

(SR #1) SUMMARY OF NORTH END OF BEACH STARTING NEAR THE PIER, ENDING AT GULF BEACH ROAD:

GULF SIDE: FROM OLD SAN CARLOS TO THE NORTHWEST CORNER OF CANAL STREET, WE HELD EXISTING SURVEY INFORMATION FROM OUR PREVIOUS SURVEY WORK IN THIS AREA, EXISTING MONUMENTS AND SURVEYS BY OTHERS WHICH WERE IN HARMONY WITH THE INTENDED WIDTH OF ESTERO BOULEVARD (60') AND RECORD PLAT DIMENSIONS.

FROM CANAL STREET WE RAN TO THE NEXT R/W CHANGE IN DIRECTION LOCATED ON THE GULF SIDE RIGHT-OF-WAY AT THE NORTHWEST CORNER OF AVENUE A. WE THEN RAN TO THE EAST LINE OF CRESCENT BEACH SUBDIVISION (P.B. 4, PG. 45 - PREPARED BY H.K. DAVIDSON - 1925) WHICH WAS ESTABLISHED BY HOLDING THE PLAT DISTANCE OF 53.34' FROM A 4"x4" CONCRETE MONUMENT WITH 1/8" IRON ROD IN CENTER. THIS IS A VERY OLD MONUMENT (2' UNDERGROUND) LOCATED AT THE NE CORNER OF LOT 2, BLOCK A OF CRESCENT BEACH SUBDIVISION. THE MONUMENTATION IN THIS SUBDIVISION APPEARS TO COMPARE REASONABLY CLOSE WITH THE RECORD PLAT DIMENSIONS. THE DIMENSIONS FROM THE EXISTING SURVEY MONUMENTS ALONG THE PLATTED ALLEY DIVIDING BLOCKS A,B,C,D AND E OF THIS SUBDIVISION TO THE ESTERO BLVD R/W ARE IN HARMONY WITH THE PLAT AND CONFIRM THE R/W LOCATION, CONTINUING SOUTHEAST FROM HERE, IT GETS MORE DIFFICULT IN THE MIRAMAR SUBDIVISION. THE CONDO PLAT FOR "ESTERO ISLAND BEACH CLUB" DATED 1990 BY JOHN AMIS (AMEY, INC.) COVERS THE AREA BETWEEN MIRAMAR AND PALM AVENUE. THERE IS A BREAK JUST EAST OF THE NORTHWEST CORNER OF LOT 6, BLOCK C OF MIRAMAR (P.B. 6 PG. 31-PREPARED BY JOHN A. MYLER - 1925) WHICH POINT WAS ESTABLISHED FROM THE OPPOSITE SIDE OF THE ROAD (A HISTORICAL BREAK LOCATION BASED ON AMEY CENTERLINE REFERENCES DATED 1959). FROM HERE THE GULF SIDE RIGHT-OF-WAY RUNS SOUTHEAST TO A BREAK POINT WHICH IS THE NORTHEAST CORNER OF MIRAMAR SUBDIVISION. THIS POINT IS SHOWN AS A SLIGHT RIGHT-OF-WAY CHANGE ON THE CONDO SURVEY DRAWING OF ESTERO ISLAND BEACH CLUB (AUGUST, 1980). THE RIGHT-OF-WAY OF MIRAMAR STREET AND PALM AVENUE IS ALSO PROVEN BY TIES TO BUILDING CORNERS WHICH WERE FIELD LOCATED AND COMPARED TO THE CONDO DRAWING. FROM THIS BREAK WE CONTINUE SOUTHEAST TO THE NORTHWEST CORNER OF PALM AVENUE TO ANOTHER BREAK POINT AND THEN CONTINUE SOUTHEAST TO A BREAK POINT BEING ON A BISECTOR LINE OPPOSITE THE SOUTHEAST CORNER OF C. L. VENT SUBDIVISION. AN UNRECORDED PLAT LOCATED ON THE BAY SIDE OF ESTERO BLVD. WE THEN CONTINUE SOUTHEAST FROM THIS CORNER THROUGH VARIOUS EXISTING SURVEY MONUMENTS AND BREAKS TO A BREAK POINT BEING A CONCRETE MONUMENT MARKING THE SOUTHWEST CORNER LOT 31, T.P. HILLS. WE THEN CONTINUE SOUTHEAST TO A FOUND IRON ROD LOCATED AT THE WEST RIGHT-OF-WAY OF GULF BEACH ROAD ON THE SOUTH R/W LINE OF ESTERO BLVD.

BAY SIDE: WE RAN FROM THE RIGHT-OF-WAY OF OLD SAN CARLOS AND ESTERO BLVD SOUTHEAST TO A POINT, WHICH IS OPPOSITE THE NORTHWEST CORNER OF CANAL STREET ON A BISECTOR LINE. THIS BREAK IS AT PARCEL 105. WE UTILIZED A SURVEY BY HOWELL F. DAVIS & ASSOCIATES DATED 1987 (87-1589) AND A SURVEY BY CEJ DATED 1961 TO LOCATE OLD MONUMENTS AND PROVE THE RIGHT-OF-WAY IN THIS AREA BETWEEN CRESCENT STREET AND PRIMO DRIVE. THE RIGHT-OF-WAY LINES ON THE BAY SIDE AND GULF SIDE IN THIS VICINITY ARE PARALLEL AND 50.00 FEET APART. THE PLAT DIMENSION OF 397.77' FROM THE NORTHEAST CORNER LOT 7, BLOCK D OF CRESCENT PARK ADDITION (P.B. 4 PG. 46-BY J.A. DAVIDSON-1921) WAS COMPARED TO A CALCULATED DIMENSION OF 397.71' WHICH WAS A VERY GOOD CHECK. THIS INTERSECTION POINT AT PRIMO DRIVE WAS ALSO VERIFIED BY COMPARISON WITH A MAP DISTANCE OF 397.70' (SHOWN ON FDOT MAP 12530-2611 DATED 1973). THERE WAS ALSO AN OLD N/D, 13N/20W OF THIS POSITION. FROM THIS POINT WE RUN SOUTHEASTERLY STRAIGHT TO AN HISTORICAL BREAK JUST WEST OF MIRAMAR STREET WHICH WAS DETERMINED FROM VARIOUS OLD SURVEYS AND FIELD NOTES (AMEY, 1988). FROM THIS BREAK (NEAR MIRAMAR STREET) WE CONTINUE TO RUN SOUTHEAST TO THE SE CORNER C.L. VENT UNRECORDED SUBDIVISION. WE THEN CONTINUE TO RUN SOUTHEAST TO A FOUND P/K/M/D L86763 MARKING THE WEST LINE OF SEAGRape (P.B. 4, PG. 17 - PREPARED BY H.K. DAVIDSON - 1919) LYING JUST WEST OF MANGO STREET). FROM THIS BREAK POINT WE RUN SOUTHEASTERLY TO A FOUND 4X4 CONCRETE MONUMENT LOCATED AT THE SW CORNER OF LOT 31, T.P. HILLS. WE THEN CONTINUE SOUTHEASTERLY TO A FOUND 4X4 CONCRETE MONUMENT LOCATED AT THE SW CORNER OF LOT 31, T.P. HILLS. WE THEN CONTINUE SOUTHEASTERLY TO A 5/8" IRON ROD IN CUT-OUT AT THE NORTH RIGHT-OF-WAY ESTERO BLVD AND THE WEST RIGHT-OF-WAY LINE OF GULF BEACH ROAD.

