FED. ROAD DIV. No. 3 | STATE FLA. | SEC. AND JOB No. 1658 | FISCAL YEAR | SHEET No. | TOTAL SHEETS
330
CARTERS CORNER
1658-154
STA. 267+00.00 TO STA. 533+08.72
R/W WIDTHS REQ'D. 30' LT.(N) 30' RT.(S)
1" = 1000'
STA. 533+08.72
T 28 S , R 25 E
STA. 267+00
Sec. 1602
STA. 255+00
℄ S.R. 600, 24' Pav't
¼ Cor., R.R. spike in pav't.
← To Lakeland
TO Auburndale →
Sta. 258+21.85
℄ A.C.L. Main line
R.R. R/W
R/R R/W Line
90°11' to ℄ S.
79°14' ℄ to ℄
M.P. 845
200' R/W R/R Map
100' R/W Subdiv.
264+19
25.2'x30" CMP
Sec. Line 180°05' (℄ Job P.I.)
1/4 1/4 Cor. 3.95' N. of ℄, 1" I. Pin in pav't.
N 89°50'40" E
Pres. 16' R.B.S.T. Pav't.
Sta. 290+46.8
℄ 2 Span. Conc. Br. & 15' Dr. Canal
300
N 89°43'40" E
S 89°55'20" E
¼ ¼ Cor. NE C. in pav't. 2.19' N. of ℄
1/4 1/4 Cor. old 1"x3" Stk.
1331.3' Cor. To Cor.
N 89°59'40" E
Lat. Ditch Rt. Sta. 315+50
Sta. 0+00 - Sta. 2+00 - S 0°04'40" W
30' R/W Req'd.
1322.72' to ℄
Sec. Cor. 4"x4" L. Stk.
2655.89'
P.I. STA. 268+92.05
Δ = 89°58' LT.
No Curve
BEGIN JOB (1658-154)
STA. 267+00.00
Sec. Cor. 1" I. Rod
Sec. Line Sta. 268+95.45
1329.69' To ℄
1333.81' Cor. to Cor.
Lat. Ditch Rt. Sta. 322+63.0
Sta. 0+00 - Sta. 5+00
S. 0°04'40" W
30' R/W Req'd.
Lat. Ditch Rt. Sta. 333+88.50
Sta. 0+00 - Sta. 3+00 - S. 12°25'01" W
Sta. 3+00 - Sta. 6+00 - S. 10°15'59" E
30' R/W Req'd.
Sec. Line Sta. 322+01.41
354+23.5
33'x15" C.P.
363+51.0
41'x6" C.M.P. (Askew)
373+82.8
℄ (2) 34.2'x24" C.P.
350
S 44°49'20" E
S 45°48'20" E
S 45°52'20" E
STA. 353+92.4
43°47'
P.I. STA. 280+47.09
Δ = 0°07' LT.
No Curve
P.I. STA. 308+20.65
Δ = 0°21' RT.
No Curve
P.I. STA. 323+66.26
Δ = 0°05' LT.
No Curve
P.I. STA. 335+31.22
Δ = 45°11' RT.
D = 8°00'
T = 298.00'
L = 564.79'
R = 716.19'
P.C. STA. 332+33.22
P.T. STA. 337+98.01
P.I. STA. 353+72.15
Δ = 0°59' LT.
No Curve
P.I. STA. 364+32.94
Δ = 0°04' LT.
No Curve
P.I. STA. 392+20.65
Δ = 43°58' LT.
D = 12°00'
T = 192.75'
L = 366.39'
R = 477.46'
P.C. STA. 390+27.90
P.T. STA. 393+94.29'
Sec. Cor. 4"x4" Ltwd. Stk.
2585.88'
STA. 391+24.51
¼ Cor. 4"x4" C.M.
59.4
57°01'11" T.C.
400
R/W Line
S 89°50'20" E
S 89°53'20" E
4-26+51.3, ℄ 16' Gr. Rd. (Clay) To Auburndale
To Eagle Lake (Dirt)
81°24'
N 89°49'40" E
S 89°58'20" E
90°32'
2652.53'
2612.51'
STA. 444+00.45
Sec. Cor. 4"x4" C.M.
450
N 89°13'40" E
N 89°40'10" E
℄ SURVEY
R/W Line
200' Tampa Elec. Co. Eminent Domain Proceedings filed Aug. 12, 1970
R/W Ease. Line
7.77' ℄ to R.R. Spike in pavt.
P.I. STA. 418+15.28
Δ = 0°03' LT.
No Curve
P.I. STA. 428+71.15
Δ = 0°17' LT.
No Curve
P.I. STA. 432+00.00
Δ = 0°12' RT.
No Curve
P.I. STA. 444+27.01
Δ = 0°48' LT.
No Curve
P.I. STA. 464+24.38
Δ = 0°26'30" RT.
No Curve
Sec. Cor. No Mrkr. found
¼ ¼ Cor. 4"x4" C.M.
STA. 533+64.45 (1658
= STA. 566+05.65 (1659-150)
1311.17' to ℄
500
89°45'
20' R.R. Spike To 4"x4" C.M.
N 89°45'10" E
STA. 497+32.11
End R/W Job (1658-154)
Sta. 533+08.72
116°13'
℄ SURVEY 1659-150
S.R.S. 655
100' R/W R.R. Map 50' LT. 50' RT.
Sta. 555+87.07 ℄ S.A.L. R.R.
S 30°00'50" E
550
P.I. STA. 501+07.68
Δ = 0°05' RT.
No Curve
BEGIN 1658 CONNECTION R/W JOB
STA. 0+55.95
90°33'37" T.C.
36°44' T.C.
S.A.L. M.P. No 823
555.15' from ℄ Survey to M.P. on ℄ R.R.
