

Road 54

Revised

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

P.T. 125+90.2 20°39'50" R<sub>L</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

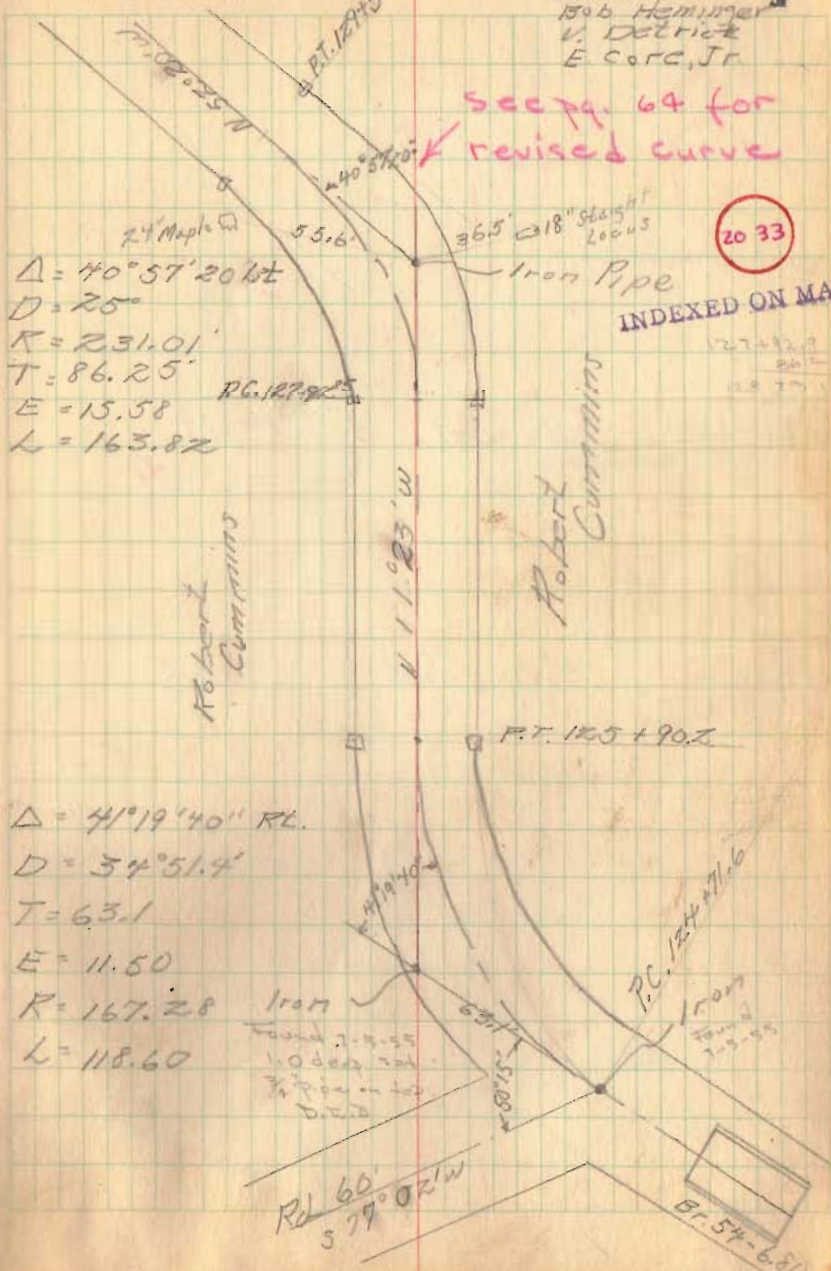
O. Shirk  
 D. Doddsom  
 D. South  
 Bob Heminger  
 V. Detrick  
 E. Corc, Jr.

1

see pg. 64 for revised curve

20 33

INDEXED ON MAP



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

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

Rd 60  
 S 79°02'W

Bl. 54-680

Road 54

July 13, 50

□ O. Shirk  
π D. Dodson 2  
ch. V. Ditrick  
L D. South  
▮ B. Henninger  
▮ E. Core, Jr.

2033

INDEXED ON MAP

P.I. 139+72.5 Hubs Set 30' Rt+Lt

Iron Sta 139+72.5  
Angle 0°13' Rt.  
9.6

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

18.1

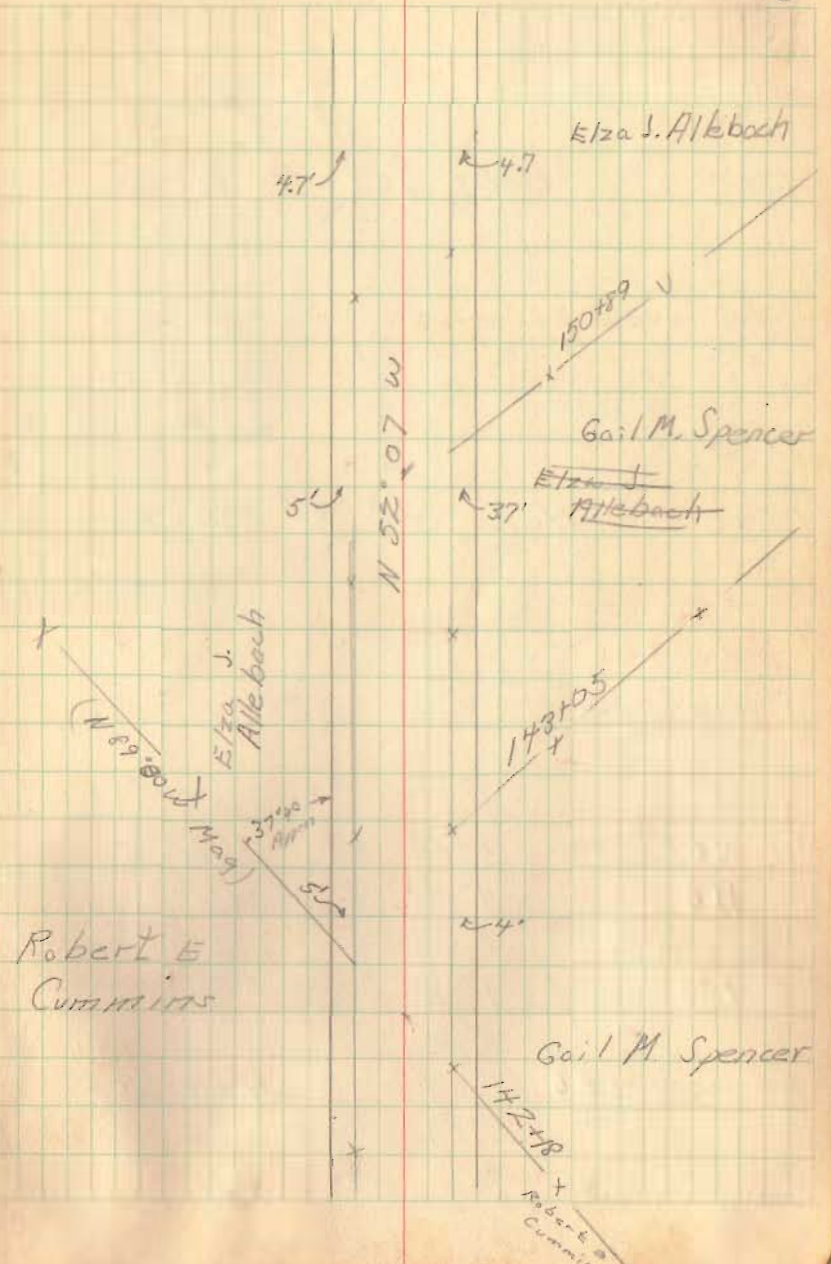


Road 54

155+00 Hub Set 30' RL + LT.

