STATE JOB NO. 16030-2526

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA.	TQF-353-2(6)		

INDEX OF SHEETS

SHEET NO.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

PLANS OF THE

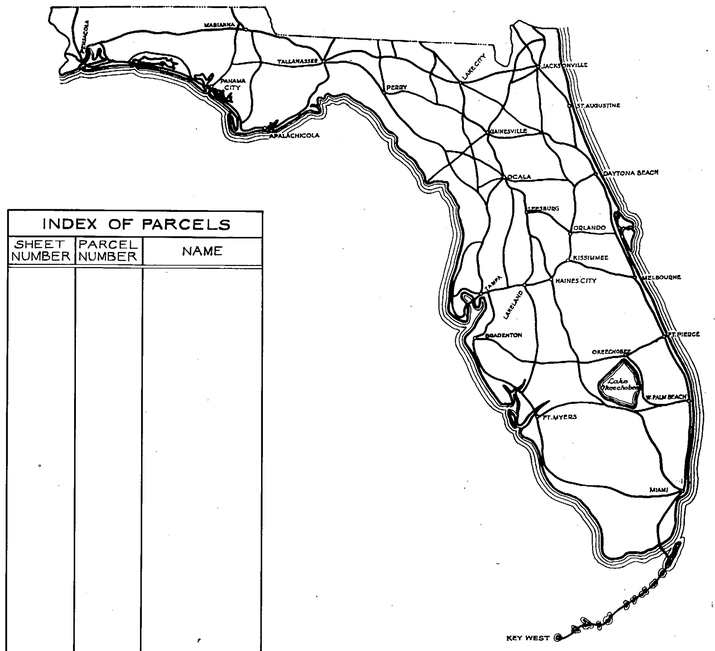
STATE HIGHWAY RIGHT OF WAY MAP

F.A. PROJECT NO TQF-353-2(6)

POLK COUNTY

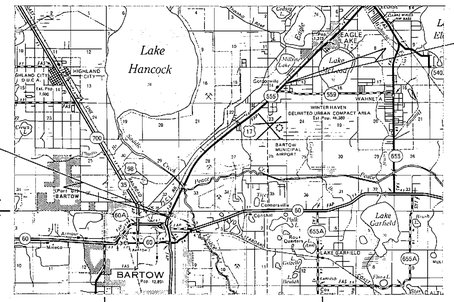
STATE ROAD 555

LENGTH: 5.348 MILES



INDEX OF PARCELS		
SHEET NUMBER	PARCEL NUMBER	NAME

SEE TABLE OF OWNERSHIPS ON DETAIL SHEETS FOR INDEX INFORMATION



BEGIN R/W PROJECT
STA. 678+64.72

END R/W PROJECT
STA. 961+01.32

CONVENTIONAL SIGNS

COUNTY LINE		TRAVELED WAY	
TOWNSHIP LINE		BUILDINGS	
SECTION LINE		BRIDGES OVER 20 FT. SPAN	
UNFENCED PROPERTY		POWER POLE	
CITY LINE		TELEPHONE POLE	
FENCE LINE		MARSH	
RIGHT OF WAY LINE		BURIED UTILITY	---TYPE---
BASE OR SURVEY LINE		LIGHT STANDARD	
RAILROADS		R. R. MILE POST	
LIMITED ACCESS LINE	—/-/-/—	PROPERTY LINE	
LIMIT OF SLOPE			

APPROVED BY FEDERAL HIGHWAY ADMINISTRATION-DATE._____

SUBMITTED BY

ENGINEER OF RIGHTS OF WAY

ATTENTION IS DIRECTED TO THE FACT THAT THIS MAP MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA

APPROVED DATE

DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

BY: DIVISION RIGHT OF WAY OFFICER

POLK COUNTY 16030-2526

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

INSERT SHEET 4 | INSERT SHEET 5 | INSERT SHEET 6 | INSERT SHEET 7 | INSERT SHEET 8

STA 694+00 | STA 725+00 | STA 755+00 | STA 782+20 | STA 809+00

Car Axle S.W. Cor. SE 1/4 Sec. 32

℄ Cor 1261.16

Sta. 698+79.66

LOT 2 BARTOW

700

105.1 R

50'

℄-COR 89.54'

2½" I.P. N.E. Cor Sec. 5

531.95'

1350.60'

818.65'

Broken C.M. SW COR., SE 1/4 S.E. 1/4, Sec. 32

(1603-Proj 774) Exist. R/W Line

N 20° 21' 09" E

BEARING EQUATION: N 20° 21' 09" E & SURVEY N 19° 38' 15" E 16030-2504 N 18° 57' 00" E 1603 (PROJ W/ROW (SH 4 & 7 TYP.)

104.1

105.1 VOID

Car Axle S.E. Cor. Sec. 32

NORTH CITY LIMITS OF BARTOW

LOT 2 CITY OF BARTOW GOV'T

32 | 33

T30S - R25E | T29S - R25E

S 89° 33' 29" W

4" x 4" CM N.W. Cor. NE¼ S.E.¼, Sec. 32

978.33'

725

111° 30' 10"

R.R. R/W Line

3/4" I.P. N.E. Cor. SE¼, Sec. 32

363.38'

798.12'

P.C. Sta. 727+03.12

N 89° 20' 59" E

Sta. 727+03.12

182.1

N 2° 42' 45" W

CREEK

1841.06' ℄-COR

Sta. 735+68.42

32 750 29

33 28

3"x3" Conc. Mon. SEC COR

No Cor. Found

987.02'

N 25° 51' 35" E

Survey (1603-Proj 774) S.R. 555

116° 56' 15"

SADDLE

℄ S.C.L. R.R.

183.1

775

N 88° 55' 24" E

1660.74'

Sta. 756+32.39

P.C.

1/4A 1/4

3/4" I. Rod S.E. Cor. S.W. ¼ Sec. 28

S 0° 27' 12" E

2613.31

COR - COR

Sta. 788+07.74

1/2" I. Pipe 63.03' S of ℄ N.W. Cor. S.E.¼ Sec. 28

140° 40' 50" T.C.

0° 30' EUR. RT.

800

115.1

EXIST R/W LINE (1603-Proj 774)

R.R. R/W Line

50'

100'

INSERT SHEET 3

CITY OF BARTOW

Sta. 678+64.72

Sta. 694+00.00

BEARING EQUATION N 89° 57' 24" E SURVEY N 89° 35' E 16030-2504

EXIST R/W LINE (1626-101)

BEGIN R/W JOB

EQUATION: Sta. 678+64.72 & SURVEY = Sta. 98+16.44 & 1626-101

LINE 'B' 1626-101

LOT 1 | LOT 2

55'

BEGIN CONSTRUCTION STA. 678+74.00

91° 14' 46" T.C.

"A" CURVE R.

690

N 20° 21' 09" E

P.T.

EXIST R/W LINE (1603-PROJ. 774)

℄ SURVEY 16030-2504

50'

GOV'T

Sta 679+15.36

1188.63'

4"x4" LTWD. POST: ℄ & 2" I.P. S.E. COR. NE¼, NE¼ SEC. 5

EXIST 16030-2504 CURVE DATA
P.I. Sta 678+90.49
Δ=45° 22' RT.
D=3°00'
T=738.26'
L=1512.22'
R=1909.86'
P.C. Sta. 670+92.23
P.T. Sta. 686+04.45

S.E. ¼ of the N.E.¼ And the N.E.¼ of the N.E.¼ SEC. 8, T30S., R25E PARENT TRACT OF PARCEL 101.1

E.B.U.S. NO. 17

EXIST R/W LINE

PARENT TRACT OF PARCEL 115.1

No of Relocation Units -26-

UTILITY OWNERS
Telephone ..... General Telephone
Power ..... Florida Power Corp.
Gas ..... Fla. Gas Transmission Co.
Water ..... City of Bartow

BEARINGS ARE BASED ON FLORIDA PLANE COORD. SYSTEM AND ROUNDED TO NEAREST SECOND

① CURVE DATA
P.I. STA. 732+98.79' {X 556476.998 Y/302792.22'
Δ = 5° 30' 30" RT
D 0° 45' 00"
T = 367 51'
L = 734 45'
R = 7639 44'
OC STA 729+31.28 {X 556349.181 Y/302447.656
PT STA 736+65.73 {X 556637.300 Y/303122.926

② CURVE DATA
P.I. STA. 791+74.00 {X 559039.929 Y/308079.577
Δ = 29° 09' 36" RT
D = 0° 30' 00"
T = 2980.62'
L = 5832.02
R = 11459.16
P.C. STA. 761+93.37 {X 557739.823 Y/305397.443
P.T. STA 820+25.39 {X 561482.136 Y/309788.304

REVISION	BY	DATE
Rem. 114, Add 182, 183	J.W.D.-W.P.H.	10-10-79
16" Tar 103-Rem, Rep 105	J.J.S.-W.P.H.	7-20-79

KEY MAP "A"

S R. 555

BARTOW C/L N TO TRANSPORT ROAD

Topog taken from F.B. 858148
Land Nos taken from F.B. 895626
Maint R/W taken from F.B. 851422

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S.17) Polk COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	J.R.M.	1-23-75		
TRACED	B.A.L.	7-7-75	DISTRICT ENGINEER	1-31-79
CHECKED	C.U.K.	4-16-78	ENGINEER OF RIGHT OF WAY	3-29-79
COMPARED				
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 SHEET 1 OF

B.I. No 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

INSERT SHEET 8 — STA. 835+00

INSERT SHEET 9 — STA. 863+00

INSERT SHEET 10 — STA. 890+00

INSERT SHEET 11 — STA. 918+00

INSERT SHEET 12 — STA. 945+00

MAP OF CORRECTION OF THE TOWN OF GORDONVILLE
P.B. 34 PG. 43 FILED 15 APRIL 1914

T29S - R25E

SCALE: 1" = 400'

825 21 — S 0°20'45" E — 22

R.R. Iron Sec. Cor.

℄ C.S.X. 168.63'

℄ S.C.L. R.R.

Exist. R.R. R/W Line

244.39'

100' 50'

1603 Proj. 774 Exist. R/W Line

N 55° 01' 15" E

28 — 27

2423.92' to Sta. 823+74.79

124° 38' 00"

34° 35' 40" — 1075.61'

Sta. 826+71.60 — 2209.67'

5/8" I. Rod, S.W. Cor. N.W. 1/4, Sec. 27

C.M. 8"x8" with 1/4" I.P. in Pile Mound N.W. Cor. N.E. 1/4 Sec. 27

S 89° 36' 55" W — 1334.00'

1661.85' — Sta. 855+98.82

8"x8" C.M. with 1/4" I.P. in Cen. N.: Cor., N.E. 1/4 Sec. 27

850

1/2" Bolt Center Sec. 22

S 0°23'19" E — 9916.61'

1442.92' ℄ to Cor.

55° 24' 34"

875

℄ SURVEY (U.S. 17)

P.C. Sta. 873+51.60

Curve No 3

12°14'15" — 1397.15' — N 89°39'55" E

P.T. Sta. 887+23.75

972.14'

5/8" I. Rod S.W. Cor. N.W. 1/4 Sec. 23

R.R. Spk. S.W. Cor. N.E. 1/4 Sec. 14

180.19' — Sta. 950+78.04

15 — 22

1/2" I. Pipe Sec. Cor.

℄ Cor.

1694.86' — Sta. 889+07.52 — N 0°15'59" W

47° 20' 40" T.C.

900

23 — ℄ Sta. 1730.63' — Sta. 913+31.28

135° 28' 35"

N 69° 40' 05" E — 857.08'

3/8" I. Rod N.E. Cor., N.W. 1/4 Sec. 23

857.06' — Sta. 925+53.56 — N 0° 22' 30" W

14 — 11 — 13 — 12

NO COR. FOUND

END R/W JOB
STA. 961+01.32

Sta. 961+93.10

5/8" I. Rod S.W. Cor. N.W. 1/4 Sec. 13

R.R. R/W LINE

950 ℄ S.C.L. R.R. 960

℄ SURVEY

820.94'

45° 36' 20"

EXIST R/W LINE (1603-PROJ. 774)

44° 38' 20" — N 69° 47' 00" E — 797.96'

N 0° 28' 20" W — 704.03'

END CONSTRUCTION
STA. 961+32.81

R.R. Spk. S.W. Cor., N.W. 1/4 S.C. 13

INSERT SHEET 13

Sta. 935+00 — Sta. 963+00

MC NEILL ADDITION
P.B. 34 PG. 43

BEARING EQUATION:
N 0° 22' 30" W ℄ SURV.
= N 0° 11' 15" W ℄ 1669-150

(1669-150) ℄ S.R. 5-559

1315.981' — 25

R.R. Spk.

925

180° 00'

R.R. Spk.

P.O.T. Sta. 14+57.82 (1669-150)

45° 31' 10"

℄ S.C.L. R.R.

Exist. R.R. R/W

Exist R/W Line (1603 PROJ. 774)

44° 45'

(1669-2152) ℄ S.R. 5-559

BEARING EQUATION:
N 89° 53' 40" E ℄ SURV. = 16690-2152

Exist. R/W Line (16690-2152)

415

EQUATION:
STA. 937+46.08 ℄ SURV.
STA. 400+00.00 ℄ 16690-2152
STA. 289+22.13 ℄ 1603 PROJ. 774

Equation:
Sta. 925 + 53.56 ℄ Survey
= Sta. 10 + 00.00 ℄ 1669-150
= Sta. 277+30.00 1603 Proj. 774

14 — 13 — 23 — 24 — 22 — S.C.L. R.R. — U.S. No 17

PARENT TRACT PARCEL 142.1

② CURVE DATA

P.I. STA. 791+74.00 { X 559039.929 Y 1308078.577
Δ 29° 09' 36" Rt.
D 0° 30' 00"
T 2980.62'
L 5832.02
R 11459.16
P.C. STA. 761+93.37 { X 557739.823 Y 1305397.443
P.T. STA. 820+25.39 { X 561482.136 Y 1309788.304

③ CURVE DATA

P.I. STA. 883+09.05 { X 566630.720 Y 1313390.588
Δ 9° 52' 35" Lt.
D 0° 30' 00"
T 990.10'
L 1975.29'
R 11459.16
P.C. STA. 873+18.95 { X 565819.472 Y 1312822.986
P.T. STA. 892+94.24 { X 567332.587 Y 1314088.926

KEY MAP "B"

S.R. 555

BARTOW C/L N. TO TRANSPORT ROAD

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S.17) Polk COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	J.R.M.	1-27-75	C.W. Monte De Asarp	1-31-79 DISTRICT ENGINEER
TRACED	B.A.L.	7-10-75		
CHECKED	C.U.K.	4-16-78	D. E. Mc	3-29-79 ENGINEER OF RIGHT OF WAY
COMPARED				
INDEXED				STATE HIGHWAY ENGINEER

REVISION	BY	DATE
Remove Equation	CUK-MLH	7-20-81

SECTION 16030-2526 SHEET 2 OF

B.I. No. 117882

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

CITY OF BARTON

SEC. 5
T 30S - R 25E

SCALE 1" = 50'

BEGIN R/W JOB
EQUATION:
STA. 678+64.72 & SURVEY
= STA. 98+16.44 & 1626-101

BEGIN CONSTRUCTION
STA. 678+74.00

BEARING EQUATION:
N 89°51'24" E & SURVEY
N 89°35'E 16030-2504

See Section 1626-101

GOV'T LOT No. 2

760.86' S 21°02'29" W

BEGIN R/W TRANSITION LEFT STA 689+00.00

END R/W TRANSITION LEFT STA. 690+00.00

505.44' S 21°02'29" W

1 STY. FR. APT. BLDG. (PREFAB)

1 STY. APT. COMPLEX

1 STY. APT. COMPLEX

1 STY. FR. APT. BLDG. (PREFAB)

1 STY. FR. APT. BLDG. (PREFAB)

1 STY. APT. COMPLEX

CREEK

BEAR

A.K.A. DAVIS Cr.

