Click here for SR 473 Index

ACCEPTANCE CERTIFICATE:

I, WM. N. PRICE, being STATE HIGHWAY ENGINEER of the State of ARIZONA, do hereby state that I am satisfied with the accuracy of the survey and map and do hereby recommend to the State of Arizona, by and through its Highway Commission an application for, and acceptance of that portion of the right-of-way beginning at Station 0+00.00 and ending at Station 480+0.00, as delineated on this map of definite location.

Date: 8/24/70 [signature]

State of Arizona : SS
County of Maricopa :

On August 24, 1970, before me Addye D. Kozel, a Notary Public in and for said Maricopa County, State of Arizona personally appeared Wm. N. Price, know to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same.

Addye D. Kozel
Notary Public
My Commission Expires Sept. 28, 1971

RIGHT-OF-WAY APPLICATION AND CONVEYANCE

By ARIZONA State Highway Commission Resolution No. 67-44 adopted JUNE 6, 1967.

TRANSFER ACTION:

I, Robert E. Robinson Superintendent, Fort Apache Agency, acting on behalf of the Bureau of Indian Affairs and pursuant to Departmental Regulation 25 CFR 162.8, do hereby transfer jurisdiction of that portion of this right-of-way described on this map as Station 0+00.00 to Station 480+00.00, to the State of Arizona by and through its Highway Commission.

Date: September 18, 1970 Robert E. Robinson
Superintendent

ENGINEER'S AFFIDAVIT

STATE OF ARIZONA : SS
COUNTY OF MARICOPA:

John G. Cable, being first duly sworn, deposes and states that he is the Area Road Engineer, Bureau of Indian Affairs, Phoenix Area Office, Phoenix, Arizona; that he has examined the field notes of the survey for a highway right-of-way as described and shown on this map; that this map was prepared under his direction from said field notes, and that said right-of-way 200 feet in width a distance of 8.920 miles; 100 feet in width, a distance of 0.682 miles; 50 feet in width, a distance of 0.341 miles, beginning at Engineering Station 0+00.00 and ending at Engineering Station 525+00.00, is accurately located on this map, DWG. FA-54-1.

John G. Cable
John G. Cable

Subscribed and sworn to before me this 16th day of March, 1965
Mary M. Gilbert
Notary Public

My Commission Expires July 28, 1968

APPLICANT'S CERTIFICATE

I, John G. Cable, do hereby certify that I am the Area Road Engineer for the United States Department of the Interior, Bureau of Indian Affairs, Phoenix Area Office, Phoenix, Arizona, hereinafter designated the applicant; that as Area Road Engineer I subscribed the foregoing affidavit; that the location of said right-of-way 200 feet in width, a distance of 8.920 miles; 100 feet in width, a distance of 0.682 miles; 50 feet in width, a distance of 0.341 miles, beginning at Engineering Station 0+00.00 and ending at Engineering Station 525+00.00, was surveyed by me, or under my direction, and this map was prepared by me, or under my directions; that the survey and map accurately represent the location of the road shown thereon; that such survey as represented on this map has been adopted by the applicant as the definite location of road thereby shown; and that the map has been prepared to be filed for the approval of the Secretary of the Interior or his duly authorized representative as part of the application for said right-of-way to be granted the United States, its successors and assigns, with the right to construct, maintain, and repair improvements, thereon and thereover, for such purposes, and with the further right in the United States, its successors and assigns, to transfer this right-of-way by assignment, grant, or otherwise.

John G. Cable
John G. Cable, Area Road Engineer
United States Department of the Interior
Bureau of Indian Affairs
Phoenix Area Office, Phoenix, Arizona

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS

This map is hereby approved as to trust or restricted Indian interest only pursuant to the provisions of Section 5 of the Act of February 5, 1948 (62 Stat. 17) and Departmental Regulations 25 CFR 161 and 162, subject to any prior valid existing right or adverse claim and also to any and all conditions stated in the application dated March 16, 1965 for the subject right-of-way, and in Resolution No. 61-53 adopted by White Mountain Apache Tribe on June 15, 1961.

