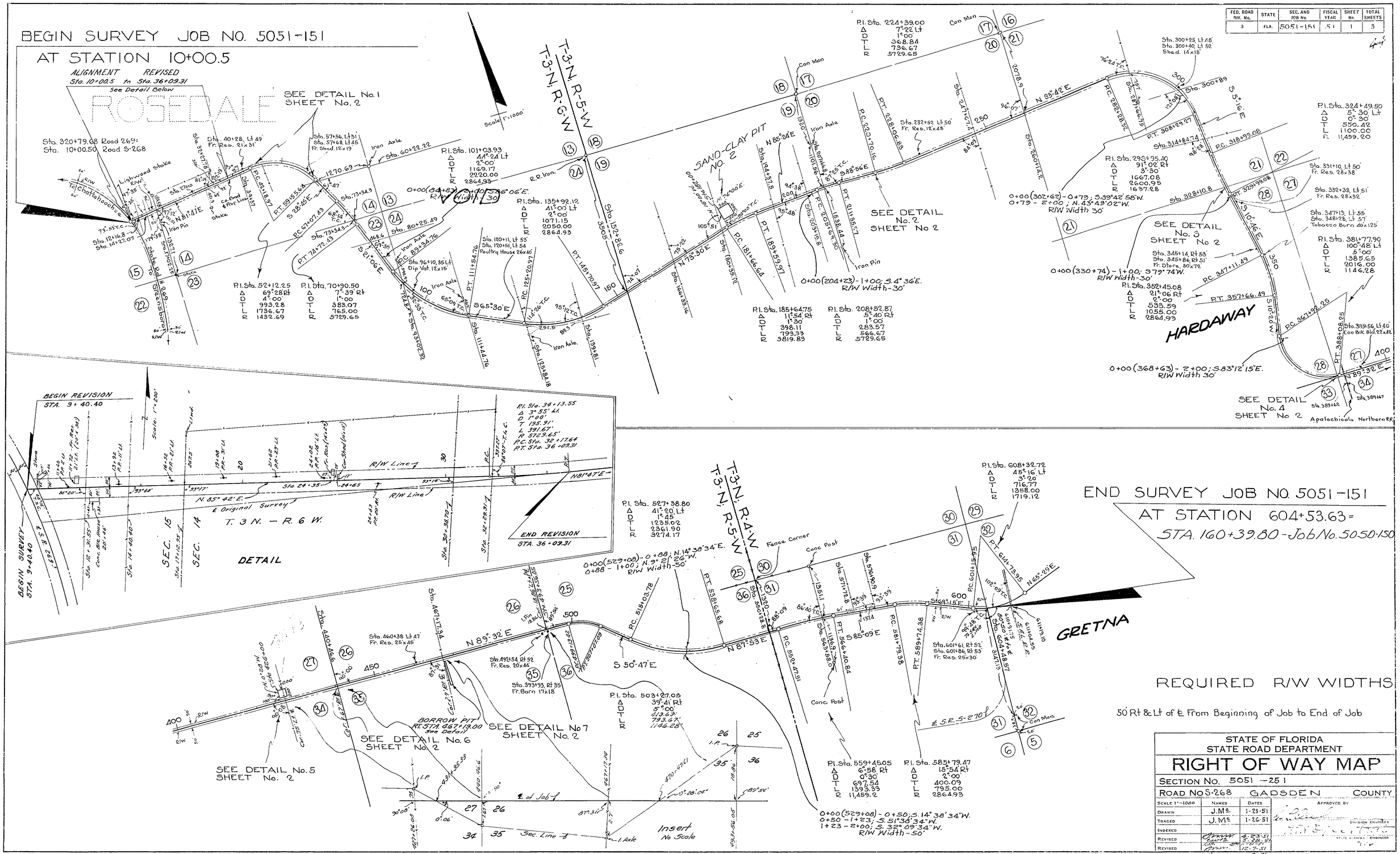
| FED. ROAD DIV. No. | STATE | SEC. AND JOB No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 3 | FLA. | 5051-151 | 51 | 1 | 3 |




