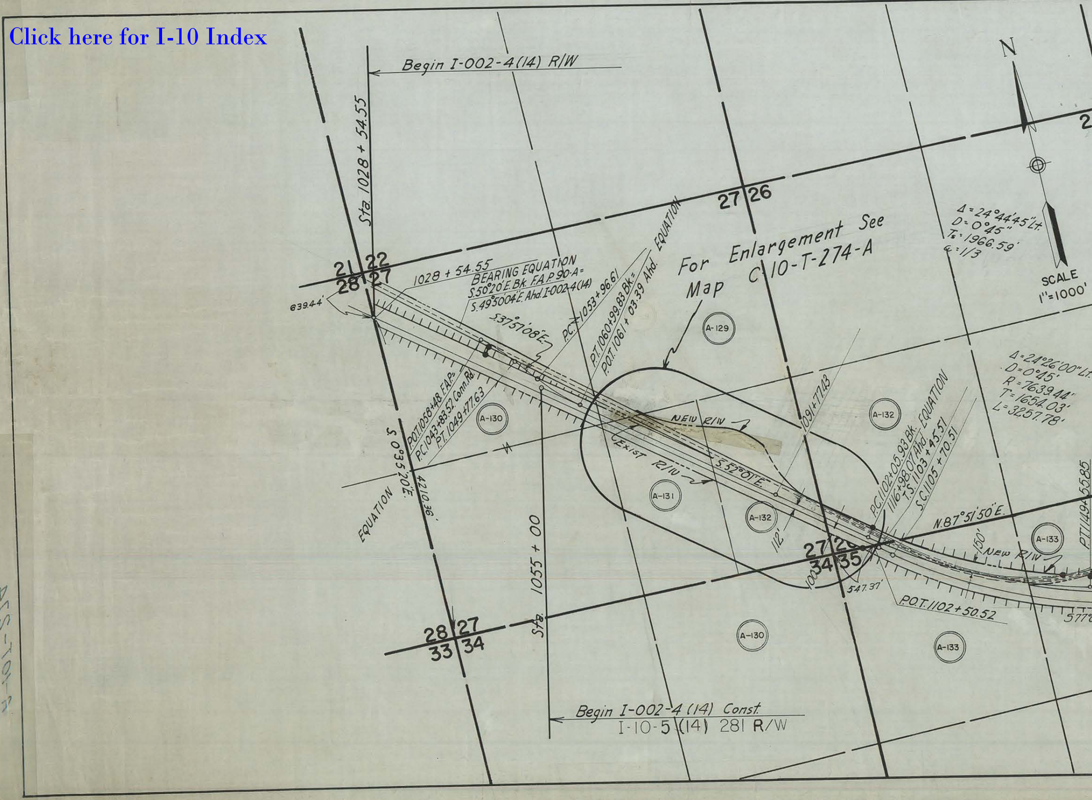
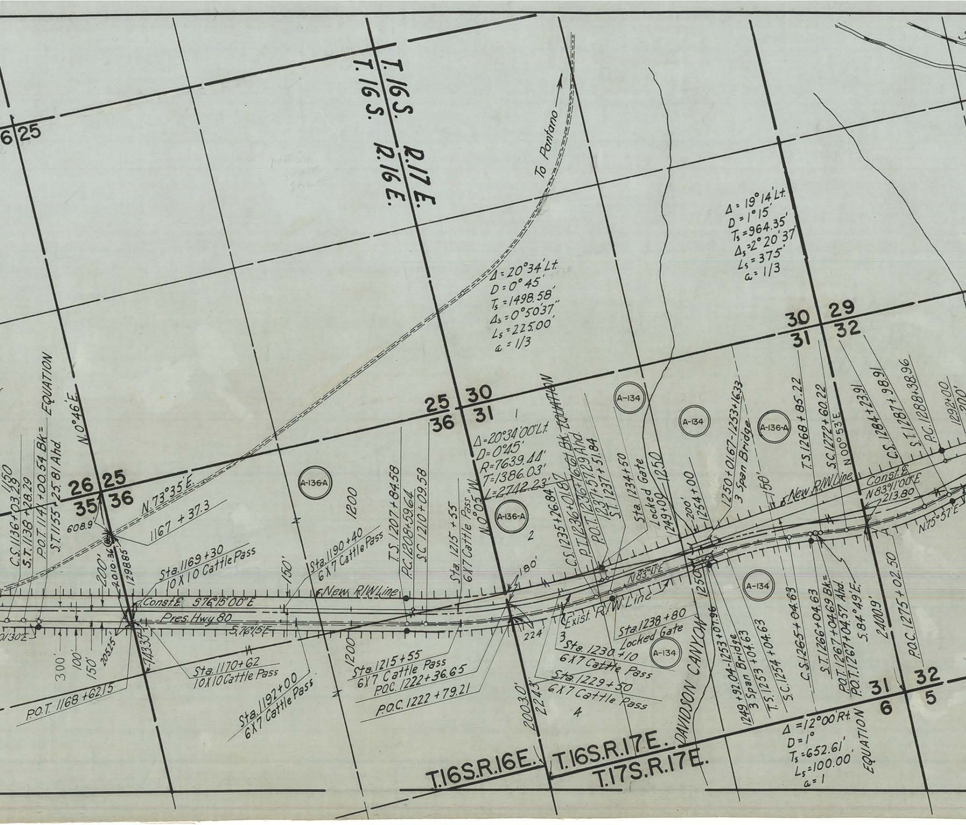
