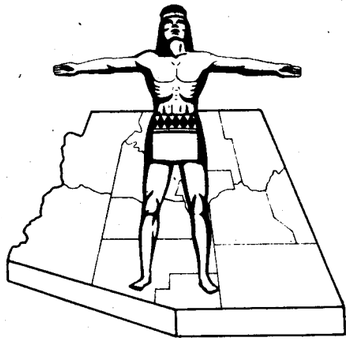
FINALIZED C.O. 6339 11-21-83 R.L.R.



Click here for I 40 Index

STATE OF ARIZONA
STATE HIGHWAY DEPARTMENT

FINALIZED

| FED.ROAD DIV. NO. | STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|
| 7 | ARIZ | I-40-3(11)143 | 1 | 22 |

RIGHT OF WAY MAP NO. D-3-T-549

ALIGNMENT, RIGHT OF WAY, AND CONTROL OF ACCESS APPROVED IN ACCORDANCE WITH HIGHWAY PLANS.
DATE 1-9-1962 R.E. Lemmon ASSISTANT STATE ENGINEER

APPROVED IN ACCORDANCE WITH RESOLUTION DATED 10-20, 1961, MINUTES OF THE ARIZONA HIGHWAY COMMISSION 62-10

A.F.E. NO. 6682

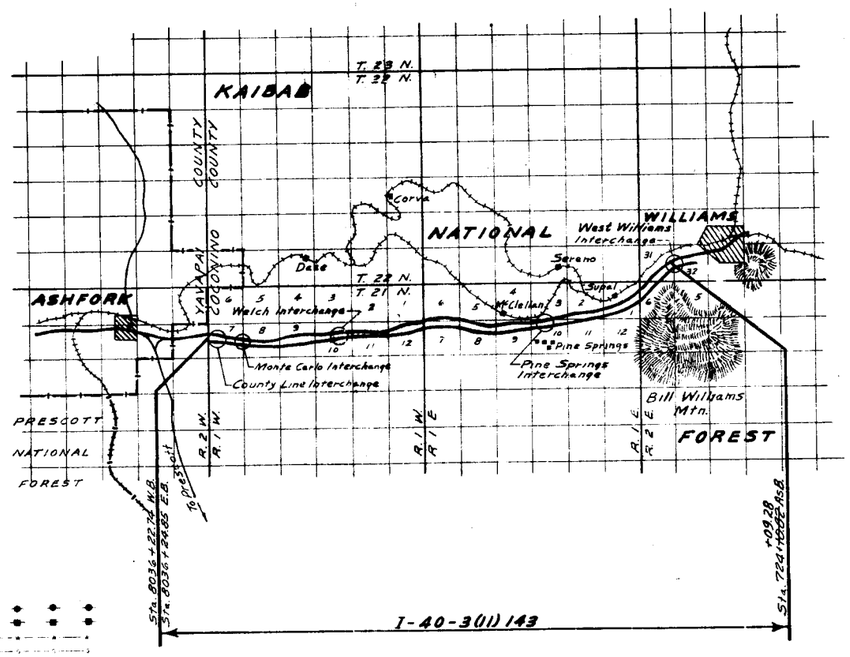
RIGHT OF WAY PLAN OF THE

# ASHFORK-FLAGSTAFF HWY.

# STATE HIGHWAY

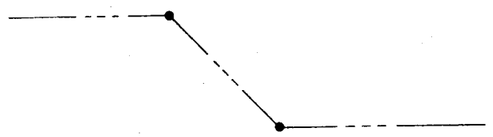
PROJECT NO. I-40-3(11)143

COCONINO
COUNTY

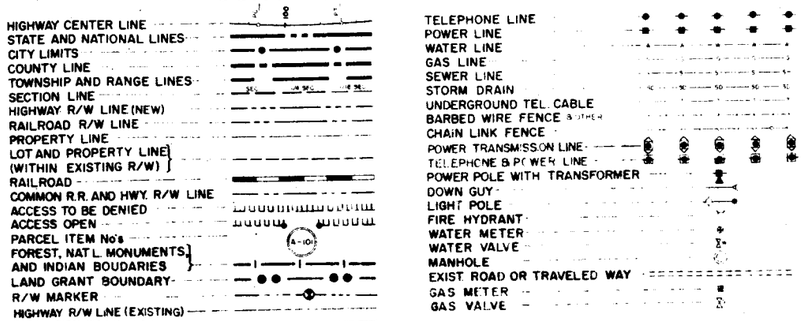



## NOTE:

THE SOLID DOT, AS SHOWN BELOW, DOES NOT DESIGNATE A R/W MARKER BUT REPRESENTS AN ANGLE POINT OR CHANGE OF DIRECTION IN THE R/W LINE & IS FOR OFFICE USE ONLY.



## CONVENTIONAL SIGNS




ARIZONA HIGHWAY COMMISSION
APPROVED
STATE HIGHWAY ENGINEER
DEPUTY STATE ENGINEER
Aug. 28, 1962 DATE

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED
DIVISION ENGINEER DATE

| CO# | DATE | NAME | DESCRIPTION |
|---|---|---|---|
| 75 | 9-16-63 | Jungers/Brunet | Redrew Sheet 17, Revise Sheet 18 Per Constr. Plans 8263, Change Ownership. |
| 9975 | 5-23-79 | Mr. | Changed End Proj Limits. |
| | | | |
| | | | |

MAP REVISIONS

| DATE | NAME | DESCRIPTION |
|---|---|---|
| 11-9-61 | Jungers J.H. | Showed Item D-46 on sht. 17 & area of D-46/Sht 17 on sht. 2 |
| 1-10-62 | L. Draper | Added Bearings & D.ms. On Exist R/W In Sec. 4 On Sheet 10. |
| 2-2-62 | P. Julian | Cancelled Item No. D-40 |
| 4-25-62 | Nowacz | Corrected Take Item D-41 Was 6.44 Is 3.374 |
| 6-19-62 | G.G.H.-E.E. CALC. | ADDED STA. TIE 803+56.02 & EXIST. 101.29 ON SHEET 3 OF 18. |
| 8-13-62 | Childers | Added Slope Limits to All Sheets |
| 8-21-62 | Jungers, J.H. | Added Constr. Ease. & Item D-43-L-3 |
| 9-24-62 | Jungers, J.H. | Revised Item D-45 |
| 10-29-62 | wka | Added recorded info Item D-45 (Sh. 10 ~ 11) |

ASHFORK - FLAGSTAFF HIGHWAY
ASHFORK — WILLIAMS SECTION
COCONINO COUNTY

# OWNERSHIP RECORD SHEET

| REVISIONS | | | |
|---|---|---|---|
| CO | DATE | BY | DESCRIPTION |
| | 4-6-60 | J.H.J | See Note #1. |
| 75 | 9-16-63 | Bruner | Change Take D-43 Sheet 17, D-43 Sheets 17, 18 |
| 129 | 9-15-64 | Draper | Rev. D-46 In Sec. 31 Only. |
| 317 | 7-13-66 | L.F.W. | Changed D-43 |
| 417 | 9-11-67 | J. B. | Parcel D-41: Changed Acreage of Sec. 31 & Sec. 6 |
| 468 | 10-10-67 | L.F.W. | Changed Acreage In Parcel D-46 From 0.04 To 0.04 |
| 594 | 5-23-68 | A.R.C. | Revised D-46 in Sec. 9 Only |
| 708 | 8-20-68 | J.J.P. | ADDED D-46 IN SEC 1 |
| 1018 | 8-22-68 | R.C.M. | Revised Take & Rem. D-43, 1 D-41 Sec 31 |
| 1280 | 11-27-67 | D.S.M. | Revised Take & Remain. Parcel D-43. |
| 1580 | 6-6-67 | J.M.E. | Added Take and Remain. Parcel D-43 L-3. |
| 1748 | 11-1-67 | T.W.M. | Corrected Take on D-46 |
| 1781 | 10-30-67 | L.F.W. | Rev. Ac. Take Fr. 16.1 To 15.9 Showing Chng Of Dr. Ca To Land Ca |
| 2124 | 6-24-69 | E.J.F. | Added Par. D-42-1; Revised Par. D-41 & D-43 |
| " | " | " | & D-46 & D-43-L3. |
| 2197 | 8-29-69 | M.C. | Changed Sht No From 20 to 22 Added D-43-A |
| 2615 | 7-22-70 | D.S.M. | Deleted Parcel D-42-1. |
| 2770 | 12-4-70 | W.N. | Added Parcels D-43-B, D-43-B-L1 |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 2 of 22 |
| DRAWN BY | D.K. HEINRICHS |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & GRAHAM & EARLE V. MILLER & ASSOCIATES
FOR THE CONSULTING ENGINEERS

FINALIZED

## ACQUISITION RECORD

| COMMISSION APPROVAL | TYPE & DATE OF INSTRUMENT | RECORDED DATE | RECORDED BOOK | RECORDED PAGE | ITEM | OWNER | DESCRIPTION | ACREAGE TAKEN | ACREAGE REMAINING | DATE PROPERTY ACQUIRED | SHEET NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10-1-71 | F.O.C. 11-22-71 | 1-31-72 ~~11-22-71~~ | 414 | 337-343 | D-41 | ~~Fred & Faye Udine H/W~~ widow Estate of Fred Udine | W½ W½ SW¼ SE¼ Sec. 31 T. 22 N. R. 2 E. | 2.9 ~~3.0~~ | 3.7 ~~3.0~~ | | 17 & 18 |
| | | | | | | | Pt. ~~E½ NW¼~~ LOT 7 Sec. 6 T. 21 N. R. 2 E. | ~~0.2~~ 0.1 | 238± | | |
| 12-18-64 | W.D. 10-8-64 | 2-9-65 | 231 | 82-83 | D-42 | ~~Harry & Jody Wallace H/W~~ Lloyd W. Bolles et ux | Pt. NE¼ NW¼ Sec 6 T. 21 N. R. 2 E. | 2.00 | 2.00 | | 17 |
| FOR AMENDMENTS SEE PAR. D-43 | | | | | | | | | | | |
| 6-17-80 | PERMITS 4-28-80 | NOT | RECORDED | | ① D-43 | U.S.A. Kaibab National Forest | All Sec. 7, S½ Sec. 8, All Sec. 9, All Sec. 10 All Sec. 11, All Sec. 12 T. 21 N. R. 1 W. NW¼ NW¼ Sec. 7, S½ SW¼, SE¼ Sec. 6 N½ N½ Sec. 8 SE¼, SW¼ Sec. 5 T. 21 N R. 1 E. S½ SE¼, E½ SE¼ SW¼ Sec. 4 NW¼ NE¼, NE¼ NW¼, NE¼ NW¼ NW¼ Sec. 9 S½ SE¼, SE¼ SW¼ Sec. 3 NW¼, NW¼ NE¼, Sec. 10 S½ SW¼, SE¼ Sec. 2 SW¼, SE¼, NE¼ Sec. 1 T. 21 N. R. 1 E. NW¼ SE¼, E½ SE¼, E½ W½ SW¼ SE¼, E½ SW¼ SE¼, SE¼ NE¼, Pt. S½ S½ SW¼ Sec. 31 W½ Sec. 32 T. 22 N. R. 2 E. All Sec. 1, T-21-N, R-1-W. | * ~~308.3~~ ~~408.9~~ 402.0 | ~~7777.2~~ ~~7778.8~~ 7778.5 | | 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 |
| 1-18-63 | 1-3-63 | | | | | | | | | | |
| 5-3-63 | 3-5-63 | | | | | | | | | | |
| 5-21-63 | 4-30-63 | | | | | | | | | | |
| 4-19-63 | Agreement 3-27-63 | Not Recorded | | | D-43-L1 ① | Campbell Bros. Grz. Ls. | All Sec. 7, W½ Sec. 8 T. 21 N. R. 1 W. | | | | 3 & 4 |
| ① These Parcels were Finalized Pending Easement Deed From Kaibab National Forest. | | | | | | | | | | | |
| | (See D-43) | | | | ① D-43-L2 | John Greenway Grz. Ls. | All Sec. 9, All Sec. 10, All Sec. 11, All Sec. 12, T. 21 N. R. 1 W. NW¼ NW¼ Sec. 7, S½ SW¼, SE¼, Sec. 6 N½ N½ Sec. 8 SE¼, SW¼, Sec. 5 S½ SE¼, E½ SE¼ SW¼, Sec. 4 NW¼ NE¼, NE¼ NW¼, NE¼ NW¼ NW¼, Sec. 9 S½ SE¼, SE¼ SW¼ Sec. 3 NW¼, NW¼ NE¼, Sec. 10 S½ SW¼, SE¼, Sec. 2 SW¼, SE¼, NE¼, Sec. 1 T. 21 N. R. 1 E. ~~NW¼ SE¼, E½ SE¼, E½ W½ SW¼ SE¼,~~ E½ SW¼ SE¼, SE¼ NE¼, Pt. S½ S½ SW¼, Sec. 31 W½ Sec. 32 T. 22 N. R. 2 E. | | | | 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 & 17 |
| 5-6-66 | W.D. 2-2-63 | 6-15-66 | 254 | 245-246 | D-44 | William Ernest & Tempie M. Gillan H/W | S½ NW¼ Sec. 8 T. 21 N. R. 1 W. | 0.353 | 79.647 | | 4 |
| 3-12-63 | W.D. 2-19-63 | 5-1-63 | 203 | 35-36 | D-45 | ~~J. R. Babbitt Jr. Trustee~~ N.G. Billings et ux | NW¼ NW¼ NW¼ Sec. 9 Pt. S½ S½ SW¼ Sec. 4 T. 21 N. R. 1 E. | 12.67 | 4.38 | | 10 & 11 |
| 10-29-68 | QC Deed 4-13-67 | 12-12-68 | 320 | 137-141 | D-46 | A.T. & S.F. R.R. Railway Co. | PORTION SW¼ SE¼ SEC. 4, T. 21N, R. 1 E. | ** 0.8 Ac. | UNKNOWN | | 11 |
| | | | | | | | Portion of Sec. 9 T. 21 N. R. 1 E. | 15.3 ~~16.1~~ Ac. | UNKNOWN | | 11 & 13 |
| | | | | | | | ~~Pt. S½ S½ Sec. 31 T. 22 N. R. 2 E.~~ | 0.8 ~~0.8~~ | UNKNOWN | | 18 |
| 4-2-63 | W.D. 2-6-63 | 5-22-63 | 203 | 700-702 | D-288 | Rodney E. & Helen E. Graves H/W | Pt. W½ SW¼ & Pt. SW¼ SE¼ SW¼ Sec. 4 T. 21 N. R. 1 E | 0.92 | 42.08 | | 10 & 11 |
| ① 10-1-71 | F.O.C. 11-22-71 | 1-31-72 | 414 | 337-343 | D-43-L3 | ~~Fred & Faye Udine H/W~~ Widow | Pt. S¼ SW¼ Sec 31, T. 22 N. R. 2 E. | 6.4 ~~6.22~~ | 3.5 ~~3.28~~ | | 17 & 18 |
| | | | | | ~~D-42-1~~ | ~~Lloyd W. & Alvea P. Bolles H/W~~ | ~~Pt. NE¼ NW¼ Sec. 6 T. 21 N. R. 2 E.~~ | ~~0.2~~ | ~~1.8~~ | Deleted 7-22-70 | C.O. 2124 17 |
| 11-21-79 | Permit 10-22-79 | Not Recorded | | | ① D-43-A | Kaibab National Forest U.S.A. | All Section 10, T. 21 N., R. 1 W. | ②2.85 Ac. | 7762.85 | | 6 & 20 |
| 5-7-71 | Permit 4-2-71 | | | | ① D-43-B | Kaibab National Forest U.S.A. | Pt. of SW¼ NE¼, SE¼ NE¼, NW¼ SE¼ Sec. 1, T. 21 N., R. 1 E. | 3.31 Ac. | 7770.69 Ac. | | 17 |
| | | | | | ① D-43-B-L1 | John Greenway Grz. Ls. | | | | | |
| 1-4-74 | Esmt. Permit 10-16-73 | | | | ① D-43-C | U.S.A. Kaibab National Forest | NW¼ SE¼, SW¼ SE¼, Sec. 31, T. 22 N., R. 2 E. | 0.04 Ac. D.E. | | | 18 |
| 11-2-73 | QC Deed 7-17-73 | 11-26-73 | 489 | 60-61 62 | D-44-1 | Robert Ellsworth, et ux | S½ NW¼ Sec. 8, T. 21 N. R. 1 W. | 3.515 Ac | 76.132 Ac | | 3 & 4 |
| 4-12-78 | Permit 3-28-78 | Not Recorded | | | ① D-43-D | Kaibab National Forest U.S.A. | Pt. NW¼ Section 7, T. 21 N., R. 1 W. | 3.33 Ac. | | | 3 |
| | | | | | ① D-43-D-L1 | Ashfork Cattle Co. | Pt. NW¼ Section 7, T. 21 N., R. 1 W. | | | | 3 |
| 6-17-80 | Permit 4-28-80 | | | | ① D-43-E | Kaibab National Forest U.S.A. | Pt. SE¼ Section 31, T. 21 N., R. 2 E. | 9.1 Ac. | | | 18 & 19 |