THE ESTERO BLVD RIGHT-OF-WAY LINES RUN PARALLEL AND 50.00 FEET WIDE FROM GULF BEACH ROAD SOUTHEASTERLY TO BAY ROAD WHERE WE ENTER THE FIRST "S" CURVE".

(SR #2) SUMMARY OF PALERMO CIRCLE/PRIMO DRIVE AREA - VENETIAN GARDENS, P.B. 6, PG. 70:

THIS IS A VERY DIFFICULT AREA. THE AREA ALONG CAROLINA AVENUE WAS ESTABLISHED BY HOLDING EXISTING MONUMENTATION AND UTILIZING THE CONDO PLAT OF BATIKI WEST (PARCEL 115). THERE WAS A RIGHT-OF-WAY TAKING (O.R. 790, PG. 853) ALONG THIS CONDOMINIUM BOUNDARY FOR ESTERO BOULEVARD RIGHT-OF-WAY. THERE IS A CURVE SHOWN ON THE PLAT OF VENETIAN GARDENS AT THE SOUTHEAST CORNER OF LOT 1, BLOCK B, WHICH IS NOT SHOWN ON THE CONDOMINIUM PLAT (CPB 4, PG. 124). THE RIGHT-OF-WAY OF SANTOS ROAD WAS ESTABLISHED FROM EXISTING MONUMENTATION AND HOLDING THE PLAT DISTANCE OF 406.16' FROM A FOUND IRON ROD AT THE NORTHEAST CORNER OF LOT 18, BLOCK A, VENETIAN GARDENS. THE IRON ROD AT THE SOUTHEAST CORNER OF LOT 35, BLOCK A, WAS HELD FOR THE NORTH RIGHT-OF-WAY OF SANTOS ROAD. A PORTION OF SANTOS ROAD WITHIN BATIKI WEST WAS VACATED (CCMB 17, PG. 102) AND ANOTHER PORTION WAS VACATED IN O.R. 553 PG. 796.

THE RIGHT-OF-WAY OF PRIMO DRIVE WAS DETERMINED BY HOLDING AN IRON ROD IN A CUTOUT AT THE NORTHEAST CORNER OF LOT 22, BLOCK D OF CRESCENT PARK ADDITION (P.B. 4, PG. 46). WE ALSO RE-ESTABLISHED THE SOUTHWEST CORNER OF PRIMO DRIVE AS IT INTERSECTS WITH THE NORTH (BAY SIDE) RIGHT-OF-WAY LINE OF ESTERO BOULEVARD AT A LOCATION PREVIOUSLY OCCUPIED BY A RAILROAD SPIKE SET BY CARL JOHNSON IN 1961. WE UTILIZED A SURVEY BY THIS FIRM DATED 1987 OF PARCEL 105 TOGETHER WITH EXISTING MONUMENTATION (AS SHOWN ON SAID SURVEY BY CARL JOHNSON - 1961) TO RE-ESTABLISH THE RIGHT-OF-WAY OF CRESCENT STREET AND PRIMO DRIVE. THE RIGHT-OF-WAY LINES OF PALERMO CIRCLE WERE EXTREMELY DIFFICULT TO RE-ESTABLISH AS THERE WERE MANY SURVEY POINTS SET IN INCORRECT LOCATIONS. WE UTILIZED A SURVEY BY JOHN AMIS (AMEY, INC.) DATED OCTOBER, 1977 WHICH INDICATED CONCRETE MONUMENTS FOUND AT THAT TIME AND TIES TO THE RIGHT-OF-WAY FROM THE MONUMENTS. THESE MONUMENTS, TOGETHER WITH A MONUMENT FOUND 28.07' SOUTH OF THE NORTHWEST CORNER OF LOT 32, BLOCK H ON THE EAST RIGHT-OF-WAY LINE OF PRIMO DRIVE, WERE HELD TO RE-ESTABLISH THE CURVED RIGHT-OF-WAY BEING THE WEST LINE OF PALERMO CIRCLE. WE FOUND AND HELD AN IRON ROD LOCATED AT THE P.C. ON LOT 17, BLOCK G. THE PORTION OF PALERMO CIRCLE RIGHT-OF-WAY BETWEEN BLOCKS B AND F WAS ESTABLISHED BY HOLDING THE PLATTED 50' WIDTH. THERE WAS A FOUND IRON ROD NEAR THE CENTER OF BLOCK "X" ON THIS EASTERLY RIGHT-OF-WAY LINE WHICH WAS IN HARMONY WITH THE CALCULATED R/W LINE.

THE EAST LINE OF PALERMO CIRCLE BETWEEN ESTERO BOULEVARD AND SANTOS ROAD WAS ESTABLISHED BY HOLDING A PLAT DISTANCE OF 150.93' FROM AN IRON ROD WHICH WAS FOUND IN A CUTOUT AT THE SOUTHEAST CORNER OF LOT 16, BLOCK B. THE MONUMENTED CURVED WEST RIGHT-OF-WAY WAS HELD AND OFFSET THROUGH THIS POINT WHICH RIGHT-OF-WAY WIDTH IS CALCULATED AS BEING 49.47' (60' PLAT).

THE CURVE LOCATED AT THE SOUTH END OF BLOCK H WAS FORCED IN FROM THE P.C. AT THE MIDDLE OF LOT 32, BLOCK H TO THE SOUTHWEST CORNER OF LOT 32. THE PLAT IS DIFFICULT TO READ, HOWEVER, IT APPEARS THE INTENDED RIGHT-OF-WAY LOCATION WAS TO END AT THE LOT CORNER.

IT SHOULD BE NOTED THAT THE PALERMO CIRCLE RIGHT-OF-WAY CURVE IS NON-TANGENT TO THE RIGHT-OF-WAY LINE RUNNING NORTH OF THE PC LOCATED ON LOT 17, BLOCK G.

