{1}{2}$ ' Hubs 30' RT+LT
+50	6-41-30
360	5-26-30
+56	4-11-30
359	2-56-30
750	1-41-30
358	0-26-30
PC 357+82 <sup>32</sup>	0-00-00 Hubs 30' RT+LT

main int. side only - file ditch on Rb



368+00 Hubs Set 30' RT+LT



FB 693

Relocation of CH # 54 at  
Bob Cummins

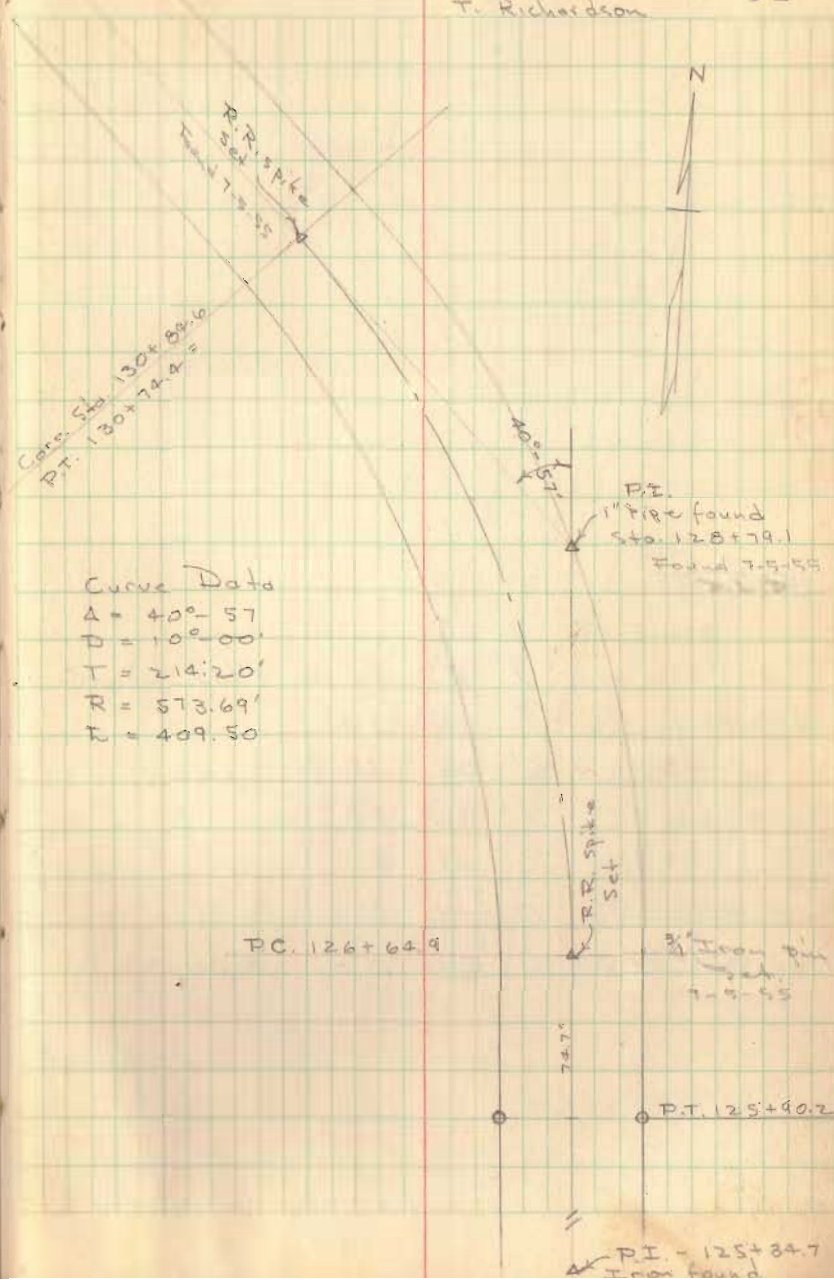
See pg #1 for Original Survey

Sta. P.T.	Dist.	Def	Total Def.	
130+74.4	74.4'	1°-13.2'	20°-28.5'	$\frac{\Delta}{2} = 20°-28.5'$
+50	50		19°-15.3'	
+25	25	1°-15'	18°-00.3'	
130+00			16°-45.3'	
+75			15°-30.3'	
+50			14°-15.3'	
+25			13°-00.3'	
129+00			11°-45.3'	
+75			10°-30.3'	
+50			9°-15.3'	
+25			8°-00.3'	
128+00			6°-45.3'	
+25			5°-30.3'	
+50			4°-15.3'	
+25	25'	1°-15'	3°-00.3'	
127+00	88.1		1°-45.3'	
+75	10.1	0°-30.3'	0°-30.3'	
D.C. 126+64.9				

Nov. 1953  
windy

D.W. Dodson  
V.F. Detrick  
T. Richardson

64



FB 693

Rd 54 - Change

57+82  
58+17  
65

P.T. 354+19.04	9° 57' 55" RL	Mon. Set
354	9 06 30	
50	6 51 30	
353	4 36 30	
+50	2 21 30	✓
352	0 06 30	
P.C. 351+97.59	0° 00' 00"	Mon. Set

Aug 12, 1950

a Shirk  
D South  
P. Manning et al.  
E. ...

65

Note:  
Correction station  
P.T. 354+19.04 =  
354+17.28

Iron  
353+09.57

354+17.28  
P.T. 354+19.04 =  
 $\Delta = 19^{\circ} 55' 50" \text{ RL}$   
 $D = 9^{\circ}$   
 $T = 111.98'$   
 $E = 9.76'$   
 $R = 637.28'$   
 $L = 221.45'$

P.C. 351+97.59

N 79° 20' W