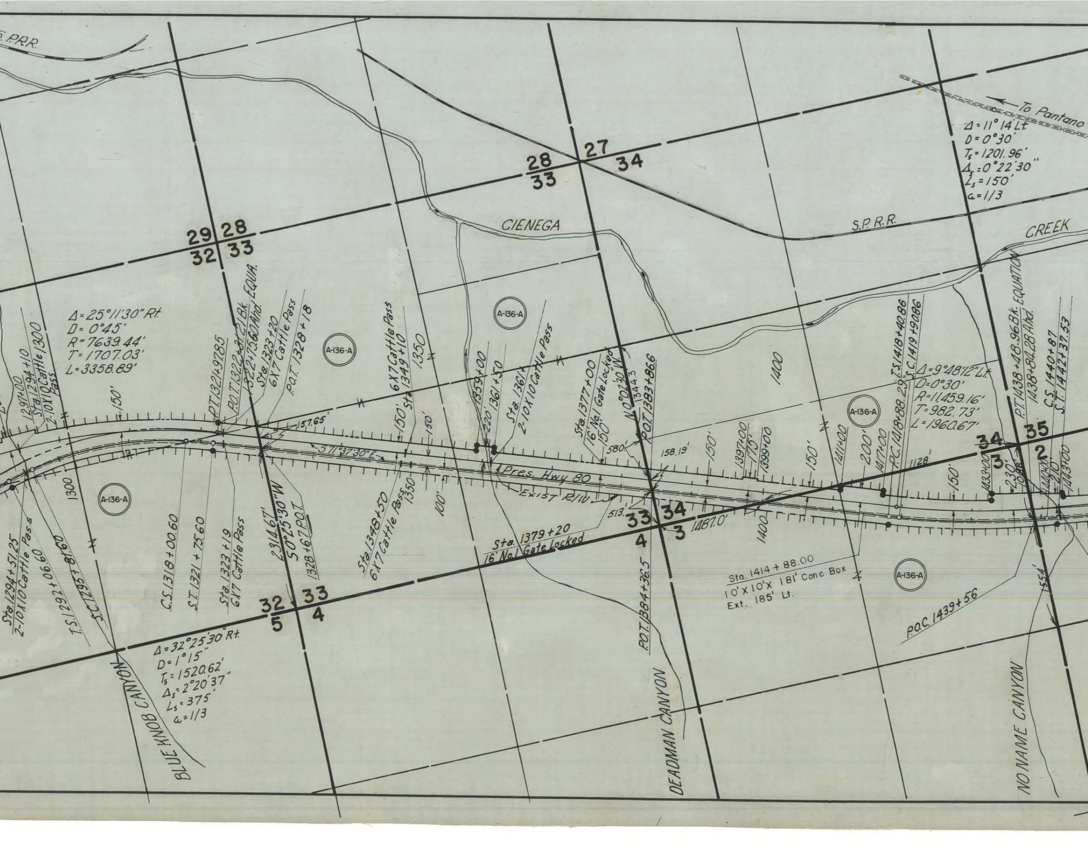
Click here for I-10 Index