NOTE #1
An Area of 3.39 Acres is to be Returned To Kaibab Natl. Forest.

* includes 4.2 Ac. Drainage Easement
** includes approx. 5.2 Ac. Exist R/W Easement ~~and 0.2 Ac. New Drainage Easement~~ changed To Temp. Const. Ea. C.O. # 2091
*** includes 0.05 Ac. Drainage Easement
⊖ includes .03 Ac. For Easement

Click here for I 40 Index

Click here for I 40 Index

# ASHFORK – FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT I |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 3 of 22 |
| DRAWN BY | L. M. MORITZ |
| DATE | SEPT. 20, 1960 |
| SCALE | 1" = 100' |

JOHANNESSEN & OLSEN & EARLE V. MILLER
FOR THE CONSULTING ENGINEER

REGISTERED PROFESSIONAL ENGINEER — CERTIFICATE NO. 3744 — EARLE V. MILLER — DEC. 31, 19 — ARIZONA, U.S.A.

| REVISIONS | | | |
|---|---|---|---|
| NO. | DESCRIPTION | BY | DATE |
| 1 | Sec. C.O. for Revisions (B.M.) | R.L.P. | 5-25-61 |
| 2 | FINALIZED | R.L.P. | 6-30-61 |

| DATE | NAME | REVISION DESIGN |
|---|---|---|
| 6-19-62 | G.E.H. & Calc. & Estim. | Added Sta. 2+00 Conn. Rd. & Sta. 3+00 Conn. Rd. |
| 2-28-69 | G. Falconer | Added Cattle Pass No. 2 |
| 2-26-73 | M. Todd | Added Wing Fences |
| 2-3-78 | K. Bowers | Updated Plans to As-Built |

| Curve Data | | | | |
|---|---|---|---|---|
| | E.B. Exist. | W.B. | ℄ | E.B. |
| Δ | 13°29'30" Rt. | 17°43'30" Rt. | 17°43'30" Rt. | 17°43'30" Rt. |
| D | 0°30'00" | 0°29.8593' | 0°30'00" | 0°30.1420' |
| T | 1354.6' | 1795.19' | 1786.77' | 1778.35' |

| Curve Data | | | |
|---|---|---|---|
| Exist. E.B. | | W.B | E.B. |
| Δ 17°31'45" Lt. | Δ | 17°30'00" Lt. | 15°21'00" Lt. |
| D 1°00" | D | 1°07'30" Lt. | 1°06.038 |
| $T_s$ 983.42' | T | 783.88' | 700.89' |
| a 1/2 | | | |

BEARING EQUATION (Exist. Hwy)
P.O.T. 21+70.55 Ahd.
S 69°56'40" E. Bk. =
S. 69°40'05" E. Ahd.

NOTE: Information from 1972 Dependent Resurvey of Sec. 8, T.21N., R.1W., by B.L.M.

REDUCED SIZE DO NOT SCALE

FINALIZED

# ASHFORK–FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

FINALIZED

| REVISIONS | | | | PROJECT NO. | I-40-3(11)143 UNIT I |
|---|---|---|---|---|---|
| C.O. | DATE | NAME | DESCRIPTION | DRAWING NO. | D-3-T-549 |
| 2124 | 6-28-69 | E.T. | Chged Section Name, & Chged Sta. 1 Sht. to 4 Sht. | SHEET NO. | 4 of 22 |
| 2437 | 8-29-69 | M.C. | Changed Sht No. from 20 to 22 | DRAWN BY | L. M. MORITZ |
| 3533 | 5-16-73 | P.Todd | Add. B.L.M. 1972 Dependent Survey Information & Parcel D-44-1. | DATE | SEPT. 20, 1960 |
| 3679 | 8-22-73 | D.G.M. | Revised Access Control 75'S.& 125'E. OF 396.5'Lt. W.B. 35+39. | SCALE | 1" = 100' |
| 6339 | 11-21-83 | R.L.R. | FINALIZED | JOHANNESSEN & GRANDS EARL V. MILLER FOR THE CONSULTING ENGINEER | |

Note: See R/W Project I-40-3-910 For New R/W And Access Control Revisions To Monte Carlo T. I.

T21N R1W

D 44 S1/2NW1/4

Old Hwy U.S. 66

NE1/4 SE1/4 SW1/4 SE1/4

Sect. Cor. Fd. Notched Stone

2683.8' (Mont.)

1/4 Cor. Fd. Conc. Marker

6"x6" Conc. R/W Marker

Type I Gate Remove

S.85°52'24"E. 667.67'

649.30'

Exist. R/W

S.87°10'00"E. 538.00'

395.5' Lt. W.B. 55+99

395.5' Lt. W.B. 61+32

125'

38.7'

559.60'

N89°23'52"W NEW R/W LINE

27.11'

S.48°31'51"E. 503.55'

275.39'

F-1

R-3

R-4

776.58'

New C.G. w/Gate

W.B. P.C. 59+34.0 2' Rt. of Exist. Hwy. Sta. 57+35.79

W.B. P.O.T. 64+79.08

MONTE CARLO

Cafe

Motor Court

Serv. Sta.

Light Wire on Posts

1189.14'

N.88°26'01"E. 2101.55'

W.B. 71+08.92 - 2' Rt. Exist. Hwy. Sta. 70+70.71

Approximate Mid Section Line

Ctr. of Sect. Not Fd.

*Mid-Sec. Line

Center Sec. 8* Fnd. Brass Cap

W.B. Sta. 81+90.50 6"x7'x58' Exist. C.B.C. Ext. Lt. 10' Ext. Rt. 10'8' Cattle Pass

170' New Wing Fence

New #2 Gate

S.13°55'24"E. 400.38'

W.B. 75+28.00 - 2' Rt. Exist. Hwy. Sta. 74+88.08

102' Lt. W.B. 65+25

New 5 Wire Fence

Exist. R/W

SLOPE LIMITS

Exist. U.S. Hwy. 66 (40')

W.B. Survey & Constr. ℄ S.83°56'30"E.

(2' Rt. Exist. Hwy. ℄)

S.83°56'30"E. (As Built)

P.O.T. 76+76.60

New Stock Fence

Exist. R/W

E.B. Survey & Constr. ℄ S.85°01'00"E.

W.B. 56+69.05 Overcrossing

E.B. 57+00 Overcrossing

Type 1 Gate - Remove

Type 2 Gate Remove

Exist. R/W

S.85°01'00"E.

P.O.T. 54+74.30 Sect. Tie (Mont.)

P.O.T. 55+13.97 Sect. Tie

To Stock Tank

R-1 R-2

N.0°33'10"E (Asbuilt) 2181.10'

N.0°31'00"E 2181.10'

538.82' Cor. to Cor. (Mont.)

96' Rt. E.B. 57+70

New R/W Line

New 600' Radius

S.23°26'37"W 706.30'

New 895' Channel

New Cattle Guard w/Gate

54' Rt. E.B. 57+70

N.4°59'00"E. 450.00'

S.4°59'00"W. 140.00'

446.65

120.00' S.85°01'00"E.

546' Rt. E.B. 56+50

Drainage Easement

MONTE CARLO INTERCHANGE

270.84' N.80°37'28"E.

Daylight

S.80°37'28"W 325.94'

℄ Proposed 20' Grader Rd. To Meath Siding Rd.

To Meath Siding 9 Mi.

FOREST ROAD 7.27

Curve Data W.B.

| | |
|---|---|
| Δ | 3°13'30" Rt. |
| D | 0°30'00" |
| T | 322.58' |

415.53' S.43°55'19"E.

133' Rt. E.B. 61+22

New R/W Line

276.5' S.73°24'00"W

300' Channel

328.2' S.73°24'00"W

406' Rt. E.B. 56+50

215.00'

406' Rt. E.B. 54+35 S.85°01'00"E.

Drainage Easement

Match

Sect. Cor. Fd. Notched Stone & Witness 5/8" I.P. Set 1961

*NOTE: Information from 1972 Dependent Resurvey of Sec. 8, T. 21 N., R. 1 W., by B.L.M.

*Mid-Sec. Line

*S. 1/4 Cor. Sec. 8 Fnd. Brass Cap

Approximate Mid Section Line

E.B. Sta. 82+16.10 6'x7'x70' New C.B.C.

New #2 Gate

150' New Wing Fence

New 150' Channel

NEW R/W LINE SLOPE LIMITS

New 5 Wire Fence

REDUCED SIZE DO NOT SCALE

Click here for I 40 Index

# ASHFORK–FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT I |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 5 of 22 |
| DRAWN BY | L.M. MORITZ |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & GRAVES & EARLE V. MILLER
FOR THE CONSULTING ENGINEER

FINALIZED

Click here for I 40 Index

| Curve Data | | |
|---|---|---|
| W.B. Curve | E.B. Curve | Exist. Curve |
| Δ = 32°31'40" Lt. | Δ = 31°27'10" | I = 32°31'20" |
| D = 1°24'00" | D = 1°24'00" | D = 1°30' |
| T = 1193.95' | T = 1152.90' | $T_s$ = 1264.43' |
| | | a = 1/2 |

T21N — R1W

SE1/4 · SW1/4 · NW1/4 · NE1/4

Match Line · Exist. R/W Line · SLOPE LIMITS · W.B. Survey & Constr. ℄ (12' Rt. Exist. Hwy. ℄) · E.B. Survey & Constr. ℄ · NEW R/W LINE · S83°56'30"E · S83°56'30"E (Asbuilt) · S85°01'00"E · W.B. P.O.T. 94+43.91 Survey ℄ Exist. Hwy. ℄ · W.B. T.S. 94+35.57 · W.B. P.C. 94+94.93 · W.B. S.C. 97+43.91 · W.B. P.T. 98+18.78 · E.B. P.C. 94+46.30 (State Survey) · E.B. P.C. 95+39.58 · New 5 Wire Fence · New #2 Gate · New R/W LINE · W.B. Survey ℄ · W.B. Constr. ℄ · E.B. Survey ℄ · ℄ Existing U.S. Hwy. 66 · E.B. Constr. ℄ · Constr. ℄ · Exist. R/W Line · SLOPE LIMITS · POC 1071+77 Sect Tie (As Built) · Exist R/W Line · New R/W Line · (Comp.) SLOPE LIMITS · 133.95' · 71.76' · 162.10' · 1807.06' (Comp) · Sect. Cor. Fd. Notched Stone · ½ Cor. Not Fd. · Not recorded in field notes as "fnd. or "not fnd." · (Montgomery Survey & Aptwill) N 0°25'30"E 2892.12' Cor. to Cor. 3973.90' (Comp.) · NEW R/W · Exist. R/W · D 43 · D43 L2