150+00 Hubs Set 30' LT + RT

145+00 Hubs Set 30' RL + LT



Road 54

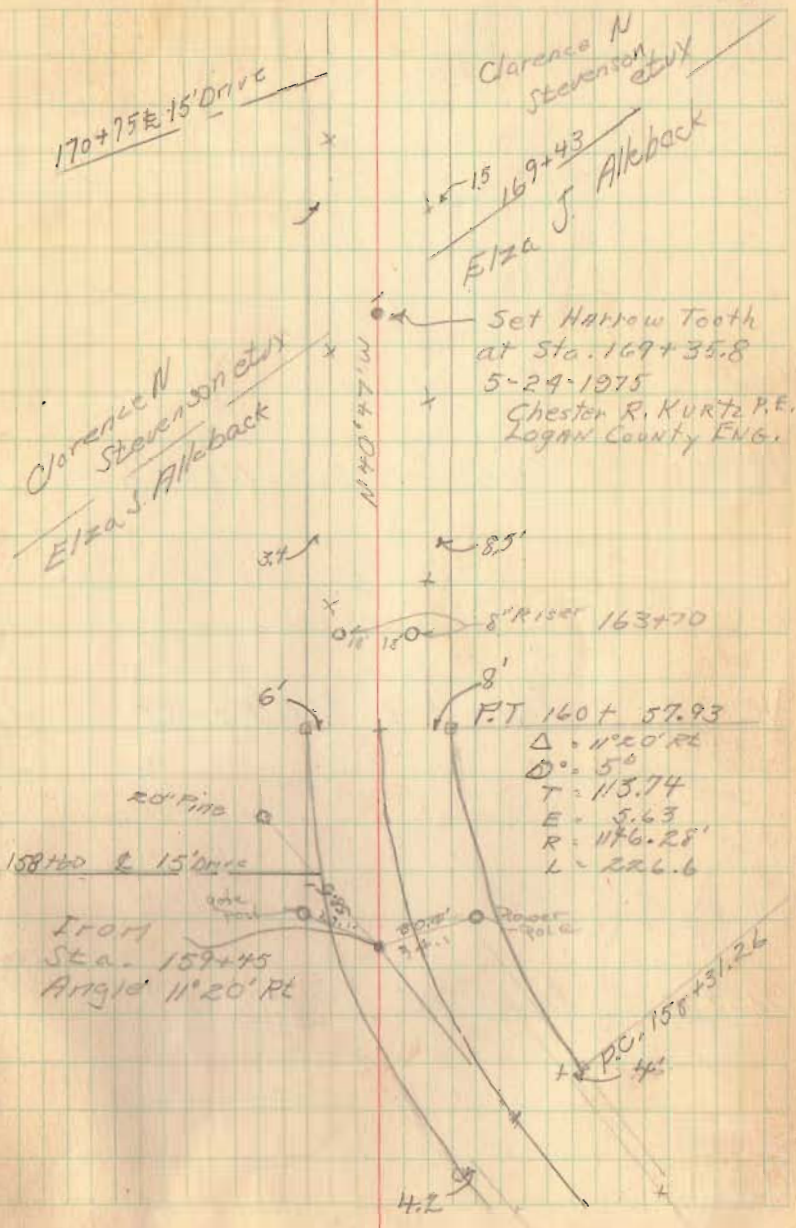
170+00

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'	68.7 ✓	
+50	0° 28'		
P.C. 158+31.26			Hubs Set





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

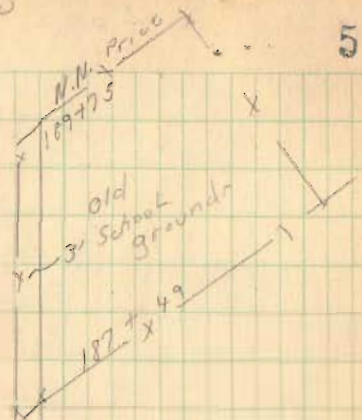
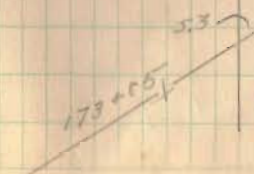
Norman H. Price

189+87  
Apparatus E R 80

Clarence  
N. Stevenson et ux

N 40° 47' W

C. M. Stevenson



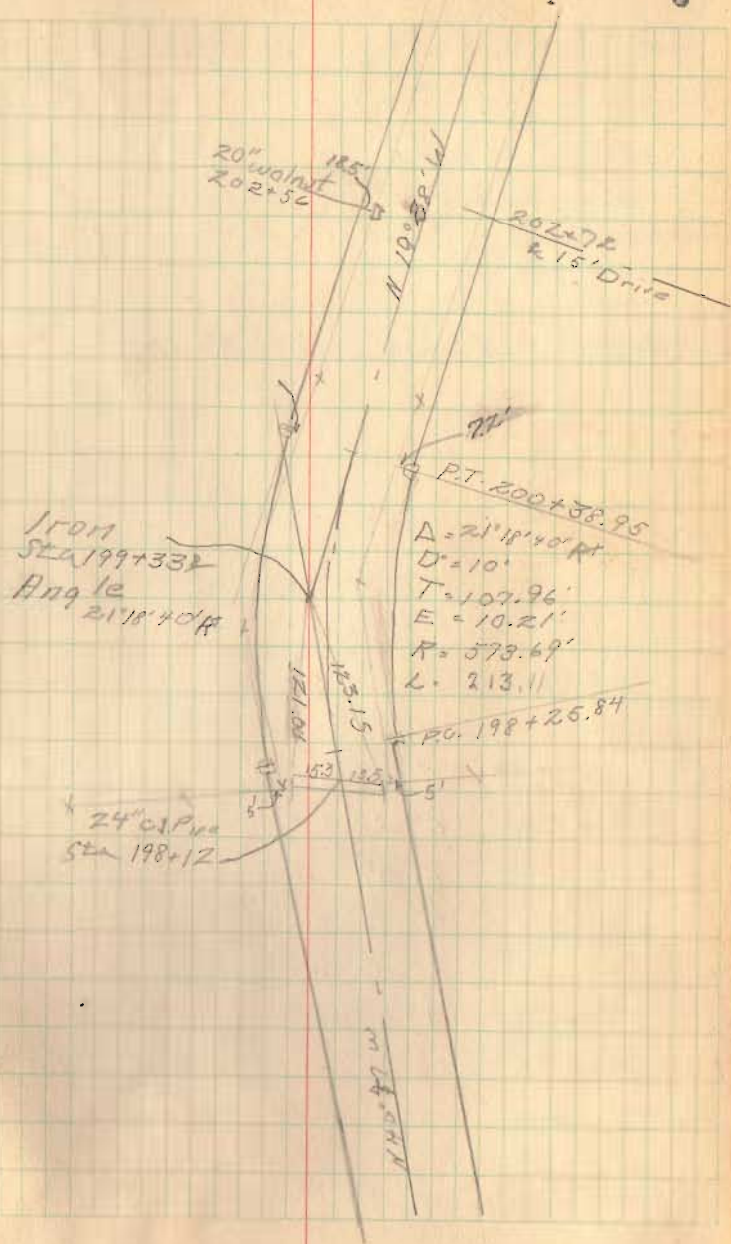
Road #54

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

6





Road 54

211700 Hubs Set 30' RT+LT.

PT. 206+72 <sup>52</sup>	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 <sup>65</sup>		Hubs Set 30' RT+LT

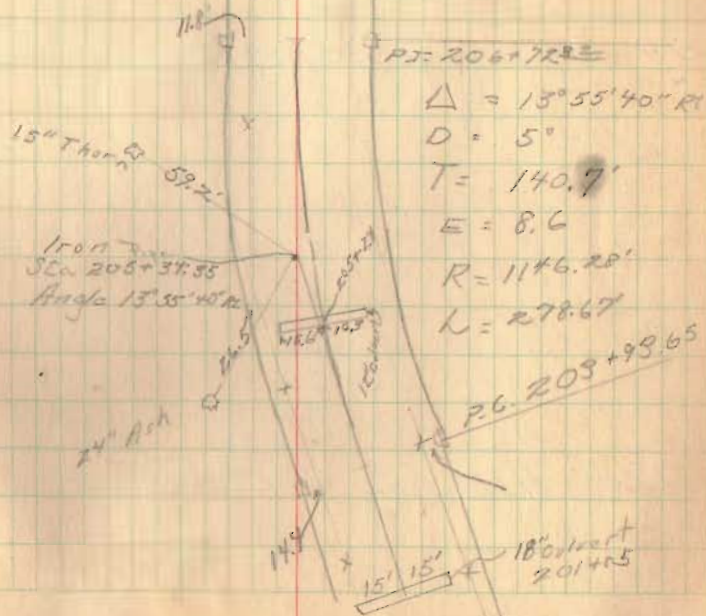
Theodore A. Wright  
Harry P. Barnes

Norma N  
Price

Theodore A. Wright.