FR SIGN

100.89'

N 32°30'37" E

295.55'

N 20°21'09" E

S 14°38'31" W 100.30'

209.06'

S 20°21'09" W

308.92'

N 20°21'09" E

R/W LINE

LIMITS OF CONST.

90.01' S 20°21'09" W

210.93'

S 20°21'09" W

N 20°21'09" E 80.01'

311.07' EXIST. R/W LINE

(1603-PROJ. 774)

(IN PLACE)

3 SPAN CONC. BRIDGE

89°11'40"

685

690

680

& SURVEY & 16030-2504

N 20°21'09" E

BEARING EQUATION:
N 20°21'09" E & SURVEY
N 19°58'15" E & 16030-2504
N 18°57'00" E & 1603 PROJ WPGM N 20°21'09" E

1254.22'

4 STR BIW

(1603-PROJ. 774 & ALUM)

FR. HINGED EXIST. R/W LINE

3°00 CURVE RT.

T.B. N 12°05'19" E

T.B. S 17°13'08" W

R=1859.86'
L=368.25'
Δ=9°15'49"

4 STR BIW

R=1824.86'
L=155.86'
Δ=8°53'37"

T.B. S 17°18'08" W

R=1795.66'
L=98.49'
Δ=3°08'01"

T.B. S 00°19'11" E

T.B. N 00°19'36" W

T.B. S 00°19'54" E

T.B. N 4°18'06" E

R=1859.86'
L=150.24'
Δ=4°37'42"

R=1824.86'
L=150.24'
Δ=4°43'08"

T.B. S 34°23'07" W

R=1859.86'
L=252.77'
Δ=7°47'13"

R=1824.86'
L=252.59'
Δ=7°56'24"

T.B. S 12°19'31" W

LIMITS OF CONST.

R/W LINE

695.55' S 20°21'09" W

LIMITS OF CONST.

R/W LINE

S 14°38'31" W

S 20°21'09" W

517.66'

100.50'

(1603-PROJ. WPGM 214 & 774)
EXIST. R/W LINE

℄ CIL FENCE

GOV'T LOT

10 N

STA. BIW

1188.63' S 79°15'38" E

345.00'

S 89°56'14" W

1109.98' S 6°19'46" E

334.11' S 89°56'14" W

S 89°56'14" W 345.00'

N 89°56'14" E 334.11'

S 6°19'46" W 1109.98'

N 79°15'38" W 1188.63'

250.00' S 10°01'46" E

N 89°56'14" E 1107.14'

400.06' N 1°01'46" W

4"X4" LTWD POST & 2" I.P.
S.E. COR., N.E. 1/4, N.E. 1/4, SEC. 5

R/W CHANGE RIGHT STA. 685+00.00

BEGIN R/W TRANSITION RIGHT STA. 693+00.00

END R/W TRANSITION RIGHT STA. 694+00.00

SEE KEY MAP 'A' FOR PARENT TRACT

685

℄ SURVEY

75'

90°

55'

25'

25'

℄ REFERENCE POINTS
P.T. STA. 686+04.45
ALL POINTS ARE 5/8" IRON RODS

EXIST. 16030-2504
CURVE DATA
P.I. STA. 678+90.49
Δ = 45°22' RT.
D = 3°00
T = 798.26'
L = 1512.22'
R = 1909.86'
P.C. STA. 670+92.23
P.T. STA. 686+04.45

REVISION	BY	DATE
Add R. Par. 111.1	JWD-MLH	3-21-80
"Add Const. 'A'"	J.J.S.-W.F.H.	7-20-79

INSERT

S.R. 555

BARTON C/L N. TO TRANSPORT ROAD

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	CUK	7-26-78	C.W. Martin DeBraga Jr	1-31-79
TRACED	TJW	7-31-78		DISTRICT ENGINEER
CHECKED	J.S.I	8-3-78	A. L. Schmidt	2-20-79
COMPARED	JRB	1-30-79		ENGINEER OF RIGHT OF WAY
INDEXED				STATE HIGHWAY ENGINEER

SECTION 16030-2526 SHEET 3 OF

B.I. No. 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

SCALE 1" = 100'

CAR AXLE S.W. COR. S.E. 1/4 SEC. 32

S 89°33'29" W

STA 698+78.18 FT. TO P.O.T.

BEGIN R/W TRANSITION LEFT STA 695+00.00

END R/W TRANSITION LEFT STA 696+00.00

SEE KEY MAP 'A' FOR PARENT TRACT

PINES & PALMETTOES

IMPROVED PASTURE

SIGN R/W LINE S 20°21'09" W

695 (1603 - Proj. 774) Exist. R/W Line

S 20°21'09" W 210.98'

311.07'

N 20°21'09" E 260.69'

SIGN 700

SIGN 1300

4 STR BW

WOOD SIGN 705

EXISTING PAVEMENT

LIMITS OF CONST.

℄ SURVEY

N 20°21'09" E

710

Fr. Sign

1 STY FR

1 STY C.B. & BRS.

PAVED DR. & PARKING

10" PINES

15" C.P.

715

1 STY C.B. RES.

18" CMP

SCATTERED OAKS & PINES

C.P.

PAVED DRIVE & 710

TIN SHED

720

WOOD SIGN

EXIST. R/W LINE (1603-Proj.774)

EXISTING PAVEMENT

LIMITS OF CONST.

FALLOW FIELD

THICK OAK & CYPRESS

725

BEGIN R/W TRANSITION LEFT STA 723+00.00

END R/W TRANSITION LEFT STA 724+00.00

"X" C.M. S.W. COR. S.E. 1/4, N.E. 1/4 SEC. 32

S 89°33'29" W 978.33' (F) TO P.O.T.

P.O.T.

R.R. R/W LINE

R.R.C.L. R.R.

R.R. R/W LINE

S 21°08'29" W 1082.20'

1294.22' N 20°21'09" E (Exist. R/W Line (1603 - Proj. 774))

89.54' (F) ℄ TO COR

53.48'

RW LINE 1

4 STR BW

S 20°21'09" W 517.66'

SW Cor. SE 1/4 Sec. 32

Broken C.M.

53.48' 24" C.P.

S 20°21'09" W 395.43'

350.00' SIGN

N 20°21'09" E 131.20'

223.93'

N 20°21'09" E

EXIST R/W LINE (1603-Proj. 774)

LIMITS OF CONST.

223.98'

SIGN

D.C.B. Sign

S 20°21'09" W

R/W LINE

235.18'

235.16'

S 20°21'09" W

4 STR BW

183.74'

183.34'

N 20°21'09" E

183.26'

S 20°21'09" W

18" C.P.

EXIST R/W

10" OAK

WOOD SIGN

1 STY FR RES.

4' WELL

PAVED DRIVE

22" Y/B CMP

DIRT DR.

14" OAK

717.94'

S 20°21'09" W

℄ SURVEY

1939.34'

N 20°21'09" E

4 STR BW

RW LINE 2

300.38' LIMITS

S 89°12'53" W

Existing R/W Line (1603 Proj. 774) CON'D

S 20°21'09" W

347.21'

SCATTERED PINES & PALMETTOES

TRAILER PARK

THICK OAK & CYPRESS

SEE KEY MAP 'A' FOR PARENT TRACT

1330.60' (F)

S 89°33'29" W

238.72'

N 89°33'29" E 85.37'

S 20°21'09" W 85.37'

BARTON

NORTH CITY LIMITS

STA 698+79.68

2 1/2" I.P.

NE COR SEC 5

T 29 S

R 25 E

T 30 S

R 25 E

5

4

32

33

N 2°03'21" W 450.00'

N 89°33'29" E 208.65'

CAR AXLE S.W. COR. SEC 33

N 89°33'29" E 1165.91'

N 89°20'20" E 912.58'

S 89°06'17" E 915.69'

S 89°01'01" E 846.02'

1004.22'

695

710

90°

℄ SURVEY

℄ REFERENCE POINTS STA 694+00.00 ALL POINTS ARE IRON RODS

℄ REFERENCE POINTS STA 712+00.288 ALL POINTS ARE IRON

210.47' S 02°03'21" W

220.16'

128.62'

166.74' N 02°03'21" W

1270.93' N 02°03'21" W

SECTION 32

SECTION 33

BEGIN R/W TRANSITION RIGHT STA 721+00.00

END R/W TRANSITION RIGHT STA 724+00.00

INSERT

SR 555

BARTOW C/L N TO TRANSPORT RD.

(F) Indicates Field Dimensions

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	V.B.S.	12-1-76	C.M. Monte DeBerry	1-3-79
TRACED	C.M.	12-6-76	DISTRICT ENGINEER	
CHECKED	C.U.K.	3-21-78	R. E. [illegible]	3-29-79
COMPARED	J.R.B.	1-30-79	ENGINEER OF RIGHT OF WAY	
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 SHEET 4 OF

REVISION	BY	DATE
Void Par 104, Rev 105	JND	5/18/80
Add 179, Rev 181, 88, 183, 110, Rev 106, Com 183, 185	JND	5-30-79
	LLS - WTH	7-20-79

B.I. N° 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

DETAIL
NOT TO SCALE

T29S R25E

SCALE 1" = 100'

STA. 735+68.46
N.02°42'47"W.
R/W Line 7
1405'
2091'
R.R. R/W Line 7
Δ=0°01'56"
L=4.38'
R=7689.44'
27°50'40"Tc.
60'
℄ Survey
EST.
SEC. 32
SEC. 33

SEE DETAIL

4"X4" C.M.
N.W. COR N.E. 1/4
S.E. 1/4, SEC. 32

978.33' (F) ℄ TO COR.

BEGIN R/W TRANSITION LEFT & RIGHT
STA. 728+00.00

END R/W TRANSITION LEFT & RIGHT
STA. 729+00.00

R.R. R/W LINE

T.B. S 27°37'09"W

R=11509.16' L=319.39' Δ=1°35'24"

P.C.

℄ S.C.L. R.R.

80'

VOID

(704)

#18
#19

15"H.

Oak & Cypress

THICK
(1603-Proj. 774).
EXIST. R/W LINE

N20°21'09"E
116.08'
100.50'
131.28'
S20°21'09"W

725

730

735

740

745

750

755

RIW LINE
EXISTING PAVEMENT

R=7699.44' L=740.22' Δ=5°30'30"

T.B. S25°51'39"W

809.19' S25°51'39"W

353.04' N25°51'39"E

448.27' S25°51'39"W

471.95' N25°51'39"E

2039.88' N25°51'39"E

1293.37' N25°51'39"E

R.R. R/W LINE

65.5 Span Timber R.R. Trestle

65°26'

27°50'40"

P.T. 1300 22

467.76'

326.41'

N. 25°51'39"E

S25°51'39"W 1665.65'

EXIST. R/W LINE PER OR BK. 507, PG. 454

1034.27' N25°51'39"E

1114.34'

(16 Span Conc. Bridge (In Place)

℄ SADDLE CREEK

60.78'

S. 25°51'39"E.

S. 64°08'21"W.

℄ SURVEY

THICK CYPRESS

THICK OAKS

918.69' N25°51'39"E

LIMITS OF CONST.

RIW LINE 2

100'

80'

50'

160'

135'

N64°33'03"E 101.39'

NW 33°03'E

(1603-Proj. 774) Exist R/W Line 7

1359.34'

LIMITS OF CONST.

RIW LINE 7

347.27'

S20°21'09"W

208.97'

N20°21'09"E

363'

S.T.A. R/W VERY POOR COND.

R=7589.44' L=537.20

S20°21'09"W 31.28'

Δ=4°03'20"

R=7534.44' L=424.37'

Δ=3°13'38"

100.50'

N14°38'31"W

52.73'

S20°21'09"W

THICK OAK & CYPRESS

Δ=7°37.78"

R=7589.44'

L=498.44'

T.B. N24°28'39"E.

Δ=2°16'52"

R=7534.44' L=299.98

T.B. S 23°32'46"W

301.27'

S. 25°51'39"W.

N. 25°51'39"E.

RIW LINE

THICK CYPRESS

798.86' (F) ℄ TO COR.

STA. 735+68.46

S02°42'47"E

367.42'

314" I.P.
NE COR
SE 1/4 SEC. 32

N 02°03'21"W

1270.93'

#17
#21

112.1
113.1
172.1
182.1
183.1
175.1

SEE KEY MAP 'A' FOR PARENT TRACT

SEE KEY MAP 'A' FOR PARENT TRACT

BEGIN R/W TRANSITION LEFT
STA. 748+00.00

END R/W TRANSITION LEFT
STA. 749+00.00

N 2°42'47"W

1859.73' (F) ℄ TO COR

CURVE DATA

P.I. STA.	732+98.79
Δ =	5°30'30" RT.
D =	0°45'00"
T =	367.51
L =	734.45
R =	7639.44'
P.C. STA.	729+31.28
P.T. STA.	736+65.79

X=536476.998
Y=1302792.221

℄ REFERENCE POINTS
P.C. STA. 729+312.78
ALL POINTS ARE IRON RODS.

730

25' 25'
100'
90°
℄ SURVEY
100'
40' 50'

635

25' 25'
75'
90°
℄ SURVEY

℄ REFERENCE POINTS
P.T. STA. 736+65.730
ALL POINTS ARE IRON RODS

(F) Indicates Field Dimensions

INSERT

S.R. 555

BARTOW C/L N. TO TRANSPORT RD.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	V.G.S.	12-6-76		
TRACED	C.M.	12-7-76	DISTRICT ENGINEER	1-31-79
CHECKED	C.U.K.	3-21-78		
COMPARED	J.R.B.	1-30-79	ENGINEER OF RIGHT OF WAY	3-29-79
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16090 - 2526 SHEET 5 OF 7

REVISION	BY	DATE
Void Par 104, Rev 172 Add P.C. Par 172	JWD JWD-MLD	5/8/80 1-24-80
Add 1827/193; Rev. 118	J.W.D.-W.P.H.	10-10-79
Add T.B. 314 735+68.46	J.J.S.-W.P.H.	7-23-79

B.I. No. 117983

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(G)		

T29S R25E

SCALE 1" = 100'

32 29 33 28 3"x3 Conc. Mon. SEC. Cor.

Sta. 756 + 32.39 981.02'(F)

175.1

THICK OAKS

R.R. R/W LINE

MP 82 S.82

124.00'

100'

R/W CHANGE RIGHT & LEFT STA. 770+00.00

T.B. N29°53'38"E

R.R. R/W LINE

THICK OAKS

1393.39' N85°51'39"E

R/W LINE

LIMITS OF CONST.

