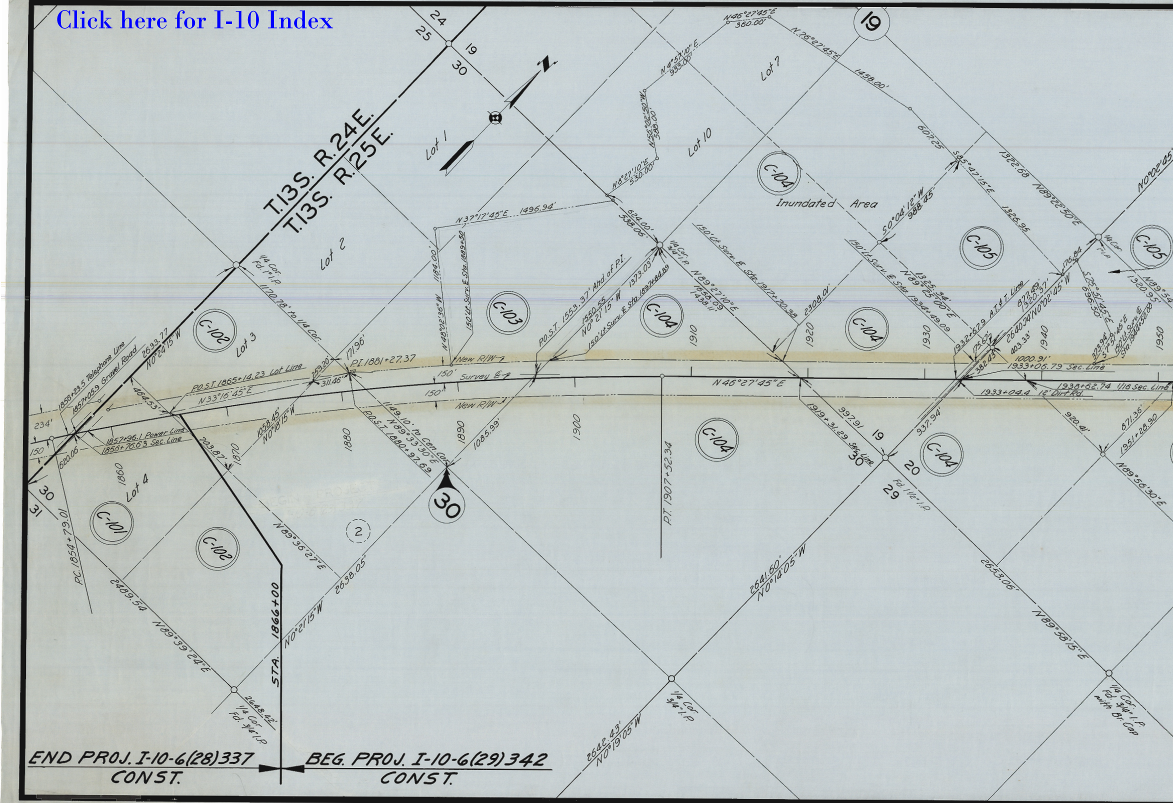
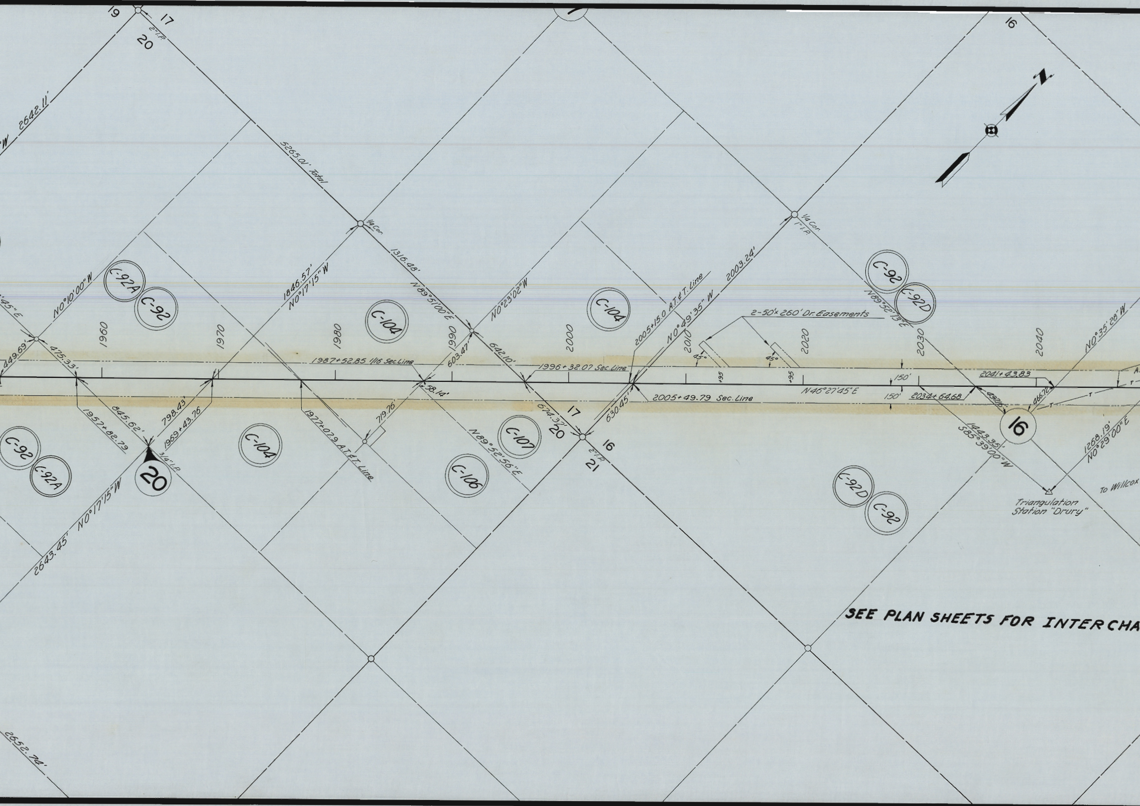
Click here for I-10 Index