Sta. 131+23 Exist. C.B.C. Ext. Lt. 38' Ext. Rt. 51' · New Channel · NEW R/W LINE · Toe of Slope · Exist. R/W Line · W.B. Sta. 115+81 Exist. 6'X7'C.B.C. Remove New 10'x8' C.B.C. & Cattle Pass · New Channel · New #2 Gate · New R/W Line · Exist R/W Line · W.B. Survey ℄ · Constr. ℄ · Exist. Hwy 66 · N63°31'50"E · N63°31'50"E (Asbuilt) · W.B. C.S. 116+42.43 (Survey) Exist. Hwy. C.S. 116+03.71 · W.B. P.T. 118+08.25 · Exist. Hwy. S.T. 118+03.71 · New Wing Fence · E.B. Surv. ℄ Constr. ℄ · N63°31'50"E · Exist. R/W Line · New R/W Line · SLOPE LIMITS · New #2 Gate · New Wing Fence · Stock Tank · E.B. P.T. 117+81.25 · E.B. P.T. 118+05.26 · W.B. P.O.T. 119+32.15 (32' Lt. ℄ Ahd.) · E.B. P.O.T. 120+07.87 (32' Rt. ℄ Ahd.) · ℄ P.O.T. 119+03.71 Ahd. · EQUA. · T.S. 125+40.58 Exist. Hwy. ℄ Survey · S.C. 128+40.58 Exist. Hwy. ℄ Survey · New Rip Rap · New 5W Fence · Approximate Mid Section Line · Sta. 134+00 New 24"x142' C.M.P. Culv. · Toe of Slope · Top of Cut · Exist. R/W Line · NEW R/W LINE · Exist. ℄ Existing Hwy. 66 ℄ Survey · Exist R/W Line · New R/W Line · 140+00 · 142+00 · 146+00 · Match Line · Ctr. of Sect. No. Fd. · REDUCED SIZE DO NOT SCALE

| Curve Data Exist. ℄ Survey | |
|---|---|
| I | 40°05'10" Rt. |
| D | 1°30' |
| T | 1543.86 |
| a | 1/2 |

| REVISIONS | | | |
|---|---|---|---|
| CO | DATE | NAME | DESCRIPTION |
| 2264 | 6-29-62 | EVT | Chged Section Alignment & Chgd. |
| 2334 | 8-29-62 | MC | Chged Sta. 134+00 to 134+22 |
| 6339 | 1-22-63 | PLP | FINAL 1222 |

# ASHFORK- FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT I |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 6 of 22 |
| DRAWN BY | L. M. MORITZ |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & BOLAND & BEARDSLEY & MILLER
FOR THE CONSULTING ENGINEER

FINALIZED

D 43 / D43 L2 — NE1/4

| Curve Data | Exist. | | W.B. & E.B. |
|---|---|---|---|
| I | 15°35'00" | Δ | 15°35'00" |
| D | 1°30' | D | 1°24'00" |
| $T_3$ | 672.79' | T | 560.00' |
| a | ½ | | |

4 3
9 10 Sect Cor. Not Fnd.

New R/W Line
Exist. R/W Line
Slope Limits
℄ Exist. U.S. Hwy 66 ℄ Survey ℄
Exist R/W Line
NEW R/W LINE
Match Line
T21N ⊕ R1W
155 Exist Hwy. T.S. 155+12.69 (Williams Survey)
W.B. T.S. 155+62.80 16' Rt. Exist. Hwy. P.O.T. 155+62.80 (Montgomery Survey)
W.B. P.C. 137+32.96
Exist. Hwy. S.C. 158+12.69
W.B. S.C. 158+62.80
S.76°23'00"E.
W.B. Survey ℄
E.B. Constr. ℄
E.B. P.C. 159+05.63
E.B. P.C. 159+35.00
New 5 Wire Fence
C.S. 132+12.99 Exist Hwy. ℄ Survey
(Montgomery Survey) E.B. P.O.T. 155+12.99 (32' Rt. E.) And. W.B. P.O.T. 155+12.99 (32' Lt. E.) And.
EQUA.
Approximate Mid Section Line
Approximate Section Line
¼ Cor. Not Fd.
9 10
W.B. P.O.T. 168+96.06 Bk. = W.B. P.O.T. 168+48.46 And. 2' Lt. ℄ Exist. Hwy. S.T. 168+51.58
W.B. P.O.T. 169+01.69 2' Lt. ℄ Exist. Hwy. 169+03.50
Exist. Hwy. C.S. 165+51.58
W.B. 165+50
W.B. 167+40
NEW R/W LINE
New R/W Line
Exist. R/W Line
Toe of Slope
Slope Limits
N.88°02'00"E. W.B. Survey ℄ Constr. ℄
N.88°02'00"E (Asbuilt)
℄ Exist. Hwy.
N.88°02'00"E.
Exist. R/W ℄
EB Survey ℄ Constr. ℄
New R/W Line
Slope Limits
NEW R/W LINE
E.B. P.T. 170+18.73 Bk. = E.B. P.T. 170+16.19 And.
EQUA.
NW1/4
Drainage Easement
℄ Proposed 20' Grader Road
215'±
440' Lt. W.B. 200+87
NOTE: For Detail of Cinder Storage Area see Detail Sheet 20 of 22
BEGIN W.B. CONSTR. P.O.T. 206+00
NEW R/W LINE
W.B. 200+87 185' Lt.
S.50°14'38"E. 116.18'
W.B. 201+60
New 5 Wire Fence
Exist. R/W Line
Exist. Hwy. T.S. 209+55.52
W.B. T.S. 209+55.80
2' Lt. ℄ Exist. Hwy. 209+56.60
Line
E.B. T.S. 209+64.20
Match Line
M.P. 157
REDUCED SIZE DO NOT SCALE

| Curve Data | Exist. | W.B. | E.B. |
|---|---|---|---|
| Δ | 6°46'00" Lt. | 6°46'00" Lt. | 6°46'00" Lt. |
| D | 0°30'00" | 0°30.0059' | 0°23.7250' |
| T | 677.45' | 677.34' | 683.72' |

NW1/4
NE1/4
SW1/4
Exist. 6'x3'x63' C.B.C.
W.B. P.C. 184+21.80 2' Lt. ℄ Exist. Hwy. P.C. 184+22.35
Exist. R/W Line
Slope Limits
N.88°02'00"E.
N88°02'00"E (Asbuilt)
℄ Exist. Hwy.
Exist. U.S. Hwy 66
Exist. 4'x4'x300' Dyke Remove
New 175' Dyke
Drainage Easement
E.B. Sta. 183+28.50 New 6'x3'x74' C.B.C.
E.B. P.C. 184+70.43
New 5 Wire Fence
NEW R/W LINE
E.B. 188+75
396.37
S.88°42'48"E.
140' Rt. E.B. 192+65
386.27' Rt. E.B. 192+65
S.6°03'06"E.
246.27
100' Drainage 100'x25' Easement
Approximate Mid Sect. Line
Ctr. of Sect. Not Fd.
10
150' ± ℄ Proposed 20' Grader Road
N.82°59'50"E.
521.91'
NEW R/W LINE
W.B. 196+00
438.72 Lt. W.B. 196+00
NEW R/W LINE
N81°16'00"E 480.28
New C.G. W/Gate
N.75°51'32"W.
340.72'
W.B. P.T. 197+74.88 ℄ Exist. Hwy. P.T. 197+74.89
F-1
F-2
F-3
R-1
R-2
R-3
R-4
Exist. C.G. Remove
FOREST HWY A-35
N.8°33'13"W.
293.00'
Channel
E.B. P.T. 198+06.28
293'
293'x70' Easement
Drainage
E.B. 197+00 Overcrossing
W.B. 196+69.59 Overcrossing
Exist. 66 Remove
96' Rt. E.B. 197+70
393' Rt. E.B. 197+70
N.84°00'W.
255.00'
Exist. R/W
E.B. Survey ℄ Constr. ℄
N81°16'00"E
NEW R/W
Slope Limits
New 5 Wire Fence
T21N ⊕ R1W
WELCH INTERCHANGE

| REVISIONS | | | |
|---|---|---|---|
| C.O. | DATE | MADE | DESCRIPTION |
| 2142 | 6-29-63 | EIT | Closed Section no. Name ℄ |
| " | " | " | Closed 10+41 Ln. No. 20 |
| 2233 | 8-29-63 | JHT | Closed 209+55.80 ℄ Exist Hwy |
| 6339 | 11-13-63 | RLP | FINALIZED |

Click here for I 40 Index

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT I & II |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 7 of 22 |
| DRAWN BY | D.K. HEINRICHS |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & GIROUARD CHARLES V. MILLER
FOR THE CONSULTING ENGINEER

FINALIZED

Click here for I 40 Index

D 43 / D43 L2

NE1/4

Approximate Section Line

New 5 Wire Fence

NEW R/W LINE

W.B.C.S. 225+89.50

New Wing Fence

226+00

227+00

228+00

W.B.S.T. 228+89.50
2° L.F.E. Exist. Hwy. 228+88.39
S.T. Exist. Hwy. 228+89.59

T21N — R1W

Exist. R/W Line

W.B.S.C. 212+55.80

T.S. Exist. Hwy. 209+55.80
2° L.F.E. Existing Hwy. 209+56.40

Exist. U.S. Hwy. 66 (48')

Exist. R/W

120' R/W

Toe of Fill

W.B. Constr. & Survey ℄ S 74° 13' 40" E.
(2° L.F. of Exist. Hwy. ℄)
S 74° 13' 20" E Asbuilt

E.B. Survey & Constr. ℄ S 74° 13' 40" E

℄ Exist. Hwy. 66

Exist. R/W

New R/W Line

Slope Limits

W.B. Sta. 226+77.40 (Sk 0°40' Lt.)
6'x7'x143'-6' Conc. Box Culv. in pl.
Ext. Lt. 20' Ext. Rt. 128'
Cattle Pass

New 350' Channel

E.B.C.S. 225+97.90

New Wing Fence

E.B.S.T. 228+97.90

NW1/4

NEW R/W LINE
New 5 Wire Fence

Match Line
T.S. 209+64.20
E.B.

E.B.S.C. 212+64.20

10 — 11 — ¼ Cor. Not Fd.

| Curve Data | | |
|---|---|---|
| | E.B. & W.B. | Exist. Hwy. |
| Δ | 24°30'20" Rt. | 24°30'40" Rt. |
| D | 1°30'00" | 1°30'00" |
| T | 979.74' | 979.93' |
| "a" | ½ | ½ |

**END PROJECT I-40-3(16)143**
CONSTR.

**BEGIN PROJECT I-40-3(17)147 CONSTR.**
P.O.C. 212+74 E.B.
BEGIN W.B. CONSTR. AT P.O.T. 206+00

| Curve Data | | | |
|---|---|---|---|
| | E.B. & W.B. | | Exist. Hwy. |
| Δ | 42°00'30" Lt. | Δ | 41°59'30" Lt. |
| D | 1°15'00" | D | 1°15'00" |
| T | 1759.88' | T | 1884.34' |
| "a" | ——— | "a" | ½ |

T21N — R1W

NW1/4

Approximate Mid Section Line

T.S. Exist. Hwy. 244+91.52' Rt.

W.B. ℄ 244+92.61

W.B.P.C. 245+48.52

W.B. 247+64.74

W.B. STA. 250+00
10'x8'x56'-6" CATTLE PASS

New #2 Gate

NEW R/W LINE

New Grader Rd.

New 10' Channel

Slope Limits

Exist. R/W Line

Exist. R/W Line ℄

W.B. Survey & Constr. ℄ S 74° 13' 40" E
S 74° 13' 20" E Asbuilt

E.B. Survey & Constr. ℄ S 74° 13' 40" E

NEW R/W LINE ℄

E.B. STA. 250+00
10'x8'x56'-6" CATTLE PASS

New #2 Gate

NEW R/W LINE

New Grader Rd.

E.B. P.C. 245+09.27

Ctr. of Sect. Not Fd.

SW1/4

Approximate Mid Section Line

SE1/4

NE1/4

10' Earth Rd.

W.B. Sta. 269+33.0 (Sk 0°50' Rt.)
New ~~Pipe Culv.~~ 24"x94'6" New C.M.P. ℄ in Median

269+81.50

Match Line

New Wing Fence

Old Borrow Pit

NEW R/W

Exist. R/W ℄

Toe of Fill

No Access
Remove Type I Gate

Exist. R/W Line

Slope Limits

W.B. Constr. ℄

℄ Exist. Hwy. 66

E.B. Survey & Constr. ℄

Exist. R/W ℄

NEW R/W ℄

Exist. R/W Line Slope Limits

No Access

Remove Type I Gate

New 5 Wire Fence

Old Borrow Pit

10' Earth Rd.

Match

REDUCED SIZE
DO NOT SCALE

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| C.O. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| 6339 | 11-21-83 | R.L.R. | FINALIZED |

FINALIZED

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT II |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 8 of 22 |
| DRAWN BY | D.K. HEINRICHS |
| DATE | SEPT. 20, 1960 |
| SCALE | |
| JOHANNESSEN & GRABLE V MILLER | |
| CONSULTING ENGINEER | |

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 12-6-63 | J.H.J. | Added Additional R/W on Rt. from Sta. 276+00 to Sta 305+00 |
| 7-9-64 | R.L.R. | Changed Bearing G.&S.R. Meridian from N0°09'20"W to N0°09'20"E |
| 11-6-68 | J.J.H. | C.M.P @ 284+15 & 291+00 |
| 6-24-69 | E.J.T. | Chged Section Name, C.O. 2124-2 total shts. no to 20 |
| 8-24-71 | M.L. | Chngd Sheet No from 20 to 22 C.O. #3357 |

| Curve Data | E.B. & W.B. | Exist. Hwy. |
|---|---|---|
| Δ | 42°00'30" Lt. | 15°21'50" Rt. |
| D | 1°15'00" | 1°15'00" |
| T | 1,759.88' | 743.34 |
| "a" | ——— | ½ |

| Curve Data | Survey ℄ | Exist Hwy |
|---|---|---|
| Δ | 14°49'50" Rt. | 15°21'50" Rt. |
| D | 1°15'00" | 1°15'00" |
| T | 596.56' | 743.34 |
| "a" | ——— | ½ |

| Curve Data | Survey ℄ | Exist. Hwy. |
|---|---|---|
| Δ | 22°00'00" Lt. | 23°32'40" Lt. |
| D | 1°20'00" | 1°30'00" |
| T | 835.29' | 946.24' |
| "a" | ——— | ½ |

REDUCED SIZE DO NOT SCALE

N

T21N R1W

NW1/4 NE1/4 SW1/4 SE1/4

Match Line

Approximate Section Line

Old Borrow Pit

W.B. Sta. 279+09.19

T.S. 281+00.83 Exist. Hwy.

STA. 291+00 2-36"x64' C.M.P.

