

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS
Chicago New York San Francisco New Orleans Pittsburg Toronto

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide.

Side Slopes 1 on 1.

For Single Track Embankment.

H.	0.	1.	2.	3.	4.	5.	6.	7.	8.	9.	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1½ see inside of back cover.

Copyright, 1914, by Eugene Dietzgen Co.

8905-

SR 15

9069

PROJ. NO. 1031-1032 ROAD NO. 194

COUNTY Palm Beach, Martin, Okeechobee

FROM Canal Point TO Okeechobee City

CHIEF OF PARTY Bridgeman (Carr & M^s Fadden)

FLORIDA STATE ROAD DEPT.

SURVEY NOTES

CONNER'S HIGHWAY

From

CANAL POINT

To

STA. 1183+77.5

Note: The survey notes in this book and book No 9069 are copied from original notes by Bridgeman on file in office of Carr & M^s Fadden Civil Engrs & Surveyors - W. Palm Beach in Books Y-11 & Y-12 also YZ & YZZ - E.A.A.

Field Work inspected by W.C. Bliss - S.R.D.

Office Work and R/W Maps by E.A. Anderson S.R.D.

- April 1934 -

DR
CR
H
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
to
of
exa
80.

SURVEY OF RIGHT OF
WAY FOR CONNER'S
HIGHWAY

From Canal Point to Okaloosa
city

Index:-

Survey pages ① to ⑤⑧

End of 5½ mile Sec. 3 page 40

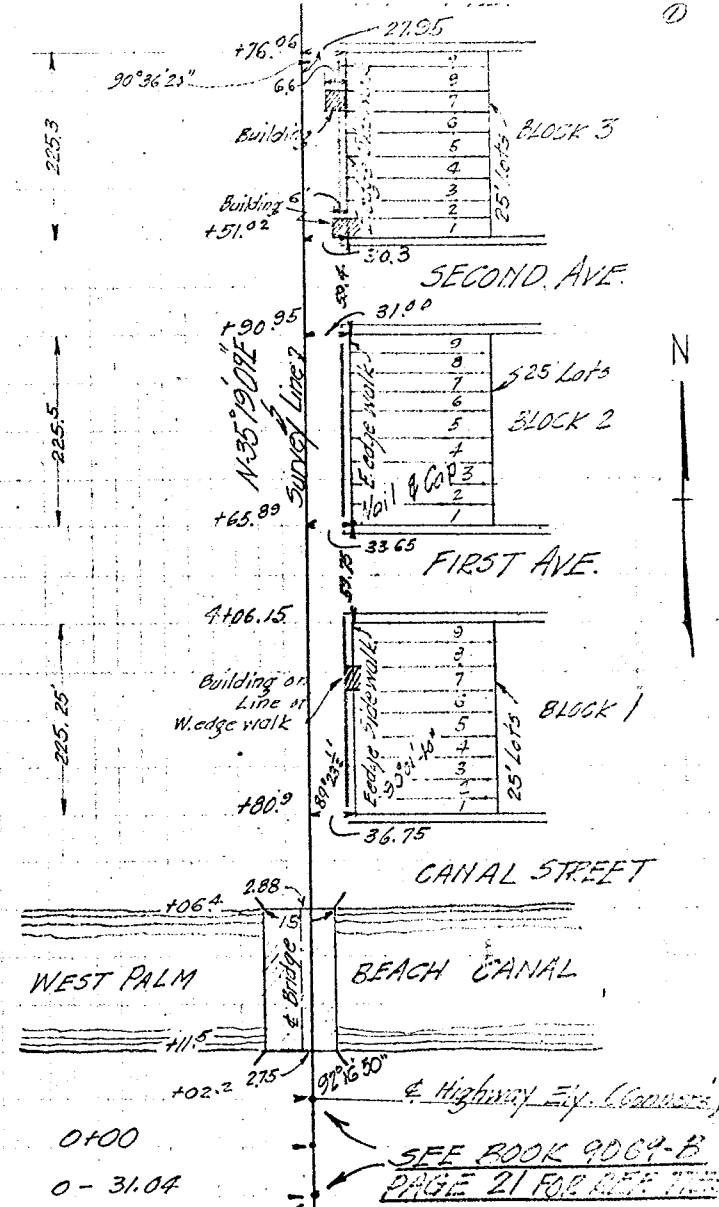
Note - Final R/W Plans with approved
description delivered to Mr. Geo. W. Carr
West Palm Beach Dec. 7, 1934.

E.H.A.

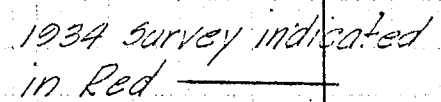
Refer to Book 9069-B for ties to
P. R. M.S. as set by Geo. W. Carr on 2/25/35.
inclusive - Pages 21 to 25 inclusive.

(con. on page 3)

9+00
8+00
7+00
6+00
5+00
4+00
3+00
2+00
1+00
0+00



Note:
0-31.04 is p.o.b. for Description 1934 application
See page 2 for Detail Station.



Sketch showing Point of beginning
of 1934 Survey and R/W description.

16+00

15+00

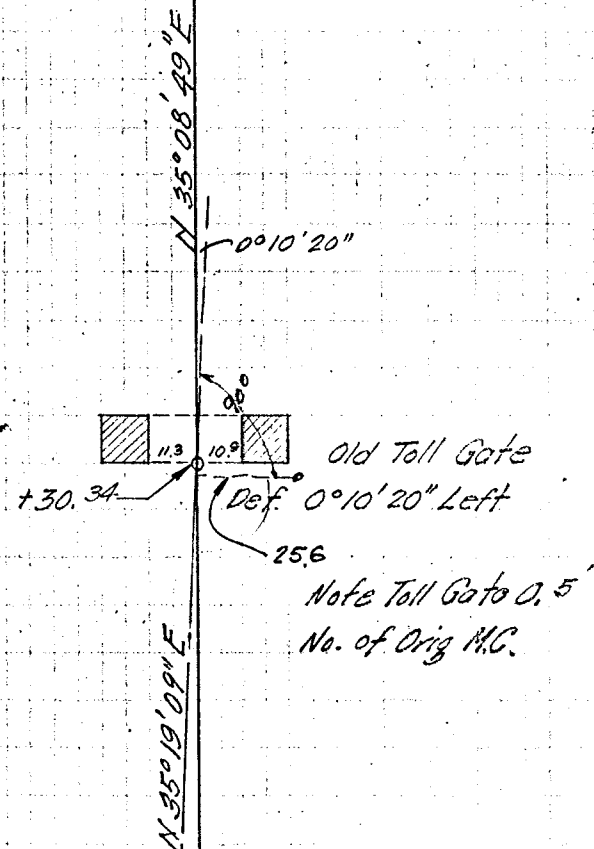
14+00

13+00

12+00

11+00

10+00



26+00

25+00

24+00

23+00

22+00

21+00

20+00

19+00

18+00

17+00

Track F.E.C. Ry. 7

+07.54
125.83
11°00'
29.05
153.10'
old 3/4" Pipe 2

+42.5

N 35° 08' 49" E

33.62
90° 30'
1" Iron Pipe
Wire Fence 7
Saline Long Beach
Colony
U.S. GOV'T
PROPERTY
set foot spike Sta. 24+00.29
(Experimental
Farms)
33.38
90° 22'
1" Iron Pipe
Wire fence 7
38.67
86° 08'
old original stake of
unrecorded subd.