STATE OF FLORIDA
STATE ROAD DEPARTMENT

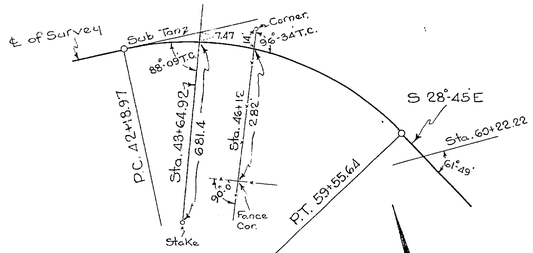
# RIGHT OF WAY MAP

SECTION No. 5051 -251

ROAD No S-268 GADSDEN COUNTY

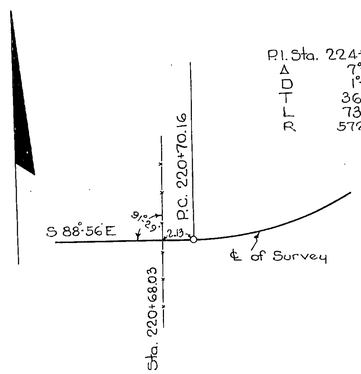
| SCALE 1"=1000 | NAMES | DATES | APPROVED BY |
|---|---|---|---|
| DRAWN | J.Mc | 1-25-51 | DIVISION ENGINEER |
| TRACED | J.Mc | 1-26-51 | |
| INDEXED | | | |
| REVISED | | 4-23-51 | STATE HIGHWAY ENGINEER |
| REVISED | | 5-28-51 | |
| | | 12-7-51 | |
| | | 2-7-51 | |
| | | 3-25-52 | |
| | | 6-4-52 | |

| FED. ROAD DIV. No. | STATE | SEC. AND JOB No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 3 | FLA. | 5051-151 | 51 | 2 | 3 |