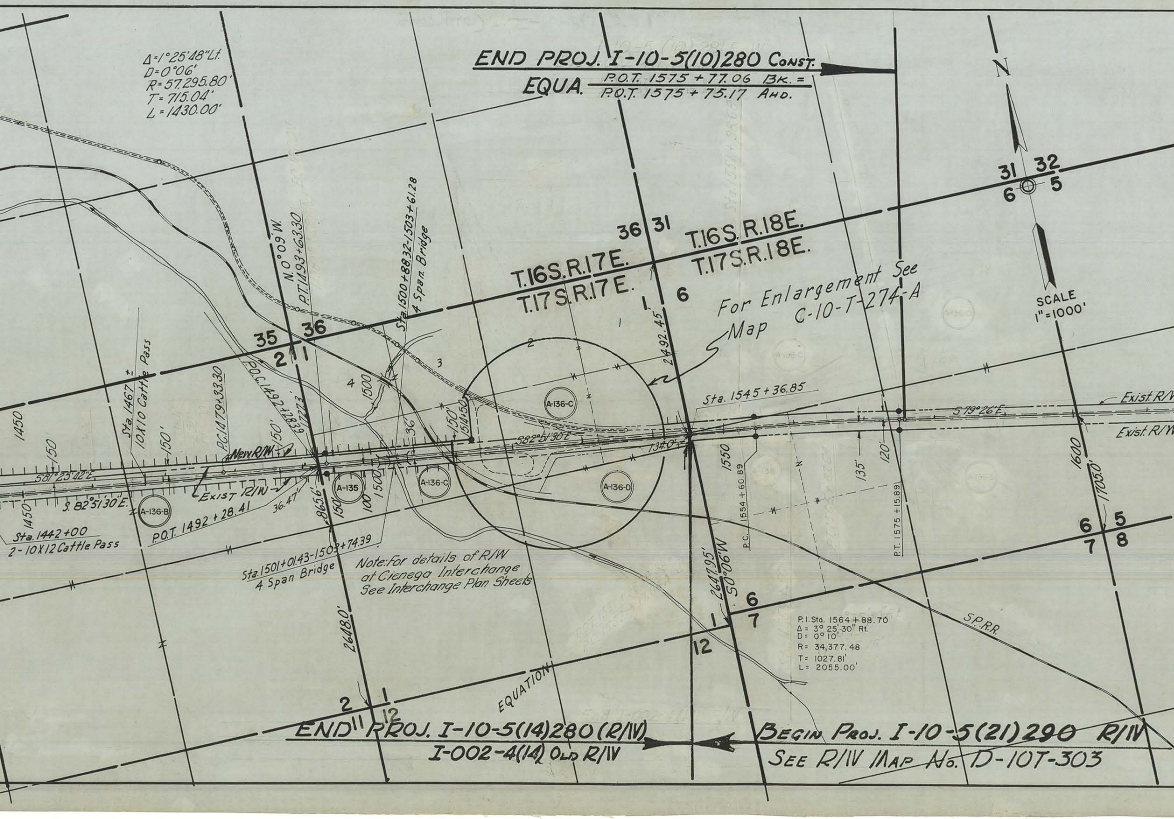
A-10-T-274

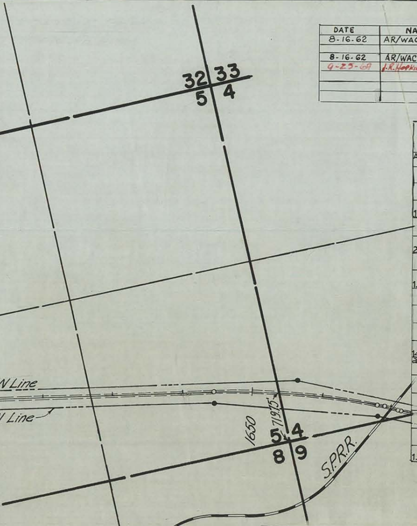

Begin I-002-4(14) R/W
Sta. 1028 + 54.55
N
SCALE
1"=1000'
21 22
28 27
27 26
1028 + 54.55
BEARING EQUATION
S.50°20'E. Bk. F.A.P. 90-A=
S.49°50'04"E. Ahd. I-002-4(14)
639.44'
S.37°57'08"E.
P.C. 1053 + 96.61
P.T. 1060+99.83 Bk.=
P.O.T. 1061 + 03.39 Ahd.
EQUATION
For Enlargement See
Map C-10-T-274-A
Δ=24°44'45"Lt.
D=0°45'
Ts=1966.59'
a=1/3
A-129
A-130
A-131
A-132
A-133
P.O.T. 1058+48. F.A.P.=
P.C. 1043+83.52 Conn. Rd.
P.T. 1049+77.63
S 0°35'20"E.
4210.36'
EQUATION
NEW R/W
EXIST R/W
S.52°01'E.
1091+77.43
112'
100'
Δ=24°26'00"Lt.
D=0°45'
R=7639.44'
T=1654.03'
L=3257.78'
P.C. 1102+05.93 Bk.
1116+98.07 Ahd.
EQUATION
T.S. 1103 + 45.51
S.C. 1105 + 70.51
N.87°51'50"E.
150'
NEW R/W
P.T. 1149+55.85
27 26
34 35
547.37'
P.O.T. 1102+50.52
S77°
28 27
33 34
Sta. 1055 + 00
Begin I-002-4 (14) Const.
I-10-5 (14) 281 R/W

