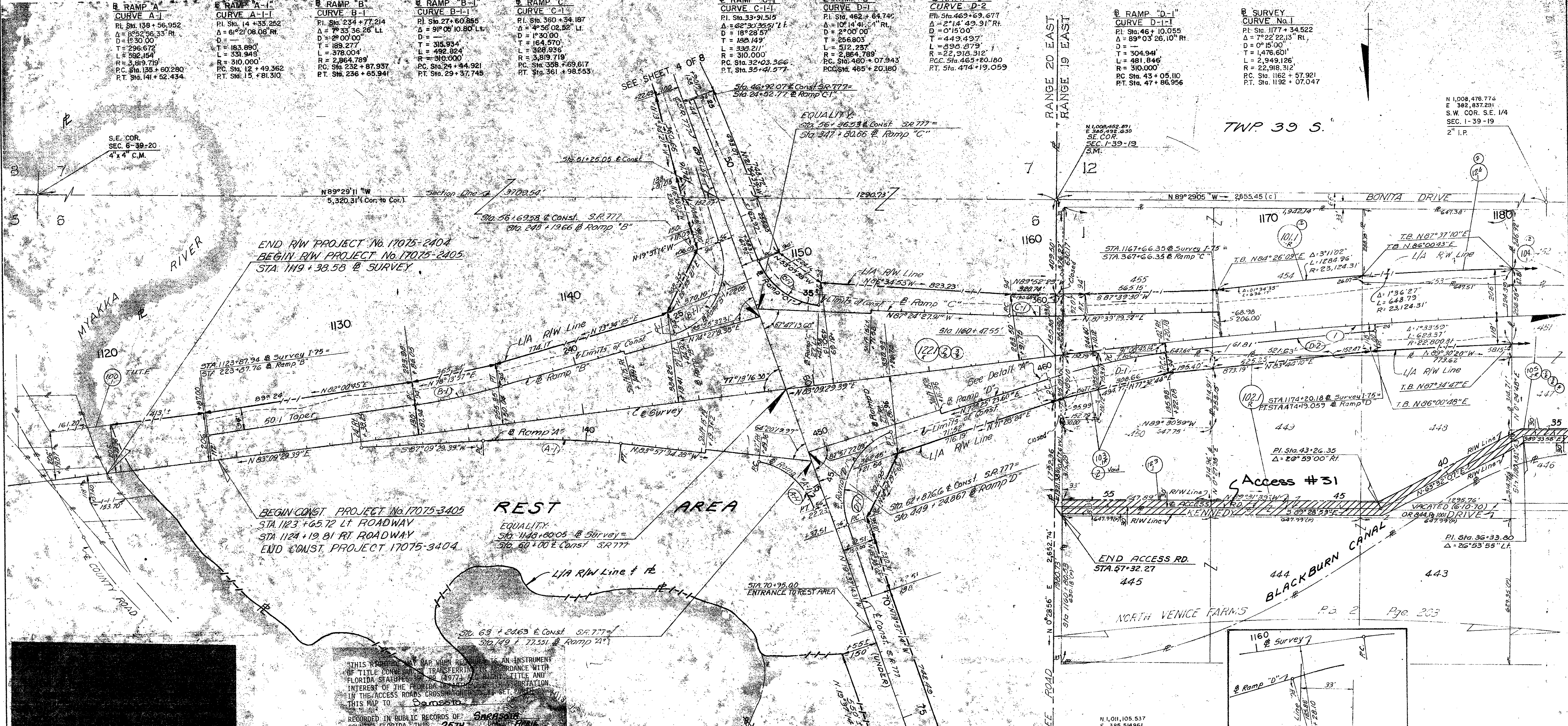


RAMP "A" CURVE A-I PI. Sta. 138 + 56.952 Δ = 8°32'56.33" Rt. D = 1230.00' T = 296.672' L = 592.154' PC. Sta. 135 + 60.290 PT. Sta. 141 + 62.434	RAMP "A-I" CURVE A-I-I PI. Sta. 14 + 33.252 Δ = 61°21'08.08" Rt. D = 183.890' T = 183.890' L = 331.948' PC. Sta. 12 + 49.362 PT. Sta. 15 + 81.310	RAMP "B" CURVE B-I PI. Sta. 234 + 77.214 Δ = 7°33'36.26" Lt. D = 2900.00' T = 189.277' L = 378.004' R = 2,864.789' PC. Sta. 232 + 87.937 PT. Sta. 236 + 65.947	RAMP "B-I" CURVE B-I-I PI. Sta. 27 + 60.885 Δ = 91°08'10.80" Lt. D = 164.570' T = 164.570' L = 492.824' R = 3,819.719' PC. Sta. 29 + 34.921 PT. Sta. 29 + 37.745	RAMP "C" CURVE C-I PI. Sta. 360 + 34.187 Δ = 4°56'02.52" Lt. D = 130.000' T = 164.570' L = 328.936' R = 3,819.719' PC. Sta. 358 + 69.617 PT. Sta. 361 + 98.553	RAMP "C-I" CURVE C-I-I PI. Sta. 33 + 91.515 Δ = 62°33'55.11" Lt. D = 18°28'57" T = 180.149' L = 339.271' R = 310.000' PC. Sta. 32 + 03.366 PT. Sta. 35 + 41.577	RAMP "D" CURVE D-I PI. Sta. 462 + 64.742 Δ = 10°14'41.04" Rt. D = 2°00'00" T = 256.803' L = 512.287' R = 2,864.789' PC. Sta. 460 + 07.943 PT. Sta. 465 + 20.180	RAMP "D-I" CURVE D-I-I PI. Sta. 462 + 69.677 Δ = 2°14'43.91" Rt. D = 0°15'00" T = 443.497' L = 886.979' R = 22,918.312' P.C.C. Sta. 465 + 20.180 PT. Sta. 474 + 19.059	RAMP "D-I" CURVE D-I-I PI. Sta. 46 + 10.055 Δ = 89°03'26.10" Rt. D = 0°15'00" T = 304.941' L = 481.846' R = 310.000' PC. Sta. 43 + 05.110 PT. Sta. 47 + 86.956	RAMP "D-I" CURVE D-I-I PI. Sta. 1177 + 34.522 Δ = 79°22'22.13" Rt. D = 0°15'00" T = 1,476.601' L = 2,949.126' R = 22,918.312' PC. Sta. 1162 + 57.921 PT. Sta. 1192 + 07.047
--	--	--	--	--	---	---	--	--	---



END R/W PROJECT No. 17075-2404
BEGIN R/W PROJECT No. 17075-2405
STA. 1119 + 38.58 @ SURVEY

BEGIN CONST. PROJECT No. 17075-3405
STA. 1123 + 65.72 LT. ROADWAY
STA. 1124 + 19.81 RT. ROADWAY
END CONST. PROJECT 17075-3404

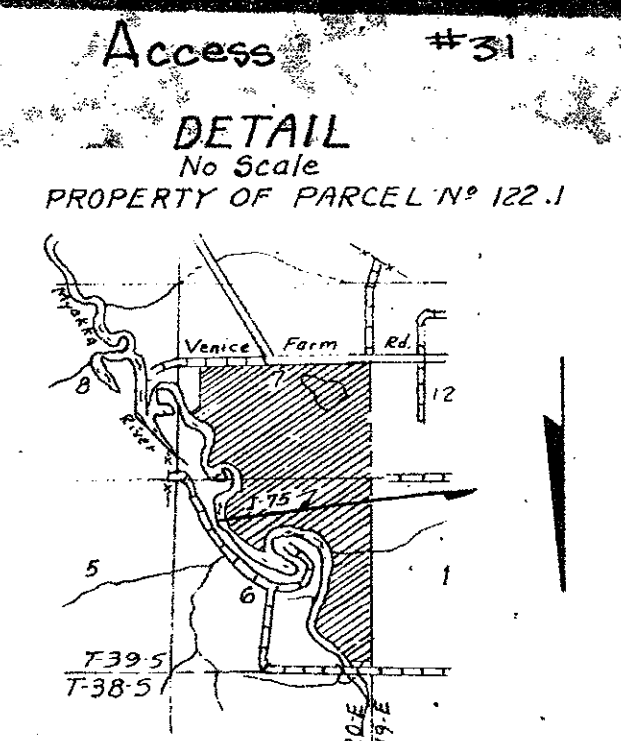
REST AREA
EQUALITY:
Sta. 1148 + 00.05 @ Survey =
Sta. 60 + 00 @ Const. SR 777