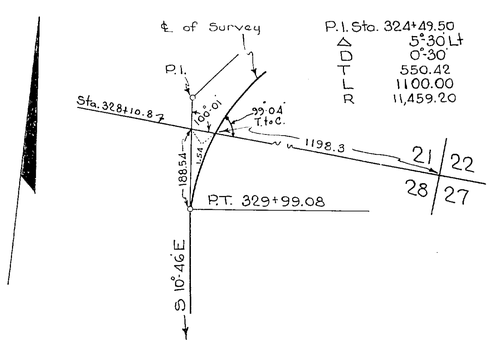

P.I. Sta. 51+52.25
Δ 69°-28' Rt
D 4°-00'
T 993.28
L 1736.67
R 1432.69

DETAIL NO. 1
No Scale



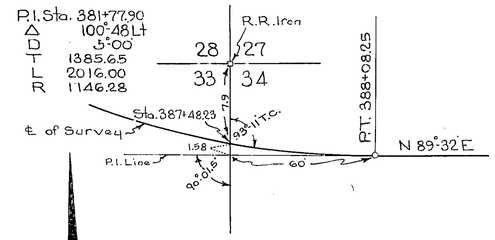

P.I. Sta. 224+39.00
Δ 7°-22' Lt
D 1°-00'
T 368.84
L 736.67
R 5729.65

DETAIL NO. 2
No Scale



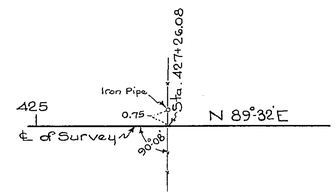

P.I. Sta. 324+49.50
Δ 5°-30' Lt
D 0°-30'
T 550.42
L 1100.00
R 11,459.20

DETAIL NO. 3
No Scale

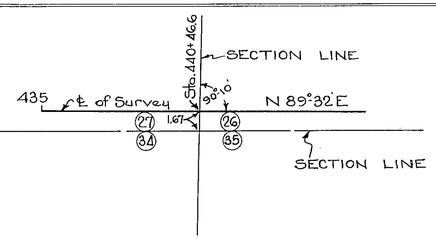



P.I. Sta. 381+77.90
Δ 100°-48' Lt
D 5°-00'
T 1385.65
L 2016.00
R 1146.28

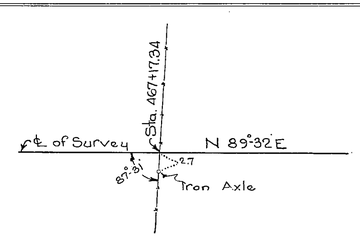
DETAIL NO. 4
No Scale



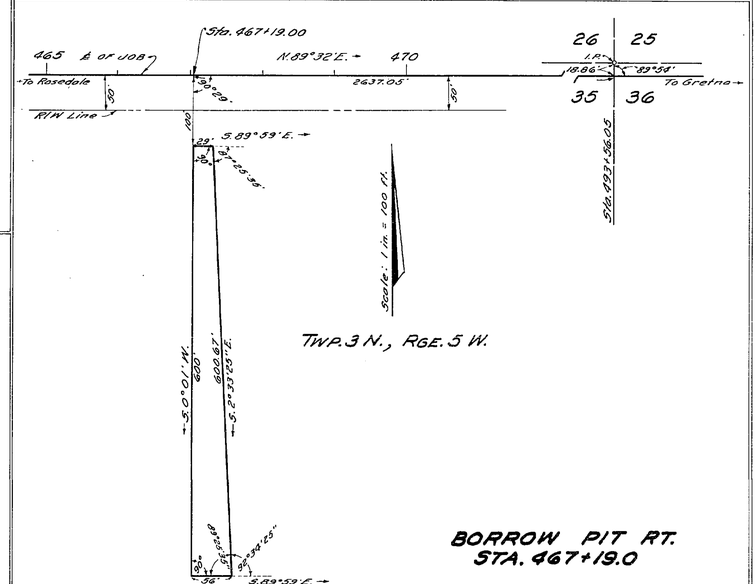

DETAIL NO. 5
No Scale




DETAIL NO. 6
No Scale




DETAIL NO. 7
No Scale




BORROW PIT RT.
STA. 467+19.0

REQUIRED R/W WIDTH

50' RT & LT of ℄ From Beginning of Job to End of Job

STATE OF FLORIDA
STATE ROAD DEPARTMENT

# RIGHT OF WAY MAP

SECTION No. 5051-251

ROAD No. GADSDEN COUNTY

| SCALE 1" = | NAMES | DATES | APPROVED BY |
|---|---|---|---|
| DRAWN | J. M. S | 1-25-51 | DIVISION ENGINEER |
| TRACED | J. M. S | 1-26-51 | |
| INDEXED | | | |
| REVISED | | | STATE HIGHWAY ENGINEER |
| REVISED | | | |

| FED. ROAD CIV. No. | STATE | SEC. AND JOB No. | FISCAL YEAR | SHEET No. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 3 | FLA. | 5051-151 | 51 | 3 | 3 |