34+00

33+00

32+00

31+00

30+00

29+00

28+00

27+00

CURVE Data.

$A = 4^{\circ}28' \text{ Lt.}$

$T = 223.45$

⑦ $L = 446.67$

$E = 4.0$

$+40.48 = \text{P.T.}$

$N = 30^{\circ}40'49'' \text{ E}$

$4^{\circ}28'$

$+17.26 = \text{P.I. (Def } 4^{\circ}28' \text{ Lt.)}$

$N = 35^{\circ}08'49'' \text{ E}$

$+93.81 = \text{P.C.}$

46+00

45+00

44+00

43+00

42+00

41+00

40+00

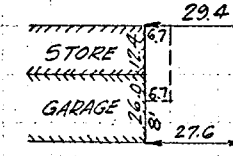
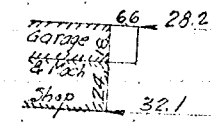
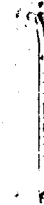
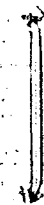
39+00

38+00

37+00

36+00

35+00



N 30° 40' 49" E 24.2'

+01.5
+80.49 = P.T.

Curve Data.
A = 30° 12' 35" Rt.
T = 160.49
L = 320.97
E = 5.20

+20.01 = P.I.

+59.52 = P.C.

(18)

55+00

54+00

53+00

52+00

51+00

50+00

49+00

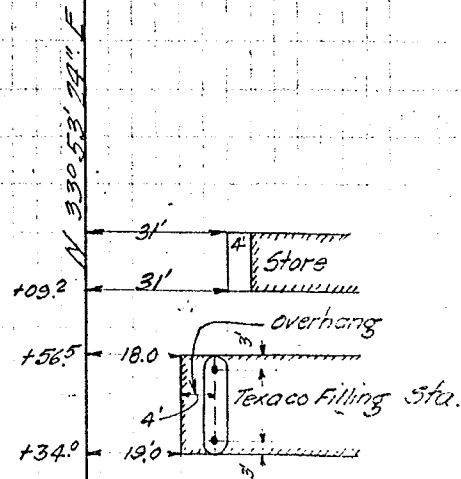
48+00

47+00

46+00

3st spike

6st spike



62+00

61+00

60+00

59+00

58+00

57+00

56+00

55+00

+12.3

+66.84

+64.3

+41.0

31.5

30.2

30.5

32.0

32.6

33.4

Fence

Old Aust. Pine Hedge

Old Aust. Pine Hedge

Fence

A. Erickson Prop.

N. 33° 53' 24" E

Store Room

Spike

68+00

67+00

66+00

65+00

64+00

63+00

62+00

N 28° 39' 44" E

P.T. = +8962

CURVE DATA

$\Delta = 5^\circ 13' 40''$ LT

$T = 261.56$

$L = 522.78$

$E = 5.5$

(19)

P.I. = +234

5°13'40"

N 33° 53' 24" E

74+00

Set Spike

74+00

73+00

72+00

71+00

70+00

69+00

N-28°39'44"E

82+00

81+00

80+00

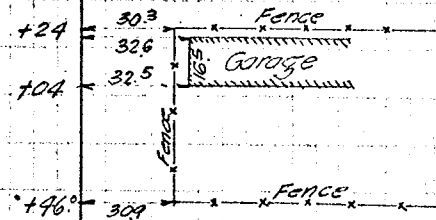
79+00

78+00

77+00

76+00

N 28° 39' 44" E



89+00

88+00

87+00

86+00

85+00

84+00

83+00

N 28°39'49"E

set spike

95+00

95+00

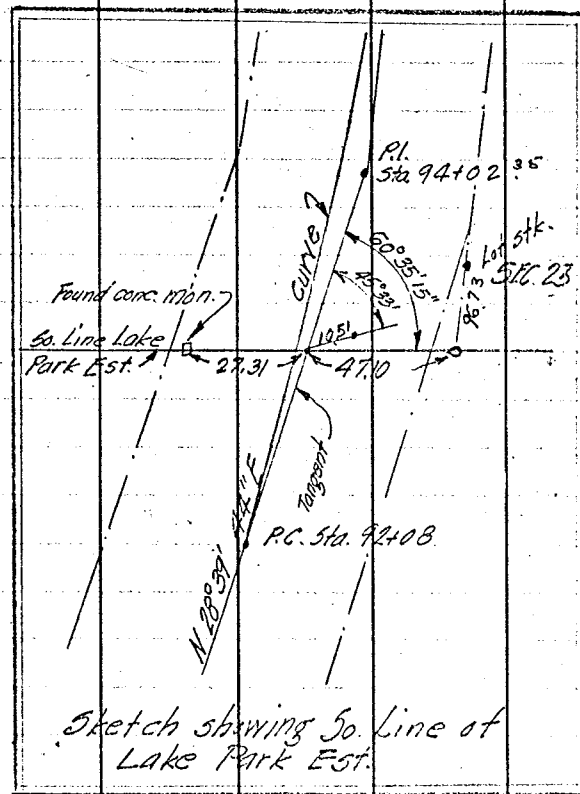
94+00

93+00

92+00

91+00

90+00



CURVE DATA

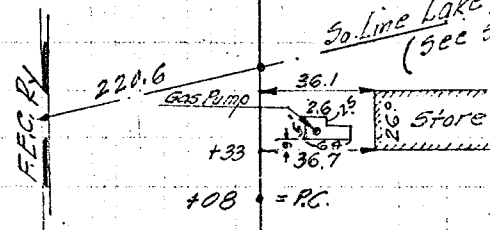
$$\Delta = 3^{\circ} 52' 10" \text{ Lt}$$

$$T = 193.55$$

$$L = 386.94$$

$$E = 2.7$$

$$D = 1^{\circ} 00' \pm$$



N 28° 39' 44" E

N 24° 47' 54" E

$$+95.74 = P.T.$$

$$3052' 10"$$

$$+02.35 = P.I.$$

20

102+00

101+00

100+00

99+00

98+00

97+00

96+00

N 24° 42' 34" E

109+00

108+00

107+00

106+00

105+00

104+00

103+00

N 24° 47' 34" E

Set spike

115+00

114+00

113+00

112+00

111+00

110+00

109+00

CURVE DATA

$D = 2000'$

$\Delta = 6^\circ 13' 40''$

$T = 155.85$

$L = 311.39$

$E = 4.0$

+93.54 = P.T.