W.B. Sta. 271+15.70 30"x 194' C.M.P. Culv. in pl. Ext. Lt. 68', Ext. Rt. 38'

NEW R/W LINE

New R/W Line

Exist. R/W Line

Slope Limits

Toe of Fill

Exist. U.S. Hwy. 66 (48')

N 79°09' E (Asbuilt)

N 78°35'40" E.

N63°45' 50" E.

N 63°47'10" E Asbuilt

Constr. ℄ Survey ℄

W.B. Constr. ℄

Survey ℄

Exist. Hwy. 66 ℄

E.B. Survey & Constr. ℄

Exist. R/W Line

Top of Cut

Previous

New Top of Cut

New R/W Line

E.B. POC. 276+00 225' Rt.

E.B. PT. 276+43.94

EQUA. E.B. P.O.T. 281+54.41 (16' Rt. ℄ Bk=) W.B. P.O.T. 280+85.84 (48' Lt. ℄ Bk=) ℄ P.O.T. 281+00.85 Ahd. (℄ Exist. Hwy. 66)

T.S. 282+28.52 Exist. Hwy.

P.C. 283+53.39

New 5 Wire Fence

P.T. 295+39.85

S.T. 297+07.50 Exist. Hwy.

298+00

Approximate Mid-Section Line 299+30

Sect. Cor: Not fd.

T21N, R1W / T21N, R1E

LOT 7

LOT 1

(computed)

736.81'

Sect. Cor. Fd. Stone with hole in center

N87°04'20"E

N55°36'20"E (Montgomery Surv.)

N55°36'20"E (Asbuilt)

N56°35'40"E

Sta. 328+28.16 Sect. Tie

P.O.S.T. 329+63.77 Sect. Tie

Section Tie - Exist. Hwy. ℄ (Asbuilt)

Sta 328+91.86

S0°11'20"W To ¼ Cor. 2620.86'

N55°36'20"E

N87°06'20"E 2372.0 To ¼ Cor.

Sta. 330+33.35

N79°14'11"E

New 225' Channel Std. C-4

New 250' Channel Std. C-4

Old Hwy U.S. 66

Exist. Gate Remove

Sta. 303+84 36"x 333' C.M.P. Culv. in pl. Ext. Lt. 88', Ext. Rt. 20'

T.S. 310+22.23 (ahd) Exist. Hwy.

13.12' Rt. W.B. Sta. 309+72.23

P.C. 310+71.80

S.T. 327+21.80

S.T. 328+91.80

S.T. 329+63.77

Exist. Hwy. ℄

Exist. R/W

Toe of Fill

Approximate Section Line

G&SR Meridian

S0°11'20"W (Asbuilt)

N0°09'20"E

2621.10' (Montgomery Surv.)

¼ Cor. Fd. Stone

Match Line

R.C. 329+48.14 (Comp.) Exist. Hwy.

T.S. 330+10.46 Exist. Hwy.

Sta. 328+17.50 (Survey ℄) 42"x 403' C.M.P. Culv. in pl. Ext. Lt. 116', Ext. Rt. 36'

Click here for I 40 Index

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| | |
|---|---|
| PROJECT NO. | I-40-3(11) 143 UNIT II |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 9 of 22 |
| DRAWN BY | D.K. HEINRICHS |
| DATE | SEPT. 20, 1960 |
| SCALE | 1" = 100' |

JOHANNESSEN & [illegible] & EARLE V. MILLER
FOR THE CONSULTING ENGINEER

Indicates area to be returned to Kaibab National Forest 3.39 Ac.

Sta. 333+43.35 (Sk. 3 °08' Lt.)
6'x7'x80' Conc. Box Culv. in pl.
Ext. Rt. 48', Ext. Lt. 56'
Cattle Pass

Sta. 392+86.50 Survey ℄
36"x80' C.M.P. Culv. in Pl.
Ext. Lt. 16', Ext. Rt. 152' (Remove 32' in Center)

NEW R/W LINE

LOT 7

Previous Top of Cut

Exist. R/W Line

New 100' Channel

Sta. 331+50 (Constr. ℄)

New #2 Gate

New Wing Fence

Slope Limits

Exist. U.S. Hwy. 66 ℄

Survey ℄

Constr. ℄

Exist. R/W Line

Toe of Fill

Exist. Fence Remove Inside New R/W

New Wing Fence

Approx. Lot Line

Toe of Fill

New 5 Wire Fence

Sect. Cor. Found Rock w/y Mate in Ctr.

POT 329+48.14 (Survey ℄)
RC 329+48.14 (Constr.)
POT 330+10.46 Exist. Hwy.
T.S. 330+33.07 (Survey ℄)
930
RC 330+33.07 (Survey ℄)

332+76.56

N87°04'20"E
LOT 1 N87°06'20"E
2498.9' (Asbuilt)
2498.90' Montgomery
2384.10' from P.O.S.T.
¼ Cor. Fd. Surv. Sharp Rock

| Curve Data | |
|---|---|
| Exist. Hwy. Curve | |
| Δ | 22°08'00" Rt. |
| D | 1°20'00" |
| T | 840.48' |

| Curve Data | |
|---|---|
| Constr. ℄ | |
| Δ | 26°12'00" Rt. |
| D | 1°20'00" |
| T | 999.99' |
| "a" | |

P.T. 346+61.14

EQUA.
P.O.T. 347+86.65 Bk.
(62' Rt. Exist. Hwy. Sta. 348+16)
P.O.T. 347+92.90 Ahd. 16' Rt.

Exist 2 36" C.M.P.'s Ext. Rt.

SW 1/4

N78°45'40"E
Exist. U.S. Hwy. 66 (48')
N78°43'40"E.
E.B. Rdwy. 2' Lt.
E.B. Constr. ℄
Survey ℄
Exist. R/W Line
Slope Limits
Top of Cut
NEW R/W LINE
Old Highway 32' Wide

Ctr. of Sect. Not Fd.

T 21 N R 1 E

P.C. 351+90.81
Survey ℄
T.S. 351+25.12 Exist. Hwy.

Exist. R/W Line

P.C. 351+55.84

SE 1/4
C.O. 656

Approx. Mid Sect. Line

| REVISIONS | | |
|---|---|---|
| DATE | BY | DESCRIPTION |
| 4-25-63 | J.H.J. | Showed Area to be released between Sta. 332+50 & 349+00 on Lt. |
| 4-29-63 | R.L.R. | Removed Drain Easem't. Lt. Sta. 332+50 to 334+00 & Changed distance from Const. ℄ to R/W Line Lt. Stations 331+50 to 334+00 to Read 140.0' |
| 4-26-63 | J.J.H. | C.M.P. (EXIST) @ 387+99.21 |
| 5-27-63 | R.L.R. | FINALIZED |

| | | | | |
|---|---|---|---|---|
| 6-25-62 | 2124 | 6/1 | Changed Section Number & Total No. to 20 | |
| 2-27-63 | 2124 | 6/1 | Add Change Sheet No. 20 to 22 | C.O. 6399 |

| | | | |
|---|---|---|---|
| SOURCE | DATE | BY | DESCRIPTION |
| 8574 | " | R.C.D. | Added Abandonment Note & Zipped Area Performed By DIMM ARIZONA, INC. |

Area Abandoned By ADOT To Coconino Co. By Res. 91-01-A-05, Rec. 1-28-91, Dkt. 1380, Pg. 88.

NOTE:
P.O.C. 370 to 377+71.79 W.B. ℄
Goes From 2' Lt. to 2' Rt. of Exist. ℄

Exist. Hwy. ℄ 376.62.28

S.T. 377+71.79 Exist. Hwy. (65' Lt. E.B.)

¼ Corner Fnd. Marked Stone

223.83'
2648.83'

Exist. Hwy.

Exist. R/W Line

E Frontage Road

S 75°02'20" E

NEW R/W LINE

Ranch Road

Approx. Cattle Guard Gate

Sta. 379+25 P.O.T. Beg. Front. Rd

Remove Type 2 Gate

P.O.T. 382+61.95 (Exist. Hwy.) Sect. Tie (as built)

W.B. Constr. ℄

S 75°02'20" E. (as built)

Exist. R/W Line

Survey ℄ Constr. ℄ & E.B.

S 75°04'20" E

P.O.T. 381+96.34 (E.B.) Sect. Tie

Slope Limits

New R/W Line

STA. 387+99.21
36"x70' C.M.P. IN PLACE

Montgomery Surv.

N 0°03'00" E
Asbuilt N 0°01'20" E
586.5' to Exist. Hwy. ℄

415.00'

S.T. 377+71.79 (65' Lt. E.B.)
P.T. 378+55.81 (Survey ℄)
E.B. P.T. (Constr. ℄ 377+20.84 Bk.)
E.B. P.O.T. (Constr. ℄ Survey ℄ 377+28.39 Ahd.)

New 5 Wire Fence

EQUA.

¼ Cor. Found Sharp Rock

Montgomery Surv. S 89°29'45" E. 2647.00'

Sect. Corner Found Marked Stone

S 89°45'35" E
2649.97' Montgomery Surv.

Fd. ¼ Corner Marked Stone

T 21 N R 1 E

SW 1/4

SE 1/4

| Curve Data | |
|---|---|
| Exist. Hwy. Curve | |
| Δ | 26°12'00" Rt. |
| D | 1°30'00" |
| Ts | 1039.09' |
| "a" | ½ |

| Curve Data | |
|---|---|
| Constr. ℄ | |
| Δ | 26°12'00" Rt. |
| D | 1°20'00" |
| T | 999.99' |
| "a" | |

Click here for I 40 Index

ASHFORK - FLAGSTAFF HIGHWAY
ASHFORK — WILLIAMS SECTION
COCONINO COUNTY

| | |
|---|---|
| PROJECT NO | I-40-3(11)143 UNIT II & III |
| DRAWING NO | D-3-F-549 |
| SHEET NO | 10 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1" = 100' |

JOHANNESSEN & GRIMES & EARLE V. MILLER
REGISTERED CONSULTING ENGINEER
ARIZONA

Area Abandoned By ADOT To Coconino Co. By Res. 91-01-A-05, Rec. I-28-91, Dkt. 1380, Pg. 88.

T21N RIE

Approximate 1/16 Sect. Line

Approx. Mid Sect. Line

Ctr. of Sect. Not Fd

SE1/4-SW1/4

SW1/4-SE1/4

E Frontage Road S 75°02'20" E

NEW R/W LINE

Slope Limits

Top of Cut

Toe of Fill

SW1/4-SW1/4

E Exist U.S. Hwy. 66 (40')
S 75° 02' 20" E. (Asbuilt)

W.B. Constr. ℄

Exist. R/W Line

M.S.T.&T. Co.

E.B. Constr. & Survey ℄ 1068.47'

S 75°04'20" E.

158.50'

14°41'19"

P.O.T. 398+34.38
Sect. Tie

S 89°45'35" E.

NE1/4-NW1/4

NW1/4-NW1/4

Sec. Cor. Fd. Marked Stone

N 0°03'30" E. 2615.76'

Notch

END PROJECT I-40-3(17)147 CONSTR.

BEGIN PROJECT I-40-3(18)150 CONSTR.

P.O.T. 396+08 E.B. BEGIN W.B. CONSTR. P.O.T. 397+17.51

W.B. Sta. 405+75. Exist 42"x68' C.M.P. Culv. Sk 30° Lt. To Remain

P.O.T. 411+76.94 Fr. Rd.
T.S. 411+76.94 Exist. Hwy.
165.80 Lt. E.B. Sta. 410+66.53

P.C. 414+43.44 Fr. Rd.
S.C. 414+76.94 Exist Hwy.

¼ Cor. Fnd Marked Stone

T.S. 411+76.49 Exist. Hwy.

STA. 419+30 EXIST. HWY.
30"x118' C.M.P. (IN PLACE)
NEW 6'x1'x35' CONC. SPLWY.

NW1/4-NE1/4

New 10' Channel

M.S.T.&T. Co.

W.B. Constr. ℄

P.O.T. 410+68.93 E.B.

New Channel
10'x 5' x 300'

Slope Limits

New R/W Line

E.B. Sta. 405+68. 84'
New Pipe Culv. 42"x78' Sk 30° Lt. C.M.P.

Ctr. of Sect Not Fd

E.B. P.C. 410+79.32

E.B. STA. 418+44
NEW PIPE CULV. 48"x130'
NEW HDWL. LT.

New 5 Wire Fence

NEW R/W LINE

N 89°24'35" E. 2648.46' (Comp.)

E.B. PT 432+68.44

SE1/4

Sec. Cor. Fnd. Marked Stone Set Copper Pin '88

N 0°24'20" W. 3.55'

Sta. 440+01 Exist. Hwy.
2-10'x6'x54'-6" Exist. C.B.C.
Cattle Pass
Ext. Lt. 62'

15' New 16' Duke In Median

50' I.D.S. DRAIN EASMT. TO BE RETAINED BY A.D.O.T.

Type 2 Gate Remove

Borrow pit

FR. RD. STA. 429+80 ±
NEW PIPE CULV. 36"x68' CM.P. E.B. Sta. 432+10

Fr. Rd. 429+00

Fr. Rd. 434+00

New Game Fence

Top of Cut

E.B. Sta. 427+67

E Frontage Rd

E Exist U.S. Hwy. 66 (40')

M.S.T.&T. Co.

E.B. Constr. & Survey ℄

Slope Limits

W.B. Constr. ℄

NW1/4-NE1/4

NE1/4-NE1/4

SE1/4

W.B. STA. 431+00
36"x100' PIPE CULV. C.M.P.

New 630' Channel Std. C-4

New Wing Fence

22' B.M.S.

Old Hwy. 22' Wide

Old R/W Marker In. P.I.

Begin 40' Constr. Ease. Sta 5+00

Exist 2-10'x4'x32' C.B.C.
P.O.S.T. 898.60 Ahd. P.I. 1148.80 Rt.

Converging Roads To Stock Tank

Approximate 1/16 Sect. Line

Sta. 436+50
New 2-10'x8'x82' Cattle Pass

E.B. P.O.T. 436+21.54
Sect. Tie

P.O.S. 439+67.6 (Asbuilt)

P.O.S.T. 1169.3 Ahd. P.I. (As Built)

Survey 2640.5'

Exist. Wing Fence

Exist. Stock Fence

New Channel

L=18.03'

N 77°35'40" E

N 0°05'20" W 204.31'

N 0°05'20" W 2151.28'

N 77°35'40" E 6386.44'

N 68°07'57" E 303.90' (Ch.)