2059.89' S85°51'39"W

(1603-PROJ.774) EXIST R/W LINE

R.R. R/W LINE

S.C.L.R.R.

R=11539.16'

L=812.26'

Δ=4°01'59"

T.B. N25°51'39"E

END OF OAKS

R=11227.16'

L=3072.25'

Δ=15°16'12"

R/W LINE 2

755 760 765 770 775 780

EXIST PAV'T

R=11509.16' L=5329.78' Δ=26°31'59"

152.5'(F) 152.5'(F)

154.00'(F)

TP CAN POLE

24"C.P.

EXIST. R/W LINE PER OR BK 302 PG 466

TEL. TERMINAL BOX

LIMITS OF CONST.

18"CIP

N85°51'39"E 913.69'

1393.37' 5 STR B.W.

EXIST PAV'T N85°51'39"E

S85°51'39"W 535.57'

P.C.

℄ SURVEY

0°30' CURVE RT. ②

L=2241.72' R=11409.16' Δ=12°45'51"

4 STR B.W.

EXIST R/W LINE (1603-PROJ. 774)

80' T.E.C.O. EASEMENT D.B. 902 PG 435

R/W LINE 2 479.67' N85°51'39"E

T.B. N27°23'38"E

R=11899.16'

L=302.34'

Δ=1°26'59"

T.B. N27°23'38"E

R=11819.16' L=493.89' Δ=2°30'00" R/W LINE 1

T.B. N29°53'38"E

TEL. TERMINAL BOX

EXIST PAV'T

4 Str. B/W

LIMITS OF CONST.

T.B. N33°53'38"E

R=11327.16' L=790.79' Δ=2°00'00"

PASTURE

T.B. N33°53'38"E

R=11394.16'

L=789.53'

Δ=4°00'19"

R/W LINE 1

OLD PHOSPHATE MINING AREA

EXIST R/W LINE (1603 Proj. 774)

80' T.E.C.O. EASEMENT D.B. 902 PG 466

METAL GATE

183.1

1660.74'(F) N88°55'24"E

3/4" I. Rod SE Cor. SW 1/4 SEC. 28

PASTURE

END OF OAKS

N60°02'32"W 1282.32'

114.1

SEE KEY MAP 'A' FOR PARENT TRACT

760

25' 25' 75' 30° 100' 50' 50'

℄ SURVEY

R/W CHANGE RIGHT STA. 765+00.00

R/W CHANGE RIGHT STA. 778+00.00

℄ REFERENCE POINTS
P.T. STA. 761+93.373
ALL POINTS ARE IRON RODS

② CURVE DATA
P.I. STA. 791+74.00 X:559039.929
Δ: 29°09'36" Rt. Y:1308079.577
D: 0°30'00"
T: 2980.62'
L: 5832.02'
R: 11459.16
P.C. STA. 761+93.37
P.T. STA. 820+25.39

INSERT

S.R. 555

BARTOW C/L N TO TRANSPORT RD.

(F) Indicates Field Dimension

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S.17) POLK COUNTY

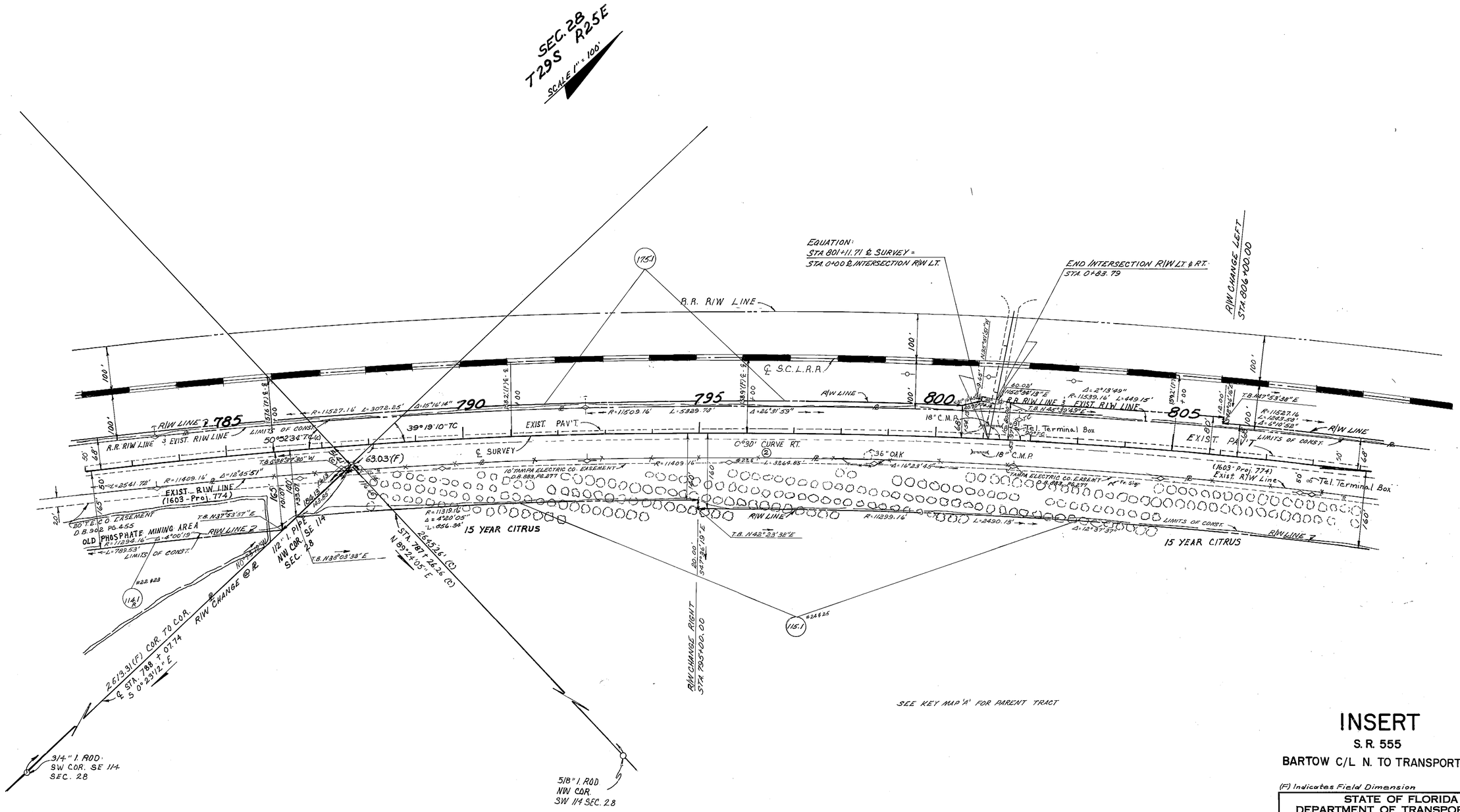
	BY	DATE	APPROVED BY	DATE
DRAWN	V.G.S.	12-14-76		
TRACED	C.M.	12-15-76	DISTRICT ENGINEER	1-31-79
CHECKED	C.U.K.	3-22-78	ENGINEER OF RIGHT OF WAY	3-29-79
COMPARED	J.R.B.	1-30-79		
INDEXED			STATE HIGHWAY ENGINEER	

REVISION	BY	DATE
Add 183.1 Rem 114 Add R	J.W.D.-W.F.H.	10-10-79
Show M.P. 82	J.W.D.-C.W.B.	5-21-79

SECTION 16030-2526 SHEET 6 OF

B.I. No 117863

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		



INSERT

S. R. 555

BARTOW C/L N. TO TRANSPORT ROAD

(F) Indicates Field Dimension

(2) CURVE DATA
P.I. STA. 791+74.00 X 559039.929 Y 1308079.577
Δ = 29°09'36" RT.
D = 0°30'00"
T = 2980.62'
L = 5832.02'
R = 11459.16'
P.C. STA. 761+93.37
P.T. STA. 820+25.39

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (US.17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	V.G.S.	12-16-76	C. W. Martin Dr. Oca/pp	1-31-79 DISTRICT ENGINEER
TRACED	C.M.	12-17-76		
CHECKED	C.U.K.	3-24-78	D. E. [signature]	3-29-79 ENGINEER OF RIGHT OF WAY
COMPARED	J.R.B.	1-30-79		
INDEXED				STATE HIGHWAY ENGINEER

REVISION	BY	DATE
Add R. Par. 114.1	J.W.D.-W.P.H.	10-10-79
Chg. Bes. Dir. Arrow	J.J.S.-W.P.H.	7-26-79

SECTION 16030-2526 SHEET 7 OF

B.I. No. 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

SEE SHEET 14 FOR DETAIL

T29S R25E
SCALE 1" = 100'

MAP OF CORRECTION OF THE TOWN OF GORDONVILLE
Filed April 15, 1914; P.B. 3A, Pg 43

TRACT 16

R.R. R/W LINE

100'

12'X3' DITCH

R/W LINE

A.R. R/W LINE

LIMITS OF CONST. EXIST. R/W LINE (1603-PROJ. 774)

TEL TERMINAL BOX EXIST. R/W LINE (1603-PROJ. 774)

96"X84" CONC BOX CULVERT

TAMPA ELECTRIC CO. EASE. O.R. 883, Pg 277

LIMITS OF CONST.

R=11527.16'
L=1243.58'
Δ=6°10'52"

R=11509.16'

L=5329.76'
Δ=26°31'59"

T.B. S52°23'38"W

N50°11'10"E 338.44'

L=527.68'
Δ=2°37'37"
R=11,509.16'

T.B. N54°04'30"E

L=180.27'
R=11527.16'
Δ=0°56'46"

R.R. IRON SEC. COR.

682.80'

S51°39'06"W

TAKING LINE

RIW LINE

547.82' N55°01'15"E

573.91' S55°01'15"W

EXIST PAV'T

0°30' CURVE RT. ②

R=11409.16' L=3264.88' Δ=16°23'45"

P.T.

182°38'00"

718.91' S55°01'15"W

V.E.C.O. EASE. O.R. 883, Pg 277

17' METAL GATE

34°35'40" N55°01'15"E 256.18'

MOBILE HOME

STA 828+71.80

L=2490.18' Δ=12°37'37"

15 YEAR CITRUS

N55°01'15"E 574.61'

2423.32' (F)
S74°18'24"E 2419.78'
S 0°20'45"E

5/8" I. ROD
SW COR. NW 1/4
SEC. 27

S0°20'45"E 1974.41'

668.00' N89°39'54"W

BEGIN R/W TRANSITION RIGHT STA 826+00.00

END R/W TRANSITION RIGHT STA 827+00.00

820

90°

℄ SURVEY

100' 100' 50' 50'

VOID

S0°20'45"E 179.60'
S55°21'15"W

FOR DETAIL OF PROPERTY LINES BY DEED ON PAR 125-132 SEE SHEET #14

BEGIN R/W TRANSITION RIGHT STA 834+00.00

END R/W TRANSITION RIGHT STA 835+00.00

C.M. & REINF. N.COR. NW 1/4 NW 1/4 SEC 35

INSERT
S.R. 555
BARTOW C/L N. TO TRANSPORT RD.

SEE KEY MAP 'A' FOR PARENT TRACT

115.1

② CURVE DATA
P.I. STA. 791+74.00
Δ= 29°09'36" RT.
D= 0°30'00"
T= 2980.62'
L= 5832.02'
R= 11459.16'
P.C. STA. 761+93.37
P.T. STA. 820+25.39
X 559039.929
Y 1308079.577

℄ REFERENCE POINTS
P.T. STA. 820+25.390
ALL POINTS ARE IRON RODS

(F) Indicates Field Dimensions

REVISION	BY	DATE
Redefined Taking Line 115	JWD-dfs's	4-18-81
Add Cur. Data 115	JWD-MLH	5-1-81
Rev. Par. 126 Void 127-128	JWD-MLH	7-7-80
Add ℄ to Par. 119	JWD-MLD	1-23-80
Add R & S Par. 116	JWD-MLD	1-16-80
Add Lic. to Par. 87	JWD-MLH	9-17-79
Rev. Par. 125-132	JWD	3-6-79

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (US 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	VGS	12-20-76		
TRACED	C.M.	12-21-76	DISTRICT ENGINEER	1-21-79
CHECKED	C.U.K.	3-29-78	ENGINEER OF RIGHT OF WAY	3-29-79
COMPARED	J.R.B.	1-30-79		
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 SHEET 8 OF

B.I. No. 117883

FED. ROAD DIV. No. 3 | STATE FLA. | F. A. PROJECT NO. TQF-353-2(G) | FISCAL YEAR | SHEET No.
MAP OF CORRECTION OF THE TOWN OF GORDONVILLE
Filed April 15, 1914; P.B. 3A, Pg. 43
SEE SHEET 14 FOR DETAIL
SEC. 22
T29S R25E
SCALE 1" = 100'
SEE SHEET 15 FOR DETAIL
1/2" BOLT CEN. OF SEC. 22
TRACT 32
969.61'(F)
S 0°23'19" E
BEGIN R/W TRANSITION RT. & LT. STA. 856+00.00
END R/W TRANSITION RT. & LT. STA. 857+00.00
S.C.L. R.R. R/W LINE
S.C.L. R.R. R/W Line
END INTERSECTION R/W LT. & RT. STA. 2+71.64
EQUATION: STA. 863+76.87 ℄ CONST. STA. 0+00 ℄ INTER. R W LT. & RT.
20 TO 30 YEAR OLD CITRUS
GRIFFIN RD.
TRACT 45
TRACT 34
TRACT 39
TRACT 44
TRACT 47
TRACT 48
TRACT 49
835
840
845
850
855
860
865
℄ SURVEY (U.S. 17)
CB HEADWALL
EXISTING R/W (1603-Proj. 774)
TAMPA ELECTRIC CO EASEMENT D.B. 882 PG. 354
BAY SWAMP
FALLOW FIELD
R/W LINE
14' GATE
15' T.E.C.O. EASEMENT OR BK.1283 PG.301
T.E.C.O. EASEMENT D.B. 882 PG. 354
EQUATION: STA. 859+55.73 ℄ SURVEY 'BK' = P.C. STA. 859+55.73 ℄ CONST. AHD. 32' RIGHT OF ℄ SURVEY
END INTERSECTION R/W RT. STA. 2+70.48
CURVE DATA ℄ CONSTRUCTION
P.I. STA. 879+38.69
Δ = 9°52'35" LT.
D = 0°14'59"
T = 1982.96'
L = 3956.10'
R = 22950.31'
P.C. STA. 859+55.73 'BK' ℄ SURVEY = STA. 859+55.73 'AHD' ℄ CONST.
P.T. STA. 899+11.83 'BK' ℄ CONST. = STA. 899+16.74 'AHD' ℄ SURVEY
FIRST STREET (Plat)
ALLEY
SECOND STREET (plat)
McNEILL ADDITION
FILED MAY 30, 1952; P.B. 34, Pg. 43-43A
S.W. COR. E. 1/2 N.W. 1/4 OF S.E. 1/4 SEC. 22 T29S, R25E
8" X 8" C.M. WITH 1/4" I.P. IN CEN. S.W. COR. S.E. 1/4 SEC. 22
All Ref. Points Are 3/8" iron rods
P.O.T. Sta. 841+99.185
P.O.T. 862+58.480
(F) Indicates Field Dimension
INSERT
S.R. 555
BARTOW C/L N. TO TRANSPORT RD.
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE ROAD No. 555 (U.S. 17) POLK COUNTY
DRAWN V.G.S. 12-29-76
TRACED C.M. 12-30-76
CHECKED C.U.K. 5-23-78
COMPARED J.R.B. 1-30-79
INDEXED
APPROVED BY C. W. Monts De Oca 1-31-79 DISTRICT ENGINEER
3-29-79 ENGINEER OF RIGHT OF WAY
STATE HIGHWAY ENGINEER
SECTION 16030-2526
SHEET 9 OF
B.I. No 117883
Correct Land Line Distance K. CROFT 02-24-10
Add Ditch Par. 181 S. Bentayou 10-06-94
Add Gas Sta. & Bldg. KRB-MLD 3-15-82
Rev. Dist. CUK-MLD 4-7-81
Add R Par 180 JWD-MLD 5-20-80
Rev. 134, Add 180, 181 JWD 8-31-79
Revise Reference Points J.J.S.-W.P.H. 7-26-79
Add 43-A Plat Bk. Page # J.J.S.-W.P.H. 7-26-79
REVISION BY DATE

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

INSERT

S.R. 555

BARTOW C/L N TO TRANSPORT RD.