## TABULATION OF POWER & TELEPHONE POLES

| | POWER | | TEL | | | POWER | | TEL | | | POWER | | TEL | | | POWER | | TEL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STA | RT | LT | RT | LT | STA | RT | LT | RT | LT | STA | RT | LT | RT | LT | STA | RT | LT | RT | LT |
| ~~11+26~~ | ~~26'~~ | | | | 387+27 | 19' | | | | 462+14 | 22' | | | | 549+95 | | | | 26' |
| ~~12+07~~ | ~~29~~ | | | | 389+19 | | 25' | | | 463+35 | | | | 17' | 550+15 | 9' | | | |
| 46+28 | 24' | | | | 389+25 | 9' | | | | 466+42 | | | | 18' | 552+98 | | | | 23' |
| 56+76 | 44' | | | | 390+19 | | | | 27' | 467+11 | 23' | | | | 554+15 | 19' | | | |
| 61+42 | | 19' | | | 391+75 | 10' | | | | 469+44 | | | | 16' | 556+02 | | | | 14' |
| 66+40 | | 47' | | | 392+30 | | | | 28' | 472+55 | | | | 19' | 557+90 | 29' | | | |
| 70+40 | 12' | | | | 393+03 | | 35' | | | 473+09 | 28' | | | | 558+96 | | | | 8' |
| 75+51 | 60' | | | | 394+43 | 12' | | | | 475+63 | | | | 17' | 561+92 | | | | 8' |
| 85+83 | 63' | | | | 394+90 | | | | 29' | 478+68 | | | | 18' | 562+94 | 32' | | | |
| 91+87 | 22' | | | | 396+57 | | | | 28' | 479+04 | 21' | | | | 564+95 | | | | 15' |
| 97+87 | | 31' | | | 369+61 | 12' | | | | 481+68 | | | | 21' | 568+00 | | | | 26' |
| 103+78 | 41' | | | | 397+03 | | 28' | | | 484+28 | | | | 23' | 568+94 | 10' | | | |
| 109+00 | | 20' | | | 399+22 | | | | 28' | 485+12 | 21' | | | | 571+04 | | | | 31' |
| 114+02 | 2' | | | | 402+30 | | | | 27' | 487+40 | | | | 23' | 574+11 | | | | 34' |
| 123+02 | 2' | | | | 402+73 | 13' | | | | 490+45 | | | | 24' | 574+94 | 6' | | | |
| 128+04 | 3' | | | | 405+47 | | | | 26' | 491+11 | 22' | | | | 577+17 | | | | 31 |
| 133+20 | | 1' | | | 407+99 | 13' | | | | 493+46 | | | | 23' | 580+15 | | | | 21' |
| 139+22 | 20' | | | | 408+49 | | | | 25' | 496+27 | | | | 20' | 580+94 | 18' | | | |
| 145+26 | 15' | | | | 411+41 | | | 11' | 24' | 497+00 | 20' | | | | 583+23 | | | | 14' |
| 151+31 | 18' | | | | 413+98 | 13' | | | | 499+33 | | | | 43' | 586+96 | 21' | | | |
| 157+29 | 21' | | | | 414+44 | | | | 22' | 505+79 | | 20' | | | 586+20 | | | | 22' |
| 161+33 | 21' | | | | 417+33 | | | | 18' | 508+58 | | | | 26' | 589+20 | | | | 13' |
| 167+61 | 20' | | | | 419+98 | 14' | | | | 511+60 | | | | 24' | 592+00 | 26' | | | |
| 173+95 | 17' | | | | 420+50 | | | | 18' | 511+78 | 17' | | | | 592+23 | | | | 13' |
| 180+00 | 15' | | | | 423+56 | | | | 18' | 514+63 | | | | 26' | 595+30 | | | | 13' |
| 180+05 | | 28' | | | 425+92 | 16' | | | | 517+70 | | | | 16' | 597+00 | 25' | | | |
| 195+08 | | 28' | | | 426+63 | | | | 20' | 517+76 | 23' | | | | 598+27 | | | | 12' |
| 207+84 | | 29' | | | 429+67 | | | | 20' | 520+61 | | | 19' | | 601+19 | | | | 12' |
| 207+92 | 32' | | | | 431+99 | 21' | | | | 522+76 | | | 31' | | 602+67 | | | | 2' |
| 211+70 | 23' | | | | 432+72 | | | | 19' | 524+57 | | | 46' | | 602+97 | 34' | | | |
| 217+31 | 20' | | | | 435+77 | | | | 18' | 526+30 | | | 40' | | 603+88 | 47' | | | |
| 222+32 | 22' | | | | 437+96 | 22' | | | | 528+10 | | | 35' | | | | | | |
| 227+43 | | 17' | | | 438+78 | | | | 17' | 529+77 | | | 16' | | | | | | |
| 233+32 | | 21' | | | 441+78 | | | | 17' | 530+46 | 53' | | | | | | | | |
| 238+81 | | 25' | | | 444+86 | | | | 14' | 532+57 | | | | 20' | | | | | |
| 242+80 | | 26' | | | 444+98 | 22' | | | | 535+45 | 2' | | | | | | | | |
| 247+79 | | 28' | | | 447+95 | | | | 13' | 535+56 | | | | 38' | | | | | |
| 252+76 | | 32' | | | 450+99 | 20' | | | | 538+75 | | | | 37' | | | | | |
| 256+79 | | 35' | | | 451+07 | | | | 14' | 540+45 | 15' | | | | | | | | |
| 262+78 | | 40' | | | 451+15 | | | 33' | | 541+48 | | | | 23' | | | | | |
| 272+30 | | 21' | | | 454+10 | | | | 14' | 544+45 | | | | 12' | | | | | |
| 278+36 | 10 | | | | 455+11 | 21' | | | | 545+15 | 23' | | | | | | | | |
| 283+33 | 32' | | | | 457+18 | | | | 15' | 547+05 | | | | 17' | | | | | |
| 294+17 | 56 | | | | 460+20 | | | | 17' | 549+24 | 38' | | | | | | | | |