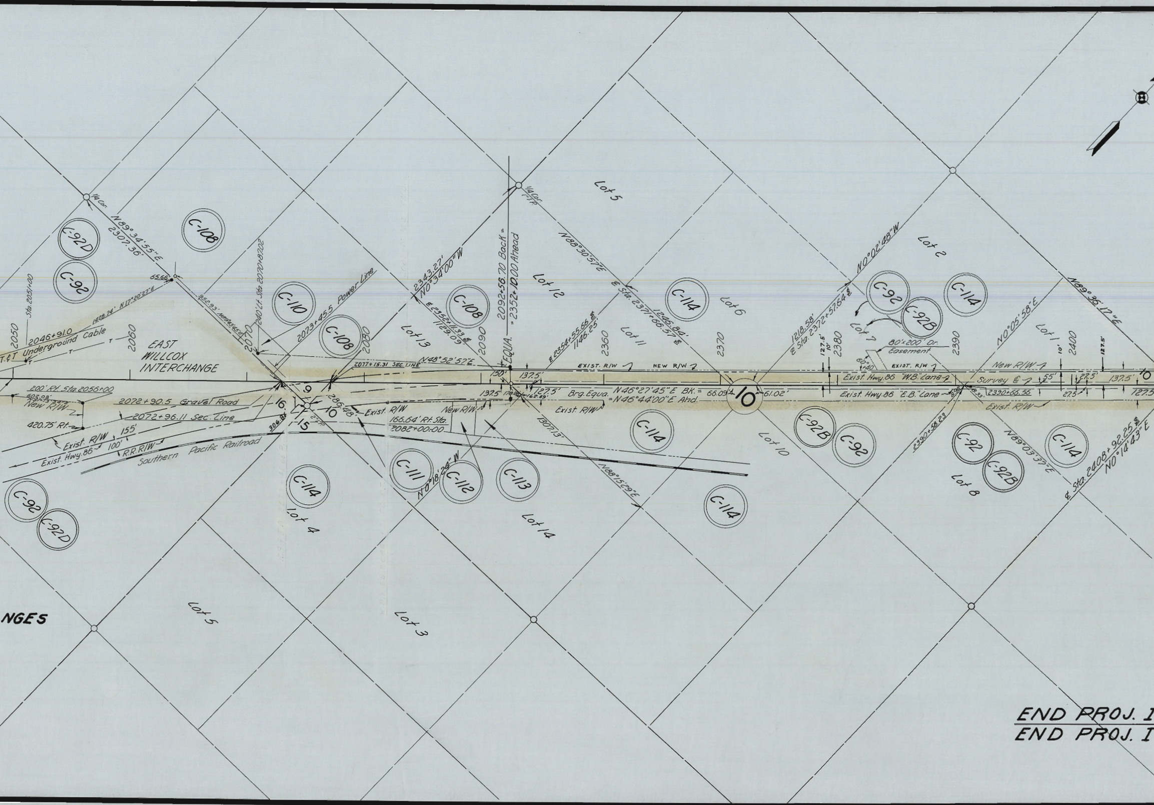


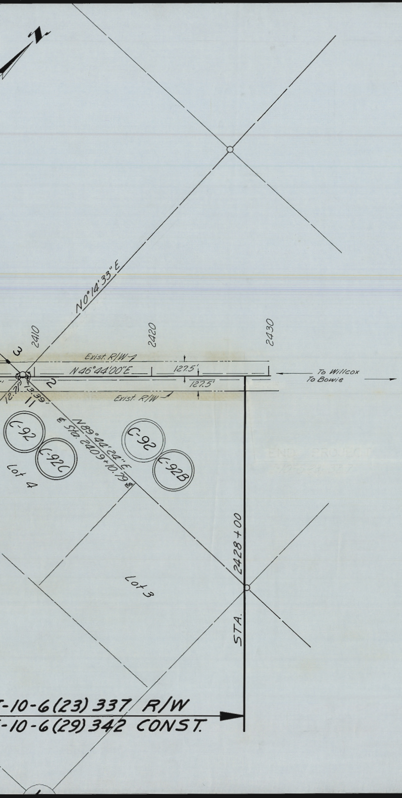
T.13S. R.24E.
T.13S. R.25E.
N
24
25
19
30
19
30
31
20
29
Lot 1
Lot 2
Lot 3
Lot 4
Lot 7
Lot 10
C-101
C-102
C-102
C-103
C-104
C-104
C-104
C-104
C-104
C-104
C-105
C-105
2
Inundated Area
N46°27'45"E 360.00'
N26°27'45"E
1458.00'
N4°57'10"E 939.00'
N56°02'50"W 588.00'
602.25'
N8°27'10"E 530.00'
624.00'
538.06'
N37°17'45"E 1496.94'
1164.00'
N48°02'36"W
150' Lt. Surv. E Sta. 1889+50
S65°47'15"E
1322.68
N89°22'50"E
1326.95
S0°04'12"W 988.45'
150' Lt. Surv. E Sta. 1917+20.38
150' Lt. Surv. E Sta. 1934+49.09
1325.34'
N89°25'00"E
2308.01'
N0°02'45"W
1/4 Cor. 3/4" I.P.
N89°27'10"E
1658.09
1438.11'
P.O.S.T. 1553.37' Ahd. of P.I.
1550.55
N0°21'15"W
1373.03'
150' Lt. Surv. E Sta. 1897+84.89
1/4 Cor. Fd. 1" I.P.
1170.78' to 1/4 Cor.
2633.77
N0°24'15"W
1856+23.5 Telephone Line
1857+05.9 Gravel Road
P.O.S.T. 1865+14.23 Lot Line