(SR #3) SUMMARY OF FIRST "S" CURVE - REPLAT OF BLOCK "A", WINKLER SUBDIVISION (12/6) AND BLOCK "M", WINKLER'S SECOND DIVISION (8/49):

THE FIRST ESTERO BLVD "S-CURVE" AS SHOWN ON THE PLAT OF WINKLER'S SECOND DIVISION (8/49) WAS ORIGINALLY DEEDED AS A PUBLIC ROAD BY THE WINKLERS (D.B. 128 PG. 157) IN 1933. THE LEGAL DESCRIPTION CONTAINS SOME DISCREPANCIES IN PLACING THE DEEDED R/W ON THE GROUND. THE PLAT OF WINKLER'S SECOND DIVISION (8/49) WAS RECORDED TWO YEARS LATER IN 1935 AND STATES IN THE DEDICATION THAT ALL STREETS "AS SHOWN" ARE DEDICATED TO THE PUBLIC AND PIPES MARKING THE R/W ARE SHOWN. THERE WAS NO NOTATION OF THE DEEDED R/W ON THE PLAT. THE DEEDED R/W DOES NOT CONFORM WITH THE MONUMENTATION FOUND IN THE FIELD AND IT APPEARS THAT THE PLAT WAS UTILIZED IN THE PAST AND NOT IN THE DEED. THE AREA FROM POMPANO STREET SOUTHEASTERLY TO THE SECTION LINE AT RED COCONUT IS EXTREMELY DIFFICULT TO WORK IN DUE TO THE POOR QUALITY OF THE PLATS (CARL JOHNSON CONFIRMED THIS POOR QUALITY BY NOTATIONS ON HIS PLAT IN 1958 - SEE P.B. 12, PG. 6). THE GEOMETRY ON THE PLAT (P.B. 8 PG. 45) IS HORRIBLE AND CURVES WERE CALCULATED BY SURVEY METHODS TO FOLLOW IN THE FOOTSTEPS OF PREVIOUS SURVEYORS AND THE INTENT OF THE PLAT WHICH SHOWS A CURVED RIGHT-OF-WAY ALIGNMENT ALONG ESTERO BLVD. BASED ON OUR SURVEY RECORDS, THERE WERE VARIOUS MONUMENTS FOUND BACK IN 1979 ALONG THE ESTERO R/W. THESE RECORDS ALSO INCLUDED THE EXISTENCE OF A 2" IRON PIPE FOUND ALONG THE ESTERO R/W FRONTAGE OF LOT 17, BLOCK M. THIS PIPE IS NOW GONE AND ITS LOCATION WAS ABLE TO BE RECREATED AND WAS HELD AS THE POINT OF REVERSE CURVE (P.R.C.) AS SHOWN ON THE RECORD PLAT. A SURVEY OF CAPER BEACH CLUB (PARCEL 455) BY JOHNSON ENGINEERING (JE) AND DATED 1977 WAS OBTAINED AND IT CONFIRMED THE SAME PIPE WAS USED AS THE POINT OF REVERSE CURVE. THE LOCATION OF THE P.R.C. AT LOT 17 WAS KEY AS IT WAS NOT DIMENSIONED ON THE RECORD PLAT. THIS SAME SURVEY ALSO DELINEATED THE R/W LINES OF A PORTION OF ESTERO BLVD AND SEAVIEW STREET WHICH WAS HELD TO BE THE BEST EVIDENCE OF THEIR TRUE LOCATION. THE SURVEY HAS A NOTE THAT THE R/W IS BASED ON ORIGINAL IRON PIPES FOUND WHICH WERE SET BY HARRY K. DAVIDSON. THERE IS A PROBLEM OF OVERLAPPING LINES IN THE ALLEY JUST SOUTH OF CAPER BEACH CLUB. THE JEI SURVEY DOES NOT MATCH THE GULF SIDE RIGHT-OF-WAY LINE OF THE ALLEY. ALSO, THERE IS A PROBLEM BETWEEN LOTS 14-15, BLOCK M, WHICH SHORTS THE ACCESS WAY BETWEEN THESE LOTS. THIS IS SHOWN ON ACCESS SURVEY #10 (MILSON MILLER/PAUL DUKAS IN 1986). THE REMAINING CURVED R/W LINES ALONG ESTERO BLVD WERE DETERMINED BY RECOVERING SURVEY MARKERS AND/OR ESTABLISHING LOT CORNERS BASED ON HISTORICAL RECORDS OR PLAT DIMENSIONS. ONCE THE ENDPOINTS OF PLATTED LOTS WERE DETERMINED ALONG THE ESTERO R/W LINE, CURVES WERE CREATED HOLDING THE DEEDED RADIUS (IF PRACTICAL) AND EXTENDING THROUGH THESE ENDPOINTS. THIS METHOD WOULD PROVE TO BE THE MOST EQUITABLE AS IT PROVIDES THE PRIVATE LAND OWNERS CLOSE TO THE INTENDED LOT SIZE SHOWN ON THE PLAT. A DILIGENT SEARCH WAS MADE TO RECOVER AS MANY LOT CORNERS AS POSSIBLE IN AN EFFORT TO CONFORM WITH EXISTING CONDITIONS. THIS WOULD MOST LIKELY BE THE SAME METHOD USED BY PRIVATE SURVEYORS IN THE PAST FOR WORK WITHIN THIS SUBDIVISION AS IT IS CUSTOMARY TO WORK WITHIN THE SAME BLOCK UTILIZING PLAT DIMENSIONS. THE RECOVERY OF SURVEY MARKERS ALONG THE BAY SIDE OF ESTERO BLVD IN THIS AREA WAS VERY DIFFICULT DUE TO THE RECOMBINATION OF LOTS INTO LARGER TRACTS AND DEVELOPMENT/UTILITY WORK. THE SURVEYED WIDTH OF ESTERO BLVD VARIES FROM THE DEEDED AND PLATTED WIDTH WHICH COULD BE ATTRIBUTED TO VARIOUS FACTORS INCLUDING POOR QUALITY OF RECORD PLATS. IN THIS AREA AND INCONSISTENCIES IN SURVEY MEASUREMENTS THROUGH THE YEARS.