END ACCESS RD.
STA. 57 + 32.27
445

TRANSFER SHEET 1
NOTE: SEE SHEET 8 OF 8 FOR PARCEL TABULATION

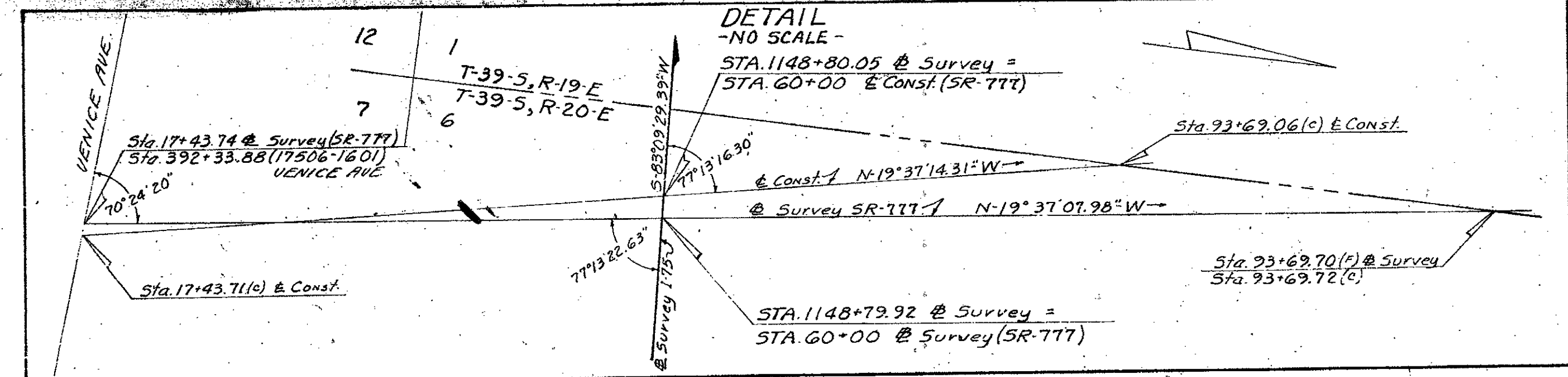
THIS MAP IS AN INSTRUMENT OF TITLE CONVEYANCE IN ACCORDANCE WITH FLORIDA STATUTE (1977) AND INTEREST OF THE FLORIDA DEPARTMENT OF TRANSPORTATION IN THE ACCESS ROADS CROSSING THE REST AREA. THIS MAP TO:
Sarasota
RECORDED IN PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA, THIS 25TH DAY OF APRIL, A.D. 1983, IN ROAD PLAT BOOK 2.

(S.R. 777)
END F.A.I. PARTICIPATION (R/W) LT. & RT.
END R/W ACQUISITION LIST
END LIA R/W LT. & RT.
STA. 77 + 05.00



LEGEND

--- (7-19) ---	TELEPHONE POLE
--- (7-19) ---	COMBINATION POLE
--- (7-19) ---	STANDARD GUY WIRE & ANCHOR PIN
--- (7-19) ---	BURIED ELECTRIC POWER CABLE
--- (7-19) ---	ELECTRIC DUCT
--- (7-19) ---	BURIED TELEPHONE CABLE
--- (7-19) ---	TELEPHONE DUCT
--- (7-19) ---	WATER MAIN
--- (7-19) ---	GAS MAIN
--- (7-19) ---	DRIP POT
--- (7-19) ---	VALVE
--- (7-19) ---	FIRE HYDRANT
--- (7-19) ---	AIR VALVE
--- (7-19) ---	BLOW-OFF
--- (7-19) ---	SANITARY SEWER
--- (7-19) ---	STORM SEWER
--- (7-19) ---	MANHOLE
--- (7-19) ---	STREET NAME FROM PLAT
--- (7-19) ---	PUBLIC RECORDS SARASOTA CO. FLA.
--- (7-19) ---	PROPERTY LINE
--- (7-19) ---	IRON PIPE
--- (7-19) ---	IRON ROD
--- (7-19) ---	LIRO
--- (7-19) ---	CONCRETE MONUMENT
--- (7-19) ---	FIELD DIMENSION
--- (7-19) ---	DEED DIMENSION
--- (7-19) ---	CALCULATED DIMENSION



UTILITY OWNERS

1- FLORIDA POWER & LIGHT CO.
2- GENERAL TELEPHONE CO.