(F) Indicates Field Dimension

REVISION	BY	DATE
Rev. Dist.	CUK-MLD	4-7-81
Rev. Par. 159	JWD-MLD	2-10-81
Void 159, Add to 158	KRW-MLD	1-29-81
Chg. R/W & Add 'R' to 162.1	JWD-dds	4-28-80
Add Plat BK. Page #	J.J.S.-W.P.H.	7-20-79
Rev. Par. 158 & 159, Add 175	JWD-DJC	4-5-79

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 — POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	V.G.S.	1-2-77	C.W. Mont... (signature) DISTRICT ENGINEER	1-31-79
TRACED	C.M.	1-4-77		
CHECKED	CUK	6-12-78	(signature) ENGINEER OF RIGHT OF WAY	3-29-79
COMPARED	J.R.B.	1-30-79		
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 — SHEET 10 OF

B.I. Nº 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

MAP OF CORRECTION OF THE TOWN OF GORDONVILLE
Filed April 15, 1914; P.B. 3A, Pg. 43

T29S R25E
SCALE 1" = 100'

15 22 14 23 1/2" I. PIPE SEC. COR.

(6294.86'(F)) STA. 889+01.52

END INTERSECTION R/W LT. & RT. STA. 2+92.73

EQUATION: STA. 889+21.26 & SURVEY = STA. 0+00 & INTERSECTION R/W LT.

TRACT (15)

30 YEAR CITRUS

RADFORD RD. C-857

SCATTERED OAKS

1 STY FR. BUS

R/W CHANGE LEFT STA. 896+00.00

R/W CHANGE LEFT STA. 901+00.00

EQUATION: STA. 899+11.82 'BK' & CONST. = STA 899+16.74 'AHD' & SURVEY & CONST. IS 32' LEFT OF & SURVEY

PUBLIC GAS CO.

6' C.L.F.

K GATE

WOOD SIGN

WOOD R/W SIGN

SCATTERED OAKS

END INTERSECTION R/W LT & RT. STA. 8+00.00

EQUATION: STA. 9+13+45.40 & SURVEY = STA. 0+00 & INTERSECTION R/W LT.

R.R. R/W LINE

126006 TS#2

B.S.C.L. R.R.

LIMITS OF CONST.

Exist. R/W Line (1603-Proj. 774) & CONST.

2'X2' CONC. BOX CULVERT

(1603-Proj. 774) Exist. R/W Line

LIMITS OF CONST.

890 895 900 905 910 915

1973.01' DIRT TO

N45°08'40"E 1038.46'

EXIST PAV'T

47°08'20" T.C. & SURVEY

TEL. TERMINAL BOX

FIRE HYDRANT

METAL SIGN

R.B.S.T. PARKING AREA

1 STY C.B. BLDG.

2-12" C.M.P.

GAS VALVE

POWER SUB STA.

5' CHAIN LINK

1 STY C.B. BLDG.

972.14'(F) 518" I. Rod S.W. Cor., N.W. 1/4 Sec. 23

872.08'(F) N89°40'05"E

318" I. Rod S.E. Cor. SW 1/4 SEC. 14

BARTOW MUNICIPAL AIRPORT AND DEVELOPMENT AUTHORITY

EQUATION: STA. 9+13+74.19 'BK' & SURVEY = STA. 9+13+74.19 'AHD' & CONST. (32' LT. OF & SURVEY)

SEE KEY MAP 'B' FOR PARENT TRACT

(3)
CURVE DATA
P.I. STA. 883+09.05
X = 566630.720
Y = 1313390.588
Δ = 9°52'35" LT.
D = 0°30'00"
T = 990.10'
L = 1975.29'
R = 11459.16'
P.C. STA. 873+18.95
P.T. STA. 892+94.24

CURVE DATA & CONSTRUCTION
P.I. STA. 879+38.69
Δ = 9°52'35" LT.
D = 0°14'59"
T = 1982.96'
L = 3954.10'
R = 22950.31'
P.C. STA. 859+55.73 'BK' & SURVEY = STA. 859+55.73 'AHD' & CONST.
P.T. STA. 899+11.82 'BK' & CONST. = STA. 899+16.74 'AHD' & SURVEY

All Reference Points Are Iron Rods

Iron Rods

Nail ⊕ Caps

CURVE DATA & CONSTRUCTION
P.I. STA. 916+32.82
Δ = 2°35'09" (RT.)
D = 0°30'
T = 258.63'
L = 517.18'
R = 11459.16'
P.C. STA. 9+13+74.19 'BK' & SURVEY = STA. 9+13+74.19 'AHD' & CONST.
P.T. STA. 9+18+91.37

(F) Indicates Field Dimension

INSERT
S.R. 555
BARTOW C/L N. TO TRANSPORT RD.

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 POLK COUNTY

	BY	DATE
DRAWN	V.G.S.	1-8-77
TRACED	C.M.	1-10-77
CHECKED	CUK	6-14-78
COMPARED	JWD	3-2-79
INDEXED		

APPROVED BY: C.W. Monts De Oca — DISTRICT ENGINEER — DATE 3-27-79
APPROVED BY: L.E. Mund — ENGINEER OF RIGHT OF WAY — DATE
STATE HIGHWAY ENGINEER

REVISION	BY	DATE
City R/W Add'd 'R' to 162.1 Add POC & POB, C.L.F. & Ret. 889+01.52 & 913+51.26	JWD-SGA	6-28-80
	J.S.-W.R.H.	7-20-79

SECTION 16030-2526 SHEET 11 OF

B.I. No. 117883

FED. ROAD DIV. No. | STATE | F A PROJECT NO. | FISCAL YEAR | SHEET No.
3 | FLA. | TQF-353-2(6)
T29S R25E
SCALE 1" = 100'
R.R. SPK. S.W. Cor. N.E. 1/4 Sec. 14
CURVE DATA
℄ INTERSECTION R/W LT.
P.I. STA. 3+19.62
Δ=41°29'06"(RT.)
D=19°05'55"
T=113.62'
L=217.22'
R=300.00'
P.C. STA. 2+06.00
P.T. STA. 4+23.22 'BK' ℄ INTERSECTION R/W
=STA. 5+60.96 'AHD' ℄ SPIRIT LK. ROAD
Bearing Equation: N0°22'30"W ℄ Survey = N0°11'15"W ℄ 1669-150
(1669-150) Exist. R/W Line
(1669-150) ℄ SR. S-559
(1669-150) Exist. R/W Line
END INTERSECTION R/W LT. STA. 16+10.96
DETAIL: NOT TO SCALE
R=11559.16' L=1304.62' Δ=06°28'00"
0.57 S45°08'40"W
EQUATION: STA. 925+53.56 ℄ SURVEY = STA. 10+00.00 ℄ 1669-150
EQUATION: STA. 937+46.08 ℄ SURVEY = STA. 400+00.00 ℄ 16690-2152 STA. 289+22.13 ℄ 1603 Proj. 774
EQUATION: STA. 940+40.00 ℄ SURVEY = STA. 0+00 ℄ INTERSECTION R/W RT.
R.R. R/W LINE
937.06' N45°08'40"E
836.1'
℄ S.C.L. R.R.
M.P. W847 B-5
920
925
930
935
940
945
R/W LINE
R.R. R/W LINE
EXIST. R/W LINE
℄ SURVEY (US.17)
℄ CONST.
EXIST. PAV'T
N45°08'40"E
S45°08'40"W
6' CHAIN LINK
ROCK PILLAR
WIRE GATE
SPIRIT LK. RD.
R.R. SPK.
FR. SIGN
METAL SIGN
SCATTERED OAKS & PALMETTOES
LIMITS OF CONST.
THICK PINE & MYRTLES
TRAINER ROAD (PLAT)
EQUATION: STA. 928+50.00 ℄ SURVEY = STA. 0+00.00 ℄ INTERSECTION R/W LT.
EQUATION: P.T. STA. 926+00.55 'BK' ℄ CONST. STA. 926+00.00 'AHD' ℄ SURVEY
NOT INCLUDED IN THIS PLAT
4' CHAIN LINK
NOTE: HATCHED AREA ACQUIRED FROM COUNTY 4-10-84, O.R. 2233, PG. 1070.
EQUATION: STA. 3+65.96 'BK' INTER. R/W RT. =STA. 404+97.22 'AHD' ℄ 16690-2152
BEARING EQUATION: N89°53'40"E ℄ SURVEY = N89°13'14"E ℄ 16690-2152
BEGIN R/W TRANSITION STA. 404+97.22
END R/W TRANSITION LT. END INTERSECTION R/W RT. STA. 405+58.70
C.B. BLDG.
FR. & TIN SHED
NOT INCLUDED IN THIS PLAT
CURVE DATA
℄ INTERSECTION R/W RT.
P.I. STA. 2+91.37
Δ=45°15'00" LT.
D=28°38'52"
T=83.35'
L=157.95'
R=200.00'
P.C. STA. 2+08.01
P.T. STA. 3+65.96 'BK' ℄ INTER. R/W RT.
=STA. 404+97.22 'AHD' ℄ 16690-2152
SEC. 14
SEC. 23
N0°22'30"W
857.06'(F)
STA. 925+53.56
3/8" I. ROD S.E. COR. S.W. 1/4 SEC. 14
SEE KEY MAP 'B' FOR PARENT TRACT
℄ Survey
All Reference Points Are Iron Rods
P.O.T. 944+35.81
1/2" I.P. S.W. Cor. N.E. 1/4 S.E. 1/4 Sec. 14
Sta. 932+05.82
CURVE DATA
℄ CONSTRUCTION
P.I. STA. 916+32.82
Δ=2°35'09"(RT.)
D=0°30'
T=258.63'
L=517.18'
R=11459.16'
P.C. STA. 913+74.19 'BK' ℄ SURVEY
=STA. 913+74.19 'AHD' ℄ CONST.
P.T. STA. 918+91.37
CURVE DATA
℄ CONSTRUCTION
P.I. STA. 923+42.72
Δ=2°35'09"(LT)
D=0°30'00"
T=258.63'
L=517.18'
R=11459.16'
P.C. STA. 920+83.37
P.T. STA. 926+00.55 'BK' ℄ CONST.
=STA. 926+00.00 'AHD' ℄ SURVEY
AIRBASE SUBDIVISION P.B. 38 PG. 50 FILED: NOVEMBER 23, 1955
E
C
INSERT
S.R. 555
BARTOW C/L N TO TRANSPORT RD.
(F) INDICATES FIELD DIMENSION
(P) INDICATES PLAT DIMENSIONS
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE ROAD No. 555 POLK COUNTY
DRAWN V.G.S. 1-9-77
TRACED C.M. 1-11-77
CHECKED CUK 6-20-78
COMPARED JWD 3-2-79
INDEXED
APPROVED BY C.W. Monte De Oca DISTRICT ENGINEER
ENGINEER OF RIGHT OF WAY 3-29-79
STATE HIGHWAY ENGINEER
Add 184 JWD-MLH
Rev. Equa. Sta. JWD-MLD 3-2-81
Chg. R/W Add R' to 162.1 JWD-dds 4-28-80
Show M.P. file J.W.D.-C.W.B. 5-21-79
REVISION BY DATE
SECTION 16030-2526
SHEET 12 OF
B.I. No. 117883