(SR #4) SUMMARY OF AREA FROM SECTION LINE NEAR LOVERS LANE SOUTHEASTERLY TO CONNECTICUT STREET:

WE CONTINUED FROM THE SECTION LINE JUST EAST OF LOVERS LANE AND RAN SOUTHEASTERLY. THE 65' DIMENSION FOR THE RIGHT-OF-WAY WIDTH AS SHOWN ON THE PLAT OF WINKLER'S SECOND DIVISION ALONG THE SECTION LINE IS CORRECT BUT THE R/W LINES ARE IN THE WRONG PLACE ON THE PLAT. THERE WAS AN OLD PIPE (NEAR THE BEACH - LOCATED BETWEEN PARCELS 153 AND 463) SHOWN ON AN OLD HOWELL F. DAVIS & ASSOCIATES SURVEY (DATED 1983). THIS PIPE WAS FOUND AND WAS HELD TO CONFIRM THE HISTORICAL LOCATION OF THE ESTERO BOULEVARD RIGHT-OF-WAY LINE. IN THE RED COCONUT AREA. WE ALSO UTILIZED AN OLD DUANE HALL SURVEY (JANUARY, 1964) WHICH WAS FOR THE BUILDING ON PARCEL 152 ON THE BAY SIDE OF ESTERO BLVD. WE FIELD LOCATED THIS BUILDING AND COMPARED THE BUILDING TIES TO OUR CALCULATED RIGHT-OF-WAY LINE OF ESTERO BOULEVARD IN THIS VICINITY. THIS COMPARISON WAS VERY CLOSE AND CONFIRMED OUR SURVEY OF THE RIGHT-OF-WAY LINE WAS CORRECT (SEE AREA DETAIL #4 ON SHEET 35). ALSO, THERE IS A SIGNIFICANT BREAK IN THE ESTERO BLVD RIGHT-OF-WAY BETWEEN LOTS 14 AND 15 PER CASE'S SUBDIVISION PLAT (D.B. 131, PG. 300). THERE WAS A 3-1/2" IRON PIPE FOUND ON THE GULF SIDE R/W LINE AT THIS BREAK. THE BAY SIDE RIGHT-OF-WAY LINE RUNS FROM A POINT LYING AT A HISTORICALLY SURVEYED DISTANCE OF 484.10 FEET SOUTH FROM THE SECTION CORNER SOUTHEASTERLY THROUGH VARIOUS BREAK POINTS TO THE WEST LINE OF CONNECTICUT STREET. THE GULF SIDE R/W IS 65' WIDE AND PARALLEL TO THE BAY SIDE R/W LINE FROM THE SECTION LINE SOUTHEASTERLY THROUGH BREAK POINTS TO AN OLD 4X4 CONCRETE MONUMENT WITH SCREW LOCATED AT THE WEST LINE OF CONNECTICUT STREET. LEE COUNTY ATTORNEYS OFFICE HAS CONFIRMED THE WIDTH OF ESTERO BLVD IN THIS VICINITY TO BE 65' PER THE CASE SUBDIVISION AFFIDAVIT.

(SR #5) SUMMARY OF AREA FROM CONNECTICUT STREET SOUTHEASTERLY TO AVENIDA PESCADORA:

WE CONTINUED TO RUN SOUTHEASTERLY THROUGH VARIOUS EXISTING MONUMENTS AND SUBDIVISIONS ALONG BOTH SIDES OF THE R/W OF ESTERO BLVD TO A SIGNIFICANT PLATTED BREAK POINT LOCATED JUST WEST OF SABAL DRIVE. THIS PORTION OF THE R/W APPEARS TO HAVE MANY BREAK POINTS DUE TO THE CURRENT SUBDIVISIONS BEING A REPLAT OF CASE SUBDIVISION WHICH ACCORDING TO AFFIDAVIT FILED BY THE CASE'S THEY THEMSELVES HAD SET IRON PIPES. WE THEN CONTINUED SOUTHEASTERLY TO THE SOUTH LINE OF AVENIDA PESCADORA AT WHICH POINT THERE IS A SUBSTANTIAL R/W WIDTH CHANGE.

(SR #6) SUMMARY OF SOUTH 1/4 CORNER 28-46-24 AND GULF HEIGHTS (6/39), LAZY ACRES (UNRECORDED) AND MCPHIE PARK AREA (P.B. 8 PG. 52, P.B. 8 PG. 59, P.B. 8 PG. 67):

THE SOUTH 1/4 CORNER OF SECTION 28 WAS FIRST ESTABLISHED BY EXISTING LOT CORNERS ALONG AVENIDA PESCADORA IN THE HOLIDAY HEIGHTS SUBDIVISION (P.B. 9, PG. 58). THIS PLAT SHOWS THE 1/4 CORNER LOCATION. THE PLAT OF GULF HEIGHTS (6/39) SHOWS THIS CORNER BUT WITHOUT DIMENSIONS. THE LEGAL DESCRIPTION IN D.B. 127, PG. 118 AND O.R. 3410, PG. 2324 CALLS FOR A DIMENSION OF 1643.7' ALONG THIS NORTH LINE AND WE HAVE CALCULATED 1643.59' WHICH WAS A GREAT CHECK. THE SOUTHWEST CORNER OF GOVERNMENT LOT 2, SECTION 33, T-46-S, R-24-E, WAS CALCULATED FROM THE SW CORNER OF LOT 1, BLOCK B - MCPHIE PARK UNIT NO. ONE (8/52), ALSO ACCESS SURVEY #17 FOR STERLING AVENUE. BY HOLDING THIS CORNER AND STRIKING A LINE TO THE N 1/4 CORNER OF SECTION 33, THE BOUNDARY OF LAZY ACRES UNRECORDED CAN BE ESTABLISHED. THE ANGLE AT THE N 1/4 CORNER (SOUTH TO WEST) IS 90 "04'30" (PLAT - LAZY ACRES) COMPARED TO 90"04'09" AS CALCULATED. ALSO, THE ANGLE ON THE PLAT OF MCPHIE PARK UNIT NO. 1 (P.B. 8, PG. 52) IS 45 "37' COMPARED TO 45"36'13" CALCULATED AT SW CORNER GOVERNMENT LOT 2 OF SECTION 33. THE DISTANCE FROM THIS CORNER NORTH TO 1/4 CORNER IS 1607.4' (SEE PLAT DESCRIPTION P.B. 8, PG. 52) COMPARED TO 1607.35' AS CALCULATED.

STERLING AVENUE IS COMPLICATED AS MCPHIE PARK NO. ONE (8/52) AND MCPHIE PARK NO. 3 (8/67) SHOWS IT DIFFERENTLY. THE MCPHIE CIRCLE WAS VACATED AND NOW IS COMPLETELY DIFFERENT - SEE O.R. 1542, PG. 80. THE ESTERO RIGHT-OF-WAY WIDTH CHANGES FROM 50' TO 65' IN THIS VICINITY.

(SR #7) SUMMARY - "S" CURVE AT LAZY WAY AND STERLING AVENUE:

THE BAY SIDE PARCELS BETWEEN LAZY WAY AND STERLING AVENUE ARE BASED ON A DEED FOR PARCEL 247 (O.R. 2175, PG. 1817) WHICH CALLS OUT MONUMENTS. WE UTILIZED A SURVEY - PARTIAL - BASED ON THE STYLE AND FORMAT IT APPEARS TO BE PREPARED BY JOHNSON ENGINEERING/CARL JOHNSON WHICH SHOWS THE CONCRETE MONUMENTS BEING SET. THIS SURVEY LOOKS TO HAVE BEEN PREPARED BETWEEN 1964 AND 1983 (SEE O.R. 231, PG. 692 AND O.R. 1699, PG. 2440). IT ALSO APPEARS THE DESCRIPTION WAS PREPARED BASED ON THIS DRAWING. WE WERE ABLE TO ESTABLISH THIS PARCEL ALMOST EXACTLY WHERE IT WAS BASED ON THE MONUMENTS STILL IN PLACE.