RR. 5 Sta. 212+05.25  
Angle 10° 58' 50" RT.

Clarence N  
Stausson  
Norma N Price

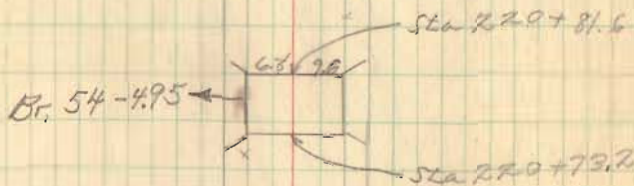


Road 54

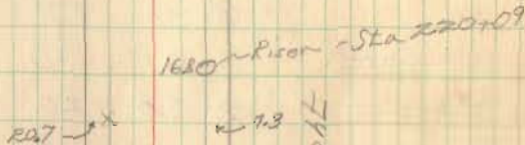
ok  
220+00 Hbr Set 30' Rt + Lt.

215+00 Hbr Set 30' Rt + Lt

8

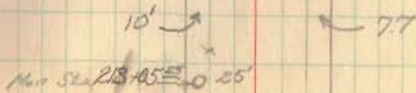


Theodore A Wright



Theodore A Wright

N 3° 33' W  
N 3° 33' W





Rd 54

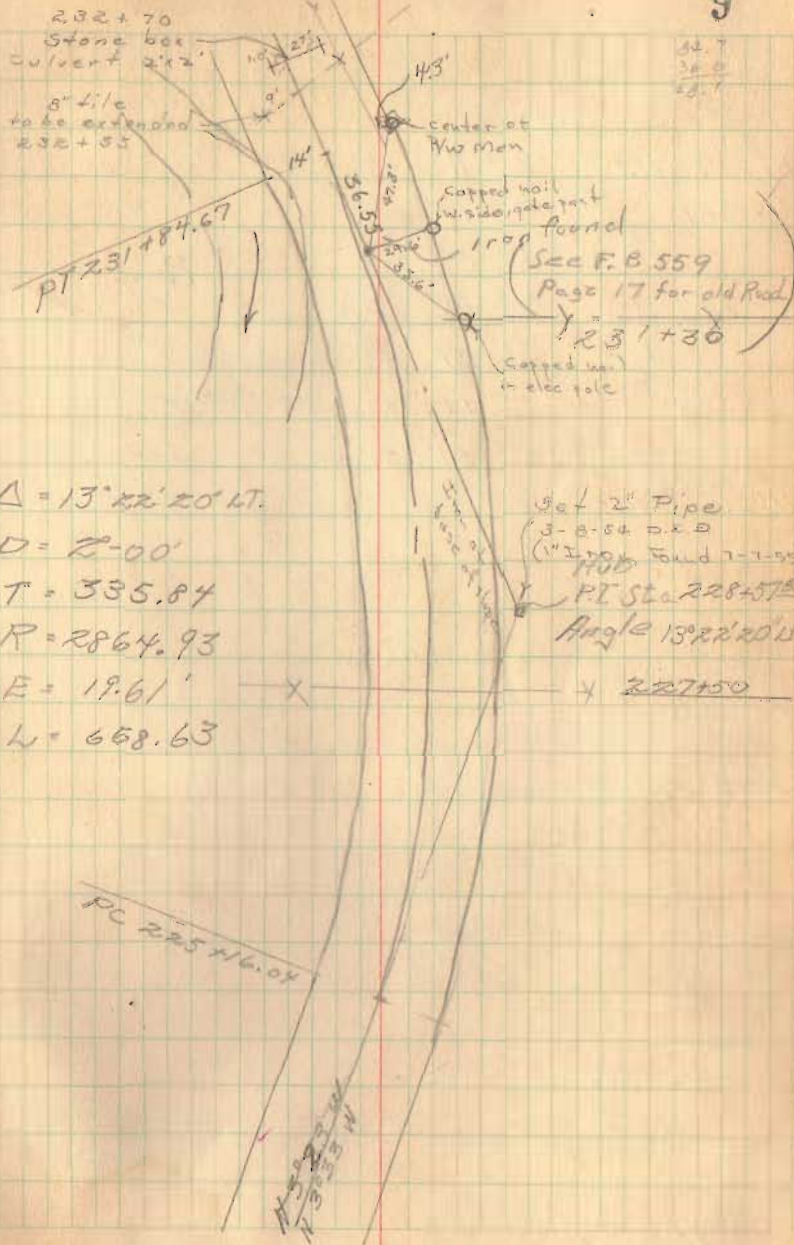
See pg 70 for  
relocation Mississippi

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

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232+70  
Stone box  
Culvert 2'x2'  
8" tile  
to be extended  
232+55



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

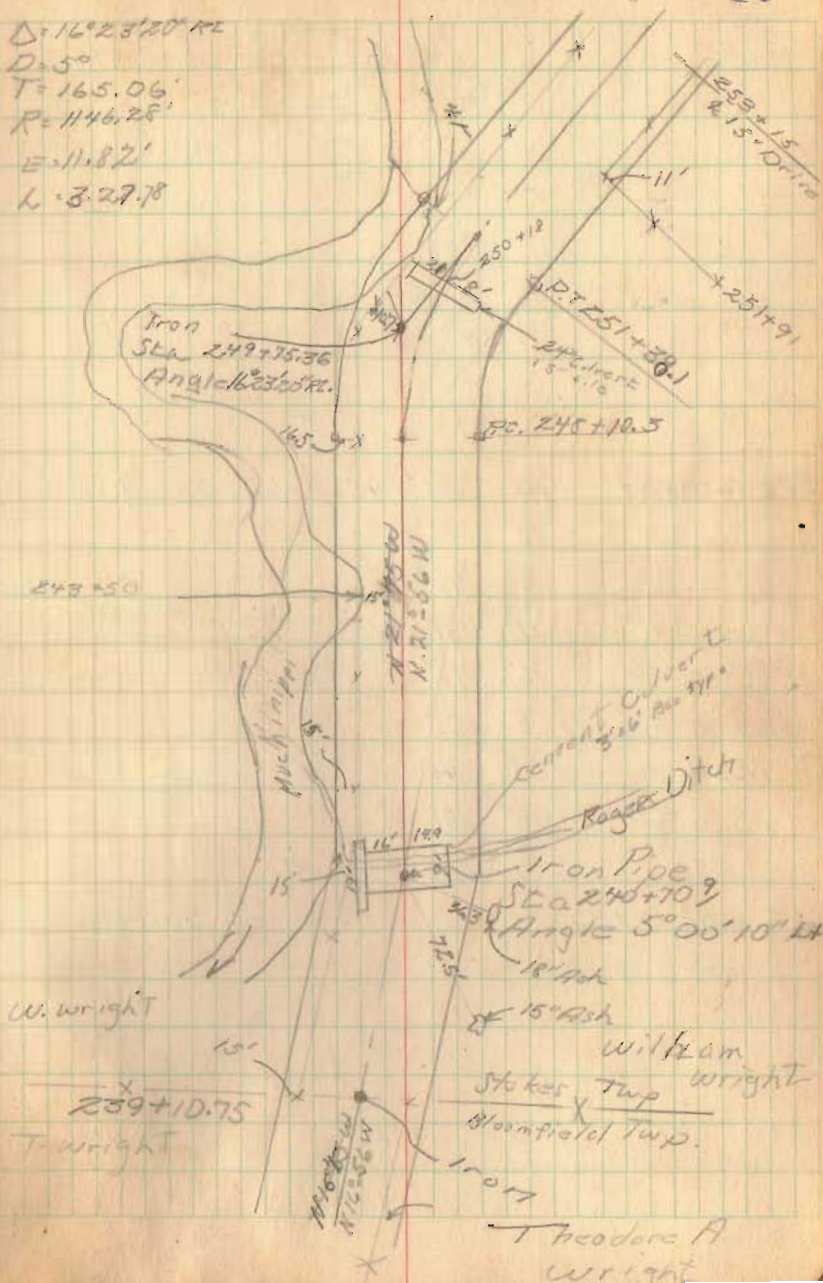
242102 Hubs Set 30' RT + Lt.