Robert E. Robinson
Superintendent
March 17, 1965
Date

Approved By Arizona Highway Commission Res. No. 67-44, 9-30-67 as State Rte & Hwy 473

CURVE NO.	△	D	T	L	P.C.	P.T.
1	17° 28' LT.	4°	220.04'	436.67'	0+49.33	4+86.00
2	28° 29' RT.	9°	161.58'	316.48'	6+52.78	9+69.26
3	68° 43' LT.	19°00'01"	206.15'	361.66'	13+69.48	17+31.14
4	11° 58' LT.	9°59'59"	60.05'	119.67'	19+76.94	20+96.61
5	48° 32' RT.	29°59'59"	86.10'	161.78'	20+96.95	22+58.73
6	40° 46' RT.	17°00'01"	125.23'	239.80'	23+38.32	25+78.12
7	40° 17' RT.	21°59'58"	95.52'	183.11'	29+88.86	31+71.97
8	40° 19' RT.	19°00'01"	110.70'	212.19'	33+15.97	35+28.16
9	1° 52' LT.	0° 42'	133.35'	266.67'	36+76.00	39+42.67
10	31° 47' LT.	8°	203.90'	397.29'	40+78.19	44+75.48
11	44° 36' RT.	21°59'59"	106.81'	202.73'	48+07.47	50+10.20

CURVE NO.	△	D	T	L	P.C.	P.T.
12	69° 30' LT.	26°59'59"	147.21'	257.41'	54+54.55	57+11.96
13	31° 47' RT.	26°00'03"	62.74'	122.24'	61+23.59	62+45.83
14	13° 58' LT.	8°00'01"	87.72'	174.58'	63+01.70	64+76.28
15	3° 48' RT.	8°	23.76'	47.50'	65+36.95	65+84.45
16	20° 53' LT.	9°	117.32'	232.04'	67+67.84	69+99.88

CURVE NO.	△	D	T	L	P.C.	P.T.
17	17° 08' RT.	6°	143.85'	285.56'	73+82.35	76+67.91
18	13° 12' RT.	5°	132.59'	264.00'	78+94.55	81+58.55
19	36° 12' LT.	21°	89.18'	172.38'	84+77.85	86+50.23
20	17° 58' RT.	7°	129.40'	256.67'	88+26.54	90+83.21
21	9° 13' RT.	5°	92.36'	184.33'	91+39.68	93+24.01
22	4° 31' LT.	2°	112.98'	225.84'	93+29.34	95+55.18
23	6° 39' LT.	5°	66.57'	133.00'	95+61.92	96+94.92
24	13° 50' RT.	4°	173.76'	345.83'	98+35.82	101+81.65
25	29° 35' LT.	15°00'01"	100.86'	197.22'	104+10.19	106+07.41
26	22° 46' LT.	16°00'01"	72.10'	142.29'	110+39.77	111+82.06
27	24° 43' LT.	11°	114.13'	224.70'	113+45.73	115+70.43
28	10° 07' LT.	4°	126.79'	252.92'	117+45.24	119+98.16
29	5° 51' RT.	3°	97.58'	195.00'	121+35.35	123+30.35
30	9° 28' LT.	6°	79.07'	157.78'	124+48.63	126+06.41
31	26° 45' RT.	17°00'01"	80.14'	157.35'	127+59.97	129+17.32
32	39° 47' LT.	33°00'05"	62.82'	120.55'	130+14.60	131+35.15
33	12° 36' LT.	9°	70.28'	140.00'	134+46.47	135+86.47
34	41° 00' LT.	24°	89.26'	170.83'	138+95.98	140+66.81
35	62° 00' RT.	50°	68.85'	124.00'	142+67.28	143+91.28