LAZY WAY WAS ESTABLISHED FROM THE UNRECORDED PLAT OF LAZY ACRES. THE SOUTHEAST SIDE OF STERLING AVENUE WAS DERIVED FROM THE PLAT OF MCPHIE PARK UNIT ONE (P.B. 8, PG. 52).

THE GULF SIDE OF ESTERO ADJOINING BLOCK A, OF MCPHIE PARK UNIT ONE (P.B. 8, PG. 52) IS A DIFFICULT RIGHT-OF-WAY LINE TO ESTABLISH. AFTER REVIEWING THE FOLLOWING: 1) PLAT OF MCPHIE PARK UNIT ONE (P.B. 8, PG. 52); 2) SURVEY IN D.B. 197, PG. 359 (DATED 1949) - JOHNSON/COTERN MAY HAVE DONE THIS BASED ON THE DATE; 3) SURVEY NOTED ABOVE BY JOHNSON ENGINEERING/CARL JOHNSON WHICH SHOWS THE WIDTH OF ESTERO BEING 65' AND IRON PIPES EXISTING ALONG THE GULF SIDE RIGHT-OF-WAY OF ESTERO BOULEVARD. THERE IS A DISCREPANCY ON THE PLAT OF MCPHIE PARK UNIT ONE SHOWING BLOCK A. THE PLAT SHOWS A CURVE (RADIUS=100') AT THE NORTHERN CORNER OF BLOCK A. THIS RIGHT-OF-WAY WAS SURVEYED AS A STRAIGHT LINE (WITHOUT A CURVE) APPROXIMATELY 61 YEARS AGO. IF A CURVE IS INSERTED AS PER THE PLAT AND THE DESCRIPTION RECORDED IN O.R. 3726, PG. 2944 (PARCEL 555), THE RIGHT-OF-WAY OF ESTERO IS 63'-4" WIDE AND CONFLICTS WITH EXISTING MONUMENTATION AND THE 1949 SURVEY WHICH APPEARS TO BE THE BASIS OF THE LAND SUBDIVISION IN THIS VICINITY. FOR THESE REASONS THE SUBDIVISION CORNER AT THE NORTH END OF BLOCK A WAS HELD AND THE GULF SIDE R/W WAS ESTABLISHED AS A STRAIGHT LINE BY HOLDING A WIDTH OF 65' FROM OPPOSITE THE POINT OF CURVE AT THE SOUTHWEST CORNER OF PARCEL 248. THIS ALLOWS VERY CLOSE TO A 65' RIGHT-OF-WAY WIDTH OF ESTERO AS PER SURVEY NOTED ABOVE BY JOHNSON ENGINEERING/CARL JOHNSON.

(SR #8) SUMMARY - CATHOLIC CHURCH AREA:

THE RIGHT-OF-WAY LINES IN THIS AREA WERE DETERMINED BY FIELD LOCATING EXISTING SURVEY POINTS AND REVIEW OF VARIOUS RECORD PLATS AS FOLLOWS: MCPHIE PARK UNIT NO. ONE (P.B. 8 PG. 52); MCPHIE PARK UNIT NO. TWO (P.B. 8 PG. 59); MCPHIE PARK UNIT NO. 3 (P.B. 8 PG. 67). BLOCK I OF UNIT NO. TWO WAS LATER RESUBDIVIDED AS ESTERO PARK (P.B. 9 PG. 8). GOVERNMENT LOT 1 WAS RE-ESTABLISHED BY UTILIZING THESE RECORD PLATS ALONG WITH FLAMINGO BAYOU (P.B. 35 PG. 7) AND FLAMINGO LAKES (P.B. 34 PG. 52). THERE WAS AN OLD IRON PIPE FOUND AT THE SOUTHWEST CORNER OF GOVERNMENT LOT 1 LOCATED UNDER A FIGUS TREE WITHIN THE CATHOLIC CHURCH PROPERTY. THIS WAS HELD AS THE BEST EVIDENCE OF THE CORNER AND WAS IN HARMONY WITH THE ADJOINING LOTS AND EXISTING MONUMENTATION. A 2" DIAMETER ALUMINUM CAP STAMPED "ESTERO BLVD R/W- GL CR-L84919" WAS SET ON TOP OF THIS PIPE WITH POURED IN PLACE CONCRETE. THE LOCATION OF THE P.C. ON THE NORTH R/W LINE OF ESTERO BLVD WAS DERIVED BY HOLDING PLAT DIMENSIONS FROM THIS GOVERNMENT LOT CORNER TOGETHER WITH OTHER MONUMENTATION ALONG THE ESTERO R/W FROM STERLING AVENUE TO LANARK AVENUE EXTENDED TO THE EAST. THE RADIUS OF THE CURVE (417.85') WAS HELD AS SHOWN ON THE PLAT OF MCPHIE PARK UNIT NO. TWO. IT APPEARS THE DEGREE OF CURVE SHOWN ON THIS PLAT WAS BASED ON THE RAILROAD CHORD METHOD.

THE WIDTH OF LANARK AVENUE IS SHOWN AS BEING 50' WIDE ON THE PLAT OF MCPHIE PARK UNIT NO. ONE. NO WIDTH WAS SHOWN ON THE PLAT OF MCPHIE PARK UNIT NO. TWO AND A WIDTH OF 40' ON THE PLAT OF MCPHIE PARK UNIT NO. 3. THERE IS CONFLICTING MONUMENTATION EXISTING IN THE FIELD, HOWEVER THERE WAS AN OLD SURVEY BY JOHN AMEY DATED 3-22-67 WHICH SHOWED MONUMENTS FOR LOT 4, BLOCK F TO BE EXISTING AT THAT TIME WHICH MONUMENTS WERE RECOVERED DURING THE COURSE OF OUR WORK. THIS SURVEY APPEARED TO BE THE BEST AVAILABLE EVIDENCE FOR CONFIRMING THE HISTORICAL LOT LINE LOCATION. THE MONUMENTS AS SHOWN ON THIS SURVEY TOGETHER WITH THE FOUND CONCRETE MONUMENT LOCATED AT THE NORTHWEST CORNER OF LOT 2, BLOCK F ARE IN HARMONY WITH THE PLAT DIMENSIONS FOR BLOCK F OF MCPHIE PARK UNIT NO. TWO. THERE WERE TWO CORNERS LOCATED ALONG THE ESTERO BLVD R/W FOR LOT 2, BLOCK F WHICH ARE APPROXIMATELY 5' EAST AND IF HELD AS THE R/W OF LANARK WOULD CREATE A SHORTAGE IN THE PLATTED LOT WIDTH FOR THE REMAINING LOTS 3, 4 AND 5 WITHIN BLOCK F. THE WIDTH OF LANARK AVENUE IS 45 FEET WIDE BASED ON THE EXISTING MONUMENTATION AS NOTED ABOVE.