FED. ROAD DIV. No. 3
STATE FLA.
F A PROJECT NO. TQF-353-2(6)
FISCAL YEAR
SHEET No.
R.R. SPK. SW. COR. NE 1/4 SEC. 14
1801.19' (F)
S 89° 47' 00" W
T 29S R25E
SCALE 1" = 100'
EQUATION:
STA. 937+46.08 ℄ 16030-2526 =
STA. 400+00.00 ℄ 16690-2152
STA. 289+22.13 ℄ 1603-Proj. 774
EQUATION:
STA. 940+40.00 ℄ SURVEY =
STA. 0+00 ℄ INTERSECTION R/W RT.
EQUATION:
STA. 953+37.24 ℄ SURVEY =
STA. 0+00 ℄ INTERSECTION R/W RT.
END CONSTRUCTION
STA. 961+32.81
END R/W JOB
STA. 961+01.32
3/4" I.P. NE COR. S.E. 1/4, NE 1/4 SEC. 14
R.R. R/W LINE
℄ SCL. R.R.
℄ S.C.L. R.R.
EXIST. R/W LINE
LIMITS OF CONST.
935
940
945
950
955
960
SCATTERED OAKS & PALMETTOES
S45°08'40"W 504.97'
604.98' N45°08'40"E
2'X2' CONC. BOX CULVERT
12" H. WALLS
9" W. WALLS
EXIST. PAV'T
℄ SURVEY
FR. SIGN
N45°08'40"E
1' H. WALL
9" WALLS
2'X2' CONC. BOX CULVERT
(1603-Proj. 774)
SCATTERED SCHRUBS
1 STY. C.B. BLDG.
SCATTERED OAKS
45°35'20"
529.74' (F)
44°24'30"
1/2" I.P.
STA. 961+44.46
389.24' (F)
NOT INCLUDED IN THIS PLAT
164.1
℄ S.R. 559
(16690-2152)
F.R. TIN SHED
R=160.00
L=126.36'
Δ=45°15'00
210.00' (P)
309.73' (P)
405
BEGIN R/W TRAN. LT. STA. 404+97.22
1 STY C.B. BLDG.
DIRT PARKING AREA
VEG. STAND
148.1
156.1
178.1
126006 T.S. #7
LOW AREA
TRAINER ROAD (PLAT)
THICK PINES & MYRTLES
169.1
165.1 VOID
FIGHTER ROAD
TRANSPORT RD. (PLAT)
STA. 950+43.60
166.1
167.1
168.1
R=170.00'
L=135.10'
Δ=45°32'00"
END INTERSECTION R/W RT. STA. 3+82.94
END R/W TRANSITION LT. END INTER. R/W RT. STA. 405+58.70
BOMBER ROAD (PLAT)
EXIST. R/W LINE (16690-2152)
410
784.89' (F) N 0°26'40" W
STA. 961+95.10
SEC. 14
SEC. 13
R.R. SPK. SW. COR. N.W. 1/4, SEC. 13
CURVE DATA
& INTERSECTION R/W RT.
P.I. STA. 2+91.37
Δ = 45°15' 00" LT.
D = 28°38'52"
T = 83.35'
L = 157.95'
R = 200.00'
P.C. STA. 2+08.01
P.T. STA. 3+65.96 'BK' & INTER. R/W RT.
= STA. 404+97.22 'AHD' ℄ 16690-2152
CURVE DATA
& INTERSECTION R/W RT.
P.I. STA. 2+57.94
Δ = 45°32'00" LT.
D = 28°38'52"
T = 63.94'
L = 158.94'
R = 200.00'
P.C. STA. 1+74.00
P.T. STA. 3+32.94 'BK' & INTER. R/W RT.
= STA. 4+28.21 'AHD' ℄ TRANSPORT RD.
EQUATION P.T. STA. 3+65.96 'BK' & INTER. R/W RT. = STA. 404+97.22 'AHD' ℄ 16690-2152
BEARING N89°53'40"E ℄ 16690-2152
N89°13'14"E
EQUATION ℄ 16030-2526 ℄ 16690-2152
AIRBASE SUBDIVISION
FILED: NOVEMBER 23, 1955 P.B. 38 PG. 50
SANHEATH ADDITION
FILED: MARCH 30, 1956 P.B. 39 PG. 50
INSERT
S.R. 555
BARTOW C/L N. TO TRANSPORT RD.
(F) INDICATES FIELD DIMENSIONS
(P) INDICATES PLAT DIMENSIONS
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY MAP
STATE ROAD No. 555 (U.S.17) POLK COUNTY
DRAWN V.G.S. 1-18-77
TRACED C.M. 1-24-77
CHECKED CUK 6-29-78
COMPARED JWD 3-2-79
INDEXED
APPROVED BY C. W. Monts De Oca DISTRICT ENGINEER
ENGINEER OF RIGHT OF WAY 3-29-79
STATE HIGHWAY ENGINEER
Remove Equation CUK-MLH 7-20-81
Rev. Par. 166.1, Add R J.W.D.-W.P.H. 7-14-80
REVISION BY DATE
SECTION 16030-2526
SHEET 13 OF
B.I. No 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

T29S-R25E

SCALE 1" = 50'

Map of Correction of the Town of Gordonville
Filed April 15, 1914 PB-3A Pg. 43

R.R. R/W LINE

℄ S.C.L. R.R.

R.R. R/W LINE 2

R.R. TRON SEC. COR.

R/W LINE 2

EXIST. R/W LINE 1 (1603-PROJ. 774)

LIMITS OF CONST.

825 830 835 840

℄ SURVEY N55°01'15"E

(1603-PROJ. 774) EXIST. R/W LINE 2

TAMPA ELECTRIC CO. EASEMENT D.B. 693, PG. 277

TAMPA ELECTRIC CO. EASEMENT D.B. 692, PG. 354

EXIST. R/W BY O.R. BK. 30, Pg. 426

15 Year Citrus

1 STY. MODULAR HOME

1 STY. FR. RES.

1 STY. C.B. RES.

1 STY. FR. GARAGE

1 STY. C.B. GARAGE

FR. BLDG.

FR. TIN SHED

1 STY. FR. BLDG.

BLOCK 46

1 STY. C.B. BLDG.

CONC. BLK. BLDG. (Under Const.)

1 STY. C.B. RES.

1 STY. FR. RES.

1 STY. C.B. RES. WITH FR. ADD'N

1 STY. FR. RES.

1 STY. C.B. RES.

1 STY. C.B. RES.

1 STY. FR. RES.

1 STY. FR. RES.

1 STY. C.B. RES.

1 STY. FR. RES.

1 STY. FR. RES.

1 STY. FR. RES.

1 STY. C.B. RES.

TRACT 47

116.1 R — ℄ 30

117.1 — ℄ 31

118.1 — ℄ 32

119.1 R — ℄ 33

120.1 — ℄ 34

121.1 R — ℄ 36

122.1 — ℄ 35

123.1 — ℄ 28

124.1 — ℄ 26

125.1 R — ℄ 42

126.1 R — ℄ 46

127.1 R — ℄ 45

128.1 R — ℄ 43 VOID

129.1 R — ℄ 44

130.1 R — ℄ 40

131.1R — ℄ 38

132.1R — ℄ 37

133.1 — ℄ 29

115.1 — ℄ 24

See Key Map For Parent Tract

BEGIN R/W TRANSITION RIGHT STA 822+00.00

END R/W TRANSITION RIGHT STA 827+00.00

BEGIN R/W TRANSITION RIGHT STA 834+00.00

END R/W TRANSITION STA 835+00.00

Note:
Dashed Lines are Property Lines By Deed
Solid Lines are Property Lines By Occupation

C.M. = ½" I.P. N.E. Cor. NW ¼ NW ¼ Sec. 27

DETAIL SHEET
STA 824+00.00 TO STA. 840+00.00

(F) Indicates Field Dimension

REVISION	BY	DATE
Rev Par 126, Add 127, 128	JWD	7-7-80
Add R to Plan 119	JWD-MLD	1-23-80
Add R Par 116, 8 &	JWD-MLD	1-16-80
Add Property Line Note	J.W.B.-M.P.H.	9-18-79
Add two dist on c.c. to ℄	J.W.B.-M.P.H.	9-17-79
Rev Par 125-132	JWD	9-6-79

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 U.S. 17 POLK COUNTY

	BY	DATE
DRAWN	L.A.	11-28-78
TRACED	T.W.	12-4-78
CHECKED	J.W.D.	12-5-78
COMPARED	J.R.B.	1-30-79
INDEXED		

APPROVED BY — DATE

C.W. Monks De Graffe 1-31-79
DISTRICT ENGINEER

L. E. Wheeler 3-29-79
ENGINEER OF RIGHT OF WAY

STATE HIGHWAY ENGINEER

SECTION 16030-2526 SHEET 14 OF

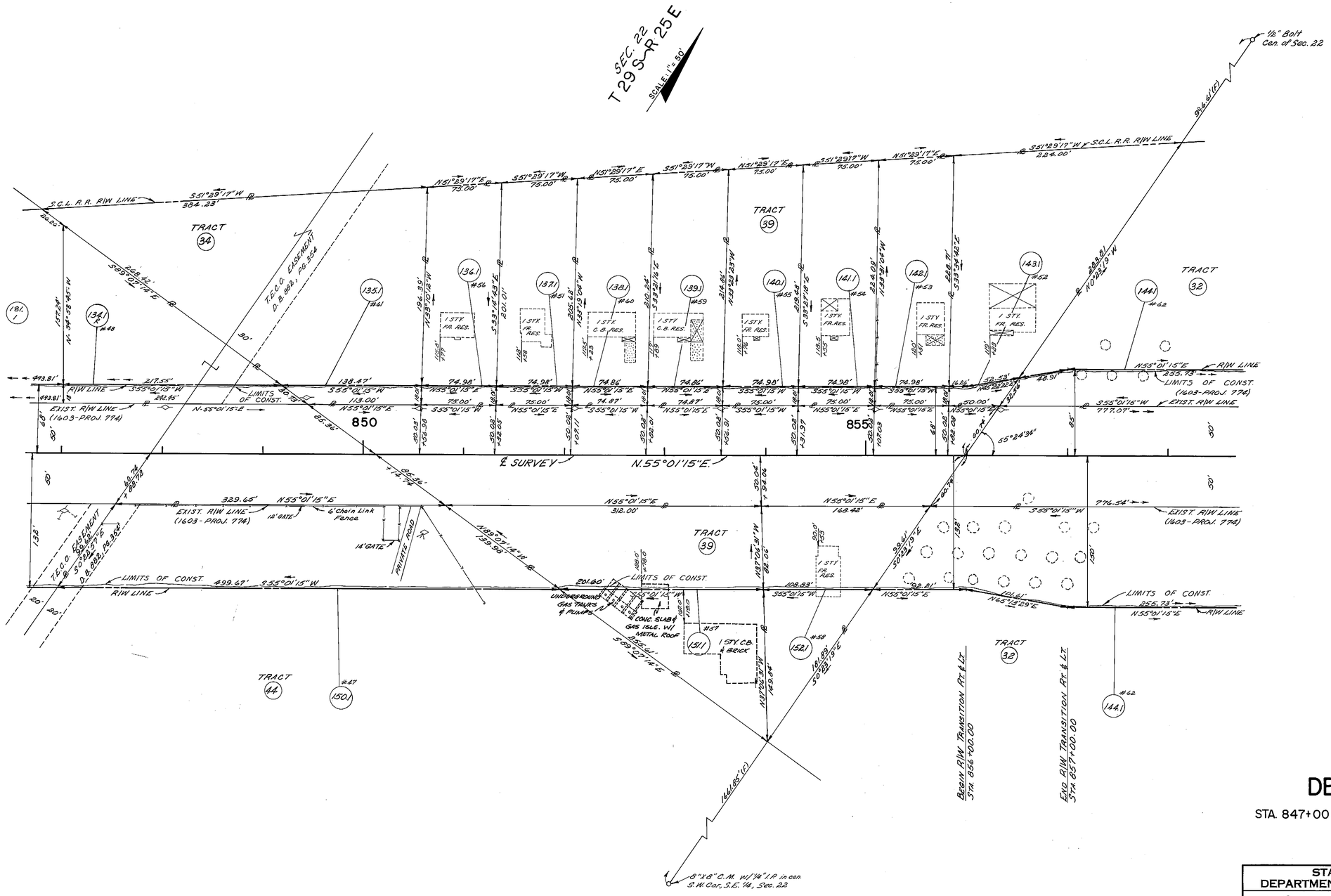
21 No. 117883

K&E 19 1253 5-76 MC 5254+

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		

MAP OF CORRECTION OF THE TOWN OF GORDONVILLE

Filed April 15, 1914 ; P.B. 3A Page 43



DETAIL

STA. 847+00 TO STA. 858+00

Correct Land Line Distance	K. CROFT	02-24-10	
Add Gas Sta. & Bldg.	KRB-LAD	3-15-82	
Rev. Par. 134 Add Par. 181	J.W.D.-W.P.H.	9-6-79	
Add Tie Par. 143	J.S.-W.P.H.	7-23-79	
REVISION	BY	DATE	

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	L.A.	2-22-79	C.W. Monts De Oca	
TRACED	L.A.	2-26-79		DISTRICT ENGINEER
CHECKED	J.J.S.	2-26-79	D. L. Shield	3-29-79
COMPARED	J.R.B.	1-30-79		ENGINEER OF RIGHT OF WAY
INDEXED				STATE HIGHWAY ENGINEER

SECTION 16030-2526 SHEET 15 OF

K&E 19 1253 8-76 MC 5254

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
3	FLA.	TQF-353-2(6)		16

MAP OF CORRECTION OF THE TOWN OF GORDONVILLE
FILED: APRIL 15, 1914 ; P.B. 3A , PG. 43

MAP OF GORDONVILLE
FILED: OCT. 8, 1887 ; P.B. 1A, PG. 20A

½" BOLT CEN. SEC. 22

T 29 S R 25 E SEC. 22
SCALE: 1" = 50'

S.C.L. R.R. R/W LINE

803.23' S 51°29'17" W

419.95' S 51°29'17" W

688.78' S 51°29'17" W

N 89°39'35" E 1442.92'(r) & TO COR.

STA. 873+51.60

STA. 872+55.16

STA. 872+30.84

293.92' S 38°22'09" E

265.94' S 38°21'45" E

END INTERSECTION R/W LT. & RT.
STA. 2+71.64

N 88°39'15" E

N 1°35'45" W 183.23'

N 88°24'15" E

N 1°35'45" W 100.00'

N 1°35'45" E 77.00'

N 1°35'45" W 6.83'

N 1°35'45" W 90.00'

N 88°24'15" E 65.99'

S 55°53'14" W 43.58'

N 34°39'05" W 128.17'

S 55°12'55" W 71.10'

N 38°21'55" W 52.07'

N 88°24'15" E 23.90'

N 1°35'45" W 89.63'

N 1°35'45" W 23.90'

N 1°35'45" W 89.63'

N 1°35'45" W 23.90'

T.B. N 53°55'13" E

T.B. N 52°49'51" E

T.B. N 51°46'35" E

T.B. N 52°24'50" E

R = 22833.31'
L = 438.59'
Δ = 1°06'02"

R = 22828.31'
L = 327.39'
Δ = 0°49'18"

R = 22828.31'
L = 166.11'
Δ = 0°25'01"

R = 22850.31'
L = 254.20'
Δ = 0°38'15"

R = 22850.31'
L = 460.30'
Δ = 1°09'15"

R = 11409.16'
L = 333.76'
Δ = 1°40'34"

1-STY. C.B. RES.

1-STY. BLOCK BUS.

LIMITS OF CONST. R/W LINE

LIMITS OF CONST.

R/W LINE

(1603 - PROJ. 774) EXIST. R/W LINE

777.07' S 55°01'15" W

163.93'

313.93' N 55°12'55" E

385.18' S 55°01'15" W

420.72' S 55°01'15" W

66.76'

154.72'

102.1'

163'

BLOCK 32

BLOCK 31

BLOCK 37

TRACT 27

146.1

147.1

153.1

154.1

144.1

145.1

860

865

870

875

117'

50'

122'

100'

E GRIFFIN RD.

R/W CHANGE LT. STA. 870+00.00

STA. 863+95.39 ℄ SURVEY =
STA. 01+33.70 ℄ GRIFFIN RD (91 MINER RD)

EQUATION:
STA. 868+03.01 ℄ SURVEY =
STA. 0+00.00 ℄ INTER. R/W RT.

EQUATION:
STA. 870+22.81 ℄ SURVEY =
STA. 0+00.00 ℄ INTER. R/W RT.

℄ SURVEY

℄ CONST.

124°26'05" T.C.

N 55°01'15" E

124°52'

86°37'

124°57'10"

776.54' S 55°01'15" W

EXIST. R/W (1603-PROJ. 774)

EQUATION:
STA. 863+76.87 ℄ CONST. =
STA. 0+00.00 INTER. R/W RT. & LT.

1 ROD

145.98' S 55°01'15" W 72.99'(r)

S 55°28'47" W 32.15'

S 54°59'01" W

S 55°01'15" W 60.83'

(1603-PROJ. 774) EXIST. R/W LINE

N 54°59'07" E 235.42'

S 51°37'51" W 180.23'

77.29'(r)

BLOCK 37 GORDONVILLE

PRM C.M.