FLORIDA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

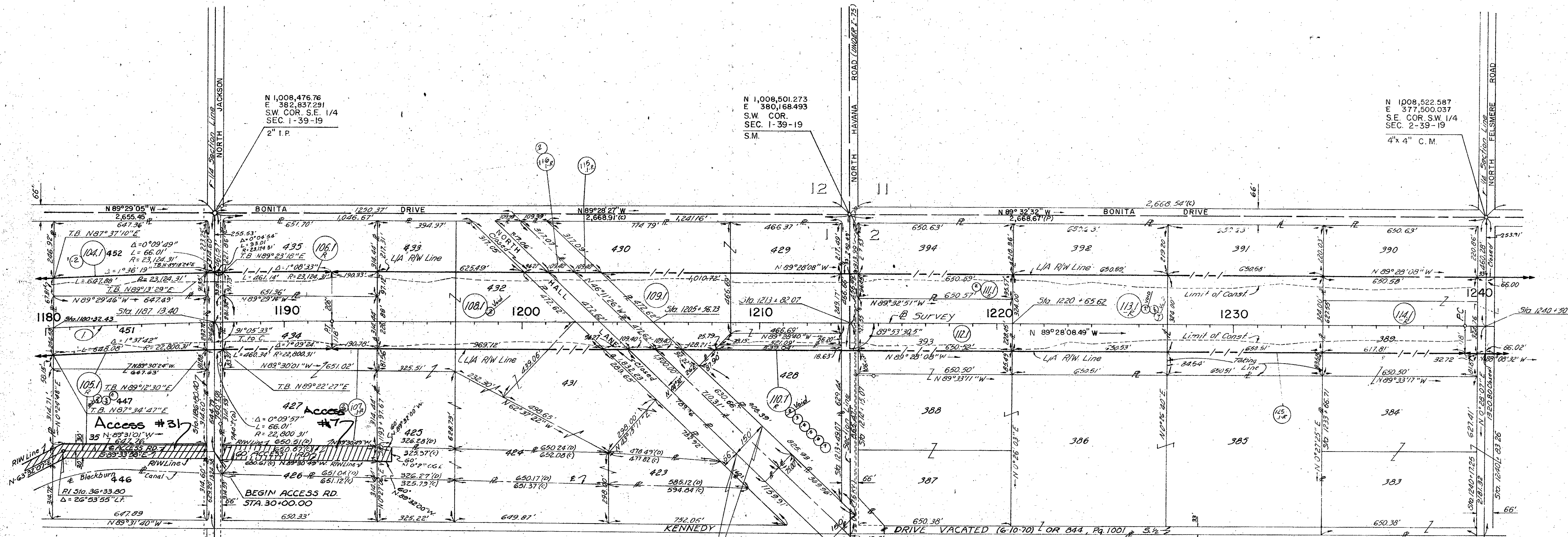
STATE ROAD No. 93(I-75) SARASOTA COUNTY

DESIGNED BY	DATE	APPROVED BY	DATE
DRAWN BY			
CHECKED BY			
MAPS PREPARED BY			

B.I. No. 146.5. SCALE: 1" = 200'

SECTION 17075-2405 SHEET 3 OF 8

TWP 39 S, R6E. 19 E



N 1,011,125.505
 E 382,855.289
 CENTER SEC.
 SEC. 1-39-19
 N. 8 Cap.

SURVEY CURVE NO. 1
 P.I. Sta. 1177 + 34.522
 $\Delta = 7^{\circ}22'22.15''$ RI
 $D = 0^{\circ}15'00''$
 $T = 1,476.60'$
 $L = 2,949.126'$
 $R = 22,918.312'$
 PC. Sta. 1162 + 57.921
 PT. Sta. 1192 + 07.047

N 1,011,145.121
 E 380,187.996
 N.E. COR. S.E. 1/4
 SEC. 2-39-19
 5/8" Iron Pipe

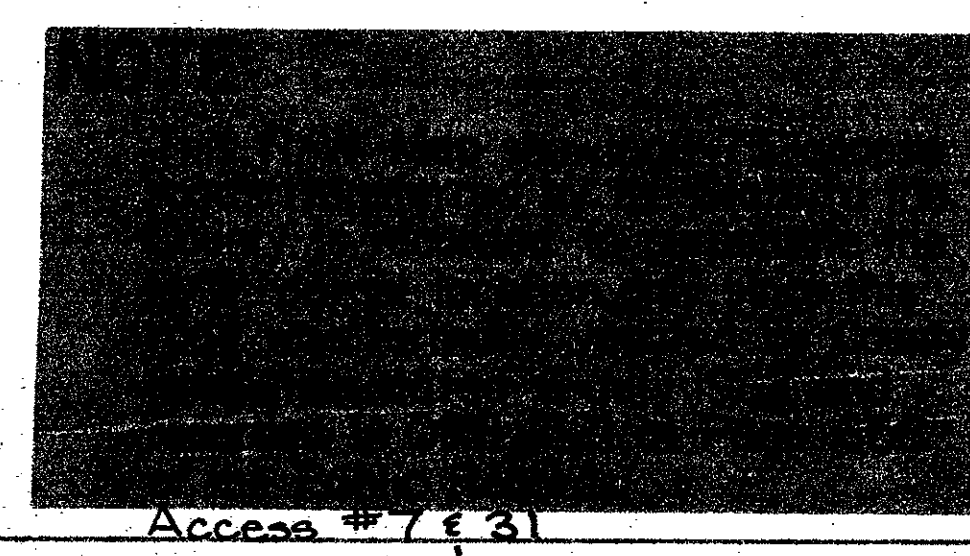
N 1,011,164.479
 E 377,521.63
 CENTER
 SEC. 2-39-19
 2" Iron Pipe

North Venice Farms
 P.B. 2, Pg. 203

TRANSFER SHEET 2

NOTE:
 SEE SHEET 8 OF 8 FOR PARCEL TABULATION

FLORIDA DEPARTMENT OF TRANSPORTATION			
RIGHT OF WAY MAP			
STATE ROAD NO. 93 (I-75) SARASOTA COUNTY			
DESIGNED	BY	DATE	APPROVED BY DATE
			C.W. Monts De Oca
DRAWN	FL-CH		DISTRICT ENGINEER
CHECKED	R.R.		D.E. Williams
			ENGINEER OF RIGHT OF WAY
MAPS PREPARED BY		B.I. No. 148656	
REVISION		SCALE: 1" = 200'	
		SECTION 17075-2405	
		SHEET 7 OF 8	



Access #7 & 31

TWP 39 S., RGE. 19 E.