A-10-T-274


T.16S. R.17E.
T.16S. R.16E.
To Pantano
6 25
Δ = 20°34' Lt.
D = 0°45'
T_s = 1498.58'
$Δ_s$ = 0°50'37"
L_s = 225.00'
a = 1/3
Δ = 19°14' Lt.
D = 1°15'
T_s = 964.35'
$Δ_s$ = 2°20'37"
L_s = 375'
a = 1/3
30 29
31 32
25 30
36 31
26 25
35 36
N.0°46'E.
C.S. 1136+03.29
S.T. 1138+28.29
P.O.T. 1141+00.54 Bk= EQUATION
S.T. 1155+25.81 Ahd
N.73°35'E.
1167+37.3
608.9'
200'
2010.36'
129885'
Sta. 1169+30
10X10 Cattle Pass
Const. E S76°15'00"E
Pres. Hwy 80
S.76°15'E
300'
100'
150'
2052.5'
7433.5'
Sta. 1170+62
10X10 Cattle Pass
P.O.T. 1168+62.15
Sta. 1192+00
6X7 Cattle Pass
150'
Sta. 1190+40
6X7 Cattle Pass
New R/W Line
A-136-A
1200
1200
T.S. 1207+84.58
P.C. 1208+59.64
S.C. 1210+09.58
Sta. 1215+55
6X7 Cattle Pass
N.0°05'W.
Sta. 1215+55
6X7 Cattle Pass
P.O.C. 1222+36.65
P.O.C. 1222+79.21
Δ = 20°34'00" Lt.
D = 0°45'
R = 7639.44'
T = 1386.03'
L = 2742.23'
A-136-A
1
2
180'
224'
2003.0'
2243'
C.S. 1235+26.84
P.T. 1236+01.87 Bk. EQUATION
P.O.T. 1236+16.61 Ahd.
1237+51.29
S.T. 1237+51.84
N83°11'E
Exist. R/W Line
3
4
Sta. 1230+10
6X7 Cattle Pass
Sta. 1229+50
6X7 Cattle Pass
Sta. 1238+80
Locked Gate
A-134
Sta. 1234+50
Locked Gate
1249+00
1250
200'
1254+00
A-134
1250+01.67-1253+16.33
3 Span Bridge
A-136-A
150'
1250
DAVIDSON CANYON
A-134
1249+92.04-1253+01.96
3 Span Bridge
T.S. 1253+04.63
S.C. 1254+04.63
T.S. 1268+85.22
S.C. 1272+60.22
N 00°53'E
C.S. 1265+04.63
S.T. 1266+04.63
P.O.T. 1267+04.69 Bk.
P.O.T. 1267+04.57 Ahd
S.84°49'E.
2400.9'
P.O.C. 1275+02.50
EQUATION
C.S. 1284+23.91
S.T. 1287+98.91