$6^\circ 13' 40''$ Left.

+38.00 = P.I.

(21)

see ref. Tie page 2

Book 9069-B

+82.15 = P.C.

N 18° 33' 54" E.

N 24° 47' 34" E

121+00

120+00

119+00

118+00

117+00

116+00

115+00

N 18° 33' 54" F

127+00

126+00

125+00

124+00

123+00

122+00

121+00

CURVE DATA

$D = 1^{\circ} 00'$

$\Delta = 8^{\circ} 03' 10''$

$T = 403.31$

$L = 805.28$

$E = 13.9$

N $100^{\circ} 30' 44''$ E

$8^{\circ} 03' 10''$ Def. Lt.

U.S. Govt Traverse Pt.

+76.85 = P.I. (1" x 2" 5+k.)

(see ref. ties page 25
Book 9069-B)

Nail in cap.

7.17

76.42'

N $180^{\circ} 33' 54''$ E

+73.54 = P.C.

133+00

132+00

131+00

130+00

129+00

128+00

127+00

+78.82 = P.T.

See preceding
page for Curve Data.

N 10° 30' 44" E

139+00

138+00

137+00

136+00

135+00

134+00

133+00

N 100° 30' 44" E

146+00

145+00

144+00

143+00

142+00

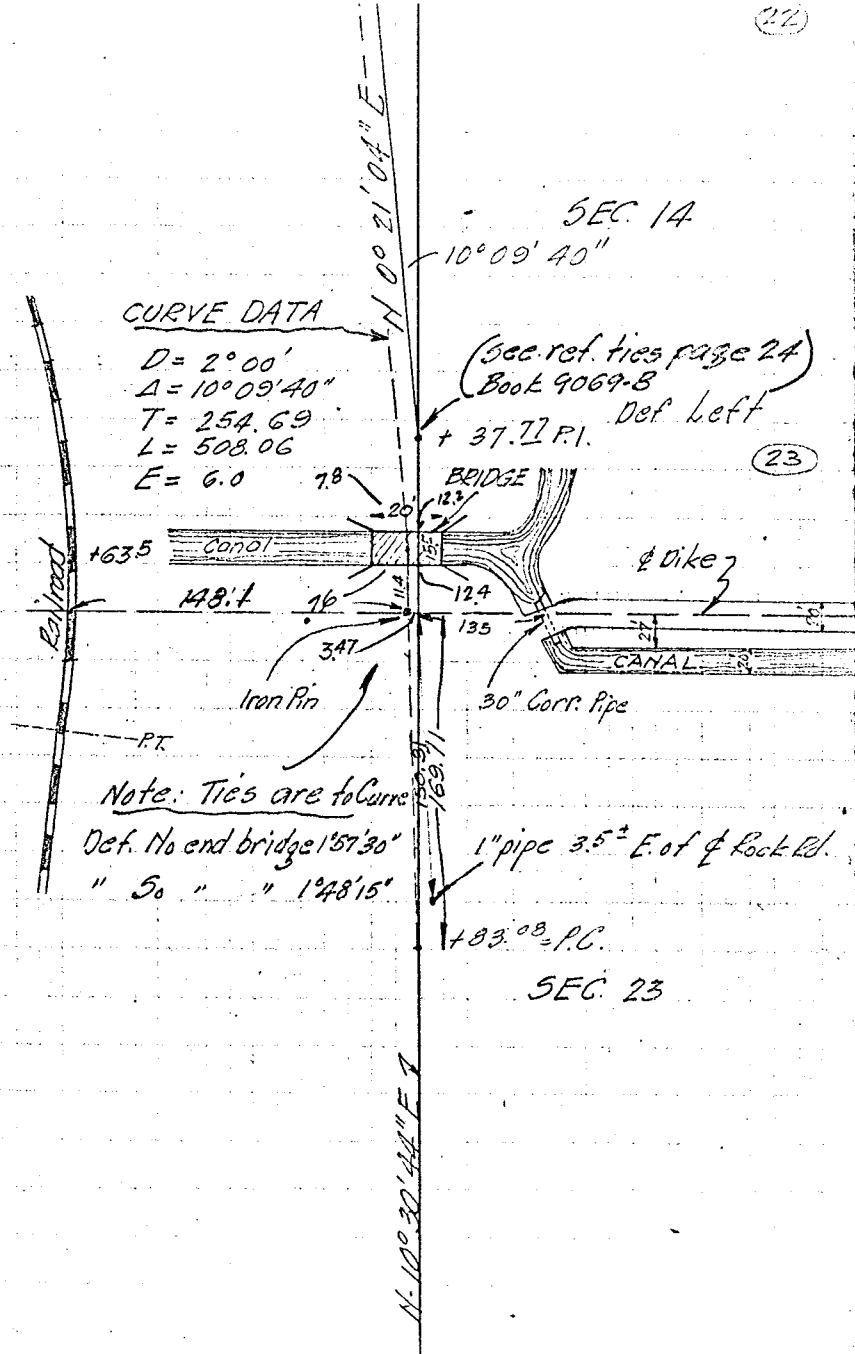
141+00

140+00

N 10° 30' 44" F

Set Spike

147+00



159+00

158+00

157+00

156+00

155+00

154+00

153+00

N 0° 21' 04" E

+91.14 = P.T.

See preceding
page for Curve Data.

166+00

165+00

164+00

163+00

162+00

161+00

160+00

CURVE DATA

D = 3° 00'

A = 19° 31' 55"

T = 328.74

L = 651.04

E = 27.6

M 15.10.11

19° 31' 55" Left

+50.98 = P.I.

24

(see ref. Ties page)
24 Book 9069-B

+32.24 = P.C.

N 00 21' 04" E

172+00

171+00

170+00

169+00

168+00

167+00

166+00

(25)

see ref. ties page 23
Book 9069-B

see preceeding
page for Curve Data

11°52' Def. Rt.

N 79°15'51" W

+66.91 = P.I.

CURVE DATA

D = 3000'

Δ 11°52'00"

T = 138.51

L = 395.55

E = 11.2

+68.3 = P.C.

+83.28 = P.T.