N33°16'45"E
259.20'
311.46'
171.96'
P.I. 1881+27.37
New R/W
150'
Survey E
150'
New R/W
464.53'
234'
150
620.06
1857+96.1 Power Line
1856+76.63 Sec. Line
703.87'
1058.45'
N0°18'15"W
1149.10' to Cen. Cor.
N89°33'30"E
P.O.S.T. 1880+97.69
1085.99'
1860
1870
1880
1890
1900
1910
1920
1930
1940
1950
P.T. 1907+52.34
N46°27'45"E
1919+31.29 Sec. Line
997.91
937.94'
Fd. 1 1/2" I.P.
1932+67.9 A.T.&T. Line
175.62'
382.43'
872.49'
1320.37'
2640.34' N0°02'45"W
403.33'
1000.91'
1933+06.79 Sec. Line
1933+04.4 12' Dirt Rd.
1938+62.74 1/16 Sec. Line
176.84
1/4 Cor. I.P.
S25°51'45"E
696.50'
373.94'
S25°51'45"E
150' Lt. Surv. E Sta. 1944+50.00
1320.95'
N89°54'
920.41'
871.36'
1951+28.90
N89°56'30"E
P.C. 1854+79.01
2489.54
N89°39'24"E
N89°36'27"E
2638.05'
N0°21'15"W
STA. 1866+00
2648.42'
1/4 Cor. Fd. 3/4" I.P.
2641.60'
N0°14'05"W
1/4 Cor. 3/4" I.P.
2642.43'
N0°19'05"W
2653.06'
N89°58'15"E
1/4 Cor. Fd. 3/4" I.P. with Br. Cap