RAMP "A" CURVE A-1
 P.I. Sta. 145 + 13.91
 $\Delta = 4^\circ 55' 42.54" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 246.576'$
 $L = 492.848'$
 $R = 5,729.578'$
 $\text{Sta. } 142 + 66.615$
 $\text{P.C.C. Sta. } 147 + 59.463$

RAMP "C" CURVE C-1
 P.I. Sta. 363 + 13.682
 $\Delta = 35^\circ 58' 54.00" \text{ Rt.}$
 $D = 18^\circ 28' 57.03"$
 $T = 65.197'$
 $L = 100.670'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 362 + 13.011$
 $\text{P.T. Sta. } 364 + 07.691$

RAMP "D" CURVE D-1
 P.I. Sta. 473 + 39.075
 $\Delta = 115^\circ 51' 50.48" \text{ Rt.}$
 $D = 18^\circ 28' 57.03"$
 $T = 494.796'$
 $L = 626.885'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 468 + 44.279$
 $\text{P.C.C. Sta. } 474 + 71.644$

RAMP "D" CURVE D-2
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

RAMP "D" CURVE D-3
 P.I. Sta. 483 + 96.498
 $\Delta = 10^\circ 25' 00.03" \text{ Rt.}$
 $D = 4^\circ 00' 00"$
 $T = 130.743'$
 $L = 260.764'$
 $R = 1,432.393'$
 $\text{P.C.C. Sta. } 482 + 67.755$
 $\text{P.C.C. Sta. } 485 + 28.519$

RAMP "A" CURVE A-4
 P.I. Sta. 171 + 18.372
 $\Delta = 59^\circ 40' 22.39" \text{ Lt.}$
 $D = 10^\circ 00' 00"$
 $T = 198.591'$
 $L = 353.247'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 169 + 13.782$
 $\text{P.T. Sta. } 172 + 02.929$

RAMP "C" CURVE C-2
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-4
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

RAMP "A" CURVE A-1-1
 P.I. Sta. 8 + 64.91
 $\Delta = 59^\circ 40' 22.39" \text{ Lt.}$
 $D = 10^\circ 00' 00"$
 $T = 328.620'$
 $L = 596.729'$
 $R = 572.958'$
 $\text{P.C.C. Sta. } 5 + 35.471$
 $\text{P.T. Sta. } 11 + 32.200$

RAMP "C" CURVE C-1-1
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-1-1
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

RAMP "A" CURVE A-1-1
 P.I. Sta. 8 + 64.91
 $\Delta = 59^\circ 40' 22.39" \text{ Lt.}$
 $D = 10^\circ 00' 00"$
 $T = 328.620'$
 $L = 596.729'$
 $R = 572.958'$
 $\text{P.C.C. Sta. } 5 + 35.471$
 $\text{P.T. Sta. } 11 + 32.200$

RAMP "C" CURVE C-1-1
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-1-1
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

SURVEY I-75 CURVE No. 2
 P.I. Sta. 1269 + 31.760
 $\Delta = 54^\circ 26' 21.44" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 2,947.087'$
 $L = 5,443.929'$
 $R = 5,729.578'$
 $\text{P.C. Sta. } 1239 + 84.673$
 $\text{P.T. Sta. } 1294 + 28.602$

RAMP "C" CURVE C-1-1
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-1-1
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

LT. ROADWAY CURVE No. 3
 P.I. Sta. 1285 + 15.091
 $\Delta = 10^\circ 17' 59.25" \text{ Rt.}$
 $D = 0^\circ 45' 00"$
 $T = 688.508'$
 $L = 1,373.306'$
 $R = 7,659.437'$
 $\text{P.C.C. Sta. } 1278 + 26.583$
 $\text{P.T. Sta. } 1291 + 99.889$

RAMP "C" CURVE C-1-1
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-1-1
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

RAMP "B-1" CURVE B-1
 P.I. Sta. 26 + 04.053
 $\Delta = 94^\circ 34' 38.95" \text{ Lt.}$
 $D = 18^\circ 28' 57.03"$
 $T = 335.812'$
 $L = 511.714'$
 $R = 310.000'$
 $\text{P.C. Sta. } 22 + 68.241$
 $\text{P.T. Sta. } 27 + 79.955$

RAMP "C" CURVE C-1-1
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-1-1
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

RAMP "B" CURVE B-1
 P.I. Sta. 265 + 50.375
 $\Delta = 33^\circ 44' 08.27" \text{ Rt.}$
 $D = 18^\circ 28' 57.03"$
 $T = 93.390'$
 $L = 182.527'$
 $R = 310.000'$
 $\text{P.C. Sta. } 264 + 56.380$
 $\text{P.T. Sta. } 266 + 38.907$