(SR #9) SUMMARY - MOUND ROAD TO FLAMINGO STREET:

THE EXISTING PUBLIC WATER ACCESS MONUMENTS WERE HELD FOR THE RIGHT-OF-WAY OF GULF DRIVE. THE RIGHT-OF-WAY AS SHOWN ON THE PLAT OF ESTERO PARK WAS HELD FOR THE SOUTH SIDE OF ESTERO BOULEVARD BETWEEN GULF DRIVE AND FLAMINGO STREET. THERE WERE SOME DISCREPANCIES IN THIS AREA COMPARED TO THE DIMENSIONS SHOWN ON THE PLAT OF MCPHIE PARK UNIT NO. TWO. THE MORE RECENT PLAT DIMENSIONS FOR ESTERO PARK WERE HELD IN ORDER FOR THE CURRENT LOT OWNERS TO RECEIVE THE INTENDED LOT SIZES AND DIMENSIONS. THERE WAS AN OLD IRON PIPE FOUND AT THE NORTHWEST CORNER OF LOT 8 WHICH WAS HELD AS THE LOT CORNER AND RIGHT-OF-WAY LOCATION OF ESTERO BOULEVARD THE CURVES ALONG ESTERO BOULEVARD ARE NON-TANGENT IN THIS AREA.

THE NORTH RIGHT-OF-WAY OF ESTERO BOULEVARD BETWEEN MOUND ROAD AND FLAMINGO STREET WAS ESTABLISHED BY HOLDING FOUND CONCRETE MONUMENTS AS CALLED FOR BY OLD DEEDS. MOUND ROAD WAS REROUTED PER DEED RECORDED IN D.B. 258 AT PAGE 572 AND THE LOCATION EVIDENCED BY DEED CALLS FOR EXISTING MONUMENTS WHICH WERE FOUND.

(SR #10) SUMMARY - FLAMINGO STREET TO ALBATROSS STREET AREA:

THE RIGHT-OF-WAY LINES IN THIS AREA WERE DETERMINED BY FIELD LOCATION OF EXISTING SURVEY POINTS AND REVIEW OF VARIOUS DEEDS AND RECORD PLATS AS FOLLOWS: ESTERO PARK (P.B. 9 PG. 8); FLAMINGO PARK (P.B. 9 PG. 66); SANTINI CROSS UNRECORDED; MARTIN & LEWIS UNRECORDED; SANDPIPER VILLAGE UNIT NO. 1 (P.B. 9 PG. 45); SANDPIPER VILLAGE UNIT NO. 2 (P.B. 9 PG. 52); FAIRVIEW ISLES-UNIT 2 (P.B. 33 PG. 16) AND FAIRVIEW ISLES-UNIT 3 (P.B. 10 PG. 123). THERE WAS AN OLD 4"x4" CONCRETE MONUMENT FOUND AT THE SOUTHWEST CORNER OF LOT 1 OF ESTERO PARK WHICH WAS USED FOR RE-ESTABLISHING THE P.T. OF ESTERO BOULEVARD AT THE NORTHWEST CORNER OF LOT 1, ESTERO PARK (P.B. 9 PG. 8) AND A DRILL HOLE WAS FOUND TO BE AT THE NORTHEAST CORNER OF SAID LOT 1. THIS SAME DRILL HOLE IS AT THE NORTHEAST CORNER OF BLOCK I, MCPHIE PARK-UNIT NO. TWO (P.B. 8 PG. 59) WHICH IS THE POINT OF COMMENCEMENT OF MANY DESCRIPTIONS LYING EAST OF FLAMINGO STREET. THERE IS A R/W WIDTH CHANGE FOR ESTERO BOULEVARD AT FLAMINGO STREET FROM 65' TO 100' PER DESCRIPTIONS RECORDED IN DEED BOOK 189 PG. 161 AND DEED BOOK 198 PG. 593. WE FOUND WHAT APPEARED TO BE ORIGINAL CONCRETE MONUMENTS LOCATED AT THE NORTHWEST AND NORTHEAST CORNER OF LOT 2, BLOCK B AND AT THE SOUTHEAST CORNER OF LOT 5, BLOCK C AS SHOWN ON THE PLAT OF FLAMINGO PARK. THIS PLAT WAS USED FOR RECREATING THE CURVED R/W OF ESTERO BLVD IN THIS VICINITY. THE BEST EVIDENCE OF THE P.T. AT THE SOUTHEASTERN END OF SAID CURVE (BETWEEN DRIFTWOOD LANE AND BAHIA VIA) WAS A DESCRIPTION RECORDED IN O.R. 1989 AT PAGE 4123 WHICH CALLS FOR A CONCRETE MONUMENT TO BE 521' FROM THE P.T. THIS MONUMENT WAS FOUND AND USED AS OUR BASIS FOR DETERMINING THE P.T. THERE WAS A FOUND IRON ROD ON THE SOUTH SIDE OF ESTERO BLVD WHICH WAS IN HARMONY WITH THIS P.T. LOCATION. THE NORTHERLY (BAY SIDE) R/W LINE OF ESTERO BLVD SOUTHEASTERLY FROM THIS POINT TO THE NEXT P.C. (BETWEEN BIG STREET AND ALBATROSS STREET) WAS ESTABLISHED FROM FOUND MONUMENTATION RELATIVE TO THE RECORDED AND UNRECORDED PLATS OF THE SUBDIVISIONS AS NOTED ABOVE. THE SOUTHERLY R/W LINE OF ESTERO BLVD NORTHWESTERLY FROM THIS POINT BACK TO THE P.T. WAS IN CONFLICT WITH THE DEEDED WIDTH OF 100 FEET. THE STATE R/W MAPS (SECTION 1253-152 FOR S-865-DATED 1957) CONTAINS SOME CONFLICTING INFORMATION WITHIN THIS AREA IN SECTION 34 T-46-S R-24-E. THE KEY SHEET INDICATES A MAXIMUM R/W WIDTH OF 85 FEET, HOWEVER THE DETAIL SHEET SHOWS THE EXISTING R/W AS PER DEED (DATED 1948-1949) WHICH WAS ALREADY 100 FEET WIDE. THERE WERE MANY OLDER SURVEYS BETWEEN STATION 300+57.07 (P.T.) AND STATION 315+42.41 (P.C.) WHICH DELINEATED THE R/W LINE ON THE SOUTH SIDE (GULF SIDE) OF ESTERO BLVD. THE MONUMENTATION SHOWN ON THESE SURVEYS WAS FOUND AND HELD AS THE R/W LINE AS IT WAS OCCUPIED FOR MANY YEARS AND ALSO WAS SHOWN ON EXHIBITS CONTAINED WITHIN THE DECLARATION OF CONDOMINIUM FOR MANY OF THESE PARCELS IN THIS AREA. IT APPEARS MOST OF THESE SURVEYS WERE PREPARED HOLDING FOR ALIGNMENT AN EXISTING STATE ROAD DEPARTMENT MONUMENT LOCATED AT STATION 301+48.82. THE BASIS FOR VARIOUS SURVEYORS HOLDING THIS MONUMENT MAY HAVE BEEN THAT THIS WAS A STATE ROAD AND THE MONUMENT WAS A STATE ROAD DEPARTMENT MONUMENT. THE MONUMENTED WIDTH OF THE R/W VARIES FROM APPROXIMATELY 96 FEET WIDE AT THE LINE DIVIDING PARCELS 596 AND 596 TO A WIDTH OF 100 FEET AT THE LINE DIVIDING PARCELS 600 AND 601. THE HISTORICAL SURVEYS USED AS EVIDENCE OF THE R/W WERE AS FOLLOWS: PARCEL 595 (SURVEY BY GERALD SMITH -1981); PARCEL 596 (SURVEY BY DUANE HALL-1984 AND CARL JOHNSON-1959); PARCEL 597 (SURVEY BY JOHNSON ENGINEERING -1982); PARCEL 598 (SURVEY BY INK ENGINEERING-1978); PARCEL 599 (SURVEY BY DUANE HALL-1967); PARCEL 601 (SURVEY BY JOHNSON ENGINEERING-1979); PARCEL 602 (SURVEY BY INK ENGINEERING-1974).