236100 Hubs Set 30' LT + RL

July 15, 50

10

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



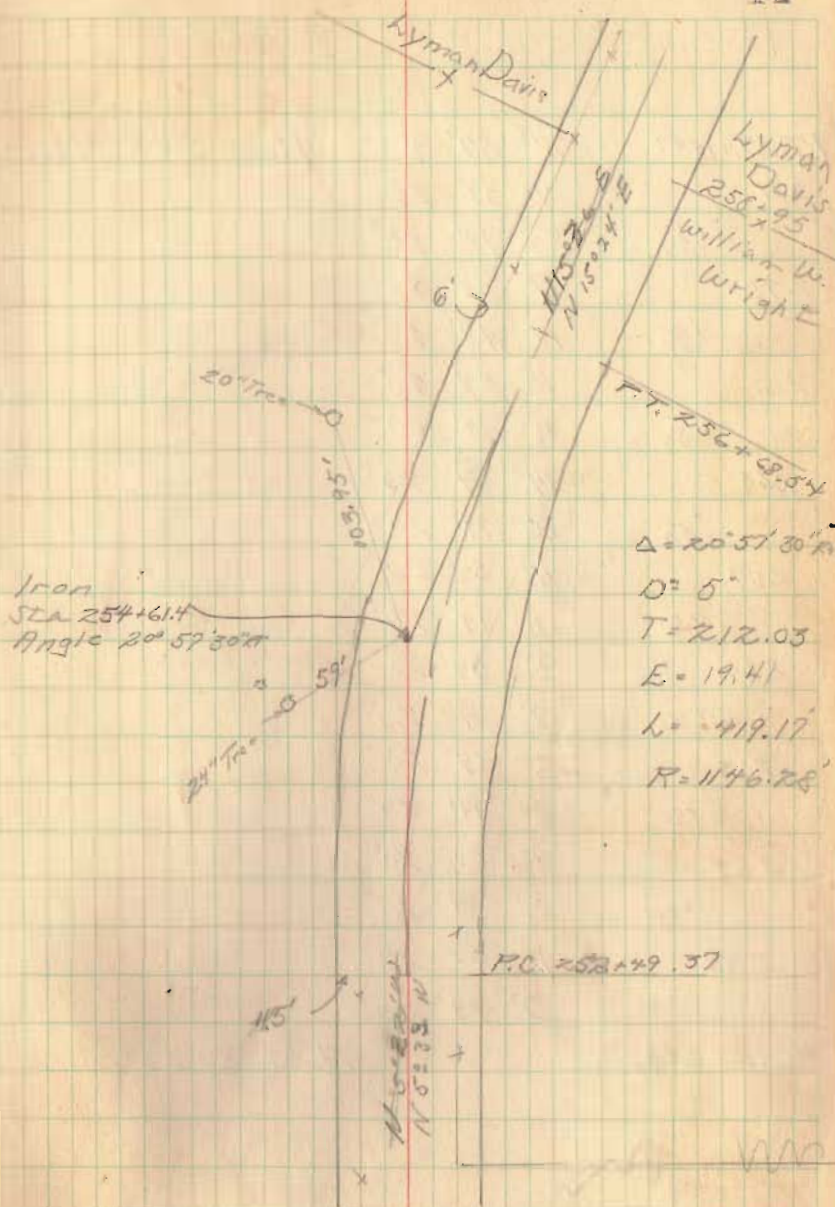


Rd 54

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	

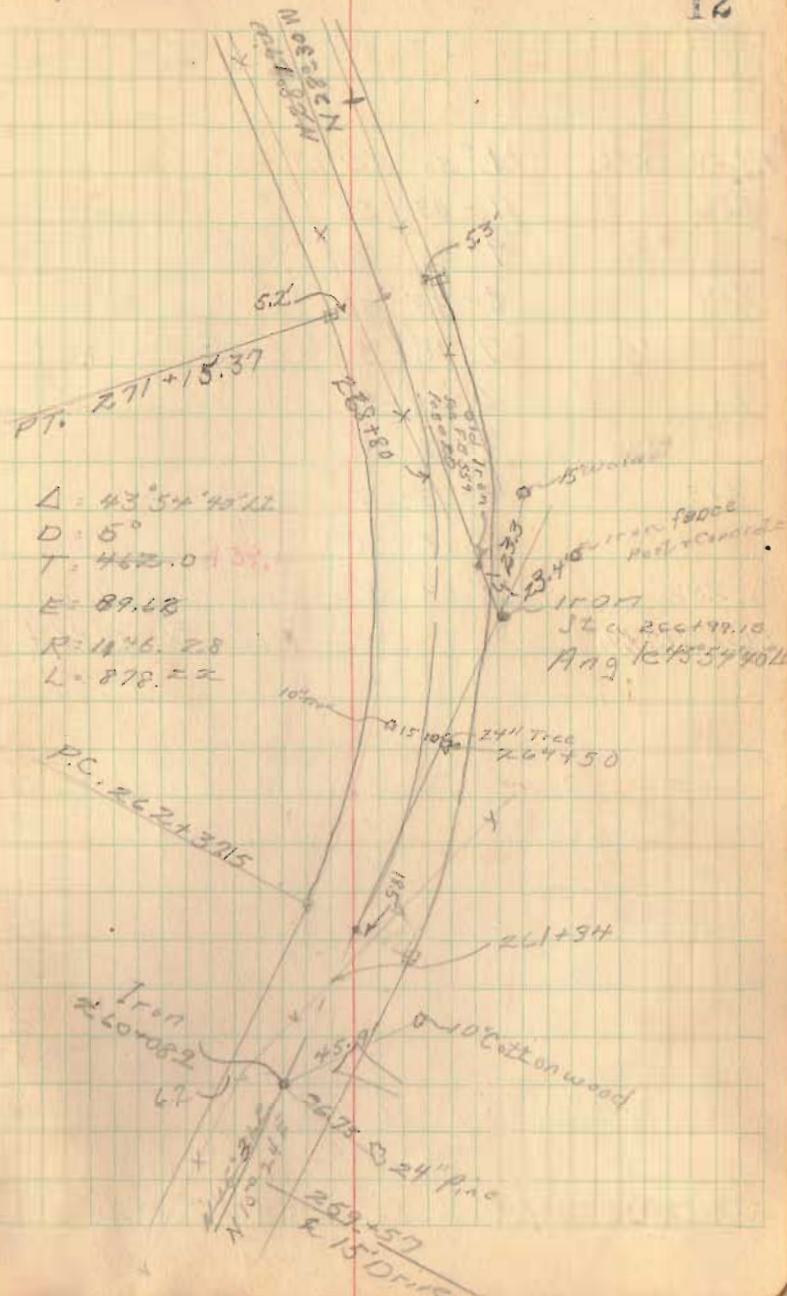
11



PT. 271+15.37	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"	
+50	12° 49' 20"	
267	11° 34' 20"	
+50	10° 19' 20"	
266	9° 04' 20"	
+50	7° 49' 20"	
265	6° 34' 20"	
+50	5° 19' 20"	
264	4° 04' 20"	
+50	2° 49' 20"	
263	1° 34' 20"	
+50	0° 19' 20"	
P.C. 262+37.15		Hubs 30' RT+LT