RAMP "C" CURVE C-1-1
 P.I. Sta. 356 + 32.884
 $\Delta = 84^\circ 24' 40.25" \text{ Rt.}$
 $D = 24^\circ 54' 40.35"$
 $T = 207.011'$
 $L = 495.618'$
 $R = 310.000'$
 $\text{P.C.C. Sta. } 355 + 83.657$
 $\text{P.T. Sta. } 357 + 97.304$

RAMP "D" CURVE D-1-1
 P.I. Sta. 478 + 70.02
 $\Delta = 7^\circ 57' 52.28" \text{ Rt.}$
 $D = 1^\circ 00' 00"$
 $T = 398.939'$
 $L = 796.591'$
 $R = 5,729.578'$
 $\text{P.C.C. Sta. } 474 + 71.644$
 $\text{P.C.C. Sta. } 482 + 67.755$

RAMP "E" CURVE E-1
 P.I. Sta. 548 + 33.593
 $\Delta = 33^\circ 03' 42.24" \text{ Rt.}$
 $D = 9^\circ 00' 00"$
 $T = 198.948'$
 $L = 397.352'$
 $R = 836.620'$
 $\text{P.C. Sta. } 546 + 44.645$
 $\text{P.C.C. Sta. } 550 + 11.997$

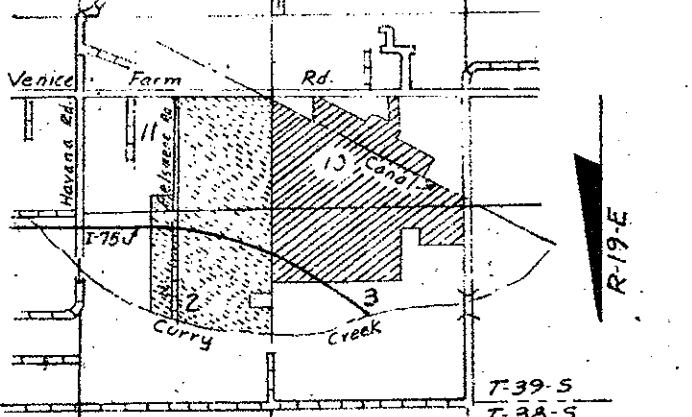
RAMP "E" CURVE E-2
 $\Delta = 234^\circ 42' 28.90" \text{ Rt.}$
 $D = 18^\circ 00' 00"$
 $T = 1,107.771'$
 $L = 1,303.933'$
 $R = 318.310'$
 $\text{P.C.C. Sta. } 550 + 11.997$
 $\text{C.S. Sta. } 563 + 15.930$

RAMP "E" CURVE E-3
 $L_s = 3000.000'$
 $\Delta_1 = 228^\circ 48.71"$
 $\Delta_2 = 27^\circ 00' 27.37"$
 $\Delta_3 = 28^\circ 29' 28.07"$
 $P_1 = 11.045'$
 $T_1 = 107.771'$
 $T_2 = 197.581'$
 $R_1 = 5,765.806'$
 $R_2 = 318.310'$
 $C.S. Sta. } 563 + 15.930$
 $S.C. Sta. } 566 + 15.930$

NOTE:
 ALL STA. E OFFSETS
 ALONG VENICE E. RD.
 ARE TO THE E CONST. V.E. RD.

NORTH VENICE FARMS
 P.B. 2 Pg. 203

Property of Parcel No. 114.1
 Property of Parcel No. 118.1



DETAIL
 No Scale

TRANSFER SHEET 3
 NOTE: SEE SHEET 8 OF 8 FOR PARCEL TABULATION

FLORIDA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD NO. 93 (I-75) SARASOTA COUNTY