CURVE NO.	△	D	T	L	P.C.	P.T.
36	69° 49' RT.	63°	63.46'	110.82'	143+91.48	145+02.30
37	34° 25' RT.	22°	80.66'	156.44'	145+54.35	147+10.79
38	15° 41' RT.	8°	98.64'	196.04'	151+01.83	152+97.87
39	12° 47' LT.	5°	128.37'	255.67'	153+68.51	156+24.18
40	7° 54' RT.	3°	131.87'	263.33'	156+50.56	159+13.89
41	15° 50' LT.	7°	113.82'	226.19'	170+36.07	172+62.26
42	5° 20' RT.	2°	133.43'	266.66'	174+08.66	176+75.32
43	33° 48' LT.	12°00'01"	145.06'	281.66'	177+75.52	180+57.18
44	26° 04' RT.	13°00'01"	102.02'	200.51'	181+46.30	183+46.81
45	28° 48' RT.	13°	113.16'	221.54'	186+68.01	188+89.55
46	28° 04' RT.	11°	130.19'	255.15'	198+20.05	200+75.20
47	35° 14' RT.	18°	101.08'	195.74'	201+71.96	203+67.70

CURVE NO.	△	D	T	L	P.C.	P.T.
48	55° 35' LT.	57°00'10"	52.98'	97.51'	204+27.14	205+24.65
49	69° 36' LT.	50°	79.64'	139.20'	205+31.17	206+70.37
50	9° 57' RT.	3°	166.25'	331.67'	206+76.14	210+07.81
51	18° 18' LT.	7°	131.84'	261.43'	210+24.12	212+85.55
52	52° 13' LT.	26°00'02"	108.00'	200.83'	213+85.68	215+86.51
53	16° 26' RT.	14°59'58"	55.16'	109.56'	216+55.85	217+65.41
54	6° 36' LT.	4°	82.59'	165.00'	218+45.68	220+10.68
55	62° 28' RT.	31°59'59"	108.58'	195.21'	221+50.50	223+45.71
56	75° 24' RT.	23°59'59"	185.52'	314.17'	224+06.13	227+20.30
57	14° 20' LT.	8°59'59"	90.06	179.17'	228+82.35	230+61.52

CURVE NO.	△	D	T	L	P.C.	P.T.
58	15° 10' RT.	12°	63.57'	126.39'	230+74.88	232+01.27
59	20° 11' RT.	18°	56.65'	112.13'	234+36.10	235+48.23
60	69° 34' LT.	38°	104.73'	183.07'	236+06.67	237+89.74
61	47° 56' LT.	24°00'01"	106.12'	199.72'	237+93.68	239+93.40
62	23° 39' LT.	14°59'59"	79.97'	157.67'	239+93.87	241+51.54
63	14° 16' RT.	7°	102.43'	203.81'	244+29.30	246+33.11
64	59° 10' RT.	61°00'10"	53.32'	96.99'	249+26.99	250+23.98
65	29° 33' RT.	20°	75.56'	147.75'	251+55.51	253+03.26
66	10° 16' LT.	4°	128.68'	256.67'	256+34.15	258+90.82
67	22° 27' LT.	7°59'59"	142.14'	280.63'	259+72.61	262+53.24

CURVE NO.	△	D	T	L	P.C.	P.T.
68	64° 06' LT.	32°10'03"	111.52'	199.27'	264+21.43	266+20.70
69	47° 28' LT.	26°00'02"	96.89'	182.56'	266+21.71	268+04.27
70	36° 29' LT.	16°59'59"	111.08'	214.61'	268+37.27	270+51.88
71	46° 00' LT.	22°	110.55'	209.09'	270+57.33	272+66.42
72	52° 27' RT.	46°59'54"	60.05'	111.60'	273+20.95	274+32.55
73	49° 49' RT.	21°00'01"	126.69'	237.22'	274+37.03	276+74.25
74	77° 03' RT.	29°	157.30'	265.69'	278+39.57	281+05.26
75	66° 02' RT.	26°59'59"	137,90'	244.57'	281+84.53	284+29.10
76	33° 22' LT.	17°00'01"	101.01'	196.27'	286+38.26	288+34.53
77	14° 01' LT.	8°	88.04'	175.21'	288+42.61	290+17.82