(SR #11) SUMMARY AT THE TOWNSHIP LINE DIVIDING SECTIONS 34-46-24 AND 3-47-24:

THIS AREA IS VERY COMPLICATED DUE TO CONFLICTING MONUMENTS AND THE RIGHT-OF-WAY WIDTH CHANGING AT THE SECTION LINE.

FIRST, THE SECTION LINE WAS NOT MONUMENTED BY THE ORIGINAL GOVERNMENT SURVEYORS. THIS SAME LINE IS SHOWN AS "APPROXIMATE TOWNSHIP LINE" ON THE SRD MAPS (1957) 1253-152 FOR SR 865. THE PORTION OF THE TOWNSHIP LINE ON THE GULF SIDE OF ESTERO WAS RE-ESTABLISHED BY UTILIZING AN OLD SURVEY PREPARED BY JOHNSON ENGINEERING DATED 1966 (PARCEL 604). THE MONUMENTATION SHOWN ON THIS SURVEY WAS STILL IN PLACE AND IN HARMONY WITH THE ADJACENT PARCEL TO THE SOUTH LYING IN SECTION 3-T47S-R24E. THE PORTION OF THE TOWNSHIP LINE ON THE BAY SIDE OF ESTERO BOULEVARD WAS RE-ESTABLISHED BY UTILIZING AN UNDATED SURVEY BY DUANE HALL & ASSOCIATES (APPROXIMATED TO BE AROUND 1979) AND A SURVEY BY HOWELL F. DAVIS & ASSOCIATES DATED 1981 AND THE CONDOMINIUM EXHIBITS FOR PARCEL 288-ESTERO COVE. I PERSONALLY SET A CONCRETE MONUMENT (OCTAGON SHAPED) ON TOP OF WHICH AT THAT TIME, WAS A VERY OLD FOUND IRON PIPE NEAR THE BAY ON THE SOUTH LINE OF ESTERO COVE. IN 1981, THIS POINT WAS APPROXIMATELY 2,367' EAST OF THE EAST R/W LINE OF ESTERO BOULEVARD AND WAS DESCRIBED BY DEED AS BEING 1,060' SOUTH OF THE TOWNSHIP LINE. THE CALCULATED DISTANCE IS 1057.48'. THIS POINT, ALONG WITH OTHER MONUMENTATION, WAS A GOOD REFERENCE TO WHERE THE TOWNSHIP LINE WAS HISTORICALLY LOCATED. THIS TOWNSHIP LINE IS IN CONFLICT WITH THE SOUTH LINE OF FAIRVIEW ISLES AS PLATTED.

THE DISCREPANCY OF THE TOWNSHIP LINE AND THE SUBDIVISION LINE IS ALSO DOCUMENTED BY VARIOUS DEEDS FOR PARCELS 283, 284 AND 285 WHICH COMMENCE EITHER AT THE SECTION LINE OR AT THE SOUTH LINE OF FAIRVIEW ISLES. IT IS ALSO SHOWN ON THE CONDOMINIUM DRAWING FOR PARCEL 285-CAPTAINS BAY NORTH, CONDOMINIUM ONE (O.R. 2526, PG. 2672).

THE RIGHT-OF-WAY WIDTH CHANGES JUST SOUTH OF THIS SECTION LINE INTERSECTION WITH ESTERO BOULEVARD AND WAS ESTABLISHED AS FOLLOWS:

THE GULF SIDE RIGHT-OF-WAY WAS DETERMINED BY HOLDING EXISTING MONUMENTATION WHICH WAS IN HARMONY WITH THE CONDOMINIUM PLAT FOR PARCEL 605-SANDARAC II, A CONDOMINIUM (CONDO BOOK 5, PG. 328).

THE BAY SIDE RIGHT-OF-WAY WAS DETERMINED BY HOLDING DEED CALLS DESCRIBING THE R/W IN THIS VICINITY AND FOUND IRON RODS WITH CAP (L85151), AN EXISTING SRD MONUMENT WAS FOUND TO BE ON THE R/W LINE, HOWEVER NOT AT THE POINT OF R/W WIDTH CHANGE. THIS WAS THE BEST EVIDENCE OF THE LOCATION OF THE INTENDED 5' R/W WIDTH CHANGE.

(SR #12) SUMMARY FROM THE LINE DIVIDING TOWNSHIPS 46 AND 47 SOUTHEASTERLY TO BUCCANEER DRIVE:

THE R/W ALONG THIS PORTION OF THE ALIGNMENT WAS DETERMINED FROM EXISTING MONUMENTS (INCLUDING SRD MONUMENTS), REVIEW OF THE SRD R/W MAPS, VARIOUS TAKING DESCRIPTIONS AS NOTED ON THE DETAIL SHEETS CONTAINED HEREIN INCLUDING BUT NOT LIMITED TO TAKING DESCRIPTIONS SHOWN IN CIRCUIT MINUTE BOOK 9 AT PAGE 383, CHANCERY ORDER 39 PAGE 453, HISTORICAL SURVEYS AS NOTED AS REFERENCE SURVEYS AND RECORDED CONDOMINIUM EXHIBITS.