N 15°01'06" W

178+00

177+00

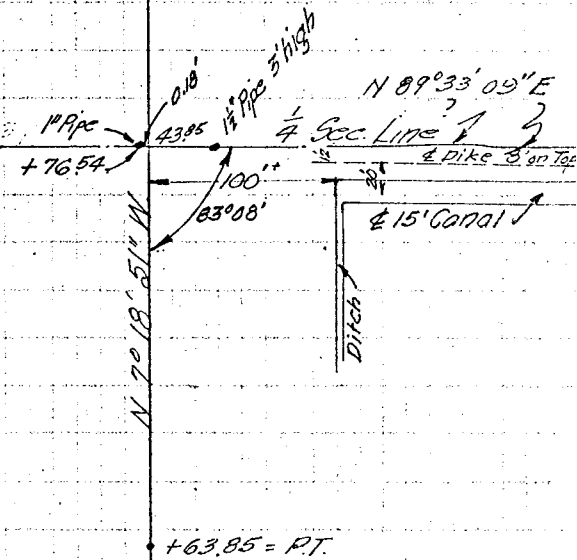
176+00

175+00

174+00

173+00

172+00



184+00

183+00

182+00

181+00

180+00

179+00

178+00

N 70° 18' 51" W

set spike

186+00

Set spike

189+00

188+00

187+00

186+00

185+00

184+00

N 15° 01' 02" W

196+00

195+00

194+00

193+00

192+00

191+00

190+00

N 15° 18' 51" W

203+00

+40

202+00

201+00

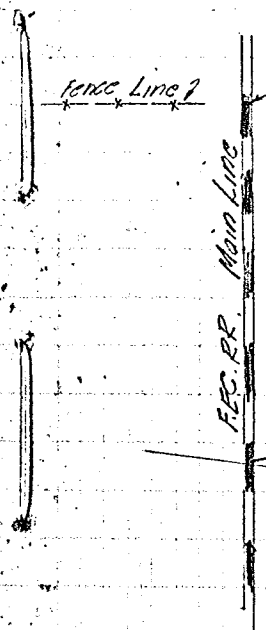
+24.11

200+00

199+00

198+00

197+00



84.20

587

3/4" Pipe

(see ref. ties page
23 Book 9067.5)

86

N 70° 18' 51" W

Boat spike set at +24.11

E Rd approx Halcum Line

set spike

209+00

209+00

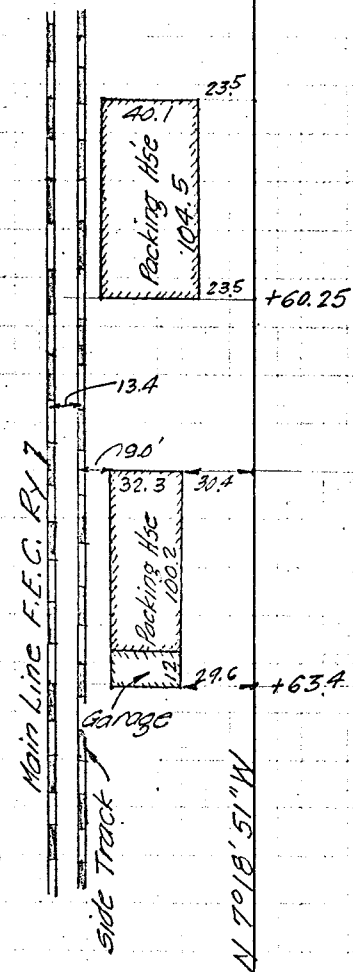
208+00

207+00

206+00

205+00

204+00



216+00

215+00

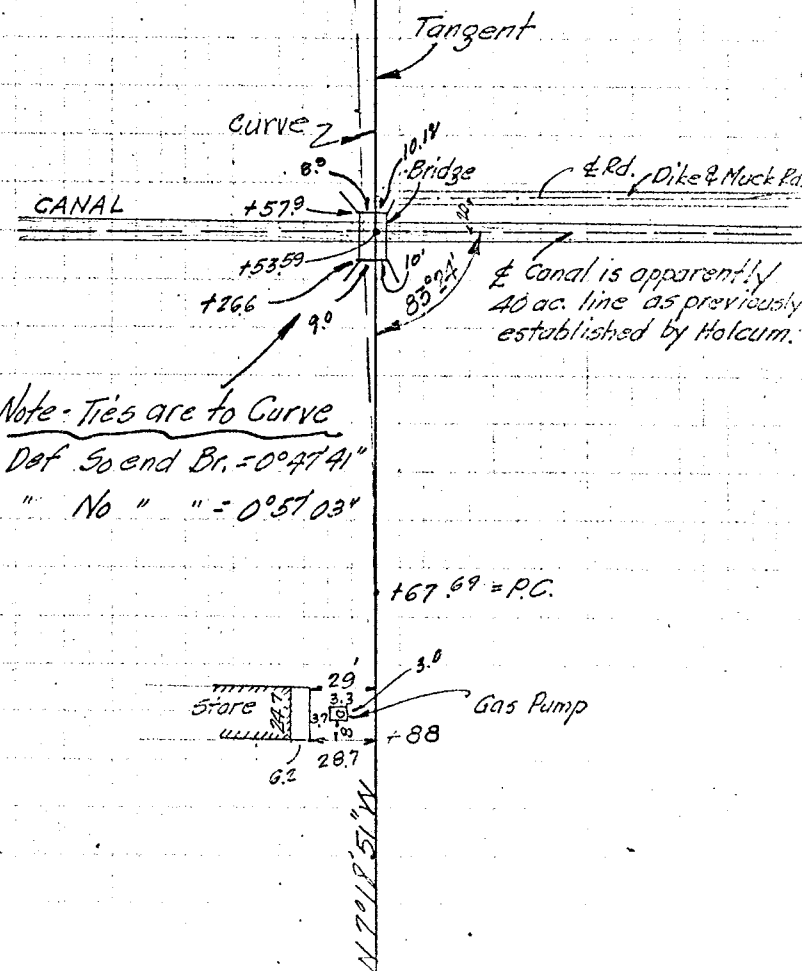
214+00

213+00

212+00

211+00

210+00



222+00

221+00

220+00

219+00

218+00

217+00

216+00

14°04'10"

N 6°45'19" E

R.

CURVE DATA

D=1000'
Δ=14°04'10"
T=707.04
L=1406.94
E=43.2

(26)

+74.73 = P.I.

(See ref. ties page 22)
Book 9069-B

N 70°18'51" W

229+00

228+00

227+00

226+00

225+00

224+00

223+00

+ 74.63 = P.T.

N 6°45' 19" E

See preceding
page for Curve Data.

235+00

Set spike

234+00

233+00

232+00

231+00

230+00

229+00

N 60° 45' 19" E

242+00

241+00

240+00

239+00

238+00

237+00

236+00

N 60°45'19"E

249+00

248+00

247+00

246+00

245+00

244+00

243+00

P.T. = +87.79

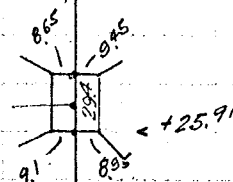
(See ref. ties page 22)
Book 9069-B

(27)

1°30'30"

+12.36 = P.I.