262+37.15  
262+00.00  
37.15

271+15.37  
262+37.15  
33.82



$\Delta = 43^{\circ} 54' 40''$   
 $D = 5'$   
 $T = 462.0437$   
 $E = 89.68$   
 $R = 14^{\circ} 6' 28''$   
 $L = 878.22$

P.C. 262+37.15

Iron  
260+82

24" Tree  
264+50

10' Cottonwood  
261+94

24" Pine  
259+57

15' Wood  
258+28



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 2" 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 F.B. 559 p. 21)  
Sta 281+70.3

Nelson E. Fox

C.H. 240

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

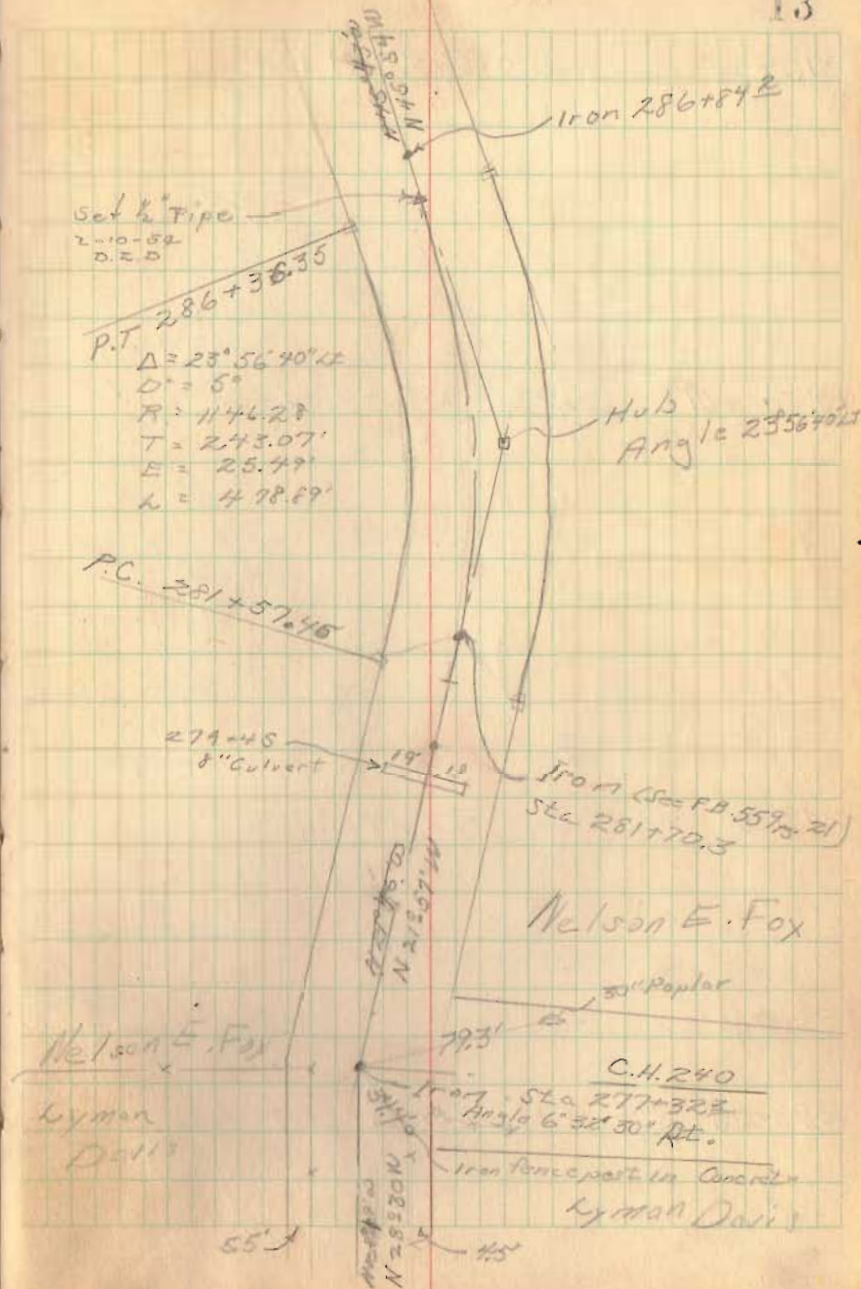
Lyman

D=11'

Iron form post in concrete  
Lyman Davis

55'

115'



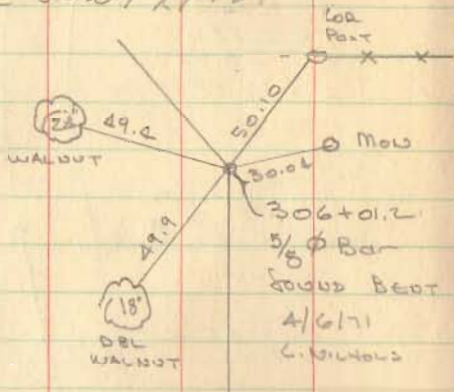
Rd 54

3107.00

Hub Set 30' RT + LT.