END PROJ. I-10-6(28)337
CONST.

BEG. PROJ. I-10-6(29)342
CONST.


19
17
20
2"I.P.
W 2642.11'
5265.01' Total
1/4 Cor.
1/4 Cor.
1" I.P.
1316.48'
N89°51'00"E
1846.57'
N0°17'15"W
N0°10'00"W
N0°23'02"W
2003.24'
2005+15.0 A.T.&T. Line
N0°49'35"W
2-50'x 260' Dr. Easements
N89°52'13"E
N0°35'28"W
16
C-92A
C-92
C-104
C-104
C-92
C-92D
1960
1970
1980
1990
2000
2010
2020
2030
2040
45"E
449.69'
475.33'
1987+52.85 1/16 Sec.Line
603.47'
642.10'
1996+32.07 Sec.Line
45°
45°
150'
150'
2041+43.83
N46°27'45"E
2034+64.68
2005+49.79 Sec. Line
58.14'
1957+82.79
845.62'
798.43
1969+43.76
1977+07.9 A.T.&T. Line
719.76
674.37'
17
20
630.45'
16
21
2"I.P.
N89°52'56"E
466.72
1443.35'
S85°39'00"W
1268.19'
N0°29'00"E
16
C-92
C-92A
20
3/4"I.P.
C-104
C-107
C-106
C-92D
C-92
Triangulation Station "Drury"
To Willcox
2643.45' N0°17'15"W
2652.74'
SEE PLAN SHEETS FOR INTERCHA