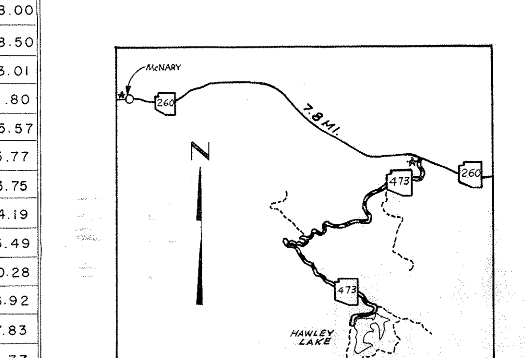
CURVE NO.	△	D	T	L	P.C.	P.T.
78	49° 51' RT.	27°59'58"	95.10'	178.04'	292+73.91	294+51.95
79	14° 33' LT.	4°	182.86'	363.75'	294+52.04	298+15.79
80	45° 47' LT.	39°59'58"	60.48'	114.46'	299+15.87	300+30.33
81	29° 18' RT.	15°00'01"	99.85'	195.33'	301+47.38	303+42.71
82	37° 30' RT.	31°59'58"	60.78'	117.19'	303+71.98	304+89.17
83	6° 40' RT.	2°	166.85'	333.33'	305+41.75	308+75.08
84	38° 13' LT.	27°35'43"	71.93'	138.49'	308+95.70	310+34.19
85	45° 28' LT.	33°59'56"	70.61'	133.73'	310+84.92	312+18.65
86	50° 46' LT.	30°00'01"	90.62'	169.22'	312+20.58	313+89.80
87	49° 48' LT.	11°	241.78'	452.73'	314+19.66	318+72.39

CURVE NO.	△	D	T	L	P.C.	P.T.
88	5° 25' RT.	2°	135.52'	270.84'	319+10.40	321+81.24
89	43° 06' LT.	22°	102.85'	195.91'	323+98.28	325+94.19
90	8° 14' RT.	5°	82.48'	164.67'	328+49.15	330+13.82
91	43° 00' RT.	11°	205.18'	390.91'	335+93.66	339+84.57
92	30° 23' RT.	7°	222.26'	434.05'	340+19.96	344+54.01
93	45° 30' LT.	24°00'02"	100.11'	189.58'	345+12.74	347+02.32
94	23° 13' RT.	8°	147.12'	290.21'	349+50.99	352+41.20
95	27° 55' LT.	8°	178.02'	348.96'	353+44.63	356+93.59
96	6° 08' RT.	4°	76.74'	153.33'	359+44.75	360+98.08
97	46° 39' LT.	21°00'01"	117.64'	222.14'	363+24.89	365+47.03
98	41° 01' RT.	22°	97.42'	186.44'	366+70.10	368+56.54
99	42° 29' RT.	15°	148.48'	283.22'	371+51.72	374+34.94

CURVE NO.	△	D	T	L	P.C.	P.T.
100	51° 14' LT.	17°00'01"	161.60'	301.37'	379+15.89	382+17.26
101	38° 40' LT.	15°59'59"	125.64'	241.67'	384+13.59	386+55.26
102	64° 28' RT.	19°59'59"	180.64'	322.34'	388+11.05	391+33.39
103	2° 59' LT.	2°	74.60'	149.17'	392+99.65	394+48.82
104	3° 10' RT.	2°	79.19'	158.34'	395+38.39	396+96.73
105	25° 43' LT.	18°	72.66'	142.87'	398+51.16	399+94.03
106	7° 01' LT.	3°	117.09'	233.89'	400+82.75	403+16.64
107	26° 56' RT.	5°	274.41'	538.67'	408+60.83	413+99.50
108	60° 32' LT.	18°59'59"	175.98'	318.60'	418+22.80	421+41.40
109	4° 58' LT.	5°00'01"	49.70'	99.33'	422+92.11	423+91.44
110	2° 41' LT.	3°00'01"	44.73'	89.44'	426+51.30	427+40.74
111	10° 45' RT.	6°	89.85'	179.17'	428+23.09	430+02.26