90.76' S 51°37'51" W

R = 23068.31'
Δ = 76°98'
L = 1°01'28"

R = 23068.31'
L = 164.49'
Δ = 0°24'31"

R = 23058.31'
L = 251.99'
Δ = 0°37'34"

T.B. N 52°27'00" E

T.B. N 52°02'29" E

T.B. N 51°24'55" E

98" I.R. SE. COR. NE.¼ SEC. 22

STA. 873+15.71 (℄ CONST.)

R/W CHANGE RT. STA 874+00.00

S 34°58'45" E 32'

776.54' S 55°01'15" W

EXIST. R/W (1603-PROJ. 774)

T.B. N 54°17'25" E

LIMITS OF CONST. R/W LINE

R = 23068.31'
L = 294.15'
Δ = 0°43'50"

N 01°35'45" W 233.59'

N 01°35'45" W 100.42'

N 88°24'15" E 22'

END INTERSECTION R/W RT.
STA. 2+70.06

736.45'(r) STA. 864+13.35

STA. 864+49.86

STA. 865+25.84

STA. 866+20.23

STA. 867+66.31

STA. 868+84.46

℄ SECOND ST.

℄ THIRD ST.

℄ 91 MINE RD.

1-STY. C.B. RES.

1-STY. BLOCK RES.

LIMITS OF CONST.

T.B. N 54°02'46" E

T.B. N 53°37'00" E

T.B. N 53°39'09" E

T.B. N 53°02'41" E

T.B. N 52°58'25" E

R = 23068.31'
L = 148.09'
Δ = 0°22'04"

R = 23068.31'
L = 148.90'
Δ = 0°22'11"

R = 23068.31'
L = 54.85'
Δ = 0°08'11"

END INTERSECTION R/W LT.
STA. 2+29.20

END INTERSECTION R/W RT.
STA. 2+39.80 LT.
STA. 2+33.59 RT.

1 2 3 4 5 6 11 12 13 14 15 16 22 23 24 25 33 34 35 36 37 38

155.1 157.1 158.1 159.1 161.1 174.1 175.1

CURVE DATA
℄ CONSTRUCTION
P.I. STA. 879+38.69
Δ = 9°52'35" LT.
D = 0°14'59"
T = 1982.96'
L = 3956.10'
R = 22950.31'
P.C. STA. 859+55.73 'BK' ℄ SURVEY =
STA. 859+55.73 'AHD' ℄ CONST.
P.T. STA. 899+11.82 'BK' ℄ CONST. =
STA. 899+16.74 'AHD' ℄ SURVEY

½" I.P. S.W. COR. E ½ N.W. ¼ of S.E. ¼ SEC. 22

McNEILL ADDITION
FILED: MAY 30, 1952 ; P.B. 34, PG. 43-43A

TRACT (30)

(3)

CURVE DATA
P.I. STA. 883+09.05
X = 566630.720
Y = 1313390.588
Δ = 9°52'35" LT.
D = 0°30'00"
T = 990.10'
L = 1975.29'
R = 11459.16'
P.C. STA. 873+18.95
P.T. STA. 892+94.24

(P) INDICATES PLAT DIMENSION
(F) INDICATES FIELD DIMENSION

DETAIL
STA. 860+00 TO STA. 875+00

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD No. 555 — POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	VGS	2-23-79	C.W. Monte De Oca	3-29-79
TRACED	VGS	2-28-79	DISTRICT ENGINEER	
CHECKED	CUK	2-28-79	R. E. Wurst	3-29-79
COMPARED	JRB	1-30-79	ENGINEER OF RIGHT OF WAY	
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 — SHEET 16 OF

REVISION	BY	DATE
Rev. Par. 159	JWD-MLD	2-10-81
Add 159, Add to 128	KEW-MLD	1-29-81
Rev. Par. 128 & Add 129	J.S.-W.P.H.	7-20-78
Rev. Par. 158 & 159, Add 175	J.WD-DJC	4-5-79

B.I. No 117883

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA.	TQF-353-2(6)		

UTILITY TABULATIONS

UNDERGROUND TELEPHONE

STATION	RIGHT	LEFT
804+00.00		35.2'
806+00.00		34.4'
808+00.00		34.6'
811+03.00		40.2'
811+13.00		39.3'
811+34.00		39.5'
813+00.00		40.0'
815+00.00		40.0'
817+00.00		39.0'
817+35.00		42.8'
818+00.00		37.1'
819+00.00		39.2'
PT 820+25.39		38.7'
823+28.00		42.5'
826+00.00		39.2'
829+00.00		39.6'
832+60.00		40.5'
835+00.00		40.2'
838+31.00		40.8'
842+00.00		39.9'
845+42.00		43.2'
847+00.00		39.9'
850+00.00		40.7'
853+00.00		45.0'
856+53.00		39.3'
860+00.00		41.5'
861+18.00		43.5'
863+94.00		44.0'
864+10.00		42.8'
864+64.00		39.9'
869+65.00		43.3'
867+43.00		39.3'
867+43.00		46.9'
868+20.00		39.5'
868+55.00		39.0'
872+00.00		38.3'
PC 873+18.95		40.6'
875+00.00		40.7'
877+00.00		41.4'
879+00.00		39.7'
881+55.00		38.9'
884+00.00		39.7'
886+00.00		36.1'
887+92.00		37.6'
889+31.00		39.0'
889+77.00		40.0'
PT 892+94.24		41.4'
896+00.00		39.9'
899+00.00		40.6'
902+00.00		39.7'
905+00.00		40.5'
908+00.00		39.7'
911+00.00		40.0'
912+89.00		40.8'
913+22.00		40.4'
914+29.00		39.7'
END 200 PR 914+29.00		44.7'
BEGIN 30 PR 801+05.00		100.0'
801+05.00		28.0'
801+36.00		27.2'
801+51.00		17.6'
804+00.00		16.2'
806+00.00		17.0'
808+00.00		16.5'
811+13.00		17.7'
813+00.00		16.5'
815+00.00		17.9'
817+00.00		17.0'
819+00.00		16.0'
PT 820+25.39		15.5'
821+00.00		20.1'
823+28.00		27.9'

STATION	RIGHT	LEFT
826+00.00		27.8'
829+00.00		28.6'
832+60.00		29.3'
835+00.00		30.2'
838+31.00		29.7'
838+53.00		23.4'
838+87.00		16.3'
842+00.00		14.9'
845+31.00		16.0'
845+42.00		15.7'
845+55.00		15.9'
847+00.00		15.3'
850+00.00		15.7'
850+61.00		18.3'
851+06.00		27.8'
853+00.00		27.3'
856+53.00		27.3'
861+50.00		26.2'
863+94.00		25.5'
864+60.00		26.4'
868+20.00		27.8'
868+70.00		27.3'
872+00.00		34.6'
P.C. 873+18.95		33.5'
874+18.00		35.3'
875+00.00		38.0'
877+00.00		27.0'
879+00.00		25.9'
881+55.00		26.4'
884+00.00		26.0'
886+00.00		25.7'
887+92.00		27.8'
889+00.00		31.9'
889+31.00		34.3'
889+73.00		30.9'
PT 892+94.24		30.6'
896+00.00		30.1'
899+00.00		28.0'
902+00.00		28.8'
905+00.00		28.6'
908+00.00		27.9'
911+00.00		28.3'
912+89.00		26.4'
913+32.00		29.8'
914+30.00		29.8'
916+17.00		33.5'
919+00.00		30.0'
922+00.00		29.6'
924+83.00		27.1'
925+11.00		26.6'
926+30.00		26.0'
926+89.00		26.0'
929+00.00		26.3'
932+00.00		29.0'
935+00.00		29.1'
937+18.00		29.9'
942+00.00		29.3'
946+00.00		28.9'
BEGIN 200 PR 867+39.00		38.2'
867+39.00		27.1'
867+39.00		14.0'
867+39.00	20.5'	
867+45.00	36.0'	
867+48.00	51.4'	
ON 2ND AVE. BEGIN 400 PR 1+42.00	20.1'	
937+47.00		36.8'
937+47.00		18.0'
937+47.00	39.7'	
S.R. 5-559 0+43.00	31.1'	
S.R. 5-559 2+26.00 BEGIN 30 PR 939+02.00	29.6'	
939+02.00		44.2'
939+02.00		33.1'

STATION	RIGHT	LEFT
939+02.00	22.0'	
939+02.00	49.2'	
S.R. 5-559 1+59.00		41.0'
S.R. 5-559 2+00.00		55.2'
BEGIN 30 PR 694+00.00	22.2'	
703+00.00	21.6'	
706+00.00	22.0'	
709+00.00	21.8'	
712+00.00	21.8'	
715+24.50	22.9'	
718+00.00	21.7'	
721+00.00	21.8'	
724+00.00	21.5'	
727+00.00	21.3'	
P.C. 729+31.72	20.9'	
731+00.00	22.0'	
733+00.00	22.3'	
734+00.00	21.7'	
P.T. 736+65.73	21.0'	
738+53.00	15.2'	
738+53.00	12.0'	
742+49.00	10.5'	
742+49.00	15.8	
743+00.00	20.2'	
746+00.00	20.4'	
749+00.00	21.0'	
752+00.00	18.9'	
755+00.00	19.2'	
758+00.00	18.3	
P.C. 761+93.37	19.0'	
764+00.00	19.0	
766+00.00	18.6	
768+00.00	17.7'	
770+00.00	17.7'	
770+78.00	21.0'	
771+00.00	27.2'	
771+30.00	40.3'	
772+00.00	39.9'	
774+00.00	39.3'	
776+00.00	43.0'	
778+00.00	42.7'	
780+00.00	43.0'	
782+00.00	42.2'	
784+00.00	43.0'	
786+00.00	43.2'	
788+00.00	43.8'	
790+00.00	43.7'	
791+46.00	44.0'	
791+69.00	44.5'	
792+00.00	43.0'	
796+00.00	43.0'	
798+00.00	42.6'	
798+49.00	42.0'	
798+67.00	43.5'	
800+00.00	43.0'	
802+00.00	43.1'	
802+41.00	35.3'	
803+00.00	23.3'	
804+00.00	22.4'	
806+00.00	21.5'	
807+91.00	33.0'	
808+00.00	22.7'	
810+00.00	21.3'	
811+13.00	21.3'	
812+00.00	21.6'	
812+82.00	25.5'	
813+26.00	45.0'	
815+00.00	44.0'	
817+00.00	43.2'	
819+00.00	43.6'	
PT 820+25.39	44.0'	
823+00.00	43.4'	

STATION	RIGHT	LEFT
826+00.00	43.6'	
827+00.00	44.7'	
827+53.00	43.4'	
829+00.00	41.6'	
832+00.00	41.7'	
835+00.00	40.7'	
837+85.00	41.3'	
838+00.00	30.6'	
838+13.00	23.0'	
842+00.00	22.1'	
845+31.00	22.0'	
845+42.00	21.5'	
845+55.00	22.6'	
847+00.00	22.0'	
848+95.00	22.7'	
849+20.00	34.1'	
849+55.00	45.2'	
853+00.00	44.0'	
855+95.00	35.0'	
856+43.00	21.7'	
860+00.00	22.0'	
861+50.00	21.5'	
863+28.00	21.5'	
864+00.00	22.0'	
867+42.00	22.8'	
868+10.00	22.1'	
868+56.00	27.8'	
868+81.00	34.5'	
869+12.00	44.8'	
869+66.00	45.3'	
870+03.00	43.8'	
870+21.00	44.3'	
872+00.00	41.2'	
P.C. 873+18.95	45.8'	
874+18.00	45.0'	
875+00.00	43.8'	
877+00.00	44.2'	
879+00.00	40.0'	
881+55.00	44.4'	
884+00.00	45.2'	
886+00.00	44.6'	
887+92.00	44.0'	
890+00.00	42.8'	
P.T. 892+94.24	44.1'	
896+00.00	44.3'	
899+00.00	44.9'	
901+68.00	45.4'	
905+00.00	47.0'	
908+00.00	43.7'	
911+00.00	47.9'	
913+29.00	49.6'	
914+28.00	48.8'	
916+08.00	49.0'	
916+17.00	49.0'	
916+31.00	49.0'	
919+00.00	48.0'	
922+28.00	48.2'	
923+20.00	48.8'	
924+98.00	48.0'	
925+53.00	48.9'	
929+00.00	46.5'	
932+00.00	47.2'	
935+00.00	47.2'	
937+00.00	47.8'	
937+28.00	47.4'	
938+96.00	47.0'	
942+19.00	47.4'	
945+00.00	45.7'	
946+00.00	43.0'	

STATION	RIGHT	LEFT
BEGIN 200 PR 715+25.00		31.5'
715+28.50		15.3'
715+28.50	18.4'	
715+28.50	24.7'	
718+00.00	26.1'	
721+00.00	25.7'	
724+00.00	25.7'	
727+00.00	25.3'	
P.C. 729+31.72	24.7'	
731+00.00	25.3	
733+00.00	24.5'	
734+00.00	24.5'	
P.T. 736+65.73	24.7'	
738+52.00	20.0'	
742+51.00	20.3'	
743+00.00	25.2'	
746+00.00	20.9'	
749+00.00	24.7'	
752+00.00	22.7'	
755+00.00	22.9'	
755+80.00	23.0'	
P.C. 761+93.37	23.0'	
764+00.00	21.8'	
766+00.00	21.5'	
768+00.00	22.0'	
770+00.00	22.8'	
770+74.00	25.9'	
771+00.00	32.5'	
771+30.00	44.4'	
772+00.00	47.5'	
774+00.00	47.7'	
776+00.00	47.0'	
778+00.00	47.4'	
780+00.00	46.0'	
782+00.00	45.0'	
784+00.00	47.8'	
786+00.00	47.0'	
788+00.00	48.0'	
790+00.00	49.0'	
791+46.00	48.8'	
791+46.00	49.8'	
791+69.00	48.3'	
791+69.00	49.4'	
792+00.00	47.4'	
796+00.00	47.4'	
798+00.00	48.0'	
798+49.00	49.8'	
798+67.00	49.7'	
800+00.00	47.9'	
801+62.00	47.0'	
801+73.00	16.0'	
801+73.00		26.0'
804+00.00		23.3'
806+00.00		24.4'
808+00.00		24.0'
811+13.00		23.7'
813+00.00		24.2'
815+00.00		29.7'

UTILITY TABULATIONS

STATE OF FLORIDA
STATE ROAD DEPARTMENT

RIGHT OF WAY MAP

STATE ROAD NO. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	CUK	8-4-78	C.W. Mathis DeBary DISTRICT ENGINEER	1-31-79
TRACED	TJW	8-11-78	E. E. Mann ENGINEER OF RIGHTS OF WAY	3-29-79
CHECKED				
COMPARED				
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 SHEET 17 OF

B.I. No. 117883

FED. ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA.	70F-353-2(6)		