(SR #13) SUMMARY FROM BUCCANEER DRIVE SOUTHEASTERLY AND EASTERLY TO THE END OF ESTERO ISLAND:

BAY SIDE: THE RECORD PLAT OF LAGUNA SHORES, UNIT NO. 1 (P.B. 9 PGS. 29-30 -MAY 1951) AND LAGUNA SHORES, UNIT NO. 2 (P.B. 9 PG. 84 -AUGUST 1953) WERE EXISTING AT THE TIME THE SRD R/W MAPS (SECTION 1253-152) WERE PREPARED IN 1957. THERE WAS AN EXTENSIVE SEARCH FOR ORIGINAL PERMANENT REFERENCE MONUMENTS WITHIN BOTH OF THESE SUBDIVISIONS. MANY OF THE ORIGINAL CORNERS WERE RECOVERED. IT SHOULD BE NOTED THAT MANY OF THESE MONUMENTS WERE NON-DETECTABLE WITH METAL DETECTOR EQUIPMENT. IT SHOULD ALSO BE NOTED THAT THERE ARE MANY CONFLICTING SURVEY POINTS WITHIN THESE SUBDIVISIONS. THE OLD 70' R/W OF ESTERO BLVD (CCMB 11 PG. 97) WAS DETERMINED BY HOLDING THE EXISTING ORIGINAL CONTROL MONUMENTS FROM THESE TWO SUBDIVISIONS. THE NEW SRD R/W WAS DETERMINED BY RELATING WITH THE DEED CALLS (CHANCERY ORDER 39 PAGES 453-468) FROM THESE ORIGINAL PLATTED LOT CORNERS. THE CENTERLINE DESCRIPTION FOR THE NEW R/W WAS CONSISTENT WITH THE DIMENSIONING ON THE SRD R/W MAPS. THERE HAS BEEN MUCH CONFUSION IN THIS AREA DUE TO THE CENTERLINE RADI BEING THE SAME FOR THE OLD AND NEW R/W AND IMPLYING THAT THE CENTERLINE LOCATIONS WERE COINCIDENT. MANY SURVEYORS HAVE HELD THE PLATTED R/W AND JUST SUBTRACTED 5 FEET FROM THE ORIGINAL PLATTED LOT LINES (R/W) IN ORDER TO DETERMINE THE NEW SRD R/W (40' - 35' = 5' DIFFERENCE). THIS WOULD NORMALLY BE CORRECT, HOWEVER THE CENTERLINE LOCATIONS ARE NOT COINCIDENT THEREFORE THE TWO CENTERLINES ARE NON-COINCIDENT. IT IS EXTREMELY DIFFICULT TO SEE THIS DIFFERENCE WITHOUT EXTENSIVE SURVEY COMPUTATIONS AND THE REVIEW OF DEEDS REQUIRED TO RELATE THE OLD RIGHT-OF-WAY WITH THE NEW. IT SHOULD BE NOTED THAT MANY OF THE LEGAL DESCRIPTIONS CONTAINED IN THE DEEDS FOR LOTS WITHIN THE LAGUNA SHORES SUBDIVISIONS ONLY REFERENCE THE PLATTED LOTS AND NOT THE TAKING FOR THE SRD R/W. THE CENTERLINE OF THE NEW SRD R/W (SAME AS THE BASELINE SURVEY IN THIS AREA) WAS ESTABLISHED BY REFERENCE TO THE DEED CALLS, SRD R/W MAPS AS NOTED AND EXISTING ORIGINAL SUBDIVISION MONUMENTATION. THERE WERE EXISTING SRD MONUMENTS IN THE GROUND WHICH MATCHED VERY WELL RELATIVE TO THIS CENTERLINE. REFER TO SRD MONUMENTS FOUND AT PC STATION 366+33.53 (PARCEL 624) AND STATION 403+93.97 (PARCEL 341) AT THE END OF THE BAY SIDE CURVE. ON LOT 49, LAGUNA SHORES UNIT NO. 2. THERE WAS AN OLD SRD MONUMENT FOUND AT THE NORTHWEST INTERSECTION OF TARPON ROAD AND ESTERO BOULEVARD. THIS MONUMENT IS APPROXIMATELY 0.52' SOUTH OF THE R/W LINE AS DESCRIBED BY DEED. IT WAS HELD AS BEING ON THE NORTH R/W LINE OF ESTERO BOULEVARD AS MOST SURVEYORS HAVE HISTORICALLY HELD THIS POINT BASED ON THE LOCATION OF OTHER FOUND SURVEY MONUMENTS ALONG THIS R/W WITHIN LAGUNA SHORES. THIS MAKES THE SOUTH SRD R/W LINE AND THE CENTERLINE (BASELINE SURVEY) NON-COINCIDENT WITH THE NORTH SRD R/W LINE. THIS ALSO MAKES THE SURVEYED R/W WIDTH SLIGHTLY LESS THAN THE DEEDED WIDTH.

GULF SIDE: SOURCES FOR THE FORMER STATE R/W MAPS ARE AS FOLLOWS: FOR THE ORIGINAL ALIGNMENT (SECTION 1253-152 FOR S-865-DATED 1957) FOR THE REALIGNMENT (SECTION 12530-2153 FOR S-865-DATED 1958)

MANY OF THE GULF SIDE PARCELS WERE DESCRIBED ALONG THE OLD R/W AND A GENERAL STATEMENT IN THE DEEDS BEING SUBJECT TO OR LESS R/W FOR SR #865. THE MAJORITY OF THE GULF SIDE ESTERO R/W IS 40 FEET FROM THE SRD CENTERLINE AS DESCRIBED PREVIOUSLY. THERE IS AN UNUSUAL AREA NEAR TARPON ROAD WHERE THE STATE R/W TAKING DOES NOT EXTEND BEYOND THE PREVIOUSLY DEEDED COUNTY R/W LINE. THIS IS SHOWN ON AREA DETAIL NO. 3 ON SHEET 35. THIS IS ALSO CONFIRMED ON A SURVEY BY LES BULSON OF CARL E. JOHNSON, INC. DATED 1967. THE LOCATION OF THE INTERSECTION OF THE NEW SRD R/W WITH THE OLD COUNTY R/W LINE IS WITHIN PARCEL 649. THE REALIGNMENT OF ESTERO BOULEVARD WAS DETERMINED BY DEEDS, THE SRD R/W MAPS AND EXISTING MONUMENTS WHICH ARE REFERENCED