EAST
WILLCOX
INTERCHANGE
T.&T Underground Cable
2046+91.0
1928.74' N17°20'27"E
Sta. 2051+00
2050
2060
2070
2080
2090
2360
2370
2380
2390
2400
1/4 Cor.
N89°34'55"E
2307.36'
65.66'
952.93' N89°43'45"E
240' Lt. Sta. 2070+87.02
2073+45.5 Power Line
2343.27'
N0°34'00"W
℄ 2352+11.33 ℄
1129.09'
2092+56.70 Back =
= 2352+10.00 Ahead
EQUA.
1/4 Cor.
N88°30'57"E
℄ Sta. 2371+66.57 ℄
1246.84'
℄ 2354+55.66 ℄
1146.25'
1218.58'
℄ Sta. 2372+57.64 ℄
N0°02'48"W
N0°05'58"E
N89°36'17"E
2077+15.31 SEC. LINE
N48°52'57"E
150'
137.5'
127.5'
178.08'
162.89'
200' Rt. Sta. 2056+00
602.08'
New R/W
420.75' Rt.
2072+90.5 Gravel Road
2072+96.11 Sec. Line
Exist. R/W
155'
100'
Exist. Hwy. 86
R.R. R/W
Southern Pacific Railroad
306.8'
9
16
15
10
286.48'
Exist. R/W
166.64' Rt. Sta.
2082+00.00
New R/W
N0°18'24"W
1307.13'
N88°15'29"E
EXIST. R/W
NEW R/W
Brg. Equa. N46°27'45"E BK. =
= N46°44'00"E Ahd.
66.09'
10
61.02'
Exist. R/W
127.5'
10'
80'x200' Dr.
Easement
60'
+40
EXIST. R/W
Exist. Hwy. 86 "W.B." Lane
Exist. Hwy. 86 "E.B." Lane
Survey ℄
New R/W
55'
27.5'
137.5'
127.5
10
2390+66.56
2390+58.23
Exist. R/W
N89°03'37"E
℄ Sta. 2408+92.25 ℄
N0°14'43"E
C-92D
C-92
C-108
C-110
C-108
C-108
C-114
C-92
C-92B
C-114
C-114
C-114
C-111
C-112
C-113
C-114
C-92B
C-92
C-92
C-92B
C-114
C-92
C-92D
Lot 5
Lot 12
Lot 13
Lot 11
Lot 6
Lot 2
Lot 7
Lot 1
Lot 10
Lot 8
Lot 4
Lot 14
Lot 5
Lot 3
NGES
END PROJ. I
END PROJ. I


N
N0°14'33"E
2410
2420
2430
3
Exist. R/W
N46°44'00"E
127.5'
127.5'
2
To Willcox
To Bowie
Exist. R/W
12.71'
13.39'
11
N89°44'24"E
℄ Sta. 2409+10.79 ℄
C-92
C-92C
C-92
C-92B
Lot 4
Lot 3
STA. 2428+00
-10-6(23) 337 R/W
-10-6(29) 342 CONST.

CURVE DATA

	2		
Δ	13°11'00" RT.		
D	0°15'00"		
R	22918.32		
T	2648.36		
L	5273.33		

OWNERSHIP RECORD

ITEM	OWNER	DESCRIPTION	ACREAGE TAKEN	ACREAGE REMAINING	DATE PROPERTY ACQUIRED

Note: See Sheet 1 of 2 for Ownership Record.

OWNERSHIP

ITEM	OWNER	DESCR

RECORD

PTION	ACREAGE TAKEN	ACREAGE REMAINING	DATE PROPERTY ACQUIRED

MAP REVISIONS

DATE	REVISED BY	DESCRIPTION
3-31-61	G.G.H.	REVISED BETWEEN STATIONS 2056+00 TO STA. 2410+00, TO SHOW EXIST. R/W ON ST. 86.
		Finalized - Make All Future Revisions To Map No. D-2-T-390

SUPERSEDED

See Revised Plans

Drawing No. D-2-T-390

A HIGHWAY PARTMENT

RIGHT OF WAY . VISION

RIGHT OF WAY MAP OF

BENSON-STEINS PASS HWY.

WILLCOX INTERSTATE FREEWAY

FEDERAL AID PROJECT I-10-6(23)337

FROM STATION 1611+84.10 TO STATION 2428+00

COCHISE COUNTY

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

DATE: 3-31-1961 R. E. Laurence

ASSISTANT STATE ENGINEER

APPROVED IN ACCORDANCE WITH RESOLUTION DATED: ________ 19__, MINUTES OF THE ARIZONA HIGHWAY COMMISSION.

CONTROL OF ACCESS SHOWN THUS: ▨

DRAWN BY	
DATE	
SCALE	1" = 400'
CHECKED BY	
A.F.E. NO.	8693
DRAWING NUMBER	C-2-T-390 B

FED. ROAD DIV. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
7	ARIZ.	I-10-6(23)337	2	2	

WILLARD C. SMITH

DEC. 31, 1960

Willard C. Smith

9-15-60

W. SCOTT MERRILL & ASSOCIATES, CONSULTING ENGINEERS

Willard C. Smith

FOR THE CONSULTING ENGINEERS

DESIGN: F.S. DRAWN: F.S. CHECKED: WCS

SCALE: 1" = 400'