Sec. Cor. 1" I.P.
1314.00'
2682.95'
STA. 557+37.53
P.T. (Not on S.L.)
1333.54'
Sec. Cor. 4"x4" C.M.
¼ ¼ Cor. 4"x4" C.M.
End 1658 Connection R/W Job
Sta. 16+50.00
N 89°32'10" E
P.I. STA. 540+44.80
Δ = 60°14' RT.
D = 10°00'
T = 332.36'
L = 602.33'
R = 572.96'
P.C. STA. 537+12.44
P.T. STA. 543+14.77
P.I. STA. 555+64.50
Δ = 60°27' LT.
D = 15°00'
T = 222.54'
L = 403.00'
R = 381.97'
P.C. STA. 553+41.96
P.T. STA. 557+44.96
Sec. Cor. 4"x4" C.M.
¼ ¼ Cor. 4"x4" C.
P.I. Sta. 610+53.75
Δ = 15°03' LT.
D = 14°00'
T = 54.06'
L = 107.50'
R = 409.26'
P.C. Sta. 609+99.69
P.T. Sta. 611+07.19
P.I. Sta. 618+64.00
Δ = 15°08' RT.
D = 20°00'
T = 38.05'
L = 75.67'
R = 286.48'
P.C. Sta. 618+25.95
P.T. Sta. 619+01.62
SEC. 24 SEC. 19
APPROX. RANGE LINE
BEGIN R/W JOB 1658-153
STA. 636+44.12
℄ SURVEY
Constructed on Maintained R/W of 25' N & 25' S
600
N 89°32'10" E
N 74°29'10" E
N 89°37'10" E
T 28 S, R 25 E
T 28 S, R 26 E
℄ S.R. S-655
BEGIN 1658 CONNECTION R/W JOB STA. 0+55.95
Sta. 533+08.72
End R/W Job
End 1658 Connection R/W Job
Sta. 16+50.00
S.A.L. R.R. M.P. No 823 555.15' from ℄ Survey to M.P. along ℄ R.R.
PT. NOT ON SEC. LINE
Sta. 642+73.2
℄ 93. 6x12" C.P.
WEST CITY LIMITS WINTER HAVEN
650
N 73°11'10" E
N 31°31'10" E
Sta. 651+04.1
℄ 50' Interlake Canal
℄ 50'x24' Conc. Bridge
Sta. 662+32.0
℄ 30.2x12" V.C.P.
N 80°53'10" E
S 86°36'50" E
Sta. 659+67.6
64.7x18" V.C.P.
Sta. 650+67.96
SECTION 19
SECTION 20
APPROX. SEC. LINE
LAKE HOWARD
S 45°59'50" E
℄ CONSTRUCTED ROAD 1658-150
6th St. N.W.
WINTER HAVEN
1" = 1000'
END R/W JOB 1658-153
(BK) P.C.C. STA. 692+79.77
(AH) P.C.C. STA. 692+99.57
EQUATION
P.I. Sta. 637+98.38
Δ = 58°06' LT.
D = 38°00'
T = 83.75'
L = 152.89'
R = 150.78'
P.C. Sta. 637+14.63
P.T. Sta. 638+67.52
P.I. Sta. 645+92.71
Δ = 41°40' RT.
D = 13°00'
T = 167.71'
L = 320.51'
R = 440.74'
P.C. Sta. 644+25.00
P.T. Sta. 647+45.51
P.I. Sta. 653+96.63
Δ = 7°42' RT.
D = 3°00'
T = 128.53'
L = 256.67'
R = 1909.86'
P.C. Sta. 652+68.10
P.T. Sta. 655+24.77
P.I. Sta. 658+89.64
Δ = 12°30' RT.
D = 2°30'
T = 251.00
L = 500.00
R = 2291.83
P.C. Sta. 656+38.64
P.T. Sta. 661+38.64
P.I. Sta. 668+47.51
Δ = 12°58' RT.
D = 1°30'
T = 434.08'
L = 864.44'
R = 3819.72'
P.C. Sta. 664+13.43
P.C.C. Sta. 672+77.87
P.I. Sta. 677+88.06
Δ = 14°32' RT.
D = 1°25'55"
T = 510.19'
L = 1014.89'
R = 4001.12'
P.C.C. Sta. 672+77.87
P.C.C. Sta. 682+92.76
P.I. Sta. 686+17.36
Δ = 13°07' RT.
D = 2°01'45"
T = 324.60'
L = 646.36'
R = 2823.42'
P.C.C. Sta. 682+92.76
P.T. Sta. 689+39.12
P.I. Sta. 692+01.60
Δ = 4°41'37" RT.
D = 3°00'
T = 78.28'
L = 156.45'
R = 1909.86'
P.C. Sta. 691+23.32
Equat. P.C.C. Sta. 692+79.77 (BK.)
= P.C.C. Sta. 692+99.57 (AH)
NOTE: Bearings shown are true being calculated from a Polaris Observation at station 337+98.01 on Sept. 11th, 1951, 9:36:14 P.M. E.S.T.
KEY MAP
Tampa Elect Ease. DC-MHC 8-2-70
STATE OF FLORIDA
STATE ROAD DEPARTMENT
RIGHT OF WAY MAP
SECTION No. 1658-154
ROAD No. S-542 POLK COUNTY
SCALE 1" = | NAMES | DATES | APPROVED BY
DRAWN B.E.C., B.E.H. 12/14/53
TRACED B.E.H. 12/19/53
INDEXED
REVISED CHECKED B.E.H. & H.B.W — E.E.I. 8-20-54 8-20-54
REVISED 9-14-54 1-7-55
DIVISION ENGINEER
STATE HIGHWAY ENGINEER
CHECKED: E.E.I. - 8-23-54