UTILITY TABULATIONS

UNDERGROUND TELEPHONE

	STATION	RIGHT	LEFT
400 PR & 50 PR	694+00.00		38.8'
	695+85.00		40.1'
	697+00.00		37.0'
	700+00.00		40.4'
	703+00.00		39.0'
	706+00.00		39.5'
	709+00.00		40.2'
	712+00.00		38.9'
	715+24.50		38.4'
	718+00.00		39.0'
	719+82.00		42.5'
	721+00.00		42.7'
	724+00.00		40.8'
	726+47.00		42.7'
	727+00.00		42.3'
PC	729+31.72		39.9'
	730+83.00		39.8'
	730+83.00		41.4'
	733+00.00		38.8'
PT	736+65.73		39.0'
	738+24.00		41.3'
	738+33.00		25.5'
	738+50.00		25.4'
	742+51.00		25.5'
	742+70.00		25.3'
	742+73.00		40.0'
	746+00.00		39.0'
	747+32.00		39.2'
	747+84.00		44.5'
	749+00.00		41.9'
	752+00.00		36.5'
	755+00.00		41.4'
	758+00.00		42.3'
	761+18.00		41.9'
	761+39.00		34.1'
	761+57.00		40.3'
PC	761+93.37		41.4'
	764+00.00		41.5'
	766+00.00		44.0'
	768+00.00		42.5'
	770+00.00		43.8'
	772+00.00		45.7'
	774+00.00		43.8'
	776+00.00		44.0'
	778+00.00		41.0'
	780+00.00		42.7'
	782+00.00		42.2'
	784+00.00		42.7'
	786+00.00		43.8'
	788+00.00		45.5'
	790+00.00		45.2'
	792+00.00		44.4'
	794+00.00		44.9'
	796+00.00		46.0'
	798+00.00		45.5'
	800+00.00		44.6'
	801+02.00		43.6
	801+32.00		41.4'
	801+74.00		40.0'
	801+96.00		40.5'
	801+96.00		42.5'
	804+00.00		43.2'
	806+00.00		41.8'
	808+00.00		42.4'
	810+98.00		43.0'
	811+13.00		43.4'
	811+38.00		41.8'
	813+00.00		45.5'
	815+00.00		45.3'
	817+00.00		45.8'
	819+00.00		44.9'
PT	820+25.39		43.6'

	STATION	RIGHT	LEFT
	823+28.00		44.7'
	826+00.00		42.7'
	829+00.00		44.1'
	832+60.00		45.3'
	835+00.00		46.3'
	838+31.00		47.3'
	842+00.00		46.0'
	845+42.00		47.3'
	847+00.00		45.4'
	850+00.00		47.1'
	853+00.00		41.4'
	856+53.00		38.5'
	856+81.00		29.6'
	860+00.00		31.0'
	861+50.00		30.8'
	863+94.00		34.4'
	864+54.00		42.2'
	867+39.00		38.2'
	868+20.00		39.0'
	868+27.00		44.6'
	868+55.00		43.4'
	872+00.00		45.5
PC	873+18.95		47.5'
	874+77.00		48.0'
	874+77.00		48.3'
	875+00.00		47.4'
	877+00.00		46.3'
	879+00.00		43.0'
	881+55.00		41.8'
	881+55.00		42.2'
	884+00.00		40.8'
	886+00.00		40.2'
	887+92.00		41.6'
	889+31.00		44.0'
	889+77.00		43.6'
	890+07.00		43.6'
	890+47.00		38.0'
	890+83.00		33.2'
	890+61.00		33.4'
PT	892+94.24		30.6'
	896+00.00		36.3'
	899+00.00		37.0'
	902+00.00		36.4'
	905+00.00		37.2'
	908+00.00		36.3'
	909+54.00		38.0'
	909+54.00		47.0'
	911+00.00		37.0'
	912+49.00		39.9'
	912+49.00		57.0'
	913+22.00		38.8'
	914+29.00		39.2'
	914+29.00		44.7'
	916+17.00		37.0'
	919+00.00		37.5'
	922+00.00		37.4'
	924+75.00		39.5'
SPIRIT LK RD.	0+78.00		22.4'
SPIRIT LK RD.	1+00.00	24.7'	
	926+50.00		41.6'
	926+89.00		34.8'
	929+00.00		35.3'
	932+00.00		36.8'
	935+00.00		37.0'
	937+18.00		37.4'
	937+18.00		43.9'
END PR 300 / BGN PR 50	937+97.00		34.8'
	942+00.00		37.0'
END PR 50	945+23.00		36.3'
	945+23.00		44.7'

	STATION	RIGHT	LEFT
BEGIN 50 PR	694+00.00		42.8'
	695+87.00		43.1'
	697+00.00		42.7'
	700+00.00		42.4'
	703+00.00		42.4'
	706+00.00		42.9'
	709+00.00		42.9'
	712+00.00		41.6'
	715+24.50		41.7'
	718+00.00		41.5'
	719+82.00		42.5'
	721+00.00		39.0'
	724+00.00		38.6'
	727+00.00		39.5'
PC	729+31.72		39.9'
	730+83.00		40.3'
	730+83.00		41.4'
	733+00.00		38.8'
PT	736+65.73		39.0'
	738+24.00		42.5'
	738+52.00		18.8'
	738+52.00		11.2'
	742+49.00		11.1'
	742+49.00		21.0'
	742+65.00		38.8'
	746+00.00		39.0'
	747+32.00		38.2'
	747+84.00		42.5'
	749+00.00		38.7'
	752+00.00		36.0'
	755+00.00		39.4'
	758+00.00		38.7'
	761+18.00		38.2'
	761+39.00		33.4'
	761+57.00		38.5'
PC	761+93.37		40.4'
	764+00.00		39.2'
	766+00.00		42.0'
	768+00.00		40.0'
	770+00.00		40.3'
	772+00.00		41.4'
	774+00.00		40.5'
	776+00.00		41.0'
	778+00.00		39.0'
	780+00.00		38.2'
	782+00.00		39.8'
	784+00.00		40.2'
	786+00.00		40.8'
	788+00.00		42.5'
	790+00.00		42.5'
	792+00.00		41.0'
	794+00.00		40.7'
	796+00.00		42.7'
	798+00.00		41.5'
	800+00.00		41.5'
	801+02.00		37.0'
	801+32.00		36.3'
	801+74.00		40.5'
	801+96.00		40.5'
	801+96.00		42.5'
	804+00.00		40.3'
	806+00.00		40.2'
	808+00.00		39.6'
	808+98.00		41.2'
	808+98.00		42.2'
	810+98.00		42.0'
	811+03.00		40.2'
	811+13.00		39.3'
	811+38.00		39.5'
	813+00.00		42.5'
	815+00.00		43.0'
	817+00.00		39.0'

	STATION	RIGHT	LEFT
	817+35.00		35.4'
	818+00.00		37.4'
	819+00.00		41.7'
PT	820+25.39		41.6'
	823+28.00		44.4'
	826+00.00		42.0'
	829+00.00		41.5'
	832+60.00		42.5'
	835+00.00		43.8'
	838+31.00		43.4'
	842+00.00		43.3'
	845+42.00		45.0'
	847+00.00		41.8'
	850+00.00		43.5'
	853+00.00		39.5'
	856+53.00		35.7'
	856+81.00		30.4'
	860+00.00		31.0'
	861+50.00		30.8'
	863+94.00		30.6'
	864+54.00		38.9'
	867+39.00		42.4'
	868+20.00		42.8'
	868+55.00		42.4'
	872+00.00		41.6'
PC	873+18.95		42.6'
	873+59.00		43.9'
	873+59.00		49.8'
	874+77.00		48.0'
	875+00.00		43.2'
	877+00.00		43.7'
	879+00.00		41.5'
	881+55.00		41.5'
	884+00.00		40.4'
	886+00.00		38.9'
	887+92.00		40.1'
	889+31.00		39.0'
	889+77.00		40.0'
PT	892+94.24		44.5'
	896+00.00		42.5'
	899+00.00		42.4'
	902+00.00		42.6'
	905+00.00		42.8'
	908+00.00		43.0'
	911+00.00		42.9'
	912+49.00		40.8'
	913+22.00		41.4'
	914+29.00		39.7'
	914+29.00		44.7'
	916+17.00		39.8'
	919+00.00		40.0'
	922+00.00		39.8'
	924+75.00		39.5'
SPIRIT LK Rd.	0+78.00		22.4'
SPIRIT LK Rd.	1+00.00	24.7'	
	926+50.00		41.6'
	926+89.00		39.6'
	929+00.00		39.7'
	932+00.00		40.2'
	935+00.00		40.0'
	937+18.00		40.5'
	942+00.00		40.8'
	945+00.00		39.1'
	946+00.00		39.1'
BEGIN 25 PR	892+42.00	51.6'	
	893+00.00	53.6'	
	893+00.00	78.2'	
BEGIN 100 PR	901+68.00	45.2'	
	903+42.00	46.4'	
	903+42.00	50.9'	

	STATION	RIGHT	LEFT
BEGIN 200 PR	695+84.00		32.4'
	695+90.00		45.4'
	697+00.00		45.2'
	700+00.00		45.4'
	703+00.00		45.9'
	706+00.00		45.8'
	709+00.00		45.5'
	712+00.00		45.8'
	715+24.50		44.6'
	718+00.00		44.5'
	719+82.00		45.9'
	721+00.00		47.0'
	724+00.00		45.4'
	726+47.00		42.7'
	726+61.00		37.1'
	726+73.00		29.3'
	726+85.00		25.3'
PC	729+31.72		24.0'
	731+00.00		23.4'
	733+00.00		22.6'
PT	736+65.73		22.7'
	738+34.00		22.2'
	738+34.00	18.00'	
	742+51.00	20.30'	
	742+56.00	14.60'	
	742+56.00		22.0'
	745+04.00		21.8'
	745+04.00		27.0'
	746+00.00		21.8'
	749+00.00		22.9'
	752+00.00		21.7'
	755+00.00		22.1'
	758+00.00		21.7'
PC	761+93.37		23.6'
	764+00.00		23.7'
	766+00.00		22.0'
	768+00.00		23.5'
	770+00.00		22.7'
	770+78.00		25.1'
	771+30.00		35.6'
	772+00.00		38.5'
	774+00.00		37.5'
	776+00.00		37.0'
	778+00.00		36.0'
	780+00.00		35.0'
	782+00.00		36.9'
	784+00.00		36.8'
	786+00.00		38.0'
	788+00.00		38.6'
	790+00.00		39.0'
	792+00.00		37.0'
	794+00.00		37.6'
	796+00.00		38.6'
	798+00.00		37.0'
	800+00.00		37.2'
	801+02.00		37.0'
	801+32.00		36.3'
	801+73.00		35.3'

UTILITY TABULATIONS

STATE OF FLORIDA
STATE ROAD DEPARTMENT

RIGHT OF WAY MAP

STATE ROAD NO. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	CUK	8-9-78		
TRACED	TJW	8-10-78	A. W. Martin DeClaire DISTRICT ENGINEER	1-31-79
CHECKED			L. E. Wheeler ENGINEER OF RIGHTS OF WAY	3-29-79
COMPARED				
INDEXED			STATE HIGHWAY ENGINEER	

SECTION. 16030-2526 SHEET 18 OF

B.I. No. 117883

FED ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
3	FLA.	TQF-353-2(6)		

UTILITY TABULATIONS

UNDERGROUND TELEPHONE

STATION	RIGHT	LEFT
817+00.00		25.0'
819+00.00		24.7'
P.T. 820+25.39		24.2'
821+00.00		28.0'
821+52.00		37.7'
823+28.00		39.2'
826+00.00		39.2'
END 200 PR 826+00.00		45.5'
BEGIN 200 PR 864+11.00	44.5'	
864+19.00	29.3'	
867+38.00	36.7'	
867+98.00	51.4'	
867+55.00	48.0'	
867+86.00	48.0'	
869+53.00	49.4'	
869+72.00	48.5'	
870+03.00	47.7'	
870+21.00	48.0'	
870+34.00	43.5'	
872+00.00	41.2'	
P.C. 873+18.95	41.7'	
874+18.00	40.6'	
875+00.00	39.7'	
877+00.00	40.9'	
879+00.00	40.9'	
881+55.00	40.2'	
884+00.00	40.9'	
886+00.00	39.5'	
888+00.00	39.7'	
888+07.00	50.5'	
888+30.00	50.0'	
888+30.00	39.8'	
890+00.00	37.0'	
P.T. 892+94.24	40.2	
892+42.00	42.0'	
892+42.00	51.6'	
892+43.00	38.0'	
896+00.00	39.2'	
899+00.00	39.9'	
901+68.00	42.3'	
905+00.00	42.1'	
908+00.00	40.3'	
911+00.00	43.6'	
913+29.00	44.2'	
914+28.00	44.9'	
PAVED RD. 1+00.00		23.5'
PAVED RD. 1+08.00		14.6'
PAVED RD. 2+00.00		15.3'
BEGIN 30 PR 755+80.00	23.0'	
30 PR 755+85.00	25.0'	
BEGIN 100 PR 867+48.00	51.4'	
2ND AVE. 1+42.00	16.6'	
BEGIN 150 PR 888+80.00	50.0'	
888+30.00	39.8'	
890+00.00	36.8'	
P.T. 892+94.24	38.5'	
892+42.00	42.0'	
892+42.00	51.6'	
892+93.00	38.0'	
896+00.00	37.2'	
898+70.00	39.0'	
898+70.00	51.5'	
899+00.00	38.6'	
901+68.00	39.0'	
905+00.00	39.3'	
908+00.00	37.7'	
911+00.00	40.1'	
913+29.00	41.8'	
914+29.00	42.1'	
914+29.00		44.7'

UNDERGROUND WATER

STATION	RIGHT	LEFT
3RD ST. 3+00.00		12.0'
3RD ST. 0+63.00		16.3'
872+00.00	58.3	
874+25.00	56.3'	
875+00.00	57.1'	
877+42.00	54.6'	
879+00.00	50.3'	
881+00.00	48.8'	
882+48.00	51.3'	
883+75.00	50.0'	
884+50.00	55.0'	
888+07.00	54.0'	
888+07.00	58.1'	
892+98.00	58.1'	
892+98.00	59.6'	
892+98.00	259.6'	
893+05.00	58.1'	
893+05.00	59.6'	
893+05.00	259.6'	
897+70.00	53.6	
897+70.00	58.1'	
901+00.00	58.1'	
903+28.00	58.6'	
903+28.00	57.6'	
903+28.00	15.0'	
903+28.00		21.0'
903+28.00		130.0'
907+10.70	84.0'	
907+13.20	300.0'	
907+39.70	58.0'	
907+39.70	84.0'	
907+95.70	84.0'	
907+46.70	84.0'	
907+46.70	81.5'	
909+70.00	83.1'	
909+70.00	85.6'	
912+44.00	83.1'	
912+44.00	86.1'	
913+20.00		51.0'
GATE RD. 1+00.00	16.5'	
GATE RD. 3+00.00	22.0'	
2ND PAVED ST. 0+90.00	39.5'	
2ND PAVED ST. 1+25.00	39.9'	
2ND PAVED ST. 3+00.00	39.5'	
VAN FLEET DR. 24+27.50		54.5'
VAN FLEET DR. 26+27.50		57.5'
VAN FLEET DR. 25+00.00		62.5'
VAN FLEET DR. 26+74.50		62.5'
VAN FLEET DR. 26+92.50		95.0'
VAN FLEET DR. 27+32.00		158.5'
681+38.00		179.5'
682+29.00		127.0'
683+21.00		95.0'
683+21.00		98.0'
684+56.00		64.0'
684+59.00		64.0'
684+64.00		64.0'
688+19.50		68.5'
688+19.50		71.0'
688+69.00		68.5'
688+69.00		79.5'
678+98.50	39.0'	
679+19.00	39.0'	
679+19.00	42.0'	
681+00.00	39.0'	
683+00.00	39.0'	
684+23.00	39.0'	
684+25.00	39.0'	
684+89.00	39.0'	