P.C. 1288+38.96
1292+00
200'
New R/W Line
Const. E
N83°11'00"E
213.80
N.75°57'E
31 32
6 5
Δ = 12°00' Rt.
D = 1°
T_s = 652.61'
L_s = 100.00'
a = 1
T.16S.R.16E.
T.16S.R.17E.
T.17S.R.17E.


S.P.R.R.
To Pantano
Δ=11°14' Lt.
D=0°30'
T_s=1201.96'
$Δ_s$=0°22'30"
L_s=150'
a=1/3
28
33
27
34
29 28
32 33
CIENEGA
S.P.R.R.
CREEK
A-136-A
Δ=25°11'30" Rt.
D=0°45'
R=7639.44'
T=1707.03'
L=3358.89'
1297+00
Sta.1294+10
2-10X10 Cattle Pass
1300
150'
P.T.1321+97.85
P.O.T.1322+31.21 Bk. EQUA.
1322+75.60 Ahd.
Sta.1323+20
6X7 Cattle Pass
P.O.T.1328+18
6X7 Cattle Pass
Sta.1349+10
1350
1359+00
220' 1361+50
Sta.1361+
2-10X10 Cattle Pass
Sta.1377+00
16' No.1 Gate Locked
150'
N0°02'30"W
1344.3
P.O.T.1383+86.6
1400
T.S.1418+40.86
S.C.1419+90.86
Δ=9°48'12" Lt.
D=0°30'
R=11,459.16'
T=982.73'
L=1960.67'
P.T.1438+48.96 Bk. EQUATION
1438+84.28 Ahd.
C.S.1440+87
S.T.1442+37.53
157.65'
S71°37'30"E
150'
150'
100'
Pres. Hwy 80
EXIST R/W
580'
158.19'
150'
1397+00
175'
1399+00
150'
1411+00
200'
1417+00
P.C.1418+88.29
1128'
150'
1433+00
230'
1440+00
210'
1443+00
34
3
35
2
33 34
4 3
513'
1487.0'
1400
1300
Sta.1294+51.25
2-10X10 Cattle Pass
T.S.1292+06.60
S.C.1295+81.60
C.S.1318+00.60
S.T.1321+75.60
Sta.1323+19
6X7 Cattle Pass
2314.6'
S0°25'30"W
1328+67 P.O.T.
Sta.1348+50
6X7 Cattle Pass
1350
100'
Sta.1379+20
16' No.1 Gate Locked
P.O.T.1384+36.5
Sta.1414+88.00
10'X10'X 181' Conc Box
Ext. 185' Lt.
P.O.C.1439+56
554'
32 33
5 4
Δ=32°25'30" Rt.
D=1°15'
T_s=1520.62'
$Δ_s$=2°20'37"
L_s=375'
a=1/3
BLUE KNOB CANYON
DEADMAN CANYON
NO NAME CANYON