N 67°22'40" E 197.47'

T.S. 441+79.9 Exist Hwy.

S.C. 443+43.95 Fr. Rd.

Sta. 443+54.95 Fr. Rd.

EQUATION
Sta. 443+00 Bk. (Fr. Rd.)
= Sta. 360+26.11 Ahd. (Exist. Hwy. & Fr. Rd.)

P.C. 443+82.50 Exist. Hwy.

N 67°22'40" E (Asbuilt)

N 67°22'40" E

Montgomery Surv. S 89°52'10" E 2611.2'

(N. 89°09'20" E. 1492.85' Rec.)

S 89°52'10" E. 1305.60' to ¼ Sec. Ln.

Approx. ¼ Sect. Line

Obliterate In R/W

¼ Cor. Reset 1961 I.P.

SW1/4 SE1/4 SW1/4

Sta. 449+50

P=1487.66 L=395.27' New R/W LINE

E.B. Sta. 436+50
New 2-10'x8'x82' Cattle Pass

NW1/4 NW1/4 NW1/4

Approx. ¼ Sect. Line

¼ Cor. Reset 1961 Copper Pin

SW1/4 SW1/4

R=3397.05 L=1433.06'

R=3378.05' L=129.77' (2°45'16")

Exist. R/W Line

Toe of Fill

W.B. Constr. ℄

Exist. R/W Line
R=3174.05' L=1176.66' to ¼ Sect. Line

Exist. R/W Fence To Remain

(N. 67°27'E. 338.23' (Rec.))
N. 68°23'24" E 344.37' (Chord)

Montgomery Surv. S 89°52'10" E 1305.60' to ¼ Sec. Ln.

Approx. ¼ Sect. Line

Match Line

New 5 Wire Fence

Exist. R/W Line

Slope Limits

40' Constr. Easement

NE1/4 NW1/4 NW1/4

New 5 Wire Fence

Curve Data

| | E.B. | Exist. Hwy. | Fr. Rd. |
|---|---|---|---|
| Δ | 28°05'00" Rt. | I=44°44'00" Rt. | Δ=41°05'48" |
| D | 1°15'00" | 1°45'00" | 1°43'01.6" |
| T | 1146.38' | 1522.86' | 1250.53' |
| a | ½ | ½ | |

Curve Data

| | Exist. Hwy. | E.B. | Frontage Road |
|---|---|---|---|
| I | 37°35'00" Lt. | Δ=27°20'00" Lt. | Δ=37°35' Lt. |
| D | 1°30'00" | 1°15'00" | 1°30'00" |
| T | 1450.04' | 1114.55' | 1299.72' |
| a | ½ | | |

Click here for I 40 Index

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| REVISIONS | | | |
|---|---|---|---|
| C.O. No. | DATE | BY | DESCRIPTION |
| 8574 | | R.C.O. | Added Abandonment Note & Zipped Area ; Performed By DIMM ARIZONA, INC. |

| REVISIONS | | | |
|---|---|---|---|
| C.O. | DATE | NAME | DESCRIPTION |
| 658 | 4-26-65 | J.J.H. | C.M.P. @ 473+00 & 471+70 L |
| 706 | 6-30-66 | J.J.H. | PARCEL D-46 SEC. 4 |
| 1033 | 1-11-68 | R.C.O. | Revised Dim. Parcel D-46 |
| 5454 | 6-16-82 | R.L.P. | Changed Section name & Chged |
| " | " | " | total sht no. to 22 |
| 2337 | 8-30-82 | M.C. | Chged Sht. Nos From 20 to 22. |
| 6339 | 11-21-83 | R.L.R. | FINALIZED. |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT II |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 11 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & OLSEN & EARLE V. MILLER
FOR THE CONSULTING ENGINEER

Area Abandoned By ADOT To Coconino Co. By Res. 91-01-A-05, Rec. 1-28-91, Dkt. 1380, Pg. 88.

T21N ⊕ R1E

4 — Ctr. of Sect. not fnd.

NE1/4 SE1/4 SW1/4 — D 43 / D43 L2 — To Farm Buildings

SW1/4 SE1/4 — D 43 / D43 L2

SE1/4 SE1/4 — D 43 / D43 L2

This R.R. to be abandoned by A.T.&S.F. R.R. Co. in 1961.

P.T. 467+47.96 Fr. Rd.

FR RD. 472+00 42"x68' C.M.P.

Sta. 471+00 Fr. Rd. New 4-Unit Cattle Guard w/ Gate Std. C-14

Sta. 473+00 (Exist. Hwy.) 16'x14'x50' New C.B.C. Std. C1-16-1

D-288 — SW1/2 NW1/4 SE1/4 SW1/4

D-46 — AT&S.F. R.R. (Abandoned)

S.78°27'47"W. 50'

New R/W Line — S.71°32'13"E. 656.35

31.13' — S.11°32'13"E.

New Channel & Drain. Ease't — N.11°32'13"W. 60'

190'

N.22°06'40"E. 8.27'

57.74'

100' Lt. Ahd. 473+50

Exist. R/W

New 5W Fence

Exist. R/W

Exist. U.S. Hwy 66 (27) — S.87°39'20"E. (asbuilt)

Sta. 473+70.16 (asbuilt) Sect. Tie

Sta. 473+20.26 (C)

Exist. R/W Line

Montgomery Surv.

Concrete Dam

McCLELLAN LAKE

March Line

Sect. Cor. Marked Stone

SHEET 13

L.=653.57' — R.=3397.04' — N.73°23'33"W. 1906.30'

Exist Fence — No Exist Fence — Obliterated but in use

A02°20'164 Sect. Line

S0°20'00"E 23.01'

2-New 42" Pipe Culvs & Frontage Rd. — NEW R/W

Exist. R/W Line

New Fence - 5 Wire

W.B. Constr. ℄

Exist 2 Wire Fence To Remain

S.71°32'15"E.

S.71°32'11"E. Asb.

Type 2 Gate Remove

STA. 471+50 (EXIST. HWY.) 42"x96' C.M.P. IN PLACE

2608.30'

921' (As Built) 862.19' (C)

P.C. 467+02.66 (Exist. Hwy.)

C.S. 467+36.16 Exist. Hwy.

2-Exist. 42" C.M.P's To Remain

N.89°36'30"E.

¼ Corner Reset 1961 5/8" I.P.

Approx. ¼ Sect. Line (S 0°50'20"E Rec.) S 0°50'20"E 303.80' (M.)

SW 1/4 SE 1/4 SW 1/4

S.89°52'10"E. 2611.20' to Sec. Cor. Montgomery Survey

Approx. Mid Sect. Line

NE1/4 NW1/4 — D 43 / D43 L2 — M.S.T.&T. Co.

NW1/4 NE1/4 — D 43 / D43 L2

(E.B.) P.C. 463+13.00

New 54" C.M.P.

S 74°19'20"E

E.B. Survey & Constr. ℄

E.B. STA. 471+70 36"x144' PIPE CULVERT

Old Hwy. 22' B.M.S.

Obliterate in 2/14

NEW R/W LINE

New 5 Wire Fence

Top of Cut

Slope Limits

Note:— See Sheet ~~11-A~~ 12 for 20' Grader Road.

(E.B.) P.I. 459+13.11

Cir. of Sect. not fnd.

New Channel & Dyke

New #1 Gate (Locked)

New 5 Wire Fence

S.20°58'02"E.

T.S. 478+93.30 Exist. Hwy.

S.68°48'18"E 538.93

S.C. 481+43.30 Exist. Hwy.

N.0°04'48"E

NE1/4 NE1/4

E.B. Sta. 473+10 16'x14'x48' Conc. Box Culv. Std. C1-16-1 60°

L=1310'(R) S

New R/W Line

R=7735.44 L=1905.04

New 100' Channel

Slope Limit

Sta. 482+45.31 Fr. Rd.

New 4-Unit Cattle Guard w/Gate Std. C-14

S.8°12'01"W.

Scarify to R/W Line

P.C. 483+45± Fr. Rd.

Old U.S. 66 (27)

No Access

REMOVE EXIST. FRONTAGE ROAD

NEW R/W LINE

Approx. 1/16 Sect. Line

W.B. Constr. ℄

T.S. 477+30 Exist. Hwy.

S.68°35'18"E 293.62' (Chord)

L.T.B. = S 69°58'20"E

R=3537.75' L=1040.15'

| Curve Data | | | |
|---|---|---|---|
| | E.B. | Exist. Hwy. | Frontage Road |
| Δ | 28°05'00" Rt. | I=44°44'00" Rt. | Δ 41°05'07" Rt. |
| D | 1°15'00" | 1°45'00" | 1°43'01.1" |
| T | 1146.38' | 1522.86' | ~~1250.37'~~ |
| a | ——— | 1/2 | 1250.49' |

| Curve Data | | | |
|---|---|---|---|
| | E.B. | Exist. Hwy. | Frontage Road |
| Δ | 35°40'00" Lt. | I=48°10'15" Lt. | Δ 65°43± Lt. |
| D | 0°45'00" | 1°40'00" | 38°11'50" |
| T | 2457.66' | 1662.06' | 96.88' |
| a | ——— | 2/3 | ——— |

Click here for I 40 Index

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

D-3-T-549

| FED. RD. DIV. | STATE | PROJECT NO. | SHEET NO. | TOTAL SHS. | AS BUILT |
|---|---|---|---|---|---|
| 7 | ARIZ. | I-40-3(10)143 | 12 | 22 | |

JOHANNESSEN & GIRAND & EARLE V. MILLER
Nov. 25 1960 FOR THE CONSULTING ENGINEER
DESIGN C Barth | DRAWN Neilan | CHECKED Eriksen

FINALIZED

No 2 Gate To Remain

Lt Exist Hwy Sta 451+50 to 480+00
3040 L.F. New Fence
5 Wire Std. C-16 & C-16-A

Fr. Rd. Sta. 471+00
New Cattle Guard 4-Unit
w/Gate Std. C-14

Fr. Rd. Sta 472+00
New C.M.P. Culv. 42"x68'
w/ Drop Inlet Rt. Std C-11

Frontage Road Curve Data
Δ = 93°38'51" Rt
R = 63'
T = 67.14'
L = 102.97'
Super = 0.08'/ft

Sta 473+00 (Exist. Hwy.)
New Conc. Box Culv.
16'x14'x50' See Bridge Sh.

Exist. Hwy. Sta 472+60 to 473+35
Remove Exist. Road Guard Lt
75 L.F. New Road Guard Std. C-7-1

Lt. Fr. Rd. Sta 459+05±
Const. New Turnout
20'x30' B.M.S. Type A Std. C-3

Frontage Rd. Curve Data
Δ = 41°05.48' Rt
D = 1°43.01.6"
R = 3337.05'
T = 1250.33'
L = 2392.91
Super = 0.015'/ft

A.T.&S.F. RR (Abandoned) Rails Removed

311 S.Y. Pavement Cut & Replacement, Std. C-34

Common R.R. & Hwy R/W Line

Top of Cut

Obliterated but in use

New R/W Line

Bottom of Fill

Drain. Easement

Concrete Dam

McCLELLAN

Fr Rd Sta 452+05±
New Pipe Culv 2-42"x58'

Remove & Salvage Fence

New R/W LINE
Exist. R/W

℄ Frontage Road

℄ Exist Hwy

MP 176

Exist. R/W Line

Exist. R/W Fence To Remain

Remove 1140 L.F. at Frontage Road

473+50 Exist. Hwy 160' Lt

Exist. R.R. R/W Line

PT 473+86.02 R.R.

S 67°53'20" E
Exist U.S. Hwy 66 — 40 B.M.S.
(As-built Plans)

PCT 473+11.88 Ft Rd
PCT 473+20.72 Exist Hwy
PC 474+02.07 Ft Rd
PT 474+55.45 Ft Rd

Sta 451+87 (Exist Hwy)
2-42"x78' C.M.P. Culv. In Pl
To Remain

Exist. To Pl. Curve Data
Δ = 44°44'06" Rt
D = 32°75.61'
R = 1522.86
T = 624.06'
L = 2906.19

Exist. Main Curve Data
Δ = 35°30'00"
D = 1°45'
R = 3274.59'
T = 1046.59'
L = 2026.06'
Super = 0.26'/ft

N 89°36'30" E 2608.3'

Spiral
L = 350'

¼ Corner Found 1961
5/8" I.P.

T21N R1E

Sta 471+50 (Exist. Hwy)
42"x36' C.M.P. Culv. In Pl
To Remain

New 200' Dyke
New 220' Channel

Frontage Road Curve Data
Δ = 43°04'42" Lt
R = 150'
T = 59.21'
L = 112.78'
Super = 0.08'/ft

1260 L.F. New Fence
5 Wire Std. C-16 & C-16-A

E.B. Sta 473+10
New Conc. Box Culv
16'x14'x52'
See Bridge Sh.

E.B. Sta 455+00
New Pipe Culv. 54"x 160'

S 89°52'10" E

E.B. Sta 454+98
24"x78' C.M.P. Culv. In Pl
w. Row. Ft

Remove

6 New Type "BL" Guide Posts (50'o.c.)
Std. C-8-2
Exist Hwy Sta 470+85 to 473+35

Fr. Rd. Sta 476+25
New C.M.P. Culv. 24"x54'

Frontage Road Curve Data
Δ = 29°10'03" Rt
R = 150'
T = 39.03'
L = 76.36'
Super = 0.08'/ft

POC 463+43.00 Iron Pin

S 85°04'10" E 172.5'

POC 465+50 Hub

POC 471+00 Hub

POC 478+50 Hub

Old Hwy 22' Wide

S 74°19'20" E

E.B. Survey & Constr. ℄

POT 481+43.31 Ft Rd
POC 479+10 E.B.

S 89°20'W

New R/W Line

POC 483+43.2 Ft Rd

New 50' Channel

51° 51' Chord Between E.B. Sta 449+50 & Sta 452+00.

Rt E.B. Sta 450+00 to 480+00
3240 L.F. New Fence
5 Wire Std. C-16 & C-16-A

Const ℄ Forest Service 20' Grader Rd

Δ=2°30.00" Lt

22' B.M.S. - Obliterate 50'±

M.S.I.e.T.