P.I. 306+01.2

Hub Set 30.04' RT + LT



299+00

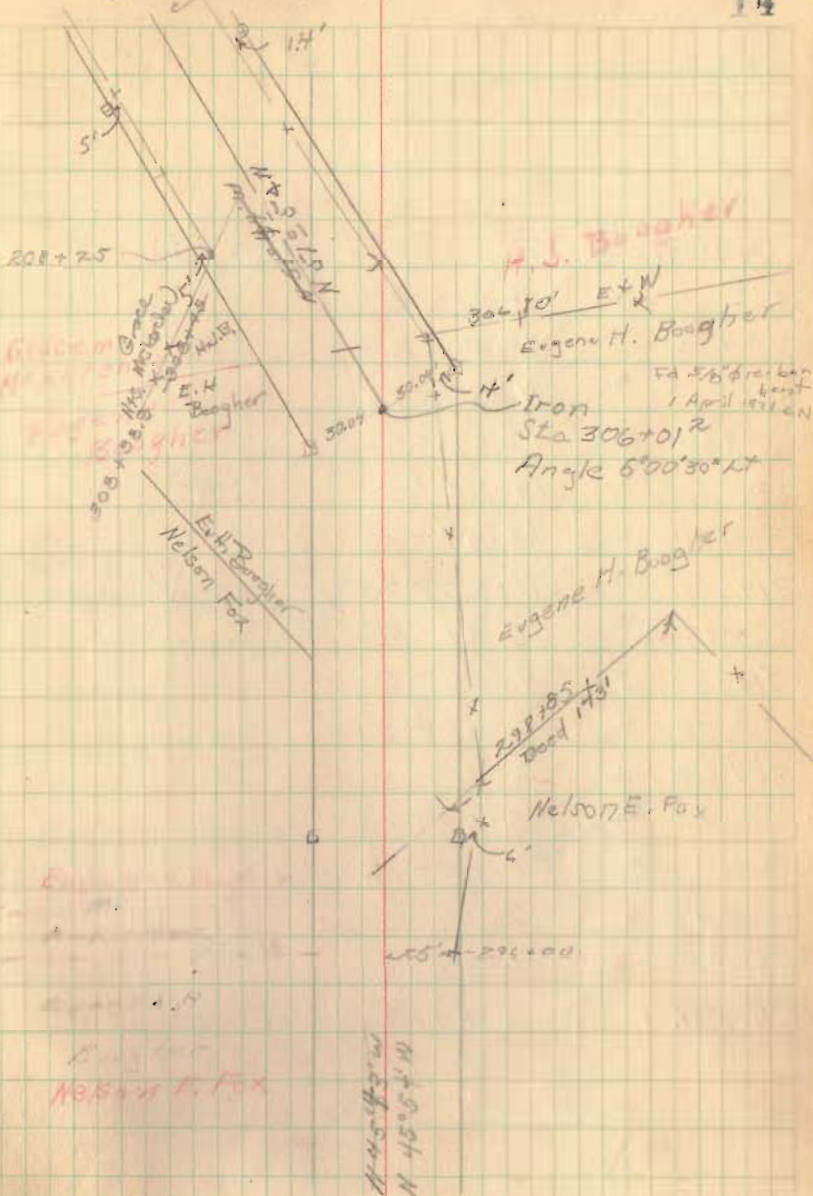
Hub Set 30' RT + LT

293+00

Hub Set 30' RT + LT

July 20, 50

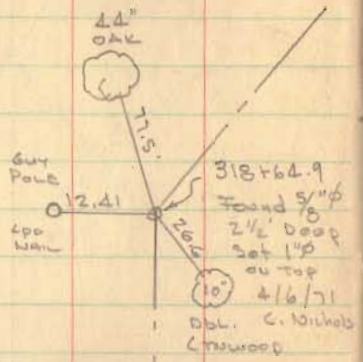
14



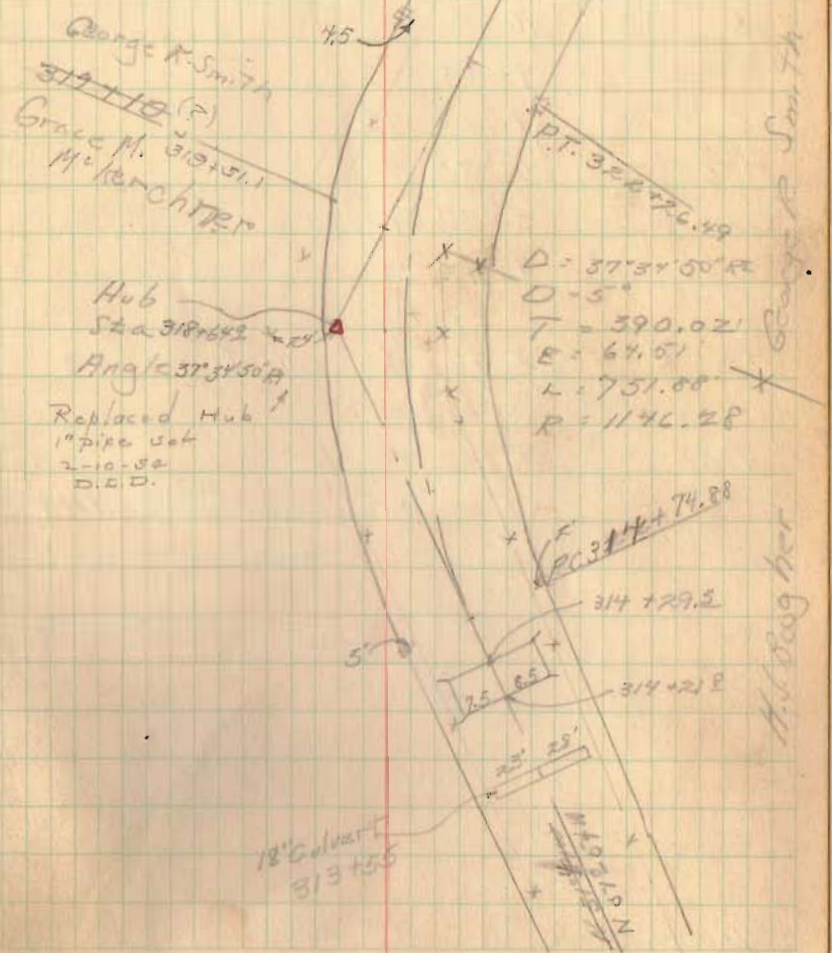


- P.T. 322+26.19 ←
- 322 ← 18-47-25
- +50 ← 18-07-50
- 321 ← 16-52-56
- +50 ← 15-37-50
- 320 ← 14-22-50
- +50 ← 13-07-50
- 319 ← 11-52-50
- +50 ← 10-37-50
- 318 ← 9-22-50
- +50 ← 8-07-50
- 317 ← 6-52-50
- +50 ← 5-37-50
- 316 ← 4-22-50
- +50 ← 3-07-50
- 315 ← 1-52-50
- PC 314+74.88 ← 0-37-50

Hubs Set



1948  
1957



George K. Smith  
317+112 (?)  
Grace M. 318+51.1  
McKerchter

Hub  
Sta 318+64.9  
Angle 37°34'50\"/>

D = 37°34'50\"/>

PC 314+74.88  
314+29.2  
314+21.8

18\"/>

George K. Smith  
McKerchter

Rd 54

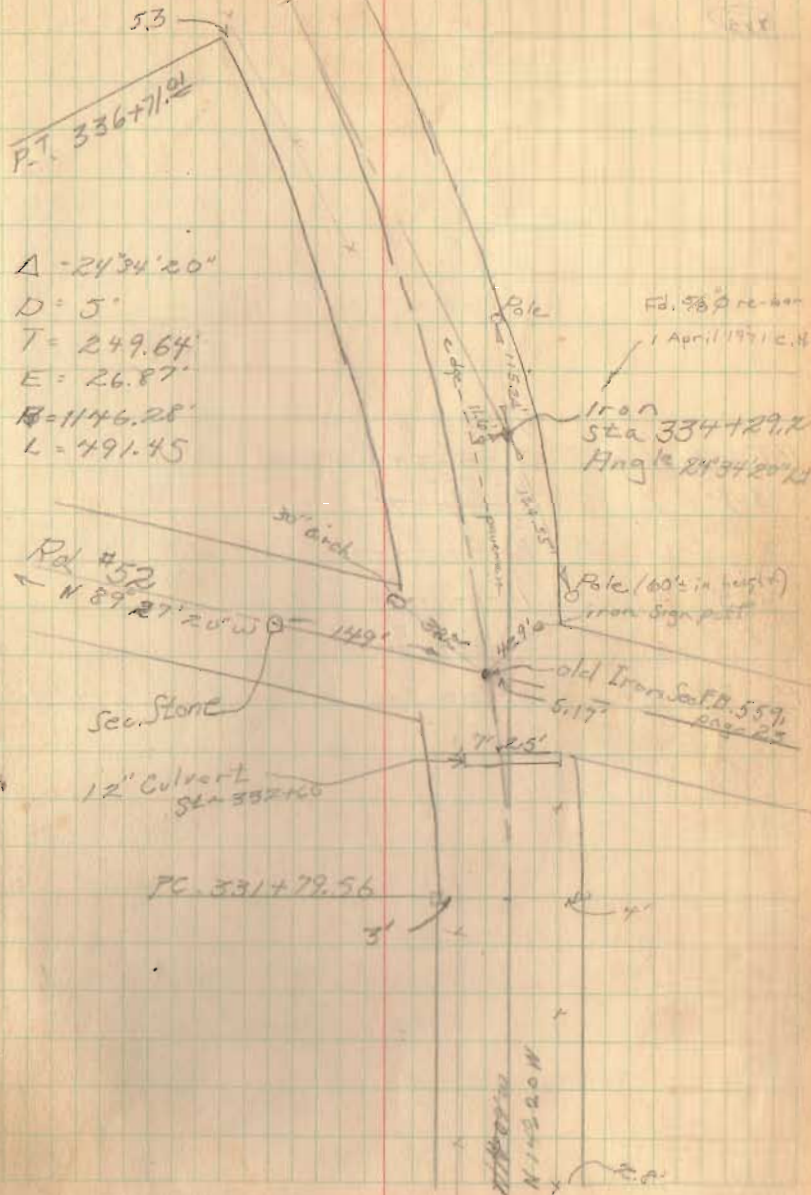
PT 336+71.01	18° 17' 10" Lt	Hubs Set 30' Rt+Lt
50	11 45 40	
336	10 30 40	
50	9 15 40	
335	8 00 40	
30	6 45 40	
334	5 30 40	
50	4 15 40	
333	3 00 40	
+89 <sup>2</sup>	2 45 13	old Iron on E
+50	1-45-40	
332	0-30 40	
PC 331+79.56	0° 00' 00"	Hubs Set 30' Rt+Lt

332-00.  
77.  
20.4

327+00 Hub Set 30' Rt+Lt.