P.C. +36.96



CURVE DATA

$D = 1000'$
 $\Delta = 1930'30''$
 $T = 75.40$
 $L = 150.83$

N 6°45'19" E

Set spike

256+00

255+00

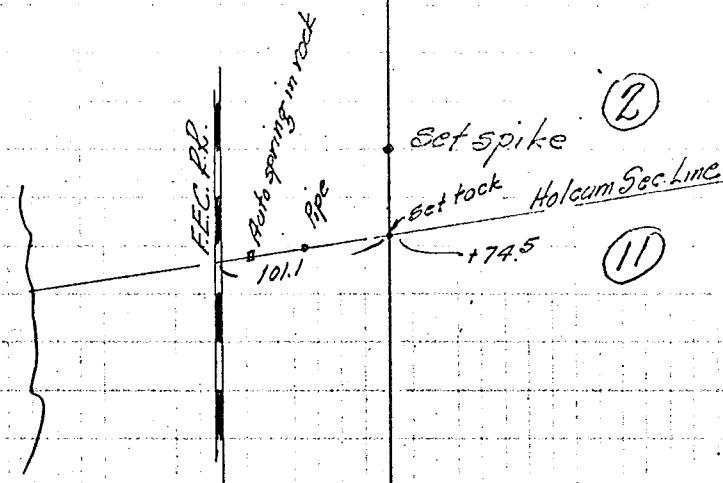
254+00

253+00

252+00

251+00

250+00



263+00

262+00

261+00

260+00

259+00

258+00

257+00

N 8°15'49"E

(see ref. ties page 21 - Book 9067-B)

42

290+08.96

End of 5½ mi. Road Dep.
purchase (1934)

Note:- 5½ miles (theoretical) as meas. along
¢ of Roadway as surveyed in these
notes.

$$5280 \times 5.5 = 290 + 40.00$$

$$\begin{array}{r} 0 - \quad 31.04 \text{ (Sec p. ①)} \\ \hline 290 + 08.96 \end{array}$$

N 8°15'49"E

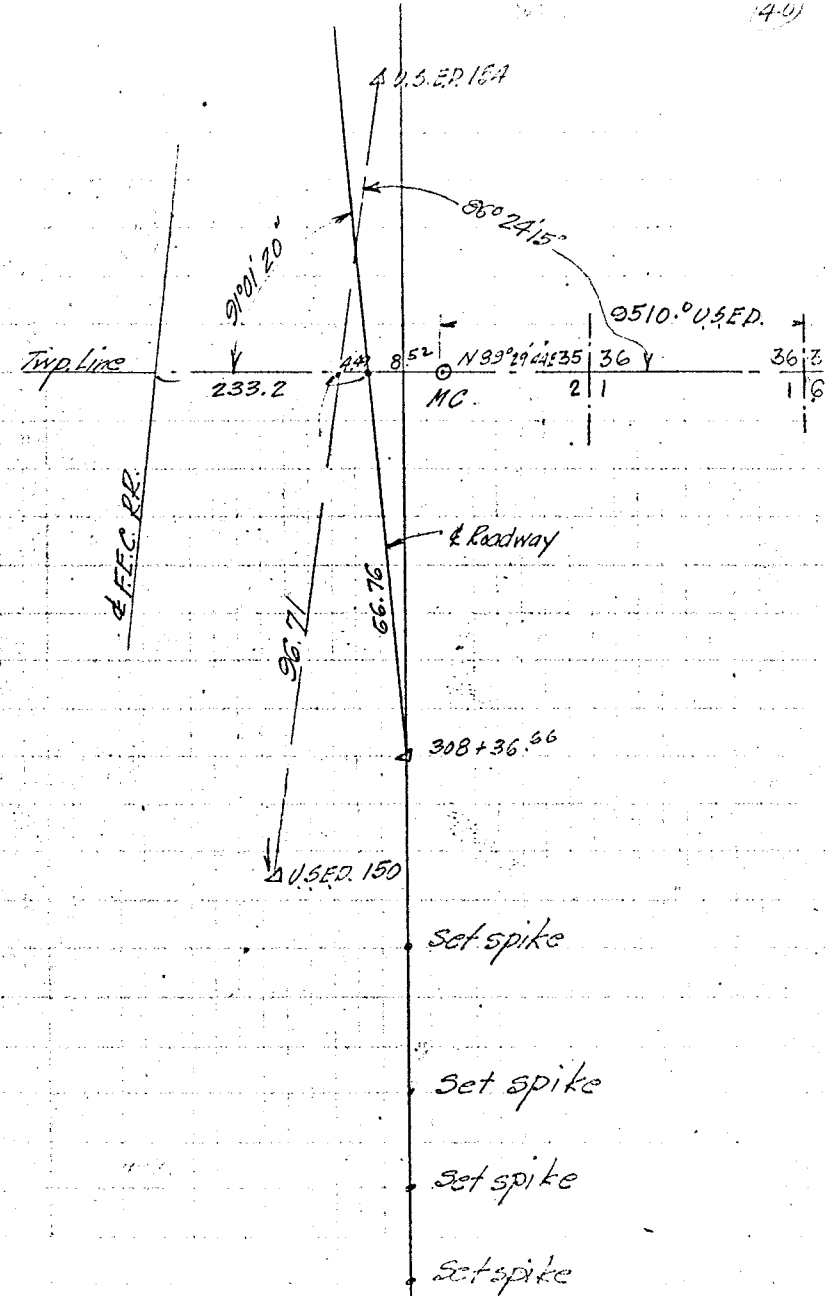
265+00

Set spike

264+00

263+00

313+56.71	PT	$D=10$ $\Delta=3^{\circ}43'15''$ RT $T=186.10$ $L=372.08$	
311+70.73	PI.		
309+84.63	PC RT.		
309+65.54 $\leftarrow 47$	PT.		
308+36.66	PI.	$D=3^{\circ}00'$ $\Delta=7^{\circ}44'45''$ Lt. $T=129.31$ $L=258.19$ Sim. 258.22 $E=1.7$	
307+07.35	PC.		
305+00			
295+00			
285+00			
275+00			



361+90.7 County Line

360+00 Set spike

350+00 Set spike

343+01.97 Deflect 17'40" Rt. (P.31)

341+30.4 2nd bridge 20' long

340+00

+82 $\frac{1}{2}$ FEC. RR. Track

330+00

321+15.83

PT

$D=1^{\circ}$

$\Delta=5^{\circ}27'45''$ Lt.

318+42.97

PI

$T=273.26$

$L=546.26$

315+69.58

PC

MARTIN CO.
PALM BEACH CO.

89°06'23"

90°41'15"

143.3

313.01

3953.4

26 25

35 36

Reprint found but USED.
shows MC. accord. for meas.

USED 159

9.64

9.65

Spike

Set spike

140+84 1 1/4" Pipe 2.4' E of Line
 434+92.5 1 1/4" Pipe 1.9' E of Line
 129+97.5 1 1/4" Pipe 1.7 5 E of Line
 (See opposite page)

399+56.24

PT

D=1000

Δ=8°18' Lt

T=415.7

L=830.0

395+41.94

P.I.

391+26.24

P.C.

Mag. Bear. N 17°30' W

311+73 ± E. Canal 20' wide E. W.

390+00 C & G S Man 55 ± E

382+14.44

P.T.