## JOB ℄ RT & LT OF EXIST ROAD ℄

| STA | RT | LT | ℄ on ℄ | STA | RT | LT | ℄ on ℄ | STA | RT | LT | ℄ on ℄ | STA | RT | LT | ℄ on ℄ |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ~~11+00~~ | ~~145'~~ | | | 150+00 | 4' | | | 315+00 | 5.0 | | | 494+00 | 1.0 | | |
| ~~15+00~~ | ~~131'~~ | | | 155+00 | 2' | | | 320+00 | 4.5 | | | 495+00 | | | ✓ |
| ~~20+00~~ | ~~107'~~ | | | 160+00 | 1.5 | | | 325+00 | 3.5 | | | 500+00 | 36' | | |
| ~~25+00~~ | ~~45'~~ | | | 165+00 | 4.5 | | | 330+00 | 1.0 | | | 505+00 | 60' | | |
| ~~26+00~~ | ~~24'~~ | | | 170+00 | 3.0 | | | 331+00 | | 1.0 | | 507+00 | 20.5 | | |
| ~~27+00~~ | | ~~15'~~ | | 175+00 | 4' | | | 335+00 | | 3.0 | | 510+00 | 2.0 | | |
| ~~30+00~~ | | ~~61'~~ | | 180+00 | 6.5 | | | 340+00 | | 3.0 | | 515+00 | 5.5 | | |
| ~~35+00~~ | | ~~78'~~ | | 185+00 | 3.5 | | | 345+00 | | 6.5 | | 517+00 | | | ✓ |
| 39+00 | | 24' | | 190+00 | 5.0 | | | 383+00 | | 121.5 | | 518+00 | | 7.0 | |
| 40+00 | | 10' | | 195+00 | 4.5 | | | 385+00 | | 35.5 | | 520+00 | | 22.0 | |
| 41+00 | 2' | | | 200+00 | 4.5 | | | 386+00 | | 9.5 | | 525+00 | | 64.0 | |
| 42+00 | 9' | | | 205+00 | 6.0 | | | 387+00 | 4.5 | | | 530+00 | | 33.5 | |
| 45+00 | 29' | | | 210+00 | | 2.5 | | 390+00 | 7.5 | | | 532+00 | | 9.0 | |
| 50+00 | 30' | | | 213+00 | 0.5 | | | 395+00 | 8.0 | | | 533+00 | 1.5 | | |
| 51+00 | 14' | | | 214+00 | | | ✓ | 400+00 | 7.0 | | | 535+00 | 13.0 | | |
| 52+00 | | 11.5 | | 215+00 | | | ✓ | 405+00 | 6.5 | | | 540+00 | 6.5 | | |
| 55+00 | | 57' | | 217+00 | | | ✓ | 410+00 | 5.0 | | | 541+00 | 3.0 | | |
| 60+00 | | 23' | | 218+00 | 0.5 | | | 415+00 | 2.0 | | | 542+00 | | | ✓ |
| 61+00 | | 7.5 | | 219+00 | | | ✓ | 420+00 | 1.0 | | | 543+00 | | 5.0 | |
| 62+00 | 5.0 | | | 220+00 | | 0.5 | | 422+00 | 1.0 | | | 545+00 | | 7.0 | |
| 65+00 | 23' | | | 225+00 | 1.0 | | | 423+00 | | | ✓ | 547+00 | | 3.0 | |
| 70+00 | 4.5 | | | 226+00 | | 2.0 | | 425+00 | | | ✓ | 548+00 | 0.5 | | |