467+50

NW¼ NE¼

Old Hwy. 22' Wide

E.B. Curve Data
Δ = 35°40'00" Lt
D = 0°45'00"
R = 7639.44'
T = 2457.66'
L = 4755.56'
Ext = 385.59'
Super = 0.015'/ft

D-43 L2

D-43

NOTE.
For Profile, See Sh. 11

E.B. Sta 471+70
New Pipe Culv. 36"x144'

Fr Rd Sta 482+34
New C.M.P. Culv. 24"x46'

Fr. Rd Sta 482+45.31
New Cattle Guard 4-Unit
w/Gate Std. C-14

Scarify Exist Rd & R/W Line

51+53.00 ℄ Old Hwy. 66

New R/W Line

Frontage Road Curve Data
Δ = 65°43'± Lt
R = 150'
T = 96.88'±
L = 172.05'±
Super = 0.08'/ft

S 69°22'30"

50+20.42
Δ = 10°33'30" Lt

E.B. Curve
Δ = 28°05'00" Rt.
D = 1°15'00"
R = 4583.66'
T = 1146.38'
L = 2246.67'
Ext = 141.18'
Super = 0.015'

E.B. PT. 459+13.11
Iron Pin

2025 L.F. New Road Guard Std. C-7-1
Lt E.B. Sta 450+00 to 457+25
Rt E.B. Sta. 452+50 to 457+25
Rt E.B. Sta. 470+25 to 473+50
Lt E.B. Sta 469+00 to 473+50
Lt E.B. Sta 479+50 to 480+00

40' Const Easement

915 L.F. New Conc. Curb Std. C-3
Rt. E.B. Sta. 452+50 to 457+25
Lt. E.B. Sta. 469+00 to 473+00
Lt. E.B. Sta. 479+60 to 480+00

N 47°30'E

NE¼ NW¼

Const ℄ Forest Service 20' Grader Rd

N 57°04'24" W 315.26'

SW¼ NE¼

40' Const Easement

D-43 L2

D-43

47+59.15
Δ = 53°48'30" Lt

Note:
This is to be used for the 20' Forest Service Grader Road all other information is to be taken from sheet 11.

REDUCED SIZE DO NOT SCALE

Click here for I 40 Index

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

Click here for I 40 Index

| REVISIONS | | | |
|---|---|---|---|
| C.O. | DATE | BY | DESCRIPTION |
| 153 | 11-8-63 | L. Draper | On Section Line Between Sections 9 & 10 Added 450.21 & 228.03 Distances & S 86°37'46"E & S 86°17'29"W Tan. Bearings. |
| 658 | 4-2-65 | R. Robles | Added New 95' Channel, A.T. & S.F. R.R. & Sta. |
| " | " | " | 4+39+60.8 Called out Railroad Tracks on |
| " | " | " | A.T. & S.F. (Abandoned) Rails Removed. |
| 656 | 4-26-65 | S.S.H. | PIPE @ 501+70 & 501+90 |
| 699 | 9-21-65 | H.N.C. | Added New Drainage Structure @ E.B. Sta. 484+00 |
| 1613 | 5-17-66 | calp. | Revised Dim. of Parcel D-46 |
| 2021 | 10-9-68 | L.F.W. | Rev. D-Co. Rt. 484+ To A Temp. Const. Easement. |
| 2337 | 8-29-69 | M.C. | Chapel Sheet Nos. From 12 of 20 to 13 of 22. |
| 6339 | 11-21-83 | R. Robles | FINALIZED |

| | |
|---|---|
| PROJECT NO. | I-40-3(111)143 UNIT III |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 13 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1" = 100' |

JOHANNESSEN & ERLAND & BEARDSLEY & MILLER
FOR THE CONSULTING ENGINEER

REGISTERED PROFESSIONAL ENGINEER — DEC. 11, 19 61 — ARIZONA, U.S.A.

SHEET 11

SE1/4 SE1/4

SW1/4 SW1/4

T 21 N — R 1 E

Asbuilt N89°09'20"E 1696.0' to Intersec. with Exist Hwy ℄ at 473+70.16
N. 89°36'30" E. 2608.3'
Cor. to Cor. Montgomery Surv.

Asbuilt S89°56'30"E. 2056.2' to Intersec. with Exist Hwy ℄ at 512+95.5
S. 89°23'50" E.
2632.6' Cor. to Cor. Montgomery Surv.

Sect. Cor. Fd. Marked Stone

4 3 9 10

McCLELLAN

| Curve Data | E.B. | Exist. |
|---|---|---|
| Δ | 35°40'00" Lt. | 1°48'10" 15" Lt. |
| D | 0°45'00 | 1°40'00" |
| T | 2457.66 | 1662.06 |
| d | ——— | 3/5 |

Approximate 1/16 Section Line

A.T. & S.F. R.R. (Abandoned) Rails Removed

SE1/4 SW1/4

New Channel & Dyke

Constr. Easement

2-New 42" C.M.P's

℄ Proposed 20' Grader Road

New Grader Rd.

Exist Road

405 Lt. Sta. 511+20 Exist. Hwy.

N 63°55'20" E

405 Lt. Sta. 514+46 Exist. Hwy.

New Cattle Guard No Gate

F-3

N 26°33'11" E

NEW R/W LINE

Type 2 Gate In Pl. Remove

Overcrossing Exist POT 513+46

Exist R/W ?

F-2

R-3

R-4

BEARING EQUATION

Exist R/W ?

100' Lt. Sta. 514+46 Exist. Hwy.

S 89°56'30" E 596.0' (Asbuilt)

1/4 Cor. Fd. Marked Stone

New Channel & Dyke

Asbuilt N 63°55'20" E
Field N 63°55'20" E
PO 512+95.5
Sect. Tie - Asbuilt
Exist. R/W ?

E.B. PT 510+68.56

3 Unit Cattle Guard In Pl. Remove & Salvage

New 36" C.M.P.

N 70°00'40" E.

Overcrossing E.B. POT. 511+91.94

Drain. Easement 40'+190.81

Ditch

Grader

325 Rt. E.B. 512+62

Match Line

N 48°27'23" E. 481.18'

NEW R/W

N 70°00'40 E.

PINE SPRINGS INTERCHANGE

305.89 Rt. E.B. 508+32.52

511.41' Rt. E.B. 507+01.37

140.00'

New 4 Unit C. Gd. No Gate.

S 19°59'20" E. 262.02'

N 26°33'11" E. 305.00'

N 63°55'20" E. 325.79'

C.S. 502+83.55 Exist HWY.

502.76'

Approximate 1/16 Section Line

N 80°41'05" E. 414.25'

145' Rt. E.B. 506+25.1

S 48°59'40" E. 123.94'

230' Rt. E.B. 506+89.19

228.00'

S 19°59'20" W.

NEW R/W LINE

New 5' W. Fence

96' Rt. E.B. 502+20

E.B. STA. 501+74
NEW PIPE 36"x ~~266'~~ C.M.P. 206'

STA. 501+94 (EXIST. HWY. 42"x140" C.M.P.

Exist R/W Line ?

100' Lt. Sta. 507+15 Exist. Hwy.

Exist U.S. Hwy 66 | 40

New Channel

Exist R/W Line ?

Fence Ends

Exist R/W Fence To Remain

P.O.C. 489+04.30 (1+04.12 As B.)
Section Tie

E.B. Survey & Constr. ℄

Slope limits

Top of Cut

Slope Limits

New 95' Channel

Temp. Const. Ease

LAKE

Match Line

NE1/4 NE1/4

NW1/4 NW1/4

NE1/4 NW1/4

D 46

210.65 Ahd Pl per AH.D.

Not Set

89°52'30"

N 0°08'10" E. 1570.20'

9 10 1/4 Cor. Fd. Marked Stone

E.B. Sta 483+60
New 3-10'x8'x142' C.B.C.

R=3537.75' L=1040.19'

Tan. S 86°37'46" E

Asbuilt N 0°08'10" E 527.21' (C)
To Exist. Hwy ℄ 757.51'
450.21'

P.O.C. 491+48.7 (As)
P.O.C. 491+46.5
Section Tie (Asbuilt)

Montgomery Surv. 252.49'

353.77'
353.25'

W.B. Constr. ℄ 2' Rt. Exist ℄

Sta 486+12.08 Exist Hwy.
Existing 4-10'x8'x84'-6" C.B.C.

Tan. S 86°37'46" E

W.B. Const. ℄

BEGIN W.B. CONSTR.

L = 74.04'
L = 495.85'

R = 7735.44' L = 1310' (R)
L = 1305.04'
Tan. S 86°17'29" W

R = 7735.44'
L = 1300'

N 0°34'25" E 100'

S 0°01'31" W 100'

485 490 495 500 505 510

96' 106' 96' 49.00' 494.00'

324.32' 228.10'

66'

100'

Approximate 1/16 Sect. Line ℄

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

FINALIZED

| PROJECT NO. | I-40-3(11)143 UNIT III |
|---|---|
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 14 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & GIBBONS & EARLE V. MILLER
FOR THE CONSULTING ENGINEER

| CO. | DATE | BY | DESCRIPTION |
|---|---|---|---|
| 2184 | 6-28-62 | E.D.T. | Chged section number & total shtg no |
| " | " | " | " 12 20 " |
| 2184 | 10-3-62 | W.H.H. | Chged Const Hwy Engr Bal FROM Hot St |
| 2184 | 10-3-62 | W.H.H. | Added Line & Sta No 5. |
| 6339 | 12-28-62 | P.H. | ADDED LINE 22 |

3 Ctr. of Sect. not fnd.

N

T 21 N — R 21 E

SE1/4 SW1/4 — D 43 — D43 L2

SW1/4 SE1/4 — D 43 — D43 L2

SE1/4 SE1/4 — D 43 — D43 L2

405' Lt Sta. 514+46 Exist. Hwy.

100' Lt Sta. 514+46 Exist. Hwy.

T.S. 514+16.14 Exist. Hwy.

S.C. 517+16.14 Exist. Hwy.

305.00 N 26°06'27" W

515 520 525 530 535 540

Approx. 1/16 Sect. Line

Sta. 526+00 END W.B. CONSTR.

New Game Fence

℄ Exist. U.S. Hwy. 66 (40')

C.S. 532+96.69 Exist. Hwy.

S.T. 535+96.69 Exist. Hwy.

P.C. 538+55.74 Exist. Hwy.

Exist. R/W Line

Sta. 538+75 (Exist Hwy)
New 10'x8'x50' C.B.C. (Cattle Pass)

New Chan 10'x3'x25'
New Channel
10'x2'x35'
New #2 Gate

Remove Fence

New Wing Fence

S. 87°-51'-05" E.

Sta. 537+50
36'x108' CMP Culv.

Asbuilt

POT 512+95.5 (Asbuilt)

POT 513+05.13 Sect. Tie (Comp.)

POST 519+40.17 Sect Tie (Comp.)

W.B. Constr ℄ 2' Rt. Exist ℄

Sta. 519+32.31' (Comp.)

S 89°-56'-30" E

S 89°-23'-50" E. 567.42' (Comp.)
596.0' (Asbuilt)

(Comp.) 285.4'

¼ Cor Fd Marked Stone

3 10 90°

315.60' (Mont. Surv.)

T 2 N R 21 E

POST 519+61.30 (Mont. Surv.) Sect. Tie

Match Line

POT 513+25 New 30'x150' Gatte C.M.P.

POST 516+24.22 (Comp.)

118.42' Comp.

N 20°-00'-40" E.

Sect. Tie POC 520+25.77 Mont. Surv.

POC 516+24.19 Sect. Tie (Comp.) Comp. 520+17.39

Slope Limits

NEW R/W LINE

Constr ℄ E.B.

2

New Channel 10'x1½'x70'

New Stock Fence SW

℄ Temp. Conn. Rd. Phase 2

℄ Temp. Conn. Rd. Phase 1

N. 87°-19'-20" E.

New Wing Fence

New Channel 10'x2'x50'

E.B. Sta. 535+00
New 10'x8'x51' C.B.C. (Cattle Pass & Drainage)

New #2 Gate

S 89°-25'-20" E. 2332.5' Montgomery Surv.

(E.B.) P.T. 537+60.96

Sect. Cor Fd Marked Stone

3 2 10 11

Match Line

NE1/4 NW1/4 — D 43 — D43 L2

New Chan ℄ Dyke

40'x190.81' Drain Easmt

229.00' N 19°-59'-20" W

325' Rt. E.B. 512+62

(E.B.) P.C. 514+52.81

10 Ctr. of Sect. not fnd.

NW1/4 NE1/4 — D 43 — D43 L2

NE1/4 NE1/4 — D 43 — D43 L2

Approx. 1/16 Sect. Line

| Curve Data | E.B. | Exist. |
|---|---|---|
| Δ | 17°-18'-40" Rt. | 1°-28'-12.30" Rt. |
| D | 0°-45'-00" | 1°-30'-00" |
| T | 1162.93' | 1109.98' |
| d | —— | ½ |

REDUCED SIZE DO NOT SCALE

Click here for I 40 Index

# ASHFORK - FLAGSTAFF HIGHWAY
## ASHFORK — WILLIAMS SECTION
## COCONINO COUNTY

| REVISIONS | | | |
|---|---|---|---|
| CONS. | DATE | BY | DESCRIPTION |
| 1076 | 5-6-70 | R.C.M. | Added Constr. Ease Rt. E.B. 593+00 to 594+00. |
| 2124 | 1-6-68 | E.J.T. | Added New Lt. sta. 538+08 to 601+00. |
| " | " | " | Added Section name & total sht. no. to 20. |
| 2337 | 6-3-69 | M.C. | Chgd. Sheet No. from No. 20 to 15 of 22. |
| 2477 | 1-26-70 | P.L.R. | Chgd. Const. No. Bk. Added P.C.'s, 2' Offset |
| " | " | " | Exist. & F.W.B. & E., 2" Waterline & Trench. |
| " | " | " | Called out New Fence. |
| 2615 | 6-1-70 | D.G.M. | See C.O. For Complete Revisions. |
| 6339 | 12-1-83 | P.L.R. | FINALIZED |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT III & IV |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 15 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1" = 100' |

JOHANNESSEN & GRAND & EARL E. V. MILLER
FOR THE CONSULTING ENGINEER

| Curve Data Exist. Hwy. | |
|---|---|
| Δ | 6° 32' 20" Lt. |
| D | 0° 40' 00" |
| T | 490.95 |

| Curve Data Exist. Hwy. | |
|---|---|
| Δs | 20° 14' 50" Lt. |
| D | 1° 45' 00" |
| R | 3274.04' |
| d | ½ |

| Curve Data Exist. Hwy. | |
|---|---|
| Δ | 36° 09' 00" Rt. |
| D | 2° 00' |
| R | 2864.79' |
| d | ⅔ |

T 21 N R 1 E

D 43 / D43 L2

SW1/4 SW1/4

SE1/4 SW1/4

SE1/4 SE1/4

SW1/4 SE1/4

NW1/4 SE1/4

NE1/4 SE1/4

¼ Cor. Fd. Marked Stone S 89° 42' 09" E 2618.64' (comp.)