SANITARY SEWER

STATION	RIGHT	LEFT
887+83.00	138.5'	
888+95.00	67.1'	
893+21.00	65.6'	
897+70.00	65.6'	
901+00.00	65.6'	
903+55.00	65.6'	
905+90.00	66.6'	
906+23.00	75.6'	
906+84.00	101.0'	
907+37.00	124.0'	
907+41.20	130.0'	
912+26.00	229.9'	
912+26.00	116.9'	
912+26.00	80.9'	
912+26.00	31.2'	
GATE RD. 1+16.00		60.0'
GATE RD. 1+60.00		21.0'
GATE RD. 3+00.00		20.5'
VAN FLEET DR. 19+66.00		28.5'
VAN FLEET DR. 26+82.00		59.5'
VAN FLEET DR. 27+32.00		447.0'
686+37.50		224.5'

UNDERGROUND GAS

STATION	RIGHT	LEFT
892+95.00	268.5'	
892+95.00	68.5'	
897+70.00	68.6'	
901+00.00	67.6'	
903+55.00	68.6'	
906+84.00	67.6'	
907+12.00	67.6'	
908+52.00	67.6'	
910+20.00	68.6'	
912+53.50	67.6'	
912+53.50	56.6'	
912+56.00	56.6'	
912+56.00	59.1'	
912+56.00	88.6'	
912+56.00	119.6'	
912+56.00	207.6'	
912+96.00	26.0'	
911+94.00		39.0'
Gate Rd. 3+00.00		28.5'

UNDERGROUND TELEPHONE

STATION	RIGHT	LEFT
100 PR. VAN FLEET DR. 24+32.00		53.5'
VAN FLEET DR. 27+50.00		129.5'
682+55.00		117.0'
684+78.00		53.5'
685+70.00		53.0'
100 PR. VAN FLEET DR. 28+53.50		61.5'
682+55.00		12.0'
684+78.00		49.0'
685+70.00		53.0'
900 PR. VAN FLEET DR. 24+32.00		62.0'
VAN FLEET DR. 27+56.00		128.0'
682+55.00		112.5'
684+78.00		49.5'
685+70.00		53.0'
900 PR. 685+70.00		53.0'
686+21.00		39.5'
689+20.00		38.0'
692+15.00		33.5'
693+03.00		34.5'
100 PR. 686+21.00		39.0'
689+20.00		37.5'
692+15.00		33.5'
693+03.00		34.5'
100 PR. 686+21.00		42.0'
689+20.00		41.5'
692+00.00		53.0'
692+22.00		13.5'
692+90.00		13.5'
100 PR. 686+21.00		44.5'
689+00.00		43.5'
689+00.00	22.0'	
692+22.00	13.5'	
692+90.00	13.5'	

UTILITY TABULATIONS

STATE OF FLORIDA
STATE ROAD DEPARTMENT

RIGHT OF WAY MAP

STATE ROAD No. 555 (U.S. 17) POLK COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	CUK	8-8-78	C.W. Martin DISTRICT ENGINEER	~~3-29-79~~
TRACED	TJW	8-18-78		
CHECKED			J. L. Schmidt ENGINEER OF RIGHTS OF WAY	3-29-79
COMPARED				
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 SHEET 19 OF

B.I. No. 117883

FED. ROAD DIV. No.	STATE	F A PROJECT NO.	FISCAL YEAR	SHEET No.
5	FLA.	TQF-353-2(6)		

TABLE OF OWNERSHIPS

PARCEL NO.	SHEET NO.	NAME	AREA TAKEN	REMAINDERS RIGHT	REMAINDERS LEFT	COMMENTS
100.1	3	Austin E. Guirlinger	2590 ±	0	2.923 Ac.	
101.1	1,3,4	City of Bartow	1.953 Ac.	134.769 Ac.	13.189 ±	
102.1	3,4	F.W. Farrar, et ux	2610 ±	0	2.056 Ac.	
~~103.1~~	~~4~~	~~Cathi Mae McMillian~~ VOID	~~6560 ±~~	~~10.393 Ac.~~	~~0~~	~~Combined with Par. 105.1 R~~
~~104.1~~	~~4,5~~	~~Baker McCall, et ux~~ VOID	~~15,772 ±~~	~~0~~	~~7.460 Ac.~~	~~VOID~~
105.1 R	4	Burns Z. Powell, et al	19,780 ±	12.275 Ac.	33.777 Ac.	
106.1 R	4	Mid-Florida Broadcasting Company	4279 ±	0.545 Ac.	0	
107.1 R	4	Imperial Warehouse, Inc	11,198 ±	5.333 Ac.	0	
108.1 R	4	Charlie E. Taylor	7824 ±	2.981 Ac.	0	
109.1 R	4	Helen B Scotton	9180 ±	3.430 Ac.	0	
110.1 R	4	Henry Kelly Hancock	9200 ±	3.425 Ac.	0	
111.1 R	3	International Mining & Recovery Sys. Inc.	5258 ±	2.861 Ac.	0	
112.1	4,5	Alton Boss, et ux	1.731 Ac.	14.860 Ac.	0	
113.1	5	Ronald P Ball, et ux	0.882 Ac.	1.654 Ac.	0	
114.1 - R	5,6,7	C. Wilson Ranch, Inc.	6.854 Ac.	52.313 Ac.	0	
115.1	1,7,8,14	International Minerals & Chemicals Corp.	10.603 Ac.	532.143 Ac.	~~13,940 ±~~ 0	Uneconomic Remnant (Lt. Remainder)
116.1-R	8, 14	Albert J. Bohannon, et ux	938 ±	0	3937 ±	
117.1	8. 14	Mary Hollinghead	1927 ±	0	5301 ±	
118.1	8, 14	Noah May & Lois Carpenter	4538 ±	0	15,271 ±	
119.1R	8, 14	Bud Mitchell, Jr.	1891 ±	0	7518 ±	
120.1	8, 14	Charlie Griffin	4537 ±	0	20,815 ±	
121.1	3	Leslie G. Pickett	8,849 ±	2.171 Ac.	0	
122.1	8, 14	Donald R. Royer, III, et ux	3946 ±	0	0.512 Ac.	
123.1	8,9, 14	Harold S Horn, et ux	2,502 ±	0	15,606 ±	
124.1	9	Daniel H. Robbins	2502 ±	0	16,796 ±	
125.1 R	8. 14	Ansel B. Starling, et ux	17,841 ±	7,707 ±	0	
~~126.1 R~~	8, 14	Flora Starling, widow	11,575 ±	21,914 ±	0	
~~127.1 R~~	~~8, 14~~	~~Dock Otis Vaughn, et ux~~	~~3,006 ±~~	~~11,747 ±~~	~~0~~	~~Void Combined With 126.1~~
~~128.1 R~~	~~8, 14~~	~~Carmen C. Cole, et ux~~	~~72 ±~~	~~14,682 ±~~	~~0~~	~~Void Not Needed~~
129.1 R	8, 14	Elinor B. Sullivan	6,573 ±	25 ±	0	
130.1 R	8, 14	Charlie Griffin	5,245 ±	717 ±	0	
131.1 R	8, 14	L.C. Starling, et ux	21,388 ±	17,573 ±	0	
132.1 R	8, 14	Dewitt H Tyre, et ux	0.685 Ac.	1.853 Ac.	0	
133.1	9	William J. Ford, et ux	1916 ±	0	20,998 ±	
~~134.1 R~~	9	J. Regan Barrett, Jr. et al	4.139 ±	0	17,103 ±	
135.1	9	Donald L. Brown, et ux	2263 ±	0	1.137 Ac.	
136.1	9	Clarence W Long, et ux	1350 ±	0	14,865 ±	
137.1	9	Marshall E Julian, et ux	1350 ±	0	15,211 ±	
138.1	9	James W Bulloch, et ux	1348 ±	0	15,545 ±	
139.1	9	John D Stinson, et ux	1348 ±	0	15891 ±	
140.1	9	Claon Albritton, et ux	1350 ±	0	16250 ±	
141.1	9	Bobby Gene O'Neal, et ux	1350 ±	0	16,597 ±	
142.1	9	Walter E Gordin, Sr.	1350 ±	0	16,944 ±	
143.1	9	Woodard Vault Co, Inc.	1209 ±	0	0.754 Ac.	
144.1	9, 10	Claire S. Henderson	2.500 Ac.	5.887 Ac.	4.333 Ac.	
145.1	9,10	Willie Lee Davis	1,199 ±	0	7,288 ±	
146.1	9,10	Hezekiah Robinson, et al	459 ±	0	3,086 ±	
147.1	9,10	Elijah Richardson, et ux	19,143 ±	0	4,532 ±	
148.1	12, 13	Roy L. Lovett et ux	1.133 Ac.	2.620 Ac.	0	
149.1	9	Polk Welding & Erection Co., Inc.	1.525 Ac.	12.426 Ac.	0	
150.1	9	Gordon S. Miller	0.781 Ac	8.750 Ac.	0	
151.1	9	Mattie L. Anderson	21,058 ±	15,093 ±	0	
152.1	9	Richard F Lampe, et ux	11,367 ±	8,147 ±	0	
153.1	10	Seaboard Coastline Railroad Co.	0.509 Ac.	0	2.727 Ac.	
154.1	10	George LeRoy Sterling, et ux	0.657 Ac	0	3.866 Ac.	
155.1	9,10	Lula Miller	13,906 ±	6,353 ±	0	
156.1	12, 13	Lawrence T Manis, et ux	5643 ±	2.688 Ac.	0	
157.1	9,10	Oliver Jennings	13,297 ±	9,595 ±	0	
158.1	10	Vanstar Jennings	9,867 ±	15,687 ±	0	
~~159.1~~	~~10~~	~~Sadie V. McNeil~~	~~8,566 ±~~	~~1365 ±~~	~~0~~	~~VOID Combined w/158.1~~
160.1	10	Rufus Wingo, et ux	817 ±	9,757 ±	0	
161.1	10	Lester Young, Sr, et ux	7,913 ±	9,761 ±	0	
162.1-R	2,10,11,12	City of Bartow	6.872 Ac.	1365.682 Ac.	7.826 Ac.	
163.1	10	Harry L Morris & Alta G Willis	2.974 Ac.	0	6.882 Ac.	
164.1	12, 13	Glenda C. Roberts	17,686 ±	3.195 Ac.	0	
~~165.1~~	~~13~~	~~Beldon Farmer et al, Trustees~~	~~230 ±~~	~~0.913 Ac.~~	~~0~~	~~VOID~~
166.1-R	13	Elgin Humphrey, et ux	0.699 Ac.	2.252 Ac.	0	
167.1	13	Robert P Davis	17,542 ±	1.709 Ac.	0	
168.1	13	Joe Phillips, et ux	12.029 ±	1.298 Ac.	0	
169.1	13	Tampa Electric Company	19,942 ±	2.502 Ac.	0	
170.1	12	Robert H Hart & Sons, Inc.	6821 ±	50177 ±	0	
171.1	12	W Paul Davis	465 ±	0	6.084 Ac.	
172.1R	5	Burns Z. Powell, et al	8,259 ±	0	1.535 Ac.	
173.1	11,12	Waldo W Davis	1.306 Ac	0	4568 ±	
174.1	10	Mary Anna Owens	269 ±	10,285 ±	0	
175.1	5,6,7,8,11,12	Seaboard Coastline Railroad	6.848 Ac.	NA	NA	

PARCEL NO.	SHEET NO.	NAME	AREA TAKEN	REMAINDERS RIGHT	REMAINDERS LEFT	COMMENTS
176.1 R	8, 14	J.B. Bryant	1,183 ±	0	0.139 Ac.	
177.1	10	Mary Knight & Foy Coffman	610 ±	0	0.515 Ac.	
178.1	12, 13	Elita Frances Wilson, et al	0.637 Ac.	0	0	
179.1	4	Bary Newell and W.O. Henry	11,758 ±	5.147 Ac.	0	
180.1 R	9	Ronald C. Draper, et ux	3,915 ±	0	18,658 ±	
181.1	9	Carmen Corbin Cole	8,889 ±	0	1.795 Ac.	
182.1	5	C. Wilson Ranch, Inc.	.812 Ac.	218.346 Ac.	16,026 ±	
183.1	5,6	Lucille C. Wilson	3.336 Ac.	68.664 Ac.	0	
184.1	12	Polk County	NA	NA	NA	ACQUIRED 4-10-84, OR 2233, PG. 1070

REVISION	BY	DATE
Add 184	JWD-MLH	5-7-80
Change Name & Rev Area Tab 178	JWD-MLH	4-8-81
Chg. Area of Tabs 173	JWD. MLH	5-21-81
Rev. Area 158	JWD-MLD	5-10-81
R/W Chg. 180	JWD-MLD	2-2-81
Void 159, Add Pc 158	REW-MLD	1-29-81
Rev Pc 166.1, Add R	J.W.D.-W.P.H.	7-14-80
Rev 176, Void 177 & 178	JWD	7-7-80

REVISION	BY	DATE
Name Chg. 126.1, 180	JWD-MLD	5-20-80
Void 10, Rev. 105 & 176	JWD	5-8-80
Chg. Area Tab & R 162	J.W.D.-W.P.H.	4-28-80
Areas Chg. 109	R.E.W.-M.L.D.	4-10-80
Add R, Chg Name 111.1	JWD-M.L.H.	3-21-80
Remove 176.1	JWD-MLD	1-29-80
Name Chg 165, 170, Remove 178	JWD-MLD	1-28-80
Name Chg 179, Add P.C.	JWD-MLD	1-15-80
Add 182, 183; Rev. 114	J.W.D.-W.P.H.	10-10-79
Chg Areas Rem. Pc. 162	J.W.D.-W.P.H.	9-20-79
Rev 126.1, 127	J.W.D.-W.P.H.	9-19-79
Name Chg. 127.1	J.W.D.-W.P.H.	9-17-79
Chg. Areas 107-110, 125-132, 138	J.W.D.-W.P.H.	9-6-79
Name Chg. 126, 127-129		
Add R, Add Parcels 179-181		
Void Chg. 103, Rev. 105 & 106	J.L.S.-W.P.H.	7-20-79
Chg. Area Pc. 51, 155, 175	J.W.D.-D.J.C.	4-5-79

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD NO. 555 (US 17) Polk COUNTY

	BY	DATE	APPROVED BY	DATE
DRAWN	TJW	11-14-78	C. W. Monts Dr. Dca	DISTRICT ENGINEER
TRACED	TJW			
CHECKED			H. E. Wade	3-29-79
COMPARED			ENGINEER OF RIGHT OF WAY	
INDEXED			STATE HIGHWAY ENGINEER	

SECTION 16030-2526 SHEET 20 OF

F.A. No. 17698