| 72+00 | | 10.5 | | 230+00 | | 3.5 | | 426+00 | | | ✓ | 550+00 | 5.5 | | |
| 75+00 | | 36.5 | | 234+00 | | 2.5 | | 428+00 | | 0.5 | | 553+00 | 2.0 | | |
| 80+00 | | 60' | | 235+00 | 1.5 | | | 430+00 | | 0.5 | | 554+00 | | 1.0 | |
| 85+00 | | 50' | | 240+00 | 3.0 | | | 435+00 | | 1.0 | | 555+00 | | 3.5 | |
| 90+00 | | 16' | | 245+00 | 5.0 | | | 440+00 | | 4.0 | | 560+00 | | 13.5 | |
| 91+00 | | 7.5 | | 250+00 | 8.5 | | | 445+00 | | 3.5 | | 565+00 | | 5.0 | |
| 95+00 | | 0.5 | | 255+00 | 9.5 | | | 450+00 | | 2.0 | | 566+00 | | 3.0 | |
| 100+00 | | 4.0 | | 260+00 | 15.5 | | | 455+00 | | 2.5 | | 567+00 | 1.5 | | |
| 103+00 | | 2.0 | | 265+00 | 15.0 | | | 460+00 | | 3.0 | | 570+00 | 8.5 | | |
| 104+00 | 12.5 | | | 267+00 | | 22' | | 465+00 | | 2.5 | | 575+00 | 14.5 | | |
| 110+00 | 42.5 | | | 270+00 | | 17' | | 470+00 | | 3.5 | | 580+00 | 1.0 | | |
| 115+00 | 16' | | | 275+00 | | 14' | | 475+00 | | 4.0 | | 581+00 | | 1.5 | |
| 117+00 | 5' | | | 280+00 | | 37' | | 480+00 | | 2.0 | | 585+00 | | 0.5 | |
| 118+00 | | 1.5 | | 285+00 | | 49' | | 484+00 | | | ✓ | 586+00 | | | ✓ |
| 120+00 | | 14' | | 288+00 | | 1.5 | | 485+00 | 1.5 | | | 587+00 | | 3.5 | |
| 125+00 | | 13' | | 289+00 | 20.5 | | | 487+00 | | 1.0 | | 590+00 | | 6.5 | |
| 126+00 | 0.5 | | | 290+00 | 31.0 | | | 488+00 | | | ✓ | 595+00 | | 7.0 | |
| 130+00 | 22' | | | 295+00 | 41.0 | | | 489+00 | | | ✓ | 600+00 | | 6.5 | |
| 135+00 | 23' | | | 300+00 | 148' | | | 490+00 | | | ✓ | 604+00 | | 27.5 | |
| 140+00 | 12' | | | 305+00 | 128' | | | 492+00 | | | ✓ | | | | |
| 145+00 | 7' | | | 310+00 | 36.5 | | | 493+00 | 0.5 | | | | | | |

STATE OF FLORIDA
STATE ROAD DEPARTMENT

# RIGHT OF WAY MAP

SECTION No. 5051-251

ROAD No. S-268 GADSDEN COUNTY

| SCALE 1" = | NAMES | DATES |
|---|---|---|
| DRAWN | J.M.S | 3-7-51 |
| TRACED | J.M.S | 3-7-51 |
| INDEXED | | |
| REVISED | | |
| REVISED | | |

APPROVED BY

DIVISION ENGINEER

STATE HIGHWAY ENGINEER