July 21, 50

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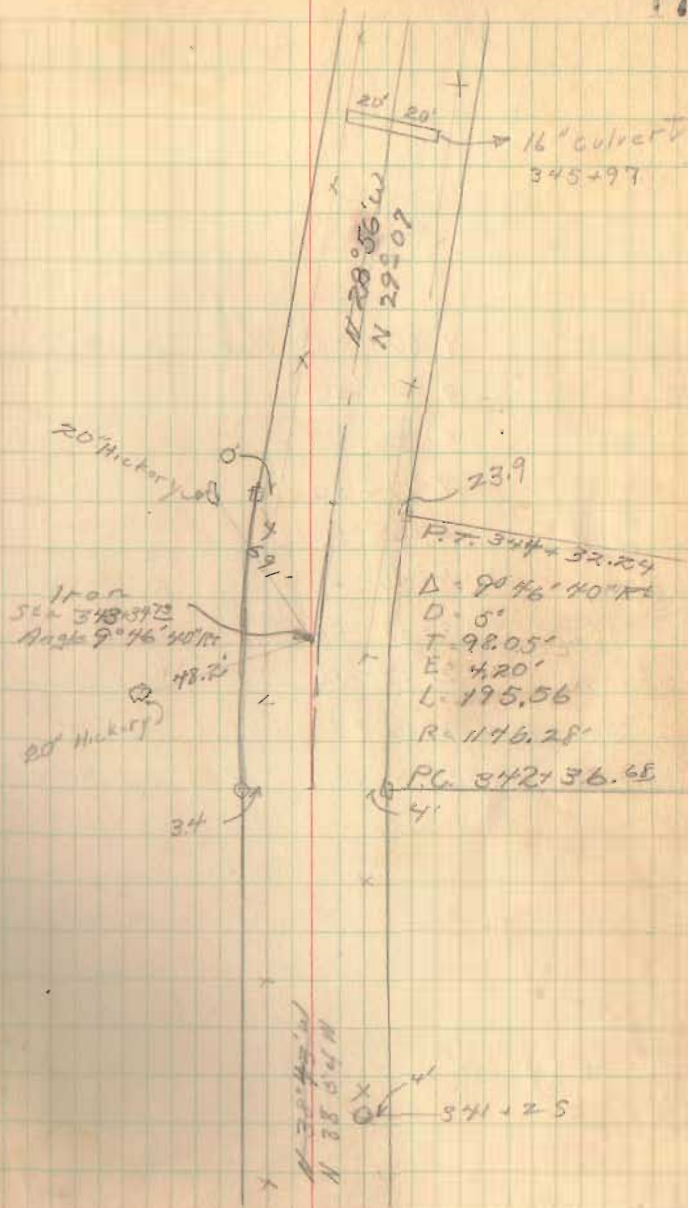




~~P.T. 344+32.24~~  
~~344~~  
~~+56~~  
~~343~~  
~~+50~~  
 P.C. 342+36.65

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



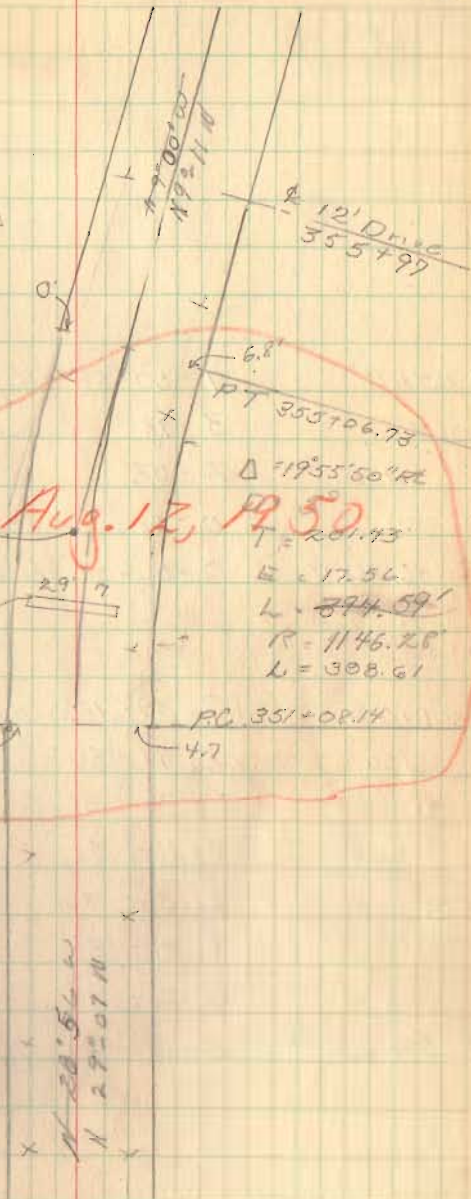
P.T. 355+06.73	9-57° 55'	Huber Set 30' RT+LT
355	9-47-50	
+50	8-32-50	
354	7-17-50	
+50	This was changed to a	
353	4-47-50	
+50	3-37-50	See page 65
352	2-17-50	for change
+50	1-02-50	
P.C. 351+08.14	0-00-00	Huber Set 30' RT+LT



9° Curve Aug. 12, 1950

Sta 353+09.57  
Angle 19° 55' 50" RT

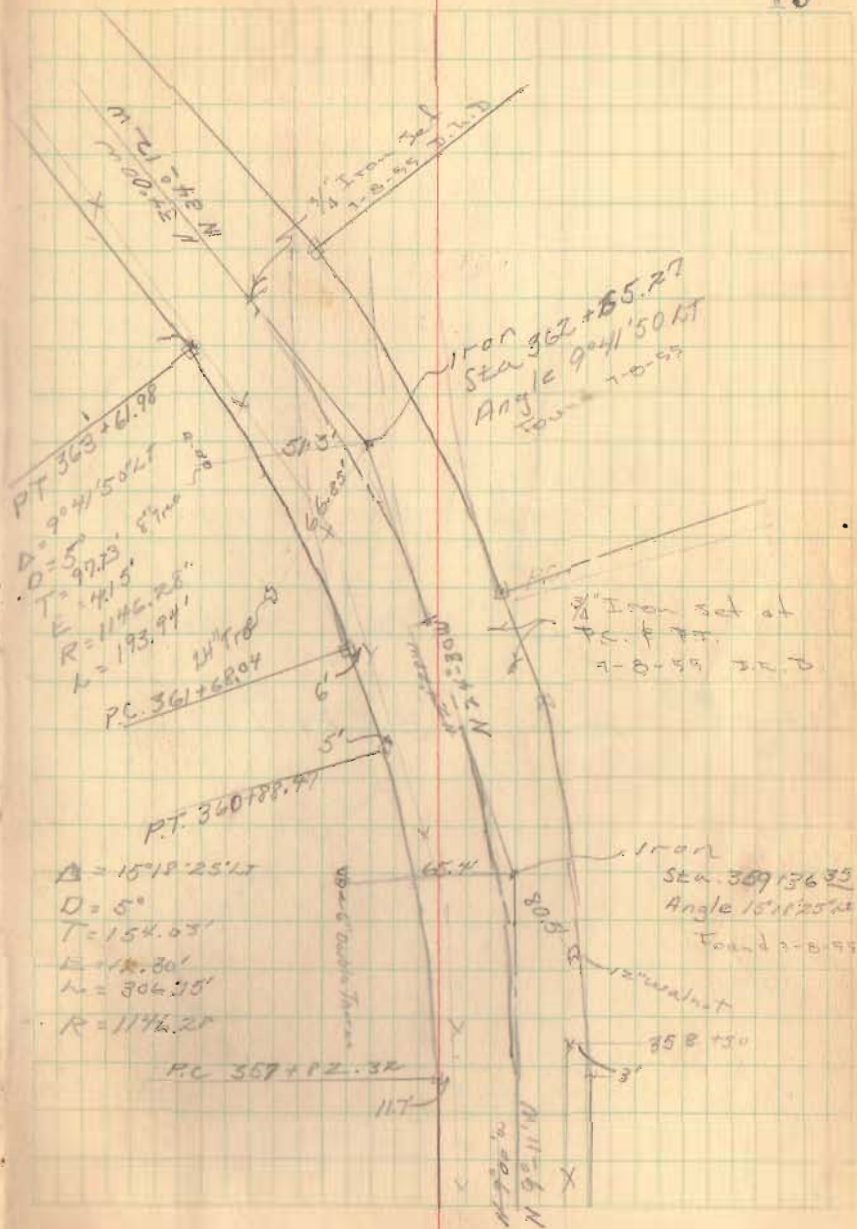
12" culvert  
352+50





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+12 <sup>32</sup>	0-00-00 Hubs 30' RT+LT