Exist. R/W Line

Exist. 30" C.M.P. ~ To Remain Ext. Rt. & Lt.

℄ Exist. U.S. Hwy. 66

N 85° 36' 35" E. (as built plans)

W.B. Const. ℄

POC. 546+66.0 Sect. Tie (as built) ℄ Temp. Conn. Rd. Phase 1

Temp. Conn.

Obliterate Exist. R/W Line

℄ Temp. Conn. Rd. Phase 2 Survey & Constr. & E.B.

Exist. 24" C.M.P. To Remain ~ Exist. Lt. & Rt.

Exist. Hwy.

Approx. ¼ Sect. Line

N. 87° 19' 20" E.

Slope Limits

NEW R/W LINE

Exist. 36" R.C. ~ To Remain

Ext. Rt. & Lt. New 36" Pipe Culv.

E.B. P.O.T. 543+64.50 Sect. Tie 196' Rt. Exist. Hwy. Sta. 546+66.00 (Surv.)

Sect. Cor. Fd. Marked Stone

N 89° 34' 05" E 2688.27' (Computed)

¼ Cor. Not Fd.

END PROJ. I-40-3(34)150 CONSTR

BEG. PROJ. I-40-3(19)153 CONSTR.

P.O.T. 554+30 (E.B.)

P.O.T. 557+03.21 (W.B.)

New 5-Wire Game Fence

Exist. 4 Wire Fence Remove

New 10'x4'x15" Channel

Exist. 4 Wire Fence Remove

Ctr. of Sect. not fnd.

S 89° 42' 09" E 2618.64' (comp.) To ¼ Cor.

Exist. R/W Line

℄ Exist. U.S. Hwy. 66 (40')

New 5-Wire Game Fence

N 65° 21' 45" E (as built)

W.B. Const. ℄

POS. 601+15.8 Sect. Tie (As built)

Exist. 4 Wire Fence Remove

Exist. 42" C.M.P. To Remain ~ Ext. Rt. & Lt.

Approx. ¼ Sect. Line

Spring Area

New 2" Cast Iron Water Line thru New Pipe Culv.

Sta. 593+25 New 60" x 294' Galv. C.M.P. 178'

93° 03' 50"

(E.B.) P.O.T. 597+31.90 Section Tie

Toe of Fill

Sta. 592+00

Sta. 594+00

N 89° 39' 05" E 2688.27' (Computed)

100' x 150' Construction Easement Rt. 593+00 to 594+00

"Wildlife" Water Trough

Slope Limits

NEW R/W LINE

New 5-Wire Game Fence

Sect. Cor. Fd. Marked Stone

N 89° 35' 27" E (comp.) 5286.9' to ¼ Cor.

Approx. ¼ Line

Match Line

Approx. Mid Sect. Line

W.B. Const. ℄

Asbuilt N 0° 48' W 1240.4' to Sect. Cor. 16

Ex. 1st. Hwy. ℄

FINALIZED

REDUCED SIZE DO NOT SCALE

Click here for I 40 Index

ASHFORK - FLAGSTAFF HIGHWAY
ASHFORK — WILLIAMS SECT.
COCONINO COUNTY

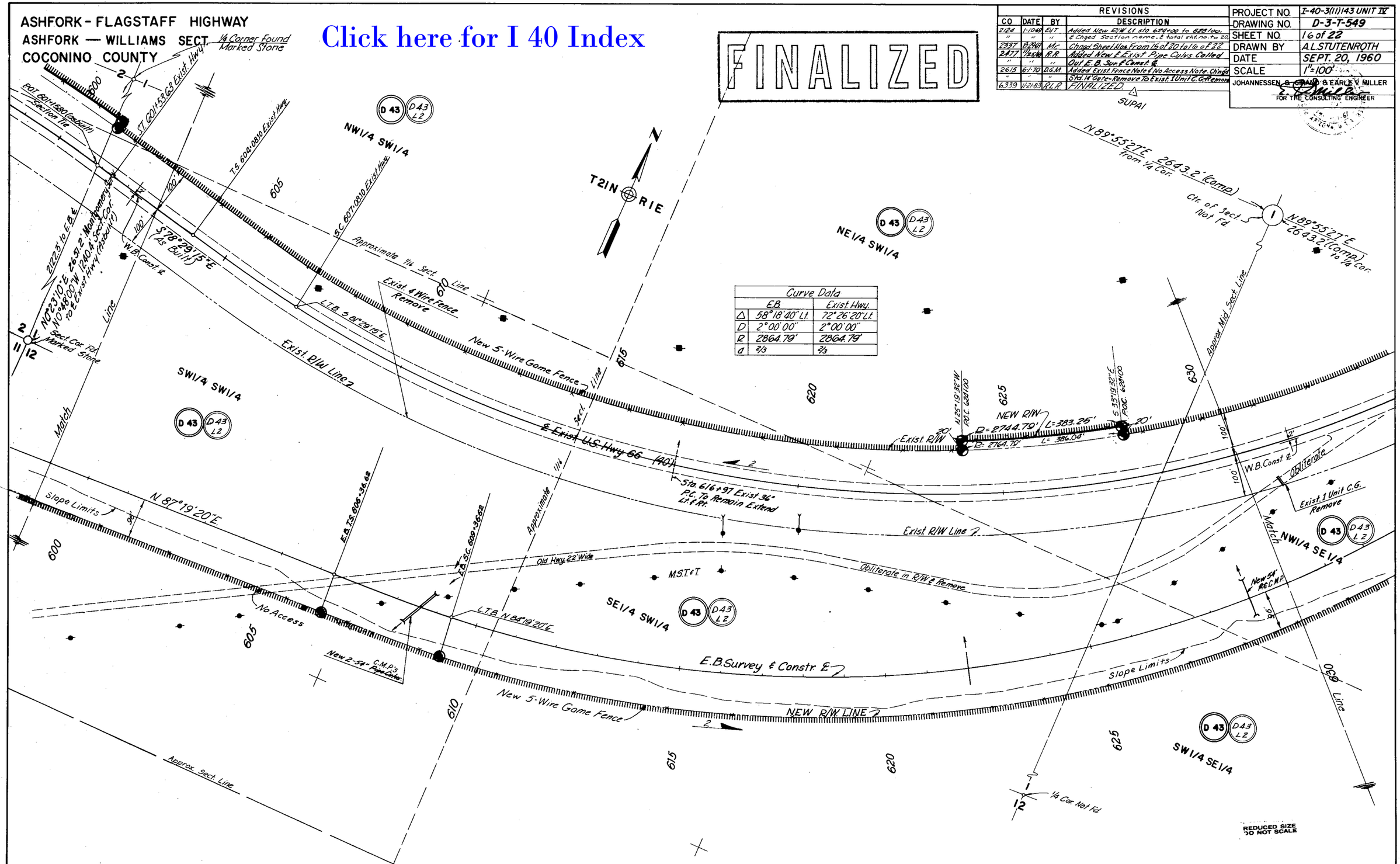
Click here for I 40 Index

FINALIZED

| REVISIONS | | | |
|---|---|---|---|
| CO | DATE | BY | DESCRIPTION |
| 2124 | 1-10-69 | EUT | Added New R/W Lt sta 624+00 to 628+00. |
| " | " | " | & Chged Section name. & total sht. no. to 20. |
| 2337 | 8-29-69 | M.C. | Chngd Sheet Nos. From 15 of 20 to 16 of 22. |
| 2477 | 11/25/69 | R.R. | Added New & Exist. Pipe Culvs. Called |
| " | " | " | Out E.B. Sur. & Const. ℄. |
| 2615 | 6-1-70 | D.G.M. | Added Exist. Fence Note & No Access Note. Chngd |
| " | " | " | Std. 14' Gate - Remove To Exist. 1 Unit C.G. Remove |
| 6339 | 11-21-83 | R.L.R. | FINALIZED. |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT IV |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 16 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & GRAND & EARLE V. MILLER
FOR THE CONSULTING ENGINEER




Curve Data

| | E.B. | Exist. Hwy. |
|---|---|---|
| Δ | 58°18'40" Lt. | 72°26'20" Lt. |
| D | 2°00'00" | 2°00'00" |
| R | 2864.79' | 2864.79' |
| d | 2/3 | 2/3 |

REDUCED SIZE
DO NOT SCALE

# ASHFORK- FLAGSTAFF HIGHWAY
## ASHFORK- WILLIAMS SECTION
## COCONINO COUNTY

FINALIZED

| REVISIONS | | | |
|---|---|---|---|
| C.O.# | DATE | BY | DESCRIPTION |
| 2/0 | 6-24-65 | JWJ | Extended Frontage Rd from Sta 342 + 639 |
| 1045 | 3-11-66 | Ford | Rev. bear. between D-41 & D-42 |
| 1058 | 4-8-66 | RC Mc | Relocated Const. & E.B. & R/W (New Ofc. &) |
| 1573 | 12-7-66 | D.J.B. | Removed Gate @ Sta. 681+58 Rt. |
| 1682 | 6-6-67 | JTer. | Added Dwg D43-L-3, Prop. limit arrows & name designations |
| 2770 | 12-7-70 | W.H. | Added New R/W Lt. of Sta 684+ to 324+ |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT IV |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 17 of 22 |
| DRAWN BY | A.L. STUTENROTH |
| DATE | SEPT. 20, 1960 |
| SCALE | 1"=100' |

JOHANNESSEN & OSBORN & EARLE V. MILLER
E. Grieve
FOR THE CONSULTING ENGINEER

| Curve Data | E.B. | Exist Hwy |
|---|---|---|
| Δ | 58°18'40"Lt. | 72°26'20"Lt. |
| D | 2°00'00" | 2°00'00" |
| R | 2864.79' | 2864.79' |
| a | 2/3 | 2/3 |

| Curve Data | Exist & E.B. |
|---|---|
| Δ | 33°44'00" Rt. |
| D | 1°00'00" |
| R | 5729.58' |

| E.B Curve Data | Ofc. Constr. Surv. & Exist |
|---|---|
| Δ | 33°44'00" Rt. |
| D | 1°00'00" |
| R | 5729.58' |

NOTE: Remove Improvements Within R/W.

| REVISIONS | | | |
|---|---|---|---|
| C.O.# | DATE | BY | DESCRIPTION |
| 2/0 | 6-24-65 | E.T.T. | Revised R/W Mk. 668+75 & 686+ & Changed |
| " | " | " | Section num. Added Thwy Contr. Item |
| " | " | " | Changed Total Sheet No. To 20 |
| 2337 | 8-25-65 | Mr. | Changed Sheet No. From 18 of 20 To 17 of 22 |
| 2477 | 12-8-65 | J.B. | Revised To C.O. For Revisions |
| 2415 | 2-10-70 | W.H. | Item C.O. For Revisions |
| 6339 | 12-28-83 | R.L.P. | FINALIZED |