D=1000

Δ=9°53' Lt

T=533.3

L=1066.6

381+21.98 (222)

P.I. (found lost)

380+27.45

P.C.

370+70.41

P.T.

D=1000

Δ=5°23' Lt

T=262.41

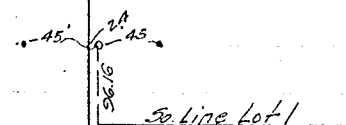
L=524.83

369+31.44

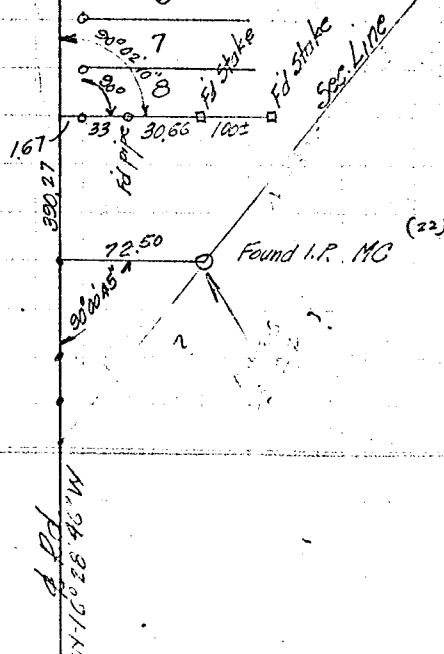
P.I.

365+32.93

P.C.



- 1
- 2
- 3
- 4
- 5
- 6



428+32.76

424+42.49

420+00 = Spike

410+00 = Spike

463+223

PT

460+46.19

P.R.C.

$D = 1^{\circ}30'$ LT.
 $\Delta = 41^{\circ}53'30''$
 $T = 138.12$
 $L = 276.11$

455+37.36

P.C.

$D = 0^{\circ}47'$ MPT.
 $\Delta = 4^{\circ}60'$
 $T = 234.89$
 $L = 303.33$

445+02.53

PT

$D = 5^{\circ}$
 $\Delta = 9^{\circ}27'$ RT.
 $T = 94.72$
 $L = 189$

444+08.3

P.I. (36)

443+13.58

P.C.

442+02.58

PT

$D = 5^{\circ}$
 $T = 93.61$

441+07.36

P.I.

$L = 186.33$

440+16.75

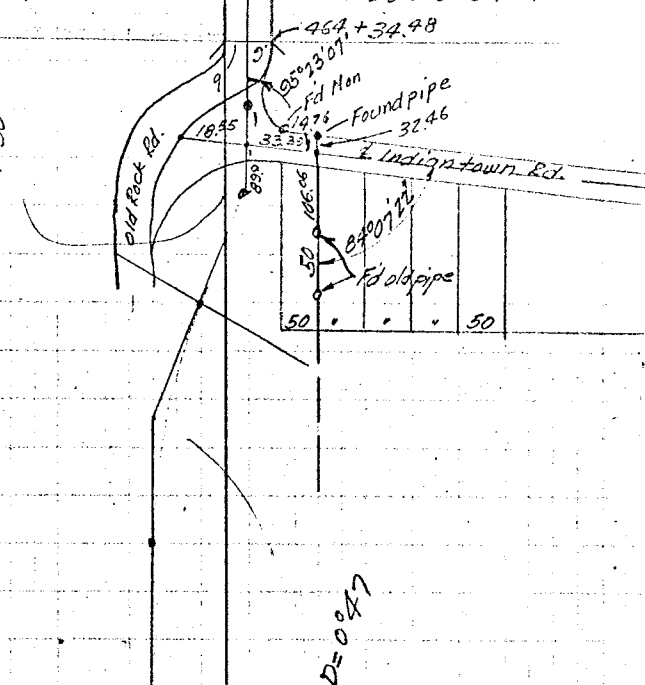
P.C.

$\Delta = 9^{\circ}20'30''$ LT
 $(9^{\circ}20'00'')$

Draw = 465+45.75

St. Lucie Canal

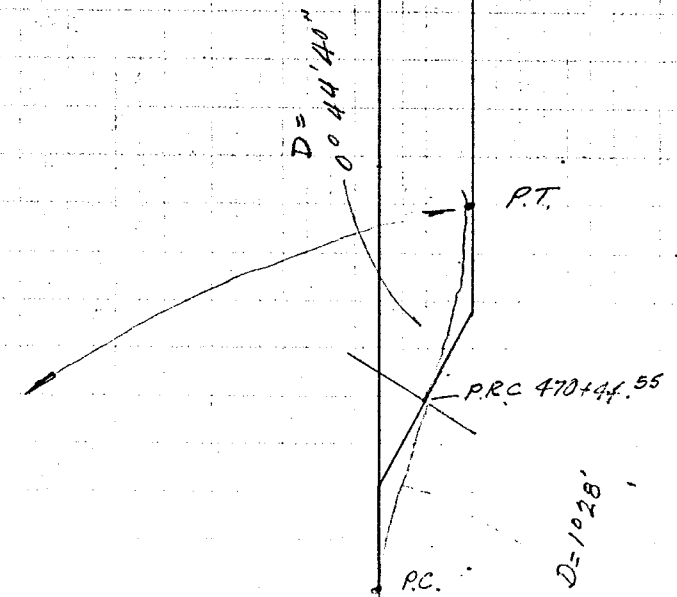
D = 1°30'



D = 0°47'

521+00.61	P.T.	
518+73.76	P.I.	
516+45.93	P.C.	
516+99	Found	Boat Spike on Line
510+00	P.O.T.	
500+00	P.O.T.	
490+00	P.O.T.	
480+00	P.O.T.	
474+85.23 = 474+85.23	Fwd.	(Use Fwd sta. ahead)
470+44.55	P.R.C.	
468+16.81	P.C.	

$D=1^{\circ}00'$
 $\Delta=4^{\circ}32'40''$
 $T=227.35$
 $L=454.68$



581+02⁺

Boat Spike on $\frac{1}{2}$ "

+68

Found Boat Spike

575+00

Set boat spike on line (0.2' E of Rd.)

567+22⁹⁶

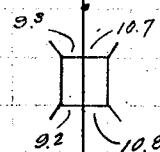
Set P.O.T. $\frac{1}{2}$ Road.

566+83⁷

No end of bridge

566+53⁴

So end of bridge



560+00

Set spike P.O.T. 0.5 W of $\frac{1}{2}$

550+00

Set spike $\frac{1}{2}$ Rd.

540+00

Set spike $\frac{1}{2}$ Rd.

541+78

Found Large Boat Spike

530+00

P.O.T

Spike set

527+58

Bolt in Road app. 500' Line

635+00 Set spike P.O.T. 1.8' E of ϕ Rd.

625+00 Set spike P.O.T. 1.9' E of ϕ Rd.

615+00 Set spike P.O.T. 1.0' E of ϕ Rd.