END PROJ. I-10-5(10)280 CONST.
EQUA. P.O.T. 1575 + 77.06 BK. =
P.O.T. 1575 + 75.17 AHD.
Δ=1°25'48"Lt.
D=0°06'
R=57,295.80'
T=715.04'
L=1430.00'
N
SCALE
1"=1000'
31 32
6 5
36 31
1 6
T.16S. R.17E.
T.17S. R.17E.
T.16S. R.18E.
T.17S. R.18E.
35 36
2 1
N. 0°09' W.
P.T. 1493+63.30
Sta. 1500+88.32-1503+61.28
4 Span Bridge
For Enlargement See
Map C-10-T-274-A
2
3
4
1500
2492.45'
Sta. 1545+36.85
S 79°26' E.
Exist. R/W
Exist. R/W
A-136-C
A-136-C
A-136-D
A-136-B
A-135
Sta. 1467+
10X10 Cattle Pass
P.C. 1479+33.30
P.O.C. 1492+28.39
672.3'
150'
150'
150'
36'
150'
1514+50
S 82°51'30" E.
1340'
New R/W
581°23'42"E.
S. 82°51'30" E.
Exist R/W
1450
1450
150
P.O.T. 1492 + 28.41
36.47'
865.6'
150'
100
1500
Sta. 1442+00
2-10X12 Cattle Pass
Sta. 1501+01.43-1503+74.39
4 Span Bridge
Note: For details of R/W
at Cienega Interchange
See Interchange Plan Sheets
1550
P.C. 1554 + 60.89
135'
120'
P.T. 1575 + 15.89
1600
1705.0'
6 5
7 8
2647.95'
S 0°06' W.
6
1 7
12
P.I. Sta. 1564 + 88.70
Δ = 3° 25' 30" Rt.
D = 0° 10'
R = 34,377.48
T = 1027.81'
L = 2055.00'
S.P.R.R.
2618.0'
EQUATION
2 1
11 12
END PROJ. I-10-5(14)280 (R/W)
I-002-4(14) OLD R/W
BEGIN PROJ. I-10-5(21)290 R/W
SEE R/W MAP NO. D-10T-303


32 33
5 4
N Line
Line
1650
719.75
5 4
8 9
S.P.R.R.

DATE	NAME	REVISION DESCR.	NO.
8-16-62	AR/WAC	ADDED AREAS OF TAKE & DATES OF ACQ.	
8-16-62	AR/WAC	ADDED A-131A TO OWNSP. BLOCK	
9-25-68	J.R. Hopkins	FINALIZED - Changed Ownership Record Item A-132 & A-133	C.O.2423