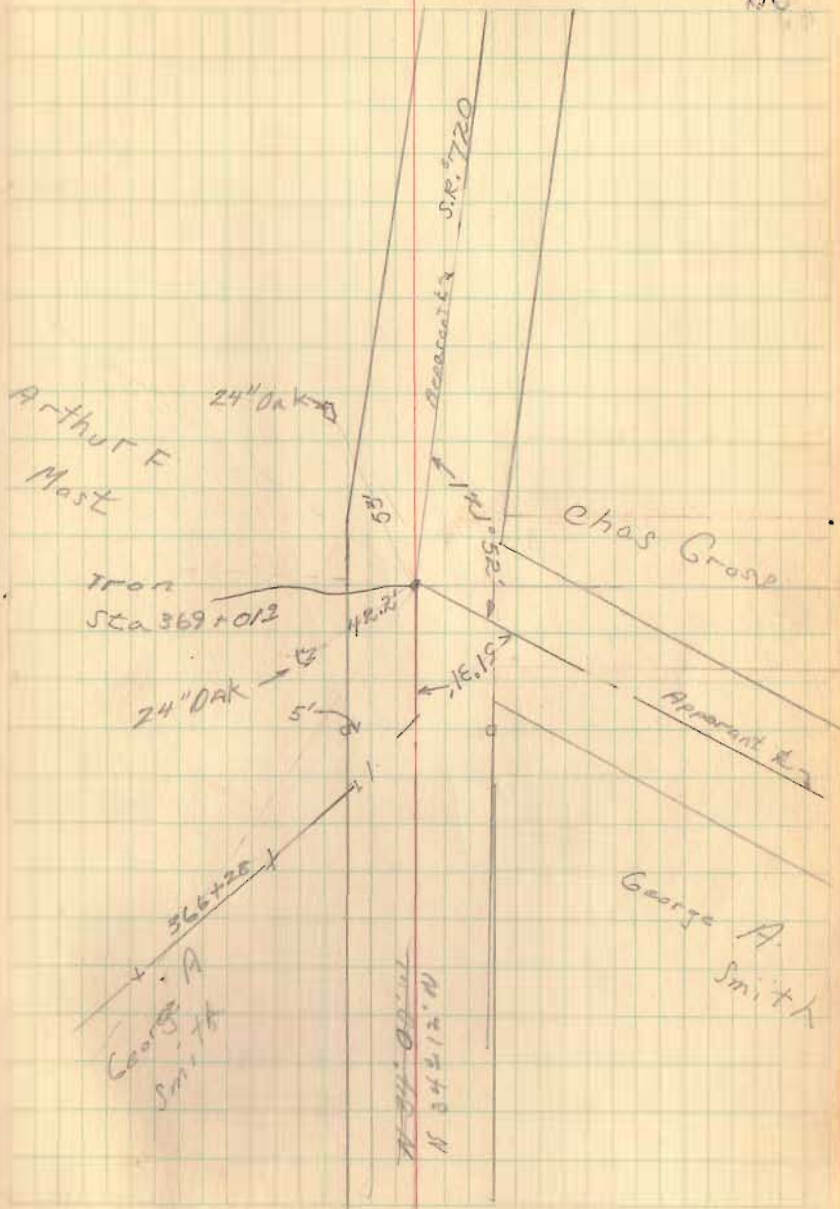
man. int. side only - file ditch on 7b



Rd 54

20

368+00 Hubs Set 30' RT+LT





Relocation of CH # 54 at  
Bob Cummins

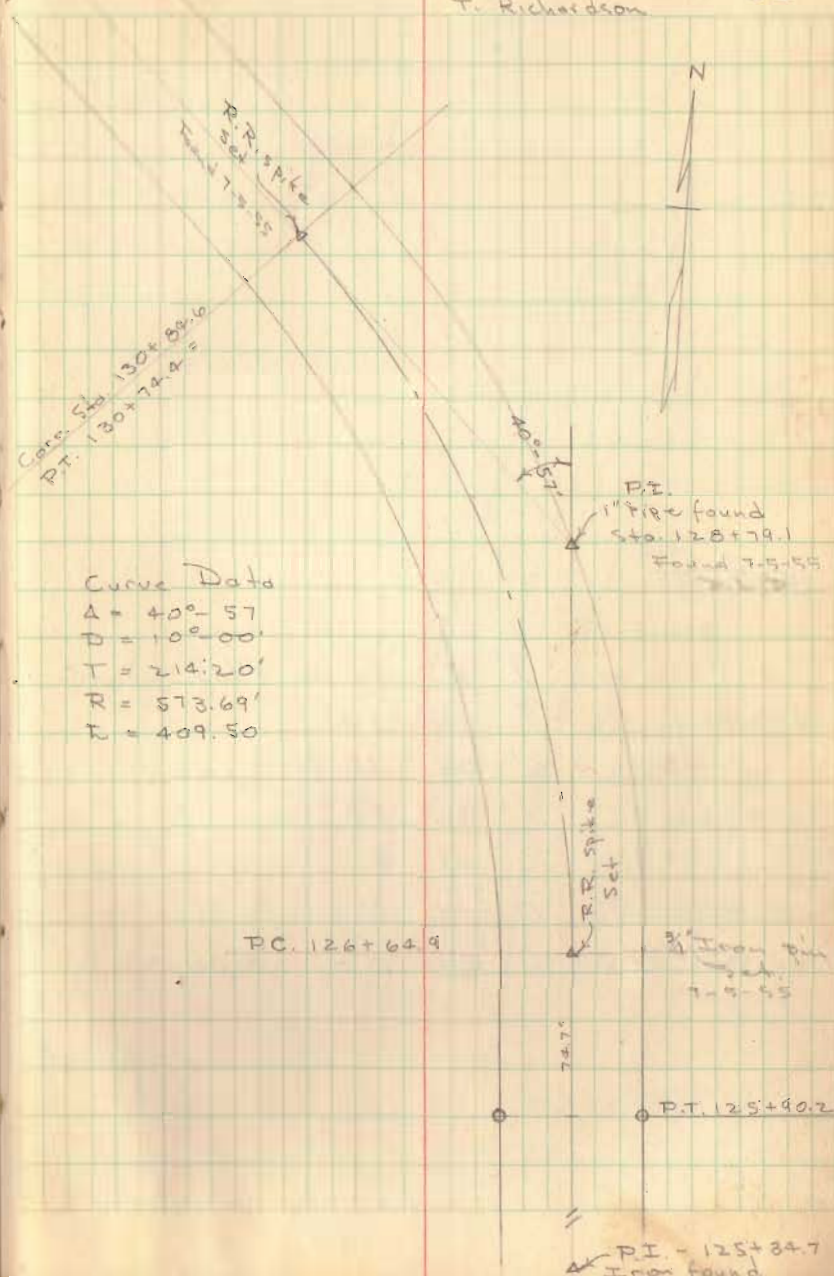
See pg #1 for Original Survey

Sta.	Dist.	Def	Total Def.	
P.T. 130+74.4	74.4'	1°-13.2'	20°-28.5'	$\frac{\Delta}{2} = 20^\circ - 28.5'$
+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



Rd 54 - Change

57+82  
58+17  
65

P.T. 354+19.04	9° 57' 55" RL	Mon. 50
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. 50

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