612+94.4 No end Bridge

612+37.1 So end Bridge

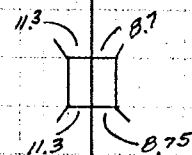
607+78 Found Boat Spike

605+00 Set spike P.O.T. 2.4' E of ϕ Rd.

599+55.9 Set Boat spike P.O.T. 2.6' E of ϕ

595+00 Set spike P.O.T. 2.4' E of ϕ

585+00 Set Spike P.O.T. 0.6' E of ϕ



705+00 Set spike P.O.T. 18' W of ϕ Rd.

696+81 Found Boat spike on Sec. Line ?

695+00 Set spike P.O.T. 25' W. of ϕ Rd.

684+ Found Boat spike

685+00 Set spike P.O.T. 3.6' W. of ϕ Rd.

675+00 Set spike P.O.T. 3.4' W. of ϕ Rd.

665+00 Set spike P.O.T. 2.3' W. of ϕ Rd.

+52.5 = No. end of bridge

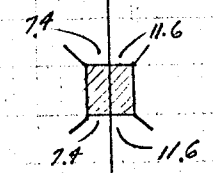
+37 = So. end of bridge

661+13 Found spike Appr. 20' from West edge of paving

655+00 Set spike P.O.T. 1.6' W. of ϕ Rd.

645+00 Set Boat spike P.O.T. 0.8' E. of ϕ

639+76.5



Found Boat spike ϕ Rd. Conc. Mon. Rt. Ls 60' $\pm$ E. of
It - North line of First Street

770+00 Set spike P.O.T.

760+00 Set spike P.O.T.

754+55 Set spike P.O.T.

750+00 Set spike P.O.T.

740+00 Set spike P.O.T.

730+00 Set spike P.O.T.

720+00 Set spike P.O.T.

711+25.13 P.T.

709+75.62 P.I.

703+25.52 P.C.

$D=1000'$

$\Delta=3^{\circ}00'40''$ Left.

$T=150.6$

$L=300.11$

301.11

3°00'40"

808+29.92

P.T.

 $D=20$ $\Delta=10^{\circ}26'$ Rt. $T=261.57$

817+69.82

P.I.

 $L=521.67$ 521.69

815+08.25

P.C.

810+00

Set spike P.O.T.

800+00

Set spike P.O.T.

790+00

Set spike P.O.T.

783+23.0

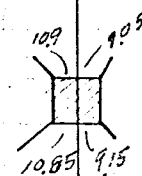
No end of bridge

783+07.5

So end of bridge

780+00

Set spike P.O.T.



Traverse is 1.0' East
of Bridge

880+26.76

P.C. (see p 51)

870+00

Set spike P.O.T.

860+00

Set spike P.O.T.

850+00

Set spike P.O.T.

841+65.59

P.T.

$D = 2^{\circ}00'$

$\Delta = 19^{\circ}59'RT$

839+11.89

P.I.

$T = 275.46$

275.46

$L = 549.16$

549.19

836+36.59

P.C.

207+08.00

P.T.

$D=5^{\circ}00'$

$\Delta=31^{\circ}06'15''$ Lt.

204+04.08

P.I.

$T=319.04$

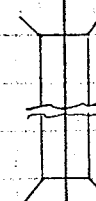
$L=622.08$

200+85.94

P.C.

892+73.5

No. end Chancey Bay Bridge



Under Const. 21 ±

887+53.4

So. end Chancey Bay Bridge

886+36.00

P.T.

$D=1^{\circ}00'$

$\Delta=6^{\circ}06'10''$ Rt.

$T=305.56$ 305.43

883+31.84

P.I.

$L=610.28$

880+26.78

P.C.

959+49.54

P.T.

$D=1000'$

$\Delta=17^{\circ}00'40''$ Lt.

951+06.23

P.I

$T=856.87$

$L=1700''$

942+49.41

P.C.

935+00

Set P.O.T. spike.

933+15.9

No. end Bridge

932+69.6

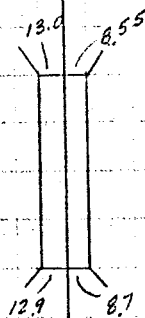
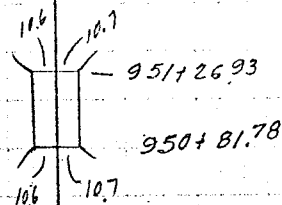
Send new Bridge

925+00

Set spike P.O.T.

915+00

Set spike P.O.T.



NOTE:-
Traverse Falls 2.1'
E of Bridge

1013+83.52

P.T.

$D=1000'$

$A=100^{\circ}52'42''$ R.

$T=595.52$

$L=1087.83$

1008+41.31

P.I.

1002+95.69

P.C.

994+62.14

P.T.

$D=1000$

$A=102^{\circ}10'52''$ LT.

$T=510.30$

$L=1018.41$

989+54.7

P.I.

984+44.31

P.C.

980+00

Set spike P.O.T.

975+00

Set spike P.O.T.

N 43° 05' 41" W

6x6" Hewed Offroad

1013+83.52

49° 45' 05"

OKEECHOBEE CO.
MARTIN CO. 521.80 N 61° 15' 10" W

SEC. 36-38-35
SEC. 31-38-37

49.04

49.4

1008+41.31

49

1139+48.96 Point on Sec. Line - E Bridge 1.4' W of Traverso
 1139+45 So. end bridge 61.0' long

1030+74.92

P.T.

$D=1030'$

$\Delta=159^{\circ}45'45''$ Rt.

$T=352.13$ (359.32) _{comp.}

1021+15.95

P.I.

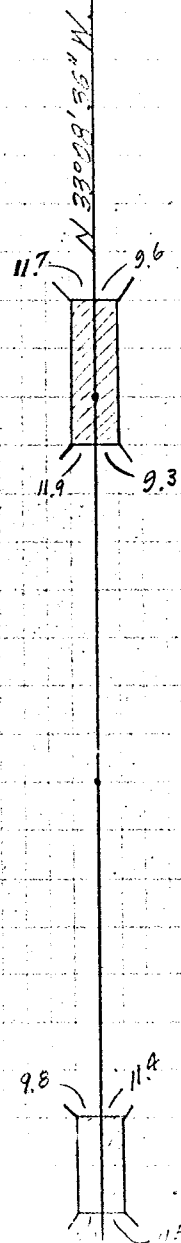
$L=717.52'$

1023+57.32

P.C.