FED. ROAD DIV.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT

JOHANNESSEN & GIRAND & EARLE V. MILLER

FOR THE CONSULTING ENGINEER

DESIGN	DRAWN M. Ratermann	CHECKED

OWNERSHIP RECORD

AREA OF TAKE	ITEM	OWNER	DATE OF ACQ.	DESCRIPTION
	A-129	Airz. Land Title & Trust Co. ~~CHARLES C. & SALLY S. DAY H/W~~	See below	PART W.1/2 SEC. 27 LYING N.& E. OF HWY. T.16 S., R.16 E.
	A-130	(See E-1251 on C-10-T-274-A) HARRY L. BELL		PRT. W.1/2 SEC. 27 LYING S.& W. OF HWY, N.E.1/4 SEC. T.16 S., R.16 E.
1.728 ac.	A-131	JOHN R. & VIVIAN P. STIVER H/W	7-6-62	W.1/2 S.E.1/4 SEC. 27 T.16 S., R.16 E.
	A-132	ARIZ. LAND TITLE & TR. CO. ~~LEE WILTON~~		E.1/2 S.E.1/4 SEC. 27 & S.W.1/4 SEC. 26 T.16 S., R.16 E.
21.277 ac.	A-133	ARIZ. LAND TITLE & TR. CO. AND MILO H. & IRENE PARIZEK H/W	5-24-60	N.1/2 SEC. 35 T.16 S., R.16 E.
	A-134	ROBERT PATTERSON		E.1/2 W.1/2 & W.1/2 E.1/2 SEC. 31 T.16 S., R.17 E.
1.096 ac.	A-135	ROY W. & CRYSTAL L. SIEMUND H/W	9-8-61	S.W.1/4 N.W.1/4 SEC. 1 T.17 S., R.17 E.
(	A-136 A	ROBERT PATTERSON (GRAZING LS)	)	ALL SEC. 3 T.17 S., R.17 E., S.1/2 S.1/2 SEC. 34, S.1/2, N.W.1/4, S.1/2
(			)	N.E.1/4 SEC. 33, ALL SEC. 32, W.1/2 W.1/2, E.1/2 E.1/2 SEC. 31
(			)	T.16 S., R.17 E., ALL SEC. 36 T.16 S., R.16 E.
147.54 acres (	A-136 B	RAY W. & CRYSTAL L. SIEMUND (GRAZING LEASE)	Not Recor) 10-5-59	ALL SEC. 2 T.17 S., R.17 E.
(	A-136 C	CHARLES C. & SALLY DAY (GRAZING LS.)	)	LOTS 1,2,3,& 4; S.E.1/4 N.W.1/4 & PART S.1/2 N.E.1/4 LYING N. OF
(			)	HWY. SEC. 1 T.17 S., R.17 E.; LOTS 3 & 4, S.W.1/4 & S.1/2 N.W.1/4
(			)	LYING N. OF HWY. SEC. 6 T.17 S., R.18 E.
(	A-136 D	THOMAS G. BEAHAM GRAZING LEASE	)	N.1/2 S.E.1/4 & PART S.1/2 N.E.1/4 LYING S. OF HWY. SEC. 1 T.17 S.
			)	R.17 E., E.1/2 & S.W.1/4, S.1/2 N.W.1/4 LYING S. OF HWY. SEC. 6, T17S, R18E
1.229 ac.	A-131-A	HARRY A KAMMES, ETAL	11-23-60	PT. W1/2 SE1/4 SEC. 27, T16S, R16E

ACQUISITION RECORD

PARCEL No.	COMMISSION APPROVAL	TYPE & DATE OF INSTRUMENT	RECORDED		
			DATE	BOOK	PAGE
A-129	12-14-62	F.O.C. 3-14-63	4-12-63	2084	356-57
A-131	10-11-60	F.O.C. 8-3-61	7-6-62	1960	10-13
A-132	3-19-68	W.D. 9-1-67	5-24-60	1613	470-73
A-135	7-28-61	W.D. 6-26-61	9-8-61	1825	380
A-131-A	10-11-60	F.O.C. 11-3-60	11-23-60	1701	204-06

ARIZONA HIGHWAY DEPARTMENT
RIGHT OF WAY DIVISION

RIGHT OF WAY MAP OF

TUCSON- BENSON
INTERSTATE HIGHWAY 80
FEDERAL AID PROJECT I-10-5(14)281
PIMA COUNTY

ALIGNMENT, RIGHT OF WAY WIDTHS, AND CONTROL OF ACCESS APPROVED IN ACCORDANCE WITH HIGHWAY PLANS

DATE: 1-7-1959

R. E. Laurenae
ASS'T STATE ENGINEER

APPROVED IN ACCORDANE WITH RESOLUTION DATE:
October 24 1958, MINUTES OF THE
ARIZONA HIGHWAY COMMISSION

Control of access shown thus ||||||||||||||

DRAWN BY	DATE	SCALE	FILE NO.
M. Ratermann		1" = 1000'	A-10-T-274