DESIGNED BY	DATE	APPROVED BY	DATE
BY			

CHECKED BY	DATE	ENGINEER OF RIGHT OF WAY
BY		

B.I. No. 48253 SCALE: 1" = 100'
 SECTION 17075-2405 SHEET 5 OF 8

REVISION	BY	DATE
1	J.W.	6-25-75
2	J.W.	6-25-75

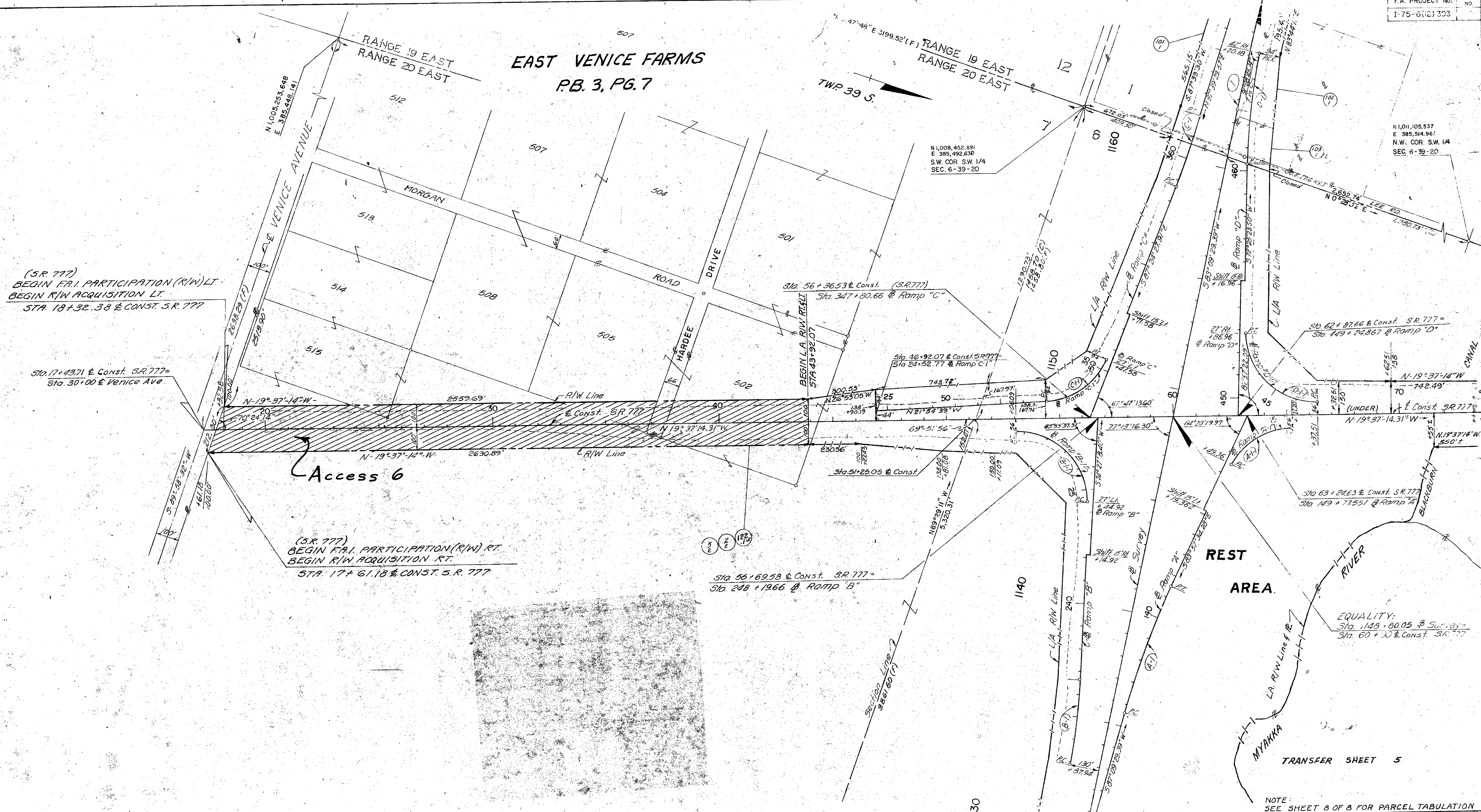
EQUATION:
 STA 1294 + 52.891 BK.
 STA 1295 + 00.00 BK.
 END CONST. PROJECT
 BEGIN CONST. PROJECT
 17075-2405
 17075-2406

END R/W PROJECT
 17075-2405
 STA 1296 + 1945 RT. RDWY
 BEGIN R/W PROJECT
 17075-2406

Access 32
Access 33

EAST VENICE FARMS
P.B. 3, P.G. 7

TWP 39 S.



(S.R. 777)
BEGIN F.A.I. PARTICIPATION (R/W) LT.
BEGIN R/W ACQUISITION LT.
STA. 18+32.38 & CONST. S.R. 777

Sta. 17+49.71 & Const. S.R. 777 =
Sta. 30+00 & Venice Ave.

Access 6

(S.R. 777)
BEGIN F.A.I. PARTICIPATION (R/W) RT.
BEGIN R/W ACQUISITION RT.
STA. 17+61.18 & CONST. S.R. 777

Sta. 56+36.53 & Const. (S.R. 777)
Sta. 347+80.66 & Ramp "C"

Sta. 46+92.07 & Const. S.R. 777
Sta. 24+52.77 & Ramp "C"

Sta. 51+25.05 & Const.