1014+55.83

So. end of 61.0 Bridge 21.0' wide

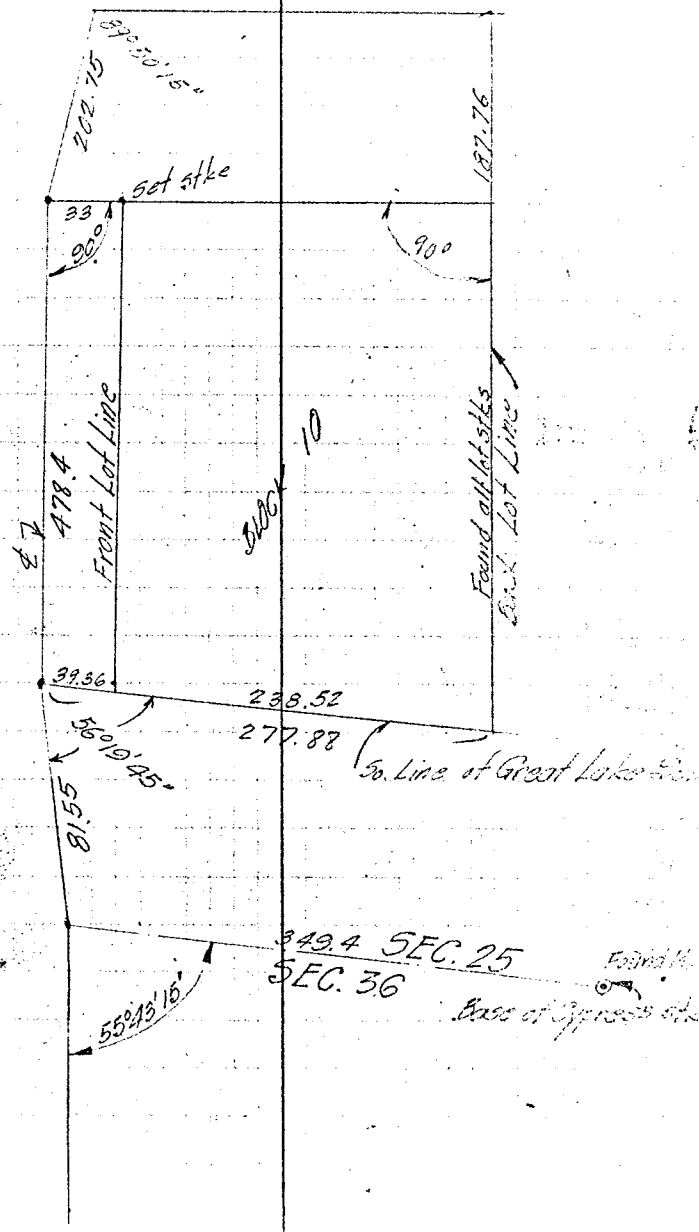


1047+11.69 P.I. Def. $1^{\circ}51'30''$ R.A.

1045+08.91 P.I. Def. $3^{\circ}31'30''$ R.

1040+20.51 P.I. Def. $1^{\circ}49'25''$ R.

1039+48.96 P.I. Def. $0^{\circ}25'45''$ L.A.



1085+00

Set spike P.O.T.

1082+92.12

1055+00

Set spike P.O.T.

1055+00

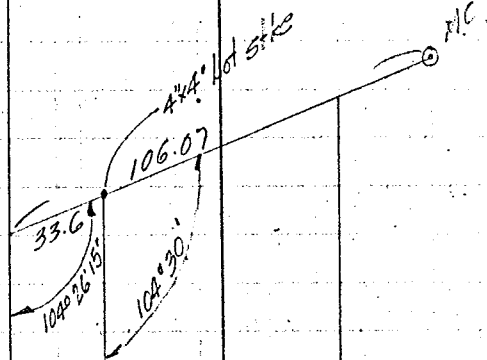
Set spike P.O.T.

3580.46

± Highway

Front Line of lots

No. Line Block 10



1125+10 S. end of Bridge 35' long x 21'

1110+65.59

1104+160 S. end Bridge 46' long & 21' wide

1100+31.39

1094+91.77

SRD

D=1000

S=402.0' L=493.3

T=216.1

1092+76.6

PI

D=1000'

Δ=788'20" Lt.

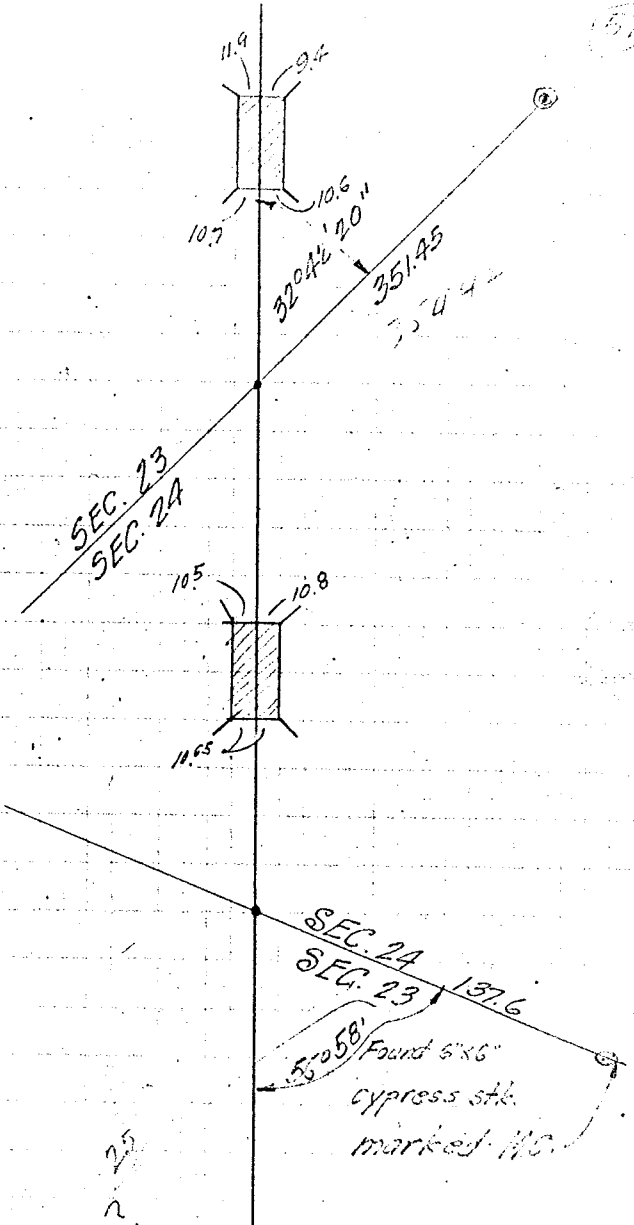
T=215.38

L=430.55

W.C.

1084+61.72

PC



Continued in Book No 9069.8

1171+41.13

1170+00

Set nail in Bott. Cap. P.O.T.

1167+26.0

So end Bridge over Canal #8 = 76' long x 21'

1150+46.9

1150+00

P.O.T.

1132+45.6

SRD
D=1000'
Δ=15°23'
T=782.3
L=1555.0

P.I. Defl. 15°23'40" Lt.
(E=52.0)

NOTE:- All stations from this point on
are Carried from P.I. to P.I.

Note - Curve Data Labeled SRD was copied by Bridgeman from S.R.D. information.

Nail in Bottle Cap.

D=1'

Δ=15°23'40"

T=779.46

L=1549.44