CURVE NO.	△	D	T	L	P.C.	P.T.
112	7° 15' LT.	6°00'01"	[illegible]	120.83'	432+59.68	433+80.51
113	11° 45' RT.	3°	[illegible]	391.67'	434+45.09	438+36.76
114	30° 54' RT.	15°	[illegible]	206.00'	441+39.34	443+45.34
115	71° 24' RT.	33°00'02"	[illegible]	216.36'	445+39.75	447+56.11
116	20° 44' LT.	10°	[illegible]	207.33'	448+47.23	450+54.56
117	57° 10' LT.	17°00'01"	[illegible]	336.27'	450+78.49	454+14.76
118	23° 14' LT.	12°	[illegible]	193.61'	454+17.22	456+10.83
119	62° 35' RT.	35°	[illegible]	178.81'	457+25.46	459+04.27
120	22° 48' RT.	11°00'01"	[illegible]	207.27'	461+97.03	464+04.30
121	29° 21' LT.	19°00'02"	[illegible]	154.47'	465+40.44	466+94.91
122	5° 59' RT.	3°	[illegible]	199.44'	468+10.50	470+09.94
123	26° 18' LT.	11°59'59"	[illegible]	219.17'	472+31.00	474+50.17

CURVE NO.	△	D	T	L	P.C.	P.T.
124	52° 54' LT.	18°	158.36'	293.89'	475+94.11	478+88.00
125	29° 59' RT.	25°00'03"	61.37'	119.93'	479+28.57	480+48.50
126	60° 57' RT.	27°59'59"	120.42'	217.68'	484+45.33	486+63.01
127	60° 35' RT.	41°00'04"	81.63'	147.76'	486+74.04	488+21.80
128	27° 37' RT.	17°	82.83'	162.45'	488+43.12	490+05.57
129	9° 34' LT.	6°59'59"	68.49'	136.67'	491+39.10	492+75.77
130	11° 59' RT.	15°59'57"	37.59'	74.90'	493+78.85	494+53.75
131	19° 39' LT.	10°	99.22'	196.50'	495+37.69	497+34.19
132	26° 01' RT.	10°59'59"	120.33'	236.52'	498+38.97	500+75.49
133	25° 32' RT.	10°	129.82'	255.33'	502+64.95	505+20.28
134	37° 23' LT.	32°00'03"	60.57'	116.82'	506+60.10	507+76.92
135	16° 35' RT.	10°00'01"	83.50'	165.83'	508+42.00	510+07.83
136	6° 45' LT.	3°	112.63'	225.00'	510+09.77	512+34.77
137	27° 12' LT.	7°	198.02'	388.57'	516+82.70	520+71.27
138	58° 10' LT.	38°	83.86'	153.07'	522+32.73	523+85.80



Approved By Arizona Highway Commission Res. No. 67-44, 9-30-67 as State Route and Highway 473

SCALE IN FEET: 0 250 500 1000 1500 2000

UNITED STATES DEPARTMEN OF THE INTEROR
BUREAU OF INDIAN AFFAIRS
PHOENIX AREA OFFICE
ROADS

FORT APACHE INDIAN RESERVATION
RIGHT OF WAY MAP
INDIAN ROUTE 54
ARIZ STATE ROUTE 473
NAVAJO COUNTY STATE OF ARIZONA

DRAWN A.T.M. R.D.J. RECOMMENDED
CHECKED APPROVED
SCALE 1" = 500' DATE DWG. NO. FA-54-1

Map No. Assigned Sept 21, 1970 ARIZONA HIGHWAY DEPARTMENT MAP NO:- A-I-T-246

A-I-T-246