Sta. 55+69.58 & Const. S.R. 777 =
Sta. 248+19.66 & Ramp "B"

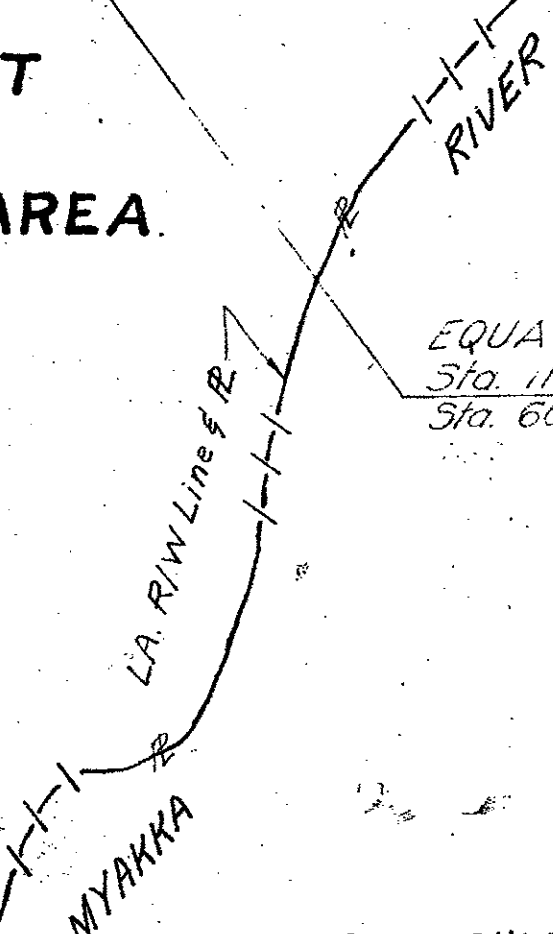
Sta. 62+87.66 & Const. S.R. 777 =
Sta. 449+20.867 & Ramp "D"

Sta. 63+20.63 & Const. S.R. 777
Sta. 149+72.51 & Ramp "A"

EQUALITY:
Sta. 148+60.05 & Survey =
Sta. 60+00 & Const. S.R. 777

RAMP "A" CURVE A-1 PI. Sta. 38+56.952 Δ = 8°52'56.33" Rt. D = 1°30'00" T = 296.672' L = 592.154' R = 3,219.719' PC. Sta. 139+60.280 PT. Sta. 141+52.434	RAMP "A-1" CURVE A-1-1 PI. Sta. 4+33.252 Δ = 61°2'08.08" Rt. D = — T = 183.490' L = 331.348' R = 310.000' PC. Sta. 12+42.362 PT. Sta. 15+8.310	RAMP "B" CURVE B-1 PI. Sta. 234+77.214 Δ = 3°33'36.23" Lt. D = 2°00'00" T = 189.271' L = 378.000' R = 2,864.789' PC. Sta. 232+87.937 PT. Sta. 235+65.341	RAMP "B-1" CURVE B-1-1 PI. Sta. 27+60.855 Δ = 91°05'10.80" Lt. D = — T = 315.934' L = 492.824' R = 310.000' PC. Sta. 24+44.921 PT. Sta. 29+37.745	RAMP "C" CURVE C-1 PI. Sta. 360+34.187 Δ = 4°56'02.52" Lt. D = 1°30'00" T = 164.570' L = 328.936' R = 3,819.719' PC. Sta. 358+69.617 PT. Sta. 361+98.553	RAMP "C-1" CURVE C-1-1 PI. Sta. 33+91.519 Δ = 62°30'35.51" Lt. D = 18°28'57" T = 128.149' L = 338.211' R = 310.000' PC. Sta. 32+03.366 PT. Sta. 35+41.577	RAMP "D" CURVE D-1 PI. Sta. 462+64.746 Δ = 10°14'41.04" Rt. D = 2°00'00" T = 256.803' L = 512.237' R = 2,864.789' PC. Sta. 460+07.943 PT. Sta. 465+20.180	RAMP "D-1" CURVE D-1-1 PI. Sta. 46+10.055 Δ = 89°03'26.10" Rt. D = — T = 304.941' L = 481.846' R = 310.000' PC. Sta. 43+05.110 PT. Sta. 47+86.956	SURVEY CURVE No. 1 PI. Sta. 1177+34.522 Δ = 7°22'22.13" Rt. D = 0°15'00" T = 1,476.601' L = 2,945.126' R = 22,918.312' PC. Sta. 1182+57.921 PT. Sta. 1182+107.047
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REST AREA



NOTE: SEE SHEET 8 OF 8 FOR PARCEL TABULATION

FLORIDA DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY MAP

STATE ROAD NO. 93 (I-75) SARASOTA COUNTY

DESIGNED BY	DATE	APPROVED BY	DATE
DRAWN BY	J.S.	DISTRICT ENGINEER	
CHECKED BY	R.R.	ENGINEER OF RIGHT OF WAY	

MAPS PREPARED BY

B.I. No. 46856 SCALE: 1" = 100'

SECTION 17075-24C5 SHEET 4 OF 8

REVISION	BY	DATE
Rev Ramp "C" & Various	JW	9-29-75
	RR	6-25-75