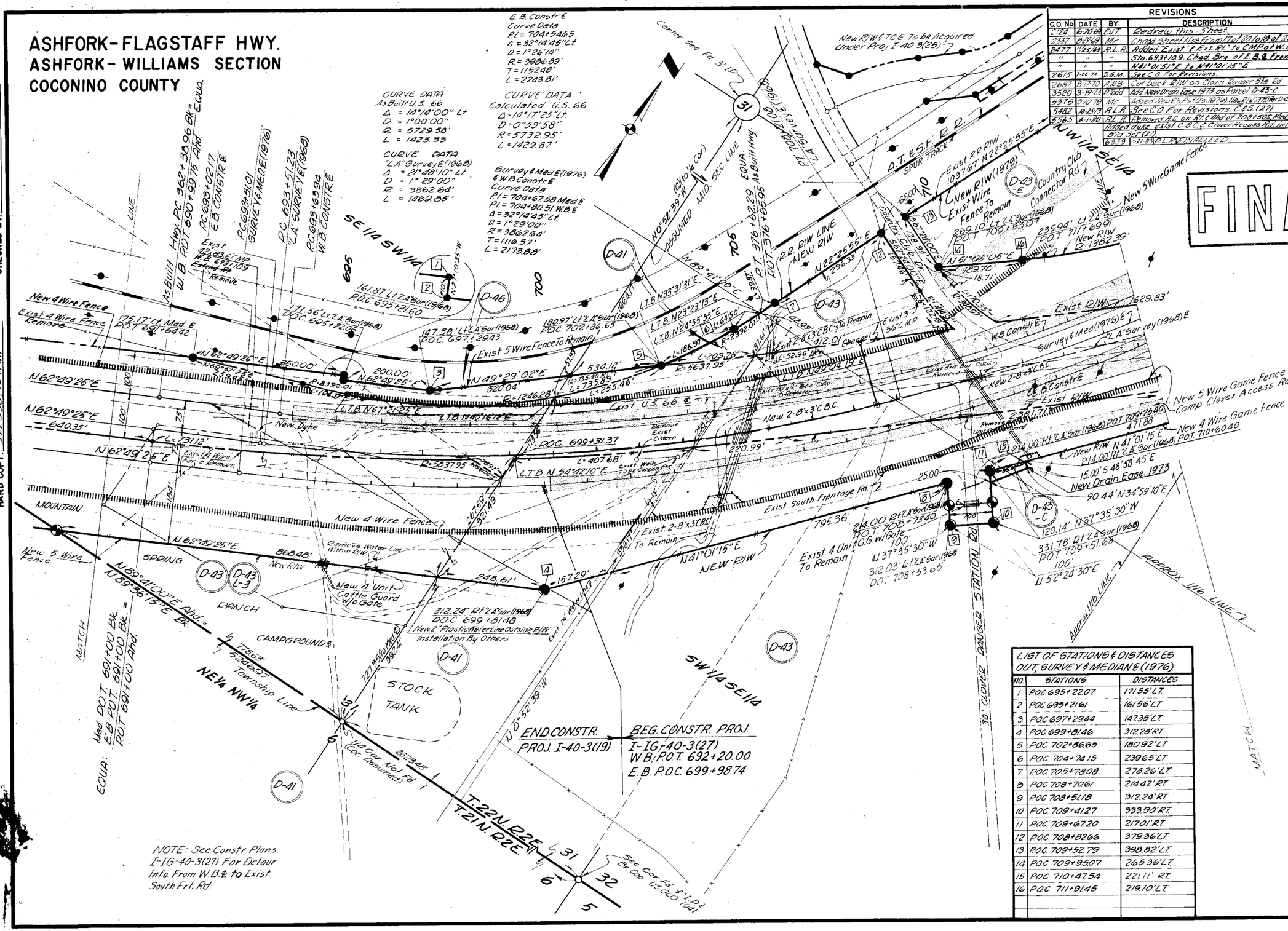
Click here for I 40 Index

# ASHFORK-FLAGSTAFF HWY.
## ASHFORK-WILLIAMS SECTION
## COCONINO COUNTY

| REVISIONS | | | |
|---|---|---|---|
| C.O. No. | DATE | BY | DESCRIPTION |
| 2124 | 6-20-69 | EUT | Redrew this Sheet. |
| 2337 | 8-29-69 | Mr. | Chgd Sheet Nos From 17 of 20 to 18 of 22 |
| 2477 | 11/25/69 | R.L.R. | Added "Exist" & Ext. Rt." to CMP at W.B. |
| " | " | " | Sta. 693+10.9 Chgd Brg. of E.B. & From |
| " | " | " | N41°01'51"E to N41°01'15"E. |
| 2615 | 7-22-70 | D.G.M. | See C.O. For Revisions. |
| 2687 | 8-17-70 | A.W.B. | Cut back R/W on Clover Ranger Sta. Rd. |
| 3520 | 3-19-73 | P. Todd | Add New Drain Ease 1973 as Parcel D-43-C. |
| 5375 | 5-10-79 | Mr. | Added New E.B. P.O.S. (1976) New R/W (1979) Par. D-43-E |
| 5482 | 10-25-79 | R.L.R. | See C.O. For Revisions. C.&S. (27) |
| 5565 | 4-1-80 | R.L.R. | Removed A.C. on Rt. & Ahd of 708+50.5 Med. & |
| | | | Added Dyke. Exist C.B.C. & Clover Access Rd. into |
| | | | Bid Set (27) |
| | | 6339 | 11-21-80 R.L.R. FINALIZED |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 18 of 22 |
| DRAWN BY | E. j toscano |
| DATE COMP. | 6-26-69 |
| SCALE | 1" = 100' |

FINALIZED




| LIST OF STATIONS & DISTANCES OUT, SURVEY & MEDIAN ℄ (1976). | | |
|---|---|---|
| NO. | STATIONS | DISTANCES |
| 1 | P.O.C. 695+22.07 | 171.55' LT. |
| 2 | P.O.C. 695+21.61 | 161.56' LT. |
| 3 | P.O.C. 697+29.44 | 147.35' LT. |
| 4 | P.O.C. 699+81.46 | 312.28' RT. |
| 5 | P.O.C. 702+86.65 | 180.92' LT. |
| 6 | P.O.C. 704+74.15 | 239.65' LT. |
| 7 | P.O.C. 705+78.08 | 278.26' LT. |
| 8 | P.O.C. 708+70.61 | 214.42' RT. |
| 9 | P.O.C. 708+51.18 | 312.24' RT. |
| 10 | P.O.C. 709+41.27 | 333.90' RT. |
| 11 | P.O.C. 709+67.20 | 217.01' RT. |
| 12 | P.O.C. 708+82.66 | 379.36' LT. |
| 13 | P.O.C. 709+52.79 | 398.82' LT. |
| 14 | P.O.C. 709+95.07 | 265.36' LT. |
| 15 | P.O.C. 710+47.54 | 221.11' RT. |
| 16 | P.O.C. 711+91.45 | 219.10' LT. |

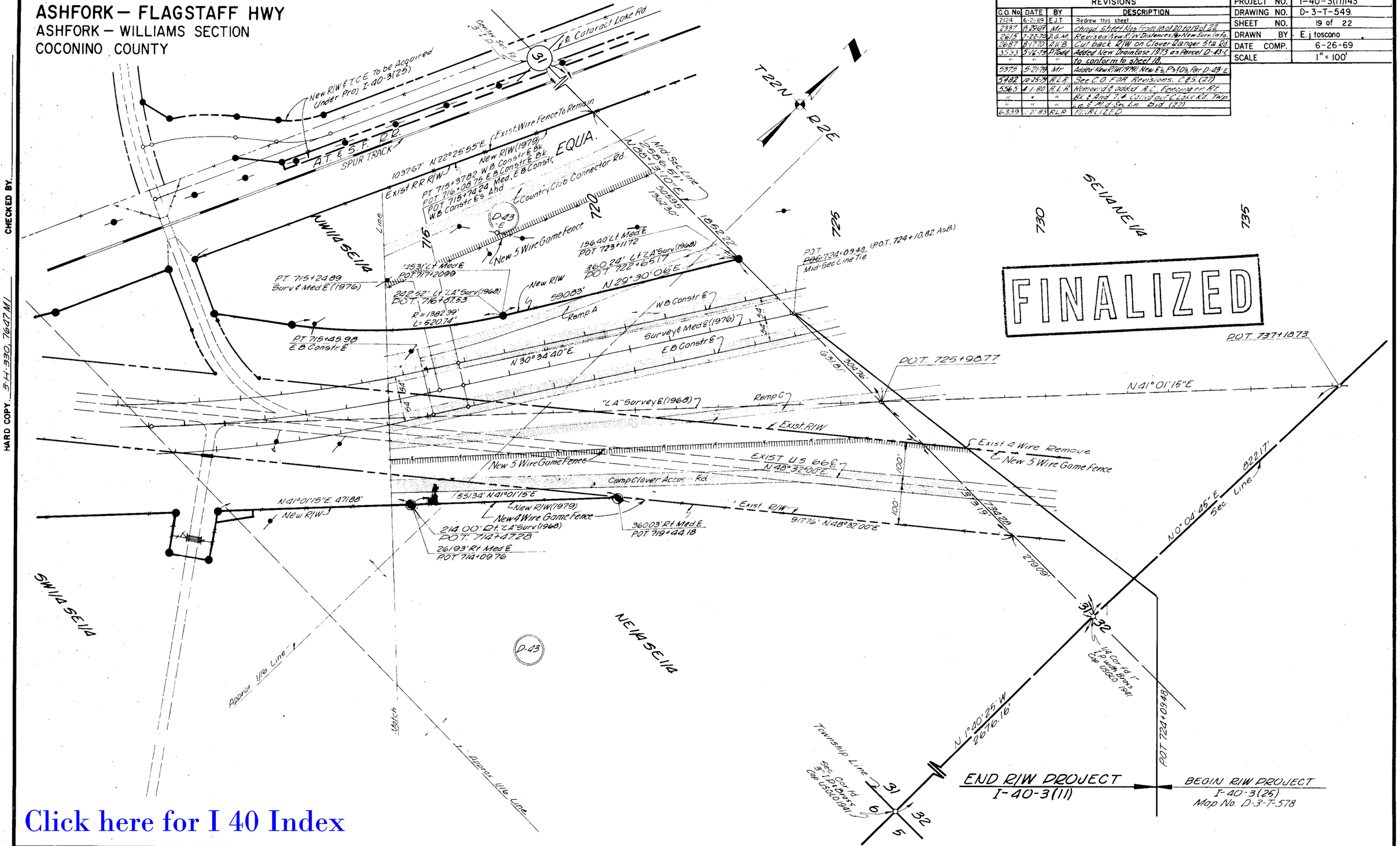
HARD COPY 3-H-330, 7647 MI. CHECKED BY.

Click here for I 40 Index

# ASHFORK — FLAGSTAFF HWY
ASHFORK — WILLIAMS SECTION
COCONINO COUNTY

| REVISIONS | | | |
|---|---|---|---|
| C.O. No. | DATE | BY | DESCRIPTION |
| 2124 | 6-21-69 | E.J.T. | Redrew this sheet. |
| 2337 | 8-29-69 | Mr | Chngd. Sheet Nos. From 18 of 20 to 19 of 22. |
| 2615 | 7-22-70 | D.G.M. | Revised New R/W Distances Per New Surv. Info. |
| 2687 | 8-17-70 | A.W.B. | Cut back R/W on Clover Danger Sta. Rd. |
| 3533 | 5-16-75 | P. Todd | Added New Drainease 1973 as Parcel D-43-C |
| " | " | " | to conform to sheet 18. |
| 5375 | 5-21-79 | Mr | Added New R/W (1979) New E's, P's & O's, Per D-43-E |
| 5482 | 10-25-79 | R.L.R. | See C.O. FOR Revisions. C.E.S. (27) |
| 5565 | 4-1-80 | R.L.R. | Removed & added A.C., Fencing on Rt. |
| " | " | " | Bk. & And 7.4 Called out C. Lake Rd. Twp. |
| " | " | " | Ln. & Mid-Sec Ln. Bid (27) |
| 6339 | 11-21-83 | R.L.R. | FINALIZED. |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 |
| DRAWING NO. | D-3-T-549. |
| SHEET NO. | 19 of 22 |
| DRAWN BY | E. j toscano |
| DATE COMP. | 6-26-69 |
| SCALE | 1" = 100' |




Click here for I 40 Index

HARD COPY 3-H-330, 7647 M1 CHECKED BY

# ASHFORK-FLAGSTAFF HIGHWAY
## ASHFORK-WILLIAMS SECTION
## COCONINO COUNTY

| REVISIONS | | | |
|---|---|---|---|
| C.O. No. | DATE | BY | DESCRIPTION |
| 2337 | 9-1569 | MF | Added Detail Sheet 20 of 22 |
| 6339 | 11-7-85 | RLR | FINALIZED. |
| | | | |
| | | | |
| | | | |
| | | | |

| | |
|---|---|
| PROJECT NO. | I-40-3(11)143 UNIT I |
| DRAWING NO. | D-3-T-549 |
| SHEET NO. | 20 of 22 |
| DRAWN BY | M. L. Ross |
| DATE COMP. | 9-15-69 |
| SCALE | 1"=100' |

FINALIZED

CHECKED BY _____

HARD COPY 3-11-804

T. 21 N. O R. 1 W.

N.W.1/4 N.E.1/4

S.E.1/4 N.W.1/4

S.W.1/4 NE.1/4

D-43-A

CINDER STORAGE AREA

260.00' N 46°30'00" E

237.23' S 33°10'00" E

283.12' S 70°16'00" W

206.88'

300.00' N 43°10'00" W

260.00' S 46°50'00" W

825'

SEC COR FD NOTCHED STONE

N 66°41'40" E (BLM) 9580.05 (BLM) SECTION CORNER TIE

N 66°41'40" E (CALC) 9578.92 (CALC)

APPROX 1/16 LINE

W.B. SURVEY & CONSTR. ℄ CURVE DATA
Δ = 6°46'00" LT
D = 0°30'00.54"
R = 11457.16'
L = 1353.08'

E.B. SURVEY & CONSTR. ℄ CURVE DATA
Δ = 6°46'00" LT
D = 0°29'72.50"
R = 11965.16'
L = 1365.85'

F.I. ℄ CURVE DATA
Δ = 89°25'25" RT
D = 35°22'04"
R = 162.00'
L = 252.98'

D-43 D-43-L2

D-43 D-43-L2

10

CENTER OF SEC NOT FD

APPROX MID SEC LINE

APPROX 1/16 LINE

185 190 195 200 205

EXIST R/W

W.B. SURVEY ℄ N 88°03'00" E

E.B. SURVEY ℄ N 88°03'00" E

EXIST PAVEMENT

SLOPE LIMITS

EXIST DYKE

NEW R/W (1963)

NEW DYKE

NEW 6'x 7'6" B.C.

55'

NEW DRAIN EASE

W.B. P.C. 184+42.80
2 ℄ EXIST E.B. P.C. 184+23.55

E.B. P.C. 184+40.03

S. 44°42'48" E.

396.37'

96.00' RT E.B. ℄ POC 188+75.00

180.00' RT E.B. ℄ POC 198+65.00

100' x 25' EASE

S. 6°03'06" E. 246.27'

38.62' RT E.B. ℄ POC 192+65.00

INTERCHANGE

HWY I-40

NEW C.G. W/GATE

N. 88°59' 30" E. 52.91'

NEW R/W (1963)

38.00' RT E.B. ℄ POC 197+70.00

WELCH

NEW R/W (1963)

N. 81°16'00" E. 480.28'

N.C.N.C.G. W/GATE

POT 209+67.44

N. 81°16'00" E.

PT 207+93.44

W.B. PT 197+74.85
2 ℄ EXIST E.B. PT 197+73.80

N. 75°51'38" W. 360.72'

N. 5°02'

98.00' LT W.B. ℄ POC 196+00.00

W.B. POC 196+69.59
F.I. POT 203+13.45

EXIST C.G. W/GATE

FOREST HWY 1 ℄

EXIST C.G. W/GATE

N. 8°44'00" W. 255.00'

195.00' LT W.B. ℄ POT 200+87.00

98.00' LT W.B. ℄ POT 201+60.00

EXIST R/W

W.B. SURVEY ℄ N. 81°16'00" E.

E.B. CONSTR ℄

E.B. SURVEY ℄ EXIST R/W

N. 81°16'00" E.

SLOPE LIMITS

NEW R/W (1963)

25' x 100' DRAIN EASE

211.30

N. 50°46'00" E.

91.44'

N. 81°16'00" E.

188.16

18A 70

440.00' LT W.B. ℄ POT 200+87.00

438.72' LT W.B. ℄ POC 196+00.00

DETAIL SHEET
CINDER STORAGE AREA

Click here for I 40 Index